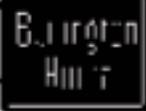


THE Zephyr



BRHS NEWSLETTER

ISSUE 1-09. NO. 58

MACOMB 2008 ANNUAL MEET

as reported by David Lotz

Macomb, Illinois, certainly not a major destination in the grand scheme of Burlington Route traffic, but it has always been a vital, yet diverse community, and home of Western Illinois University (WIU). Situated on former CB&Q trackage, which was originally chartered in 1838 as the Northern Cross Railroad, Macomb was the location for the 2008 Burlington Route Historical Society's Annual Meeting. The BNSF's Chicago to Quincy mainline is still active and is also used by Amtrak's Illinois Zephyr from Chicago to Quincy. Several BRHS members took advantage of the the opportunity and had leisurely ride over the old CB&Q rails into town. The meet was held at the Union building on the WIU campus. It was an excellent facility for our convention, with a great staff, and an excellent banquet facility. A small, but spirited group showed up to enjoy getting together with their fellow Q enthusiasts.

Postcard image showing passengers in their Sunday best boarding a Burlington train at the wooden Macomb Depot in the early 20th century and below, Macomb's ex-CB&Q brick station still serves Amtrak patrons today.

Both images - Macomb Convention and Visitors Bureau Collection



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- DRI Line - Jerry Lundeen
- Evening at Downers Grove - Leo Phillipp

As always, it takes a team effort to orchestrate and execute a successful convention, and this year was no different. Meet Chairman Bob Grenier took the lead, researching and booking the area's facilities, VP of Operations, Dave Lotz set up the Friday bus tour through Western Illinois and Southeastern Iowa and arranged the clinics, Rich Gortowski provided valuable guidance with his experience with prior meets, Diana Lotz worked with Katherine Walker, President of the Macomb Area Convention Bureau to organize the ladies events. Later in this Zephyr we have a list of all those who volunteered, and we owe a huge thanks to all these people who helped make the meet a success.

Members started to arrive Thursday evening and began registering at the local Holiday Inn Express. This was the first of many opportunities to catch up with old friends prior to Friday's events.

Early Friday morning, a genuine, Burlington Trailways Motor Coach picked up members and guests at the four hotel venues and headed west to cross the mighty Mississippi River to first explore the Keokuk riverfront. We crossed the ex-Q's Burlington to St. Louis "K-Line" and disembarked for a photo-op of what remains of the unique, Keokuk Union Station. We had some time to view the UTLX tank cars that blocked a good photo of the depot

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Continued from page 1

and examine the damage that had been done and debris that was left by the record flooding earlier this year. We were treated briefly to a BNSF GP50 still in its Santa Fe blue and yellow warbonnet paint, switching a string of cars in the Keokuk yards.

After departing Keokuk, we headed north to Mt. Pleasant, Iowa and McMillan Park, the grounds of the Midwest Old Threshers Reunion, also the home of the narrow gauge Midwest Central Railroad. We were treated to an exclusive, four-hour operation session of unlimited train rides. Surry, Sussex & Southampton Railway No. 6 was fired up and waiting for our arrival. No. 6, a Baldwin Mogul (c/n 12288) weighing in at over 25 tons, was built in October of 1891 and is the MCRR's oldest locomotive. The Virginia SS&S Railway later installed a graceful Southern outside valve gear that the 3' gauge locomotive retains today. When traffic declined in 1926, the No. 6 was sold to the Argent Lumber Company. In South Carolina, and the No. 6 worked with the No. 2, (also at the MCRR) in the swamps just north of Savannah, Georgia. In 1960, the No. 6 and No. 2 were purchased at auction by the MCRR. She was the first Locomotive to operate on the MCRR, and was the main road engine until 1971 when it was taken out of service. In 1988 it was given one of the most in-depth rebuilds in the country. This complete rebuild included a new boiler and conversion to burn oil.

McMillan Park also is the home for two preserved CB&Q wood depots. One of the depots serving the trolley line is from Yarmouth, Iowa and the north-end depot is from Hillsboro, Iowa. The water tank also has a CB&Q connection, it is from the Bevier & Southern Railroad in Missouri. In the early 1960's it was dismantled, moved and reassembled at the east end of the roundhouse.

Most of the group rode in either the MCRR-built combine, lettered Denver and Rio Grande, or the coach lettered Midwest Central. There was ample opportunity though, to catch a ride in the cupola of the caboose or even catch a ride in the cab of the

Continued on page 3



Thursday evening, Bob Grenier checks in Mel Hendricks and Membership VP Allen Moore checks his roster for Dave Van Drunen. Ginny Grenier



Ken Martin seems perplexed at the 2008 appearance of a Burlington Trailways bus while Bob and Ginny Grenier discuss the day's itinerary. David Lotz



A string of UTLX tank cars sit in the Keokuk yards, blocking our view of Keokuk's Union Station. The tall central tower is gone, along with the station's glory days of being served by the Burlington's Zephyrs; the Mark Twain Zephyr, the Zephyr Rocket and Zephyr 9902. David Lotz

Continued from page 2

steamer. After several rounds, a delicious box lunch was served alongside the roundhouse by the local Hy Vee. After lunch, a couple rounds were made for photo run-bys over the trestle and up the two inclines on the railroad. Just before it was time to leave, it was decided to do one last round. The train pulled away from the roundhouse and headed around the first curve. Those not on board paid little attention to the regular blow down of the cylinders until we noticed that the train had stopped and people were scurrying away from the train and getting behind one of the nearby buildings. Looking closer, we saw a large plume of steam rising from the locomotive and knew something wasn't right. Grant Law, was in the cab and recalls, "We were having a great cab ride around the park. The fireman was making adjustments to a valve, when the cab started to fill with steam. A valve in the cab seemed to fail and the fireman started to panic a little, not knowing how to stop it. He kept fiddling with the valve handle until it came off in his hand. The engineer was quite experienced and the fireman, although good, wasn't up to speed on the seriousness of the situation. I inquired with the engineer if we had a problem (understatement). He immediately stopped the train and firmly told everyone to get out. We leapt from the cab before he said, '...out!' Good thing it was a small loco and didn't have far to jump. We sought cover behind a solid structure. There was serious concern that the boiler might blow. Fortunately the engineer was able to bring down the pressure in a steady controlled manner. Our ride was done."

We departed the MCRR shortly after and headed to the Mt. Pleasant Amtrak (ex-CB&Q) depot for some photos. In talking with some of the locals, it was discovered that the previous CB&Q wood depot was located just a couple of blocks south. A few of us wandered there and shot photos of it.

After boarding the bus again, we headed east of town for some great fun with the Iowa Model Steam Engineers. They have 950' of 1 1/2" scale ground track and 650' of elevated track for 1" and 3/4" scales.

Continued on page 5



Midwest Central's Surry, Sussex & Southampton Railway No. 6, the MCRR's oldest locomotive, was fired-up and waiting for our arrival. Phil Wiebler



Freight equipment, including a flat car lettered D&RGW with a Case traction steam engine is parked in front of the Midwest Central's backshop. Bob Grenier



Meet Hosts Bob Grenier and Dave Lotz pose with "Maria" before our first of many trips on the mile and a quarter journey around the park. Phil Wiebler



Headed up the grade towards the Hillsboro Depot.

Bob Grenier



The Hillsboro, Iowa depot with an extended roof to provide shade for the crowds visiting during the September Old Threshers Reunion. Dave Lotz



The trolley line's Yarmouth, Iowa Depot. Dave Lotz



Backhead of the No. 6 and interior of the MCRR-built combine.



Dave Lotz



MCRR's Caboose interior. Bob Grenier



After a brief station stop to let off photographers, it was time to top off the water tank in the tender.



Both images Dave Lotz

Continued from page 3

We saw some amazing reproductions and relived our childhood memories of riding amusement park trains. Several of us even were brave enough to operate the trains over the pike. Unfortunately, time went way too fast and it soon was time to board the bus to head for our next destination.

Our Burlington Trailways coach turned off of Burlington's Main Street into the Burlington Union Station parking lot. We explored the depot, examined the Q's Hudson No. 3003 and the preserved sand tower from the Burlington roundhouse that are on display. We were there long enough to see two eastbound BNSF coal trains and the westbound Amtrak No. 5, the Superliner-equipped California Zephyr.

After crossing the mighty Mississippi, we were awed at the destruction in the Illinois bottom land from the floods earlier in the year. Before long, we were back in Macomb, ready for some good food to eat and telling those who arrived during the day about our adventure.

Saturday started out with the Annual Meeting. President Gene Tacey and the BRHS 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 the fewest vendors we've ever had this year but it was evident that a lot of buying and selling was going on. In addition to the swap

Continued on page 8



We all pause for our delicious box lunch and give old No. 6 a break. However, later that afternoon, the blow-down valve broke and the diesel hydraulic switcher puts Maria into the backshop for repairs. Top & Bottom Dave Lotz, Middle Bob Grenier



A group portrait as we were leaving the MCRR to head to downtown Mt. Pleasant and the BNSF mainline.

Dave Lotz



BRHS members explore the Mt. Pleasant, IA depot, still serving Amtrak's twice daily California Zephyr. Dave Lotz



Barely recognizable, the ex-CB&Q wooden depot, moved a couple of blocks south of the mainline. Dave Lotz



Above: After exiting the bus, everyone examines the line-up of trains at the Iowa Model Steam Engineers railroad located on Tom Morgan's farm just east of Mt. Pleasant. "You mean we really get to ride?" Right: Wayne Davis lays down a good bed of "scale-size" coal in his live steam 2-6-0. Both Photos by Phil Weibler



Gene Tacey and Phill Hanson enjoy their ride. The trip includes a lengthy "tunnel" as you climb upgrade. Below left, Joe Sweeney seems to be challenging Dan & Pam DiSantis to a race. Below right, Robert Oloffson video tapes his ride behind Ed Smith's B&MRR switcher and waycar bringing up the markers. Above left: Paula Morgan Above right: Tom Johnson Below: Phil Weibler





Drew Schumacher hauls Joe Sweeney and Bob Milner with his replica of the historic 1932 EMC AT&SF M190. Phil Wiebler



Tom Morgan takes Nolen Null and Larry Stoll for a ride behind his CB&Q SW1000 switcher #9266. Phil Wiebler



L to R: Bill Hayward, Laird Brown, Joe Legner and an unidentified attendee enjoy this ride with Tom. Phil Wiebler



Our last stop recreated a once common scene, a Burlington Trailways coach at the Burlington, Iowa Depot. Dave Lotz



It's interior severely damaged by the recent floods, the 64-year-old depot's exterior is still impressive. During our visit we were treated to two eastbound BNSF coal trains and a westbound Amtrak CZ. Above & Below Left: Tom Johnson, Below Right: Phil Weibler



Continued from page 5

meet, there was a wonderful display of O scale CB&Q motive power from a group of CB&Q modelers. There were also a fine collection of models in the Contest room. We also had two clinics, "DCC - The Future is Now" by Dave Lotz and "CB&Q Internet Photo Research" by Charlie Vlk.

While we were busy with our trains on Saturday, Diana Lotz had organized a fun day for the ladies of the group. Their day began with coffee and rolls at the Western Illinois Museum, where they toured and listened to a lecture on their China exhibit. Afterward was shopping on the typical mid-western courthouse square and lunch at the Il Spazio restaurant. More shopping after lunch and then topping the tour off with desserts at the Old Dairy.

After the day's events, we gathered for a social hour and the banquet with our fellow Q fans. The Sodexo staff put on a splendid banquet and everyone seemed quite pleased with the result. Before the banquet, we all examined the selection of raffle prizes that were spread out over four tables. The raffle benefits the Society and the money raised from the generous ticket buyers helps fund BRHS publications and activities. After the announcement of the winners in modeling/photo contest and the presentation of the Fuka/Miekiszak award to Dave Miner, we settled down for the program. Our featured speaker was Dennis Suttles with his excellent historical presentation "Abraham Lincoln and the Rock Island Railroad Bridge." After the program, good-byes were said and plans to attend the Spring Meet in West Chicago, Illinois were discussed.

If you have never been to an Annual Meet, 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. Those who are experienced meet attendees, be sure to greet and meet new people. Who knows, they may turn into life-long friends. After all is said and done, the relationships and we look forward to our chance to see each other during the meet. Why not attend one of the Society's meets? I am confident that you will see the value of it once you give it a try!



The leaders of the BRHS during the business meeting. L-R Bill Jelinek, Dick Kasper, Gene Tacey, Richard Morgan-Fine, John Brennan and Allen Moore. Bob Grenier



Phil Weibler



Bob Grenier

An amazing display of O scale Burlington steam locomotives and equipment was assembled for all to enjoy by Mike Hill (left) and Burton Mall (right).



Three 8-foot tables full of Hudsons and Northerns of all varieties! Jelinek

Bill



The ladies of the BRHS pose after the Saturday banquet, all smiles after an enjoyable weekend. Bob Grenier



Annual meets provide an opportunity to interact and share with other CB&Q fans. Phil, are you awake? Bill Jelinek



There is always a good selection of CB&Q-related merchandise at our swap meet. Bob Grenier



Even though this year's attendance was down, there was plenty of cool stuff to choose from. Bob Grenier



Clinician Charlie Vlk shared how to do research on the Internet. "Now, where did I put that link?" Bob Grenier



Clinician Dave Lotz demonstrates Digitrax DCC operation to an interested group. Bill Jelinek



Pre-dinner conversation while waiting to be served is always a joy, others are checking out the raffle tables. Tom Johnson



Everyone enjoys the banquet dinner, which always contributes to the "growth" of the BRHS. Bob Grenier

AWARDS & RECOGNITION

FUKA/ MIEKISZAK MEMORIAL AWARD



Minerville depot built and finished to resemble a typical CB&Q depot
Lorne A. Noyes



Restored Edwards motorcar
CB&Q No. 507. Phil Weibler



Above: Fully restored CB&Q waycar No. 13929.
Right: Attention grabbing sign for the Ft.MF&W

Phil Weibler
Rupert Gamlen



James LeBaron
BEST IN SHOW
DAVID J. BECK
MEMORIAL MODEL
CONTEST AWARD

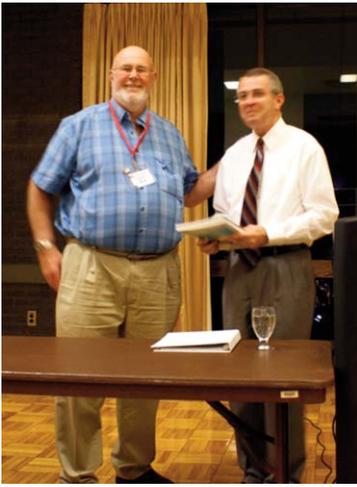


James LeBaron
STEWART
PASSENGER
SERVICE AWARD



Bob Milner
BEST IN SHOW
PHOTO AWARD

Due to hurricane Ike in Houston, the Contest Awards were not ready for distribution at the Macomb Meet. Therefore, we do not have photos of the recipients who will receive the awards at the 2009 Rockford Meet.



(Left) Guest speaker, Dennis Suttles, accepts a gift of Burlington Bulletins from Bob Grenier. Ginny Grenier
 (Above and below) The tables filled with the raffle and door prizes made possible through the generous donations of the folks listed below. Tom Johnson



ANNUAL MEET THANK-YOU'S

Meet Planning Committee
 Bob Grenier, Dave Lotz

Registration
 Bob & Ginny Grenier

On Site Coordination
 Bob Grenier

Clinics
 Dave Lotz, Charlie Vlk

Program
 Dennis Suttles

Ladies Events
 Diana Lotz

Model/Photo Contest
 Larry Stoll, Richard Morgan-Fine

Photographers
 Rupert Gamlen, Bob Grenier, Ginny Grenier, Bill Jelinek, Tom Johnson, Dave Lotz, Paula Morgan, Lorne A. Noyes, Gene Tacey, Phil Weibler

Special Thanks to:
 Amtrak
 Bridget Hiel and the
 Western Illinois University
 Burlington Trailways
 Gayle Heller and Sodexo
 Iowa Model Steam Engineers
 Katherine Walker and the
 Macomb Area Convention Bureau
 Midwest Central Railroad
 Mt. Pleasant Hy-Vee Catering

Hotel Accomodations
 Holiday Inn Express
 Days Inn
 Rodeway Inn
 University Union Hotel



DOOR PRIZE DONORS

5th Avenue Car Shops
 Accurail
 Alco Historic Photos
 Al's Hobby Shop
 Bowser Manufacturing
 Brass Car Sides
 BRHS Company Store
 Con Cor
 Deluxe Innovations
 Digitrax, Inc.
 Dremel
 Four Ways West Publications
 Heimburger House Publishing Co.
 Illinois Railway Museum
 Intermountain Railway Co.
 Joe Legner
 Microscale Industries
 Micro-Trains Line Co.
 Modelers Choice, Inc.
 Pixels Publishing
 Q Connection
 Randy Gordon-Gilmore
 Tomar Industries
 Wm. K. Walthers Inc.
 Woodland Scenics

EDWARD M. DE ROUIN

In Memory



Ed posing for a recent Digitrax advertisement with his new layout still under construction in his home in Geneva, IL.

Barb DeRouin

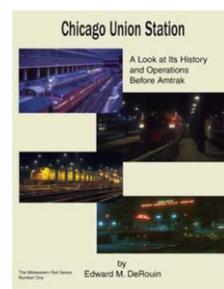
Edward M. DeRouin, charter member and avid supporter of the BRHS, passed away at McAuley Manor in Aurora, IL on Thursday March 4, 2010 at the age of 63.

Ed was born October 15, 1946, in Evanston, IL. He was an Army veteran, having served this country during the Vietnam era.

Ed's railroad interests began as a teenager living in the Roger's Park neighborhood of Chicago. Even though surrounded by the North Shore, the C&NW and the Milwaukee Road, he soon discovered that the Burlington ran more trains than any of the other three and their operations at Chicago Union Station enticed him to visit whenever he could. Being able to walk the platforms and see the silvery Zephyrs, the colorful Empire Builder and North Coast Limited was a spectacle that he enjoyed. A short ride on one of the Zephyrs to Aurora in 1961 in the front seat of the dome car, racing down the triple-track main at 70 miles per hour was all that it took for him to want to learn more about this fantastic railroad.

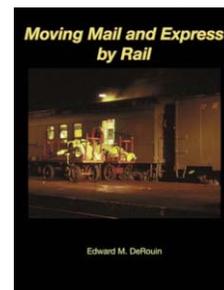
Married in 1969, Ed and Barb eventually settled in Elmhurst, IL, where they raised their two children, Michael and Jennifer. He retired as a project manager after a 33-year career at Commonwealth Edison.

Ed loved photography and was an active railroad historian, modeler and author. Ed wrote *Land of the Burlingtons* for Passenger Train Journal, and then went on to tackle two books for Morning Sun Books, *Trackside around*



Chicago 1957-1965 with George G. Speir and *Chicago & Eastern Illinois Railroad in Color*. Seeing the success of these books, and knowing how much Ed enjoyed writing, his friends and family encouraged him when he considered the founding of Pixels Publishing in 2002. *Chicago Union Station, A Look at Its History and Operations Before Amtrak* was Pixels' first publication in 2003. His books would reflect the inter-

ests he held and with grand plans of writing more about the history of Midwestern railroading, he authored and published three more books. The second book in the Midwestern Rail Series was *North Shore Line Interurban Freight*. Still curious about what happened in those headend cars at Union Station prompted more research and the third book in the Midwestern Rail Series was a more in-depth look at express



and mail service. *Moving Mail and Express by Rail*, was published in 2007. His most recent book chronicled the little documented operations of the PRR. *The Pennsy in Chicago* was published in 2009.



Ed's modeling skill displayed on his Elmhurst layout.

Jim Singer

Ed was an integral force in both Burlington historical groups. He served as one of three initial directors of the CB&QHS in 1977 and was its first President a year later. He also served two terms as a BRHS Director, as the Vice President of Publications and as the Calendar Editor. We are honored to publish Ed's final article titled *Unexpected* in this *Zephyr*.

Memorials have been established at Provena Hospice, 77 N. Airlite, Elgin, IL 60123 and the University of Chicago Sarcoma Program, 5841 S. Maryland Ave., MC2115, Chicago, IL 60637.

UNEXPECTED

by the late Ed DeRouin

After several months in Vietnam, letter writing became a routine event. Unexpectedly, I found that I was sending letters to more than family members, just to stay in contact. Several of those letters went to Burlington railroaders, the men from Galesburg whom I met at Chicago Union Station during my high school days. The time between my sending a letter and my receipt of their reply varied upon the activities in their lives and whatever route the mail traveled.

In the winter of 1966 - 1967, I received a letter from Johnny Dean. As I opened the envelope, a couple of snapshots fell into my hands. I looked at them but did not understand until I read the letter.

On those days in 1963 and 1964, whenever the subject of retirement arose in conversation, Johnny's answer was always the same and was always told with the now familiar twinkle in his eye. He planned to retire when a fireman who had not yet qualified as an engineer was with him. The plan was to bring his train to a smooth stop at a rural grade crossing, climb down, and step into the waiting family car.

On a hot and humid evening, I learned as I read his letter that his plan for the last run changed. As I studied the words, he retold another story and how he decided to repeat it with a variation.

According to Johnny, when he was set up as an engineer, he was rather proud. His early life was difficult and his promotion meant he had 'arrived.' He was equally proud of his acrobatic skills and strength, for before he fired for the Q, he built his muscles as a laborer for a circus. With upper arms the size of most thighs and as hard as steel, he had no problems hand firing an engine.

With the true reason lost to history, on one westward trip, Johnny told the fireman to come to his side of the cab. Johnny climbed onto the running board and up to the sand dome. As the O-1-A rolled through Princeton, Johnny performed a handstand. Not only were the fireman and townsfolk near the tracks amazed by the sight of an



Johnny Dean's handstand on the nose of Train #11 in October 1966.

inverted man on the sand dome, but so was the trainmaster. Somehow, the next day, Johnny talked his way out of the problem. Johnny's verbal skills would pay more dividends later.

The final pick for Johnny were trains 12 and 11, the combined Nebraska and Kansas City Zephyrs. Along with his fireman, he would pilot No. 12 to Chicago and the next morning, the same pair would take No. 11 to Galesburg.

As they had done for years, and as long as the fireman was qualified, the engineer ran to Mendota and the fireman ran the second half. On this final trip to his retirement, Johnny had one more detail to accomplish. As the train approached Galesburg, Johnny told his fireman, Don Greer, to slow the train so that it passed the last street and platforms at about 10 mph. As the train slowed, Johnny exited the cab on the fireman's side and used the irons to climb onto the top of the nose of the E-unit. As the train entered the station, he performed his final, or so he thought, act.

On the platform, his daughter-in-law was armed with a camera, and the station Red Cap was aghast thinking the train had struck a pedestrian. It was just Johnny, showing Galesburg and the CB&Q that he still had it.

John decided shortly after leaving the terminal for home to make one more trip.

The next morning, Johnny was Chicago-bound to meet with Mr. J. R. Van Nortwick, the District Master Mechanic. His explanation that Don Greer knew nothing of his plan and that placing the air brake in emergency would have likely thrown him (Johnny) forward off the front of the engine seemed to satisfy Mr. Van Nortwick. Johnny's logic and verbal skills saved Don's job. Johnny went on to enjoy his well-earned rest.

I laughed upon my first visit to his new retirement home. For a man who wanted 'nothing to do with railroading' after leaving the Q, I found it remarkable that his home was located between two Burlington lines in Vermont, Illinois.



MODELING THE BURLINGTON

Kitbashing CB&Q Pile Driver #204613

Text, Drawing & Model Photos all Bill Glick

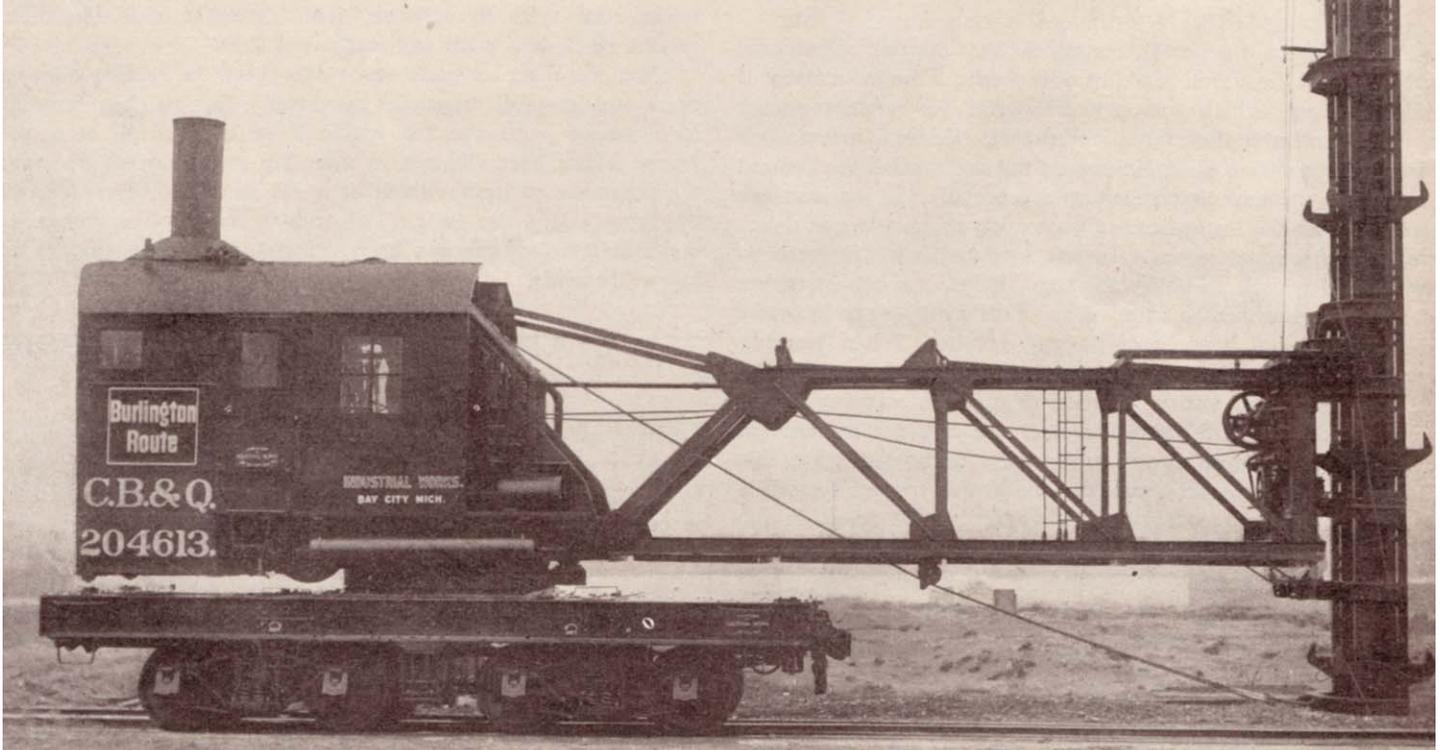
Starting with photos from a 1913 Railway Age Gazette showing the CB&Q's Industrial Works Pile Driver No. 204613 and Tichy's No. 4010 Steam Wrecking Crane kit, I set out to kitbash a very unique model. Pile drivers obviously are used to drive pilings, footings and sometimes even scrap rail into softer soil for trestle bents, provide a firmer foundation for

abutment footings and to hold soft or shifting embankments in place. Using a steam-powered engine and a series of cables and pulleys to mechanically raise a the piston (ram) to a point where a trip automatically releases the piston, allowing it to fall by gravity to drive whatever needed to be driven into the ground. The pile driver I am modeling was an Industrial Works

model KA-P, steam locomotive crane with pile driver attachment., built in their Bay City Michigan factory. (Read more about the builder at <http://bay-journal.com/bay/1he/bus/industrialworks.html>)

To aid in the construction of the model, I created the HO scale drawing recreated on page 15. The dimensions are not from a prototype source, so only use them as a guide. I kept the base frame and wheels as

Continued on page 16



Top: The finished model

The prototype - CB&Q 204613 Railway Age Photo

2008 MACOMB MODEL/ PHOTO CONTEST RESULTS

All Model Photos by Bill Jelinek

All Models pictured are HO Scale unless noted

STEAM LOCOMOTIVES



First Place (left): Nolen Null -
2-8-2 CB&Q O1A Oriental brass model
converted to lignite front end

Second Place (below left): John Ferris -
Farmington & Southwestern Exhibition
engine "John H" - O Scale AHM Genoa kit
with a scratch-built pilot

Third Place (below right): Nolen Null -
4-8-2 CB&Q B1A Overland brass model
converted to bituminous smoke box



MOTORCARS



First Place: Ken Martin -
CB&Q Gas Electric No. 9725

WAYCARS



First Place: Daniel DiSantis -
CB&Q Waycar No. 13919 - O Scale All
Nation wood and cast metal model



FREIGHT CARS



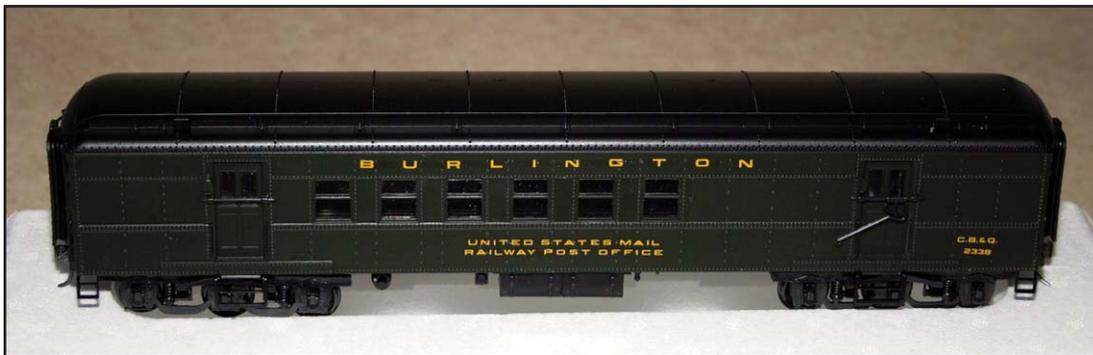
First Place (left):
Gene Tacey - CB&Q GS5
Gondola No. 76167

Second Place (below left):
Bob Grenier - CB&Q Box
Car No. 120849

Third Place (below right):
Ken Martin - CB&Q class
XP-1 Auto Parts Box Car
kitbashed from two Proto
2000 models



PASSENGER CARS



First Place:
Steve Holding - Rebuilt O
Scale Weaver RPO Car
CB&Q No. 2338

COMPLETE TRAIN



**Best in Show
Stewart Award**

First Place: James LeBaron - N Scale General Pershing Zephyr

MAINTENANCE OF WAY



First Place: Terry Ulrich - CB&Q Tool Car No. 207805



Second Place: Terry Ulrich - CB&Q Tool Car No. 207955

PHOTOS - B&W PRINT

First Place (left):

Bob Milner - CB&Q #2919 heads the Savannah to St. Louis *Blackhawk Connection* out of the Galesburg Station - December 1948

Second Place (below left):

Bob Milner - CB&Q Silver Pilot and Silver Mate lead the west-bound CZ through Clarendon Hills, IL. The E5s were substituting for the assigned F3s - a NYC sleeper is the second car from the end - August 1950

Third Place (below right):

Bob Milner - First No. 19 *The Coloradoan* behind an E7 and Second No. 19 mail and express behind No. 4003, prepare to leave Galesburg - November 1948



PHOTOS - COLOR PRINT

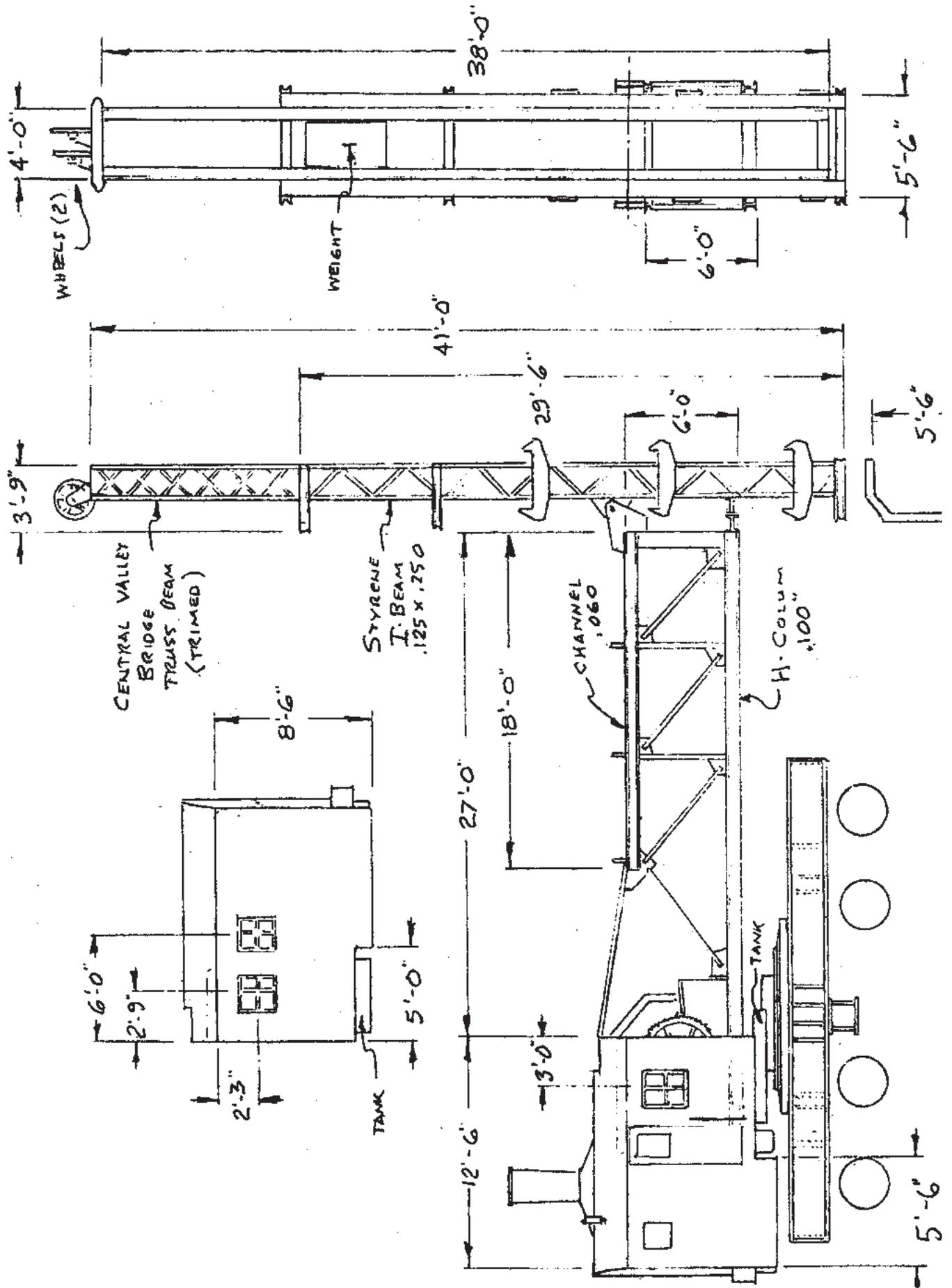


First Place (top): Bob Milner - "Old and New" CB&Q E8 No. 9972 and two shovel-nose boosters bring the North Coast Ltd. through La Grange, Illinois past Exhibition Engine 4-4-0 #35 in September 1954

Second Place (above): Bob Milner - "Streator Fan Trip" CB&Q 4-6-0 #637 and GP7 #235 bring a fan trip into Streator, Illinois on September 2, 1956

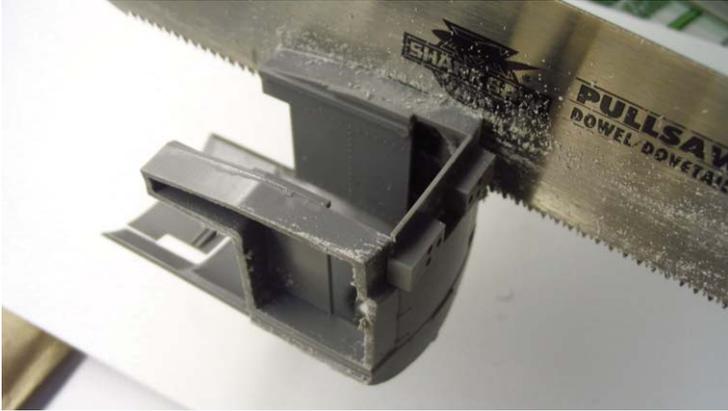
Third Place (right): Tom Lopresti - CB&Q E5 9911A Silver Pilot at dusk in the summer of 2008 on the rails of the Illinois Railway Museum at Union, Illinois



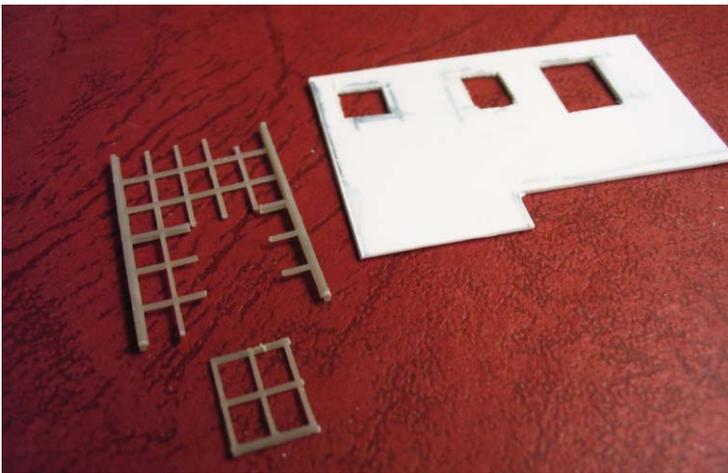


Continued from page 14

they came in the kit. The kit's smoke stack was too small so I used a brass casting. Some of the interior was used after trimming to fit my needs. The roof was shortened to match the new sides made out of .020 styrene. The new windows may be Grant Line or cut from a larger window, as I did. The upright structure was made from Central Valley Pratt Truss Bridge kit pieces and Plastruct beams. The rest of the model was constructed from styrene, strips, channels and "H" beams.



Assemble the cab body then carefully remove each side with a razor saw as shown above. Remove additional material as needed for window clearance.



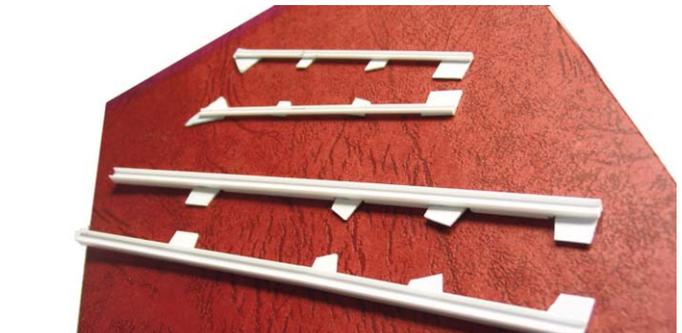
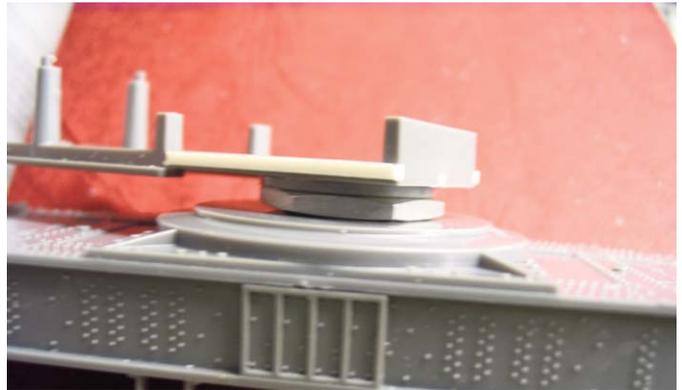
Cut out each side wall of .020 styrene and install windows of your choice, cut from scrap as I did or use Grant Line windows.



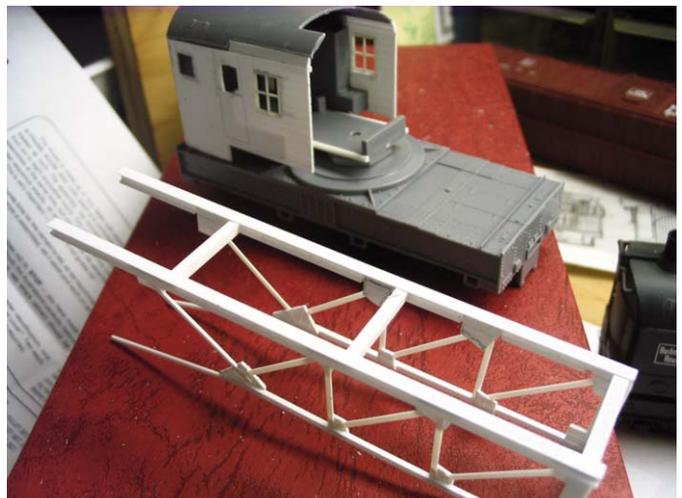
The cab with the new left side and new windows installed.



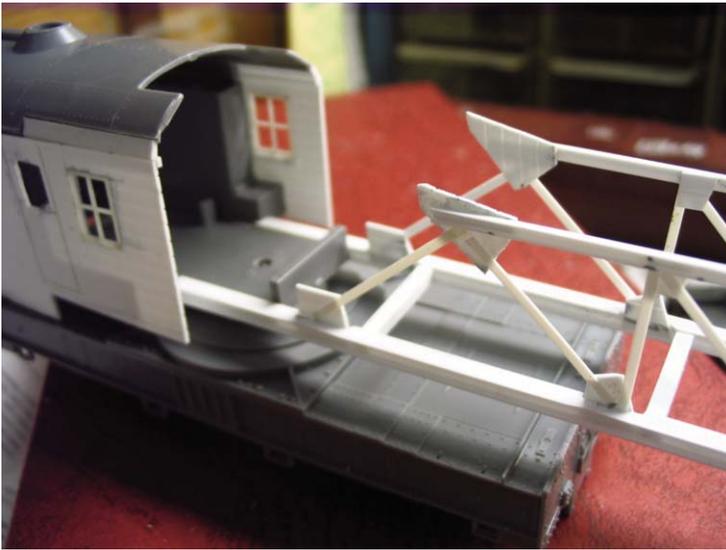
On the cab floor I attached .060 styrene strips as shown. This is how to slide the "H" beams to attach the cab as shown below. I added a hex nut spacer to raise the new cab sides enough to allow it to pivot. This may be done with any material of your choice. The image below shows the pivot assembly.



The start of the main structure using "H" beams and channels. (Refer to the drawing)



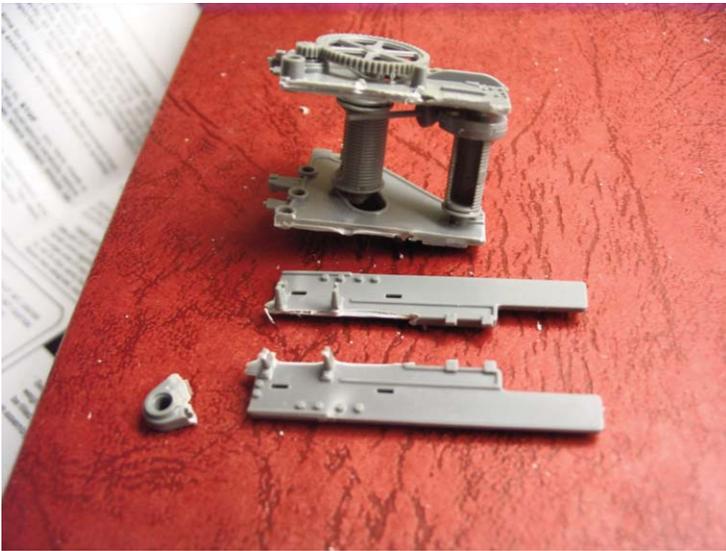
The pile driver frame is shown above, upside down



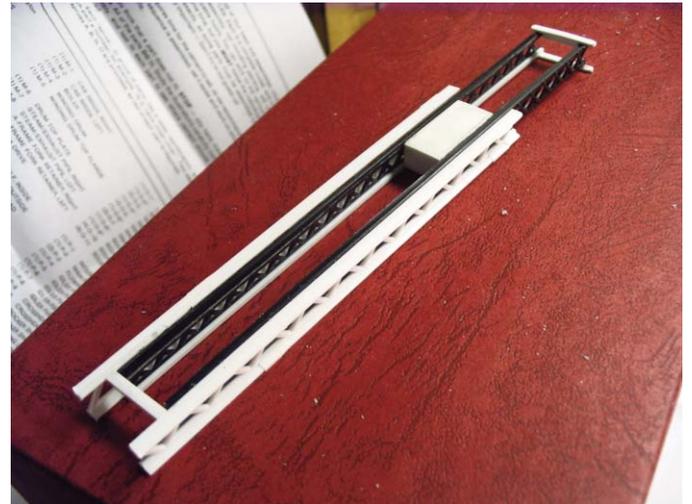
After the pile driver frame is assembled, test fit it to the cab assembly as shown here. **DO NOT CEMENT YET!**



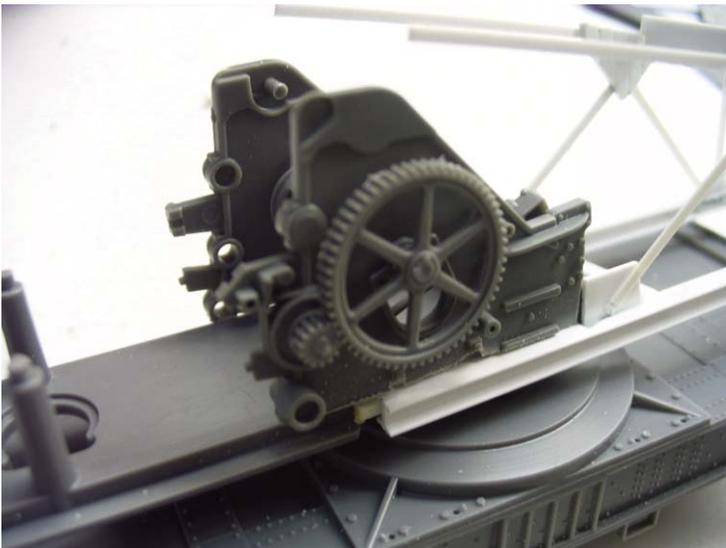
Shown here are the starting pieces of the vertical beam. I used some left-over Central Valley Truss Bridge parts. I removed the solid side of the angle beam as seen in the middle two parts. A styrene strip was added to match the other side. The lower beam was made of Plastruct No. 90653. The piston was made of styrene (.375 x .25 x .88).



This image shows how I trimmed the internal parts to fit inside the cab. This process involves a lot of trial and error fitting.



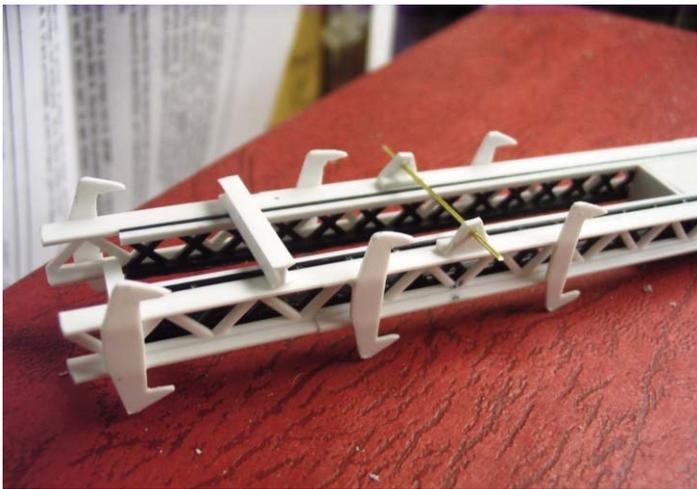
The partially assembled upright structure. When working on the prototype, the darker frame is raised to begin the process, and lowers as the piling is driven downward.



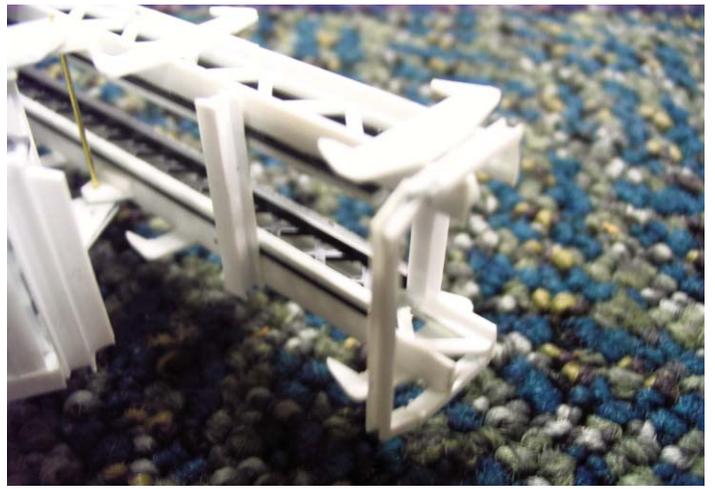
This image shows the placement of the cab interior details. It is up to you to decide how much detail you'd like to add.



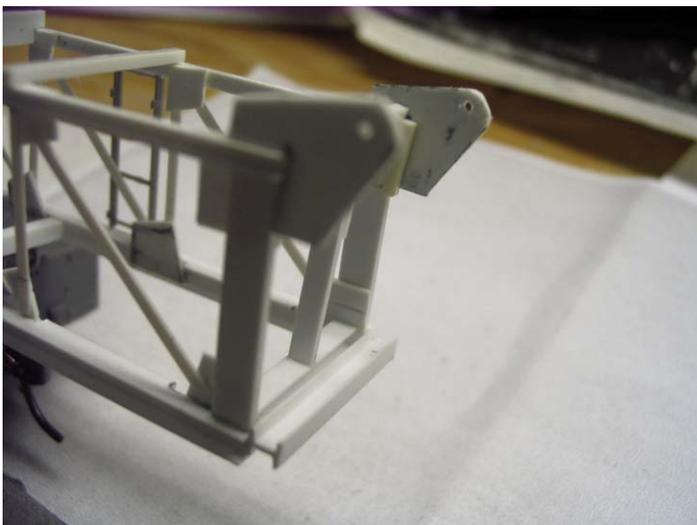
More details from the Tichy kit have been added to the top of the upright structure.



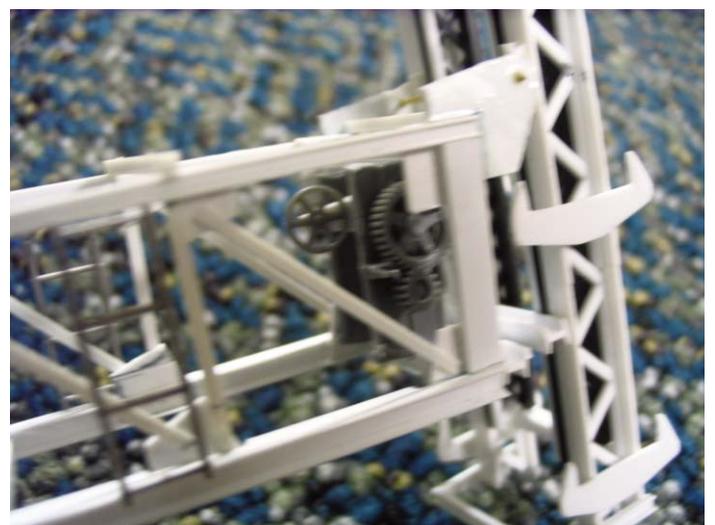
Additional details are added to the vertical structure. I have no idea what they are used for, except I see men standing on them in prototype photos.



Lower details in the vertical structure.



Here the pivot plates have been added to the main structure.



Assembly of the vertical structure to the main structure.

An Industrial Works Convertible Crane Pile Driver

combines the functions, the safety and the labor saving abilities of a locomotive crane and a pile driver.

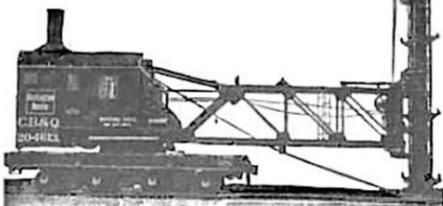
As a pile driver it will drive piles 29 feet either side of track or 21 feet from wheel base at either end of car. It has a complete battering arrangement.

The leader truss is easily removed and regular boom substituted for locomotive crane service.

Write for Bulletin No. 210.

INDUSTRIAL WORKS, Bay City, Mich.
LOCOMOTIVE AND WRECKING CRANES.
PILE DRIVERS. PORTABLE RAIL SAWS.

SALES AGENCIES: George M. Newhall Engineering Co., Philadelphia, Pittsburgh, and 50 Church St., New York; J. D. Miller, St. Louis; Langford, Felts & Myers, San Francisco and Los Angeles; J. I. Bleunt & Co., Birmingham; F. H. Hopkins & Co., Montreal.



Above - Industrial Works ad. Right - Bill's finished model on his layout.

NEWS AROUND THE SYSTEM



What happens when Q fans take a retired U30C, latex paint, ingenuity and hard work before the torch is lit? Karl Samson



You add replicas of a nose headlight, the original horn, paint the nose and fireman's side and take photos! Karl Samson



Viola! You have a very convincing recreation of C&S #890. However...sad but true...it lasted only 2 weeks. Karl Samson



Around the 24th of March, the scrapper started dismantling the unit, and before long, it would be history. Karl Samson

Retired U30C in Chinese Red before being scrapped

In a matter of 43 short days, two former Westinghouse Air Brake Co. employees Karl Samson and John Rus transformed a retired Detroit Edison U30C, No. 011, into an amazing replica of C&S No. 890 just before the unit was scrapped near Kansas City.

The project started February 1, 2009 and on March 7th, when the unit was about 95% complete, an afternoon photo shoot was held along with a lengthy night photo session. The project ended on March 15th with a total of 25 modifications to the unit making the unit as accurate as the original four C&S units were when they rolled out of General Electric in 1968.

The 3' high by 15' long Burlington letters were painted, using a stencil created after hours of work from a pdf file uploaded to a local blueprint shop. The stencil had white letters printed on a black background. The inexpensive latex paint used was chosen due to having no surface prep time and for its fast drying time.

Karl wrote, "The bottom line, we did what we did with the materials we could afford. It was do it that way or not do it at all. So we choose the former rather than the latter. Based on the majority of the comments, we made the right decision, if not for our own adventure."

Some souvenirs were kept; the nose headlight, number boards, builders plate and the Q herald.

IRM Seeking Funds to Acquire "Olympus"

The Illinois Railway Museum has been given the opportunity to purchase ex-CB&Q baggage car "Olympus" and reunite it with the Nebraska Zephyr, née Twin City Zephyr trainset already preserved at the museum.



Olympus in Denver, 8/11/72. Joe Hughes

The cost to acquire and transport the car to the museum is expected to be about \$8000. The museum is asking for interested parties to make donations to help defray the cost. A separate account has been opened, and donations for Olympus are to be earmarked accordingly.

NEWS AROUND THE SYSTEM - (CONTINUED)

Ex-Q Business Car to Ashland, NE Depot Razed Wheels O' Time Museum

Ex-CB&Q business car No. 98 (actually the second No. 98) built in February 1901 by Pullman as private car El Fleda; then to Colorado & Wyoming Railroad, later rebuilt by the C&S in 1928 and eventually purchased by the Q in 1931, has been relocated. The car was sold to the TP&W after a short, three year stint on the Q. The TP&W sold the car in 1957 to Pete Vonachen and moved it to Vonachen's Old Place restaurant in Junction City, IL, where it remained until the recent closing of the restaurant. On February 11th, the cars were moved by truck to the Wheels O' Time Museum in Peoria, IL. They will put on display behind the Rock Island locomotive No. 866.

South Dakota State Railroad Museum Opens

The South Dakota State Railroad Museum's Board of Directors has announced the Museum will officially open to the public on May 1, 2010, and Rick Mills has been appointed as the Museum's Executive Director.

Special events for the Museum's opening will be held throughout the Spring and Summer of 2010 - details will be posted on the Museum's website; sdsrm.org. The Museum and Research Library is located on the grounds of the ex-CB&Q and Black Hills Central Railroad in Hill City, SD. The focus of the Museum's activities and collections will be memorabilia, rolling stock, and items related to the railroad companies that have served South Dakota from 1872 to the current time.

In a matter of four short days, in September 2009, the 103 year-old Ashland, NE depot, fell victim to the claws of a large backhoe. This depot was one of many brick depots constructed by the CB&Q in the early days of the 20th century. The BNSF took the building down because it was in poor condition and has not been used by the railroad for years.



Above: Post card image of the depot shortly after construction. Courtesy Marie Groenjes Below: Demolition in progress. Teresa Livers/The Ashland Gazette



New Market Depot Relocated

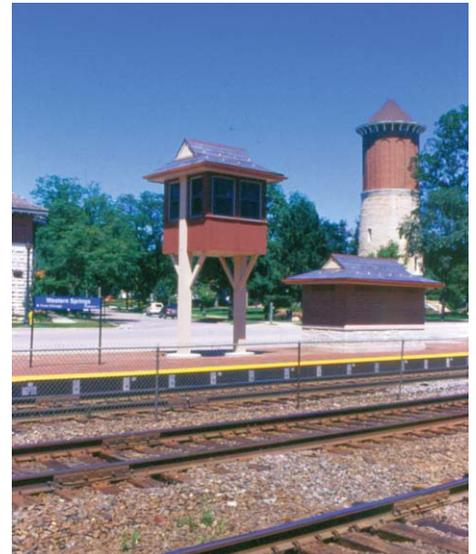
On August 27, 2009, the Humiston & Shenandoah/CB&Q depot was moved from its home on the John Hunter farm, where it has been since 1946. The New Market Historical Society acquired the historic building and it is now permanently located back in the town of New Market.

Colorado Railroad Museum to Restore Waycar No. 13862

The Colorado Railroad Museum is currently undertaking a complete, and accurate external and

internal restoration of CB&Q way-car No. 13862. After restoration the car will be used as a special event venue for birthdays, meetings and other occasions. If anyone knows of any photographs of this caboos in service either published or private, please contact the museum.

Western Springs "New" Elevated Gate Tower



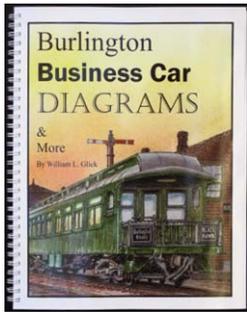
Jim Singer

CB&Q CZ dome to Lake Superior Railroad Museum

The latest issue of *The Junction* from the Lake Superior Railroad Museum has photos of their next project car, CB&Q No. 250, *Silver Club*. Acquired from Dirk Lenthe of Fargo, ND, the *Silver Club* is a CZ dorm-buffet-lounge with two dorm rooms, one for the food steward and one for the Zephyrette. The cars were rebuilt by Q as "Cable Car" lounge/food service cars, but without full kitchens as the DZ Chuckwagons. In 1970 the car became BN 250 (number applied), BN 802 (not applied), Amtrak 9810, off roster and stored 10/81, then to Little Rock, AR, La Mirada CA then in 1995 to Fargo ND.

NEW PRODUCTS - BOOKS & MAGAZINE ARTICLES

Burlington Business Car Diagrams & More by William L. Glick

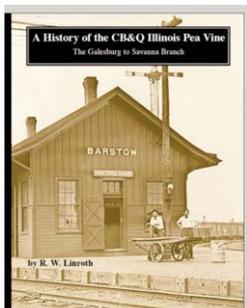


Released in September 2009, this 130-page, spiral bound, 8½ x 11 book contains 77 photos and 69 business car drawings and a complete Business Car Roster. The & More section contains an additional 20 drawings of passenger cars that were acquired since his first book *Passenger Cars of the Burlington* printed in 1986. They are mostly sleeping cars, but include a diner, observation and coaches.

This book is for sale at \$35.00 including shipping in USA. Overseas add \$8.00. Contact Bill via email at Qglick@hotmail.com or write:

Bill Glick
Quincy House
1352 Newport Ave
San Jose California 95125
(408) 292-0215

A History of the CB&Q Illinois Pea Vine by R.W. "Bud" Linroth

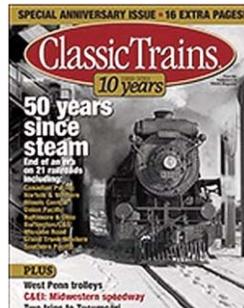


A retired BNSF Conductor has written a history of the CB&Q lines on which he worked between Galesburg and Savanna, IL, along with coverage of operational details and employees of the railroad. There are chapters on the New Boston to Galva, Barstow to Rock Island, Denrock to Sterling and Lass to

Ebner via Fulton branch lines. There are also chapters on operating trains with train orders, passenger service on these lines, the Galesburg terminal and the Quad City area. The first printing was a 286-page softbound book with 8½ x 11 pages with many previously unpublished photos. A second printing is in the works with even more color. To get on the waiting list for the second printing, contact:

R.W. "Bud" Linroth
1681 Knox Road 1350 East
Dahinda, Illinois 61428
Email: wcm8@yahoo.com

Classic Trains Magazine - Article on the Q in Centralia by Jim Shaughnessy



The 10th anniversary issue of Classic Trains contains 21 articles on "50 years since steam". One of the articles, written by Jim Shaughnessy, covers the CB&Q in Centralia with ten photos of O1As and M-4's.

Pages & Postcards From the past...Ringgold Co., IA 1855-2005" by Mike Avitt

This book is a compilation of Mike's weekly columns in the Mt. Ayr newspaper, other local columns and as the title says, a lot of old photo postcards and snapshots. CB&Q coverage is NOT the primary focus, but if you model this area of the Q, it's a must. The book is 152-pages, softbound, on white, uncoated stock, in 8 1/4 x 11 format. All photos are black and white.

Limited quantities are available for \$25.50 postpaid from:
Mount Ayr Record-News
PO Box 346
Mount Ayr, IA 50854

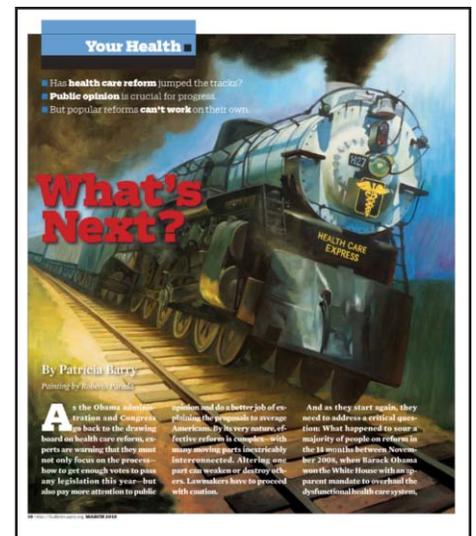
First & Fastest - Spring 2010 Issue



The Shore Line Interurban Historical Society's *First & Fastest*, contains a nice article about the CB&Q / West Towns Streetcar crossing at Harlem Ave in Berwyn, IL. The focus is on the streetcars but there are some great photos of Q trains. Contact:

Shore Line
P.O. Box 425
Lake Forest Illinois 60045-0425

AARP Bulletin - March 2010



Artist Roberto Parada painted what would appear at first glance to be a CB&Q 05, but look at the wheel arrangement! Named the "Health Care Express," it is the title image for an article by Patricia Barry that asks "Has healthcare reform jumped the tracks?"

NEW PRODUCTS - MODELS

Z SCALE



WDW FULL THROTTLE

Although released in March 2009, Full Throttle still has a few of their 33' open two-bay rib-side hopper cars lettered for the Colorado and Southern available. These models were manufactured with great details by Bowser Mfg., equipped with custom Hay Bros. Garage coal loads, Bettendorf trucks with knuckle couplers, feature white printing that is immaculate, tiny and clean, including the large "Everywhere West" lettering, plus the familiar red rectangle "Burlington Route" logo. These Full Throttle hopper cars are sold in 2-packs with four different reporting numbers.

Set #1 reporting numbers: C&S 18001 and C&S 18045
 Set #2 reporting numbers: C&S 18023 and C&S 18078

<http://sbiii.com/fulthrtl>

Shown below with Märklin Mikado and waycar released in 2000.



N SCALE

ATLAS



ACF® 70-Ton Hart Ballast Cars
 Stock #34777 Road #221000

MSRP: \$21.95

Estimated Delivery: 08/2010



40' Wood Reefer

Stock #41546 Road #75270

Stock #41547 Road #75289

MSRP: \$24.95

Estimated Delivery: 08/2010



5-window Cupola Caboose

Stock #35546 Road #13500

Stock #35547 Road #13517

MSRP: \$12.95

Estimated Delivery: 06/2010



GP7-9

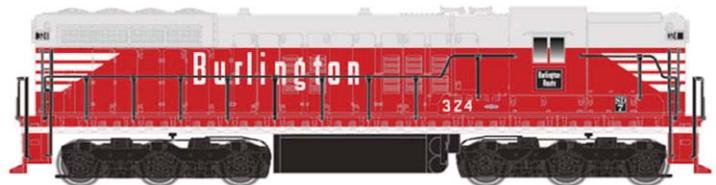
Non-DCC
 MSRP: \$109.95

Road #261 Stock #48271
 Road #264 Stock #48172
 Road #267 Stock #48173

Estimated Delivery: 09/2010

DCC-Equipped
 MSRP: \$144.95

Stock #50844
 Stock #50845



SD7-9 with Dynamic brakes

Non-DCC
 MSRP: \$109.95

Road #316 Stock #53620
 Road #224 Stock #53621

Estimated Delivery: 11/2010

DCC-Equipped
 MSRP: \$144.95

Stock #53650
 Stock #53651

N SCALE

ATHEARN

Mack 'B' (semi) tractor also available with a 40' trailer, also prototypically lettered for the Q. This model has clear molded windows and rubber tires. A common tractor on American highways as late as the 1970's, Mack manufactured



Mack B (CB&Q)
Stock #ATH12181
MSRP: \$19.98



Mack B w/40' Z-Van Trailer,
Stock #ATH13892
MSRP: \$27.98

BLMA MODELS

This is the first PS-4000 model ever produced in N Scale. The prototypes were built between 1962 and 1964. The model features new 100-ton ASF ride-control trucks with scale profile metal wheels, etched roof walk and brake platform, body-mount Micro-Trains couplers. accurately painted with very crisp lettering.



PS-4000 Covered Hopper
CB&Q #85506
CB&Q #85571
CB&Q #85627
MSRP: \$24.95
Available now

BLUFORD SHOPS

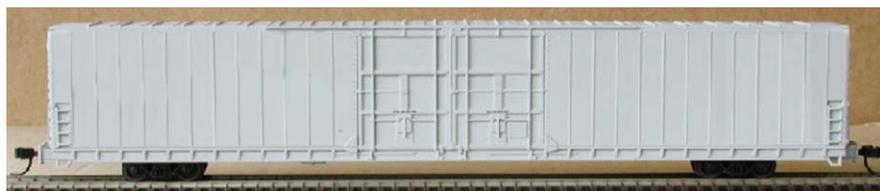
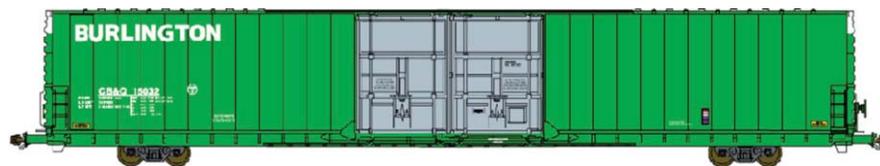
Is taking pre-orders for their 70-ton 3-bay offset-side hoppers. The Burlington had over 3,000 offset side cars homebuilt in the Havelock shops between 1949 and 1952, with most surviving well into BN operation.



Models feature: diecast slope sheet-hopper bay-center sill assembly; injection molded sides, ends, and hopper doors; fully molded brake tank, valve and air lines; slope sheet braces; separately molded vertical brake rod and lever assembly (a first on an N scale open hopper!); body mounted brake hose detail; coal load; body mounted couplers; friction bearing or roller bearing trucks as appropriate for each road name.



73091 single; 73092 2-Pack; 73093 3-Pack
MSRP Estimated at \$18.95 per car
Arriving Summer 2010



86351 Single car MSRP: \$24.95
86352 2-Pack MSRP: \$49.90

Bluford Shops are also taking pre-orders for their Pullman Standard 86 'Auto Parts Box Car in the Q's 1969 pre-merger green paint scheme. These cars have injection molded plastic bodies, etched metal details, operating knuckle couplers, accurately appearing trucks and cushion draft gear enclosures. Cars will operate on an 11" radius curve as delivered but come with a "lift-kit" for operation on even tighter curves. This roadname will be available in 3 road numbers.

www.bluford-shops.com

N SCALE

DELUXE INNOVATIONS

Recently released it's 1944 AAR 40' box car in CB&Q's gold RPI award scheme. In 1966 the Burlington won the Railway Progress Institute's Golden Freight Car Award. To commemorate the event, in December 1966 the Havelock shops painted one day's output of overhauled XM-32 box-cars in gold with black lettering. Eight cars received this eye-catching scheme. The model does not have a roofwalk, but that can easily be remedied.



#130701 Single MSRP: \$19.95
 #130702 2-Pak MSRP: \$39.90

www.deluxeinnovations.com

INTERMOUNTAIN RAILWAY COMPANY

FW&D Modified AAR 10'6" High 40' Boxcar
 Painted boxcar red with white lettering for the Fort Worth & Denver. They come fully assembled with fine details and Micro-Trains® trucks and couplers.

MSRP: \$19.95

In Stock

Stock Number / Road Number

65809-01 / #8072	65809-04 / #8365
65809-02 / #8149	65809-05 / #8428
65809-03 / #8275	65809-06 / #8500

CB&Q Modified AAR 40' Boxcar
 (8 Rung Ladder, 4-4 Improved Dreadnaught Ends)
 Painted boxcar red with white lettering for the CB&Q. They come fully assembled with fine details and Micro-Trains® trucks and couplers.

MSRP: \$19.95

Delivery: August/September 2010

Stock Number / Road Number

66805-19 / #35066	66805-22 / #35318
66805-20 / #35124	66805-23 / #35482
66805-21 / #35259	66805-25 / #35671



KATO

"California Zephyr"

The 11 car set includes display Unitrack and an elegant keepcase. Each car is individually molded to be prototypically true to the original Zephyr passenger cars. Each car is equipped with low flange wheels, KATO magnetic knuckle couplers and shock absorber construction for smooth and reliable operation.

Stock #	Description	Road #	MSRP
176-1204	EMD F3A WP	801A	\$85.00
176-1208	EMD F3B WP	---	\$85.00
176-1304	EMD F3A D&RGW	5541	\$85.00
176-1305	EMD F3A D&RGW	5544	\$85.00
176-1308	EMD F3B D&RGW	---	\$85.00
176-1311	EMD F3A CB&Q	9962A	\$85.00
176-1312	EMD F3A CB&Q	9962C	\$85.00
176-1307	EMD F3B CB&Q	---	\$85.00



N SCALE

KATO

"California Zephyr" (Continued)

106-056 "California Zephyr" 11 Car Set	\$250.00
Baggage	Silver Antelope
Dome coach	Silver Saddle
Dome Coach	Silver Rifle
Dome Coach	Silver Dollar
Dome Buffet	Silver Shop
10-6 Sleeper	Silver Pass
10-6 Sleeper	Silver Shore
Diner	Silver Cafe
16 Section Sleeper	Silver Poplar
10-6 Sleeper	Silver Palisade
Dome Observation	Silver Penthouse

06-056-1 "California Zephyr" 1 Car Set \$415.00
Includes Interior Lighting in all 11 cars



TRAINWORX, INC.

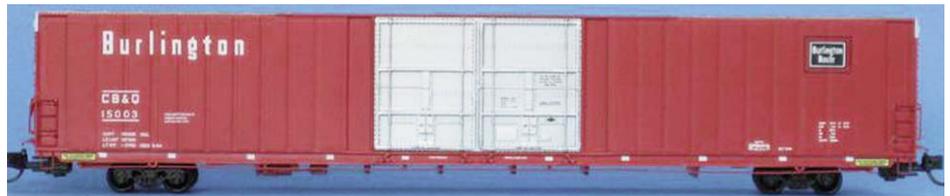
Thrall 86'6" Hy-Cube auto parts box cars

These cars were built in September of 1964. The Q had fifty 86' Hy-Cubes - the first twenty-five were of this 4-door style; the second twenty-five were 8-door.

These cars will have separate brake stand/wheel, etched metal walks, ladders, stirrups & airline ~ ready to run. Previous Trainworx models have in my opinion been very nicely detailed.

Stock #2904-01 Road #15003
Stock #2904-02 Road #15004
Stock #2904-03 Road #15007
Stock #2904-04 Road #15012
MSRP: \$29.95

Arriving June/July 2010



www.train-worx.com

HO SCALE

LIFELIKE PROTO 2000 HERITAGE STEAM COLLECTION™

USRA 0-6-0

Stock #920-60301 Road #502 Sound & DCC MSRP: \$349.98

Stock #920-67301 Road #504 Standard DC MSRP: \$249.98

Estimated Delivery 09/10

(NO IMAGE AVAILABLE)

Q CONNECTION

HC-1 70-ton, 2-bay Covered Hoppers

Custom-decorated Bowser kits, with Bowser's new metal wheelsets, extra Bowser weights to bring these hoppers up to the NMRA recommended weight and Kadee® No. 158 Whisker® couplers.

Stock #HC1V4Q1 CB&Q Road #181550 - Black Roof
Stock #HC1V4Q2 CB&Q Road #181565 - Black Roof
Stock #HC1V4C1 C&S Road # 19077 - Mineral Red Roof
Stock #HC1V8Q1 CB&Q Road #182255
Stock #HC1V8Q2 CB&Q Road #182271
Stock #HC1V8Q3 CB&Q Road #182303



HC1V4Q1 & HC1V4Q2 - Above
HC1V4C1 (similar paint with roof same color, C&S reporting marks - less Silica Sand lettering)



HC1V8Q1 (All HC1V8Qx similar paint)

QUESTIONS AND ANSWERS

Q09-1 This unidentified slide (cropped for space) was on eBay recently. It is obvious that it is a train on the LaCrosse Division, most likely between Prairie du Chien and La Crosse. From the automobiles, we can deduce that it was taken in late 50's or early 60's. From the people gathered on both sides of the track and the specially fitted baggage car in the consist, it was a 'special' of some sort, but NOT a steam excursion. Any ideas as to what this train was?

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



Q09-2 I noticed on many of the E-units in later years they had 2 chime horns on the engineer's side. What style were these, Nathan, Leslie, other?

A09-2 The E-unit horns were Leslie S2M.

Q09-3 I'm finally gathering the parts needed to detail a couple of GP7s. As I get the proper lights, I pondered a question on their operation. I believe the lower two lights are the actual headlights and the upper two are a Mars light and the emergency (?) lights. I usually associate a Mars light with the gyrating light on the E and F units. When was the Mars light on the GPs or SDs used and how did it appear, steady, flashing, gyrating?

A09-3 The lower two lights, which were in the standard EMD housing, were the normal headlights that were repositioned to make room for the higher mounted Mars. The Mars lights on the GP units were similar, if not identical to those used on Q steam locomotives. The white light in the Mars housing usually gyrated in a figure 8 pattern, but could be placed in a fixed position anywhere in it's rotating cycle. Neither light was designed to flash. The red light was wired so that it only came on in an emergency



brake application. It was not a running light. If a GP unit was making a reverse movement, there were red lenses in the class light assemblies to provide rear marker lamps. Generally, at night, both the fixed road headlight and the white Mars light were on. In the daytime, depending on the time period, there was no light or just the fixed headlight.

2010 CALENDAR ERRATA

The BRHS wishes to apologize to the membership and to the featured photographer in the 2010 BRHS calendar, John Szwajkart. Unfortunately, his name was omitted in the back-and-forth process of proofreading the text. We sincerely regret this omission.

2010 ANNUAL MEET

September 9 - 12, 2010

**MARK THESE DATES ON YOUR CALENDARS -
DON'T MISS THIS MEET!**

Meet Hotel **Comfort Inn & Suites**

1555 E. Fabyan Parkway
Geneva, IL 60134
630-208-8811

Rooms blocked for Meet at \$81.00 plus tax
Book yours today!!

Meet Location **Riverside Reception & Conference Center**

35 North River Lane
Geneva, IL 60134

Just blocks from the Conference Hotel

Activities **Swap Meet for Membership**

Clinics, Model and Picture contests
Banquet & Speaker - Jim Wrinn, Editor, Trains
Bus tour to greater Chicago area destinations
Planned - Scratch build a quality CB&Q model
And much more!

CANDIDATES FOR THE ELECTION OF BOARD OF DIRECTORS

This fall (2010), 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, 2010, 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.

EXCHANGE PLACE

Wanted: Looking for a Challenger Imports O-5A 4-8-4. Contact Mike Bartley at 631-427-9871, or email MikeSealiner@aol.com.

Wanted: Photos of the West Quincy depot to use while building a model. Does anyone has a few they'd be willing to share? Contact Bill Hirt - whirt@sbcglobal.net

For Sale: Some *Burlington Bulletins* and Calendars. Contact John M. Beckman, 507 Perkins Street, Kewanee, IL 61443.

Excursion: Private car SILVER SPLENDOR, ex-CB&Q Vista Dome Diner-Lounge SILVER BUCKLE (#4375), will depart Chicago at 3:15 pm on July 4th. A 3-course dinner will be served (wine and beer included). Guests will have the choice to detrain at La Plata, MO (approx. 8:00 pm) or at Kansas City (approx. 10:10 pm). Trip is ONE WAY ONLY and guests will be responsible for all return transportation and overnight accommodations. Limited to 24 persons. Fare is \$125 per person with payment via personal check or credit card accepted. Contact: John Caestecker, (714) 292-9316 or jcaestecker@hotmail.com

Excursion: Ex-Santa Fe full dome, will depart Chicago at 7:35 am on BOTH September 10 and 11. You may also board at Naperville, Plano, Mendota, Princeton, Kewanee or Galesburg. Fare can be slightly adjusted - ask when making reservations. Fare is \$225.00 per person with payment via personal check or credit card accepted. This includes round trip rail travel, motorcoach between Quincy and Hannibal, continental breakfast, snacks, beverages, complimentary glass of wine or select beer, a dining car dinner and dessert. Profits targeted for restoration of ex-CB&Q SILVER VIEW. Call 630-377-2241 or e-mail zephyr227@comcast.net



ZEPHYR #58 CONTRIBUTORS

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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.

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
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Email: taceys@gpcom.net



Material for publication in the BURLINGTON BULLETIN:

Send to BULLETIN Editor:
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Material for publication in the ZEPHYR:

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Back Issue Sales:

Contact Richard Morgan-Fine
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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.

BRHS DIRECTORS

(effective October 2009)

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

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