

2008 SPRING MEET - OREGON, ILLINOIS

as reported by Bob Grenier

The Burlington Route Historical Society held their 2008 Spring Meet in the Oregon Coliseum on Saturday, April 12, 2008 in beautiful downtown Oregon, Illinois. By all accounts, the meet was a great success. With meet registrations of 184, the meet was very well attended, and, to the best of my knowledge, all had a great time. The swap meet, which is always the flag event at the Spring Meet, was a great swap meet with a total of 36 swap tables reserved by members and independent vendors.

In addition to the swap meet, there were many activities on the schedule, all of which were talked about favorably by members. These activities included a day long open house and operating session at the Blackhawk Model Railroad Club at Conover Square just a short block from the Coliseum, an open house at the partially restored CB&Q Depot



where members could get a cup of hot coffee, which was welcome on this unusually cold day, and some members made the short trip to Rochelle, Illinois to one of the most active modern day rail-fanning sights at the BNSF/UP diamonds at the Rochelle Railroad Park.

As the day continued, many of those in attendance were treated to four informative, yet enjoyable clinics presented on the lower level of the coliseum. Gerald Edgar gave a great clinic on CB&Q printed collectables. Bob Rees then presented an informative clinic on the

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TOP: Banner welcoming the BRHS Members to the Oregon Coliseum. Photo by Bill Jelinek; MIDDLE: An 1890's CB&Q greeting card touting Oregon, Ill. as an incomparable, one-of-a-kind Summer Resort. Gerald Edgar Collection, photo-Bob Grenier; BELOW: The hard work and progress of restoring the depot in Oregon was readily evident during our visit. Photo by Bill Jelinek

LINE-UP

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FUTURE ISSUES

(as space permits)

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- Waycar Interiors
- Grain doors
- Evening at Downers Grove
- CB&Q Cars at Atchison, KS
- Auto loading in Box cars





Continued from page 1

CB&Q Oregon Depot and the restoration work that the local restoration committee has completed with private and public funds over a number of years. Leo Phillips, dressed appropriately in period clothing, presented a wonderful clinic of hand and lantern signals. The clinic schedule was concluded by another great clinic - an in-depth study of overhauling and up-grading scale model steam locomotives presented by the Society's President, Gene Tacey. This clinic was certainly of great assistance to those who model the steam area.

As evening approached, 115 Society members gathered for a great Bar-B-Q provided by Oregon Powerhouse Bar-B-Q. Dinner was followed by our traditional raffle for many great items donated by generous manufacturers and retailers. Dinner was followed by a multi-media presentation by Jerry Pyfer of Loves Park, Illinois titled "Railroading in Rockford, Illinois".

To place accolades where they belong, the Society owes a great deal of thanks to Gene Tacey and his wife Linda for the excellent job they did with registration for the meet. And all in the Society owes a debt of thanks to fellow member, Bob Rees. Because of Bob and the positive relationship that he has with City officials in Oregon, the City invited the BRHS to visit Oregon and to use the Coliseum for our Spring Meet.

As the Meet ended and members began to disperse, all talked positively of the day's events and are looking forward to the 2008 Fall Meet in Macomb, Illinois in September.

The Oregon Coliseum provided a wonderful venue for our Swap. Members were treated to a wide variety of CB&Q related products. Photo by Bob Grenier



Gene & Linda Tacey greet the meet's attendees and complete the registrations for the day's events.

Photo by Bob Grenier



Ted Schnepf offered a fine assortment of books and models.

Photo by Bob Grenier



Dennis Popish and John Brennan have a conversation at the BRHS Company Store.

Photo by Bob Grenier



Jm Singer views a folder of CB&Q information.

Photo by Bob Grenier



Grant Law examines models on display for others to enjoy.

Photo by Bob Grenier



Gerald Edgar wheeling and dealing with his collection of Burlington paper.

Photo by Bob Grenier



All photos on this page by Bill Jelinek



Looking east down the current BNSF mainline.



Inside the depot coffee and cookies helped warm the chill.



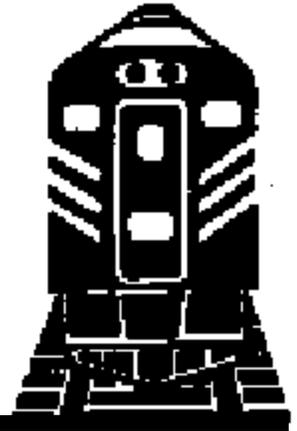
Excellent clinics were presented by (from left to right); Bob Reese, Gerald Edgar, Leo Phillips and Gene Tacey.

SPRING MEET DOOR PRIZE DONORS

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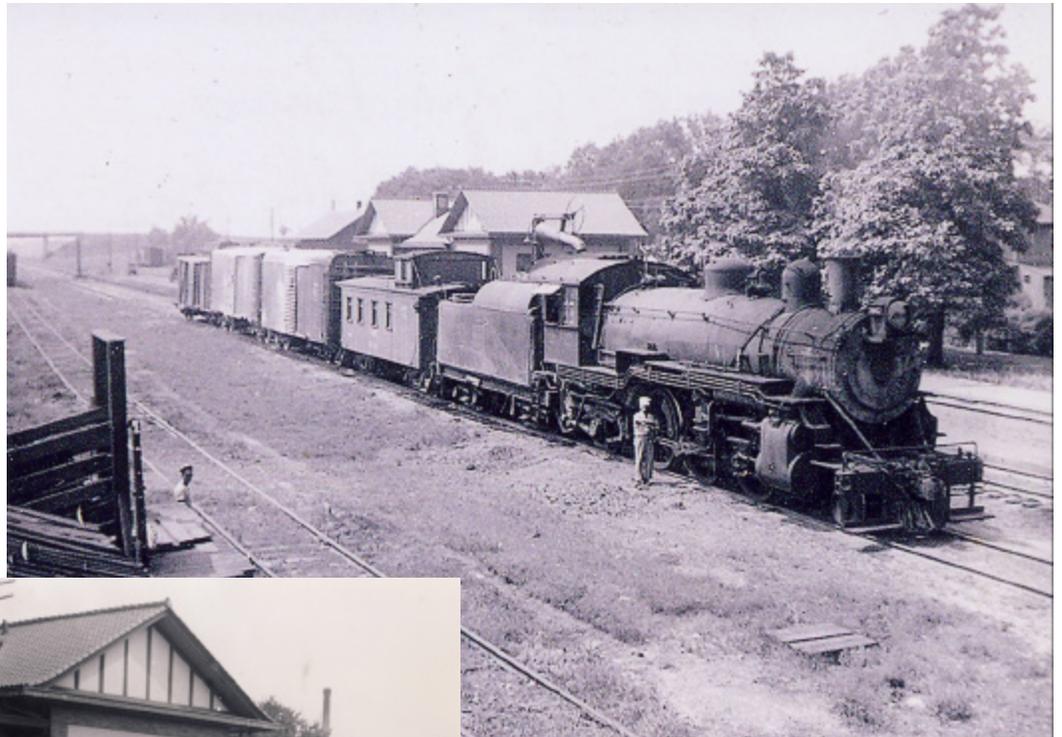


Jerry Pyfer (right) prepares his multimedia Rockford presentation.



THE GALLERY CAR - OREGON, ILLINOIS

Above: An aerial view of the Oregon station area and Quaker Oats facility, that was commissioned by Quaker Oats on August 3, 1962. As a by-product, we get to see the Myers Ready Mix plant as well. Close examination reveals the depot and freight house (built from what was left of the second C&I depot after the 1909 fire), a fourteen-car work train, covered sand hoppers, ex-troop cars for Kable Ptintin of Mt. Morris, and an interesting collection of box cars, such as the State of Maine car in the upper left hand corner. McLaughlin Air Service, negative 40184, Courtesy Richard Kruse, relative of Ralph Warner the shop superintendant at Quaker.



Above: "The Dinkey" was the nick-name of all local switch engines in Oregon. This picture is R5 Prairie #2062 and that is the engineer Hank Fruit standing by the locomotive. The picture was taken by the bicycle messenger boy for the depot in 1947. Photo by Jim Purcell - Oregon Depot Museum Archives Collection



Left: The CB&Q took delivery of a new Buick Eight inspection car #9076 from local Oregon dealer Whitney Buick in 1952. Tim Whitney, the owner of the dealership is in the foreground and his son-in-law salesman Howard Sassaman is near the car. Oregon Depot Museum Archives Collection

Oregon's substantial depot opened in 1913 after the 1909 fire that destroyed the agent's and public's end of the 1894 C&I wood-frame structure. So serious a depot for such a small town is credited to congressman Frank Lowden who had his estate outside of town on the Rock River, was married to George Pullman's daughter and who would soon become governor. This image is from a postcard postmarked 1940, however the style of dress suggests a much earlier date, closer to the 1913 opening.

Bill Diven Collection



A large crowd has gathered on the Oregon depot platform to greet and view the brand new, six-car Twin Cities Zephyr on its inaugural run from Chicago to Minneapolis-St. Paul on December 18, 1936.

Oregon Depot Museum Archives Collection

Right: The General Pershing Zephyr blasts through Oregon in early April 1939 on one of its pre-inauguration exhibition trips over the Burlington System.

Oregon Depot Museum Archives Collection



"The Pulpit" is the name of the rock projecting above the river in the foreground. The westbound Train of the Goddesses operating as Train 21, the Morning Zephyr, crosses the first of two bridges over the Rock River on its approach to Oregon. The second bridge is over the main channel of the Rock River and one mile ahead is the Oregon Depot.

Oregon Depot Museum Archives Collection



Bill's recollection is "This is a June 1960 ferry move to the Twin Cities for an excursion the next day. That would also explain running the observation car dome first and the absence of the usual gawkers on the Oregon platform. There was a 75 mph speed restriction for passenger trains through Oregon, and it appears as if the 5632 is doing every bit of that. As often happened back then, station agent Rupert L. "Roy" Sharick called our house to alert us to this unadvertised move. Hence my bike on the bricks and Dad showing up with the family Brownie camera, which he gave to me with the instruction 'When the train gets to that pole, push this button.' This would be my first train photo shot at age 9." Photo by Bill Diven

Bill Diven photographs © William P. Diven - used with permission

Four E-units, leading the eastbound combined Twin Cities Zephyr/Empire Builder/North Coast Limited, are slowing for a station stop in this June 9, 1968 photo. The carded arrival time is 1:16 pm and at this date Oregon was a scheduled stop where as before it was a flag stop for the NCL and Builder. There was enough freight traffic in and out of Oregon and off the Mount Morris branch to fill the station siding, so leaving a break in front of the station was not unusual. The Mount Morris turn would be switching in Mount Morris about this time with the Oregon turn from Eola yet to arrive. The white spots in the passing side are from the sand plant west of town and leaked from covered hoppers.

Photo by Bill Diven



On the afternoon of June 23, 1962, engine No. 5632 is preparing to return to Chicago with its "way freight" fan trip. A Minneapolis-bound freight, headed by F7 No. 166C and a quartet of leased GN F-units has just crossed the Rock River bridges and is barreling through Oregon. Towards the far right of the photo you can see just a tiny bit of the Rock River bridge. The fans on the trip were scattered on the mainline tracks watching the 5632 build it's freight. Luckily, the engineer on the 5632 had pushed his way through the crowd, dashed up the ladder into the cab and immediately let out a series of short, ear-splitting blasts on the whistle to alert everyone of the oncoming freight.

Photo by Jonathan Harris

INDUSTRIES ALONG THE Q

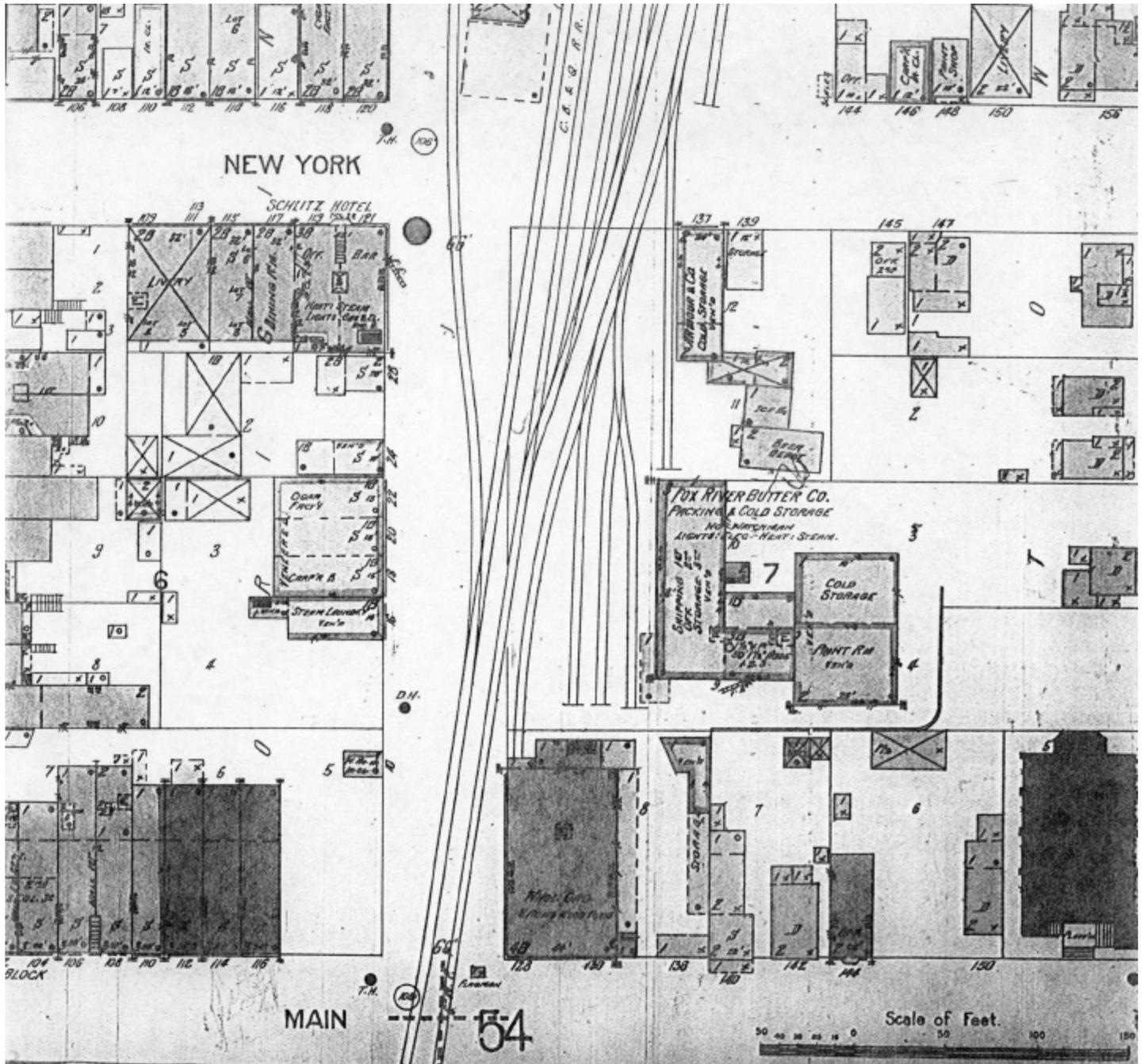
Fox River Butter Company, Aurora, IL
Steve Holding

This column is open to all BRHS members in the effort to get a better understanding of the industries along the CB&Q Railroad. A railroad is only as good as the customers it serves. It doesn't take a lot to look at a customer, a simple sketch map with some photos can cover the industry, maybe with a brief

description and list of possible cars moved. This will help both the historian as well as modelers. Often the industry is still in business but if the building is being used by some other business a brief description of what it use to be will help in understanding the industries served.



Continued on page 8



Sanborn Insurance Fire Map showing the location and arrangement of buildings for the Fox River Butter Company in Aurora, IL.
Steve Holding Collection

Continued from page 7

The Fox River Butter Company was organized in Elgin by C. S. Kilborne, a bond salesman from Elgin, IL, in 1885 to better manufacture and market butter and other milk products. At this time there was a Board of Trade in Elgin which traded in Agricultural Products.

In 1891 the company moved its office to Aurora and built a new factory in the middle of the block between New York and Main Streets (now Galena) with the west boundary the CB&Q tracks. The company by this time controlled factories throughout the state of Illinois as well as the Northwestern section of the U.S., with branch offices in most large cities. It has been said the company was one of the largest producers of butter in the U. S. with production of butter alone amounting to several million pounds each year. In 1911 the Fox River Butter Company became a subsidiary of the Beatrice Creamery Company with both the factory and office moved to

Chicago and the Aurora building used for a distribution warehouse.

Look at the photo in *Burlington Bulletin* No. 46, on the Aurora Elevation, and on page 8, at the top, you can see many tracks entering the area where the Fox River Butter Company was located. Looking south from New York Street (tracks run north and south here even though the running direction was east and west) the first building was an Armour & Company meat distribution and cold storage warehouse having its own 170 foot siding serving the 20- by 70-foot building.

A pair of parallel tracks, about 140 feet long, served the Fox River Butter Company. Its building, a brick three-story building, was 35 by 110 feet long. This building was used for shipping on the first floor, offices on the second and storage on the top floor. Behind this was a 40- by 45-foot single-story building containing the boilers and machinery which connected to a 40- by 80-foot building which formed a U

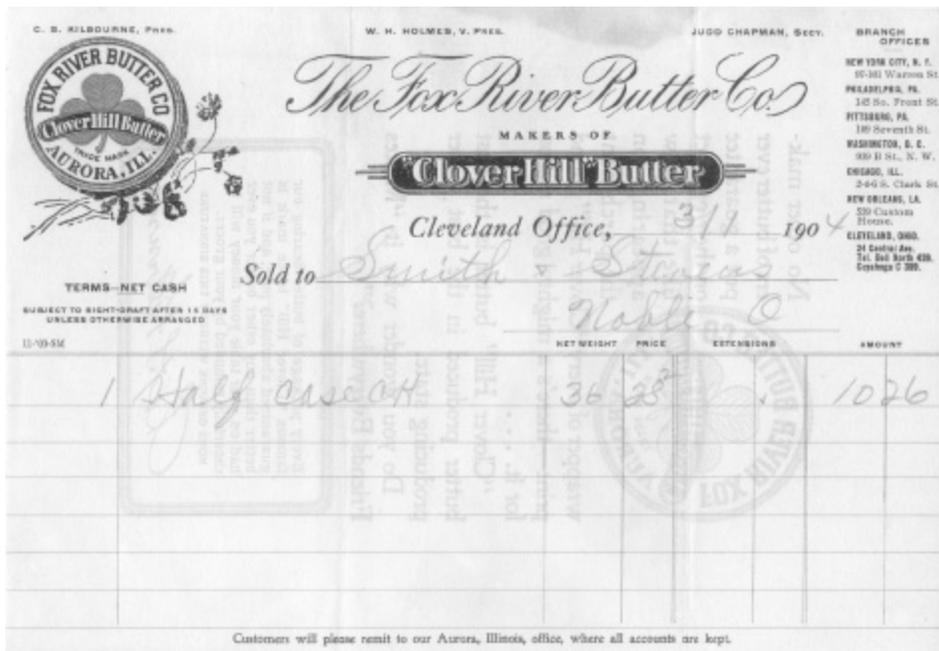
shape with the shipping/office building. Half of this building was two story and contained the churns and half a single story cold storage room.

Off the same lead out of the west end of the then freight yard and beside the parallel Fox River Butter Co. track was a 150-foot storage track and next to the main line yet another track which ran into a Wholesale Grocery Warehouse that was 64 by 110 feet with an inside track along the mainline side of the building.

If you have read the Aurora Elevation article, you know that with the elevation of the mainline, at least three shippers would have been cut off. The tracks were now about 20 feet above ground level on concrete piers where the sidings and loading docks had been. The only siding in the concrete pier part of the elevation was a 160-foot siding off of track three, about 75-feet south(west) of New York Street to serve (by this time) the Armour Company cold storage warehouse



Fox River Company reefer No. 317, a "CLOVER HILL SPECIAL." Unfortunately, this photo is too damaged to be able to read any of the lettering on its end or in the upper right-hand corner, but their billboard logo is hard to miss! Steve Holding Collection



A 1904 invoice to Smith & Stevens of Noble, Ohio for a half case (36 pounds) of whatever the product CH was. To the right, we've reconstructed a facsimile of the information that is bleeding through from the invoice's back. Steve Holding Collection

and the Lite Soap Company. A 12-foot wide platform was built along the east side of the siding for 200 feet from the switch at New York Street all the way to the Lite Soap Co. building with a bridge to the second floor of the Armour Co. building to save at least two of the shippers/receivers. However, the building of the elevation moved the Fox River Butter Co. distribution warehouse off the CB&Q.

The sign on the wall of their building was still there in the '80's when I use to ride by on the dinky on the way to work. One day a friend dropped off some material for a local groups archives that were in my basement at the time. Included was the photograph of the old Fox River Butter reefer taken before standard safety appliances. This photo started the research for this article. Other newer car photos can be found in "Railway Prototype Cyclopedia" (mine are packed away) and also in the recent Billboard Reefer *Burlington Bulletin*.

For the modeler some things coming in would be raw milk and packaging material while in later years loads of butter and other canned milk products. I would say due

to the company's small size, fuel would come from local merchants. Outbound shipments would of course, be loads of butter. For the Armour siding it would only be inbound reefers of meat. The grocery warehouse would get box cars and reefers (often reefers used as insulated box cars before they became their own car type). Later as the soap company, box cars of soap and packaging mate-



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 NONE GENUINE WITHOUT THIS SIGNATURE

Chas S. Killbourne

rial would be handled. The tracks also could have been used as team tracks for the local beer depots also in the area.

From examining the photo of car No. 317, it is dark green with black underbody and details. Possibly butter yellow lettering with a green clover leaf on a yellow background with black lettering. The later cars were the usual reefer yellow or orange with billboard lettering.



In August 1980, this photo was taken of the northwest corner of the three-story building that housed Fox River Butter Co. This side faces the Aurora elevation.

Steve Holding

MODELING THE BURLINGTON

Kit-bashing Q RPO/Baggage/Combine No. 2752 in HO Scale

Text & Photos all Ray Bedard



I have always been interested in RPO cars, especially those of the CB&Q. My layout, 12 feet by 9 feet with 28 inch radius curves, is not conducive to long passenger trains. I do have a nice collection of full-length passenger, baggage and RPO cars and someday dream of a much larger layout with long broad curves.

I've read many articles on kit-bashing "off the shelf" heavyweight cars in various model railroad magazines.

I finally decided that I could increase my roster with just a little effort and some long-time modeling experience - I've been modeling for over 50 years.

When Bill Glick published his diagram book, "Passenger Cars of the Burlington", I no longer had an excuse to not add some new equipment to my layout. His drawings are all in HO scale. So began my journey.

About three years ago, Walther's brought out a series of four, sixty-foot passenger cars under their Trainline brand. These cars were made by Rivarossi and were also brought under their name as well. Within a year or so, Rivarossi stopped production and closed its doors. So when I started to look at doing some other variations using these cars, I found them hard to come by. However, eBay came to the rescue and I acquired a complete 4-car set lettered for Burlington: coach, combine, baggage and RPO. I also found a Santa Fe combine and baggage on eBay. I will be busy for some time to come.

At first glance, I noted that the RPO is a dead ringer for the Q MA-11 cars numbered 2325 to 2346. The only thing needed to make it look more at home on the Q, was to add ribs to the roof. I did this, painted it silver and numbered it 2530. I was very happy with the results. So happy, that I bought 3 more RPO's and a couple of baggage cars. I then kit-bashed #1893, a single windowed RPO.



THE PROTOTYPE:

Combine-baggage-mail car number 2752 was classed CO-4. This is a one-of-a-kind car. Built by Pullman in September 1927 and is listed at 70-foot long. It was used in branchline and mixed train service in eastern Nebraska. It was scrapped in the early 1970's.

Pullman Standard Photo

THE MODEL

The model is easy to kit-bash, but does require some modeling skills. If you can assemble a Branchline or Sunshine model, or have done any kit-bashing, you can easily model this car. The list of materials you will need is short: a Walther's 60-foot combine, a Walther's RPO car and some Evergreen styrene. It helps if you have Bill's Passenger Car Book, page 98 to be specific. Prototype photos are a great help as well, and don't forget to look at *Burlington Bulletin #8* on RPO cars, No. 2752 is on page 35.



Since a picture speaks a thousand words, I will let my photos do most of the talking. Unfortunately, I did not keep track of exact measurements when cutting the sides, floor and roof as I did not think that I was going to write an article for this project. However, using Bill Glick's book as a reference will be of great value to anyone wanting to model this car. The book sure helped a lot as all the diagrams are in HO scale.

First off, you will need to COMPLETELY disassemble the cars. Start by carefully removing the roof, then the ends, underbody, and finally the sides from the core body. If you break a tab off the car side, don't worry, I glued my sides to the core body when I completed the assembly. You can also re-attach a tab using ACC. You will also need to remove ALL of the underside detail including the center sill, tanks, truck bolsters, etc.

Remove the window, I use an X-acto knife blade and GENTLY pried up the window glazing ever so carefully. I have been very successful in removing window glazing in this manner many times, and have never broke any pieces. You will use the Combine core and all the body parts as the main core kit. The Combine core will be attached to a cut portion of the RPO core, but you must remove the end of the core at the baggage section, see photo 1 & 2. Photo 3 shows the combine and RPO sides before any cuts were made using Bill's diagram as a guide.

THE SIDES:

Starting with the RPO sides, refer to photo 2a, make a cut just to the inside of the second window rivets line and about 3 ft 3 inches (scale) from the end. This will result in a cut side that is about 13 ft 9 inches (scale) long.

Then cut the RPO body core, using the cut side (see above) as a guide, I cut the RPO core body about 1/32 inches shorter than the side. I glued a piece of .040 styrene backer to the combine core after I removed the baggage end, photo 1b, this is used to attach both cores together. The Combine sides have end tabs that hold the car ends tight to the sides. These need to be cut flush at the end that will attach to the RPO section, photos 4 & 5.

I test fit the sides and cores together and after some minor sanding and adjustments, I then glued the RPO and Combine sides to their respective core bodies. I let these set up overnight and then attached the core kits together. Any gaps were filled with modeling putty.

Photo #1



Photo #2

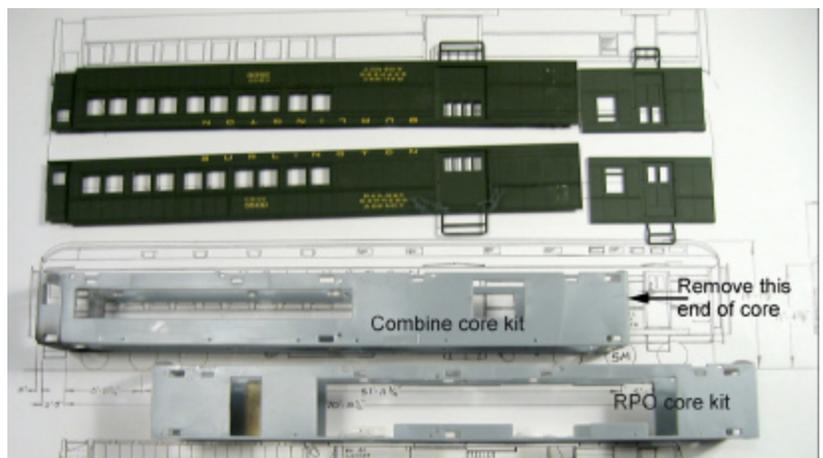


Photo #3

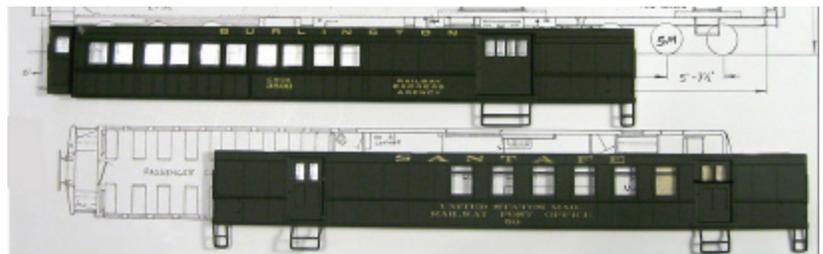


Photo #4

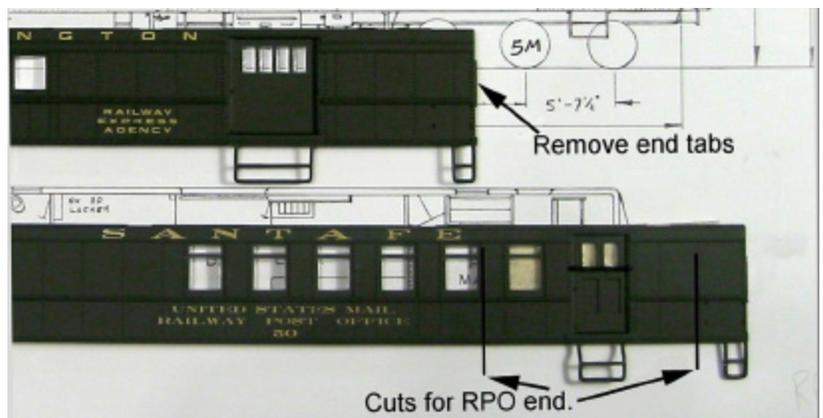
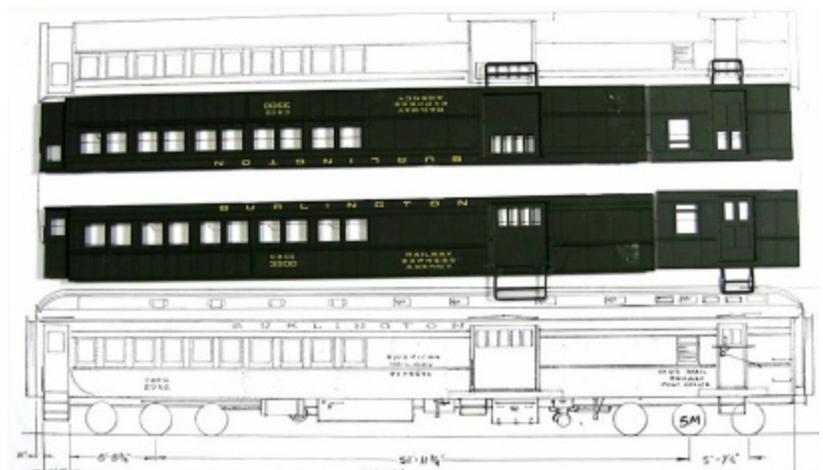


Photo #5



THE ROOF:

The roof went together in the same manner. Cut the combine roof about 1 1/4 inches from the baggage end. Then cut the RPO roof about 3 3/8 inches for the end. I then test fit the two roof pieces onto the body to insure that the length was correct. A little trimming and sanding may be needed for the correct fit. Cutting it a little longer and then trimming it as necessary is the method I used. I then squared up both roofs ends to each other and attached them using scrap, as shown in photo 6.

THE UNDERSIDE:

The underside took a little work. I used the RPO underside for my kit because the 6-wheel truck mounting locations are already set in place, although I did have to relocate the bolster for the passenger end, more on this later. With ALL of the detail removed, and I mean everything, I cut the floor about 3 1/4 inches from the RPO end. At the coach end, notch the underframe to fit the steps, use the combine floor as a template. This is necessary to accommodate the passenger steps, see photo 7.

I then found a piece of scrap passenger car underside in my parts bin that was just the right width as shown in photo 8. You can use any styrene, just make sure it is the same thickness as the one you are working with.

Splice a piece of styrene between the two undersides, making sure it is square, (right of clamp in photo 9). Cut the center sill in half and install in the original holes of the floor. Using styrene of the same size to fill in the gap. Then add the underbody details including the RPO truck bolster, photos 13 and 14. I found that the passenger side bolster needs to be relocated about 2 scale feet towards the center of the car in order for

Photo #6



Photo #7

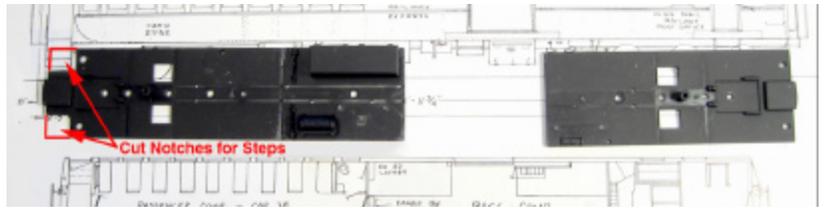


Photo #8

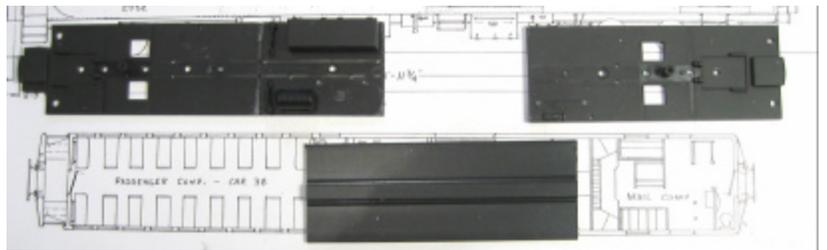


Photo #9

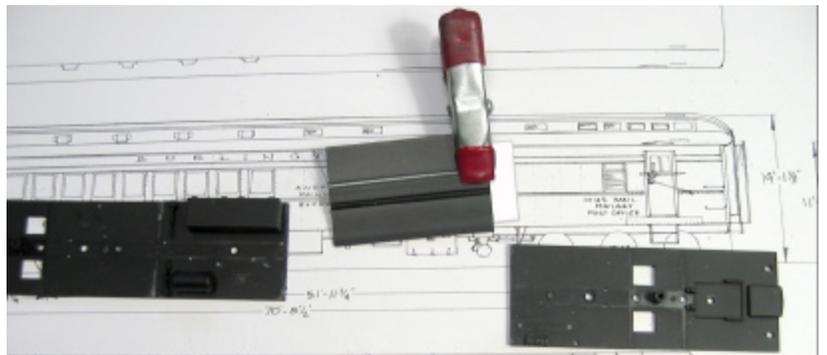


Photo #10

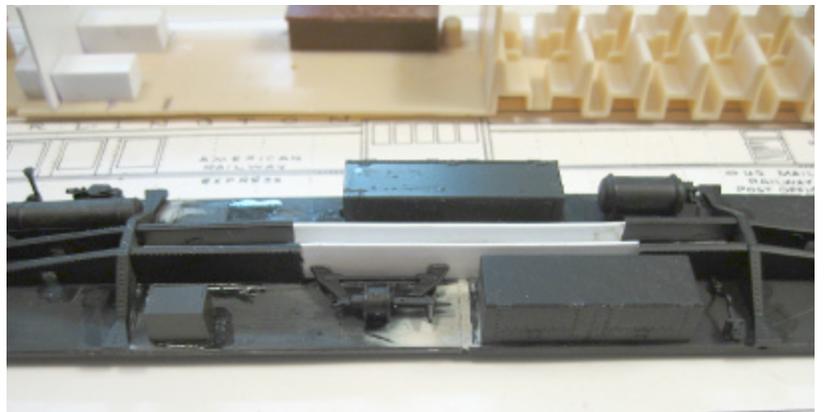


Photo #11



Way of the Zephyrs

the 6-wheel trucks to clear the steps. This is a test and fit procedure.

THE INTERIOR:

I then built up the interior using the combine interior and adding some detail including the end wall between the baggage and RPO sections using a piece of .030 styrene. For the RPO section, I cut the interior of the RPO end to fit within this section. Refer to photo 12.

FINAL ASSEMBLY:

Photos 13, 14 and 15 show the car as I test fit all the assembles together prior to painting. At this point, I had not noticed that the trucks under the passenger section needed to be relocated back to clear the steps. I did not realize this until after I painted the car. So you need to install the steps and relocate the bolster back about 2 scale feet. Be sure to install all the grabs on the car sides, ends and roof.

I painted the body and roof with Floquil Pullman green (add a few drops of white to it), the underbody in weathered black and the interior depot buff. I used a light green for the accessories in the baggage and RPO sections and a darker green for the seats photo 16. Decals are from Microscale and Champ.

I added passengers, baggage and RPO clerks. I like to open a door or two on these cars as I think it adds interest to the models, photos 16 and 17.

I like the looks of this model and yes I do realize that the baggage door is only 5 foot wide with four windows instead of the prototype having a 6 foot door with five windows. I just didn't want to deal with this change.

This is the 4th car in this series from Walthers that I have modified and I am very pleased with all of them. I just wish that Walthers continued to make these available as there are many more kit-bashing projects that would make into a Burlington prototype. My other two cars are in photos 18 & 19.

Photo #12

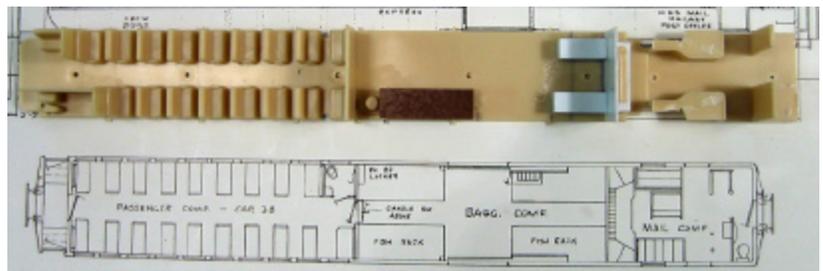


Photo #13



Photo #14

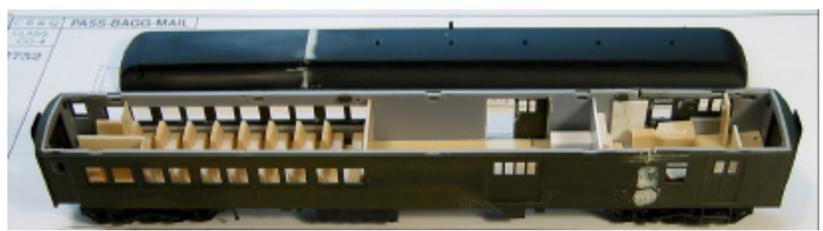


Photo #15

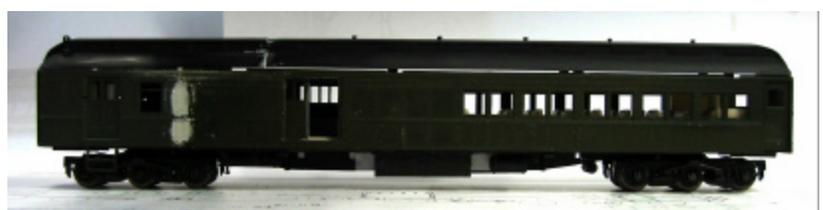


Photo #16



Photo #17



Photo #18 CB&Q RPO No. 1893



Photo #19 - CB&Q RPO No. 2330

NEW PRODUCTS & REVIEWS

Tangent Scale Models HO Scale PS-2CD 4000

Review by Ed DeRouin, Photos by David Lehlbach

Tangent Scale Models has released a solid-hit for CB&Q modelers. The Pullman-Standard 4000 cubic-foot, center discharge covered hopper is faithfully reproduced for the first time in HO scale plastic and features an etched metal running board, wire uncoupling levers, air brake details, and wire end details. The car rides on 100-ton N-11 trucks with free-rolling metal wheels and comes equipped with Kadee® scale metal couplers. With one *very* minor exception, this ready-to-run car is accurately painted in “PPG Carhide Hot Spray Gray,” Q’s covered hopper color, with razor-sharp Chinese red lettering. A purist may want to paint the underframe between the bolsters black. Weathering can also achieve a similar effect. Tangent provides prototype photos on its web site to assist modeler in weathering the cars.

That small detail aside, this model replicates the 140 Class LO-4 cars built in 1963 in the 85500-85639 series. Replacement of the circular loading hatches and centered running board with three trough hatches and parallel running boards will produce an accurate LO-4A in the 85640-85689 series.

The 4000 cu-ft covered hopper was part of the freight car evolution to larger specialized cars that signified the 1960s. Earlier cars were designed to carry sand and cement. By the mid-1950s, larger cars were being used to carry grains and fertilizer. The Tangent Scale Model PS-2CD represents a car with an increase of 781 cubic-feet and a revised unloading system, identified by the CD in the nomenclature, over the Class HC-3 of 1958. The six split-discharge gates found on the HC-3 were replaced by three discharge gates



by running the center sill inside the hoppers. The center discharge (CD) design led to the P-S built LO-10 and LO-10A cars built in 1967 and 1968. In BRHS *Burlington Bulletin* No. 20, Hol Wagner covers these, and other covered hoppers, in detail.

In addition to Burlington, Tangent has released the PS-2CD in Atchison Topeka & Santa Fe, Atlantic Coast Line, Chicago Great Western, Great Northern, and Southern Pacific. The retail price is \$42.95. An undecorated kit is available for \$23.95. This is Tangent Scale Models’ second car, and this reviewer is already anxious to see their third release.



Tangent Scale Models
P. O. Box 25005
Asheville, NC 28813

www.tangentscalemodels.com

Pullman-Standard PS-2CD
CB&Q Class LO-4
4000 cubic-foot center
discharge covered hopper -
offered in 12 individual road
numbers

RTR Retail price is \$42.95
Undecorated kit is \$23.95

BOOK REVIEWS

“QUINCY ROUTE”

by Michael R. Johns and the late Ralph L. Cooper

The long out-of-print Hogback Road is reprised in this expanded (116 pages, 8 1/2" x 11" soft-bound) and rewritten version by Michael Johns and the late Ralph Cooper with assistance from Jim Reisdorff of South Platte Press (available there) but published by Milepost 208 (Chillicothe, MO). Photos are marginal in quality because 1)the railroad gave up on the route in 1939 with parts abandoned then, other parts remaining with CB&Q and 2) most are copied from the 1st book, not from originals. The Iowa & St. Louis is also covered and maps are a plus as is the roster (copied from R&LHS issue #151 of 1984 but erroneously credited to BRHS in one place and the CB&Q H.S. in another). A 1916 QO&KC employee

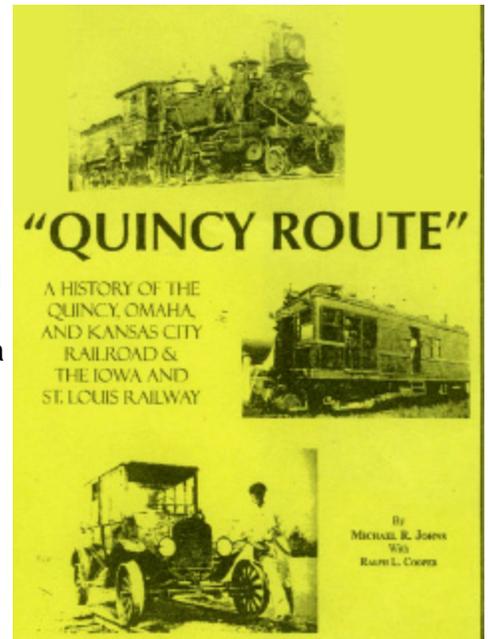
timetable is also copied. There is an excellent bibliography and a decent index. For those of you unfamiliar with the QO&KC, it was owned by CB&Q from 1908 onward and its 'table' appears in all CB&Q public timetables thru the 1930's. A granger and coal hauler running across northern MO (with the I&StL serving as a branch to Sedan, IA) it was the weak sister of the Burlington Route.

Gerald Edgar

116 pages, softcover
\$29.95 + \$3.00 S&H

Milepost 208 Publications
P.O. Box 225
Chillicothe, MO 64601

denisestottlemyre@sbcglobal.net



“LAST TRAIN TO WYMORE”

by David J. Doering

This is the continuance of the famous "Wymore Story" (four printings to date!) by Richard Kistler, and also published by South Platte Press. Indeed, Mr. Kistler provides the Foreward. Approximately 80 sharp photos, nearly all color grace its 56 pages along with maps and my favorite aspect, details on every industry on the line from CB&Q days to BN abandonment. Although this is a book about a branch operated by BN/BNSF, the right-of-way and structures shown are all Q and where applicable, Mr. Doering provides the original Q loco numbers of BN GP7's and SD-9's he photographed. I normally only model/collect and read about CB&Q; anything after the

spring of 1970 is verboten! But the Wymore branch was CB&Q thru and thru and was one of the last parts of the Q to be served by a BN 'local' as it had been for many years before. If you model or have an interest in Lines West in the 1960's, just pretend the green paint is red!

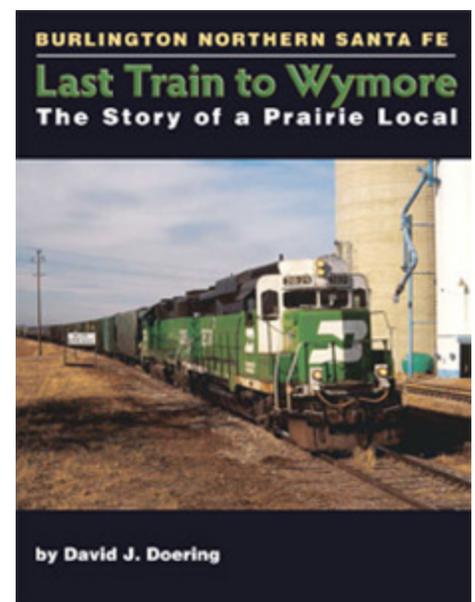
Gerald Edgar

56 pages, softcover
\$24.95 + S&H

South Platte Press
P.O. Box 163
David City, NE 68632-0163

Phone: (402) 367-3554

www.southplattepress.com



"THE BURLINGTON CALENDAR - 2009"

from Mile Post 206 Publishing

This 8 1/2 x 11" calendar has 13 photos (Jan 09 - Jan 10), 5 are color views, 7 are black and white and 1 is sepia tone. All are sharp and several, as in past years, are the "Where in the heck did they find this?" types. Included is a view of a QO&KC coal train led by #32, a Baldwin 2-8-0 built for the Kansas City & Northern Connecting Railroad as their No. 513 in 1900; lasted until 1927. There is also a 1929 builders photo of an ACF bus as Burlington Transportation Co. (love the brass marker on rear); wood piledriver No. 204607; 4960 at Chapin, IL; 4-4-0 No. 370 with a bunting-bedecked train and a giant "A" on its boiler front

taken way back when. ANY idea what the occasion was? A double header passenger train taken in Osceola, IA in 1914 is a rarity. As in past years, the balance of photos from different eras, all corners of the Q and every aspect of the railroad possible are crammed into an outstanding work including motorcar #9735. Amazing what keeps popping up!



\$12.95 + S&H

Mile Post 206 Publishing, Inc.
P.O. Box 543
West Burlington, IA 52655-0543

Gerald Edgar

www.milepost206.com



PUBLICATIONS OF INTEREST TO BURLINGTON FANS

NRHS BULLETIN - Winter 2007 Volume 72

from the National Railway Historical Society

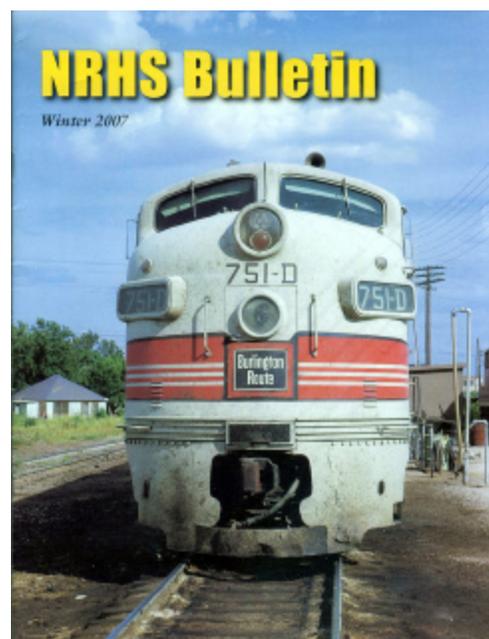
Thirty-seven pages out of this forty-page Bulletin are devoted to coverage of the last decade on the Q. This is a very nice photo essay with a written history of the Q from its beginning in 1850 through the pre-merger era to the '60s. Loaded with many excellent color photographs of last days of the Q, this publication will be a great addition to any CB&Q fan's library!

40 pages, softcover magazine
\$3.00 + S&H

The NRHS suggests calling for availability: (215) 557-6606

NRHS Back Issue Sales
100 North 20th Street
Suite 400
Philadelphia, PA 19103-1462

www.nrhs.com



TIME BOOK - Brotherhood of Railroad Trainmen

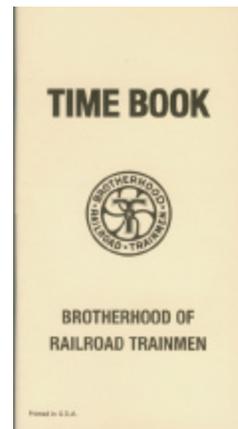
from 5th Avenue Car Shops

Our friends at 5th Avenue Car Shops are offering a 48-page Time Book for modelers to keep a log of train operations. Recorded information includes date, engine #, train #, time on and off duty, road, yard local and brakeman or conductor.

\$5.00 each or 3 for \$13.50
S&H \$1.50
IL residents add 8.25% sales tax

5th Avenue Car Shops
P.O. Box 423 - Dept BR
La Grange, IL 60525

www.5thavenuecarshops.com



“THE PULLMAN COMPANY - LIST OF STANDARD AND TOURIST CARS”

from the Chicago & North Western Historical Society

The C&NWHs is now offering a new reproduction book:

The Pullman Company List of Standard and Tourist Cars.

This book is a reproduction of the official list of Pullman cars in 1950, and as updated in 1957. It lists the assigned railroad and the air conditioning, if any. While it lists the plans/diagrams, those are NOT included in this book.

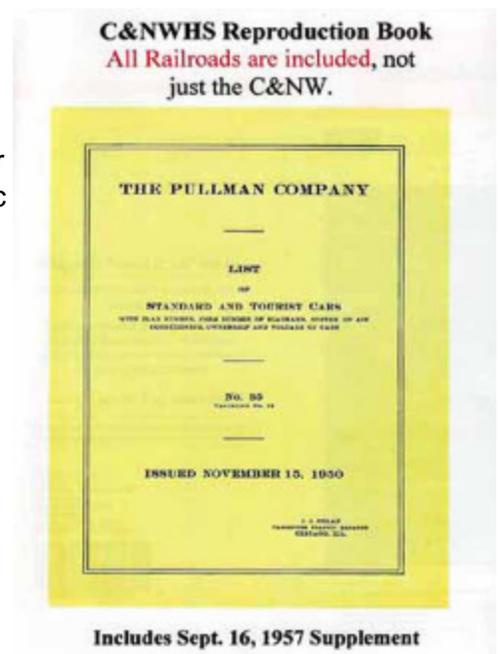
C&NW and related roads are included, this does NOT have a C&NW focus.

90 pages; spiral binding; clear plastic cover and black plastic back; color cover.

\$20.00
IL Residents add 6.75% tax

C&NWHs
P.O. Box 1068
North Riverside, IL 60546

www.cnwhs.org



“THE PENNSY IN CHICAGO”

by Edward M. DeRouin

While not directly related to the CB&Q - the sharing of Chicago's Union Station facilities and its southern approach with the CB&Q, plus the fact that the author is a long-time BRHS member, warrants this book's inclusion as a book of interest to the Chicago fans of the Burlington. This book explores how the PRR's Chicago terminal functioned, the history of its routes into the Windy City and its business with connecting railroads,

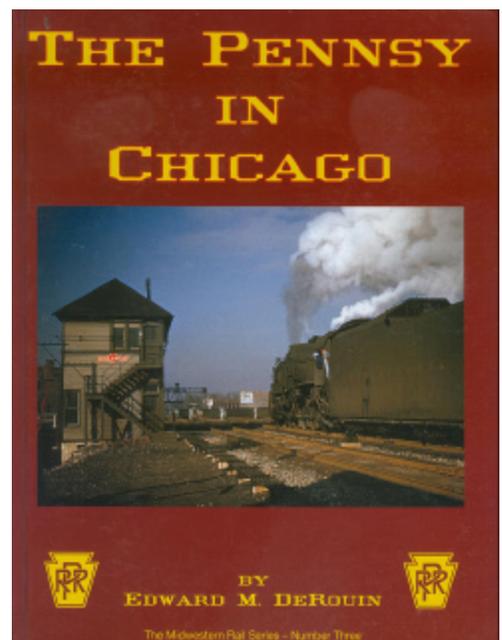
such as the Burlington. It contains over 270 photos, maps, tables and drawings.

256 pages, hardcover

\$65.00 + S&H

Pixels Publishing
P.O. Box 10
La Fox, IL 60147

Phone: (630) 232-9912
www.pixelspublishing.com



PRESERVED EQUIPMENT NEWS

Moving the Mark Twain Zephyr to Granite City, IL

St. Louis *Suburban Journal*

Saturday, November 17, 2007 4:50 PM CST

By Michael Heil

"Plans are underway to redevelop an area that was the site of the National Enameling & Stamping Company into what could be described as Granite City's version of a nostalgic train depot similar to the one at Union Station in downtown St. Louis.

"The 10-acre site will be owned and operated by Ben Butterworth, who operates Mid American Railcar Leasing in Madison. Butterworth is waiting to close on the acreage, which will display luxury passenger railcars.

"(Some of the cars will be used for) excursions that loop around St. Louis, maybe six to nine times a year,' said Granite City Economic Director Jon Ferry. 'It's going to be a place where train fans can go,' he added.

"One of the cars to be showcased is a Mark Twain Zephyr, 1940s circa. The locomotive is only one of three in the country."



Cranes begin lifting the Tom Sawyer over a large puddle on January 12, 2008, leaving its trucks buried in the mire.

Photos by Justin Sobeck



The Tom Sawyer being gently placed on its XTTX flat (left) and lowered onto the cribbing to support and protect its bolster.

Photos by Justin Sobeck



With the Tom Sawyer shoved forward, its time to free the rear truck from the muck and load it onto the end of the TTX flat. Photos by Justin Sobeck



The Becky Thatcher and car No. 500 (now named Effie Dean) are loaded, ready to be moved so that Injun Joe can take its turn to be loaded. Photo by Justin Sobeck



Budd Builders plate which reads:

DESIGNED AND BUILT BY
EDW. G. BUDD MFG. CO.
 PHILADELPHIA, PA., U.S.A.
 "SHOTWELD"
 (TRADE MARK)
STAINLESS STEEL CONSTRUCTION
 PATENT NO. 1944106
 OTHER PATENTS PENDING

Photo by Justin Sobeck



Now it is time to tackle the Injun Joe, the forward crane using a steel beam slipped under the 9903's anti-climber.

Photos by Justin Sobeck



On January 15th, around 4 pmin the afternoon, Injun Joe is securely anchored on Canadian National flat car No. 639991.

Photo by Bill Grenchik



Becky Thatcher on CN flat car No. 668236.

Photo by Bill Grenchik



Huckleberry Finn on CN flat car No. 668272.

Photo by Bill Grenchik



Car No. 500 on CN flat car No. 668269.

Photo by Bill Grenchik



Tom Sawyer on XTTX fat car No. 137369.

Photo by Bill Grenchik



On August 24, 2008, the MTZ sits on cribbing in Granite City, IL waiting for it's trucks (above) to be overhauled.

Photos by Jon Habegger

RAILRODIANA & COLLECTABLES

CB&Q - Issued Postcards

The Burlington, like most railroads, provided postcards through direct mailings, at depots and on trains to promote travel. Not surprisingly, they offered a richer variety than most roads. Cards were also issued at World's Fairs, for new trains, traveling agricultural exhibits, etc. Large groups traveling to conventions even received cards overprinted with their organization names, dates, and travel itineraries.

This article will focus on the 'scenic' card series. Collecting Burlington cards is relatively inexpensive, provides insights as to passenger department strategies plus many are downright beautiful! For the sake of future discussion and research, I have tentatively assigned 'Series' identifications based on earliest cancellations, data on the cards and other 'clues' as I have yet to unearth a CB&Q document that says "these are the cards being issued this year". An NP group is also included as it was issued jointly with the Burlington.

SERIES A - 1900

Detroit Photographic

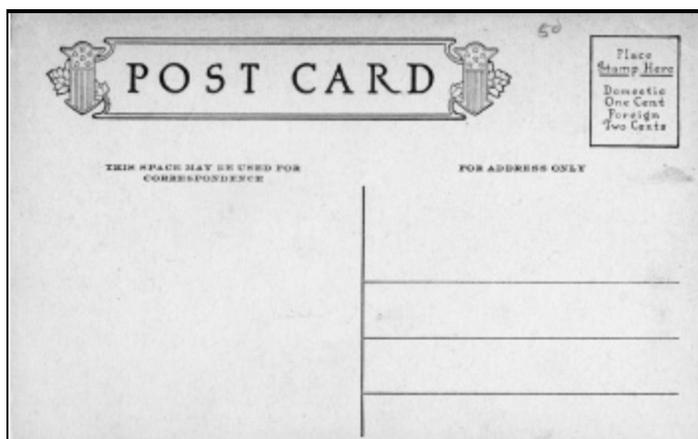
(Hired by CB&Q to travel the system taking photos)

Jupiter Terrace (Yellowstone)

Scene in Estes Park (Colorado)

Pikes Peak & Gateway to Garden of the Gods

Spearfish Canyon (SD) [Both sides shown below]



Gerald Edgar

YOUR input to the next installment is vital. If you have ANY additional or differing data, please contact me ASAP as this is a work in progress.

Thanks!

Gerald Edgar
230 W. 5th Street
Gamer, IA 50438-1404

Phone: (641) 923-2573 weekends
email: vje68@hotmail.com

SERIES B - 1904

Oberg & Armstrong

Wolf-Lies-Down

Medicine Crow [Both sides shown below]



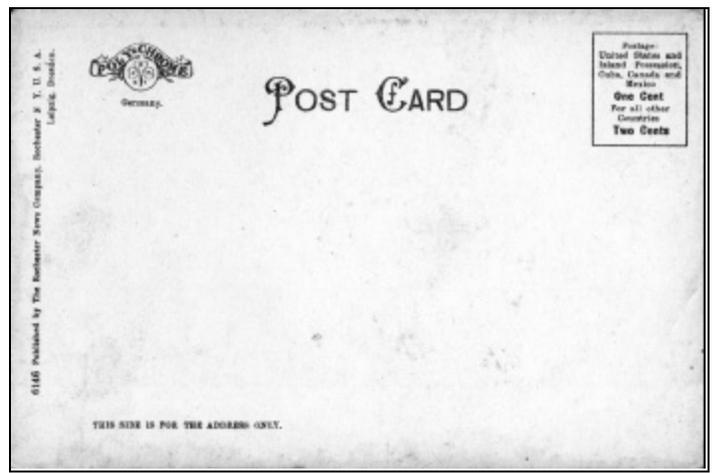
Note: only some Burlington cards were numbered. Horizontal format is most common but there are many vertical too. Most had a Burlington Route herald on the back, some on the front and a few on both sides. The most beautiful series (C) however only has the phrase 'on the Burlington Route'. Most postcard and general collectibles dealers do NOT segregate railroad-issued 'scenery' cards (as opposed to 'depots' and 'trains') so you need to rummage thru likely states (Wisconsin, South Dakota, Montana, Wyoming & Colorado being the most common). The plus is 'scenery' cards are usually much cheaper than depots and trains AND are usually railroad-issued!.

SERIES C 1906
Rochester, NY News Agency
(Printed in Leipzig Germany)

- 6145 "Prospect Peak"
 Two Miles North of Lynxville*
- 6146 The Three Sisters
 [Both sides shown below]
- 6147 L. Pepin & Bluff, south of Maiden Rock
- 6148 Northern Part of L. Pepin (Frontenac)
- 6149 "Pilot Knob" near Trempealeau*

*title printed on image

- 6150 Royal Gorge near Prescott
 ---- b/w version of above with the image as a smaller vignette
- 6151 Bluff at Spring Coulee (Lake Pepin)
- 6152 Trempealeau from the River
- 6153 Village of De Soto from Bluffs South
- 6154 Lake Pepin between Maiden Rock & Stockholm



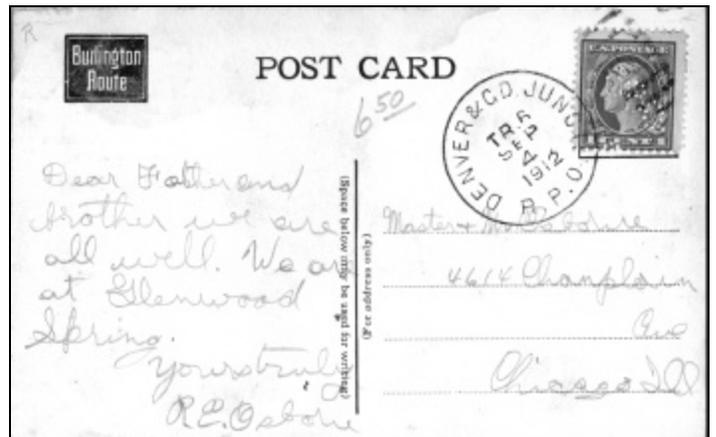
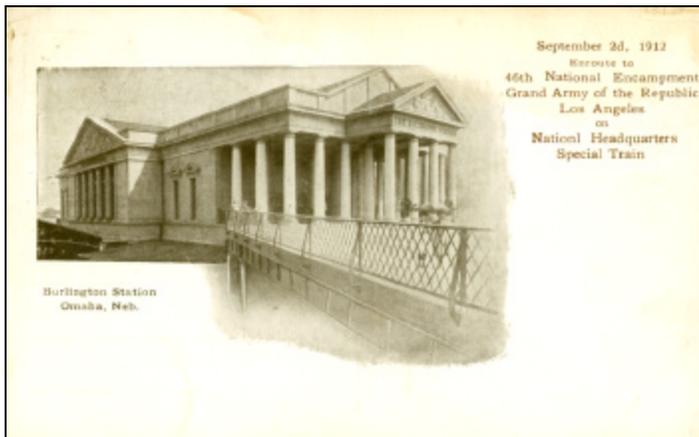
SERIES D-1 1908

Burlington Station Omaha
 [Both sides shown below]

Burlington Limited Train
 (open observation @ Riverside, IL)

Burlington Dining Car (interior)
St. Anthony Falls (Minneapolis)
Burlington Passenger Engines (pre-Civil War & 20th Century)

NOTE: D1 cards are vignettes



SERIES D-2 - 1908

Maiden Rock

[Front and back below]

St. Anthony Falls (Minneapolis)

De Soto

Beautiful Lake Pepin

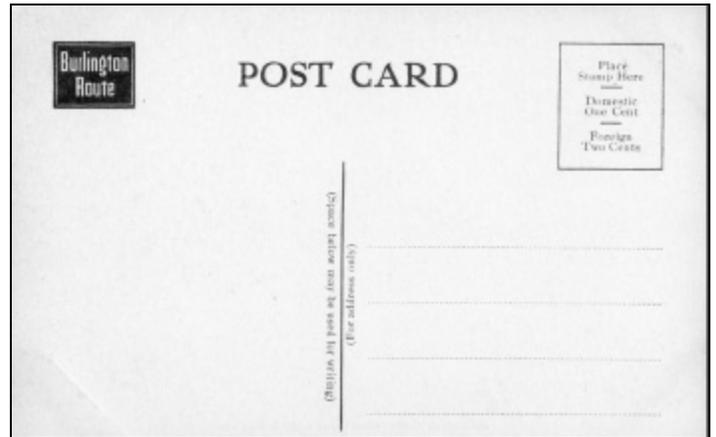
Fountain City

Three Sisters

Minnehaha Falls

Interior of Burlington Route Farm Products Exhibit Car

NOTE: Above are full views with one white border; all have same backs as Series D-1



SERIES E-1 - 1916

Permanent Exhibit of Ag Products

[Front and back below]

Maiden Rock

Mississippi River Scenic Line

Near Lynxville, Wisconsin

The Greatest Power dam in the World (Keokuk)

The Boyhood Home of Mark Twain

(with a vignette)

Going to the Sun Chalet & Mt & St. Mary Lake+

(duotone version of E-4 #43688)

A Ranch Resort Near Sheridan

Old Faithful Geysers+

Club Room Lounging Car

Club Room Lounging Car

(Denver & Chicago Ltd's)*

*Burlington Standard Steel Dining Car**

*Thousand Island Dressing (recipe in center of same view as above)+**

*The Late Mr. Perkins..Garden of the Gods+**

*narrow white border for these 4 cards; Perkins found both ways

+no herald on front

All are duo-tone

(Series E1 and E-2 have same back)



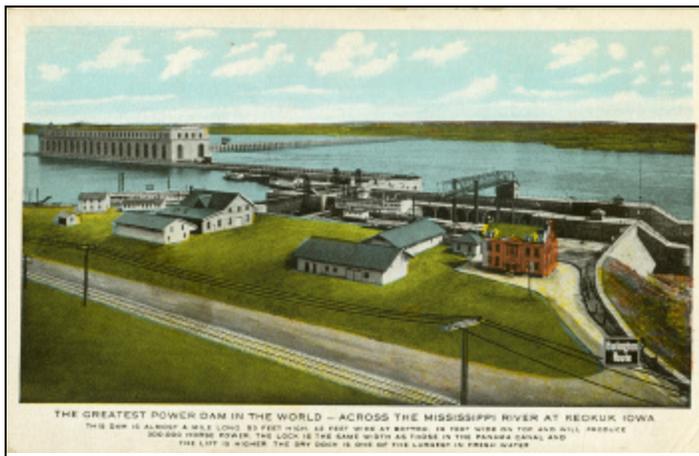
SERIES E-2 - 1917

- (all full color, all have herald on front & back)
 46333 (Colorado composite with 4 vignettes)
 46334 (Horizontal version of above with different placement)
 46336 (Horizontal composite different from the other two)
 46394 Historic Maiden Rock
 46397 Along the Mississippi River (E-bd)
 46398 Along the Mississippi River (W-bd)
 46400 The Greatest Power Dam in the World...Keokuk
 46402 Boyhood Home of Mark Twain [Front shown below]



SERIES E-3 - 1920 Color

- 46381 Loch Vale (CO)
 46382 Along the Cody Road
 46383 Long's Peak (CO)
 46386 Rocky Mountain National Park
 46387 Lake McDermott, Many Glacier Hotel, Mount Allen
 46390 Many-Glacier Tepee Camp
 46391 Great Falls of the Yellowstone
 46400 The Greatest Power Dam in the World
 [Front shown at center left]
 46401 A ranch Resort near Sheridan*
 50443 Deep Well Edgemont, SD*
 51479 Sylvan Lake (SD)
 52221 Thousand Foot Cliff - Cody Road
 52222 Shoshone Canyon - Cody Road
 52225 The Mountain-Surrounded Village of Estes Park
 52226 Rky Mt Nat-Estes Park - A Summer Paradise for Kiddies
 52227 Picking Wild Flowers Above The Snow
 52228 Scenery Wins - Rky Mt Nat-Estes Park
 (Series E3 and E-4 have same back)



SERIES E-4 1922 color
 (used by "Escorted Tours" in later years)



SERIES E-4 (cont.)

- 46385 *Sentinel Rock - Buffalo Bill Country*
- 46388 *Going-to-the-Sun Chalet and Mountain**
- 46389 *Morning Eagle Falls - Glacier Nat. Park**
- 46391 *The Grand Canyon of the Yellowstone**
- 46392 *Old Faithful Geyser**
- 46393 *The Late Mr. Perkins..Valley of the Gods*
[Both sides shown on previous page]
- 46394 *Maiden Rock, Wisconsin*
- 46395 *A Bit of Natural Beauty of Great Charm (WI)**
- 46396 *The Burlington is the Natural Route between Chi & StP*
- 46397 *Along the Burlington's Mississippi River Scenic Line**
- 46399 *Custer's Tragic Battlefield (2 vignettes)**
- 50559 *This is one of the Recipes (similar to E-1 1000 Island)*
- 50864 *Natural Bridge over LaPrele Creek (WY)**
- C50864 (same except no border & printed by Curt Teich, Chicago)
- 51479 *Sylvan Lake, Black Hills*
- 51480 *Lover's Lane, St. Jo*
(poem & couple in buggy)
- 51649 *Minnehaha Falls - Minneapolis**
- 52226 *Rky Mt Nat - Estes Park A Vertiable Summer Paradise*
- 52228 *Scenery Wins - Rky Mt Nat-Estes Park*
- 56916 *Luxuriant Growths of Brilliant Hued Wildflowers**
- 56917 *Sunset on Long's Peak*
- 56918 *One of the Many Charmingly Beautiful Little Mt Lakes*
- 56919 *Shoshone Canyon**
- 56920 *Some of the Rarest Specimensof the Divine Mt Sculptor*
- 56923 *Shoshone Irrigation Reservoir*
- 56924 *Shoshone Irrigation Dam**
- 56925 *Sylvan Pass - Buffalo Bill Country**
(open red touring car; reprint has closed black car)
- 56926 *The Late Mark Twain, His Boyhood Home (2 vignettes)*
- 56927 *Grand Lake Colorado**
- 56390 *A Dude Ranch in the Big Horn Mountains*
- 121785 *Sylvan Lake (horizontal version of 51479)*

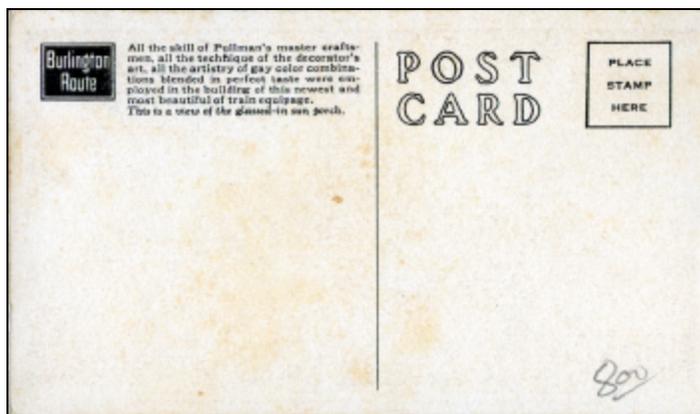
*(reprints have a 'C' after number except for 50864)



SERIES F 192? or earlier?

Travel Magic [Both sides shown at left]
Consumate Luxury...(int. of Lounge Car)

Note: cheaper card stock & 1/4" narrower than normal. Series G uses same card stock.



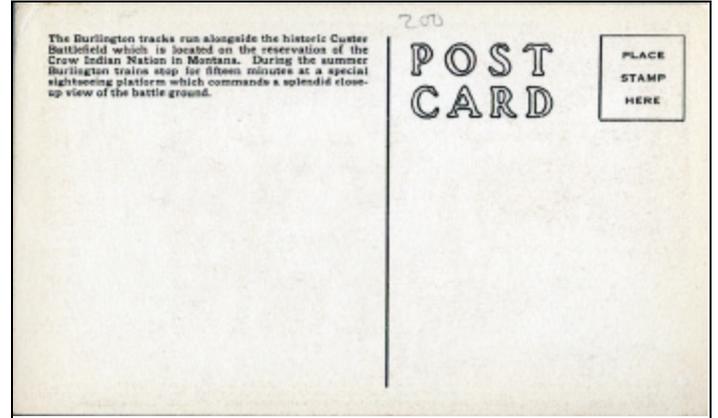
Everywhere West

SERIES G 192? or earlier?

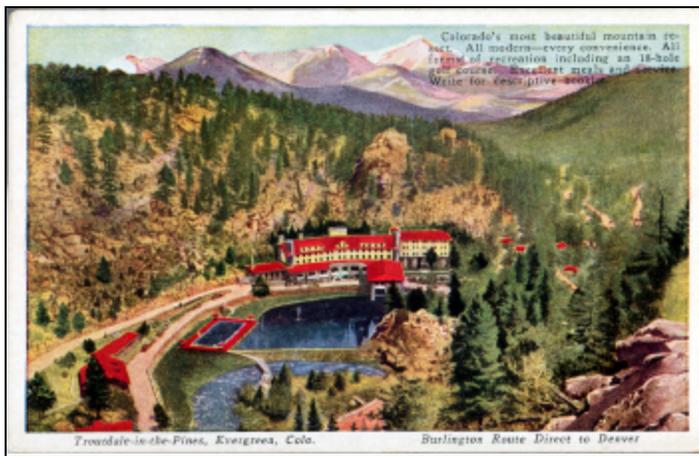
*Max Big Man [Both sides shown below]
Max Big Man (& 2 sons)*



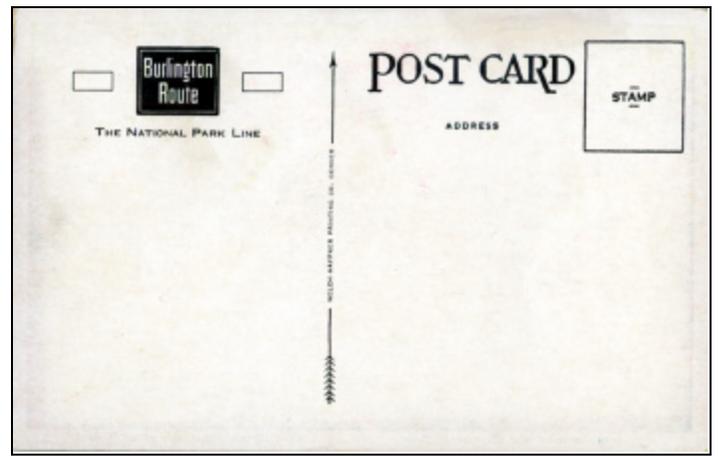
*Four Indian Scouts (Custer)
Buffalo Bill Museum (with 2 small vignettes)*



SERIES H 192?
Welch-Haffner Printing, Denver



*Colorado's Most Beautiful Resort [shown below]
Troutdale-in-the-Pines (closer view)*

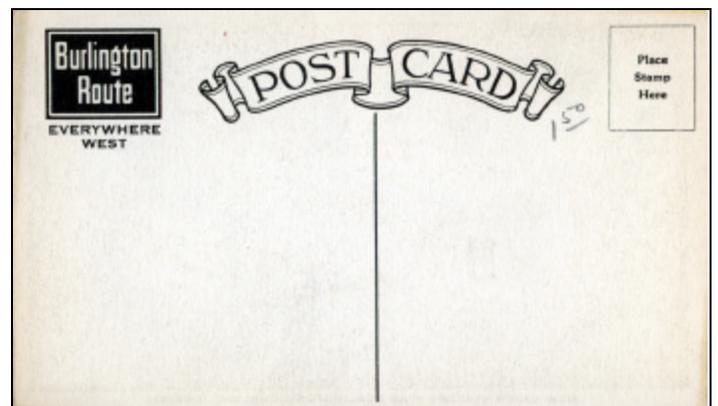


SERIES I 1925

*New Union Station [Both sides shown below]
State Game Lodge
(Summer White House of "27 - S.D.)*



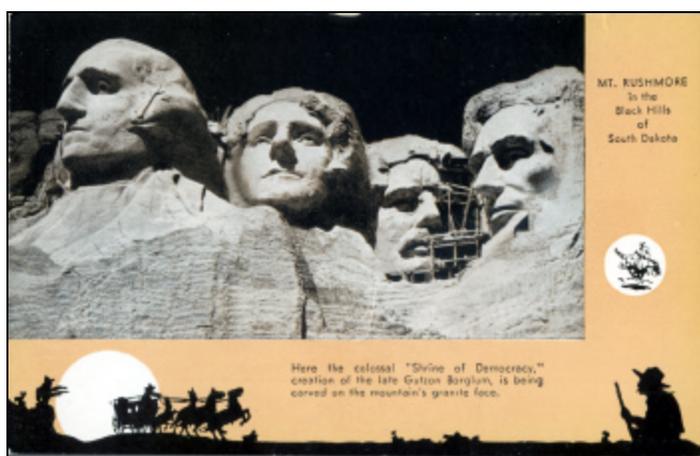
*On the Needles Highway (Black Hills)
Passing the "Traffic Cop" Needles Highway
White-Man-Runs-Him (Crow Scout)*



SERIES J late 30's (some printed 1941)

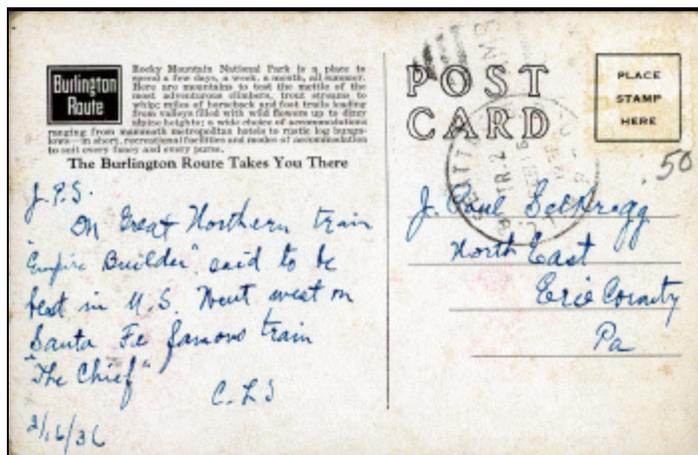
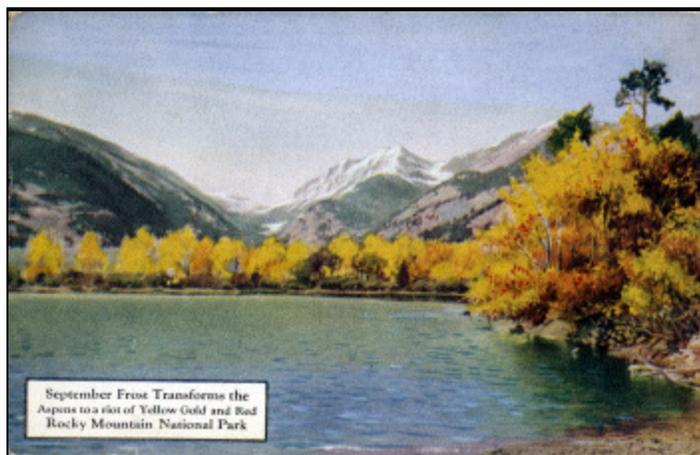
Mt. Rushmore [Both sides shown below]
Mt. Rushmore (completed)
Mt. Rushmore (side view)
Needles Eye Tunnel
Trout Fishing Spearfish Canyon
Avalanche Peak on the Cody Road
Cody Road - Shoshone Lake
Shoshone Canyon Irrigation Dam
The Mile High Unfenced Wilderness of Rocky Mountain National Park
Trail Ridge Road Through Rocky Mountain National Park

Long's Peak
Gore Canyon
The Royal Gorge
Pikes Peak
Great Falls in Yellowstone
The 'Giant' World's Tallest Geyser
Crow Indian Scouts
Mt. Stanton near Lake McDonald
Going-to-the-Sun Highway
Beautiful Lake McDonald
The Twin City Zephyrs



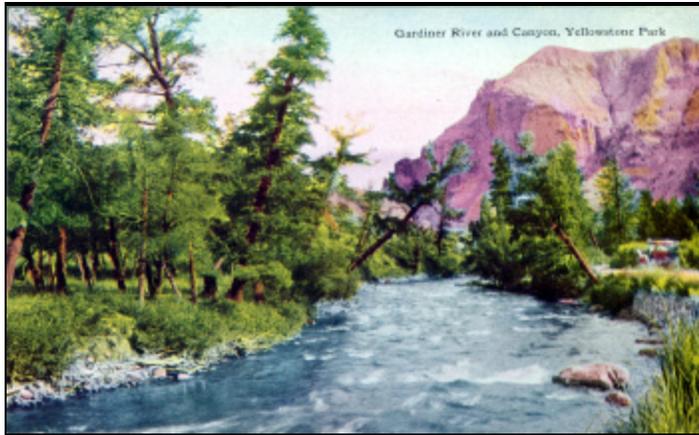
SERIES K 1920's or 30's (cards have 'pebble' finish)

September Frost [Both sides shown below]
Many-Glacier Hotel
The Treasury of Glacial Lakes
Lily Pads on Snow Waters
Buffalo Bill Memorial (title in black box)



**SERIES L 1920's NP Form F5307
with Burlington Route Herald**

*Gardiner River [Both sides shown below]
The Teton Mountains
New Mammoth Hot Springs Hotel*



*Golden Gate & Roadway in Yellowstone
Haystack Rock Oregon Coast
Mount Rainier*



QUESTIONS AND ANSWERS

ANSWERS COMPILED FROM RESPONSES BY MICHAEL BARTELS, GERALD EDGAR AND RUPERT GAMLEN



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).

Answer The May 5, 1907, public timetable still shows the Edgemont-Deadwood trains as Nos. 43 and 44, so the renumbering took place sometime after that. The assumption is they were changed to connect with Nos. 41 and 42 at Edgemont and management decided that to eliminate any confusion they'd give the Deadwood trains a separate number. In the 1930s Nos. 42 and 43 became the primary through trains with Nos. 41 and 44 then becoming secondary. Nos. 41 and 44 were dropped west of Edgemont in 1942. They were dropped west of Alliance in 1946 and Nos. 141 and 142 were extended from Edgemont to Alliance in their place, doing local work enroute. Nos. 141 and 142 were discontinued between Edgemont and Alliance Feb. 1, 1948, and between Edgemont and Deadwood Sept. 25, 1949. Mixed service was still provided into the 1960s on the Black Hills line. Side door waycar #14560 was in Edgemont in 1967 for that run until mixed service was dropped sometime thereafter. It was used on the line by BN until 1975. The CB&Q got permission from the Railway Commission in 1968 to drop all mixed passenger service in Nebraska.

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



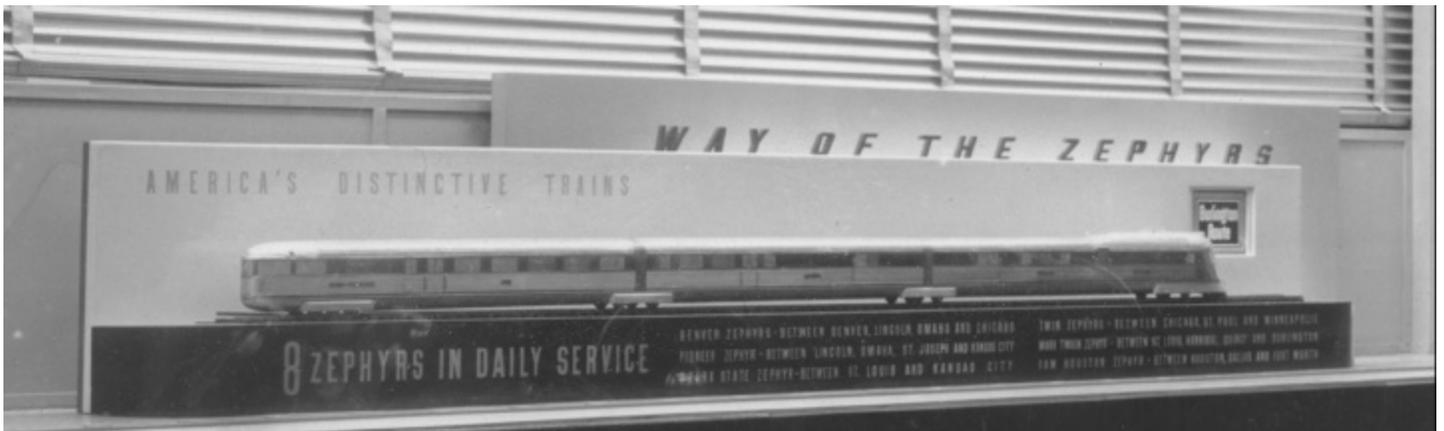
Q08-6 This dramatic night photo of the Denver ticket office from the Hedrich-Blessing Studio is in the BRHS Archives, but the date is not documented. The slogan “America’s Distinctive Trains” is on the Zephyr model display in the closest window. It also announces “8 Zephyrs in Daily Service” and lists 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?



Answer The Denver city ticket office photo, had to have been in a “window” of time from December 18, 1936 to September 1938. That would have been the period when those eight named Zephyrs were running. The October-December 1938 public timetable lists the Morning and Afternoon Ozark State Zephyrs, as a second frequency had been added, but no Mark Twain Zephyr. It was used to cover one of those runs, and again on October 11, 1939, began running that route under its own name. It’s too bad the weather or car licenses couldn’t offer a clue.

The original view of the Denver Ticket Office.

Photo by Hedrich-Blessing Studio



The close-up view of the first window and its contents. Isn't that a nice model of the Pioneer Zephyr?

Photo by Hedrich-Blessing Studio



The close-up views of the second and third window and a glimpse of the fruits of the CB&Q marketing department. Photos by Hedrich-Blessing Studio

EXCHANGE PLACE

- 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:** CD of Dave Beck's HO Model Collection (see Zephyr #49, pg. 7), CB&Q locomotive diagrams, and May 1st, 1919 classification of Locomotives. \$20.00 plus \$5.00 shipping and handling includes CT sales tax. Order from Vernon Beck, 1 Hobby Drive, Ridgefield, CT 06877.
- For Sale:** National Model Railroading Association Heritage and Living Legend HO car kits. Call for more information. Dennis Owens, BRHS member (day) (816) 474-3000 and (cell) (816) 729-4252.
- For Sale:** Jerry Hamsmith has added another decal sheet to his HO line of CB&Q decals. The latest sheet "Reweigh Data" includes reweigh markings for the early 1950s and contains enough markings for over 50 cars. Also included are some "Return to" special markings. Jerry also includes a two page description of the reweigh locations and symbols used in the set. The decals are printed in white railroad roman. The cost is \$3.00 per sheet. Send a SSAE to Jerry at 1010 Johnston Drive, Aurora, IL 60506 to order these decals or to receive a sheet listing all of the HO scale decals Jerry has in his line.
- For Sale:** Bill Glick offers through Quincy House copies of his still available CB&Q Passenger Car Roster and plan book(s). Contact them at 1352 Newport Ave., San Jose, CA 95125. Questions, call Bill Glick at 408-292-0215 or email: Qglick@hotmail.com
- Info Wanted:** Santa Fe acquired several business cars from the Burlington early on. Does anyone know the original CB&Q numbers or information on them. Frank Ellington, 8 Tammy Lane, Fort Madison, IA 52627
- Info Wanted:** (Photo) Publicity photo of a freight train moving through a deep cut on the Kansas City cut-off. Earl Currie, P.O. Box 2827, Warba, MN 55793 or email at ejcurrie@hotmail.com
- Wanted:** Back issues of CB&Q, NP, ATSF, SOO, MILW, GN and other railhistorical society publications and books. Buying collections. Paul Gibson, 161 Gilmore Rd., Wrentham, MA 02093 paul@railpub.com
- Wanted:** Photos of Houston Union Station, interior and exterior; Sam Houston Zephyr (60's version) interior. Please send description and asking price. R.A. (Bob) Brown, Member 2426S, 35 Old Carriage Rd., Apt.# 91, W. Warwick, RI 02893-2143. Send telephone number if you like.
- 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.



BRHS DIRECTORS

(effective October 2007)

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

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 Vice President, Archives . . Richard Morgan-Fine
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ZEPHYR NO. 57 CONTRIBUTORS

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ZEPHYR EDITOR

David Lotz

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.



TREASURER

The BRHS Treasurer is responsible for maintaining the financial matters of the society. It is highly preferred this person be located in the greater Chicago area due to duties involving depositing funds and working with Richard Francis & Associates, our bookkeeping service.

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.



AN IMPORTANT MESSAGE FROM OUR MEMBERSHIP VP

All you need to know about your BRHS Membership can be found on the computer-generated mailing label used to send out publications. The sample label here shows the content of that label. Always check the label for accuracy and advise us of any discrepancy. *Please* notify the Society of any change of address on a timely basis. The Postal Service penalizes the Society three times the first class rate on pieces returned, which then need to be re-mailed at first class rates.

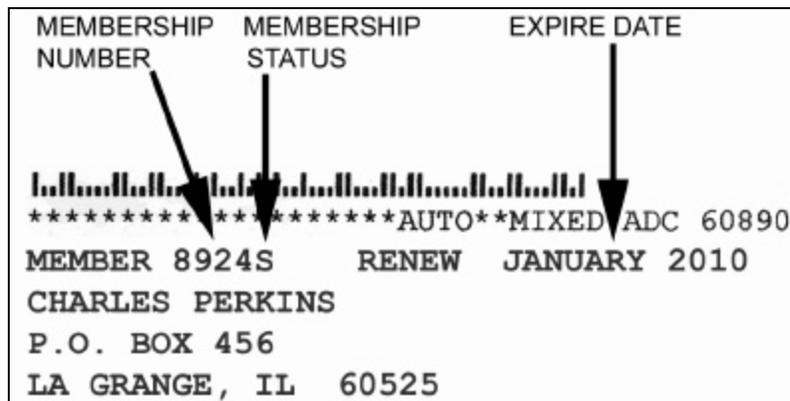
When joining the society, you are assigned a membership number which remains constant as long as you are a member

in good standing. This number and your membership status (R)egular, (F)amily, (S)ustaining or (P)aid Subscription, appears in the upper left-hand corner. If your membership lapses, you may be assigned a new number.

Memberships expire on a quarterly basis; thus renewals become due on

January 1, April 1, July 1 or October 1, depending upon the time you joined, or renewed. Your membership expiration date appears in the upper right-hand corner of the label. Please renew promptly; all renewal notices are sent via first-class mail approximately one month prior to that expiration date. When renewing

please remember to:
1) Use the renewal form sent to you, noting any changes. 2) Do not staple or tape your check to the renewal form 3) Dues are not retro-active and any publications mailed during the period of time 30 days after your renewal date to the time you actually paid



will be missed if you renew late. Missing publication will need to be purchased using our Back-Issue Order Form.

The BRHS values your membership highly. Without your support we cannot carry out our stated purpose. Please pas the word to others who might be interested in joining us. Let's continue to grow the BRHS and the interest in one of the finest railroads ever, The CB&Q!

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

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 developed a web site on the internet. Check it out! The address is www.burlingtonroute.com.

For all matters pertaining to membership:

Send all membership related correspondence, including renewals, to:
BRHS Membership Services
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

Material for publication in the BURLINGTON BULLETIN:

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

Material for publication in the ZEPHYR:

Send materials to **ZEPHYR** Editorial Staff:
c/o BRHS, Attention **ZEPHYR** Staff
P.O. Box 456
La Grange, IL 60525

BULLETIN Commercial Sales Information:

Contact Gene Tacey:
P.O. Box 485
Sutherland, NE, 69165
Email is: TACEYS@GPcom.net

Back Issue Sales:

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

Archives:

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

For current mailing addresses and e-mail address for directors, officers, or coordinators, please check the society web page at:
www.burlingtonroute.com

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.

Requests or questions on equipment or operations:

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

