

# THE Zephyr

Burlington  
Route

BRHS NEWSLETTER

ISSUE 1-08. NO. 56

## KANSAS CITY 2007 ANNUAL MEET

as reported by Rich Gortowski

The strains of "Goin' to Kansas City, Kansas City here I come" could be heard as the Burlington Route Historical Society pulled into town for its 2007 Annual Meet. It had been thirteen years since we had held a convention in Kansas City, and we were happy to be back. The meet this year was held at the Doubletree Hotel in Overland Park, Kansas. It was an excellent place to hold the convention, with great facilities, a great staff, and an excellent banquet facility. A small, but spirited group showed up to enjoy getting together with their fellow Q fanatics.

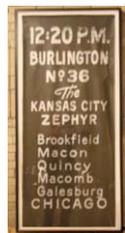
This year's convention was truly a team effort. Dennis Owen had researched area hotels and events, Rich Gortowski negotiated and booked the hotel and banquet facilities, Lenny Ohrnell lined up all of the events, Marie Lager and Sharon Hendricks organized the ladies events, Gene Tacey did the registration, and Dennis Popish coordinated the meet. Our thanks to all these people who helped make the



Kansas City Union Station  
above by John LoCoque



Interior at right, Gene Tacey.



meet run so well.

We started arriving at the Overland Park Doubletree Hotel on Thursday, by trains, planes, and automobiles. Several attendees took advantage of Amtrak's Southwest Chief out of Chicago and had a leisurely ride to historic Kansas City Union Station on the Superliner. For the early arrivers, there were several layouts to tour and enjoy. Thursday night featured some great layouts by Dave Acheson, Mike Fyten and Tom Manning. We also had a chance to catch up with old friends prior to Friday's events.

On Friday, a chilly morning, we piled into the bus and hit the road for a ride on the Midland Railway short line. We pulled up to the depot in Baldwin City, Kansas, built in 1906 by the Atchison, Topeka & Santa Fe Railway, now the starting point for the trip. We had some time to look at some of the rolling stock and engines used by the Midland - particularly the former CB&Q NW2 #9927 and commuter power car CB&Q #7301. There were also two very nice Rock Island engines; E8 # 652 and E6 #630, resplendent in CRI&P passenger colors. We also had a chance to look at the depot

Continued on page 2

### LINE-UP

Page	Article
1	Kansas City Meet Recap
9	Modeling the Burlington - Ray Bedard's HO 2-10-2
10	Boxcar "Brady Bunch" 4 Page Pull Out Section Kansas City Meet Contests
14	Q Barrel Cars
18	Q&A
19	Exchange Place
20	Where to Write

#### FUTURE ISSUES (as space permits)

- Oregon Meet Recap
- CB&Q Postcards
- Waycar Interiors
- MTZ Move

Continued from page 1

while preparations for boarding were completed. Today's consist featured several cabooses and open air cars, as well as enclosed coaches. We were pulled by an RS-3 painted in the NYC lightning stripe scheme. Those who rode behind this engine got to experience the Alco's diesel exhaust first-hand as it belched smoke! After the trip we gathered for a very nice box lunch before heading to the second part of the tour. Of course, as always with this group, we had to hunt down several of the die-hard railfans before we could pull out in the bus... Grant?...Dick?...Where are you!?

The second part of the day was to be a visit to the Johnson County Community College, where they prepare people for a career as a railroad employee. Unfortunately, there were problems with personnel and coverage, and we couldn't visit the college. Instead, we went to the fabulously restored Kansas City Union Station for sightseeing. The last time the BRHS was in town, the station was boarded up and its fate was uncertain. This time the station has been gloriously restored and in looking at the displays, the memorabilia, and the pictures, throughout the station, one could get a sense of the immense vitality the station had in its heyday. It is such a large and imposing station, as it was a true Union Station for all of the roads that came into Kansas City. There was also a railroad museum in the station that several people chose to explore. Some highlights of the museum was a beautifully painted Mountain-series Great Northern observation car from the 1950's (admittedly a little bit out its usual territory...). There was also a very nice model railroad of the station itself, and a BNSF diesel simulator.

After the day's events the women gathered for some fellowship and crafts while the men took off to see three new layouts open for our viewing. We got to see Steven Preist's 1960's AT&SF layout, Bill McCroskey's CB&Q layout, and Bill Hirt's 1960's CB&Q K-Line layout. All of the layouts we saw were truly excellent layouts, featuring incredible craftsmanship. Our thanks to all of the people who were kind enough to open up their layouts to us!

Continued on page 3



*Denver's Rice Yard on Dave Acheson's Joint Line in the 1970's era. This HO railroad runs along the Front Range from Denver to Pueblo. The BN, D&RGW and ATSF are all modeled.*  
Photo by Bill Jelinek



*A Kaw Valley freight lumbers through Bonner Springs, Kansas on Mike Fyten's S scale Kaw Valley Line from Kansas City to Lawrence, Kansas in the early 1950's.*  
Photo by Bill Jelinek



*A N&W coal drag sits on the Allen siding as an interesting lash-up of power heads a northbound Clinchfield train off the Nora Branch, soon to enter the Caney Fork tunnel on Tom Manning's Clinchfield Railroad in the 1974-5 era.*  
Photo by Bill Jelinek

Continued from page 2

Saturday started out with the Annual Meeting. President Gene Tacey and the board brought the members up to date with the year's events and plans for the future. Immediately following the Annual Meeting was the ever-popular swap meet. We had a lot of vendors this year and it was evident that a lot of buying and selling was going on. In addition to the swap meet, we saw a larger group of modelers bring in their Q models (you can see pictures of the winners in this Zephyr). Looking at these models and talking with the modelers is always a great inspiration. We also had a series of clinics covering such diverse topics as: "Flat Car Loads" by Jim McCroskie, "Tales of the Union Pacific Railroad" by Mike Porter, "Anatomy of a Steam Locomotive" by Bob Jeffries and "Modeling a Burlington E-5 and Stainless Steel Zephyr Cars" by Bill Dredge.

While we were busy with our trains, Marie Lager and Sharon Hendricks put together their usual excellent ladies tour. Their day featured events like a tour of the Victorian Trading Company Store, shopping at an antique mall, a scavenger hunt, lunch at a unique Italian restaurant and tried their hand at scrapbooking to help remember their day. As you can see, you don't have to be enamored with the Q to have a good time at our Annual Meet!

After the day's events, we gathered for a social hour and the banquet with our fellow fanatics. The Doubletree staff put on a splendid buffet and everyone seemed quite pleased with the result. After the banquet, we raffled off some really excellent prizes, including several brass pieces and some really nice books and models. The raffle benefits the Society and the money raised from the generous ticket buyers helps fund BRHS publications and activities. After the awards for the modeling/photo contest and some special Society awards, we settled down for the programs. Our featured speaker after the banquet was Art Gibson showing slides of trains from the Kansas City, Lincoln and Denver areas. After the programs, good-byes were said and plans to attend the Spring Meet in Oregon, Illinois were discussed.

Continued on page 5



*A Q GP7 switches a St. Louis-bound local in Louisiana, Missouri (right) as we look south standing in the Mississippi River. Bill Hirt's CB&Q Hannibal Division models the K Line from St. Louis to W. Quincy in late summer 1963.*

Photo by Matt Kosic



*The engine facility is bustling on Jim McCroskie's CB&Q Omaha Division layout, which models the Burlington mainline from Kansas City to Omaha in HO scale in the late 1960's.*

Photo by Matt Kosic



*Matt Kosic, Jim Miller and Rich Gortowski inspect the rural scenes of Stephen Priest's Santa Fe Emporia Division HO scale layout circa 1978. Modern mainline running between Kansas City and Wellington, Kansas is featured.*

Photo by Bill Jelinek



Baldwin Depot on the Midland Railway. Photo by Matt Kosic



Ex-NYC Alco RS3 #8255 at Norwood. Photo by Gene Tacey



Our crew prepares for departure. Photo by Matt Kosic



Ex-MKT Transfer Caboose mid-train at Norwood. Photo by Bill Jelinek



Coupling for our return. Photo by Gene Tacey



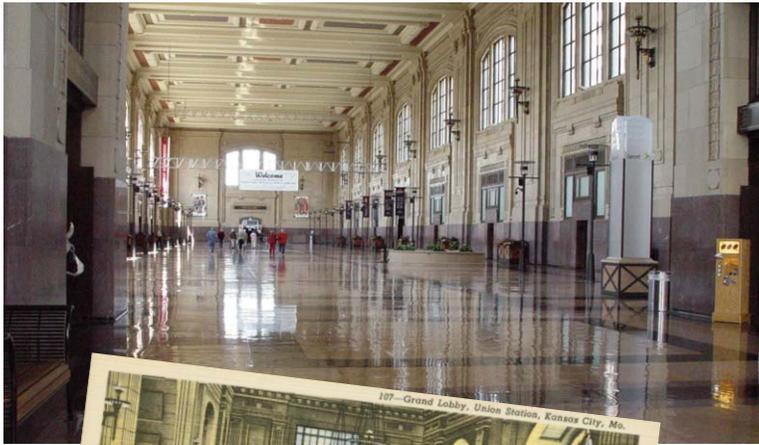
Ex-RI E6 #630 & E8 #642 just south of the depot. Photo by Matt Kosic



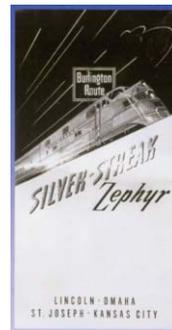
Ex-Q NW-2 #9227/BN 524. Photo by Bill Jelinek

Continued from page 3

People who have never been to an Annual Meet sometimes wonder if it is worth it. As this was my twentieth consecutive Annual Meet, I always tell these people it is a great opportunity to meet people who have a common interest, a chance to network with these people, and an opportunity to get inspired by the models, photographs, and clinics. I have met new people who turned into life-long friends and we look forward to our chance to see each other during the meet. Why not take a chance and attend one of the Society's Spring or Annual meets? I am confident that you will see the value of it once you give it a try!



Above: North Waiting Hall of the Kansas City Union Station. The building opened in 1914, closed in 1989 and was restored to its original splendor by late 1999. Left: A Fred Harvey post card showing the Grand Lobby as it appeared in the 1940s.



An eastbound BNSF train waits between a moving BNSF grain train and Amtrak's Kansas City Mule that had just arrived at KCUS from its morning journey from St. Louis. Photo by Bill Jelinek



Smiles abound as the ladies of the BRHS pose for photos at a very unique Italian restaurant during their Saturday activities. Photos courtesy Sharon Hendricks



Eager shoppers scan the treasures that were offered by vendors and members at Saturdays Swap. Photo by Gene Tacey



The raffle table, loaded with lots of good stuff waiting for those with the luck of the draw! Photo by Matt Kosic



Marie Lager prepares to award one of the Ladies' Door Prizes while Gene Tacey looks on. Photo by Matt Kosic



Cool Zephyr commemorative coin! Photo by Matt Kosic



The banquet table is almost ready and as you can see in these photos, everyone is enjoying the chance to talk with one another about the days events and await Art Gibson's slide presentation on the Q in KC and Denver. All Banquet Photos by Matt Kosic



# AWARDS & RECOGNITION



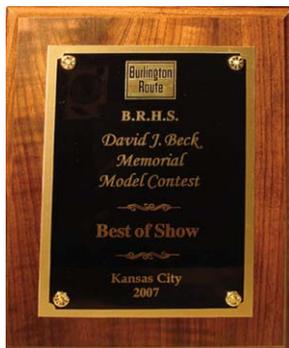
## FUKA/ MIEKISZAK MEMORIAL AWARD



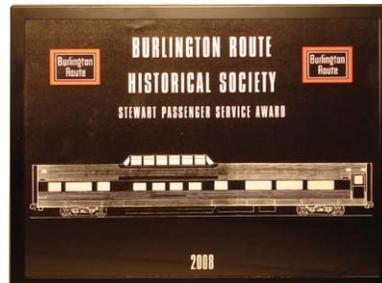
*Bob Rees accepts the Fuka/Miekiszak award from BRHS President Gene Tacey on behalf of the Oregon Depot Museum. The award was given in recognition of their efforts to preserve and restore the ex-CB&Q Oregon Depot.*



*Oregon Depot Photo by Bob Rees*



## BEST IN SHOW DAVID J. BECK MEMORIAL MODEL CONTEST AWARD



## STEWART PASSENGER SERVICE AWARD



## BEST IN SHOW PHOTO AWARD



*Jack Ferris receives award from BRHS President Gene Tacey*

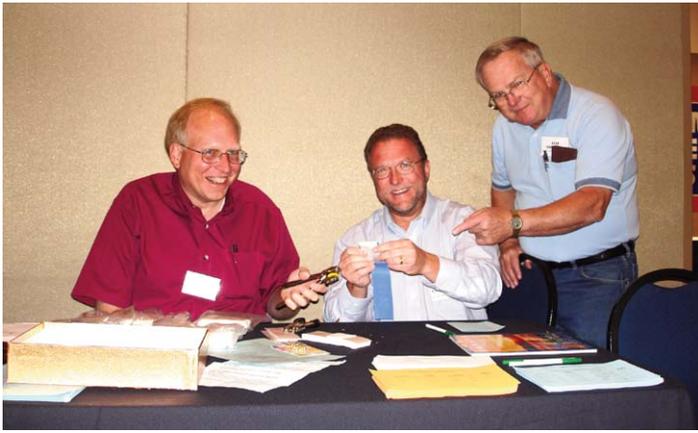


*Paul Proksa receives award from BRHS President Gene Tacey*



*Bob Milner receives award from BRHS President Gene Tacey*

*Photos by Matt Kosic*



Jim Miller (standing) insists the correct header gets placed on the contest ribbons by Model/Photo Contest Chairmen Bob Kosic (left) and Rich Gortowski (right). Photo by Matt Kosic



Dennis Popish discusses the finer points model judging with Bob Stanage while John Brennan, Paul Proksa, Terry Ulrich and an unidentified BRHS member examine models. Photo by Gene Tacey



The contest room's tables of passenger equipment, locomotives, MOW equipment and structures.



Photo by Gene Tacey

## ANNUAL MEET THANK-YOU'S

### Meet Planning Committee

Rich Gortowski, Lenny Ohnell and Dennis Owen

### Registration

Gene Tacey

### On Site Coordination

Dennis Popish

### Layouts

Dave Acheson, Mike Fyten, Bill Hirt, Tom Manning, Bill McCroskey and Steven Preist

### Clinics

Bill Dredge, Bob Jeffries, Jim McCroskie and Mike Porter

### Program

Art Gibson

### Ladies Events

Marie Lager and Sharon Hendricks

### Model/Photo Contest

Rich Gortowski, Bob Kosic and Mike Spoor

### Photographers

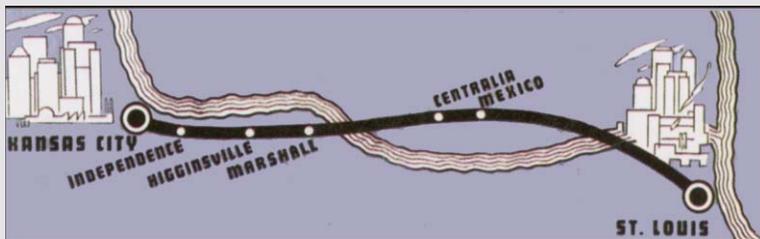
Bill Jelinek, Matt Kosic and Gene Tacey

### Special Thanks to:

Midland Railway  
Victorian Trading Company Store

### Hotel Accommodations

Doubletree Hotel - Overland Park, Kansas



## DOOR PRIZE DONORS

5th Avenue Car Shops  
AAA Carpet Cleaning  
Accurail  
Athearn  
BRHS Company Store  
Dennis Popish  
Pixels Publishing  
Q Connection  
Quincy House Publishing

We apologize to anyone we have left off this list. The "official" list of donors cannot be found, and this is a reconstruction from the memory of those responsible. Zephyr Editor



# MODELING THE BURLINGTON

## Ray Bedard's Modified Proto 2000 2-10-2 in HO Scale

Text & Photos all Ray Bedard

Well, guys and gals, I finally finished my 2-10-2 project and am very happy with the results.

I started out with the new Proto 2000 Heritage Series by Walthers, with sound and undecorated. And I must add that the sound effects are the best I have heard. The deep whistle sound and chuffing really makes this engine come alive. I do not operate DCC, but with the new Atlas Quantum controller, I get to add a lot of new "life" to my engine with many new sound effects.

As for the modifications, here is what I did: Taking the entire engine apart was the most time consuming. It took lots of patience and time. I was fortunate to obtain a detailed "Disassembly Instructions" direct from Walthers. Without this, I would have been lost, as the boiler does not come apart easily. Once this was done, I was able to start my rework.

I removed the air pump on the fireman's side, and all the piping under the cab on both sides. I removed the 2 boiler halves from each other and then removed the cab. I left the drive wheels and frame together in one piece.

Using several photos of 6303 (both sides) and other photos of the M3 class engines, I was able to determine what needed to be added to give my engine a truly "Q" look.

On the fireman's side, I added a Cal Scale 6203 "Q" Worthington feedwater heater, adding additional piping. A Cal Scale 6532 "Q" whistle and a Kemtron 31453 smoke stack - it is slightly larger than the stock smoke stack and I really think it looks much better on this larger engine.

On the engineer's side, I added a Cal Scale AP345 air pump and on the front I changed out the bell and marker lights using Cal Scale 285 and 312. I also made a new air tank mounted under the front of the boiler using Plastruct round tubing.

For the tender, I extended the height of the coal bunker on the tender and added a ladder and handrail at the back of the new bunker. Other than adding a new coal load, that's about all I did.

I painted the engine using Floquil paints and with the cab removed, I was able to paint the inside of the cab green -



something that has always been hard for me to do on my brass engines.

I really like the way it came out. I still need to weather it, to help bring out more detail and give it that "used" look, but I could not wait to get these photos printed to share with you all.

Ray Bedard, San Jose CA



# The Burlington's **BRADY Bunch** in a Box Car

Memories by Eldora Morava-Winchester written by Dick Briney

When Ralph and Daisy Sickles introduced fellow Burlington railroader, Richard (Dick) Briney to their friend Helen Morava in 1957, we can only guess if they had any inkling to the chain of events they were starting. Dad had been working for the Burlington, operating large equipment such as draglines and bulldozers, for eight years at the time he married Mom. Mom and Dad were married in 1958, in York, Nebraska, Dad's adopted hometown. They each brought with them three children, Dad's (Richard) were Pat, Robert & Deb Briney. Mom's (Helen) were Eldora (Dorie), Robert & Ed Morava. All of us kids were between the age of one to eight. I guess you could have thought of us as a version of the TV sitcom "The Brady Bunch".

There was a difference, however. We didn't move into a house, as most people would relate a large family to, no white picket fences for us. As a matter of fact our first house as a family was orange, "Omaha Orange" to be precise. That was the color that the Burlington painted all of their maintenance equipment. Our "house" was a 40 foot long Bunk car that had been converted from an outside braced wooden railroad boxcar.

I remember the long trip from Crawford, Nebraska to meet my new Dad. He was working around the Ashland, Nebraska area running a bulldozer working on the right of way. It was night and when I woke up seeing the light of day I had a new Dad. To start with only Robert, Ed and I were there. Dad had left Pat, Robert and Deb in York with his sister Ruth after his first wife had died from cancer shortly after Deb was born. We were soon to be joined by our new brother and sisters for the first time as a family, which brought up the first problem. There were two Roberts, simple solution, the oldest, Robert Morava, would keep the name, Robert Briney would become Bob or Bobby (depending on who was calling him). We all kept our same last names so we were the Briney-Morava family.

The bunk car had two rooms, one bedroom and one combination living room and kitchen area. The bedroom had a full size bed and a bunk bed. We took turns sleeping in the full bed, either the three girls or the three boys. In the bunk bed two slept in one bunk and one of us actu-



*CB&Q Bunk Car #211849 - former XM11/13 40' double sheathed boxcar. Denver, June 1978. Photo by Hol Wagner*

ally got to sleep alone in the other bunk. I used to like to sleep by myself in the top bunk! Mom and Dad slept on a divan in the living room area that folded down to make a double bed. When we had company, they slept on the divan and Mom and Dad slept in the double bed in the bedroom, then the kids slept three to a bunk in the bunk bed, crowded sure, but we were little and didn't really care. The kitchen area had a small half wall divider that separated it from the living room, the dining table folded down from the wall and was supported by a single leg. When the table was down it revealed a small cupboard that had no other door than the tabletop. Our water supply was initially a large igloo cooler, only time we had running water was when you pushed the spigot on the bottom of the cooler. Another way we had "running water" was when us kids had to "run" to the water pump with a bucket and bring it to the bunk car to fill the Igloo cooler. Problem was we were kids and you know we usually ended up wearing the majority of the water before we made it back. In hot weather it took lots of trips to fill the Igloo. We also had a wooden ice box against the kitchen/living room divider, the railroad supplied large blocks of ice. We used to use the ice pick and break off a piece for a treat, kind of like bunk car ice cream.

Heating was provided by a kerosene stove in the living area. It really couldn't keep up on the cold days. The heat came out of the top of the stove but the entire case

# 2007 KANSAS CITY MODEL/ PHOTO CONTEST RESULTS

All Model Photos by Matt Kosic

All Models pictured are HO Scale unless noted

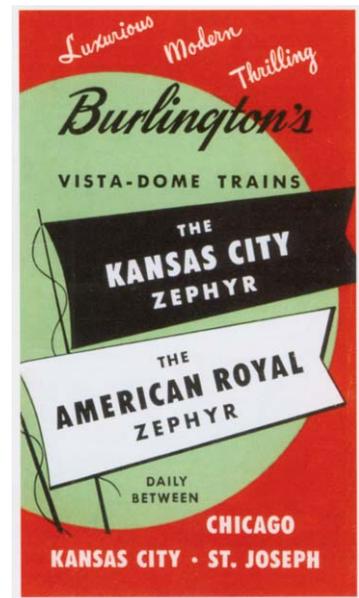
## DIESEL PASSENGER



First Place (above): Paul Proksa - E8 #9939B

Second Place (middle): Dennis Popish - E5 #9915  
"Silver Wings"

Third Place (below): Rich Gortowski - E7 #9924B



## WAYCARS



First Place (left): Steve Holding CB&Q Transfer Waycar #17400  
O Scale

Second Place (above): Ken Martin - C&S Waycar #10567

# FREIGHT CARS



**First Place** (left):  
Steve Holding, CB&Q GS  
Gon #72130  
**O Scale**

**Second Place** (below left):  
Gene Tacey, CB&Q GS-6  
#81489

**Third Place** (below right):  
Paul Proksa, HT-1D 3-Bay  
Hopper #172517



# PASSENGER CARS



**Stewart Award**

**Stewart Award and  
First Place** (left):  
Paul Proksa - 8-5 Sleeper  
"Clover Veldt"

**Second Place** (below left):  
Paul Proksa - RPO #2323

**Third Place** (below right):  
Steve Holding - BE1 Troop  
Kitchen #  
**O Scale**



# STRUCTURES

Best in Show



**First Place and Best In Show** (left): Jack Ferris Building #3, Farmington, IA

**Second Place** (above): Ken Martin - Lowell, NE Depot

# COMPLETE TRAIN

**First Place** (right):  
Rich Gortowski - Train #7  
Denver Local

**Second Place** (below):  
Bill Dredge - Kansas City Zephyr

**Third Place** (right below):  
Steve Holding - Way Freight  
**O Scale**



# PHOTOS



**Best in Show**

First Place B&W Print and Best of Show (above):  
Bob Milner - "5615 Passes a Dinkie"

First Place Color Print - Post Merger (right):  
Jim Singer - "Afternoon at Minerville"

First Place Color Print - Prototype (below):  
Bob Milner - "Meet at Wataga"





*CB&Q Bunk Car #219132 - converted from a single sheathed boxcar very close in number to the Briney's car. Taken on a rainy, but clearing morning in Eola, Illinois on morning of June 23, 1962.*

*Photo by Jonathan Harris*

*Continued from page 10*

would get really hot. We used to stand close to the stove to warm up when we got cold. I had scars on my back for a long time when I backed into it accidentally. Cooling was another story, opening the windows and doors for the natural breeze was about all we had. Somewhere along the line dad found an evaporative cooler, a swamp cooler as they are now popularly called. Dad put it in one of the windows in the living area and we filled it with water and even ice chips when we had them. Didn't really cool much but if you stood right in front you had a cool breeze. When it was bath day, it required a lot of trips to the water pump. Mom would have two buckets of water on the stove heating and would put the hot water in the big round metal tub. Most of the time the tub was in the living room area for baths, otherwise when not in use it hung on the outside of the bunk car (see the pictures!). Being the oldest I got the first bath, when I was done, Mom added some more hot water then it was Pat's turn. Each of us got a clean washcloth. When Deb was done with her bath, the water was tossed out and new water was filled for Robert (being the oldest boy). It was an all day job just taking baths. It was a real treat when we were in a town that had a depot with a shower. We would wait until everyone was gone for the day and Dad would stand guard while mom and us girls took showers.

Washing clothes was usually done when we visited our more "conventional" (stationary) family and friends, usually during moves. Otherwise it was our jobs to take clothes to the Laundromat to wash them. Pat, Robert and I had the main responsibility but Bob and Ed usually came along too. Probably was some quiet time for mom. One Laundromat was in the back of a little old lady's house. She gave us tea while we were washing our clothes. We would bring the clothes back to the bunk car wet and mom would hang them on makeshift clotheslines or on a laundry rack to dry. Mom didn't fold the clothes when they were dry, she rolled them and had it down so well that they looked as if they were ironed.

Later on mom acquired a wringer washer, then the laundry was done in the bunk car, a small clothes dryer arrived later and helped out, but we still had to air dry the clothes for a while before the dryer could handle them.

Our youngest brother, Rick was born in December, 1959 in Lincoln, Nebraska. The bunk car was parked on the F-2 track behind the depot in Lincoln, Nebraska. We always kid Rick about being born in a bunk car, but he was really born in a hospital. Dad's cousin Phil Biestline was also working for the Burlington, and he and his wife Elaine had their bunk car parked next to ours. The morning after Rick was born, I woke up to find Dad sleeping on the divan. He was all bloody and his dress slacks were ripped down the seams. I was scared as Mom was nowhere around, but found out that a transient had broken into Phil and Elaine's bunk car. Phil tackled him and was beating on him while Elaine was holding a skillet and yelling at Phil to roll him over so she could hit him on the head. Dad had heard the commotion and ran outside with his pistol to help, and the transient grabbed at Dad to save himself from the beating he was suffering at the hands of Phil and Elaine and he tore dad's slacks. With the addition of Rick, a crib was added to the living room. Grandma Briney (Dad's mom) had come to Lincoln to stay with us kids while Mom was recovering from Rick's birth. It had snowed quite a bit that year and Grandma fell through a snowdrift up to her waist. We tried pulling her out but we just packed her tighter into the snow, so we finally shoveled her out.

Grandma Harkey, (Mom's mom) at first was concerned about us being off at some unknown place on the railroad with no connections by telephone. But she soon found that she could go to any depot, tell them the number of the bunk car (CB&Q 210132), and find out just where we were located. That was reassuring to her and several times grandma came to visit.

*Continued on page 12*

*Continued from page 11*

Dad was able to find a steam locomotive tender that had been converted to a maintenance of way water car. Had it coupled to the kitchen end of the bunk car and then we really had running water. Dad ran a hose through the kitchen window and to the sink. After that bath days were much easier, no more carrying water. The tender still had the coalbunker with the slope sheet and it quickly became our own "Jungle Gym". We could climb the ladder that ran up the rear of the car, crawl up the old slope sheet, and slide back down, it wasn't very slick and was kind of hard on the clothes. On warm summer nights some of us kids were allowed to sleep on top of the water tank, we used to sneak off at night too! The coalbunker made a great place to watch the trains as they were going by. Dad always said that he liked to fill the water car at Hardin, Montana. The water came from the Big Horn River and was really good. We had a swing set that Dad would set up for us when the bunk car was set out on a siding. Never seemed to have any grass to play on, our yard was cinders and ballast rock. Dad usually tried to set up the swing set on the side of the bunk car away from the main track but sometimes that wasn't possible. Later we had a bicycle, we had to take turns riding it, we never seemed to be able to afford a second one. Dad put both the bicycle and the swing set in the bunk car when we moved.

School was an interesting affair. We moved so many times that we never made many close friends, always seemed to be the new kids in school everywhere. The railroads were big taxpayers so most schools would accommodate the sudden moves. It was tough with so many different teachers and the teaching style each individual would use to instruct his or her students. I fell behind and was put into special education. Mom found that pretty hard to take (grandma had been a school teacher) and worked with me on cursive writing, times tables and reading the clock (telling time), many times in to the wee hours of the morning. Usually we were in small towns and school was close by where the bunk car was parked so we walked to school. When we were in Lincoln, Nebraska we went to Hayward Park School. The bunk car was across the passenger main tracks from the depot, so we had to go through the underground passenger access tunnels to the depot side of the track and then walked down the tracks to school. It was over a mile to school but as young kids we didn't mind.

Moving was another adventure. We didn't always get long notice when we were to move. Mom always kept clothes packed in suitcases, when the call came to move, we folded up the kitchen table, which doubled as the cupboard door, bring in the washtub, steps and any toys we had. We had a station wagon with a mattress in the back and we were on the road. Usually, we traveled at night, that way the kids slept. We would stop at a grocery store along the way and buy a package of bologna, a loaf of bread and a sack of potato chips. Meal time we usually stopped at a park so us kids could run some energy off, eat and get back in the car.

There always seemed to be something to do or see wherever we were. The west end of the Burlington seemed to have many natural attractions. Wyoming had the Wind River Canyon, Thermopolis's natural warm water swimming, Yellowstone Park, the Majestic Big Horn Mountains that separated the Burlington's Wyoming mainlines. South Dakota had the Black Hills; more natural warm water swimming in Hot Springs, Mt. Rushmore, Deadwood (when it was just another sleepy little mountain town) and Hill City with it's famed 1880 train. In Montana, there was Custer's battlefield near Crow Agency.

There were also some scary times in the bunk car. We were in Ashland, Nebraska when a tornado hit in 1958! Mom and Dad said there wasn't time to drive off in the car so they called us into the bunk car. The water shot thru the walls & stung us like needles, the water filled the floor of the car up to ankle deep. Mom & Dad put us on the big bed & covered us with a mattress. Being the oldest I got one edge of bed & think Robert got the other, to try to hold us in. Of course the bed was bolted to the floor. I hung on to side of frame & onto the next kid, etc. until we were all joined & Robert was holding the other side (wall side.) My arm was covered in little bruises from water hitting me. We were on a sidetrack, but when the bunk car quit pitching & twitching we were several miles out & on the main track & coupled to a boxcar. Dad got out & flagged the train coming in to prevent a collision and push us back to town. When we got back to town, everyone was looking for us and digging thru the debris. The brand new elevator fell right where the bunk car had been. I do not remember this, but Mom said the Redi-Mix concrete blocks fell all around our car, just like a garage & not a one hit the car. Whoever believes in miracles raise your hand!

Dad's territory on the Burlington Route was from Galesburg, Illinois and Kansas City, Missouri in the east to Denver, Colorado and Billings, Montana out west. Dad would go anywhere where he was needed for such projects as repairing tracks, digging trenches, putting in new track, cleaning up when there was an accident. We lived in many cities and towns one might recognize, and more than a few that will have the avid CB&Q fan examining their old maps, looking for stations that may no longer exist. To name a few places, in Nebraska: Alliance, Ashland, Bellevue, Cambridge, Crawford, Hastings, Hemingford, Holdrege, Lincoln, Louisville, McCook, Minden, Omaha, Plattsmouth and Scottsbluff. In Wyoming we stayed at: Arminto, Bonneville, Douglas, Gillette, Greybull, Lysite, Moorcroft, Newcastle, Sheridan, Upton and Wheatland. In South Dakota we stayed at: Edgemont, Deadwood and Hill City. In Montana we stayed at Hardin and Laurel. In Illinois we stayed at Galesburg. In Colorado we stayed at: Aurora, Ft. Collins, Ft. Morgan, Loveland, Yuma and Wray. In Loveland dad was on loan to the Colorado and Southern. The C&S train crews really didn't seem to like us there, and (we think intentionally) struck the bunk car while switching causing major damage inside.

*Continued on page 13*

Continued from page 12

Eventually, the burden of moving during the school year became more trouble than it was worth. Mom and Dad had purchased a farm home at the edge of Beaver Crossing, Nebraska that was in a state of disrepair, not too long after they were married. We finally settled during the school months at our Beaver Crossing home. Even after that, the day after school would let out in the spring; we would load up and take off to be near Dad and live in the bunk car for the summer. We also found that our report at school on our "summer vacation" living on the railroad was considered to be exciting by our classmates.

I'm not sure when the Burlington quit using bunk cars, Dad had to give his up when he took a traveling mechanic job in 1968 or 1969. Dad had to be more mobile than the bunk car allowed so the railroad paid for a motel room and provided dad with a company vehicle. I don't know the



*CB&Q Bunk Car #209103 - converted from a 1 1/2 door, single sheathed XA-7 boxcar. Taken in Denver, Colorado, March 1978. Photo by Hol Wagner*

final disposition of the bunk car but I'm sure it was probably scrapped. Brothers Ed (Morava) and Bob (Briney) both went to work for the BN in the early 70's and had bunk cars assigned to them. Bob had his until the late 70's but ultimately the railroad found it more economical to pay for motel rooms than to have bunk cars assigned to individual employees. Dad instilled a love of the tracks in us kids. From the time Rick could talk,

every thing concerned trains to him & he's still that way today; right down to owning his own cabooses & putt-putt. He would get his wife out of bed in the middle of the night to drive to the next town to take pictures of the train coming through town. Rick made Dad go to school one day to settle an argument he had with his teacher, on the difference between a way car & a cabooses. I would have to read the encyclopedia to Rick anytime he found a picture of a train in it.



*A typical, occupied CB&Q work train, somewhere in Iowa on the BN in April of 1971. Double-sheathed bunk #210423 (with temporary steps in place) is in the company of a potable tank water car and two steel coaches now used as bunk cars. Parked on a grain elevator siding, it appears someone is about to avail themselves of the Q dry closet. Photo by Gerald Edgar*

### FUTURE BULLETIN SUBJECT COORDINATORS

CB&Q/C&S/FW&D SD7s/SD9s

Quincy, Illinois

Galesburg – Mendota (IL) Way Freight

Dubuque (IA)/East Dubuque/Galena (IL) Area

Burlington Locomotive Coaling Stations

Troop Kitchen Cars

*Dave Lotz*

*Jim Miller*

*Gerald Hamsmith*

*Jim Singer*

*Hol Wagner*

*Gene Tacey*

# BURLINGTON'S BARREL CARS

Text & Roster by Rupert Gamlen

## THE FIRST CARS

Barrel rack cars were employed between about 1890 and 1930 for the transportation of empty barrels, which have a high volume but a low weight density. During this period, furniture and wagon cars (the forerunner of the automobile box cars) existed for this same balance of volume versus weight.

The Burlington's first barrel rack cars were ten cars numbered 75990-75999 that were originally constructed at St Joseph in 1899 for St. Louis, Keokuk & North Western as 900-909. These cars were very large for their time, having an outside length of 51' 1½", an internal width of 9' 6" and an internal height of 11", whereas the outside length for a box car built in 1899 was only 34' 1½" with an inside width of 8' 1½" and an inside height 7' 5". Even the largest furniture cars on the roster at this time were only 40' long and 8' 9" high inside. Whilst the weight capacity of the barrel cars was the standard 40 tons, their cubic capacity of more than 5300 cu. ft. was gigantic compared with 2000 cu. ft. for the box car. However, the sliding door on each side didn't match the large proportions of the car and was only 4' 2" wide, whilst the doors on box cars and stock cars were usually 5' wide.

## 1904 RENUMBERING

In 1904, there was a general reorganisation and rationalisation of the numbering systems for locomotives, passenger equipment, waycars, freight cars and company service equipment throughout the whole CB&Q empire. Included in this process was the assimilation of equipment owned and lettered for the numerous subsidiaries into a single CB&Q numbering system. In modern parlance, this was a rebranding exercise following a takeover. As a consequence, the StLK&NW barrel cars became CB&Q 75990-75999 by the end of 1904.

The choice of number for these cars was, in itself, rather

curious. Under the new system, box cars were allocated number groups 15000-34999 (under 40' in length) and 92000 upwards (40' and longer), with over-height cars such as furniture and vehicle cars being 40000-49999. The numbers 70000 to 89999 were allocated to coal cars (the designation changed to "gondola" in 1907) and flat cars, and the barrel cars certainly didn't fit into these categories. However, there was a gap between a group of flat cars numbered 75940-75969 (later class FM-5) and a group of coal cars numbered 80000-80522 (later 75408-75927 class GB-2), and this gap was filled with barrel cars over the next 4 years. Perhaps the numbering clerk thought these cars were more akin to flat cars than furniture cars as some railroads operated racked flats for the same purpose.

## FIRST AURORA CARS

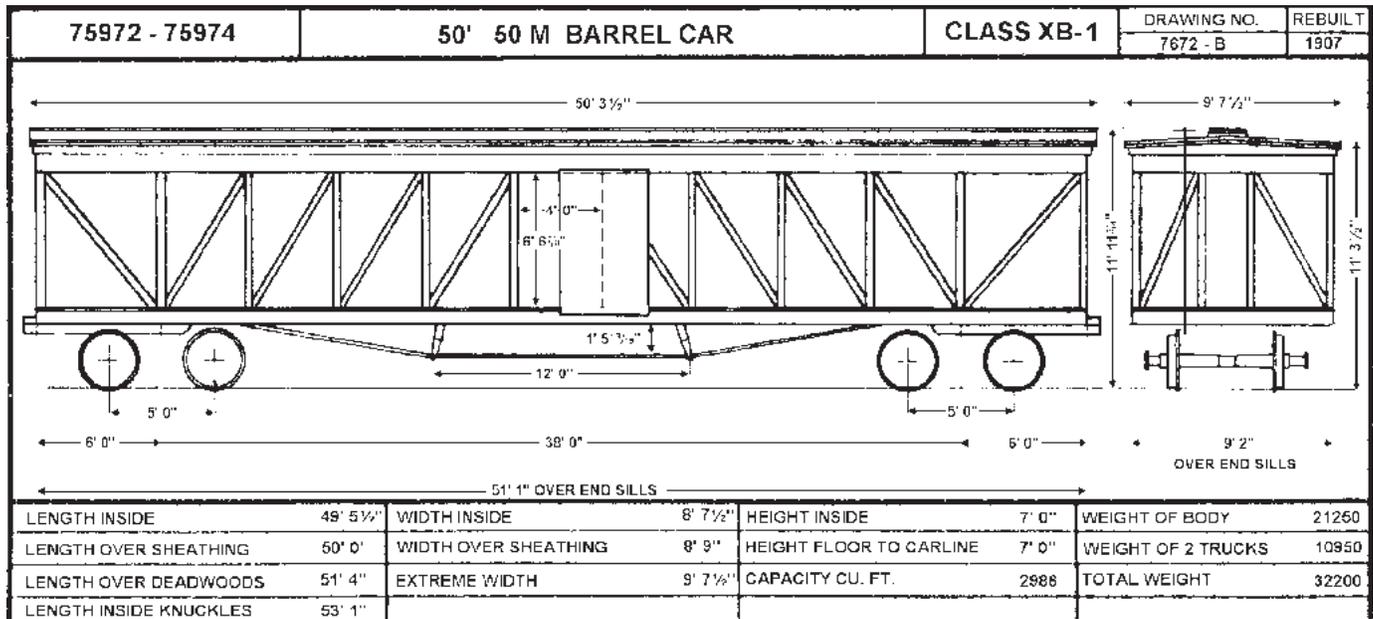
The next barrel car on the roster was 75980, built at Aurora in 1904. The only dimension shown for this car in the early ORER's\* was 48' for the inside length in 1904, and this measurement was amended in 1907 with 48' being shown for the outside length. There was no separate listing for 75980 after 1907 either in ORER's or Diagram Books so it is suspected that the original measurements may have been an error, and that it shared the same dimensions as the rest of the group.

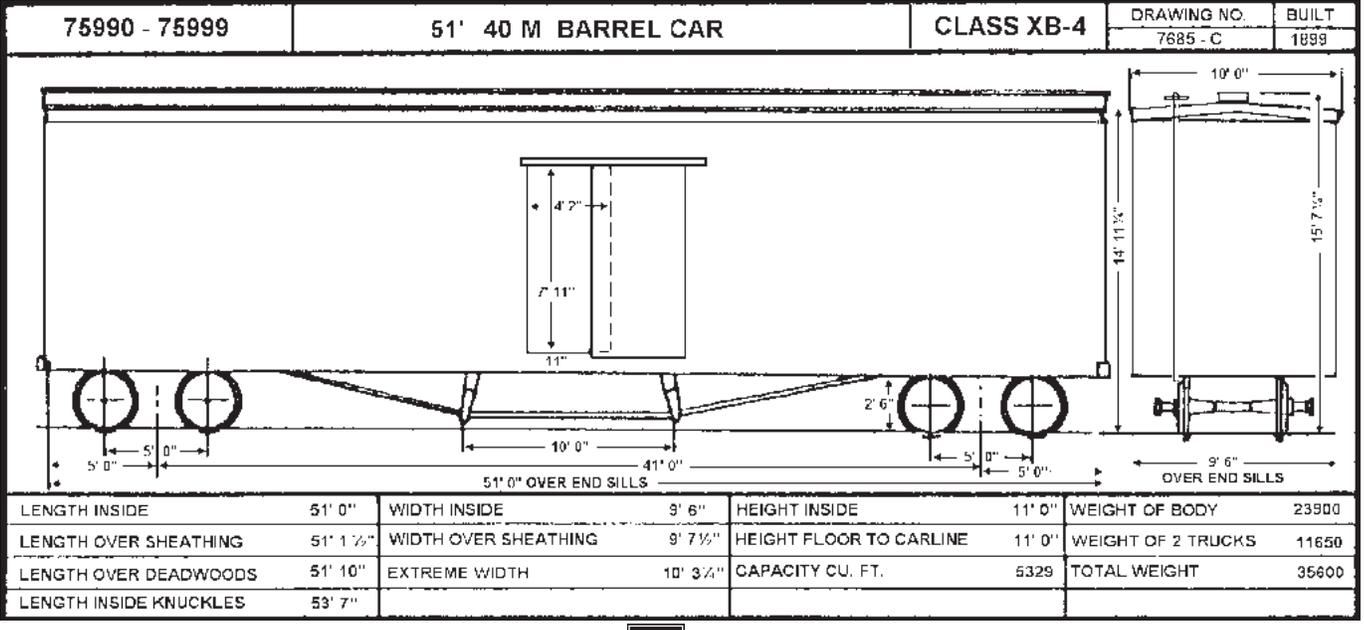
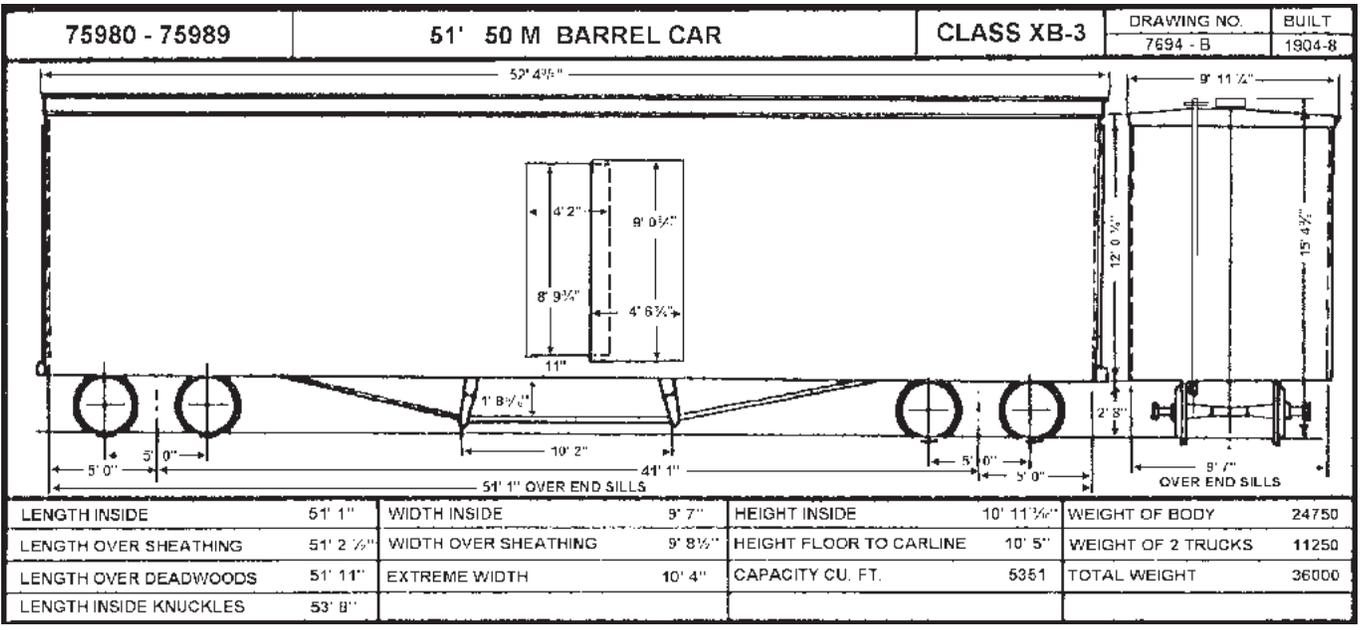
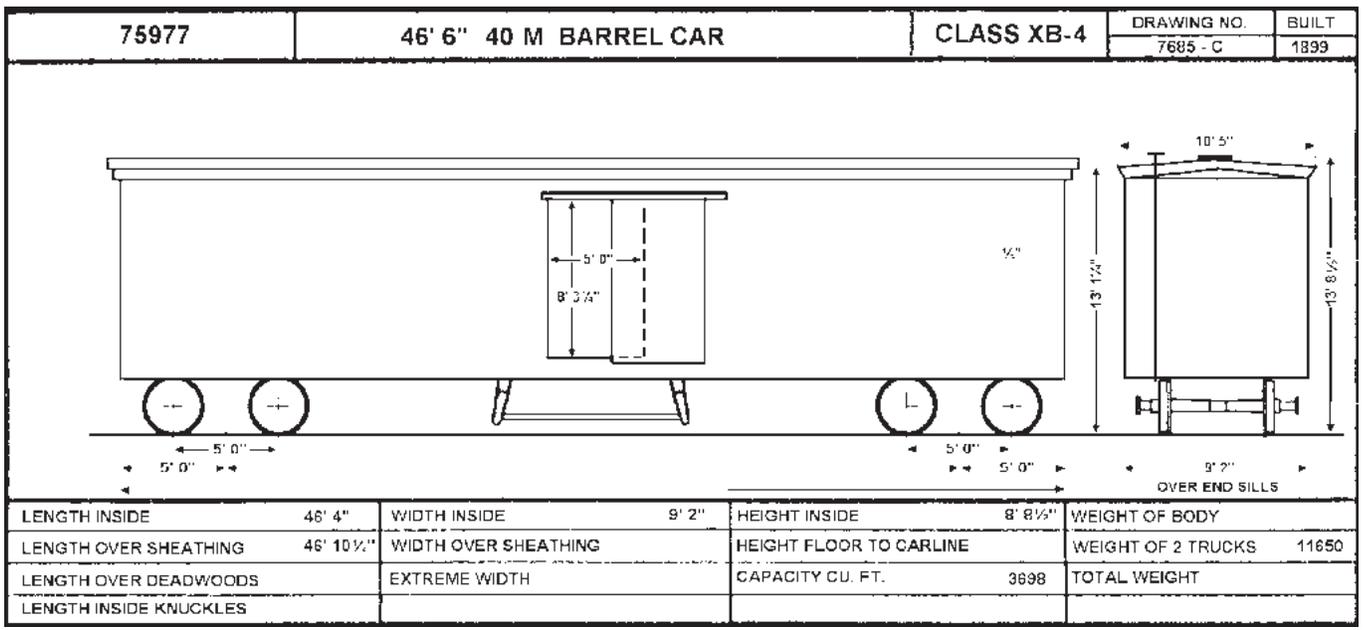
It may have been intended that 75980 was to have been the first of 10 cars but it was another three years before the series 75981-75989 started to fill, with the next six cars being built at Aurora in 1907 and the last three in 1908. These nine cars were almost identical to the StLK&NW cars, but were 1" longer outside and 1" wider inside.

## H&StJ CARS

The numbering of the barrel cars continued downwards from 80000 with the next group of cars numbered 75975-75979 as a consequence of the 1904 renumbering. These cars had also been built in 1899 at St Joseph, as Hannibal & St. Joseph 320-324. They were smaller than

*Continued on page 16*





*Continued from page 14*

those built earlier that year for StLK&NW, being 46' 10½" outside length, 9' 2" inside width and "only" 8' 8½" high inside, although the side doors were wider at 5 foot. No diagrams have been found for these cars, but it is likely that they followed a similar pattern to the others built at St Joseph.

From 1908 onwards, the five cars were listed individually in the ORER's rather than in a single number group. The only differences between the cars were the Rail to Eaves and the Rail to Running Board measurements, the latter varying from 13' 5" to 13' 8". Does the separate listing just for these minor dimension variations - the cubic capacity and length was the same for all the cars - support the notion that, because the Aurora-built cars were not listed separately, they were all of the same dimensions?

### **Horse cars**

The fourth and smallest group certainly had the most interesting history. In 1889 or 1890, three cars were constructed at Aurora as horse cars numbered 8009, 8012 and 8036. They had an outside length of 50' which was almost 10' longer than the 41' furniture cars which were the next largest freight cars on the roster at that time, and it would be another 10 years before any more 50' cars appeared. The number series of 8000-8299 was occupied with 30' stock cars that had been built prior to 1885. Presumably, these were the first three vacant numbers in the series.

These cars were renumbered to 69997-69999 in 1904, moving them from what had become the new boxcar series to the very end of the new stock car series of 50000-69999. In 1907, these cars were converted to barrel rack and renumbered to 75972-75974. As a result, there were no more dedicated horse cars until 1914-15 when a number of old baggage cars were converted for horse transportation.

The diagrams of the cars after conversion show them to be single sheathed cars, with external vertical and diagonal braces, but there are no diagrams or photos of them in their previous role as horse cars. Were they originally built with slatted sides and end doors like stock cars, then closed in on conversion, or were they originally constructed with solid sides? The dimensions were identical for the horse car and barrel car roles but for half an inch difference in the inside width, so a complete rebuild in 1907 seems unlikely. The side doors remained at 4' wide, whilst stock car and box car doors at this time were at least 5' wide. If they were originally built with solid enclosed sides rather than slats, they would have been the first single sheath boxcars on the roster.

However they were constructed, they became the narrowest of all the barrel cars, with the lowest roof, and the smallest cubic capacity.

### **Freight car classification**

In 1911, the CB&Q adopted a class numbering system using the code designations that had been adopted by

the Master Car Builders (MCB) in 1910 to identify types of cars, together with a number to identify the specific group of cars. Whilst there was a class designation of FB for flat cars equipped with racks for barrels, there was nothing similar for box cars, so the CB&Q created its own designation code of XB. The class numbers started as usual with the lowest numbered group - the ex-horse cars - as XB-1 through to XB-4 - the cars that had originally been built for the StLK&NW. The fact that the first Aurora-built car was put in the same class as the next nine of that group tends to support the indications that there was a close similarity between all ten cars.

XB was shown as the MCB designation in ORER's from 1916 when such designations were first shown through to 1925, when it was changed to XF, the designation for furniture cars. However, CB&Q records still showed them as XB's right to the end. In the ORER Recapitulation of Car of Car Equipment, these barrel cars were included in the table as "Plain Box XM" until 1924, when they were listed in their own right, but without a class designator.

### **Retirement**

Demand for the cars evidently continued as they were retained on the roster with that title until at least 1931. The first class to disappear were the XB-1 ex-horse cars. One left the roster in 1920, the other two were gone by October 1921, by which time they were thirty years old. However, the 1920 Diagram Book referred to during the preparation of this article has a handwritten notation "2 cars sold 2/28" against these cars. It seems unlikely that they would have been kept for a further seven years before disposal, unless they had been used in maintenance service. They were very large and therefore suitable at least for storage purposes.

The next cars to disappear were the five in class XB-2. By 1912, 75977 had left the roster, followed by 75975 by 1914, and the other three were last listed in 1920. The group of ten XB-4 cars only stayed intact until 1911 when the first two cars left the roster. By September 1914, this group was down to 6 cars, and had dropped to 3 cars by 1919. The last two cars - 75992 and 75998 - survived another 6 years until their last recording in 1925.

Another perverse noting in the ORER's was XB-4 car 75998. From 1913 until its demise, this car was listed separately from the rest of the XB-4's after it was equipped with 50 ton trucks compared with the standard 40 ton trucks. That, in itself was not unusual but from 1920 onwards, it was shown as having identical dimensions to those of the XB-3 cars. It is hard to believe that a rebuild would produce an exact clone of the cars of another group down to the last one-eighth of an inch in all the dimensions, and it certainly wasn't a renumbering as there were still 10 XB-3's shown in 1913 when this listing first appeared. Perhaps it was just a simple printing error that nobody noticed at the time, although it is shown in the 1920 Diagram Book as an XB-3 built at St Joseph to the same plan as the "genuine" XB-3's that were built at Aurora.

The final barrel car on the roster was XB-3 car 75987, still showing in the February 1929 ORER, but it had gone by February 1930 and there is no subsequent record of barrel cars. However, the final irony appears in the 1930 Diagram Book, which records that 75987 was renumbered to 49999 in 1929. This put it at the very end of the over-

size boxcar group (40000-49999) where it should have been placed in 1911. One wonders why it was renumbered during its last year of service, especially as its original number was never to be reused for a gondola. But at least it made it home eventually.

## BURLINGTON'S BARREL CAR ROSTER

Class	Numbers	Total	Builder	Built / Altered	First ORER	Last ORER	Doors	Inside Length	Outside Length	Width	Height	Cu. Ft.	Lbs.
XB-1	75972-75974	3	Aurora	1907	1908	1920	4'	49' 5 1/2"	50'	8' 7 1/2"	7'	2986	5000
XB-2	75975-75979	5	St Joseph	1899	1904	1920	5'	46' 6"	46' 10 1/2"	9' 2"	8' 8 1/2"	3698	4000
XB-3	75980	1	Aurora	1904	1904	1926		48'					
	75981-75989	9	Aurora	1907-8	1908	1926	4' 6 3/4"	51' 1"	51' 2 1/2"	9' 7"	10' 11 3/16"	5351	5000
	75987/49999		remeasure renumber	1920		1929						5390	
XB-4	75990-75999	10	St Joseph	1899	1904		4' 2"	50' 2"		9' 1"	11'	5329	4000
			amended		1908	1925		51'	51' 1 1/2"	9' 6"	11"	5329	4000
	75998		amended		1913	1925	4' 6 3/4"	51' 1"	51' 2 1/2"	9' 7"	10' 11 3/16"	5351	5000

XB-1 - 75972-4 converted in 1907 from horse cars 69997-9 (ex 8009, 8012, 8036 built 1890)

XB-2 - 75975-9 renumbered from H&SJ 320-4

XB-3 - 75980 possibly built at Aurora as a sample car, last barrel car 75987 renumbered to 49999 in 1929

XB-4 - 75990-9 renumbered from SLK&NW 900-9

ORER measurements post-1907 identical with those pre-1904, believed printing error 75998 separately listed from 1913-25 with measurements identical to XB-3

### Last ORER recording (\* = unable to identify specific date)

75972	1919-20	75980	*	75990	*
75973	1919-20	75981	*	75991	*
75974	1919-20	75982	*	75992	1925/7
		75983	*	75993	*
75975	1913	75984	*	75994	*
75976	1920	75985	*	75995	*
75977	1911	75986	*	75996	1915
75978	1920	75987	1929	75997	1913
75979	1920	75988	*	75998	1925/5
		75989	*	75999	1910

### Number of cars by class

	1904-07	1908	1909-10	1911	1912-13	1914	1915	1916-18	1919
XB-1		3	3	3	3	3	3	3	3
XB-2	5	5	5	5	4	3	3	3	3
XB-3	1	6	10	10	10	10	9	9	9
XB-4	10	10	10	8	8	7	6	5	3
Total	16	24	28	26	25	23	21	20	18

	1920	1921-22	1923	1924	1925	5/26-28	1929	1930
XB-1	2							
XB-2	3							
XB-3	9	8	8	7	5	1	1	
XB-4	3	3	2	2	1			
Total	17	11	10	9	6	1	1	0

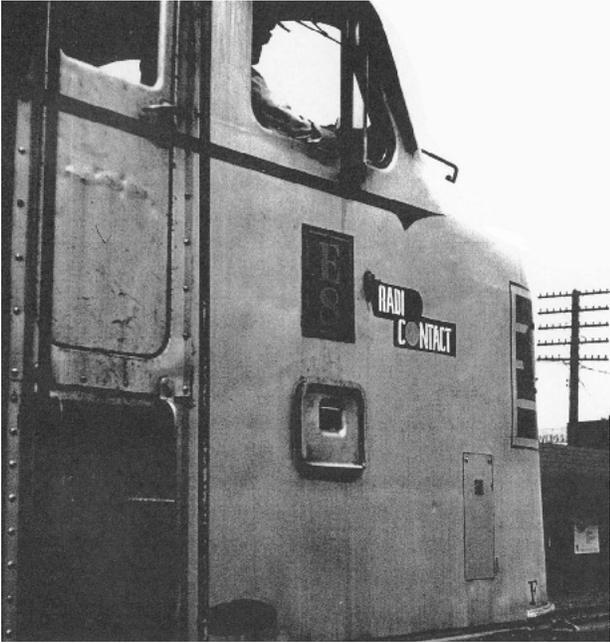
# QUESTIONS AND ANSWERS

- Q08-1** What were the tonnage ratings for the narrow gauge lines in the Black Hills of South Dakota?
- Q08-2** What was the actual date of the number change for Edgemont to Deadwood, SD passenger trains? (in June of 1909 these trains were numbered 141 & 142 - then on 01/10/1907 trains were numbered 43 & 44.
- Q08-3** What was the name of Coach Parlor Car Number 426 - built by A.C.&F.01/1894; 70' long over the end sills; ex-CB&Q #5922; burned in St. Louis 01/20/1940?

**Q&A needs everyone's help to find these answers and uncover interesting facts about the Burlington lines and history.**



**Q08-4** This ex-BN caboose was recently spotted in Sand Springs, OK. The number it carries, BN #11523, does not correspond with BN number worn by the ex-SLSF caboose #1186, built in 1951. Is this caboose of Burlington heritage? If not, where did it come from?



**Q08-5** This photograph of a Burlington E8 shows a "Radio Contact" emblem added just ahead of the model plate. What was its significance?

**Q08-6** This dramatic night photo of the Denver ticket office from the Hedrich-Blessing Studio is in the BRHS Archives, but the date is not documented. The slogan "America's Distinctive Trains" is on the Zephyr model display in the closest window. It also announces "8 Zephyrs in Daily Service" and lists the Denver, Pioneer, Ozark State, Twin Zephyrs, Mark Twain, and the Sam Houston. The middle window promises Omaha-bound customers will arrive fresh and relaxed on the Aristocrat, and the far window displays a serene nocturnal scene of the DZ along the front range in a large "D" shaped shadowbox promising "Elegance and Comfort". When was it taken?



## EXCHANGE PLACE

- Wanted:** Challenger Imports HO scale O-5A 4-8-4 brass model. Contact Mike Bartley at 631-427-9871 or MikeSealiner@aol.com.
- Wanted:** Brass HO scale models: Oriental Limited O-5B 4-8-4 Oil Burner, BRHS SSS Chair car, Aurora Shops passenger cars: 2-window RPO/Baggage, Dining car (without windows), Chair or Coach car. Contact Ralph Davis at 309-734-6593 Monmouth, IL
- Wanted:** Photos/drawings of CB&Q Freight House at Galena, IL post-1948 and photos/drawings of Falls City, NE depot/facilities for future *Zephyr* or *Bulletin* article. c/o BRHS, P.O. Box 456, LaGrange, IL 60525.
- For Sale:** Black and white photos of over 100 CB&Q locomotives, freight cars, passenger cars, waycars and maintenance-of-way equipment. Send large #10 SSAE for CB&Q list. Contact J. Michael Gruber at P.O. Box 411, Portage, WI 53901.
- For Sale:** Bill Glick offers through Quincy House copies of his 1986 CB&Q passenger car books, the diagram book "Passenger Cars of the Burlington," BRHS price \$30.00 pp., and the companion book "Burlington Passenger Car Roster book," BRHS price \$10 pp., and his latest "Burlington Passenger Car Photo Album," BRHS price \$60.00 pp. (Overseas shipping add \$4.00 - CA residents add 8.25% Tax.) Send checks to Quincy House, 1352 Newport Ave., San Jose, CA 95125. For questions, call Bill Glick at (408) 292-0215 or email: Qglick@hotmail.com.
- For Sale:** Gerald Hamsmith offers 10 different CB&Q/C&S/FW&D decal sets in HO scale for Q Modelers. Contact Jerry for a list at 1010 Johnston Drive, Aurora, IL 60506.

## CANDIDATES FOR THE ELECTION OF BOARD OF DIRECTORS

Next fall (2009), two positions on the Board of Directors will be open for election. Any member wishing to run for a Board position is asked to send an autobiography and statement of interest in running to the BRHS business address as follows:

Burlington Route Historical Society  
BOD Candidates  
P.O. Box 456  
La Grange, IL 60525

We need to have all the potential candidates' information before June 1st, 2009, so we can include them with the future *Zephyrs* and/or annual meeting information mailings. Candidates need to understand that Board positions have working responsibilities and are not purely advisory. Some day to day responsibilities may be required to fulfill.



## VOLUNTEER POSITIONS AVAILABLE

The BRHS Board is seeking volunteer help in the following positions:

### AWARDS COMMITTEE

We are considering forming an Awards Committee which would recommend to the Board those persons or entities that should be recognized by the BRHS.



### CALENDAR EDITOR

The Calendar Editor is responsible for providing the Society with a high quality Calendar before the end of the prior calendar year. The Editor is responsible for suggesting content to the BOD, gathering and the selection of photos and writing captions. The *Zephyr* Editor reports to the VP of Publications.



### MODEL AND PHOTO CONTEST COMMITTEE

We are looking for two individuals to work as a team to run the Model and Photo Contests at the BRHS Annual Meetings. Responsibilities include mandatory attendance at the annual meetings, or appropriate delegation of responsibilities, ordering the current year ribbon headers and contest plaques far enough in advance that they may be awarded at the meet, equipping the contest room with contest forms, assisting entrants, supervising the contest room, tabulating the results of the voting and the presentation of the awards at the Banquet.

### ZEPHYR #56 CONTRIBUTORS

BRHS Archives	Matt Kosic
Ray Bedard	John LoCoque
Don Benson	Bob Milner
Rick Briney	Eldora Morava -
Gerald Edgar	Winchester
Rupert Gamlen	Dennis Popish
Bill Glick	Bob Rees
Rich Gortowski	Jim Singer
Jonathan Harris	Gene Tacey
Sharon Hendricks	Hol Wagner
Bill Jelinek	

### ZEPHYR EDITOR

David Lotz

## WHERE TO WRITE

Your Society continues to strive to provide better service to the members. The following addresses should be used in order to provide you with quicker responses to your requests. Please enclose a large #10 SSAE for our response.

The BRHS has a comprehensive web site on the internet. Check it out! The address is [www.burlingtonroute.com](http://www.burlingtonroute.com).

### For all correspondence pertaining to membership including renewals:

BRHS Membership Services  
P.O. Box 456  
La Grange, IL 60525

### Archives:

Direct correspondence:  
BRHS Archive Committee  
P.O. Box 456  
La Grange, IL 60525

### For all matters pertaining to finances:

Contact the BRHS Treasurer at:  
P.O. Box 456  
La Grange, IL 60525

### BULLETIN Commercial Sales Information:

Contact Gene Tacey:  
P.O. Box 485  
Sutherland, NE, 69165  
Email: [taceys@gpcom.net](mailto:taceys@gpcom.net)



### Material for publication in the BURLINGTON BULLETIN:

Send to **BULLETIN** Editor:  
Hol Wagner  
c/o Burlington Bulletin  
6681 Zang Street  
Arvada, CO 80004

The **ZEPHYR** is published on an irregular schedule and is included with membership in the Burlington Route Historical Society. A regular membership in the Society is \$30.00 per year; sustaining membership is \$60.00 per year. Members outside the United States are assessed a postage surcharge. Yearly membership begins on the first day of the current quarter when dues are received during the first two months of that quarter. Otherwise, membership begins on the first day of the following quarter. Quarters begin January 1, April 1, July 1 and October 1. Single copies and some back issues of the **BURLINGTON BULLETIN** and the **ZEPHYR** are available.

### Material for publication in the ZEPHYR:

Send to **ZEPHYR** Editor:  
David Lotz  
113 Magnolia Drive  
Pooler, GA 31322  
Email: [Dave\\_Lotz@bellsouth.net](mailto:Dave_Lotz@bellsouth.net)

### Back Issue Sales:

Contact Richard Morgan-Fine  
BRHS-Back Issues  
P.O. Box 107  
Clarinda, IA 51632

#### BRHS DIRECTORS

(effective October 2008)

John Brennan  
Bob Grenier  
Bill Jelinek  
Dick Kasper  
Richard Morgan-Fine  
Jim Singer  
Gene Tacey

#### OFFICERS

President ..... Gene Tacey  
Vice President, Operations ..... David Lotz  
Vice President, Publications ... Richard Morgan-Fine  
Vice President, Archives ..... Richard Morgan-Fine  
Vice President, Membership ..... Allen Moore  
Treasurer ..... John Brennan  
Secretary ..... Bill Jelinek

