

# THE Zephyr

Burlington  
Route

BRHS NEWSLETTER

ISSUE 2-10. NO. 61

## THE STREATOR CONNECTION 2010

as reported by Bob Koscic & David Lotz

The Streator Connection III, a joint conference of the BRHS and the "Friends of the Illinois Division" Santa Fe Railroad Historical & Modeling Society, along with folks from the New York Central, Chicago & North Western and Wabash Historical Societies, was held on Saturday, April 10th. The meet was a great success with 243 folks in attendance. The first Streator Connection was held in April of 2002. The concept provided for a joint one-day meeting between the BRHS and the SFRH&MS. Other historical/modeling groups representing the railroads that served Streator were invited guests. The second edition, held in April of 2006, increased the number of railroad historical/modeling groups to include all railroads that passed through the county.

For those that made it there on Friday evening, the Streator Tourism



*The Burlington's interlocking tower operators controlled the Q's "Connection" with the New York Central's Kankakee to Zearing line, which is to the right of the tower. In this photo, taken in October of 1968, the track immediately to the right of the tower is the Q's line to Ottawa and the crossover you can barely see connects to the NYC track at the far right. The GM&O's Chicago to Peoria line crossed and interchanged with the NYC just behind us. The left leg of the wye was originally the Illinois Valley & Northern line to LaSalle and Zearing, later acquired by the Burlington. The Q's depot and the connection with the Wabash's Pontiac to Streator line is further behind us, at Q milepost 97.7, one-half mile to the south. - Bob Bullermann*

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- Eola Recalvation Plant



*The Knights of Columbus Hall was the venue for the 2010 Spring Meet. It was a beautiful day for attending the meet and for exploring Streator. - David Lotz*

Council graciously hosted an evening of railroad videos and provided a well-stocked table filled with sandwiches, snacks and drinks.

The meet began at 9:30 AM, at the Knights of Columbus hall, with a fifty-table swap meet as well as model railroad displays.

Les Cisco brought his N-scale modules featuring the Streator depot, freight house and railroad yard. Midwest Mod-U-Trak displayed three of its new HO scale modules. Jim Brown displayed his beautiful rendition of the Streator depot in HO scale. Still a work in-progress, it is mostly

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*Two views of the swap room from the check-in desk. - David Lotz*

*Continued from page 1*

complete except for the roof. We also had two tables-worth of participants' CB&Q and Santa Fe rolling stock on display.

Eric Mumper kicked off the day's presentations with an in-depth look at the Industries of Streator. Eric used 1944 Sanborn maps and photographs to explain in detail the industries in Streator switched by rail. Eric models the Burlington's Ottawa Branch in HO scale.

After lunch, Matt Kosic presented slides of the ex-Q BN lines in Illinois with an emphasis on the operations in and around the Chicago area.

Jim Brown's keynote presentation, *The Streator Connection*, covered the interchange operations of the Santa Fe and the New York Central / Penn Central focusing on the period between 1965 and 1975. Jim explained in-depth, the start-up of the pool train service as well the track realignments made to enable the service. Jim also rounded out the presentation with a look at the Santa Fe's passenger and freight operations thru Streator.

Rob Manley's clinic was a "hands on" demonstration of the use of oil pastels to weather rolling stock. His favorite medium is Pan Pastels. Rob showed the various techniques and tips he has developed in the use of this medium.

We wrapped up the afternoon's presentations with a video look at the Santa Fe railroad's operations on the Illinois Division from 1938 to 1942. These were a series of movies shot by an unidentified Santa Fe trainman who lived in Chillicothe, IL, and included many views of 2-8-2s hauling freights, Santa Fe Chiefs behind E1s, FT demonstrators and steam powered



*Larry and Bob arranged for a great lineup of diverse clinics. Here, are the folks viewing Eric Mumper's presentation. - David Lotz*



*The clinicians for the day. From left to right, James Brown, Rob Manley, Matt Kosic and Eric Mumper. - David Lotz*

locals working the various towns along the mainline.

It was a beautiful afternoon and for the adventurous, two Streator depots beckoned. The AT&SF depot is located on the busy BNSF "Transcon" line and is still being used by the BNSF maintenance crews. The CB&Q depot is now the home of a recycling company with BNSF tracks no longer going to the station. Three brave souls approached the owners and obtained permission to enter the ex-CB&Q building to find it filled with junk, but with most of its original woodwork in place. The ticket office still being used as an office and an original coal stove has been saved. The tile roof is in relatively good shape, and we were surprised to find that the rain gutters were actually made out of oak!

After a fun-filled day, we all enjoyed the traditional buffet dinner, prepared, and served to us, by the Streator Knights of Columbus. While attendees dined, the raffle prizes were set out and many tickets were sold.

We closed out the evening with the drawing of the winning raffle numbers and thank yous were given to all who helped contribute to the success of the meet. The after dinner program began with a memorial tribute to Ed DeRouin given by Paul Nash and Art Anderson. Ed was a noted author and fellow Burlington fan, who recently passed away after a battle with cancer. The finale was Jim Miller's slide show. Jim shot these on his many railfanning adventures throughout the 1960's. A feature of the program was Jim's coverage of the Burlington's legendary steam excursions of the 1960's.



The Q's depot is one of the physical remnants of the CB&Q in Streator. - David Lotz

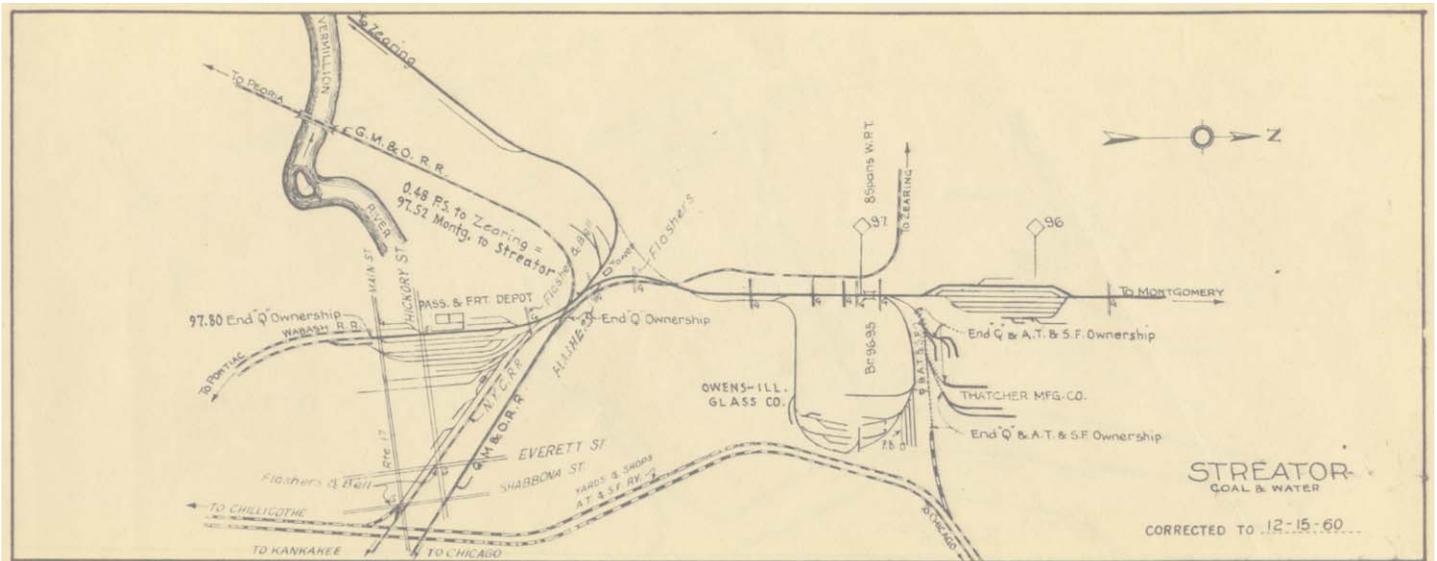


Left - the CB&Q depot's original oak rain gutters and metal downspouts are unfortunately in disrepair. Center - the ticket office and right - the Florence coal stove. - David Lotz



The ex-Santa Fe passenger depot in Streator. - David Lotz

Below - The Streator page from the Aurora Division Track Charts. - Steve Holding Collection





Russ Jandes leads the way through the awesome dinner buffet prepared and served by the Knights of Columbus. - David Lotz



All had a chance to inspect the raffle prizes that were generously donated by manufacturers, retailers and individuals. - David Lotz



Grant Law prepares the raffle tickets to be sold, while everyone waits patiently for their turn through the buffet line. - David Lotz



Paul Nash (left) of the SFRH&MS and Art Anderson of the BRHS gave a wonderful memorial tribute to Ed DeRouin. - David Lotz



Jim Miller unpacks and organizes his slide trays in preparation for the evening program. - David Lotz



A BNSF intermodal train blasts through the ex-AT&SF yards on pristine roadbed with concrete ties, led by two Dash 9-44CWs Nos. 4105 & 4142 and two ES44DCs Nos. 7697 and 7204. Trailers lettered for UPS and J.B. Hunt are in the majority on this train. - David Lotz



## MEET ATTENDEES' PERSONALIZED PLATES - ARE THESE YOURS?



These personalized license plates, or also known as "vanity" plates, were photographed at recent BRHS meets. Most of them have a CB&Q theme. Can you guess who owns them? If they are yours, send an email or drop a postcard to the Zephyr so we'll know for sure! - All Bill Jelinek

## SPRING MEET THANK-YOU'S

### Meet Co-Chairs

Larry Buell  
Bob Kosic

### Registration

Bob Kosic

### Clinics

James Brown, Matt Kosic,  
Rob Manley, Eric Mumper



### Midwest Mod-U-Trak

Bob Kosic, Matt Kosic, Paul Schulz,  
Jim Miller, Rob Manley, Larry Buell,  
Gary Olzewski, Andrew Cornillie and  
Tom Forst

### Program

Jim Miller

### Photographer

David Lotz

### Special Thanks to:

Knights of Columbus Council No. 790  
Streatorland Historical Museum  
Streator Tourism Council

### Hotel Accommodations

Budget Inn & Suites, Streator  
Holiday Inn Express, Ottawa

## DOOR PRIZE DONORS

5th Avenue Car Shops  
Accurail, Inc.  
Jerome Albin  
Al's Hobby Shop  
Rob Manley  
Pan-Tech  
Michael Prinzhorn  
Q-Connection  
Bob Walker

# WRECK OF TRAIN NO. 44 AT BORU, MT - AUGUST 11, 1916

Text and Diagrams by David Lotz, Photographs by A. E. Boorman, Courtesy Barbara Boorman



*The horrific results of an open switch. The lead locomotive, Great Northern No. 1081 lies on its side with its cab peeled away by the RPO that continued to lunge forward. The RPO followed a second locomotive and an express reefer, yet ended up on top of the lead locomotive.*

As Jim Christen will share later in this *Zephyr*, coverage of derailments and wrecks has been rather sparse in past BRHS publications. This issue should make up for that, with three articles about four different wrecks in 1916, 1946, 1953 and 1960.

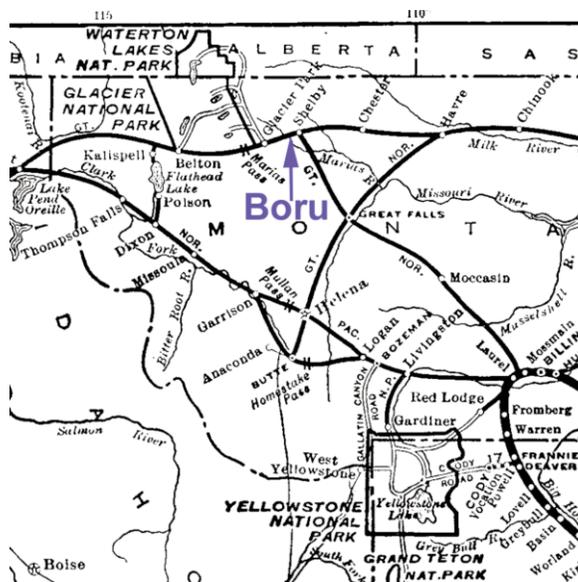
In July, the BRHS received an email from Barbara Boorman of Kalispell, Montana, saying that she had discovered photographs of an August 11, 1916, wreck of CB&Q Train No. 44 at Boru, Montana, among her grandfather's things and wanted to know if we had more information about the wreck. She agreed to scan the photos and send them, so while waiting for the images, I began research into this Burlington wreck on the Great Northern rails between Shelby and Cut Bank, MT. I could not find an ICC report on the wreck, so I started networking by contacting Gerald Edgar to check his Q timetables and since it was on the GN, posting to the GNGOAT Yahoo group to find out more.

The results of my research were very fruitful and interesting enough to share.

Barbara's grandfather was Albert (A.) E. Boorman, who could have qualified for frequent "flyer" miles on the Great Northern, if there had been such a thing in those days. The Boorman Lumber Company, incorporated in 1899, was located in Smith Valley, just west of Kalispell. B. J. and A. E. Boorman were both involved in the company. A. E. Boorman was also, at one time, the mayor of Kalispell, head of the Lumbermen's Association, vice-president of the Forestry Association, and was the Chief Fire Warden, among the first to organize and staff a local forest patrol for spotting and suppressing forest fires.

Most likely, Mr. Boorman boarded the train at Columbia Falls after taking a train up from Kalispell, and being an avid amateur photographer, he brought his camera. Burlington's Train No. 44, the "Southeast Express," was a daily eastbound train from Seattle to St.

Louis via Shelby, Great Falls, Billings, Alliance and Kansas City. The westbound counterpart was train No. 43, the "Great Northern Express." Due to heavy traffic, the GN had mandated that a second locomotive be added to the train at Whitefish. By the time the train had made its trek over Marias Pass on this fateful day, it was over an hour late at Cut Bank (Milepost 1090.1).





On the point was GN No. 1081, an E15 class 4-6-0, built by Baldwin in 1910. It had a 22" x 28" steam chest piston setup. The weight on the drivers was 134,000 pounds each, so it was a passenger service puller, even with its 73" drivers. The trailing locomotive remains unidentified, but was most likely another 4-6-0 or a 4-6-2 based upon the photos. Advertised through accommodations included coach, chair car, tourist sleeper, compartments, standard drawing rooms and an observation car

Boru is located at Milepost 1082.5 and the 1909 and 1917 alignment charts show the mainline to the north, the passing track to the south and a spur track.

Several newspaper accounts around that time, which are posted on Kevin McCready's Kalispell Division web site, [www.gnry.net](http://www.gnry.net), have differing accounts of the accident, but the following account provides the best and most comprehensive.

**Daily Inter Lake [Kalispell, MT]  
August 14, 1916**

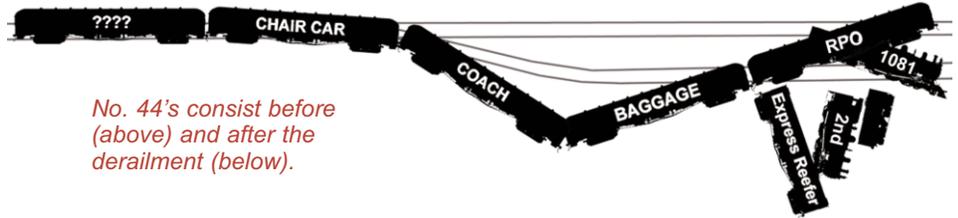
The following account of the wreck of train No. 44 at Cutbank was given in Saturday's Great Falls [MT] Tribune:

**Details of Wreck at Cutbank Friday**

"Engineer A. W. Baker, of the Great Northern Railway, died yesterday at his post of duty as the result of a wreck at Boru, a siding switch 10 miles east of Cutbank. [The accepted spelling today is "Cut Bank," as it was in the GN Timetables.] Reece Davis, another engineer, and Charles D. Walden, both were seriously injured. When the excitement attending the crash of the wreck had subsided and the railroad men investigated the wrecked engine on which Baker died, they found a remarkably fine tribute to his ability as an engineer and his high sense of duty in a crisis. The brakes were set to stop the train. Baker had retained a cool and collected mind as he rode to his death and his final act was one trying to save the lives of others.

"The wreck of the Burlington train No. 44, yesterday morning at Boru was due to a switch being left open by a section crew of which H. Kato, a Japanese, was the foreman. A coroner's jury at Cutbank last night found that Baker came to his death as the result of the act of Kato in leaving the switch open, but they held that Kato was not

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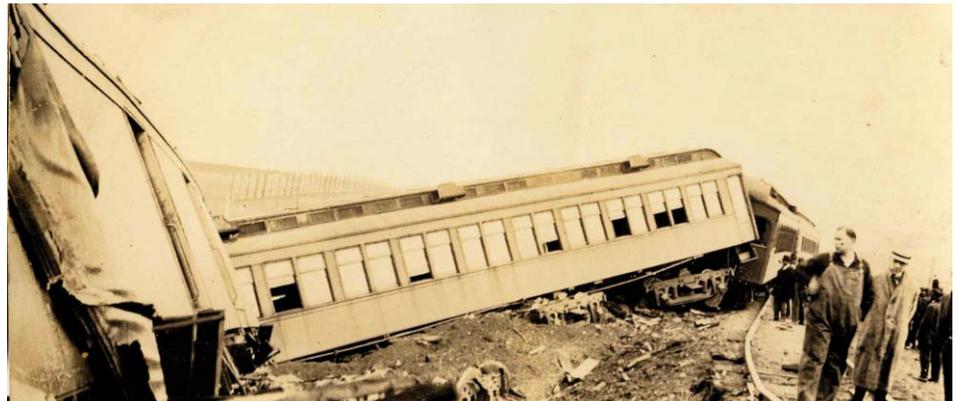
*No. 44's consist before (above) and after the derailment (below).*



*The first photo A. E. Boorman took after the crash was towards the front of the train as he walked by the chair car. The RPO that is sitting on the lead locomotive is totally obscured by all the steam still escaping from the locomotives.*



*After walking up the embankment, he shot the wooden baggage car from alongside the coach. The front 2-axle truck of the coach is in the foreground, resting among splintered ties and behind the trough dug by the rear truck of the baggage car.*



*As he got closer to the locomotive, he turned and took this photo towards the coach and remainder of the train. If you look closely above the coach you can see a snow fence that protects the cut mentioned in the newspaper article.*

Continued from page 7

criminally negligent. They found that the switch was too close to a heavy curve which is behind a cut so that an engineman cannot see the switch more than 150 feet away and that this distance is not sufficient to stop a fast moving train in an emergency to prevent going into the switch. The inquest was directed by County Attorney John J. Green, who had been to Choteau on business and was traveling on the ill fated train. He immediately took up the investigation of the cause of the accident and the coroner's jury verdict was rendered before last midnight. [In today's world, someone who was on the train would not be allowed to have anything to do with the coroner's inquiry, nor would the matter have been closed by midnight, but in 1916, it was common practice. The comment that Mr. Green had been to Choteau is probably in error because Choteau is east of Cut Bank.]

### Tries To Close Switch Too Late

"Burlington train No. 44 was running about one hour late yesterday morning and got to Boru at 7:30. The section crew had gone down the road on its daily work and it appears that Kato had gotten off the car and walked down to the switch to see if it needed repair work. The switch was not in proper working order and he motioned to the members of the crew, who were Russians, to bring up the car to work on the switch. At that instant he saw No. 44 come around the curve and the head engine was not 150 feet away. The crew of the handcar jumped and all grabbed the handcar to remove it from the track and had just gotten it clear



*Now, in front of the train, you can see the RPO enveloped in steam. The 1081's smoke box is just to the left of the two gentlemen, and her cab roof is to the right.*



*Mr. Boorman walked down the south embankment and took this shot back towards the front of the train. The coach, roofs of the baggage and RPO and the express reefer are shown.*



*Here we finally see the second locomotive, buried between the 1081's tender and the side of the express reefer that was immediately behind it prior to the derailment. The lead truck for this locomotive rests at the bottom of the embankment.*

when the engines whizzed past and went into the half open switch, Kato having grabbed the switch iron and attempted to close the switch when it was too late, and had left it about half closed. There is some probability that had he refrained from trying to close it, the engine might have made the turn into the switch without being wrecked, but that is doubtful. As it was, he could not close it, and acting much like a split switch, the engines were wrecked at the switch instead of further down, as might have happened had they gotten into it.

"As has been the custom on No. 43 and No. 44 for the past 30 days, the train was sent out of Whitefish with a double header, due to the heavy traffic. Conductor George Page, of Whitefish, was in charge of the train and the head engine was being driven by Reece Davis, of 417 Ninth Avenue South, with William Flavell as his fireman, while Engineer Baker was driving the second engine and Charles D. Walden was his fireman.

#### Davis Badly Cut

"When the crash came, Engineer Davis was caught in the wreckage and sustained a terrible cut over the right side of the head extending back from just above the right eye for more than six inches. The cut laid bare the cranium. He was also bruised severely about the back and chest and sustained some burns from the scalding steam. The attending physicians and those who gave him first aid, express the view that he has a good chance for recovery, though he will be confined to the hospital for some time. He was taken to the Deaconess hospital where at midnight it was stated he was resting as well as could be hoped for, considering his wounds. [Probably the Great Falls Deaconess Hospital. GN engine crews were Great Falls-based, meaning the engine crews had just taken charge in Cut Bank!]

"Fireman Walden was badly scalded from his waist down and was also burned about the face and head and he also sustained a bad gash over his right eye.

"Among Kalispell people on the train were: H. G. Miller, A. E. Boorman and C. B. March; C. B. Roberts of Fortine, and Mr. and Mrs. W. B. Rhoades and three children, of Helena, former residents of this city."

Thank you to all the contributors to this article: Barbara Boorman, Donald Dandurand, Gerald Edgar, Chuck Hatler, Bob Kelly and Kevin McCready.



*Now that the steam has cleared, you can see the RPO perched on the 1081.*



*With No. 44's passengers safely loaded into another train, the railroad crew watches the departure.*



*The last photo Mr. Boorman took of the accident scene. You can now clearly see the cut behind the wreckage and the tall snow fence with horses tied to it. Also note the three automobiles in the field, well off of what would eventually become US Highway 2 and the horse and buggy in the distance.*

# WRECKS OF TRAIN NO. 72 AT CORNING, MO - JULY '46 AND JULY '52

Text by James D. Christen, Photographs from his collection



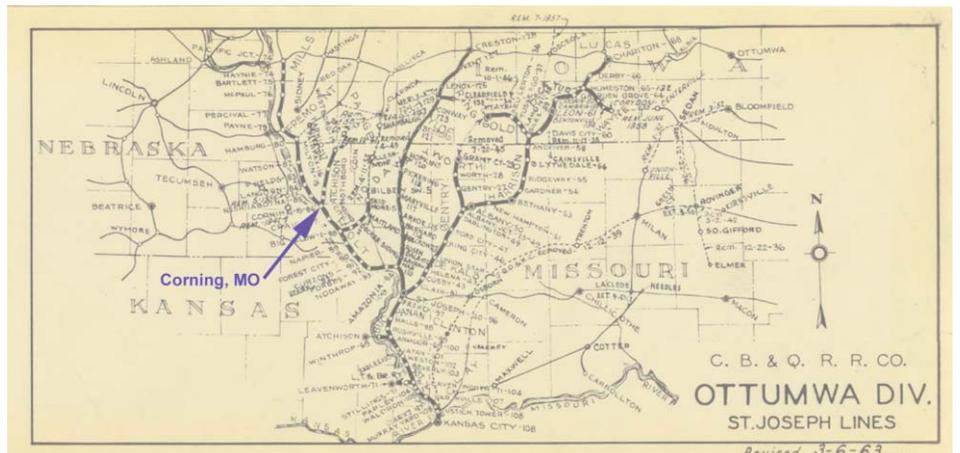
*Train No. 72 wreckage at the north end of the Corning, Missouri depot in July of 1946. Wedged against the corner of the depot is a CB&Q XM-15B auto box car. Four tank cars and a splintered Pacific Fruit reefer can also be seen.*

Understandably, one subject rarely documented as a part of the BRHS mission in preserving the CB&Q history, is the negative subject of wrecks the Q experienced.

Wrecks of train No. 72 at Corning, Missouri in July of 1946 and again on July 16, 1953, were either not investigated by the Interstate Commerce Commission (unlikely) or the wreck reports were culled from the ICC files. I had professional career access to ICC documents from the late 1980's through March of 1997, but was unable to get these two wreck reports from the files. Nor, was I able to get them from a private party, who was on the ICC's Wreck Investigation Reports' mailing list and supposedly got copies of all ICC investigations.

My interest in the Corning wrecks was because my great grandfather was one of the original settlers of Corning, MO, and my grandmother lived there.

No. 72 was a daily time freight, between Pacific Junction, IA and St. Joe, MO. It consistently had plus or minus 60 cars, most of them with loads. It only stopped between end points on days the local was not operating. The local operated as an extra. As the years progressed, the local was operated less and less, and



*The Ottumwa Division St. Joseph Lines Alignment chart Index page showing the location of Corning, Missouri and the route of Train No. 72.. - Steve Holding Collection*

No. 72 did the set out and pickup of cars, particularly at Hamburg, IA, Corning, MO and Bigelow, MO, where the branch lines from Iowa terminated.

The July 1946 wreck of No. 72 was caused by a split switch situation. About half of the train passed over the south switch at Corning before cars veered into the wye, storage and Tarkio Valley Line tracks. Apparently, the switch was not locked after the Q's Tarkio Valley trains Nos. 94 & 93 used it in the morning. The switch kept itself lined for the mainline allowing half of the train to pass over it, then vibrated open, sending cars on the

middle of No. 72 into the branch line tracks.

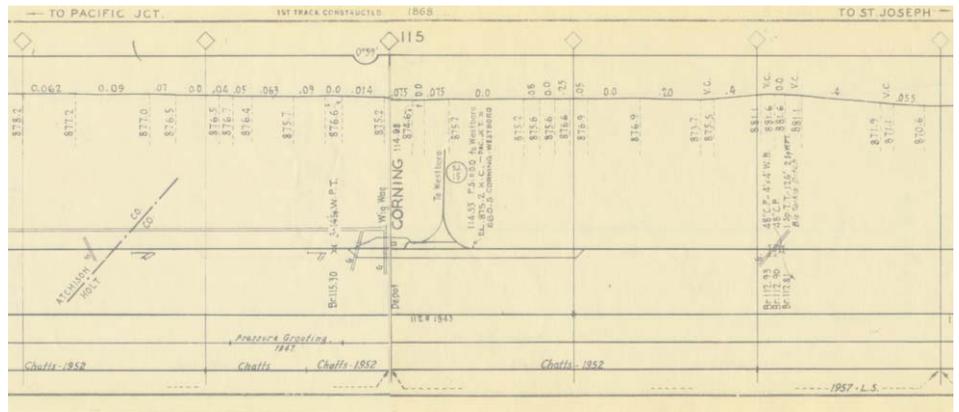
Most cars piled up at the switch south of the Corning depot. Another group of cars piled up against the north end of the depot, and into the park west of the depot. About five cars remained upright on and off the rails between the switch and the depot.

No. 72's wreck on July 16, 1953 needs no conjecture as to the cause - it was clearly the local that operated that day. The local was picking up cars set out by No. 94 from Villisca, IA,

and left the waycar on the mainline with a freight car on the switch and cars strung down the storage track. No. 72 came around the curve north of Corning, not knowing the local's waycar was fouling the mainline, and hit the standing local. Being dark territory, there were no signals warning No. 72 of anything ahead south of Pacific Jct., IA to Napier, MO.

However, prior to 1949, there was a lone semaphore signal one mile north of Corning's left hand curve. It was originally put there to warn

*Continued on page 12*



*A composite image of two alignment sheet pages showing the line through Corning and the Tarkio wye just south of the depot. North is to the left. - Steve Holding Collection*

*July 1946 view of cars parked accordion-style in the park west of the Corning depot.*



*Looking north, we see the cars between the south switch and the depot.*



*Here are the cars at the south switch looking south towards the wye.*



Continued from page 11

southbound trains when the mainline tracks were occupied in Corning. Nos. 94 & 93 off the Tarkio Valley line routinely used the mainline when making up No. 94 out of Corning to Villisca. The local, or No. 71 the northbound time freight, was subject to meet No. 72 in the early afternoon, and sometimes at Corning, activating the semaphore signal.

A person working on St. John's

Lutheran Church, about seventy-five feet west of the track, on July 16 advised that he heard "a train" come around the curve. He then heard the brakes go on and lock, as he saw "the train" sliding down the track. He said he could barely see the train because of the smoke from the brakes and dirt and rocks from the ballast being thrown up, obscuring things. Before he heard the impact, No. 72 sliced through the waycar of the local. The kinetic force of the 60 loaded cars in

tow caused the trailing FT A unit to spin around and face south along side the leading F2 A unit that absorbed the impact. Luckily, no one was seriously hurt in either wreck.

Since the ICC wreck reports are lost, so this is the only historical record of these sad and costly wrecks. The pictures are previously unpublished, having been commissioned by my grandmother for me, because she knew I liked trains in general and



*Another view of the cars at the south switch with a pile of spilled grain and torn up rails.*



*CB&Q officials discuss the situation on the west platform at the south end of the Corning depot. Note the boxcar that is split open with a load of lumber.*



*The Creston wrecking crew have arrived with their steam derrick and are cleaning up the cars across the County Highway 111 grade crossing just north of the depot.*

# PHOTOS OF TRAIN NO. 72 WRECK AT CORNING, MO - JULY, 15 1952



*The FT-2 set's F2 unit No. 155 to the right was the lead unit that hit the waycar. The FTA and FTB units to the left were the trailing units that were spun completely around due to the momentum of the cars they pulled.*



*The splintered remains of the local's waycar that was sliced in half are in the foreground and the F2 No. 155's sides are peeled open.*



*Looking south, beyond the nose and bent rail wrapped around the coupler, one of the derailed cars of the local may be seen.*



*Looking southward the south switch at the Tarkio wye, the F2 has pushed this tank car to its side and off of its trucks.*



*Among the cars on the local at the south switch is a brand new XM-32D boxcar that was built in Havelock just the month before.*

# WRECK OF TRAIN NO. 78 AT SCOTTSBLUFF, NE - DECEMBER 28, 1960

Text and photos by Pete Korsching

I was at home, probably playing cards with my sister and listening to music on the radio, when the announcer came on stating that there had been a train wreck downtown, just a block west of the depot. It was December 28, 1960, a frigid day with considerable snow on the ground. I was a freshman in high school, off for the holiday break.

I bundled up with warm clothes (the temperature only rose to about 10 degrees that day), grabbed my camera and walked the mile-and-a-half to the Burlington depot. When I reached the wreck a steam crane had just arrived and shortly began cleaning up the wreck. I watched for awhile and shot a few photos of the wreck and the cleanup process. Unfortunately I had only five shots remaining on the roll of film (the camera was a very inexpensive plastic box camera that used 127 size film), and it was too cold to walk to a store to purchase another roll of film.

Several months ago I remembered the wreck and remembered having taken the photos. I found the photos and then searched online for information about the wreck, but I did not have any luck. I knew that my wife and I would be visiting her mother and brother in Scottsbluff in the summer and that would give me the opportunity to search the local paper, the Scottsbluff Star Herald, for information on the wreck. This would have been front-page news in Scottsbluff and I vaguely remembered such an article. The local library had the newspaper on microfilm, and after some searching I found the article, which had the following information.

"About 10:40 AM, as train No. 78 with four locomotives [SD-7s or 9s usually powered freight trains through town at that time] and 109 cars was coming east through Scottsbluff at about 15 miles per hour, seven cars derailed completely blocking the main line. The cars behind the wreck blocked a number of intersections in town until a diesel unit dispatched from Mitchell, about eight miles west of Scottsbluff, pulled the cars away from the crossings [The Mitchell sugar factory was still in operation at that time and the unit probably was stationed there to switch the sugar factory. Scottsbluff also had an operating sugar factory plus sufficient other industries to



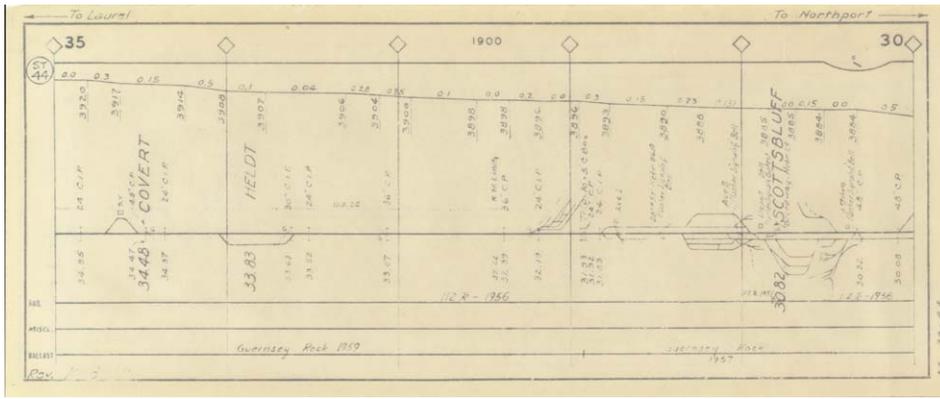
*The Alliance wreck gang wasted no time in arriving on the scene on this bitterly cold December day. Here the 150-ton Bucyrus wrecker No. 204361 lifts SP boxcar No. 683308 having already cleared derailed cars ahead of it - the gon to the right is one of them.*

warrant a switcher stationed year-round, but the switcher would have been to the east, the wrong end of the wreck]. A steam crane dispatched from Alliance arrived about 2:00 PM. The tracks were cleared and sufficiently repaired by 4:30 PM to allow the train to proceed to Alliance.

"Preliminary analysis of the wreck indicated that one of the gondolas directly behind the fourth engine unit initially jumped the track. This caused the other cars to pile up behind it when the locomotives stopped. The SP boxcar in the photos had a load of lumber, which was not damaged, and the other cars, including the tank car, were empty. Alliance Division Master Mechanic C. J. Harty stated that the cause of

the wreck had not been determined, but he estimated the total damage to cars and track at \$2,700. The engineer of train No. 78 was Leonard Kloch of Alliance and the brakeman was Howard Shanks of Bridgeport."





The Sterling Division alignment chart that includes Scottsbluff, shows the yards just west (to the left) of the depot where the derailment occurred. The train was headed eastbound, to the right. -Steve Holding Collection



Earlier, the wreck gang contemplate how to handle the SP box that is wedged into three empty gons.



Here is the other end of the SP box and the three mill gons, the two at the right are Galesburg-built CB&Q GS-8 Nos. 78604 and 78183.



A better view of the Alliance-based wrecker and its O-1A oil tender. In the late Fifties, with the retirement of coal-fired road locomotives, the 204361 and two other 150-ton wreckers were converted to burn oil.



Another 23-year old GS-8 gondola, No. 78133 came to rest in the snow in front of a single-sheathed CB&Q boxcar.

## Aurora Lumber and Coal Yards

Aurora, like most Midwestern towns, needed a good supply of building materials in order to grow and many of those basic items could be found in the local lumberyard. Once the settlers cut the timber off the land and began to farm, lumber was still needed for farm buildings and fencing, and of course, a better house to live in than the one made of rough-hewn logs.

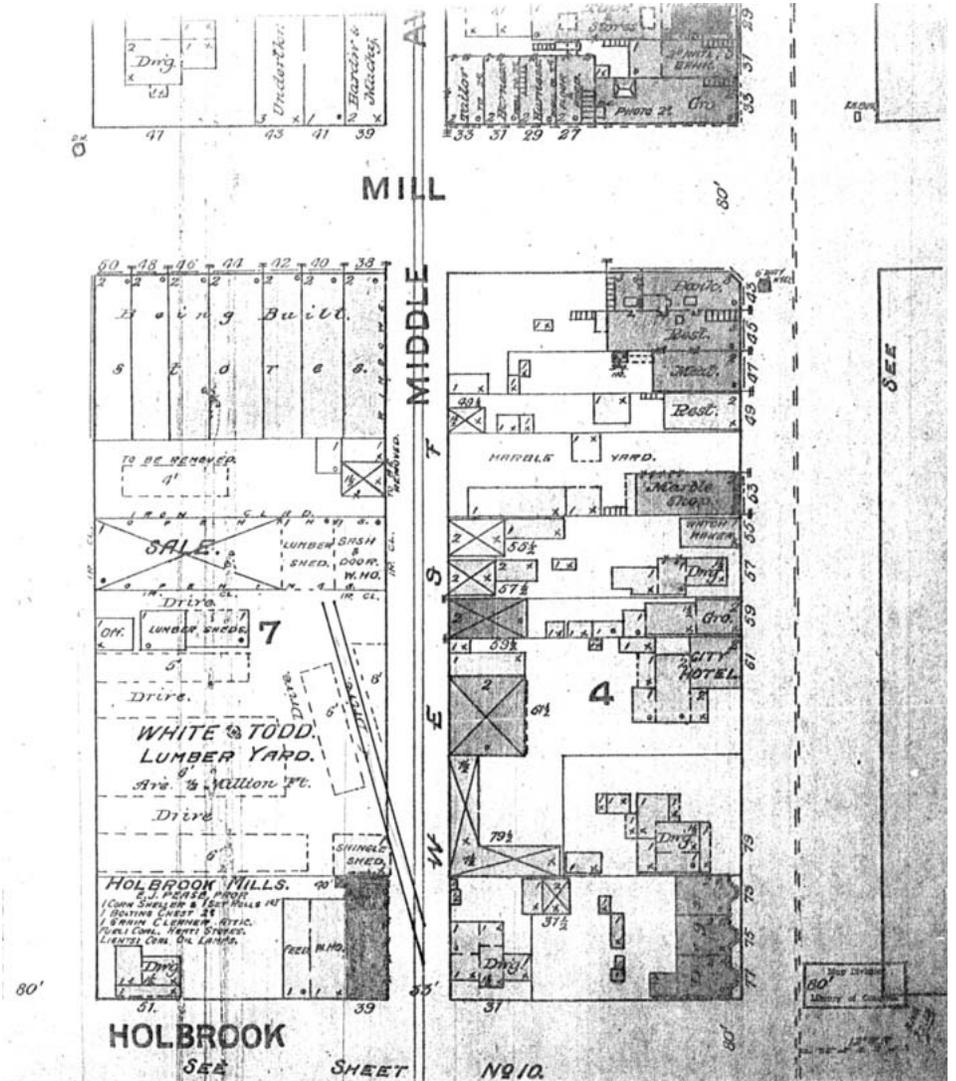
Aurora grew up around the water-powered mills along the Fox River and one of them was a sawmill. Traveling a long distance to that sawmill was not easy for builders, and there was a need for a way to more conveniently distribute lumber to the smaller communities. That would be through their local lumberyards.

One of Illinois' oldest lumberyards, White & Todd Lumber Company, was founded at Aurora in 1870 by brothers-in-law Fred O. White and Lucius M. Todd. Located at 56 South Lake Street, the lumberyard backed up to the CB&Q's Middle Avenue trackage commonly called "The Alley" and would eventually take up the whole block bounded by Lake Street, Middle Avenue, Benton Street and Downer Place. The lumberyard's office was originally built on Downer Place in 1863 for White and Loomis, a growing company co-owned by Fred White and Mr. Loomis. Todd, who was also the vice-president of The Aurora Creamery Company, bought out Loomis in 1870.

Fred White passed away on May 30, 1893 and his wife Olivia took the reins, keeping the company in the family. To further extend the family lines, Todd's two brothers Elmer E. and George H. both joined the business in 1900 after Lucius passed away. In 1912 Olivia White decided to leave and F. Arthur Todd joined the business.

White & Todd Lumber was now owned solely by the Todd Family. Even though there were no Whites in the business anymore, the long established name was kept. Phil Hurd bought the slowly drying up business in 1970. The big box lumber companies had been under-cutting prices, which led the company to go out of business in 1990, joining other family-owned businesses like the Mom and Pop grocery stores.

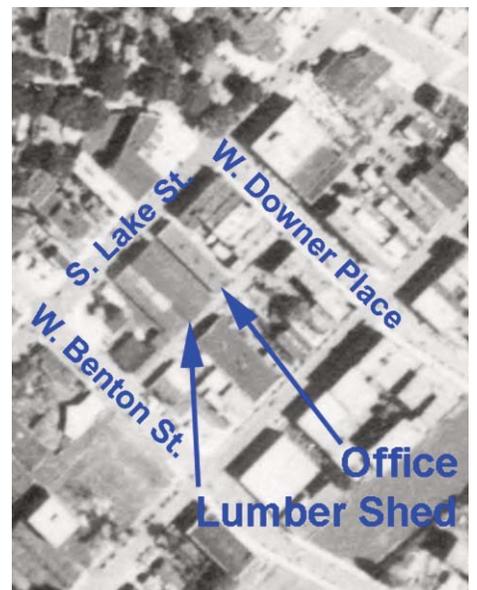
During boom times, the White &



Sanborn Fire Map showing the area surrounding the White & Todd Lumber Company. This map was drawn prior to the office building and lumber shed that are shown in the 1939 aerial photo below. The current names for Mill and Holbrook streets are W. Downer and W. Benton. Above - Steve Holding Collection, Below - University of Illinois, Urbana/Champaign

Todd lumber yard would unload rail cars on the siding on Middle Avenue, many times right onto trucks to be delivered direct to the building sites. White and Todd would get in from two to five cars of lumber products a week. Often as many as two hundred homes per year were constructed from materials bought from this yard.

The lumber industry, like the settling of the country, progressed from the vast forests of the Northeast to the south, to northern parts of the Midwest and then to the Pacific Northwest. Finished lumber arrived via the rails, coming from the mills where the logs had been processed into dimensional lumber. After being cut into rough dimensions, the lumber was cured, either spending time in stacks and/or



being dried in kilns. It was then sent thru the mill's planer to its finished dimensions and then stored by size or loaded directly into the rail cars for shipment. The smaller cut pieces, not of the size to meet the dimensional lumber, would be milled further into the various shapes used for trim.

Cheap, dependable transportation was available from the railroads. Quite often lumber was shipped from the mill without having a specific destination, only to be bought and sold by lumber wholesalers while in transit. The railroad would then divert it to the now waiting consignee.

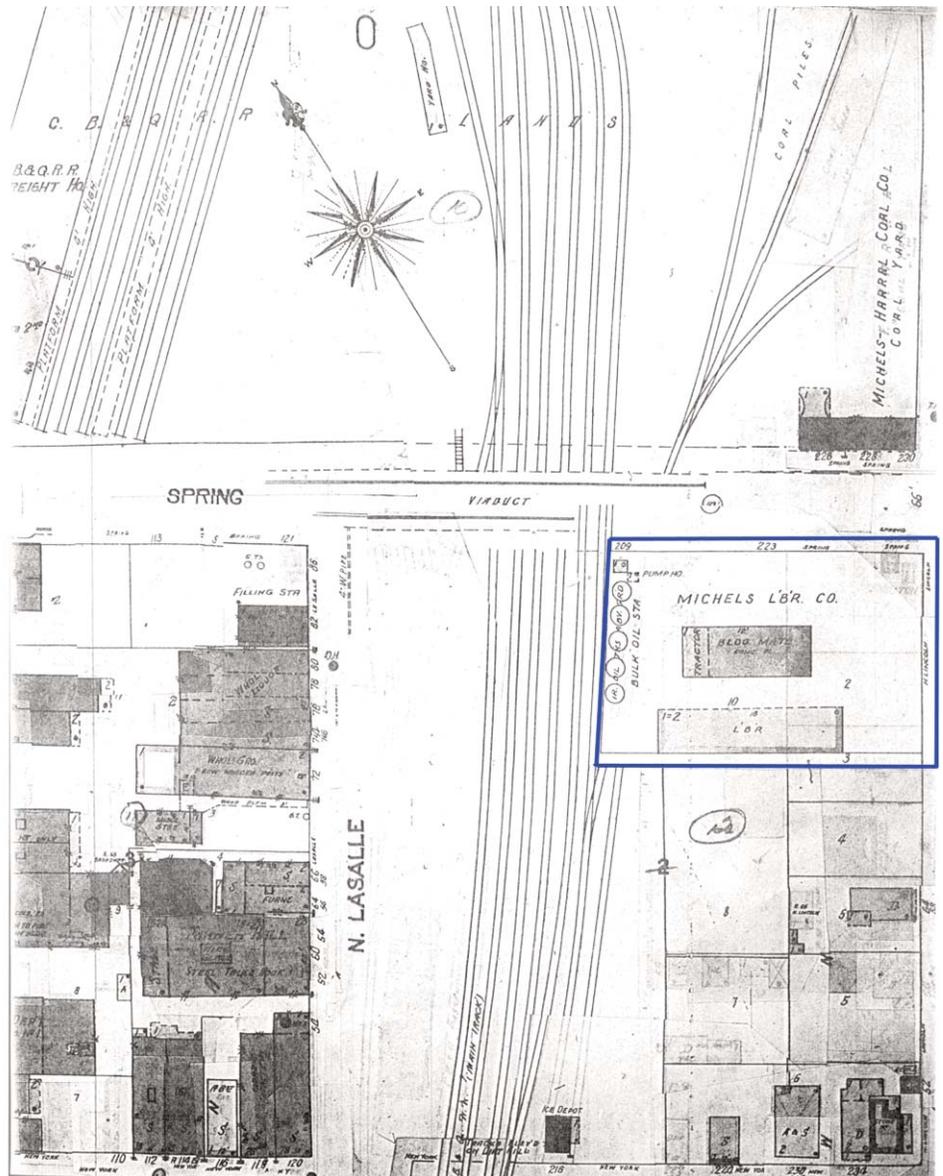
With many different car types available for use, boxcars were preferred and would generally be used, due to the protection they provided from the elements. A standard 40-foot boxcar had an inside length of about 17 feet on each side of the standard 6-foot door. Flatcars would only have been used for larger timbers either too long or too heavy to be manhandled into boxcars. Early barns were built using kits of lumber shipped by gondola loads and unloaded by the farmers who would then haul it home and have a barn raising. Even some homes also were shipped in kits and delivered by rail and this will be covered in a future *Zephyr*.

Because the lumber comes in many sizes and lengths, it was loose-stacked in the boxcars. The bouncing and slack action of rail movement would cause the lumber to be thoroughly mixed when it came time to unload a car. And, just as the lumber had been loaded, one stick at a time, it was a manually intensive process to unload, sort and stack it upon arrival at the lumberyard. Cheap labor was used, not only in loading and unloading the lumber, but was a hallmark of the lumber industry in cutting and milling as well. As labor costs increased, the lumber industry was required to either get larger to allow for cost cutting or go out of business.

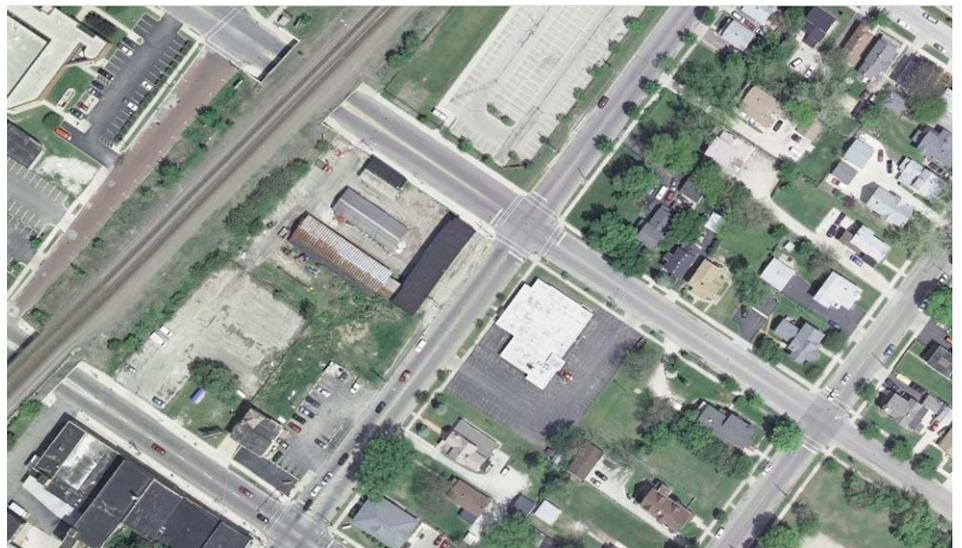
An interesting museum in Long Leaf, Louisiana is the Southern Forest Heritage Museum, which has preserved a complete mill complex from operations thru the saw and planer mills and the load out for rail transit.

To aid cash flow in the winter months, when construction work

*Continued on page 18*



*Sanborn Fire Map showing the area surrounding the Michels Lumber Company and the Michels - Harrals Coal Company. Note that this map has not been updated for Burlington mainlines 1920s elevation through Aurora. - Steve Holding Collection*



*Recent satellite image of the Michels Lumber Company buildings. - Google Maps*

LUMBER 79

**Alexander-Carr Lumber Co.**

Telephone 104

Cor. River and Holbrook Street Aurora, Illinois

**Mall Lumber Co. Inc.**

BLUE TRUCK SERVICE

78 N. Broadway Phones 91-691

Aurora, Ill.

**Northern Illinois Lumber Company**

"GOOD WOOD GOODS"

Broadway at Benton Street Aurora, Illinois

**WHITE & TODD**

Lumber and Building Material

52 South Lake Street Aurora, Ill.

Phone 66

COAL DEALERS 381

**James McCredie & Son**

COAL

GASOLINE AND OIL BUILDING MATERIAL

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STATION MAIN & LINCOLN AVE. STATION LAKE & GALENA BLVD.

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**MICHELS - HARRAL COAL CO.**

230 CHICAGO 121

SPRING **Solvay Coke** SPRING

STREET *No Dust - No Smoke - No Soot* STREET

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NICK MICHELS Phone 1688-2123 R. J. MICHELS

**Nick Michels & Son**

COAL, COKE & WOOD

121 Spring Street Aurora, Illinois

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**A. E. NORLING & CO.**

Office Phone 2296 Gale St. at E. J. & E. Tracks

Continued from page 17

requiring lumber was slow, many Midwestern lumberyards also stocked and sold coal to fuel all those coal-fired furnaces. Much has been written about the sources of coal in the southern Illinois coal fields in Burlington Bulletin No. 35, but next we are going to take a look at an Aurora company, which eventually sold both coal and lumber.

**MICHELS COAL**

Just like the White & Todd Lumber Company, many other family-owned and run businesses were operating in the City of Aurora. When researching local companies, a good place to look is in the annual city directories of that town. From those directories, here's what I've found about the Michels Coal and Lumber Company.

In 1912, Nicholas Michels (a carpenter by trade and a plaster lathing contractor) and John F. Schomer (the treasurer for the Johns & Brown Planer Mill), formed a partnership creating the Michels & Schomer Coal Company. Their offices were located at 99 N. Broadway. Those familiar with Aurora will recognize that this address is at the southern end of the CB&Q's Aurora Shop complex.

This partnership lasted until 1919 when Barney J. Michels returned from WWI service in the US Navy to join his father's business. At that time, John Schomer went on to manage the Rausch Coal Company. In 1924 the growing coal business moved to 121 Spring Street across from the west

end of the Q's Aurora freight yards. The coal yard was shared with the Rausch Coal Company and occupied the land on the East side of the Burlington mainline as it passed the freight yard and headed into the canyon of buildings in downtown Aurora.

In 1931 the Michels family joined with J. F. Harral (chairman of the Aurora National Bank and owner of the Harral Coal Company) to form the Michels-Harral Coal Company. Nicholas was President, his son B.J. was Secretary and Floyd Wormley was Vice President. Wormley had been the manager of the Harral Coal Company for Harral before the consolidation. In 1932, the office moved across Spring Street to be on the same land the coal yard occupied. With the increased use of petroleum products in 1936, B.J. Michels started the La Salle Oil Company at 121 Spring Street, across the street from the coal yard. The name only lasted for a year, becoming the Michels Oil Company in 1937. During 1938-40 he also operated the Tank Car Gas Station at 121 Spring Street, retailing gasoline for auto use as well as selling fuel oil for heating.

With the Aurora elevation construction in the 1920s, the track arrangement was changed so that instead of coming off the mainline at the southwest (rail west) end of the coal yard, you would now enter from the northeast (rail east) end of the coal yard. The oil company tanks were alongside the elevation.

At the end of WWII there was a



Lumber and Coal ads from the Aurora City Directories - Steve Holding Collection

Above, this 1939 aerial photo shows the Michels - Harrals coal yard and their proximity to the CB&Q's Aurora Shops. - University of Illinois, Urbana/Champaign

rapid expansion of house building for homecoming GI's and the Michels family opened a new lumberyard along the south side of Spring Street with an office at 100 North Lincoln Avenue, at the top of the Spring Street Hill. So by now B. J. Michels had both the coal yard and lumber yard across the street, his sons Arthur J. in the coal yard and Robert N. working the lumber yard. In 1955 the lumberyard office was moved to 226 Spring Street with the coal yard right across the street at 223 Spring.

The lumberyard was always a neat place to go as you came out from under the elevation and started up the Spring Street Hill only to make a right hand turn and immediately went downgrade into the lumberyard. Getting out of the yard with your load intact was always a joy.

With the increased use of gas and fuel oil for heating, the coal yard eventually disappears from the city directory in 1969. Today, both areas are now parking lots as even the lumberyard is now gone.

For modelers, this would make a neat small industry with inbound carloads of coal using both gons and hoppers. Tank cars for the oil company would have been unloaded into trucks and hauled across the street to the storage tanks, as no tracks crossed Spring Street after the elevation was completed. Lumber for the lumberyard would have been unloaded in the coal yard area from the boxcars. After the coal yard was removed, I'm not sure where lumber was unloaded and trucked into the yard. Lumber on flat cars was, again, only the heavy timbers until lumber began to be bundled and wrapped to keep it from being weathered in transit.

**SANBORN MAPS**

The Sanborn Map for the Michels Lumber Company on page 17 illustrates the problem with using those maps for accurate modeling. They were published in large books and the owners of the books would be sent updates, which were then glued into the books, showing changes over the years. The original map dates from pre-elevation showing the over-the-tracks Spring Street viaduct. The update, being from the late 1940, early 1950's, is a good 10 years after the tracks were elevated, yet the original map still shows the original mainline trackage.

The original maps were color coded for different types of material used for the buildings and the fire hazards they

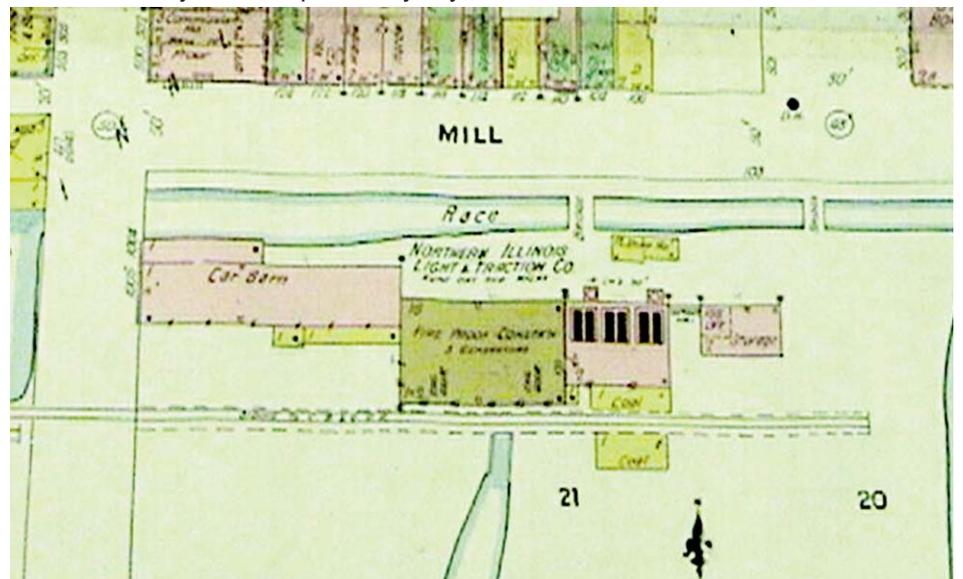
**Table of Aurora Lumber and Coal Yards from 1900 to 1969**

Year	Lumber Yards	Wholesale Lumber	Coal Yards	Wholesale Coal	Notes:
1900	4		23		
1904	4		12		McCredie successor to CW&V Coal Co.
1907-08	5	2	19		
1909	4	4	14		
1910-11	5	4	14	2	
1912	4	3 hard 4 W	14	2	
1914	4	2 hard 3 W	22		
1915	4	3	18	2	
1917	4	3	18	2	
1918-19	4	4	16		listed as fuel dealers
1921	4	4	16		
1922	4	7	13		1 Fuel Distributer and Old Ben Coal Wholesale
1923	4	9	13	1	1 contractor
1924	5	1	13	1	1 coal and teaming, 1 coal and wood and 9 also sold coke
1926	5	3	16	2	3 contractors, 1 coal and teaming 2 also sold coke
1927	8	6	20	2	
1929	10	5	23	2	
1931	12	2 hard 3 W	23	2	
1932-33	8		22	3	Globe first shows up as used lumber
1934	10	1 and 1 used	23	1	5 coke and 9 fuel dealers
1936	7	4	24	1	3 coke
1937	7	1 and 1 used	24	1	7 retail coke
1939	8	1 and 1 used	21	2	5 coke and 1 mine
1941	6		22	4	6 coke Retail 3 coke Dealers 1 mine
1943	7	1 and 1 used	22	3	8 coke retail 3 coke dealers
1946	7	1 and 1 used	22	1	Globe also wrecking, 8 fuel and 2 fuel oil
1948	8	1 and 1 used	17	1	4 fuel dealers 2 fuel oil
1952	12	3	14	1	2 coke; Globe used
1954	13	2	11	1	
1955	11	1	11	1	
1958	13	2	9	1	
1959	13		7		2 fuel 3 fuel oil
1961	12	2	7		1 coke, 1 fuel, 6 fuel oil
1962	12		7		10 fuel oil dealers
1963	12	1	7		8 fuel oil dealers
1964	12	2	6		4 fuel oil dealers
1965	12	1	4		4 fuel oil dealers
1966	11	1	4		5 fuel oil dealers
1967	14		5		6 fuel oil dealers
1968	13	1	4		5 fuel oil dealers
1969	10	2	none		6 fuel oil dealers

presented. Most of the Sanborn maps that we can find today have been microfilmed, allowing us to copy the pages we need to use. Unfortunately, microfilm is not in color.

The State Map Library in Springfield is a good source for maps of the State of Illinois. They have maps for any city

in the state, throughout the history of the state. There are some libraries or historical societies that do have original Sanborn maps. The Ottawa, Illinois, Sanborn map shown below is actually a photo taken of the map in the Ottawa Library. When I found this book I simply placed it on the floor and shot the photo



# MODELING THE BURLINGTON

N Scale Express Car for extra power

Text and Model Photos by Michal Bašta



As a long-time D&RGW railfan, I wanted to add some variety to my planned Exposition Flyer project in N scale. Among other cars, I decided to model one of the 8600-8899 series CB&Q ex-troop kitchen express cars.

Most of the necessary prototype information for the *Exposition Flyer* was found in *Burlington Bulletin* #42 with some additional information found on the web. The most helpful prototype photos for my project were Otto Perry's photos OP-4852 and OP-4853 from the Western History Department of the Denver Public Library, reproduced in this article.

I started my project with Micro-Trains Line® (MTL) undecorated troop kitchen car Stock No. 118 00 000. After disassembly of the car I plugged all small upper windows with small rectangular bits of styrene. The clear window inserts were modified by scribing window bars, on the inner side of the clear plastic with a needle. I then cut off all roof vents, sanded them smooth and filled the holes with styrene rod. I again cut the rods smooth and any imperfections I filled with putty. The fake diaphragms were removed and their stubs filed smooth with the roof ends.

The entire carbody was airbrushed with Pullman green and lettered with decals that I created using a Railroad Roman font and then printed on my ALPS printer. After airbrushing the carbody with Micro Satin to seal the decals, I installed American Limited operating diaphragms (Nos. 8510 or 8516), reinstalled the modified window inserts and the whole assembly was put back on the original underframe. My new express car, CB&Q No. 8899, was finished. Well, almost....

My Expo will be mostly pulled by steam locos, even on grades. Considering that in the consist of

*Michal's finished car, ready for service in his Expo Flyer in Prague. Yes, the one in the in the Czech Republic!*



*Here, No. 8899, is at Denver on August 8, 1948. - Otto Perry Photo, Denver Public Library Western History Department Collection, Neg. No. OP-4853*



*Michal made many major modifications to the Micro-Trains Line® model, both inside and out.*



*Nicknamed "Jeeps" on the Burlington, these cars were used mostly in passenger service. CB&Q No. 8887, Shown on July 30, 1950 in Denver, CO. - Otto Perry Photo, Denver Public Library Western History Department Collection, Neg. No. OP-4852*



*MTL's 118 00 000. - Micro-Trains Line*



*Kato's "shorty" mechanism. - Kato*

twelve plus heavyweight cars, one or more might be pretty heavy brass cars (like the Pecos River 10-L observation), I played with an idea (although I must admit, it's not a very orthodox one) to add some hidden power somewhere in the train. I built as an experiment, an interchangeable, alternate powered underframe for my express car.

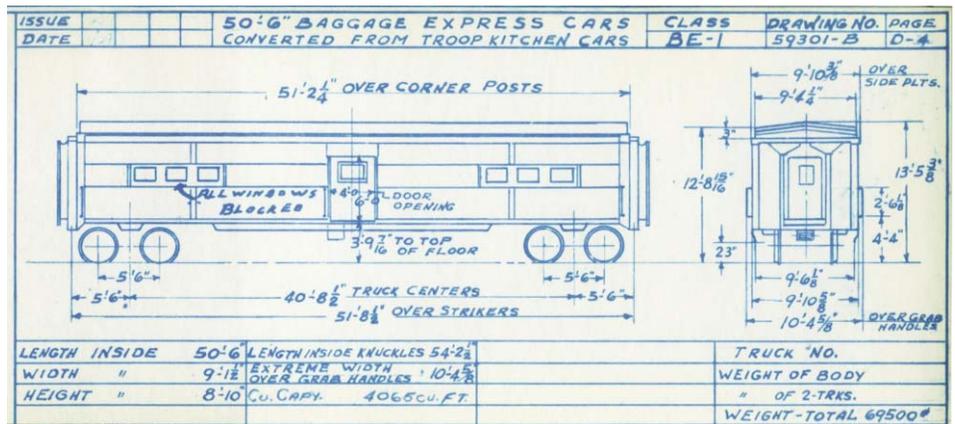
Here's brief description of how it was done. I started with two Kato "shorty" motorized chassis (Stock Nos. 11-105, 11-106 or 11-107 will do) with the motors and nonpowered trucks removed. Both mechanisms are heavily modified, shortened on the non-powered end and joined together back-to-back with various styrene strips. The truck-to-truck wheelbase of the new mechanism was little compromised (compared to the original MTL chassis) to get clearance for the MTL No. 1015 body mount couplers.

The bottom, made of scribed styrene plate by Evergreen, is structural as well. The original bottom of the chassis (above the Evergreen plate) was partially milled out to get the new motor as low as possible. I used an Atlas slow speed motor with one flywheel removed and the other modified on my lathe to get space for the cup of an original Kato cardan (dog-bone) shaft. Note that the axial play of both cardans and motor shafts is critical; the only way to adjust them is by shortening the motor shaft properly and fine-positioning the cups on it. For added strength, I cut out the lower portions of the window inserts and glued them onto the chassis as well.

The inside of the chassis is filled with various tire weights, strategically placed to get as much weight centered as low as possible, so as not to obscure the see-through windows effect. I added spare MTL Troop Kitchen stirrups and 3D underframe details and airbrushed the bottom of the chassis black. The original Kato truck sideframes are thinned with coarse file and sideframes of the spare MTL Allied Full Cushion trucks from my scrapbox were applied with PPX glue (and secured with a bit of wire).

The finished mechanism is DCC ready (note the wires and space on top of the weight on motor) and with its resulting weight around 2.5 ounces, it makes a pretty good puller.

Michal Bašta  
Prague, Czech Republic



The page from the CB&Q Freight Car Diagrams book. - CB&Q Mechanical Department, BRHS Archives



The side view of Michal's model showing the interior work to make it powered.



The top view of the model's roof and the internal mechanicals.



The bottom view showing the power trucks and the details Michal added to the underframe.



Way back, in 1985, the BRHS commissioned an exclusive, HO scale brass model of the CB&Q's seven PC-9 class Modernized Coaches from Oriental Limited. Daeki was the builder of these fine models. I painted one in the Simulated Stainless Steel (SSS) paint scheme, but did not use decals, as I am not sure they were available then.

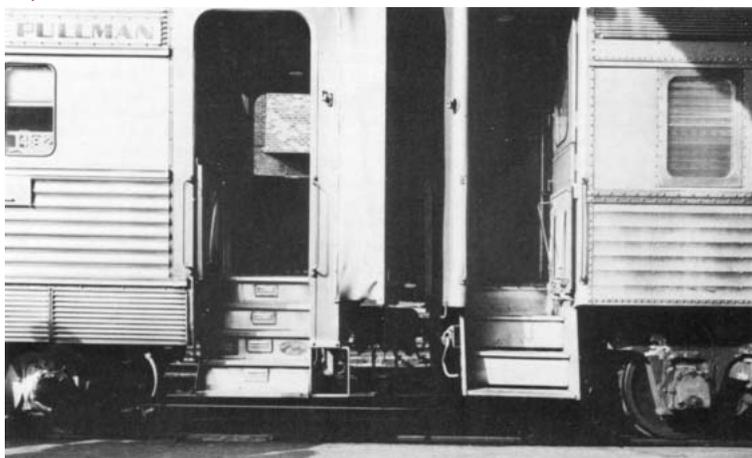
First I painted the car silver and let it dry thoroughly. Then I masked the roof, doors, ends, windows etc. - to paint the SSS striping. Using thin auto striping tape (1/16") I laid the stripes out leaving about an equal amount of space between them for both the letterboard and car sides below the windows.

The last masking was for the car's number. I then sprayed the car with a medium to dark gray. DO NOT use black. I'm satisfied with the fluting below the windows, but I feel the fluting on the letterboard is a little big due to the width of the masking tape. At the time I couldn't find narrower tape.

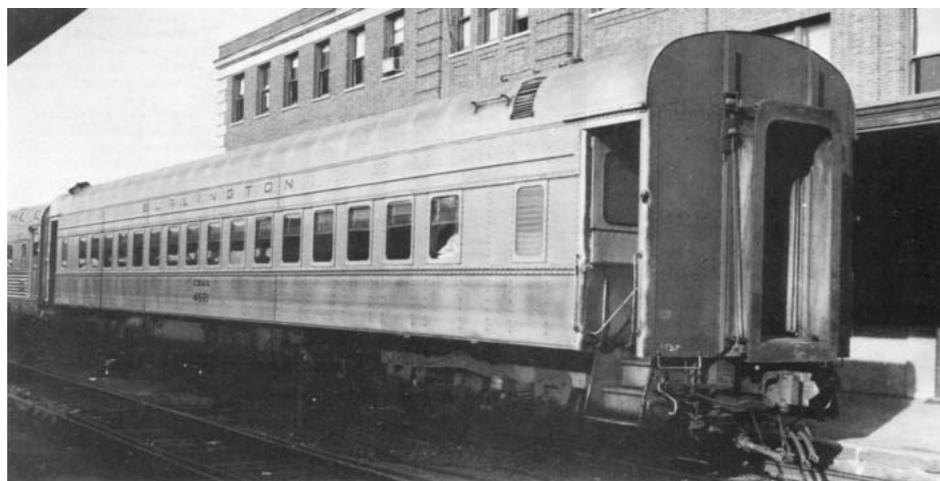
The best part of this project was when I showed it to a friend who worked in a local hobby shop. He looked at it for 10 minutes before he realized it was painted and not etched! The photo above was recently taken at the Sacramento model club. You will notice that I have blackened the windows since the model does not have an interior.

I understand that Microscale now has decals that were made for Santa Fe's SSS cars (Set 87-1243), but I've not seen them to evaluate them. However, painting them was not all that much harder, and I can truly say, it was much more satisfying.

*Ken Martin's SSS Modernized Coach No. 4526. In 1954 the CB&Q took seven cars that were built by Pullman in 1927 and upgraded them for Zephyr service. The cars were given round roofs, improved air conditioning, sealed thermopane windows and were painted in the SSS scheme to more closely match the modern image of the Zephyrs they would serve. Nos. 4520-4523 had only 60 seats for long-distance service, while the remainder kept their 64-seat capacities. - Ken Martin*



*This October 3, 1955 photo appears in Bulletin No. 15 and is the only one to date that shows one of these cars in shadow-lining. While it only shows the car end, it clearly shows the pattern of the stripes. - CB&Q Photo, BNSF Collection*



*This photo also appears in Burlington Bulletin No. 15, showing car No. 4521's appearance on the end of train No. 12 at Lincoln, NE, after countless trips through the wash rack. Even though when this shot was taken, September 28, 1968, the shadow lining had been painted over, some of it is starting to show through. - Bernard Corbin, Corbin/Wagner Collection*

There are hundreds of railway books and magazines published prior to about 1925 that are available for downloading from Google Books or from [www.archive.org](http://www.archive.org), and which relate to the CB&Q. These include ORER's, Annual Reports and Car Builders Cyclopedia, management promotions, plans of locomotives, freight cars and passenger cars, and plans of structures. Here are some diverse clippings taken from these magazines.

*[Railroad & Engineering Journal of 1887]*

The dining-cars of this road are being fitted with a patent window-screen which, it is claimed, catches all dust and cinder of every kind.

*[Railroad & Engineering Journal of 1887]*

From the C.B. & Q. Master Mechanics Association - subjects for discussion

What is the difference in cost in maintenance of balanced as compared with plain D valves?

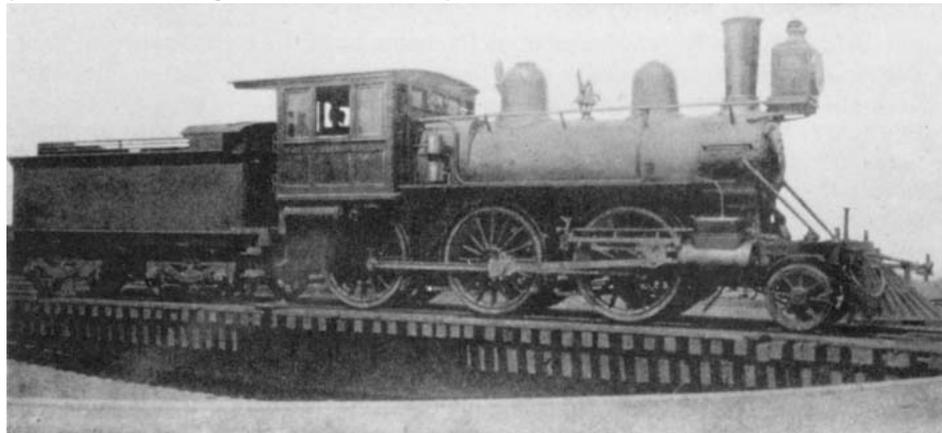
It is recommended that the stuffing-box and stem be left off boiler checks and a plain cover made. It is said to work better and is cheaper to make.

Would it not be better to make the link-block separate from the side-plate instead of solid? It is considered cheaper to make and could be readily closed when worn, while the solid block has to be thrown away.

Would it not be better in painting freight cars to use mineral for all work including iron work? It is thought a large saving would be effected and the iron be as well protected.

*[Railway Master Mechanic June 1890]*

One of the notable heavy moguls, Class "H", on this road is now in the shops undergoing repairs. This engine ran 130,000 miles without once being taken off her wheels, and the mechanical officers are justly proud of the design and workmanship



CB&Q H-1 Mogul No. 125, built in the Aurora Shops, 1888. - Corbin/Wagner Collection

**The Best Door on the Market**

**The Jones Car Door Company**  
234 La Salle Street, Chicago

**The Jones Car Door**

**Send for Blue Prints and Circulars**

*Example of advertisements available showing CB&Q equipment - this advertisement for the Jones Door Co. shows CB&Q furniture car No. 42000. - Railway Master Mechanic, 1900*

which produces such a record. This mileage was made between Galesburg and Ottumwa, on a piece of track full of grades and curves, in heavy and fast passenger service. The mechanical officers of the road are usually satisfied if their engines run 75,000 miles under such work before being obliged to be run in for repairs. The repairs of the class "H" engine of which we speak are costing only about \$1,400.

*[Railway Master Mechanic June 1890]*

Another road which makes its own paints is the Chicago, Burlington & Quincy. It buys most all of its dry colours and mixes them at Aurora, where there is a large paint storage storehouse and grinding mills. From that point colors in oil are shipped in cars to various points along the road. All colours which are standard are matched at Aurora. The paints which are received dry and mixed are: white leads, orange and lemon chromes, red and green signal colors, and minerals for freight cars, etc. Bridge paints are ordered ready mixed when

needed. Blacks are usually bought mixed ready for use.

*[Railway Master Mechanic 1891 (advertisement)]*

### MAP OF THE UNITED STATES

A large, handsome Map of the United States, mounted and suitable for office or home use, is issued by the Burlington route. Copies will be mailed to any address on receipt of twelve cents in postage by P. S. Eustis, Gen'l Pass. Agt., C., B. & Q. R. R. Chicago, Ill.

### PLAYING CARDS

You can obtain a pack of best quality playing cards by sending fifteen cents in postage to P. S. Eustis, Gen'l Pass. Agt., C., B. & Q. R. R. Chicago, Ill.

### COMPLETED TO DEADWOOD

The Burlington Route C., B. & Q. R. R. from Chicago, Peoria and St. Louis, is now completed, and daily passenger trains are running through Lincoln, Neb., and Custer, S. D., to deadwood. Also to Newcastle, Wyoming. Sleeping cars to Deadwood.

*[Locomotive Engineer April 1897]*

The Burlington has gone into the farming business, with the hope of inducing farmers to raise something else besides corn. Five stations have been selected in Illinois, Iowa, Kansas and Nebraska, at each of which it will have a 40 acre field. Soil culture is the prime object in view, and men who are supposed to be thoroughly informed on the subject will be engaged to take charge of the fields and cultivate them to their capacity for any particular production. The company expects, with an intelligent preparation of the soil, to produce crops of different products from which a paying revenue

# RAILROADIANA & COLLECTIBLES

## Burlington Transportation Company Collectables & FW&D Vacation Flyer

by Gerald Edgar

As a follow-up to the last two Zephyrs' coverage of Burlington pocket calendars, here's one from the Burlington's bus subsidiary, Burlington Transportation Company. Are any readers aware of other years' pocket or wall calendars for the bus line or even for the truck subsidiary? Note how service is compared to the rail part of the business.

Burlington Bulletin No. 24 provides in-depth coverage of the Burlington's foray into the bus business and illustrates timetables from same but none from the Jefferson Lines that handled some short runs under contract with CB&Q. Note this is laid out the same as memo timetables the

railroad used at the time and shared photos, artwork, etc. The Mayo Clinic in Rochester was a major source of passengers for the Burlington via Winona.

To further expand the bus aspect, also shown is an early 1940's blotter with a "Cavalier" promoting what by then had evolved into Burlington Trailways. I have several different blotters from this era but have not seen any from the earlier Burlington Transportation Company; again do any readers have one to share?

Lastly, as an offering to our FW&D fans is an example of a unique brochure. Both the "Denver Road" and Colorado & Southern obviously

had brochures, timetables etc. prior to CB&Q control and those designs reflected the management and territory served. Once control was gained by CB&Q though, brochures and other "paper" tended to be variations of Chicago-produced publications. However, shown here is a "late" major departure from then standard Burlington Route Public Relations Department materials. Undated, it would appear to be early 50's and has a one of a kind Burlington "man" with an E unit under his arm. If there is interest we will continue with other FW&D and C&S items in future Zephyrs. As always, this column's continuation depends on your input and feedback; thanks!



Next trip between Rochester, Winona and Chicago take your choice of two daily schedules via—  
 Highway Limousine and BURLINGTON'S SCENICALLY-BEAUTIFUL MISSISSIPPI RIVER ROUTE.

**FAST!  
CONVENIENT!**

**Double Daily Service  
between  
Rochester, Minnesota  
and Chicago**

Via  
JEFFERSON TRANSPORTATION CO.  
and  
BURLINGTON ROUTE

**Burlington Bus Lines**

**SMOOTH SAILING  
SHORTEST ROUTES  
FASTEST TIME**

1935	S	M	T	W	T	F	S	1936	S	M	T	W	T	F	S
JUL	1	2	3	4	5	6	7	JAN	1	2	3	4	5	6	7
AUG	8	9	10	11	12	13	14	FEB	8	9	10	11	12	13	14
SEP	15	16	17	18	19	20	21	MAR	15	16	17	18	19	20	21
OCT	22	23	24	25	26	27	28	APR	22	23	24	25	26	27	28
NOV	29	30	31	1	2	3	4	MAY	29	30	31	1	2	3	4
DEC	5	6	7	8	9	10	11	JUN	5	6	7	8	9	10	11
	12	13	14	15	16	17	18		12	13	14	15	16	17	18
	19	20	21	22	23	24	25		19	20	21	22	23	24	25
	26	27	28	29	30	31			26	27	28	29	30	31	

CHICAGO • DAVENPORT • GALESBURG  
 DES MOINES • OMAHA • LINCOLN  
 DENVER • CASPER • CODY  
 CHEYENNE • SALT LAKE • CALIFORNIA

Travelers between Rochester, Minnesota and Chicago now have a choice of twice-a-day train-bus service as follows:

**SOUTHBOUND**

Jefferson Transportation Company Limousine

Leave Rochester 8:00 AM 3:50 PM  
 Arrive Winona Jct. 9:20 AM 5:10 PM

Vista-Dome Twin-Zephyr Vista-Dome Twin Zephyr

Leave Winona Jct. 9:34 AM 5:22 PM  
 Arrive Chicago 2:40 PM 10:45 PM

**NORTHBOUND**

Vista-Dome Twin Zephyr Vista-Dome North Coast Limited

Leave Chicago 9:00 AM 12:30 PM  
 Arrive Winona Jct. 1:39 PM 5:28 PM

Jefferson Transportation Company Limousine

Leave Winona Jct. 1:45 PM 5:30 PM  
 Arrive Rochester 3:05 PM 6:55 PM

Limousine operates between Burlington Station, Winona Jct. and Jefferson Transportation Company Terminal, Rochester, stopping at Kahler Hotel.

Both the Twin Zephyrs and North Coast Limited have the popular Vista-Domes where passengers enjoy unobstructed views of the scenic beauties of the Mississippi River for nearly 200 miles. They are high-speed trains, with modern reclining-seat chair coaches, parlor-lounge cars, and dining cars for all meals.

Jefferson Transportation Company's limousine operates between Rochester and Winona Jct. It is a late model, air-conditioned for year 'round comfort, and offers smooth, comfortable highway travel.

**LOW COST  
Train and Bus Fares**

Burlington Twin Zephyrs or North Coast Limited

Coach Fare	One-Way	Round-Trip
Winona Jct.-Chicago	\$8.94	\$16.10

Jefferson Transportation Co. Limousine

One-Way	Round-Trip
Rochester-Winona Jct.	\$3.00 \$5.00

K-5M-10-31-65

**Burlington  
TRAILWAYS**

A PART OF  
**NATIONAL  
TRAILWAYS  
SYSTEM**

ROUTE TO COLORADO AND THE  
**THE DENVER ROAD**  
SHORTEST .. THE NORTHWEST

*Courtesy*

is not rationed  
on Burlington  
Trailways



**Burlington  
TRAILWAYS**

ROUTE OF THE AIR-CONDITIONED  
**DIESEL LINERS**

**BURLINGTON**

*Vacation*  
**ADVANTAGES**



*Zephyr*  
VACATION  
HAS  
EVERYTHING

DIESEL POWERED TRAINS . smoother, safer speed  
AIR-CONDITIONED CARS . comfort in any clime  
STREAMLINE COACHES . reclining, revolving seats  
DINERS AND LOUNGES . food, fun and fellowship  
RESTFUL PULLMANS . relaxation "par excellence"  
INDEPENDENT TRAVEL . come and go as you please  
ESCORTED TOURS . carefree travel at its best  
PACKAGE TRIPS . complete tour in one purchase  
RESORT HOTELS . luxurious living away from home  
DUDE RANCHES . the West's most complete vacation  
SIGHTSEEING . wherever standard services offered  
RAIL-AUTO . "drive-or-self" car at destination  
TRAVEL-LOAN . vacation on monthly payment plan  
BAGGAGE . room for everything you want to take  
STOPOVERS & SIDE-TRIPS . anywhere the train stops  
RAIL TRAVEL CREDIT CARDS . may be used on any trip

*Carefree Travel at Sightseeing Level*

BURLINGTON TRAVEL SERVICE  
112 South Field Street  
Dallas 2, Texas

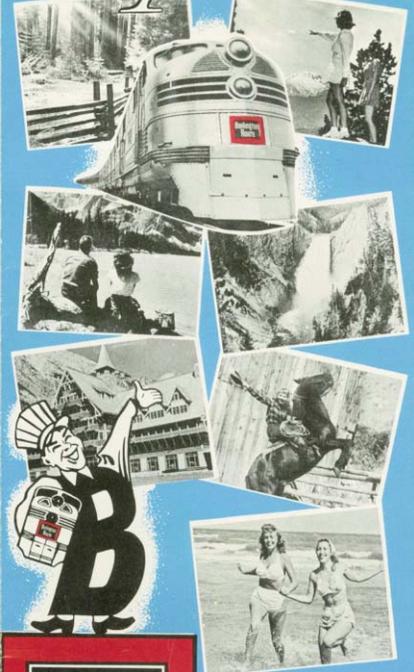
I am planning a trip to \_\_\_\_\_

Please send free ZEPHYR information.

Name \_\_\_\_\_ Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_

**BURLINGTON**  
*Zephyr*  
**VACATIONLANDS**



**Burlington  
Route**

*Carefree Travel...  
at Sightseeing Level*

**FORT WORTH AND DENVER RY.**  
*"Gulf to Rockies"*

*Wherever You Go, Whatever You Do . . .  
There's a Zephyr Vacation Just for You!*

**COLORADO . . .**



*Nature's own Vacationland*  
Crystal streams, dazzling peaks, towering trees . . . breathtaking scenery, sophisticated cities, plush hotels, old mining towns . . . all yours in Colorado.

**GLACIER PARK . . .**



*Land of Shining Mountains*  
Unspoiled wilderness . . . home of Blackfoot Indians. Wildflowers bloom galore against a background of rugged peaks . . . primitive wildlife roams at will.

**CALIFORNIA . . .**

*Golden State of the West*

To the shores of the blue Pacific, where you'll find days and nights with a thousand delights to add to your book of memories.



**DUDE RANCHES**

*Fun in the Old Corral*

"Ride the rails" to a western Dude Ranch, where city slickers become buckaroos in less time than it takes a bronc to pitch a cowpoke . . . the real West at its best.



**YELLOWSTONE . . .**

*Where Nature Shows Off*

"Old Faithful," fabulous Yellowstone Falls, Firehole River, wildlife galore in one magnificent setting . . . a "shutterbug's paradise."



**GULF COAST . . .**

*Our American Riviera*

1600 miles of fascinating shoreline. Get brown as a mink and twice as healthy - swimming, fishing, bathing, sunbathing . . . or just plain loafing on the beach.



**NORTHWEST . . .**

*Gateway to Alaska*

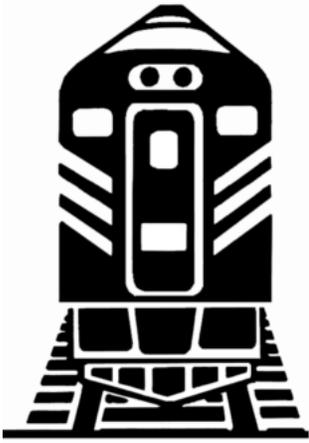
Everything's Big in the Great Northwest, from tall timber to towering tops of mountains . . . miles of evergreen forests . . . fine fishing waters . . . sparkling cities.



**BURLINGTON LINES TRAVEL HEADQUARTERS**

New Orleans 12, La.	622-3 Natl. Bank of Commerce Bldg.	CA-1896
Houston 2, Texas	925 Texas Ave. (Rice Hotel)	AT-8596
San Antonio 5, Texas	318 Gunter Bldg.	GA-9661
Dallas 2, Texas	112 South Field St.	RI-9666
Fort Worth 2, Texas	813 Main St.	FA-8131
Galveston, Texas	207 Truett Bldg.	2-0014
Wichita Falls, Texas	506 7th Street	2-2345
Amarillo, Texas	239 Amarillo Bldg.	2-2283
Lubbock, Texas	222 - 34th Street	4-2321
Abilene, Texas	719 Mims Bldg.	4-6442

## GALLERY CAR



BRHS Member, Kevin Kriebs, of Rockton, IL provided these magnificent Pullman builder's photos of the CB&Q's Office car, the 1st *Blackhawk*. This elegant car was built for Charles E. Perkins, in Pullman Lot number 2976 to Plan 1890G and was completed in January of 1903. The car was rebuilt and renumbered as the 2nd CB&Q No. 92. *Burlington Bulletin* No. 17 contains a complete history of this car, and Bill Glick's *Burlington Business Car Diagrams & More* contains drawings and more photos of this car. - Pullman Company



Member James Christen sent these photos of the Burlington cars at Atchison, KS, taken in May of 1990, and provided the following information about them.



Silver Pouch. - Jim Christen



Silver Gleam. - Jim Christen



Silver Glow. - Jim Christen



Silver Crown. - Jim Christen

No. 1604 - Silver Pouch  
Budd Job No. 9611-112 Ordered 3/51, Delivered 9/52

Built for Kansas City Zephyr and American Royal Zephyr service in 1952. In 1956, this car was reassigned to the 1956 Denver Zephyr Car Pool.

No. 4703 - Silver Gleam & No. 4704 Silver Glow  
Budd Job No. 96109 Ordered 9/39, Delivered 3/40

Built for the Silver Streak Zephyr and placed into service on April 15, 1940. These cars stayed in SSZ service until April of 1943. Reassignment was consistent with the Q discontinuing the General Pershing Zephyr for the duration of WWII. The GPZ was reinstated in June of 1946. The GPZ's cars, S. Leaf (4705) and S. Eagle (4706) were assigned to the SSZ. The S Gleam and S Glow went into pool service. The S Gleam was operating in No. 11, the Advance Flyer on April 25, 1946 and survived the Naperville wreck, not having been structurally damaged.

No. 4712 - Silver Crown  
Budd Job No. 96115 Ordered 2/40, Delivered 6/40

Built for the Advance Flyer, Ak-Sar-Ben Zephyr [Strauss says they were built for the Zephyr Pool - Vol 1 page 109 and could be seen on the DZ, TCZ, GPZ, SSZ, Expo & Overnite Denverite - he also says that the ASBZ & Advance Flyer were assembled from the pool cars - both trains inaugurated 12/11/1940] in 1940 along with eight [Strauss says 13] other stainless steel cars. These cars were high specification cars for the Q; overstuffed reclining seats in wine or forest green colors, two-tone tan and brown interiors with brown carpeting, curtains and lounge lavatories. (The S Eagle, S Leaf, S Gleam and S Glow were also high specification cars. The Silver Crown was the only stainless steel "Jim Crow" car the Q had. That was why it was leased to the FW&D [in 1944 to replace the fire-damaged 9901] for the Sam Houston Zephyr. Per the August 2, 1957 letter reproduced here, it was returned to the Q because the rehabbed 1936 Denver Zephyr trainsets went to the C&S and FW&D as the Texas Zephyr, releasing the original TZ cars for operation on the Sam Houston Zephyr.

C O P Y C O P Y

BURLINGTON LINES  
OPERATING DEPARTMENT  
547 West Jackson Boulevard  
Chicago 6, Illinois

S. L. Fee  
Vice President

August 2, 1957

Mr. R. E. Johnson  
Vice President-Operation  
The Chicago, Rock Island and Pacific Railroad Company  
Chicago, Illinois

Mr. R. Wright Armstrong, Vice President  
Burlington-Rock Island Railroad Company  
Fort Worth, Texas

Mr. R. Wright Armstrong, Vice President  
Fort Worth and Denver Railway Company  
Fort Worth, Texas

Gentlemen:

Please be referred to letter agreement of December 29, 1944, and supplements covering lease of five CB&Q passenger cars for operation in the State of Texas.

CB&Q chair car Silver Crest No. 4711, was returned to the CB&Q at Denver on July 4, 1957, and chair cars Silver Crown No. 4712 and Silver Forest No. 4713, were returned to the CB&Q at Denver on July 9, 1957, for permanent assignment to the CB&Q RR Co. I propose that it be understood that effective as of the date each car was returned to CB&Q as indicated above, all reference in said letter agreement to such car be deleted and that the CB&Q RR Co. discontinue billing your respective companies rental on each of said three passenger cars subsequent to the date the car was returned to CB&Q. It is also understood that the Texas Lines will be liable for their proportion of the cost of the next general repairs in accordance with the terms of the agreement.

## NEWS AROUND THE SYSTEM

### Osceola, IA Depot Added to the National Register of Historic Places



Osceola, IA Depot. - Steve Holding

On January 8, 2009, the CB&Q's depot at 215 N. Main Street, Osceola was placed on the National Register of Historic Places. The brick and stone trim depot was built by the CB&Q in 1907. On a visit to Osceola in 1906, the CB&Q general manager noted that the existing frame depot "was a disgrace to the Q Road..." and thus plans were drawn up for a structure more in keeping with the railroad's desire to express its power and stability. The CB&Q engineering staff designed a \$12,000, one-story reddish-brown brick building with a limestone water table and belt courses.

The building is 113' long and 32' wide with plastered walls and beaded wainscoting. The heating plant for the building is in a 12' x 29' basement accessed from the express room on the west end.

The City of Osceola took ownership of the depot in its centennial year of 2007. It is still being used as an Amtrak station, and with more than 12,000 Amtrak passengers arriving and departing annually, Osceola is the busiest railroad depot in Iowa.

The city received federal funds for the restoration of the building's exterior, which included the installation of a new roof, reconstruction of a damaged chimney, restoration of existing windows, installation of new historically-appropriate storm windows, manufacture of new entry doors that match the originals, repointing of the mortar that holds the bricks in place, and general rehabilitation and cleaning of the brick and stone surfaces.

The remainder of the exterior work will be a restored brick platform, a new hard-surface parking lot, improved lighting, and new landscaping. The work on the parking lot and landscaping will continue into spring 2011.

As part of the Mobility First initiative of

the American Recovery and Reinvestment Act of 2009, the Osceola station is scheduled to receive a new wheelchair lift and enclosure, improvements to the crossing to the platform, and new accessible parking stalls.

The city wishes to restore the interior and it plans to seek grants from the Iowa Department of Transportation and the State Historic Preservation Office. According to the current proposal, the former freight area would become the new waiting room and might accommodate local history displays; in turn, the former waiting room would



become a small museum, restaurant, or other retail space.

Compiled from the Railroad Station Historical Society's *The Bulletin*, and the Great American Stations web site at [www.greatamericanstations.com](http://www.greatamericanstations.com).

### Fulda Heritage Society Acquires ex-CB&Q Wooden Waycar

The Fulda, Minnesota Heritage Society has purchased the ex-CB&Q wooden waycar at an auction disposing of the property of the Old Depot Railroad Museum at Dassel, MN, on September 17-19 this year. On October 19th, three semi trucks rolled into Fulda carrying the waycar that has now become part of the Fulda Depot museum.

On Wednesday morning, the 20th, a crew from the Thein Moving Company, Clara City, MN, began the process of assembling the waycar's trucks and the caboose on the tracks just east of the depot. Using two Gehl 7810 skid steer loaders, the train trucks were lowered from the semi flatbed to the tracks. Once those were in place, the process of rolling the caboose from its carrier onto the trucks began. Within three hours, the CB & Q waycar was resting comfortably at its new home.

Compiled from a report in the Fulda Free Press.

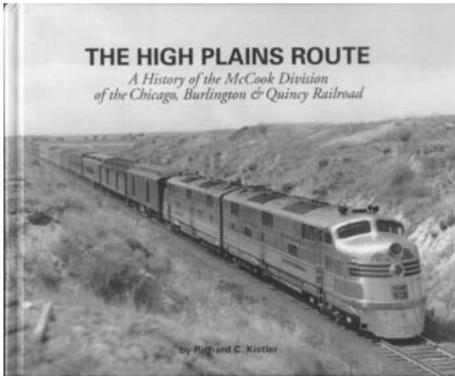
*(Top to Bottom) The waycar arrives at Fulda, MN. It is believed that this is ex-CB&Q No. 13833, later BN No. 11184.*

*The tracks near the depot have been prepared and the waycar's original wooden trucks have been placed on the tracks.*

*The waycar is carefully moved off the flatbed and positioned onto its trucks. The steps are ready to be reinstalled*

*The move is complete and the members of the Fulda Heritage Society instrumental in bringing the ex-CB&Q waycar to Fulda pose with their prize. Pictured (L to R) are Irv Larson, William Gehl, Jerry Johnson, Chuck Lursen, and Jim Sitton. - All, Courtesy Fulda Free Press*

## NEW PRODUCTS



### “The High Plains Route” - 2nd Edition by Richard Kistler Reviewed by Gerald Edgar

Nearly a quarter of a century ago, the Burlington's McCook Division was expertly captured in prose and photos by Richard Kistler with editing by Jim Reisdorff as *The High Plains Route*, originally reviewed in *Zephyr* No. 16. The two have teamed up again with Kistler as author and Reisdorff as publisher and have greatly outdone themselves.

Burlington fans have been very fortunate over the years to not only have aspects of the entire system examined and interpreted as a whole by Overton, Corbin, Holck, Spoor, Lewis & Pargellis et al. but several Divisions have also been focused on. Bernie covered the K&W/H&S (Centerville Div), Al the

Lincoln, John Mitchell, Beardstown via a *Burlington Bulletin* and Kistler did *The Wymore Story*, a new edition of which was reviewed in *Zephyr* No. 15.

*The High Plains Route* takes the best features of those books and brings McCook up-to-date. Those of you without the 1st Edition take note: it was softbound, vertical format with 112 pages. The new version is a 182-page, horizontal, hardbound with better coated stock, scores of new photos, a system map AND a current area map (omissions in 1986 that made the original Division map less useful) and far better chapter divisions. Chapters have expanded from four to nine including one exclusively for the Sterling & Wymore divisions. There is now a detailed Table of Contents, which is a real plus and readers are carried from 1878 B&MR to 2009 BNSF.

Newly published photos include such nuggets as a view of two leased EMD box cabs leading a passenger train and an 1924 CB&Q Agricultural Department train. A couple Corbin and Otto Perry photos have appeared in *Burlington Bulletins* such as one of the Aristocrat but for the most part the expanded edition offers a lot of "new" photos. The book would have benefited with more coverage of the countryside itself (admittedly not too

photogenic) and ag products that flowed from the high plains a la *Granger Country* but that is a minor complaint.

Again, this is technically a new edition not a new book BUT this model is as different from the 1986 version as a Mustang GT is from a Model A. And best of all, it's only \$29.95 for a high quality hardbound! So even if you are a Lines East fan, this is going to be a very easy purchase decision to make.

Available for \$29.95 plus \$5 shipping (NE residents add 5.5% tax) from: South Platte Press, P.O. Box 163, David City, NE 68632

[www.southplattepress.com](http://www.southplattepress.com)

### “Tales From The Rails” by Dale Pierce

This paperback book consists of an assortment of different tales by Dale Pierce from all over. Also includes a Burlington chapter, from his ride on the North Coast Limited and switching engines to the Burlington's before going into Chicago. The book is 8 1/2" by 11" but has no photos.

The book is available online and sells for \$20.10 for a hardcopy, but it is also available to download for only \$5.24.

[www.lulu.com/product/paperback/tales-from-the-rails/13038584](http://www.lulu.com/product/paperback/tales-from-the-rails/13038584)

## HO SCALE

### WESTERFIELD

#### CB&Q XM-21, XM-22 & XM-23 Box Cars

Al's latest HO scale resin craftsman kits are now available. The Q had 4,000 of these cars that were built in 1915-17. The XM21/22 had a Murphy roof versus the Hutchins roof on the XM-23s. The placement and number of grab irons also were different. The XM-21 and XM-23 used arch bar trucks while the XM-22 used Bettendorf T-sections. The two kits represent the cars as they appeared after the 1930s rebuilds, with gussets added to the lower corners of all cars. The XM-21/22s also received new, more modern Murphy roofs and Andrews trucks replaced arch bars. Angle irons were removed from the doors of some cars, so the kits contain both style doors. The cars were painted in many designs over the years and Westerfield's decals cover them all. More than half the fleet survived to 1950 and some as late as 1958. The kits include a complete history of the cars. They are unpainted and come without trucks and couplers.

Stock No.	Car	Style	Price
11851	XM-21/22 SS box car, modernized		\$34.00
11852	XM-23 SS box car, modernized		\$40.00

Westerfield  
53 River Lane  
Crossville, TN 38555



#11851 XM-21/22 SS box car, modernized



#11852 XM-23 SS box car, modernized

# QUESTIONS AND ANSWERS



**Q10-05** I have a large panoramic photo of a depot I believe to be somewhere between Louisville, KY and Kansas City, MO. The photo was taken on May 3, 1936. I'm trying to identify where the photo was taken. Can you or someone in your organization help?

The original is a panoramic photo that is framed, so the photo above was taken in sections, then stitched together with computer software. Since it is from 1936, I don't really want to take it out of the frame or open up the back. The train definitely went to the Kentucky Derby in Louisville. I have a letter attesting to that, plus the original menu enroute. Below is information from the letter which may help:

Left Macon, MO 8:15 AM, Friday May 1  
 Boarding in Omaha at 2:00 PM, Friday May 1  
 Began boarding KC at 400PM, Friday May 1  
 Left St Joseph at 500PM, Friday May 1  
 Left Louisville 900PM, Sat., May 2 (return trip)

I've done a lot of searching on the internet for photos of depots in MO as well as some that would have been close to Kansas City, like Birmingham, MO, Liberty, Macon, Moberly, Jefferson City, etc. I didn't find a photo of one that looked like this one. Since the photo is dated May 3, 1936 and based upon the shadows, it had to have been taken sometime on May 3 on the return trip from Louisville to KC. They left Louisville at 9 PM Saturday May 2, so that would have been too late and too dark for a photo. It had to be sometime between daybreak on Sunday, May 3, and when they were to arrive in KC that Sunday afternoon.

Steve Hartwich, Kansas City, MO

**Q10-06** What type of train order boards did the CB&Q use - upper or lower, type of blade (square or pointed) and what was the striping scheme?

**A10-06** The Burlington train order boards were lower quadrant, square ended blade, red with a white strip on the front and the backwhite with a black strip.



*Osceola, IA's Train Order Board - Steve Holding*

**Q10-07** Somewhere, there was a reference to a Burlington switcher, maybe an NW2, that was painted Chinese Red. Did that happen?

**A10-07** The answer comes directly from the person who had the 605 painted Chinese red: Neil Richey, the roundhouse foreman at Childress in November 1967 and roundhouse foreman in Denver when he told Hol Wagner the story. He had the unit painted that way when it was overhauled because FW&D switchers had been equipped with MU for use in pairs on branchlines, especially out of Wichita Falls. As such, the FW&D considered them to be road units, and road units were painted Chinese red. When the powers that be in Lincoln and Chicago discovered the unit was red, a directive was issued that no more switchers were to be painted red, but the frugal Burlington didn't spend the money to repaint a newly painted unit, and the 605 wore its Chinese red until it was repainted into BN's Cascade green.



*FW&D NW-2 at Wichita Falls on October 2, 1967. - Hol Wagner*

Q&A needs everyone's help to find these answers and uncover



interesting facts about the Burlington lines and history.

**Q10-08** [This question comes from Janet L. Jeffries, Archivist at the Perkins Library, Doane College, Crete, Nebraska]

I am researching our college founder, Thomas Doane, and his involvement in building the B&MRR through much of Nebraska. As an aside, I would like to find out if the Burlington used our college's Boswell Observatory to keep track of time along the route. We have an original E. Howard regulator clock that worked off of our telescope. The B&MRR came through Crete in 1871 and the observatory was built in 1883. I know that sometimes there were travel guides or other publications that would list where one could synchronize time. Would there be records that could prove this?

**Q10-09** When did the CB&Q first use the slogan 'Everywhere West?'

**A10-09** The Everywhere West slogan was first painted on freight equipment in 1937, along with the Way of the Zephyrs slogan. Neither was used on equipment prior to that time, though Everywhere West -- briefly preceded by the awkward slogan Anywhere West -- was used in timetables beginning in 1924. On freight equipment, Everywhere West was painted in the distinctive sloping script lettering on one side of cars, with Way of the Zephyrs on the other side. Cars built or rebuilt from 1937 on received the slogans -- with the exception of flatcars. Diesel switchers first began to be painted in the so-called blackbird scheme with the two slogans on the hood in 1940. Use of the slogans continued on locomotives until the 1959 adoption of the Chinese red paint scheme. On Chinese red freight cars, the slogans continued to appear, but now in block gothic letters, until the mid-1960s, when Way of the Zephyrs was dropped and Everywhere West appeared on both sides of cars -- for two or three years, until it, too, was dropped.



## EXCHANGE PLACE

### FOR SALE:

#### Passes

CB&Q 1912	System	\$8
CB&Q 1921	System	\$6
CB&Q 1922	System (2)	\$6 each
CB&Q 1923	System	\$6
CB&Q 1924	System	\$6
CB&Q 1944-45	System	\$5
CB&Q 1950-51	System(2)	\$4 each
CB&Q 1953-54	System	\$4
ATSF 1943-44	20 year service pass	\$5
ATSF 1947-48	" " "	\$5
C of Ga 1941		\$5

#### Pocket Calendars

1953	\$4
1965 (2)	\$4 each

Contact: Steve Holding, 110 E Scenic Ln, Travelers Rest, SC 29690 Email: sholding@sbcglobal.net

## 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 and meets of the BRHS are successful.

### 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.

### MEET COORDINATOR

We are looking for a person who would assist the VP of Operations in planning and coordinating the Spring and Annual Meets. This person would locate and organize volunteers for the meet's operations.

## 2011 SPRING MEET

April 9, 2011

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

**Meet Hotel:** **Comfort Inn & Suites**  
1555 E. Fabyan Parkway  
Geneva, IL 60134  
Phone: 630-208-8811  
Rooms blocked for Friday and Saturday nights at \$81.99 plus tax - Book yours today!!

**Meet Location:** **Riverview Banquets**  
1117 North Washington Avenue  
Batavia, IL

**Activities:** Swap Meet for Membership Clinics  
Banquet & Speaker - Details will be forthcoming

### ZEPHYR #61 CONTRIBUTORS

Michal Basta	Steve Holding
Barbara Boorman	Janet Jeffries
BRHS Archives	Bill Jelinek
Bob Bullerman	Pete Korshing
James Christen	Bob Kosic
Donald Durand	Kevin Kriebs
Gerald Edgar	Ken Martin
Fulda Free Press	Kevin McCready
Rupert Gamlen	Dale Pierce
Great American Stations Web Site	Railroad Station Historical Society
Google Maps	Hol Wagner
Steven Hartwich	University of Illinois Urbana/Champaign
Chuck Hatler	

**ZEPHYR EDITOR** David Lotz

## WHERE TO WRITE

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

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

For all correspondence pertaining to membership including renewals:

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

Archives:

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

For all matters pertaining to finances:

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

*BULLETIN* Commercial Sales Information:

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



Material for publication in the *BURLINGTON BULLETIN*:

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

Material for publication in the *ZEPHYR*:

Send to *ZEPHYR* Editor:

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

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