

THE Zephyr

Burlington
Route

BRHS NEWSLETTER

ISSUE 2-09. NO. 59

2009 SPRING MEET - WEST CHICAGO, ILLINOIS

as reported by David Lotz

West Chicago, Illinois, formerly known as Turner Junction, was a very appropriate gathering point for the 2009 Spring Meet of the BRHS, as the 14-state CB&Q system had its humble beginnings at this location on the Galena & Chicago Union Railroad, which would become the C&NW and is now a Union Pacific line. It was 160 years ago that the Aurora Branch Railroad was completed from Turner Junction to Aurora and a mere 30 years ago that the BRHS had its beginning in a basement in nearby Elmhurst.

For those who have never attended the one-day Spring Meet, the day began early (7:30 am) with the set-up of the American Legion Post #300 hall and the vendors prepared their wares. Soon the registration table was open for business and the attendees, who were anxious to see what treasures they'd find, started to rush in. Many of our regular vendors were there with a variety of photos, models, books and



Recently relocated to a small park behind the West Chicago City Museum, the Turner Junction / West Chicago depot was open to explore all day Saturday.
Bill Jelinek

railroadiana for sale, trade or just to display for all to enjoy.

The West Chicago City Museum provided pocket folders for attendees to stuff Metra timetables, West Chicago maps, brochures and cards for the Railroadiana show at College of DuPage. The folder cover was designed by Museum Registrar, Sara Phalen and featured artwork of the Aurora Branch Railroad depot with the tagline "Birthplace of the Burlington Route". The City of West Chicago provided the attendees with lapel pins of their city logo showing a head-on view of an early steam locomotive.

A big thank-you to Phil Weibler, who made most of the arrangements for the meet, working closely with Bob Grenier to ensure everyone had a great time. The American Legion hall was a perfect location for the swap and banquet, and West Chicago's Wayne & Helen Fox Community Center (the old C&NW station), provided a perfect location for

Current end-of-track on the Aurora Branch a few blocks south of the EJ&E near Sherman street.
Lee Edgar



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two of the clinics. Both of these facilities were a short walk away from the busy Union Pacific mainline, where over 50 UP and Metra trains pass on a typical Saturday. Also close is the Elgin, Joliet and Eastern crossing of the UP line.

Charlie Vlk's round table discussion, "Modeling the Q in Today's Marketplace" provided us not only a review of CB&Q models that have been brought to market, but allowed us to hear of Charlie's experiences working with model manufacturers in bringing about new projects. Ed DeRouin shared an interesting slide presentation entitled "Scenes along the East End" with the group as a sneak preview to a new CB&Q book Ed was planning. Later in the afternoon, West Chicago City Museum's curator, Sally DeFauw provided a very interesting presentation on the railroad history of Turner Junction and West Chicago titled "Birthplace of the Burlington" in the museum's second floor exhibit room. The museum and the CB&Q's West Chicago/Turner Jct. Depot, which has recently been relocated to just behind the museum, were open to BRHS members all day and many took the opportunity to explore both. Wayne Wesolowski's C&NW roundhouse diorama had been taken from storage and was placed in the depot for our members to view.

As always, there was ample time during the day to start, build and renew friendships as well as network with other Burlington Route aficionados. If you've never attended a BRHS meet, you are missing out on a wonderful opportunity to expand your knowledge of the railroad, which holds a common interest for us all. And, as a reminder to the frequent meet attendees, make sure you introduce yourself to any new faces and try to make them feel welcome. It's all too easy to focus your time on those whom you already know, but it is in the society's best interest to make all who have an interest in the Q feel welcome.

Many chose to explore the remnants of the CB&Q in the area that afternoon. Phil worked with BRHS Board member Dick Kasper and *Zephyr* Editor Dave Lotz to prepare a driving tour to visit several of these places including the museum and waycar at the old Batavia depot, the waycar at Moosehart, the Aurora Roundhouse and waycar, the Museum



The little engine that started it all as it appeared circa 1898. The Aurora Branch Railroad borrowed this diminutive locomotive and a coach from the Galena and Chicago Union Railroad for the first train over the newly constructed railroad. According to the Baldwin Co. records, this locomotive was actually built in 1842 as Baldwin Locomotive No. 184 for the Tonawanda Railway No. 4, a 4-2-0 with iron frame. The CG&U then purchased it for \$3,800 from Rochester & Tonawanda Railroad and named it "Batavia" in September of 1848. It arrived by ship, the "Buffalo" in early October of that same year. The G&CU used this locomotive on the first train on its line out of Chicago and renamed it "Pioneer." It was used in the construction of the G&CU until 1850, at which time the locomotive was loaned to the Chicago, Burlington and Quincy Railroad for work in and around Chicago. The locomotive has been preserved and is on display at the Chicago History Museum. Library of Congress



Constructed in 1855, the same year the railroad became the C. B. & Q., the preserved Batavia depot replaced an earlier depot that had been built at the corner of Webster and VanBuren Streets. The old depot was moved a short distance to the north and became a freight depot. Passenger service over the branchline stopped around 1943 and this building became a freight depot until 1966 when it closed for good. Jeremy Bubb



NE-4 Waycar No. 14662, built just a few miles south in Aurora in May of 1907, is preserved sans markings at the Batavia Depot Museum.

Bill Jelinek

depot and waycar in Lisle, etc.

For the modelers in the crowd, Al's Hobbies in Elmhurst was a quick Metra ride away, and our timing was perfect as the Elmhurst Model Railroad Club was having its 40th anniversary open house and marathon operating session the entire weekend. Started in April 1969, the Elmhurst club boasts over nine scale miles of HO scale model railroad in operation. A drive-in movie theater, a roundhouse and turntable, passenger stations, freight yards, a steel mill and other small industries and businesses are displayed throughout the layout. Knowing that we would be visiting, many of their members ran CB&Q equipment over the amazing model railroad. Others chose to railfan the busy UP mainline, the EJ&E or traveled a few miles south to railfan the busy BNSF triple-track mainline.

A grand buffet was prepared for us by Dominick's Cucina Catering and the traditional raffle of products provided by generous businesses and individuals was held. Later, Ed DeRouin presented the main after dinner program, Mel Patrick's show on Chicago's Union Station. As always, the day seemed too short and it was time to depart. Good-byes were said and plans to meet again in Rockford for the fall meet were made.

TURNER JUNCTION - THE BURLINGTON'S BIRTHPLACE?

The first chapter of Richard Overton's *Burlington Route: A History of the Burlington Lines* tells the story of the humble Aurora Branch Railroad that was chartered on February 12, 1849, with the foresight to include rights to expand and unite with other railroad companies, thus allowing the eventual creation of the vast Burlington Route. The initial organizational meeting was actually held in Batavia, but was temporarily adjourned and reconvened in Aurora on January 27, 1849. So, with the locations of those initial meetings, the name "Aurora Branch Railroad," and the wording in the bill that was introduced to the Illinois legislature authorizing a railroad be built from Aurora by way of Batavia to some suitable point of junction with the G&CU, it would seem that Batavia or Aurora should hold the honor of being the Burlington's birthplace.

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Donated to the Moose and placed at Moosheart, just south of Batavia in December of 1968, Q's NE-9 waycar No. 13821 is looking a little rough. It too, was built by Burlington forces in Aurora in December of 1918.

Bill Jelinek



The Lisle Park District has relocated the Lisle Depot from its original location and it is now the centerpiece of it's museum. Built in 1874 after the original depot burned, this structure includes the living quarters that once housed the stationmaster.

Bill Jelinek



The 3-window, 28' NE4 Waycar #14584 is also located at the Lisle Museum. Another Aurora creation that was built in May of 1881.

Bill Jelinek



One of the stops on the Historical Loop Driving Tour was the one-time 40-stall Aurora Roundhouse. Built in three segments, in 1856, 1859 and 1866, the 264 feet in diameter building was constructed of iron, wood and limestone quarried in nearby Batavia. Bill Jelinek



Dave Lotz (L) and Ed DeRouin (R) return to the hall after Ed's clinic. Greg Baumgartner



On display at the Aurora Roundhouse is ex-GN X105, later BN 10165, in disguise as CB&Q NE13b No. 13690. The real 13690 (BN 10000) is preserved in Ashland, NE. Greg White



Friendly-looking mannequin holding a ticket signed by Mr. Cotsworth at the Batavia Depot's ticket window. Greg Baumgartner



Three BRHS charter members and a 2nd generation member pose in front of the Turner Jct. Depot after Sally DeFauw's clinic in the West Chicago City Museum. Left to Right, Dennis Popish, Bob Stange, Gerald Edgar and his son, Lee Edgar. Courtesy Lee Edgar

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However, should we consider these meetings as the "conception" of the Burlington and look to where the construction actually began as the true "birthplace?" History does not specifically detail where this occurred, so we have to do some digging and use a logical thought process to determine whether or not Turner Jct. can claim this title. Facts tell us that contracts for grading were awarded to four contractors on December 20, 1849, but no details are available as to where each company began work. However, with four contractors, each would have held contracts for different parts of the line and logically the work would have started from four different points.

So, with construction starting concurrently at four locations, maybe we should consider where the first rails were laid or where the first train operated as the Burlington's birthplace. Logic would suggest the G&CU was used for delivering the "discarded obsolescent strap iron, Norway pine rails on which to fasten it, and a twelve-ton locomotive" from the Buffalo and Niagara Falls Railroad to Turner Junction for the new railroad's first 12 miles. Overton also reports that by August 22 the rails were already as far south as Batavia, but earlier that month only grading was being done on the final section into Aurora.

With rails completely laid from Turner Jct. to Batavia, it provided an excuse for running a special train, evidently sponsored by the Aurora Branch but operated by the G&CU, to the end of the track and back again. This first 12-mile segment was officially opened for traffic on September 2nd and then all the way from Chicago to Aurora (with trackage rights over the G&CU east of Turner Jct.) by October 21st.

Therefore, after examining the facts and using deductive reasoning, I believe that Turner Junction's claim to being the Birthplace of the Burlington is justifiable.



Trackside view of the ex-C&NW West Chicago station, now the Wayne & Helen Fox Community Center, where we held two of our clinics.

Greg Baumgartner



The new, ornate Metra West Chicago Station.

Greg Baumgartner

Below, Jim Aronholt photographs Greg who is photographing Jim and Harold Ziehr during their night shoot in West Chicago after the banquet.

Greg Baumgartner



Above, the reflective cab numbers, nose wing emblem and frame stripe really pop as eastbound UP SD70M No. 3957 passes through West Chicago.

Greg Baumgartner

ELMHURST MODEL RAILROAD CLUB'S 40TH ANNIVERSARY

as photographed by Greg Baumgartner



SPRING MEET THANK-YOU'S

Meet Planning Committee

Bob Grenier
Phil Weibler

Registration

Bob & Ginny Grenier

On Site Coordination

Bob Grenier

Clinics

Sally DeFauw
Ed DeRouin
Charlie Vlk

Program

Ed DeRouin
Mel Patrick

Photographers

Greg Baumgardner
Lee Edgar
Greg White

Special Thanks to:

American Legion Post No. 300
Batavia Depot Museum
City of West Chicago
Dan Hollis
Dick Kaspar
Elmhurst Model Railroad Club
Kay Sturtevant, Metra
Mapquest
Mooseheart
The Museums at Lisle Station Park
West Chicago City Museum

Hotel Accomodations

Best Western, St. Charles



DOOR PRIZE DONORS

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Joe Legner
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Q Connection
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Sundance Marketing
Tomar Industries
Wm. K. Walthers Inc.
Woodland Scenics
Xuron Corporation

NOTES FROM OUR READERS

November 7, 2008

Dave Lotz
Burlington Route Historical Society

Dear Mr. Lotz:

I would like to take this opportunity, on my late husband Dave Miner's behalf, to thank you for the Fuka-Miekiszak Memorial Award received in his name. It is such an honor to see the work that Dave did being recognized.

Dave was a dreamer who achieved many (perhaps all) of his dreams through his hard work, devotion and love of life. He was always fascinated with railroads since he was a small child when his family attended the annual Midwest Old Threshers Reunion in Mt. Pleasant, IA. Later, as an adult, he visited many tourist railroads throughout the country with his family, enjoying the museums, riding the rails, and probably getting ideas on what he could do to improve his own railroad.

Dave was such an inspiration to us all. Although he will never know it, we all learned so much from his wisdom, integrity and hard work. He is truly missed.

Thank you again for the award. May his memory live on...

Sincerely,

Carol Miner

Carol Miner and family

*The family of
Edward M. DeRouin
acknowledges with deep appreciation
your kind expression of sympathy*

*Dear Members & Officers of BRHS-
Thank you so much for
the beautiful flowers that
you sent for Ed's services.
Your thoughtfulness was
so appreciated!*

*Fondly,
Barb, Mike & Jenny*

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No. 133 due at Downers Grove 4:47 PM - Arrives on time.
Arrives with 9 cars - Departs on No. 208 with 8 cars.
Pulls train onto #8, engine cut off 5:57 PM, comes back thru #3 with engine and heads engine in behind train they brought in.
Brakemen released 5:02 PM - Brakemen have used 14 mins.

No. 139 due at Downers Grove 5:04 PM - Arrives on time.
Arrives with 8 cars - Departs on No. 106 with 8 cars.
Pulls train onto #2 in lower yard - stops train in clear at 5:09 PM, engine cut off same time, comes back thru #3 with engine and heads in behind train they brought in. Brakemen released 5:12 PM - Used 8 mins.

No. 137 due at Downers Grove 5:08 PM - Arrives on time.
Arrives with 8 cars - Departs with 9 cars on No. 104.
Heads onto #7 and pulls train into clear. Stops on track at 5:15 PM cuts off engine same time, then picks up 1 car from west end of #8 and sets it on the 8 cars he brought in. Engine cut off 5:52 PM - back thru #5 with engine and heads in behind his train on #7. Brakemen released at 5:24 PM. Brakemen have used 16 mins.

No. 141 due at Downers Grove 5:13 PM - Arrives on time.
Arrives with 6 cars - Departs on No. 103 with 9 cars.
Pulls into yard and stops with rear end over west end of upper yard at 5:20 PM, - backs in on 3 cars left by No. 139, coupling on to 3 cars and pulls in on track #6 with the 9 cars. Train on track and engine cut off 5:27 PM - Back thru #5 with engine and engine put in on East end of #2. Brakemen released 5:31 PM - Have used 18 mins.

No. 145 due at Downers Grove 5:38 PM - Arrives on time.
Arrives with 7 cars - Departs on No. 110 with 7 cars.
Pulls train on #3, lower yard, and stops on track 5:41 PM, engine cut off same time. Back thru #5 with engine and engine put in on East end #3. Brakemen released 5:44 PM - Have used 6 mins.

No. 147 due at Downers Grove at 5:50 PM - Arrives on time.
Arrives with 4 cars - Departs on No. 114 with 7 cars.
Pulls train onto #1 upper yard and stops 5:53 PM cuts off engine and runs around train which he brought in - couples onto the four cars at East end. then shoves thru. onto #1 lower yard, couples onto the five cars on track and shoves to clear, leaving engine with cars.
Brakemen released 6:02 PM - Have used 12 mins.

NOTE:- An alternative would be to have train pull thru #5 and shove in from West end of #1 lower yard - cut off engine and come back and put engine on East end of track. Both moves entail about same amount of work.

LOWER YARD.

#1 holds 13 coaches and engine,
#2 " 10 " " "
#3 " 7 " " "
#4 " 5 " " "
#5 used as running track
#6 holds 9 coaches and engine
#7 " 9 " " "
#8 " 15 " " "

Upper Yard.

#1 used as running track,
#2 holds 7 coaches and engine,
#3 used as running track.

PAID	0112233445566778899	HALF FARE
CHICAGO, BURLINGTON & QUINCY RAILROAD COMPANY	CONDUCTOR'S DUPLEX RECEIPT.	
FORM 100	Z 76054	

Chicago, Illinois
August 4, 1947

Mr. J.P. Falk:

We have carefully studied the handling of suburban equipment at Downers Grove, Illinois.

The result of our study leads to the definite conclusion that the picking up, and/or setting out of cars used in suburban service following a trip into Downers Grove, which in effect completes the making up of a train to be operated out of Downers Grove the following morning, does not constitute a violation of any of the provisions of the collective agreements to which organizations with which we are associated, are the parties.

W. H. Hodock
Local Chairman
Order of Railway Conductors

J. R. Simpkins
Local Chairman
Brotherhood of Railroad Trainmen

Harold J. Timm
Local Chairman
Brotherhood of Locomotive Engineers

H. E. Munn
Local Chairman
Brotherhood of Locomotive Engineers and Firemen.

One copy furnished to the General Chairman upon letter of 8/7/47

MEMORANDUM OF AGREEMENT
Between
CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY
and
BROTHERHOOD OF LOCOMOTIVE ENGINEERS
BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEERS

The following provisions will be applied to switching at Downers Grove, Illinois by locomotive engineers and locomotive firemen in suburban passenger service, not in connection with the train to which assigned:

- The phrase "switching not in connection with the train to which assigned" is designed for purposes of this agreement to mean -
 - The switching of cars not in connection with the making up of a train to be handled out of Downers Grove by the engine crew that performs the switching service.
 - The doubling over of cars by an inbound crew when the receiving track would have held the train, when service of this character would have the effect of making up a train to be handled out of Downers Grove by another crew.
 - Fulling through a clear track and backing cars onto another track, when such move has the effect of making up a train to be handled out of Downers Grove by another crew.
 - Running around an inbound train and shoving such train or a portion thereof onto another track, when service of this character would have the effect of making up a train to be handled out of Downers Grove by another crew.
- The yarding of a train intact, even though more than one train is received on the track used, is not switching to be paid for under this agreement even though this may require pulling through a track and backing onto another track or running around train and shoving it onto the receiving track. Necessary doubleovers (not to exceed the number of cars necessary to clear track at both ends on inbound train) and setting out bad orders is not switching.
- When the service referred to in item 1 hereof is performed by engineers at Downers Grove before the first trip out of that point or subsequent to the last trip into that point, compensation therefor shall be on the minute basis with a minimum of one hour at the punitive rate of pay, independent of all other trip allowances. Payments under this agreement shall not be used to absorb the daily earnings guarantee.

Pending claims under Cases 267-E, 35-56-E and 35-73-F will be disposed of in conformity with the provisions of this agreement. The term "pending claims" is understood to mean claims covering service similar to that involved in the disputes herein referred to for which a time claim has been submitted.

The provisions of this agreement become effective on the date of execution and shall remain in effect subject to the serving of thirty (30) days' notice by one party upon the other party (for purposes of this provision each organization shall be considered a separate party), further handling to be in accordance with the procedural provisions of the amended Railway Labor Act.

Signed at Chicago, Illinois, this 16th day of November, 1949.

FOR THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS: */s/ C. H. ATKINS*
General Chairman

FOR THE CHICAGO, BURLINGTON AND QUINCY RAILROAD COMPANY: */s/ J. E. SOLVE*
Asst. to Vice Pres. (Labor Relations)

FOR THE BROTHERHOOD OF LOCOMOTIVE FIREMEN AND ENGINEERS: */s/ V. E. SHERST*
General Chairman

complete the federal register, etc

The four brotherhood representatives agreed, in writing, that the operations did not warrant additional payments under the general work agreements.

However the grousing in the ranks must have continued, for in 1949 a local agreement was signed between the carrier and the engine service brotherhoods covering switching at Downers Grove. The agreement clearly states that penalty payments would be allowed only for switching other than making up ones outbound train. The trainmen then attempted to secure a similar agreement but with out success.

BRHS member "Honest" John Schmid worked early in his Q employment as the hostler who handled the locomotives after the crews had finished switching their trains. He recalls that it was the hostlers' job to take the locomotives for service and turning, then return them to the trains. John remembers the job as being assigned roughly from 6PM to 2AM. He also related that he received one of his earliest reprimands from a member of local management for his perceived poor handling of locomotives placed in his care. Seems the foreman didn't appreciate locomotives being "kicked." John was just trying to get an early quit!

Based on the extensive remaining correspondence in the file, no penalty payments were ever made at Downers

Grove before it closed as a suburban terminal on September 26, 1952. All suburban operations were then concentrated at Aurora and Hill Yard was expanded to handle the additional trains. Al Spencer, long time Aurora switchman, spent a good part of that summer piloting Burro cranes doing the expansion work and John recalls that the Downers Grove turntable became a bridge over a West Chicago Branch creek. In 1953 the Downers Grove yards were reduced and the some of the property sold to the Edward Hines Lumber Company.

In the 1970's, the lower yard tracks No. 1, 2, 5 and the team tracks were in existence and still in use. The east end way freight would handle the local chores and the "Congo" would bring west or northbound cars from the IHB interchange at Congress Park to Downers Grove for pick up by through trains. Today only two tracks remain at Downers Grove and are used primarily for maintenance of way staging.

Leo is a BRHS member, former BN scheduled and exempt employee in operations as well as assistant and local chairman of UTU lodge 171. He is now in his 33rd year of employment in the railroad industry. He hopes to utilize the UTU files for future *Zephyr* and *Bulletin* articles. Leo and the BRHS wish to thank UTU local 171 members for allowing use of their files making this

Effective October 27, 1947
Central Standard Time

**Burlington
Route**

**SUBURBAN
SERVICE**

WESTBOUND

Union Passenger Station
CANAL ST. AND JACKSON BLVD.
Phone Franklin 2-6700

City Ticket Office
Bankers Bldg.
ADAMS AT CLARK ST.
Phone Wabash 2-2345

TO PREVENT WASTE
Please Keep This Folder

Suburban Service Westbound Timetable cover from the fall of 1947.

Dave Lotz Collection



On the Downers Grove turntable, S-1-A No. 2816 is being prepared for it's next run into the Windy City.

Photographer Unknown, Leo Phillipp Collection

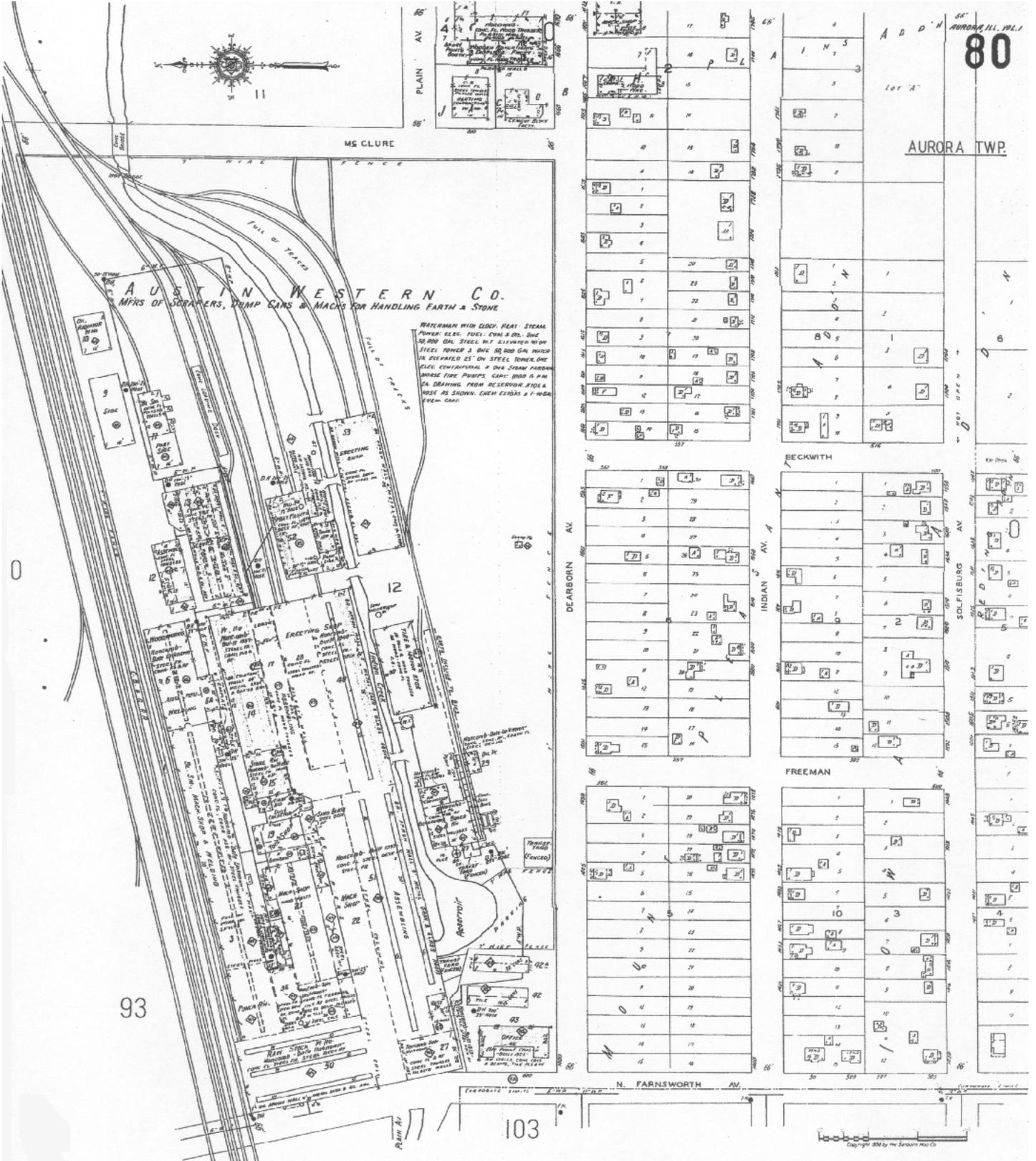
INDUSTRIES ALONG THE Q

by Steve Holding

Western Wheeled Scraper Company / Austin Western

With the rapid expansion of railroads across the state of Iowa, a better form of grading was needed to move dirt rather than the common shovel and wheelbarrow used on many early construction projects.

Captain C.H. Smith took an interest in early wheeled scrapers then being developed. Captain Smith found two others, Dr. A.W. McClure and Captain W. Beckwith to form the Western Wheeled Scraper Company in Mt.



Pleasant, Iowa in 1877 with Smith's grading company taking the first years production of 600 scrapers to complete a contract for 40 miles of grading for trackage on the CB&Q Railroad.

In 1891 the company relocated along the CB&Q Railroad east of the growing town of Aurora to be closer to the growing steel industry in Chicago for better raw material, marketing and transportation. A continual research and development program kept the company in the forefront of the construction industry for many years with the first patent issued to the company in 1892 .

Early grading, whether road or railroad, started with plows similar to a farmer's plow only larger, which broke up the earth. Next came the scrapers to move the dirt around, followed by the graders to smooth out the dirt for the sub-roadbed. Light cuts and fills were done using the wheeled scrapers or the elevating graders filling dump wagons. This was only used for very small movements as the time it took for movement of the dirt was the biggest slow down in any progress in a grading contract. Heavy fills and cuts were taken care of through the use of steam shovels loading dump cars. But still the graders had to smooth out the surfaces to finish construction.

Dump cars were another large production line with sizes ranging from 1 ½ yard size using two foot gauge track up to standard gauge rail cars of 50



Aerial view of the Austin Western plant looking to the northeast. Things to note in this photo are the two signal bridges and tower of the West Eola interlocking plant and in the upper right-hand corner, the Eola roundhouse, power house and engine service facilities including the water tank and coaling dock.

yards. There cars were used not only in construction but also mining and waste disposal at steel mills and power plants.

A fierce competitor in Chicago was the F.C. Austin Manufacturing Company with a similar line of construction machinery which included rollers and street sweepers. The two companies were joined in 1901 with the Western Wheeled Scraper Company purchasing the Austin Company in 1902 one of the

Gilbert H. Hansen, Steve Holding Collection
 first major consolidations of road building machinery companies. Both names were used in marketing until the 1930's when slowly the name was changed to Austin-Western. Products at this time were Western dump cars and wagons, both Western and Aurora Graders, Austin Rollers and rock crushers and Austin-Western street sweepers often all in the same

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Enlarged from the photo above, a closer view of the West Eola tower along the Burlington triple-track mainline, the MP 34.77 signal bridge east of the McClure Avenue grade crossing and the Eola service facilities.

Gilbert H. Hansen, Steve Holding Collection

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catalogue being manufactured by the same company. In later years a complete line of hydraulic retractable boom cranes was developed. Slowly the names all changed to Austin Western and this became part of the growing Baldwin-Lima-Hamilton Corporation in a 1951 consolidation, only to be spun off into the Clark Equipment Company in 1971. After 87 years of growth and production the Aurora Plant ended production in 1987. The plant still exists but had been subdivided into smaller industries.

The Aurora Plant was built on the south side of the CB&Q's Aurora to Chicago Mainline just east of Farnsworth Avenue and extended east for three city blocks to McClure Road. The plant took up the whole block wide area from the tracks to Dearborn Avenue and used the city block across Dearborn bordered by Farnsworth on the west and Freeman on the east and Indian Avenue on the south for testing and parking. The office was on the corner of Farnsworth and Dearborn. Being of brick construction built in 1923, it dominated the area until the Farnsworth overpass cut down the visual approaches. Most all of the buildings were of brick or tile construction and were built over the years from the opening in 1891 till the mid 1950's.

Indian Creek which drains the surrounding area flowed through the plant and was used for a water source with a large reservoir having been dug to supply water to numerous water towers and stand pipes around the property. A boiler house on the south side of the facility had an inclined track to the top of bins for unloading coal and coke used not only for the boilers for steam to heat and provide power for the machine shops but also fuel for the blacksmith shops.

The main building of the factory extended along Farnsworth for about 400 feet and consisted of a raw stock and parts warehouse which had a 160 foot depth and its own indoor unloading track on the north side along the mainline. After the raw steel and rough castings were unloaded they flowed east into the blacksmith and machine shops to be converted into the parts of the products which next went into the assembly buildings.

Due to the size of some of the parts the complex had their own railroad complete with company switch engine to move the car loads of parts around the



Western No. 35 grader being tested in the field south of Dearborn, just across from plant. Note the initials WWS CO. on the powerhouse smokestack accomplished with different colored brickwork and the CB&Q coal gon. Austin Western, Steve Holding Collection

Close-up view of the coal gon spotted at the power house. It appears that this car is one of the Q's GA-7, GA-9 or GA-10 40' steel gons built by AC&F between 1911 and 1913.



An early, undated product line shot. In center are the plows used to loosen up the dirt; to the right are different models of the scrapers used from slip scraper to the wheeled scrapers. Across the middle of photo is the line of graders of different sizes, with a pair of elevating graders in the upper left hand corner and a line of dump wagons that the elevating graders loaded to move the fill dirt. At the top is a pair of bins used to size and store gravel for paving. The right-hand unit has a rock crusher on the ground, just ahead of the elevator. In the center left-hand side is a dump car and two narrow gauge batch cars used to move the gravel and cement from bins to the mixer at a paving location. A complete line of machinery from breaking the dirt to paving!

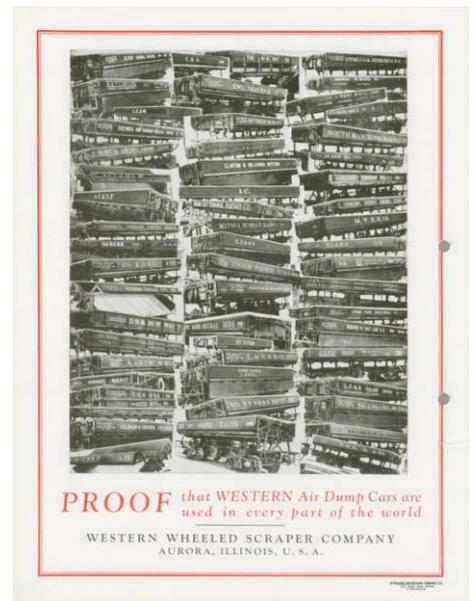
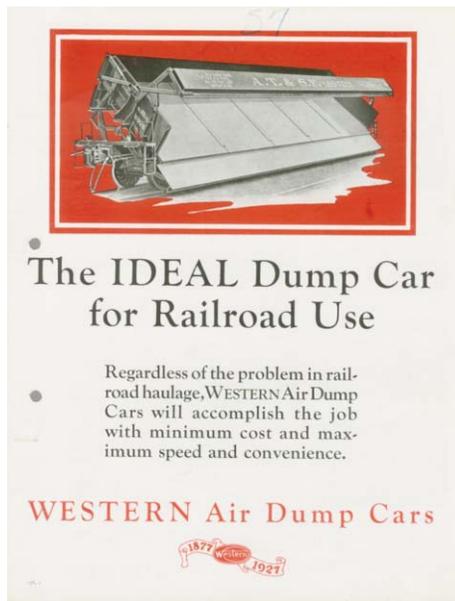
Austin Western, Steve Holding Collection

complex. Best I can find so far is the photo of the steam engine in the background and I am not sure of the size. I am sure with war production during WWII the small diesel switcher seen in another photo arrived. Leo Phillips reports that while working as a switchman at Eola the 4pm East Yard Job would shove the inbound cars on the fence track along the north side of the complex and then go in on the tracks over the creek bridge to pull the outbound cars. The company engine I photographed in the 70's was a Whitcomb of around 45 ton with bar framed trucks and side rods. It was so cool to see one truck slip and the rods get out of sync. Leo relates that when the company engine was down for repairs the CB&Q would call an extra switch engine and the engine and crew would spend the day inside the plant moving cars around.

From a modeling stand point the complex is huge and would work best for a background model or view block using the west side building and the receiving dock area on the northwest end. The east end of the complex was where all the switching would have been done. Steel would arrive on flats for sheets and shapes in gons. Coal and coke in GS gons and hoppers with tanks of oil for the incline track. Company flats of parts would move between the various assembly buildings and the paint shop. Box and flat cars of lumber would arrive for the kiln and wood working shop and also used as dunnage for shipping. Box cars of tires and motors would arrive for the warehouse just off the incline track. Equipment would be loaded on flats and possibly in box cars ready for the Q to pull along with gons of scrap and empties.

So next time you are out, look for the products from this plant. I know there are dump cars on the East Broad Top and at the Sloss Furnace in Birmingham, AL. Other museums have road rollers and dump cars in their collections. In some cases graders and street sweepers are also still in service.

And what is a factory without workers? The area around the plant built up with houses and is shown as Scrapper-Mocherville on some maps. The area was served by the local street car line which came east on Grove Street to Farnsworth where it turned north to the CB&Q Tracks and can still be seen with the broad street and curves in the corners. The company also built company financed housing along Grove
Continued on page 16



The covers of a 4-page advertising pamphlet from 1927. The photo montage shows FW&D and C&S cars in lower left-hand corner, and a CB&Q car in the right-hand column, fifth from bottom. This car was modeled in HO brass in 1986 by Overland. Steve Holding Collection



Look closely and you will see a saddle tank steam engine used to switch the plant in this undated photo at the plant. Photographer Unknown, Steve Holding Collection



The company engine in the 1970's was a Whitcomb center cab in the 45-50 ton range with bar framed trucks and side rods. Steve Holding

Street in what was often referred to as Oak Park due to the many oak trees which grew there. While the north side of the tracks west of Farnsworth was known as Pigeon Hill, with many workers walking or riding the streetcar line to the plant. The streetcar line was abandoned in 1934 being replaced by bus service. While on the CB&Q, the suburban service between Chicago and Aurora went right past the plant. So it was not a problem to stop trains at a platform next to the plant and it is shown in some timetables as MP 35.61 in the notes at the bottom of the pages. Service was still shown after the BN merger, finally disappearing in the April 7, 1974 issue of the Suburban Timetable.



The chassis of a crane used in testing. Again, the background shows the incline and the east side of the boiler house with a tank car on the incline. Austin Western - Steve Holding Collection



Central of Georgia crane No. 1, complete with hy-rail gear Austin Western - Steve Holding Collection



A Western Builders Plate from dump car at Sloss Furnace in Birmingham, Alabama. Steve Holding



A shot of a 4 X 4 crane being tested along the fence track on the north side of the property. But what is the best in this shot is in the background - the West Eola Tower complete with two concrete signal bungalows to the right. To the left looks like a coal and oil shed (because of the doors in the roof) another small shed and a outhouse. Austin Western - Steve Holding Collection



A different angle view of the test above. Look in the background under the wheelset being lifted for the plant's Whitcomb locomotive. To the right of the crane on the concrete platform is two rollers. One a wheel roller the other a small roller which had wheels which could be lowered to allow the roller to be towed behind a truck. Behind the crane is a "V" winged snow plow for the front of a grader and a loaded company flat car. Austin Western - Steve Holding Collection

MODELING THE BURLINGTON

Modeling The Q's Dynamometer Test Car No. 204725 Text, Drawing & Model Photos all Bill Glick

This is a model I have wanted to build a long time ago but just now got time to do it. All the information and photos are found in *Burlington Bulletin* No. 24 on pages 70 - 73. Be aware that I had to redraw the elevation views to match the photos and floor plan.

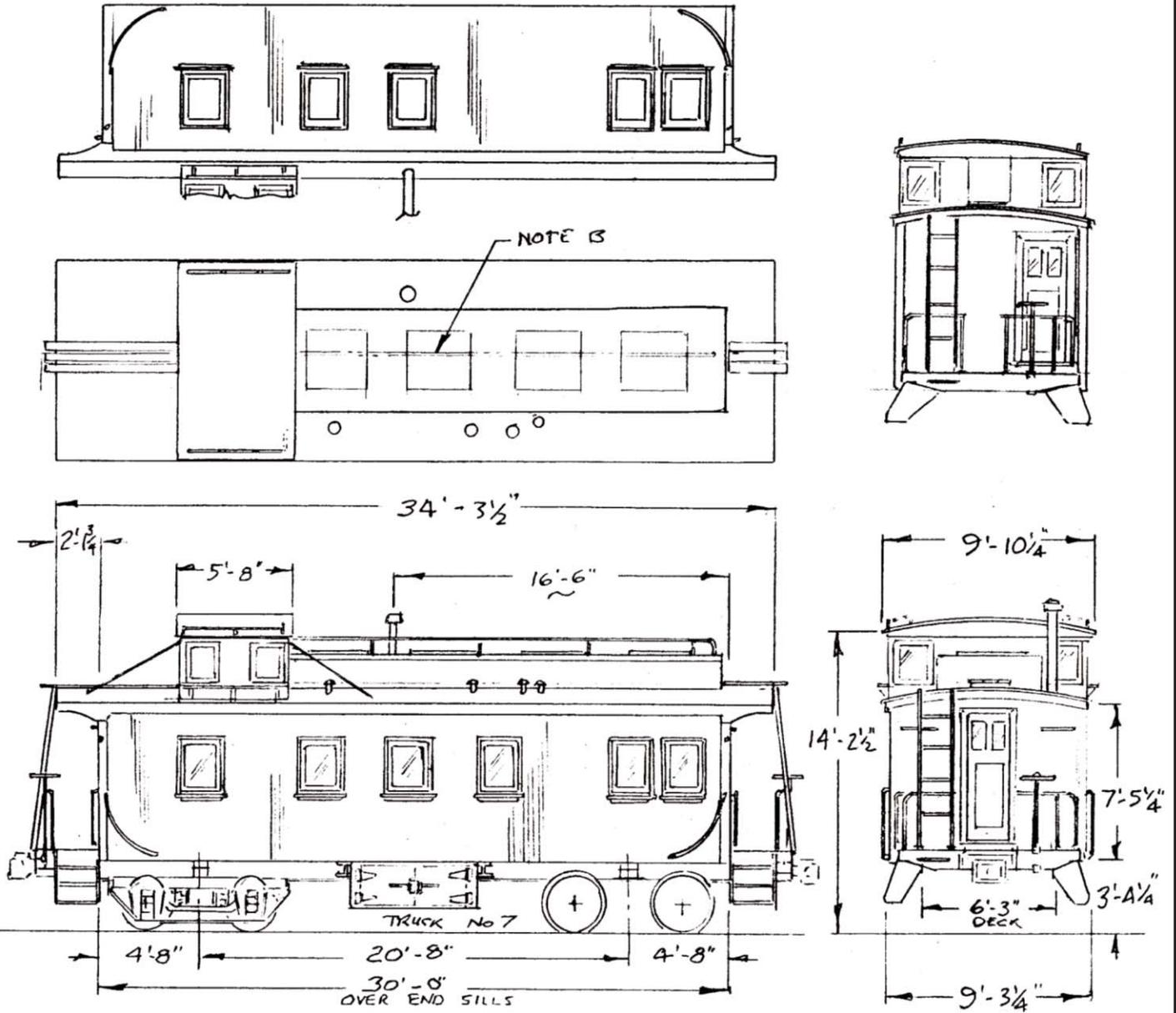
The floor plan does appear to be correct since it was acquired from data in *The Railroad Gazette*. I built my car sides based upon the drawings found in the *Bulletin*. However, as I was working with the model I discovered that the drawings were not like the photos, and I

had to cut and paste the sides to better match the photos and floor plan. That is why I have redrawn the elevations for Q fans that might want to build this model and avoid the mistake I did. Plus I have provided both sides and end views to make it clear to the modeler.



BURLINGTON DYNAMOMETER TEST CAR 204725

Drawing by William L Glick

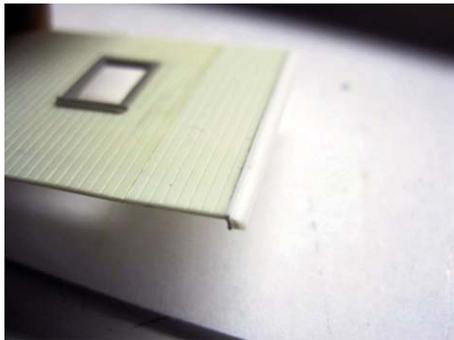
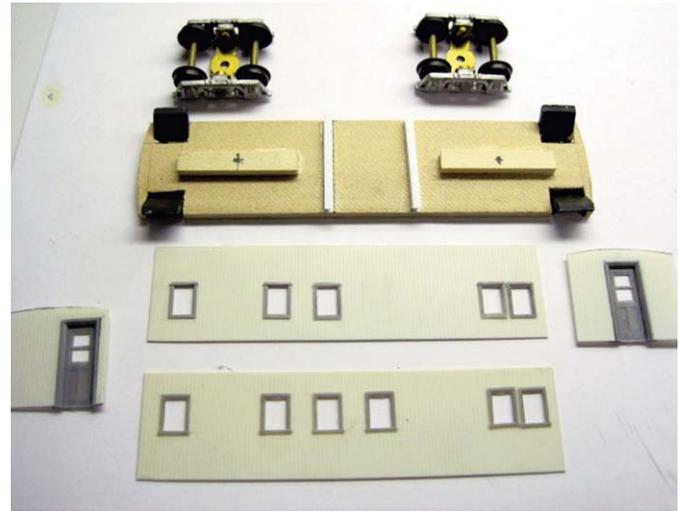


NOTE A
My guess this is stove position

NOTE B
Position of rod on roof is uncertain

BURLINGTON DYNAMOMETER TEST CAR No. 204725

I started with a wood floor and metal steps. This could also be built from styrene and plastic steps. Two "I" beams are placed 6 1/2 scale feet apart in center of floor. I found some white metal trucks from unknown manufacturer, but Roundhouse has plastic trucks that will also work. I tested the height of the trucks with a Kadee® coupler guide before you attach the support. I added couplers later since they get in the way. The sides are built from styrene. I used Grant Line windows (#5059) and caboose doors (#5070). I didn't use the 4-pane part of the window. I also didn't change the windows in the doors since there were no photos to indicate the style. The drawing shows the typical waycar door design, which is probably correct. I was going to modify it but chose to leave it alone because sometimes I



On each corner I attached a flat strip .015 x .060 styrene and then add quarter round as shown above.



I added a .015 x .060 styrene strip to each side of the ends before assembling to the sides. Note the different height to allow floor to extend out.



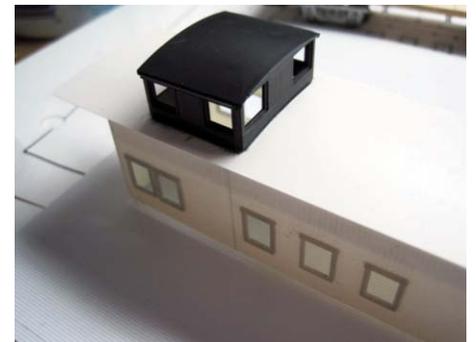
I cut and pre-formed the roof in a curve. I used scribed styrene to aid bending. I placed a Roundhouse cupola on the roof. You may decide to reduce the size of the front and rear windows to match the prototype. I took the easy way out and left it as is. I then added the shelf to each side of the cupola. (See photo bottom left).



To make the strip above the letter-board, I again used scribed styrene (as shown above) so it would be easy to cut straight lines. Then, I turned it over to have the smooth side out. I always make parts long and then trim after they are assembled on body.



(See photo below after installation.) After installing the cupola, I then built the box with 4 hatches that is on top of roof. Of course, we are not sure what this was used for, but it definitely adds interest to this model. I added 3 strips on each end for roof walks.

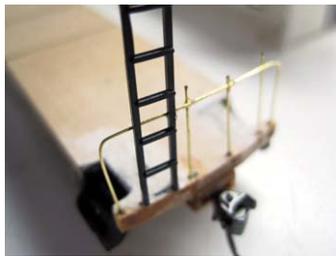


Then I glued a .015 x .030 strip to each end to represent the curved ceiling end. This is repeated two times to get the correct height. (See photo to the right.)

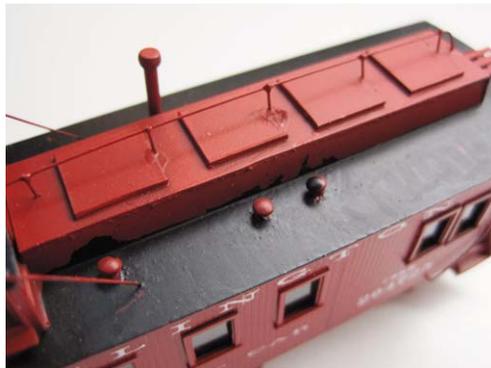
Then I built the tool box for the underside. With the lack of prototype photos, it takes careful study to determine exactly what "extras" an unusual piece of equipment like this has.



End railings were fabricated from brass wire. I used ACC glue as it is easier and quicker for me. The wire is cut long and trimmed after it's glued together. The ladder is slightly sloped inward as seen in the prototype photos.



I added interiors and walls, which, of course, are optional. Walls are installed in body in my case, but could be a part of the floor assembly. Either way you must make sure you have clearance so both pieces fit together.



After all assembly was done, I primed the car. After drying, I spray painted the entire car Caboose Red and hand painted the roof black. Some use dark gray.

Roof details were added using brass brads and wire. The railing on top of the box may be in center (as I have it) or it may be off to one side of hatches. It is difficult to see in photos exactly where it is.



The photo above show location of the brake valves and cylinders. To finish car I used the Microscale decal set of white Extended Alphabet & Numbers. I did this to save the BURLINGTON letters from the waycar decal set. All letters and numbers were individually cut and placed. The CB&Q was cut from Microscale's Waycar set 87-1217. The CB&Q may also be found in the Champ Decal set HN-26. You will need an Alphabet set anyway because the words TEST CAR are not anywhere else.



RAILRODIANA & COLLECTIBLES

Burlington Pocket Calendars

B RHS members have expressed an interest in an article on wall calendars. However, to get a complete article ready for publishing AND one that will take a lot less space, here's information on so-called 'pocket' calendars from 1938 thru 1966 (last year issued). Most major railroads issued such 'calendars' and the Burlington's ranged from artistic 'paintings' to color photo's that were also shared with Annual Report covers and some wall calendars. You will note too some of the earlier issues were also

used as CB&Q playing card back designs and the 1940's were sometimes used as menu cover illustrations. If any readers have examples of pre-1938 versions, please contact me. I do know if there are earlier issues.

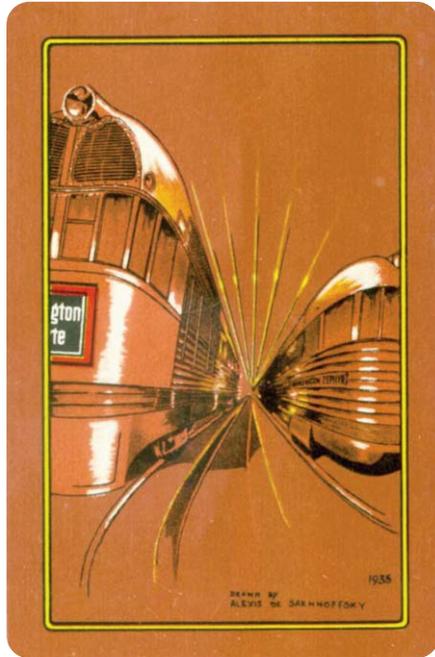
The Burlington also issued pocket calendars for the *Twin City Zephyrs* with the year's calendar on one side and Twin schedules on the other. I am unaware of other Q name trains getting the same treatment.

Also included in this installment are

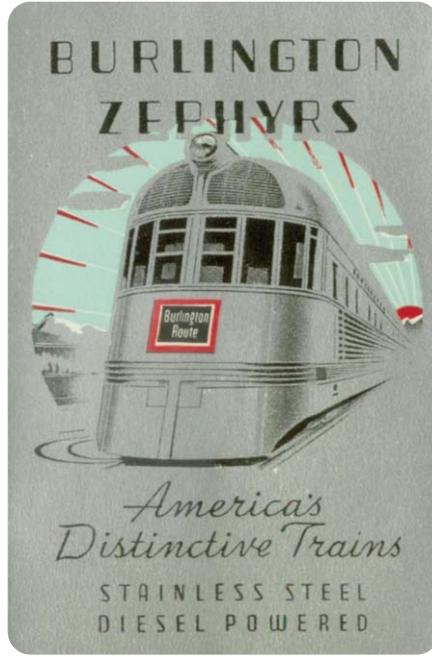
by Gerald Edgar

EMD pocket calendars featuring the Burlington's F units. EMD issued these honoring several major rail customers. The design, front and back, for each railroad was identical for all years. The Burlington range that I am familiar with is approximately 1947 to 1952. Again, if you are aware of earlier or later issues, please share.

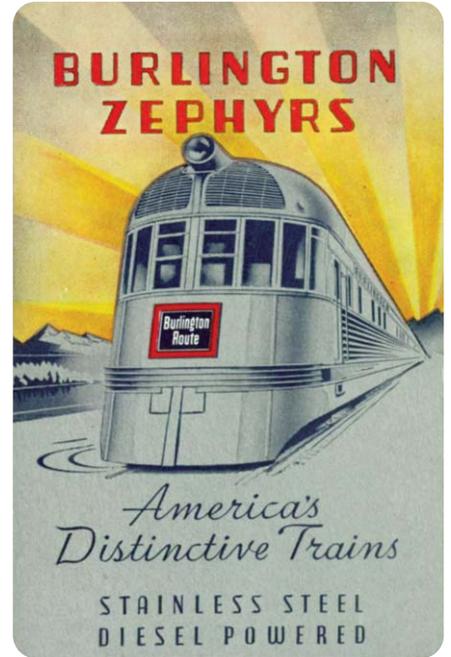
The nice thing about pocket calendars is they obviously are easy to display AND far less expensive than their wall calendar 'big brothers.'



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The earliest pocket calendars in Gerald's collection; (from left to right) the July 1936 - June 1937 pocket calendar featuring an image of the early shovelnose Zephyrs and full-year 1938 and 1940 pocket calendars featuring the later shovelnose units in silver. For 1939, the Q repeated the '36-37 image and the 1938 calendar graphics, but omitted the Mark Twain Zephyr from the list of trains on the bottom.

Burlington Route Route of the Streamline *Zephyrs*

DIESEL-POWERED WONDER TRAINS
BUILT OF STAINLESS STEEL

1936	S	M	T	W	T	F	S	1937	S	M	T	W	T	F	S
JAN	1	2	3	4	5	6	7	JAN	1	2	3	4	5	6	7
FEB	8	9	10	11	12	13	14	FEB	8	9	10	11	12	13	14
MAR	15	16	17	18	19	20	21	MAR	15	16	17	18	19	20	21
APR	22	23	24	25	26	27	28	APR	22	23	24	25	26	27	28
MAY	29	30	31					MAY	29	30	31				
JUN								JUN							
JUL								JUL							
AUG								AUG							
SEP								SEP							
OCT								OCT							
NOV								NOV							
DEC								DEC							

Chicago — St. Paul — Minneapolis
Lincoln — Omaha — Kansas City
Chicago — Omaha — Lincoln — Denver

Burlington Route Way of the *Zephyrs*

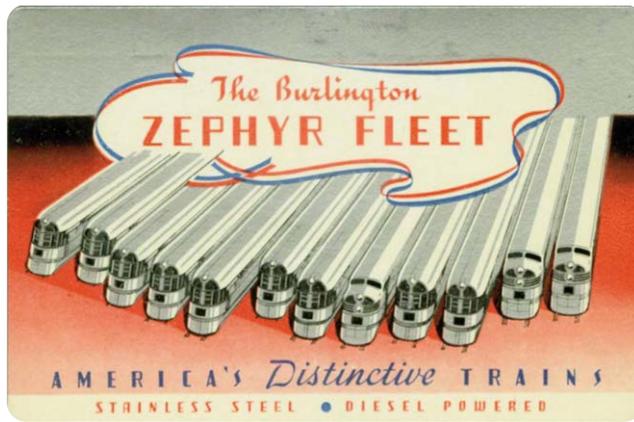
1938	S	M	T	W	T	F	S	1938	S	M	T	W	T	F	S
JAN	1	2	3	4	5	6	7	JAN	1	2	3	4	5	6	7
FEB	8	9	10	11	12	13	14	FEB	8	9	10	11	12	13	14
MAR	15	16	17	18	19	20	21	MAR	15	16	17	18	19	20	21
APR	22	23	24	25	26	27	28	APR	22	23	24	25	26	27	28
MAY	29	30	31					MAY	29	30	31				
JUN								JUN							
JUL								JUL							
AUG								AUG							
SEP								SEP							
OCT								OCT							
NOV								NOV							
DEC								DEC							

Denver Zephyr—Chicago—Omaha—Lincoln—Denver
Twin Zephyr—Chicago—St. Paul—Minneapolis
Pioneer Zephyr—Lincoln—Omaha—St. Joseph—Kansas City
Mark Twain Zephyr—St. Louis—Hannibal—Quincy—Burlington
Osark State Zephyr—St. Louis—Kansas City
Sam Houston Zephyr—Houston—Dallas—Fort Worth

Burlington Route Way of the *Zephyrs*

1940	S	M	T	W	T	F	S	1940	S	M	T	W	T	F	S
JAN	1	2	3	4	5	6	7	JAN	1	2	3	4	5	6	7
FEB	8	9	10	11	12	13	14	FEB	8	9	10	11	12	13	14
MAR	15	16	17	18	19	20	21	MAR	15	16	17	18	19	20	21
APR	22	23	24	25	26	27	28	APR	22	23	24	25	26	27	28
MAY	29	30	31					MAY	29	30	31				
JUN								JUN							
JUL								JUL							
AUG								AUG							
SEP								SEP							
OCT								OCT							
NOV								NOV							
DEC								DEC							

Denver Zephyr—Chicago—Omaha—Lincoln—Denver
Twin Zephyr—Chicago—St. Paul—Minneapolis
Pioneer Zephyr—Lincoln—Omaha—St. Joseph—Kansas City
General Pushing Zephyr—St. Louis—Kansas City
Mark Twain Zephyr
Sam Houston Zephyr—Houston—Dallas—Fort Worth
Texas Rocket



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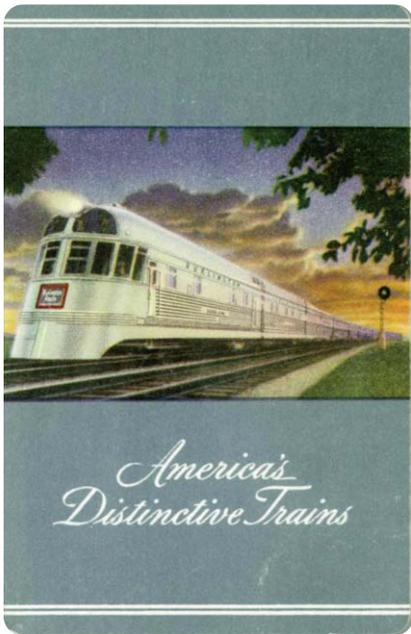
For 1941, the Burlington advertising department opted for a horizontal format in order to show the entire fleet of Zephyrs. Listed on the bottom of the calendar side is a complete list of the Zephyrs and their terminals. For the years 1942 through 1948, the same artwork was used for the calendar side, but the opposite side images varied, except for the repeat of 1942's image on the 1944 calendar, but with a different colored masking.

Way of the **Zephyrs**

Burlington Route

1941	S	M	T	W	T	F	S	1941	S	M	T	W	T	F	S
JAN	1	2	3	4	5	6	7	JUL	1	2	3	4	5	6	7
FEB	8	9	10	11	12	13	14	AUG	8	9	10	11	12	13	14
MAR	15	16	17	18	19	20	21	SEP	15	16	17	18	19	20	21
APR	22	23	24	25	26	27	28	OCT	22	23	24	25	26	27	28
MAY	29	30	31					NOV	29	30	31				
JUN								DEC							

Denver Zephyr—Chicago-Omaha-Lincoln-Denver.
 Twin Zephyr—Chicago-St. Paul-Minneapolis.
 Silver Streak Zephyr—Lincoln-Omaha-St. Joseph-Kansas City.
 General Pershing Zephyr—St. Louis-Kansas City.
 Mark Twain Zephyr—St. Louis-Kansas City.
 Pioneer Zephyr—St. Louis-Burlington.
 Texas Zephyr—Denver-Fort Worth-Dallas.
 Sam Houston Zephyr—Houston-Dallas-Fort Worth.
 Texas Rocket—St. Louis-Burlington-St. Paul-Minneapolis.



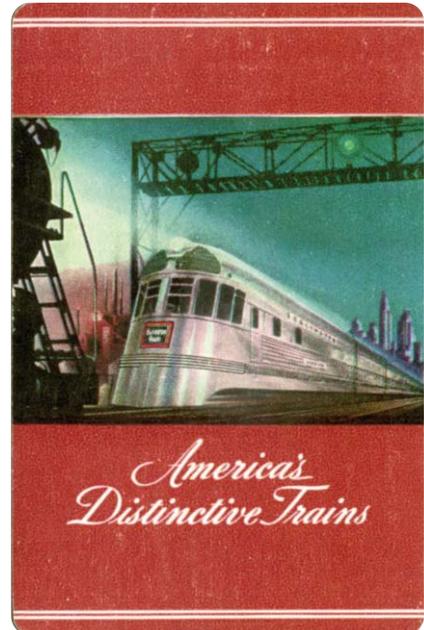
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Way of the **Zephyrs**

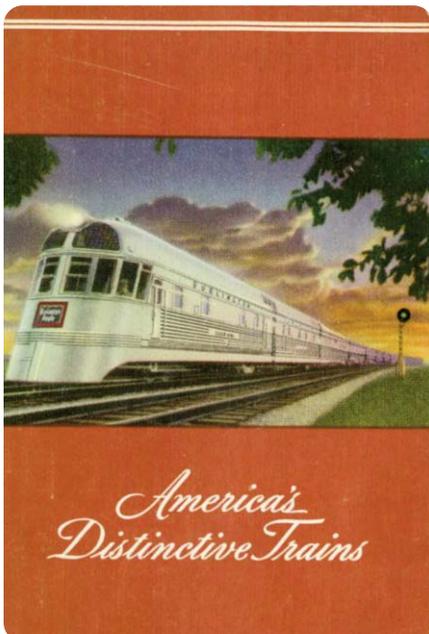
Burlington Route

Stainless Steel—Diesel Powered

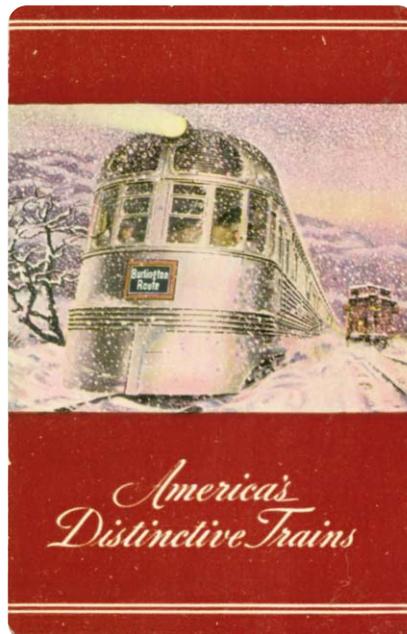
1942	S	M	T	W	T	F	S	1942	S	M	T	W	T	F	S
JAN	1	2	3	4	5	6	7	JUL	1	2	3	4	5	6	7
FEB	8	9	10	11	12	13	14	AUG	8	9	10	11	12	13	14
MAR	15	16	17	18	19	20	21	SEP	15	16	17	18	19	20	21
APR	22	23	24	25	26	27	28	OCT	22	23	24	25	26	27	28
MAY	29	30	31					NOV	29	30	31				
JUN								DEC							



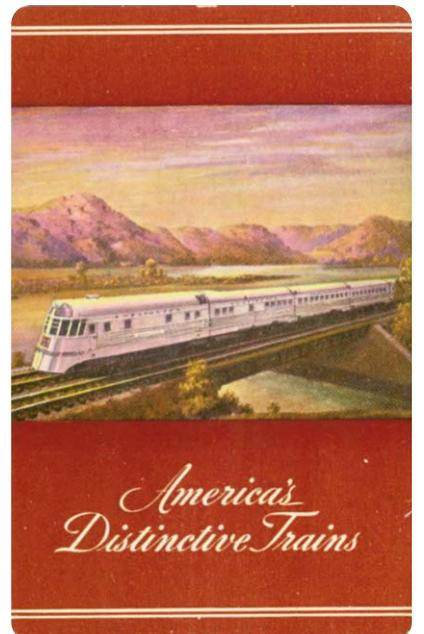
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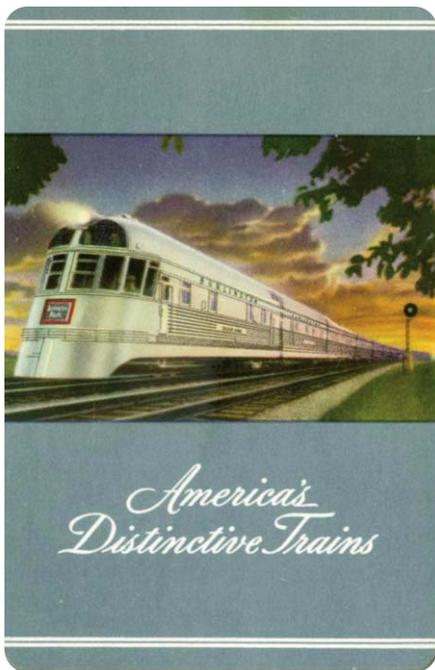
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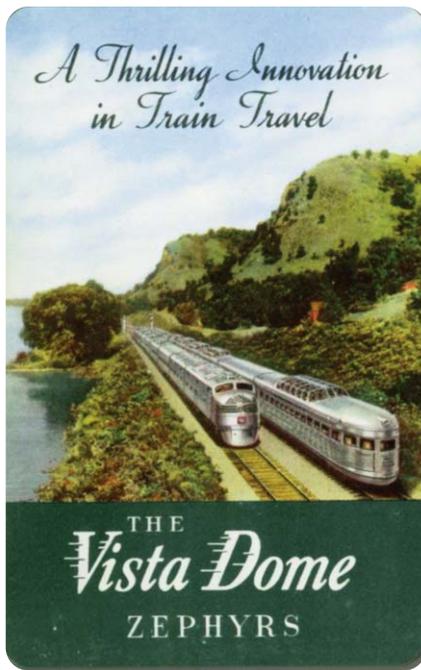
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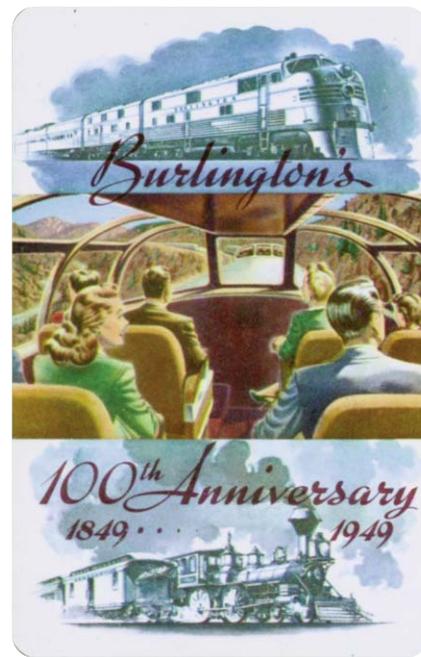
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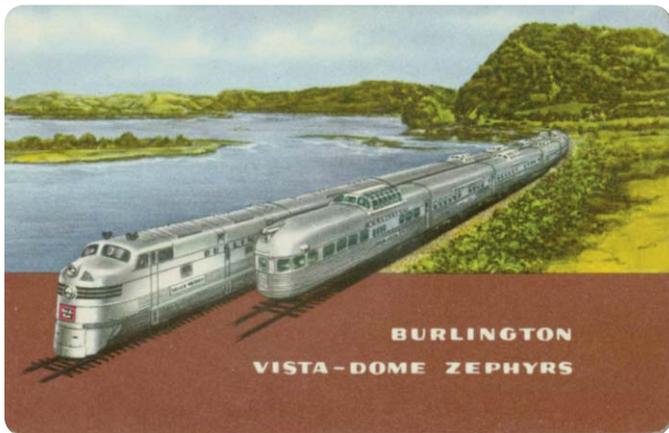
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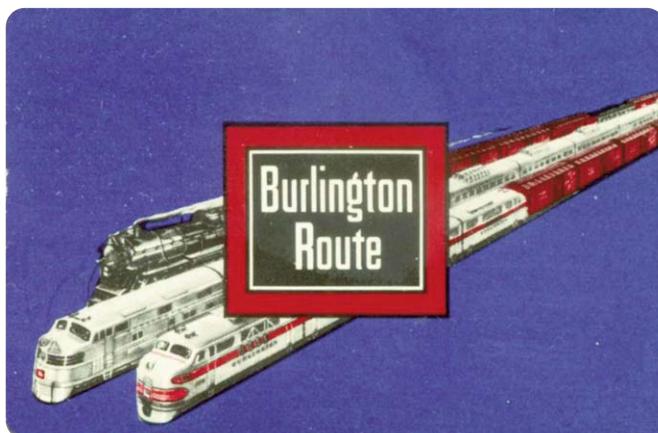
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The 1947 image was another repeat of the DZ used in '42 and '44, with the '42 masking color. 1948 started promoting the new Vista Dome Twins and in the Centennial Year of 1949, special anniversary calendar artwork was used. The calendar artwork for '50 and '51 incorporated the "Everywhere West" script and a handy 3-inch ruler. The 1951 image combines steam- and diesel-powered freights flanking a Vista Dome Zephyr.



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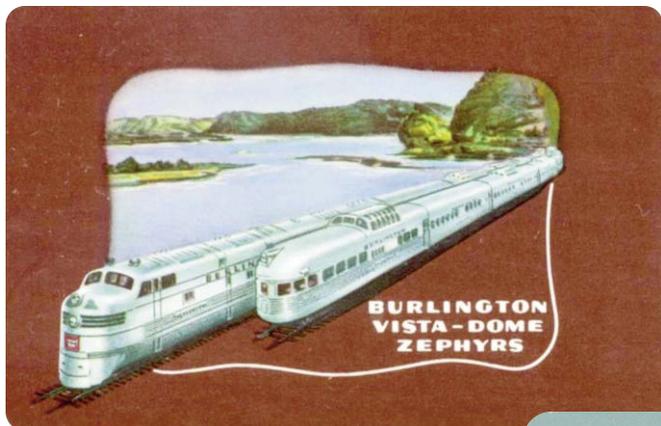
"Vista Dome" TWIN Zephyrs
Twice daily BETWEEN MINNEAPOLIS - ST. PAUL - CHICAGO

SOUTHBOUND						NORTHBOUND					
Black Hawk	Western Star	North Coast Limited	Afternoon Zephyr	Morning Zephyr	Empire Builder	Morning Zephyr	Empire Builder	Afternoon Zephyr	North Coast Limited	Black Hawk	Western Star
48	54	50	24	24	44	21	49	23	51	47	53
10 15	9 30	9 35	3 30	8 00	6 35	3 00	8 40	10 45	9 25	8 50	9 35
11 00	11 00	10 45	4 00	8 25	7 15	2 30	7 45	10 15	8 00	8 15	8 15
1 39	1 39	1 21	5 08	9 38	8 17	12 35	5 38	8 20	5 55	5 55	5 55
2 33	2 33	2 15	5 53	10 20	9 17	12 22	5 21	8 07	4 51	4 21	4 21
3 30	3 30	3 12	7 05	11 15	10 35	11 38	6 34	7 23	5 20	5 20	5 20
4 35	4 35	4 23	8 02	12 28	11 30	10 35	3 40	6 30	4 21	4 21	4 21
5 28	5 28	5 10	8 44	1 09	1 09	10 22	3 17	6 07	5 04	5 04	5 04
7 10	7 10	6 50	9 37	2 02	2 02	9 39	5 24	5 24	4 21	4 21	4 21
8 00	8 00	7 45	10 15	2 40	2 40	8 49	1 36	4 34	11 48	12 03	12 03
						8 15	1 00	4 00	11 00	11 15	11 15

Prior to April 27 and after Sept. 27, schedule will be 30 minutes later.
Light figures show time from midnight to noon; dark figures from noon to midnight.

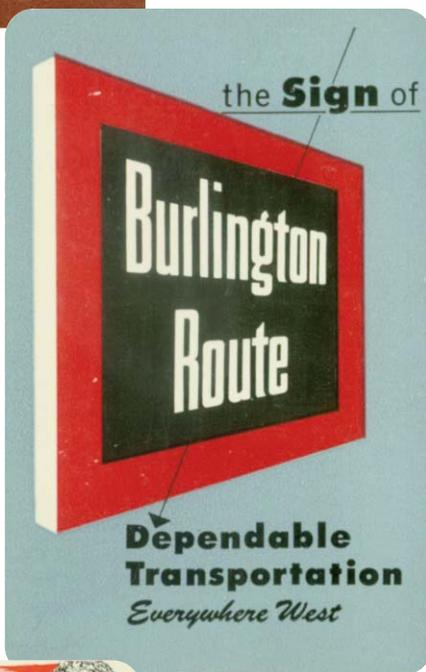
SHIP AND TRAVEL BURLINGTON ROUTE 1952

S M T W T F S			S M T W T F S			S M T W T F S																	
JAN	6	7	8	9	10	11	12	MAY	4	5	6	7	8	9	10	SEP	7	1	2	3	4	5	6
FEB	10	11	12	13	14	15	16	JUN	1	2	3	4	5	6	7	OCT	12	13	14	15	16	17	18
MAR	2	3	4	5	6	7	8	JUL	6	7	8	9	10	11	12	NOV	9	10	11	12	13	14	15
APR	6	7	8	9	10	11	12	AUG	10	11	12	13	14	15	16	DEC	7	8	9	10	11	12	13



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For 1952, the Burlington produced at least three different pocket calendars. The calendar artwork, with a new slogan "Ship and Travel Burlington Route," was the same for all three, but not the opposite side. This year, attention was given to the Chicago to Twin Cities patrons by providing a convenient schedule of both northbound and southbound trains between the two metropolitan areas. The other versions borrowed the image of the Vista Dome Twins from the 1950 calendar and added a framework in brown and blue.



SHIP • TRAVEL BURLINGTON

1953		S M T W T F S							1953		S M T W T F S						
JAN	4	5	6	7	8	9	10	JUL	6	7	8	9	10	11	12	13	
FEB	1	2	3	4	5	6	7	AUG	2	3	4	5	6	7	8	9	
MAR	8	9	10	11	12	13	14	SEP	6	7	8	9	10	11	12	13	
APR	5	6	7	8	9	10	11	OCT	4	5	6	7	8	9	10	11	
MAY	10	11	12	13	14	15	16	NOV	15	16	17	18	19	20	21	22	
JUN	14	15	16	17	18	19	20	DEC	6	7	8	9	10	11	12	13	

"Vista Dome" TWIN Zephyrs
Twice daily BETWEEN MINNEAPOLIS - ST. PAUL - CHICAGO

SOUTHBOUND						NORTHBOUND							
Black Hawk	Main-streeter	Western Star	Afternoon Zephyr	Morning Zephyr	Empire Builder	Morning Zephyr	North Coast Limited	Empire Builder	Afternoon Zephyr	Main-streeter	Black Hawk	Western Star	
48	2-48	54	24	22	44	26	21	25	49	23	47-1	47	53
10 50	10 35	10 05	3 30	8 00	6 35	6 15	3 00	6 55	8 40	10 45	9 10	8 25	8 25
11 45	11 45	11 15	4 00	8 25	7 15	7 00	2 30	6 15	7 45	10 15	7 45	7 45	7 15
1 10	1 10	1 05	5 08	9 38	8 17	8 00	12 35	4 10	5 38	8 20	5 10	5 10	5 10
2 10	2 10	1 44	5 53	10 20	9 17	9 02	12 22	3 51	5 21	8 07	4 41	4 41	4 15
3 02	3 02	2 50	6 35	11 02	10 35	10 35	11 38	5 38	6 34	7 23	5 20	5 20	5 20
3 45	3 45	3 30	7 05	11 15	10 20	10 20	10 35	2 10	3 40	6 30	2 25	2 25	2 25
4 50	4 50	4 30	8 02	12 24	11 30	11 11	10 22	1 47	3 17	6 07	1 54	1 54	1 30
5 28	5 28	5 10	8 44	1 05	1 05	1 05	9 39	5 24	5 24	4 21	4 21	4 21	4 21
7 07	7 07	6 38	9 37	2 02	2 02	2 02	8 49	1 36	4 34	11 45	11 45	11 35	11 35
8 00	8 00	7 30	10 15	2 40	2 40	2 40	8 15	1 00	4 00	11 00	11 00	10 50	10 50

Prior to April 26 and after Sept. 26, schedule will be 30 minutes later.
Light figures show time from midnight to noon; dark figures from noon to midnight.

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Evidently, the combination calendar/schedule was popular as it would be repeated the next four years. An abbreviated Ship and Travel slogan was repeated on the calendar side, but for the first time, there were no trains pictured, just the Burlington Route herald with a new slogan incorporating the Everywhere West in its now-familiar script.



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"Vista Dome" Twin Zephyrs
Twice daily
BETWEEN MINNEAPOLIS - ST. PAUL - CHICAGO

SOUTHBOUND										NORTHBOUND									
Main-streeter	Black Hawk	Western Star	Afternoon Zephyr	Morning Zephyr	Empire Builder	NorthCoast Limited	Burlington Route			Morning Zephyr	NorthCoast Limited	Empire Builder	Afternoon Zephyr	Main-streeter	Black Hawk	Western Star			
48	48	54	24	22	44	26	Burlington Route			21	25	49	23	47	47	53			
10 35	10 50	10 05	3 30	8 00	6 35	6 15	Lv Minneapolis	Ar	3 00	6 55	8 40	10 45	9 05	8 20	8 25				
11 45	11 30	11 30	4 00	8 25	7 15	7 00	Lv St. Paul	Ar	2 30	6 15	7 45	10 15	7 35	7 35	7 15				
	12 55	12 55	5 10	9 38			Lv Winona	Lv	12 35	4 10	5 38	8 20	5 10	5 10					
2 10	1 49	1 49	5 53	10 20	9 17	9 02	Ar La Crosse	Lv	12 22	3 51	5 21	8 07	4 41	4 41	4 15				
3 02			6 35	11 02			Ar Pr. du Chien	Lv	11 38		7 23	3 40	3 40	3 40					
3 30			7 05	11 15	10 20	10 20	Lv Dubuque	Lv	10 45	2 10	3 40	6 30	2 25	2 25					
4 55	4 30	4 30	8 02	12 24	11 30	11 11	Ar Savannah	Lv	10 22	1 47	3 17	6 07	1 54	1 54	1 30				
	5 30	5 30	8 44	1 05			Ar Oregon	Lv	9 38		5 24	12 43	12 43	12 43					
	6 33	6 33	9 37	2 02			Ar Aurora	Lv	8 49	12 06	1 36	4 34	11 45	11 45	11 35				
8 00	7 20	7 20	10 15	2 40	2 00	1 45	Ar Chicago	Lv	8 15	11 30	1 00	4 00	11 00	11 00	10 50				

Prior to April 25 and after Sept. 25, schedule will be 30 minutes later.
Light figures show time from midnight to noon; dark figures from noon to midnight.

Burlington Route SHIP... TRAVEL

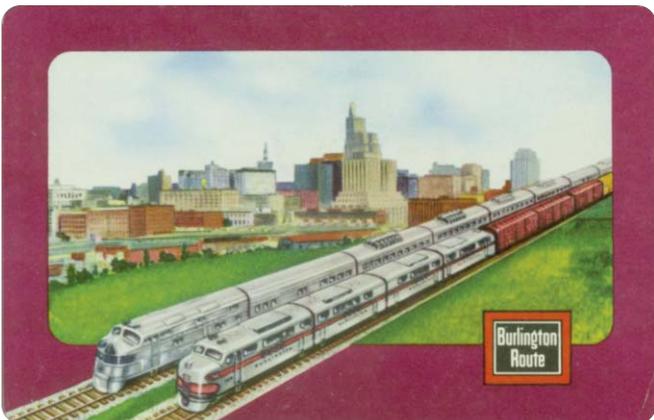
INCHES

1954	S	M	T	W	T	F	S	1954	S	M	T	W	T	F	S
JAN	3	4	5	6	7	8	9	JUL	4	5	6	7	8	9	10
FEB	7	8	9	10	11	12	13	AUG	7	8	9	10	11	12	13
MAR	14	15	16	17	18	19	20	SEP	14	15	16	17	18	19	20
APR	21	22	23	24	25	26	27	OCT	21	22	23	24	25	26	27
MAY	28	29	30	31				NOV	28	29	30				
JUN								DEC							

Again, in 1954 and 1955, the Advertising Department leveraged the use of prior images with modification. The 1954 foreground trains are from the 1951 calendar, only this time they are reversed with the steam freight removed. The background image you'll recognize as being very similar to the 1950 calendar's background image. Then, on the 1955 calendar, they took the same trains, reversed them once again and added a metropolitan background. Both years, the handy ruler was only on the pictured version of the calendars, not on the Twin Cities to Chicago schedule version.

Burlington Route SHIP... TRAVEL

1954	S	M	T	W	T	F	S	1954	S	M	T	W	T	F	S
JAN	3	4	5	6	7	8	9	JUL	4	5	6	7	8	9	10
FEB	7	8	9	10	11	12	13	AUG	7	8	9	10	11	12	13
MAR	14	15	16	17	18	19	20	SEP	14	15	16	17	18	19	20
APR	21	22	23	24	25	26	27	OCT	21	22	23	24	25	26	27
MAY	28	29	30	31				NOV	28	29	30				
JUN								DEC							

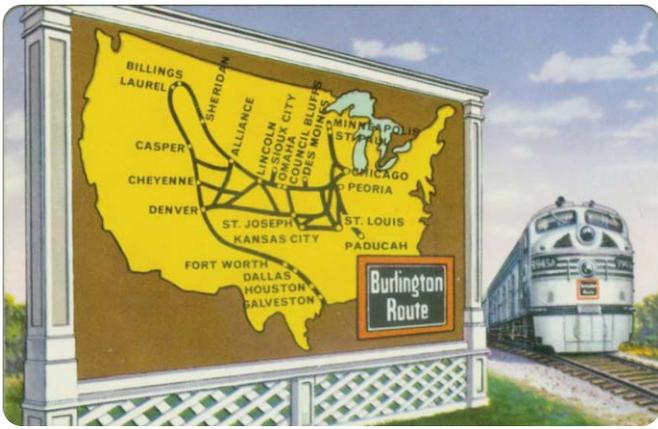


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"Vista Dome" Twin Zephyrs
Twice daily
BETWEEN MINNEAPOLIS - ST. PAUL - CHICAGO

SOUTHBOUND										NORTHBOUND									
Main-streeter	Black Hawk	Western Star	Afternoon Zephyr	Morning Zephyr	Empire Builder	NorthCoast Limited	Burlington Route			Morning Zephyr	NorthCoast Limited	Empire Builder	Afternoon Zephyr	Main-streeter	Black Hawk	Western Star			
48	48	48	24	22	44	26	Burlington Route			21	25	49	23	47	47	47			
10 35	10 50	10 00	3 30	8 00	6 30	6 15	Lv Minneapolis	Ar	3 00	6 55	8 40	10 45	9 05	8 20	8 52				
11 45	11 45	11 45	4 00	8 25	7 15	7 00	Lv St. Paul	Ar	2 30	6 15	7 45	10 15	7 35	7 35	7 35				
1 15	1 15	1 15	5 10	9 38			Lv Winona	Lv	12 35	4 15	5 38	8 20	5 10	5 10	5 10				
2 14	2 14	2 14	5 53	10 24	9 19	9 04	Ar La Crosse	Lv	12 22	3 56	5 26	8 06	4 41	4 41	4 41				
3 06	3 06	3 06	6 35	11 07			Ar Pr. du Chien	Lv	11 38		7 23	3 45	3 45	3 45	3 45				
3 30	3 30	3 30	7 05	11 15	10 20	10 20	Lv Dubuque	Lv	10 45	2 15	3 45	6 30	2 30	2 30	2 30				
4 55	4 55	4 55	8 02	12 24	11 30	11 11	Ar Savannah	Lv	10 22	1 47	3 17	6 07	1 59	1 59	1 59				
6 02	6 02	6 02	8 44	1 05			Ar Oregon	Lv	9 38		5 24	12 43	12 43	12 43					
7 09	7 09	7 09	9 37	2 02			Ar Aurora	Lv	8 49	12 06	1 36	4 34	11 41	11 41	11 41				
8 00	8 00	8 00	10 15	2 40	2 00	1 45	Ar Chicago	Lv	8 15	11 30	1 00	4 00	11 00	11 00	11 00				

Prior to April 24 and after Sept. 24, schedule will be 30 minutes later.
Light figures show time from midnight to noon; dark figures from noon to midnight.



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"Vista Dome" Twin Zephyrs
Twice daily
BETWEEN MINNEAPOLIS - ST. PAUL - CHICAGO

SOUTHBOUND								NORTHBOUND							
Main-streeter	Black Hawk	Western Star	Afternoon Zephyr	Morning Zephyr	Empire Builder	NorthCoast Limited	Burlington Route	Morning Zephyr	NorthCoast Limited	Empire Builder	Afternoon Zephyr	Main-streeter	Black Hawk	Western Star	
48	48	48	24	22	44	26		21	25	49	23	47	47	47	
10 35	10 50	10 30	3 30	8 00	6 30	6 15	Lv Minneapolis, Ar	3 00	7 05	9 35	10 55	9 05	8 20	8 37	
11 45	11 45	11 45	4 00	8 25	7 15	7 00	Lv St. Paul, Ar	2 30	6 15	8 40	10 30	7 30	7 30	7 30	
1 15	1 15	1 15	5 10	9 38			Lv Winona, Lv	12 35	4 15	6 30	8 35	5 15	5 15	5 15	
2 14	2 14	2 14	5 55	10 24	9 21	9 07	Ar La Crosse, Lv	12 20	3 55	6 07	8 22	4 51	4 51	4 51	
3 06	3 06	3 06	6 38	11 07			Ar Pr. du Chien, Lv	11 38			7 40	3 55	3 55	3 55	
3 45	3 45	3 45	7 05	11 15	10 20	10 20	Lv Dubuque, Lv	10 45	2 15	4 30	6 45	3 40	2 40	2 40	
4 53	4 53	4 53	8 02	12 27	11 36	11 17	Ar Savannah, Lv	10 30	1 47	4 05	6 22	3 09	2 09	2 09	
5 59	5 59	5 59	9 37	1 05			Ar Aurora, Lv	9 39			5 39	12 53	12 53	12 53	
7 06	7 06	7 06	10 15	2 40	2 00	1 45	Ar Chicago, Lv	8 49	12 06	2 34	4 49	11 51	11 51	11 51	
7 55	7 55	7 55	10 15	2 40	2 00	1 45	Ar Chicago, Lv	8 15	11 30	2 00	4 15	11 11	11 11	11 11	

Prior to and after period Daylight Saving Time, schedule will be 30 minutes later. Light figures show time from midnight to noon; dark figures from noon to midnight.



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1956 was the last year for the Twin Cities to Chicago schedule calendars, and from 1957 through 1966, the pocket calendars all had full color images on one side and essentially the same "Ship...Travel" calendar artwork on the other. Starting in 1960, the forward thinking Q added a metric ruler to the left-hand edge, keeping the standard ruler on the right.



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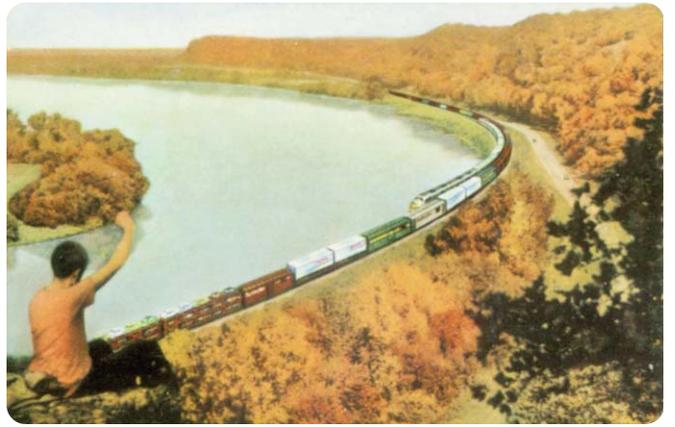
Burlington Route SHIP... TRAVEL

1960		S	M	T	W	T	F	S	1960		S	M	T	W	T	F	S
JAN	3	4	5	6	7	8	9	10	JUL	3	4	5	6	7	8	9	10
FEB	7	8	9	10	11	12	13	14	AUG	17	18	19	20	21	22	23	24
MAR	6	7	8	9	10	11	12	13	SEP	4	5	6	7	8	9	10	17
APR	10	11	12	13	14	15	16	17	OCT	2	3	4	5	6	7	8	15
MAY	1	2	3	4	5	6	7	8	NOV	6	7	8	9	10	11	12	19
JUN	5	6	7	8	9	10	11	12	DEC	4	5	6	7	8	9	10	17

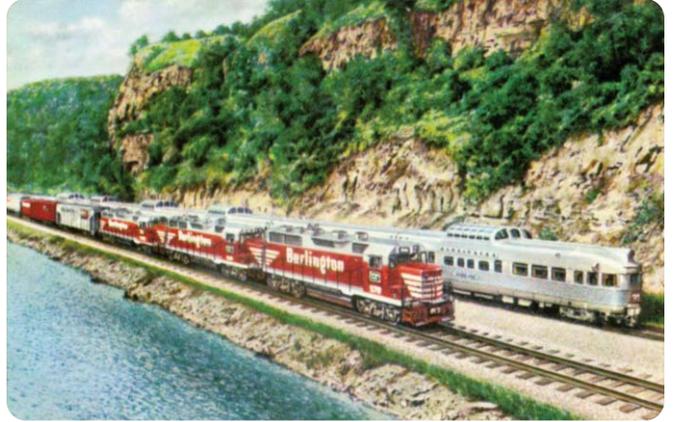
METRIC SYSTEM 1 INCHES



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PARADE OF PROGRESS • A 19th Century wood-burner... a mighty steam locomotive... one of the original Zephyrs, America's first diesel-powered streamlined trains... a modern Zephyr engine... and a new freight diesel locomotive

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Many of the images used on the pocket calendars are already familiar to us, as they were used in a variety of ways to promote the railroad and its services.

Below, is the CB&Q-related pocket calendar that was distributed by EMD in the late '40s and early '50s featuring the Q's FT motors.



BURLINGTON LINES, whose Pioneer Zephyr was America's first Diesel streamline train, now has a fleet of Diesel freight locomotives, built by Electro-Motive Division of General Motors, speeding the movement of freight traffic "Everywhere West."

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1948	JAN	FEB	MAR	APR	MAY	JUN
SMTWTFSS	UNNEDUIT	UNNEDUIT	UNNEDUIT	UNNEDUIT	UNNEDUIT	UNNEDUIT
1	4	1	1	1	1	1
2	5	2	2	2	2	2
3	6	3	3	3	3	3
4	7	4	4	4	4	4
5	8	5	5	5	5	5
6	9	6	6	6	6	6
7	10	7	7	7	7	7
8	11	8	8	8	8	8
9	12	9	9	9	9	9
10	13	10	10	10	10	10
11	14	11	11	11	11	11
12	15	12	12	12	12	12
13	16	13	13	13	13	13
14	17	14	14	14	14	14
15	18	15	15	15	15	15
16	19	16	16	16	16	16
17	20	17	17	17	17	17
18	21	18	18	18	18	18
19	22	19	19	19	19	19
20	23	20	20	20	20	20
21	24	21	21	21	21	21
22	25	22	22	22	22	22
23	26	23	23	23	23	23
24	27	24	24	24	24	24
25	28	25	25	25	25	25
26	29	26	26	26	26	26
27	30	27	27	27	27	27
28	31	28	28	28	28	28
29		29	29	29	29	29
30		30	30	30	30	30
31		31	31	31	31	31

NEWS AROUND THE SYSTEM

Ex-Q 4960 on Commemorative Run to Grand Canyon

On September 18, 2010, Grand Canyon Railway's ex-CB&Q locomotive No. #4960 is scheduled to pull the train to the Grand Canyon. The run is to commemorate the first train to the canyon, which happened in September of 1901.

Gordon Taylor, general manager of the Grand Canyon Railway reported "When we moved to an all-diesel fleet (in 2008) we decided to keep the steam locomotives maintained so that we could use them for special occasions like this."

What makes this trip interesting, however, is that the engine is now powered by waste vegetable oil instead of diesel fuel and heavy oils that it had burned in the past. The idea being to get the steam locomotive back in service with less of an environmental footprint as a part of qualifying for an ISO 14001 certification, given only to businesses who practice environmentally friendly practices. Grand Canyon Railway is currently the only shortline railroad with ISO 14001 certification.

The waste vegetable oil comes from a number of sources, including the Grand Depot Café located on the Railway compound. "We're getting it from a processing company called A Greener Day out of Phoenix, but it comes out of wherever, out of our cookers here at the restaurant, from the South Rim. It is waste vegetable oil. It's had French fries and egg rolls and whatever cooked in it. We're glad to get it and make this contribution to the environment." according to Sam Lanter, chief mechanical officer for the Railway.

The locomotive first operated with the vegetable oil last September and it is

reported that it ran well on the new fuel.

"BURLINGTON" Lettering now on Metra Suburban Cars

In December of 2009, BNSF Metra cars in the 700 series were spotted with their original "BURLINGTON" lettering restored to their letterboards. The IlliniRailList confirms that at least



BNSF/Metra 773 passes through Western Springs, IL on a snowy day in early December 2009. Ryan Gash

11 have been so lettered and 18 others are lettered "BNSF RAILWAY."

IRM Seeking Funds to Relocate Q Baggage Cars

The Illinois Railway Museum is seeking funds to relocate two CB&Q baggage cars to the museum. They have acquired Havelock-built baggage car No. 993 and they are attempting to transport it and heavyweight baggage car No. 1309 to IRM property.

CB&Q No. 1309 sat at the Robinson Dairy at 6th Avenue and the Platte River in Denver for years, along with two C&S steel boxcars. Hol Wagner arranged for Robinson to donate it to IRM. It was moved to Limon, CO, where it has been stored with other equipment. Plans are to move it to IRM on two flatcars, one for the car and one for the trucks.

Each car has its own fund, and any donations may be sent to IRM with the notation to place funds in the restricted

account for the unit of choice.

CB&Q Motor Car Relocated from FtMF&W to Virginia

The CB&Q Edwards motor car restored by the late Dave Miner was purchased by the Bay Coast Rail Road, formerly the Eastern Shore RR, at the Minerville auction June 17, 2008. Plans are to use the car along with their freshly rebuilt Edwards Motor car (diner) in tourist service. "I spoke with one of the operation big wigs, and was told that the car does not run at this time, however efforts are being made to replace the motor, patch a few holes, and (gags) install AC units onto the top of the car. It will pretty much be butchered from what I understood, as well as relettered and painted for the BCRY scheme." reported Jason Underwood, who visited Cape



1926-built CB&Q Edwards Motor Car No. 507 relocated from the Ft. Madison, Farmington & Western. Shown at Cape Charles, Virginia on May 3, 2009.

Jason Underwood

Charles in May of 2009.

Cheyenne Car 57 Project

Mike Pannell, a self-described English bloke who moved to Cheyenne, WY and in 2008, saved the rarest railroad car in Wyoming. Pullman car 57, built in 1887 as Denver, Texas and Fort Worth car 45, a 1st class Pullman day car with 28 seats. In 1890 she became UPD&G No. 731 and in 1899 she became C&S car No. 57, then No. 513 in 1907 and finally retired to MOW service in 1927 as bunk car No. 99924. Removed from the rails in March 1947 she became a crew lay-over facility in Cheyenne until 1954 when she was purchased for \$50 by a C&S employee as a family home for the next 54 years. Much work has been accomplished and the car was relocated downtown on 15th street on Sunday July 18th. For a complete set of photos



On display in Cheyenne. Mike Pannell



Ex-Q No. 4960 on the Grand Canyon Railway. Courtesy Grand Canyon Railway's website: www.thetrain.com

NEW PRODUCTS

“A History of the CB&Q Illinois Pea Vine” - 2nd Edition by R.W. "Bud" Linroth

As reported in the last Zephyr, a 2nd Edition of this book is now available. It contains 55 new pictures including 33 in color and three on a double page layout. There are 48 pictures from the 1st edition that were black & white that are now are in color. There are also some text additions including information about the "moonlight" jobs (#69 and 64), from Leo Phillipp, some recollections from the son of the Barstow Coal chute master, a timetable and map from the Clinton, Davenport, and Muscatine (a predecessor of the Dri-line), some

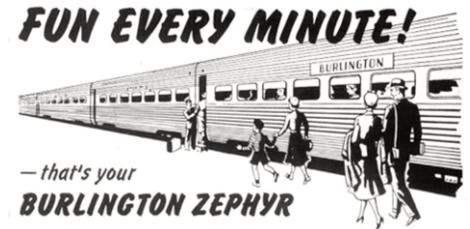
information from Ayers Junction and some abandonment dates that were not in the first edition.

Gerald Edgar's review of the 2nd Edition will appear in the next *Zephyr*.

Sticker price is \$39.95 minus a 10% BRHS member discount plus \$3.16 for media mail shipping. Bud will cover any sales tax, so your total cost is \$39.11. Bud accepts personal checks, money orders or Paypal.

To order contact:

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



N SCALE

MICRO-TRAIN LINES CO.

Burlington 60' RPO No. 2322

New Heavyweight Trucks with 36" Wheels and painted Pullman Green with gold lettering.

Stock #14000030 Road #2322
MSRP: \$20.90
Released November 2009



Pullman Heavyweight 12-1 Sleeper

New Heavyweight Trucks with 36" Wheels and painted Pullman Green with gold lettering.

Stock #14200010
MSRP: \$22.70
Scheduled to be released July 2010



HO SCALE

WALTHERS GOLD LINE™

CB&Q Mark IV Flexi-Van Flat Car w/Two Trailers

Ready to Run, Includes Two Trailers, Metal RP-25 Wheels, Proto MAX™ Metal Knuckle Couplers, Razor-Sharp Paint and Lettering, Modeler-Installed Grab Irons

Stock # 932-41057 Road #96005 MSRP: \$54.98
Stock # 932-41057 Road #96005 MSRP: \$54.98
Stock # 932-41057 Road #96005 MSRP: \$54.98



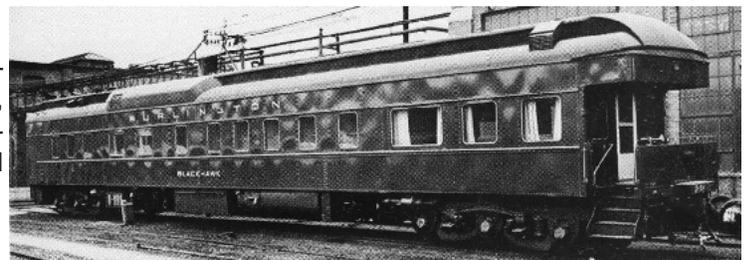
#932-41057 - Flexi-Van 96005 w/CBQU #202020 & 202043

THE COACH YARD

Business Car "BLACKHAWK" (2nd - Pullman)

Built in 1927 as a "private-party" car "Robert Peary," purchased by the Q in 1944 and made into a business car, this model will be a fully decorated brass import with interior. Model will portray car as equipped with mechanical A/ C and dual-pane windows

Stock #1414.6
MSRP TBD



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?



A09-1 (From Rodger Darling, from Fontana, WI - who wrote the *Zephyr* about being aboard this excursion train.) The photo was taken July 4, 1960 at Victory, WI (between LaCrosse & Prairie du Chien). The occasion was a movie run by on the southbound, return leg of an Illini Railroad Club trip over the holiday weekend to the Iron Range for a ride behind DM&IR 2-8-8-4 No. 222.

The excursion started on July 2nd as a steam excursion with No. 5632, which was to take the group over the Q rails from Chicago to St. Paul, then over the NP overnight to Duluth. Just west of Oregon, IL, the 5632 broke the left eccentric rod. Eventually, a pair of E8s were sent out from Aurora while the 5632 backed slowly to Cicero for repair.

On Monday, July 4th, the Burlington provided E8A No. 9972 and E7A No. 9919B pulling ten cars as follows: an ex-Pullman heavyweight sleeper in the 600 series used as a dormitory car; Havelock-built baggage car No. 1021; three heavyweight coaches from the 4500 and 6100 series; a lightweight diner; solarium lounge car "Omaha Club;" heavyweight coach No. 6156; CZ dome/obs/louinge/sleeper "Silver Horizon;" and the Illini club's heavyweight open end obs/ lounge/sleeper, "Chief Illini."

Even with the diesels, the club decided to go ahead with the scheduled run by. It only took from 1:00 pm to 1:15 pm, so if the photographer was one of the riders, they really had to hustle up and down that hill!

In a move that endeared the club even more to the Q, they replaced the diesels with the 4960 once the train arrived in Savanna, IL. After all, it was supposed to be a steam excursion!

What followed was one of the fastest rides that Rodger ever had behind 4960. "We left Savanna at 3:50 pm; had a movie run, two water stops, and took a siding for No. 23; which ate up 55 minutes. We arrived in Chicago Union Station at 7:57 pm; covering the 145 miles in 3 hours, 12 minutes

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

**Burlington
Route**

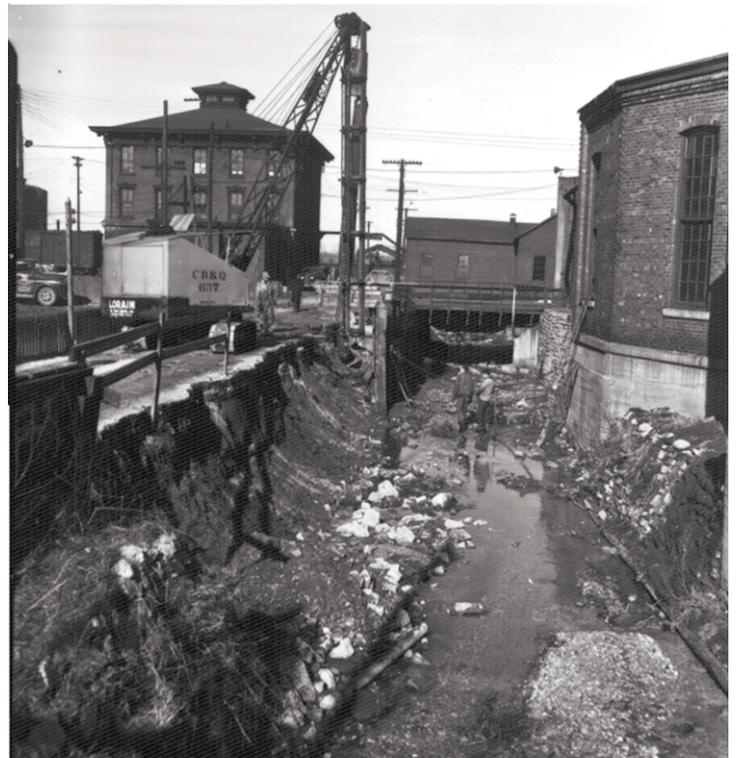
running time. We did the 40 miles from Aurora in 47 minutes! I clocked us at 65 MPH several times, and we might have been doing more once in a while. And nothing broke or fell off the locomotive."

Rodger hopes that there were others on this trip that recorded all the car numbers. All he recorded in his notes were the car types - the numbers he provided were off of his B&W photos.

Thanks for your answer, Rodger!! (Ed.)

Q09-3 A long while back, an image was posted to the CBQ Yahoo Group Photo Album of a CB&Q crane with a pile driver attachment. Where was this photo taken?

A09-3 This photo was taken behind the Hannibal, MO roundhouse in February of 1950, according to Archie Hayden, who posted the image. The truck to left of pile driver has a Burlington Route sign on it's door that can be read when the photo is enlarged. The three story building in the background is the original H&StJo general office built approximately 1859 or 1860. The big ditch is actually Spooner Creek and it is bridged and underground until it reaches the river bank with tracks and buildings built above it.



Photographer unknown, Archie Hayden Collection

EXCHANGE PLACE

Attention: Be on the look out for items stolen while on display at the Mark Twain Museum in Hannibal, MO. Missing is a personalized baggage tag for the Hannibal and St Joe RR issued to the company doctor. It is hallmarked "WW Wilcox, Chicago" and also says, "Wm O . Torrey/ Surgeon/ H.&St. Jo. R.R./ Hannibal, Mo." It is about 2 inches by 2 inches and appears to be nickel plated. Also missing is a conductor's hat badge for the CB&QRR. This came to our attention the second week of June, 2010. A picture of the items can be seen on Jan Kohl's web site, www.castlegraphics.com, under the K Line section, picture No. 29. Contact Archie Hayden; kliner@mywdo.com

Wanted: Information about "Burlington Route - Steam Locomotives & Trains 1941-1952" which was privately published in 1959 by Ken Durham as part of a series of soft-bound b/w photo books on various railroads. if you have a copy or are familiar with it, please contact Gerald Edgar; vje68@hotmail.com

Wanted: If you model the CB&Q, have an operating layout in any scale, and live in the southern half of California I'd like to talk with you about displaying your layout on a layout tour. The Model Railroads of Southern California group on Yahoo sponsors free layout tours. Upcoming tours this year include the official layout tour for the Central Coast Railroad Festival (October 7-11) and a tour of Upland-Inland Empire layouts on November 20. If you are interested in having your layout on a future tour, please contact Bob Chaparro; thecitrusbelt@yahoo.com

For Sale: CB&Q wycar No. 14570 has recently been posted on Ozark Mountain Railway's website - asking price \$8,000.00. If you are interested see the listing at: www.ozarkmountainrailcar.com/cbq_caboose_14570.htm

2010 ANNUAL MEET

September 9 - 12, 2010

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Rooms blocked for Meet at \$81.00 plus tax
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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!

VOLUNTEER POSITIONS AVAILABLE

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

VICE PRESIDENT - OPERATIONS

We are looking for an individual that would be responsible for coordinating the operations of the BRHS. This person works closely with the President and the BRHS Board of Directors to ensure that all of the activities of the BRHS are successful. The major function of this role is to coordinate the volunteers who plan the Spring and Annual Meets, and in the absence of volunteers, assumes the responsibility

VICE PRESIDENT - PUBLICATIONS

We are looking for an individual that would be responsible for coordinating the production of the publications of the BRHS, which include the Burlington Bulletin, Zephyr, Calendar and Annual Report. This person will work closely with the Editors, printer and VP of Operations.

VICE PRESIDENT - ARCHIVES

We are looking for an individual to continue the task of locating a suitable, permanent location for the BRHS Archives and to oversee the current collection of materials.



ZEPHYR #59 CONTRIBUTORS

Greg Baumgartner	Steve Holding
Jeremy Bubb	Bryan Howell
Rodger Darling	IlliniRail List
Sally DeFauw	Bill Jelinek
Gerald Edgar	Library of Congress
Lee Edgar	Mike Pannell
Rupert Gamlen	Leo Phillipp
Ryan Gash	Jim Singer
Bill Glick	Jason Underwood
Grand Canyon Rwy.	UTU local 171
Bob Grenier	Hol Wagner
Archie Hayden	Greg White

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 SAE 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

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

Material for publication in the ZEPHYR:

Send to **ZEPHYR** Editor:
David Lotz
113 Magnolia Drive
Pooler, GA 31322
Email: Dave_Lotz@bellsouth.net

Back Issue Sales:

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

Archives:

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

BULLETIN Commercial Sales Information:

Contact Gene Tacey:
P.O. Box 485
Sutherland, NE, 69165
Email: taceys@gpcom.net

BNSF Liason:

Mark McNaghten
22612 N Perry Road
Colbert, WA 99005
Email: mtmcnaghten@comcast.net



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.

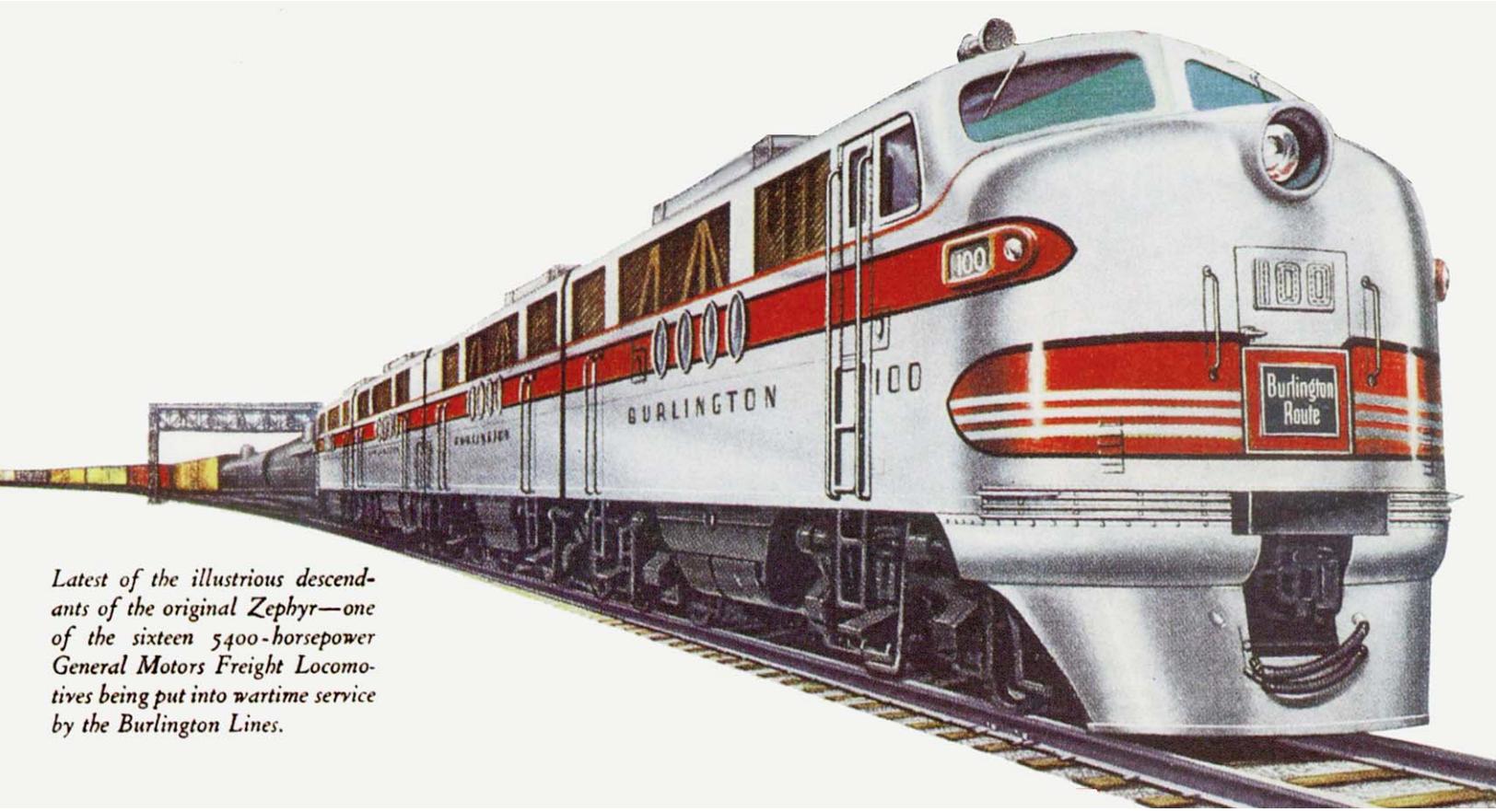
BRHS DIRECTORS

(effective October 2009)

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

OFFICERS

President Gene Tacey
Vice President, Operations Open
Vice President, Publications Open
Vice President, Archives Open
Vice President, Membership Allen Moore
Treasurer John Brennan
Secretary Bill Jelinek



Latest of the illustrious descendants of the original Zephyr—one of the sixteen 5400-horsepower General Motors Freight Locomotives being put into wartime service by the Burlington Lines.