

THE Zephyr

Burlington
Route

BRHS NEWSLETTER

ISSUE I-II NO. 62

GENEVA 2010 ANNUAL MEET

as reported by Gene Tacey

The 2010 annual meet in Geneva began on Thursday September 9th with registration and a meeting of old friends in the Fabyan Room of the Comfort Inn and Suites. Along with registration there was a presentation by Peter Everitt about model railroading in England along with a slide show presentation showing pictures of his layout in England. He models the C&S and Great Western Railway of Colorado in the 1950s and pointed out a number of differences in modeling in England due to the lack of space available for layouts. Some members also reviewed photos of a caboose and helped identify some of the components on the interior shots.

The next morning 30 of the attendees boarded the Westbound tour bus at 8:30 and began their tour of various stops on their itinerary. The first stop was at the Museum of Science and Industry to view the Pioneer Zephyr and other exhibits. From there they went to a stop that

wasn't included in the initial registration form when they went to the Newberry Library to look at the CB&Q display there. From the Newberry the group went to Des Plaines Hobbies where they enjoyed a lunch prepared by the hobby shop and had time to shop in this well maintained and stocked hobby shop. From the hobby shop they proceeded to Elgin, Illinois to visit the Fox Valley O Scalers layout. After spending time at Fox Valley O scalers the group left to go to the Lisle Museum at Lisle Station Park in Lisle, Illinois. Unfortunately, they ran into heavy traffic and a decision was made to skip the Lisle Museum and proceed on to the Batavia Museum. They arrived there and spent a short time checking out the displays before proceeding back to the hotel.

While the Westbound tour was spending the morning going to MSI and the Newberry, the 16 persons who signed up for the Eastbound tour spent the morning in the Comfort Inn working on the make and take project which was building a coal shed. Charlie Vlk provided the instructions and the material and everyone worked on their model until it was time to leave for lunch. Because of the various scales and skill levels not everyone was able to complete their model before boarding the bus to go to Des Plaines Hobby for lunch. The

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The Comfort Inn and Suites - BRHS Meet headquarters. - Comfort Inn & Suites



Gene and Linda Tacey man the registration table Thursday evening, while they and Dick Kasper listen to Peter Everett's presentation. - Larry Owen



Peter Everitt giving his slide presentation on his home layout to the Thursday evening attendees. He provided a first-hand account of model railroading in England, his home. - above, Gene Tacey, below, Larry Owen



Larry Owen, Grant Law and Gregor Moe discuss caboose photos while Ken Martin (seated) looks on. - Gene Tacey

LINE-UP

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Eastbound group joined the Westbound group for lunch at Des Plaines and then departed for Fox Valley O scalers to visit the layout. After spending time at Fox Valley the group boarded the bus to return to the hotel. The group made a short side trip on the return to stop at the Turner Junction/West Chicago depot for a photo opportunity. They then returned to the hotel.

Friday evening was open for all members and the hospitality room was again open for the attendees to visit and gather. Gene Tacey presented a Powerpoint presentation on the structures of the original B&MRR line from Plattsmouth, Nebraska to Kearney, Nebraska.

While most of the members were on the tours Friday and attending the meet on Saturday, the ladies attended the Festival of the Vine celebration in Geneva. The ladies enjoyed two days of shopping, wine tasting and dining and then gathered for the social hour and banquet at the Riverside Reception and Conference Center.

Saturday morning the events moved to the Riverside Reception and Conference Center and began early with registration opening at 7 a.m. for late arrivals followed by the annual meeting at 8 a.m. The meeting was well attended by the majority of the meet attendees. The swap meet and model contest were held after the annual meeting. The swap meet was smaller than usual with 10 tables being set up. While there weren't a large number of models entered in the contest this year those that were entered were excellent examples of some fine modeling. The attendees were on their own for lunch and in the afternoon the attendees were able to attend three clinic presentations. Steve Holding gave a presentation on dispatching in the Illinois area and this was followed by Charlie Vlk who gave a powerpoint presentation on research sources. Gene Tacey finished up the clinics with a powerpoint presentation on Depots of Lines West in Nebraska and then there was a break in the action while everyone visited and/or went back to their hotels to change for the banquet.

After the break the group meet again for an social gathering with an open bar. During this period raffle tickets were sold for the door prize drawings during the banquet. At 7 p.m. everyone gathered in the banquet room for the banquet. The

banquet opened with the introduction of special guests Richard Murphy (son of Burlington President Murphy) and his wife Marie. The attendees then enjoyed the buffet meal provided by the Riverside Reception and Conference Center. This was followed by the drawing for the door prizes for the raffle. There were also door prizes for the ladies. After the raffle Larry Stoll was introduced and he provided the results of the model contest. This was followed by the

presentation of the Fuka-Miekasak award to Ed DeRouin by President Gene Tacey. Ed was recognized for his work in preserving the memory of the Burlington with his many books and his many clinics over the years. The evening's guest speaker was Jim Wrinn, of Trains Magazine, on how Trains magazine is produced. Concluding the evening was a presentation by Steve Holding of 8mm film that he and his father took in the mid-1950's and early 1960's.



Resplendent in stainless steel glory, the famous Pioneer Zephyr is on display for generations to come under the parking garage of the Museum of Science and Industry in Chicago. - Larry Owen



The Friday "Westbound" tour members gather in front of the 9900 and some take advantage of this photo opportunity. - Larry Owen



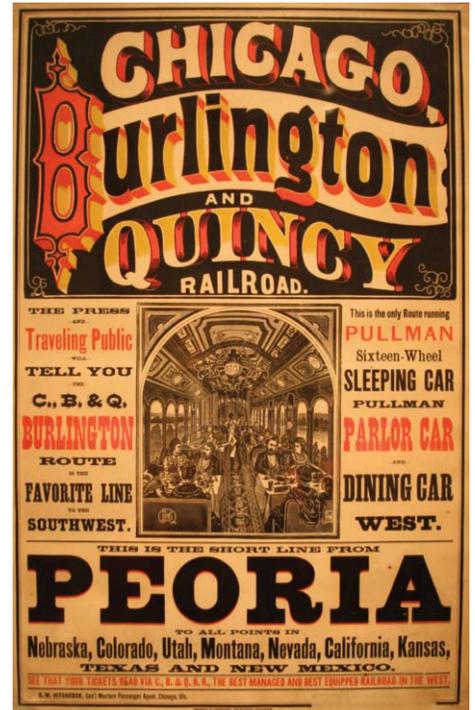
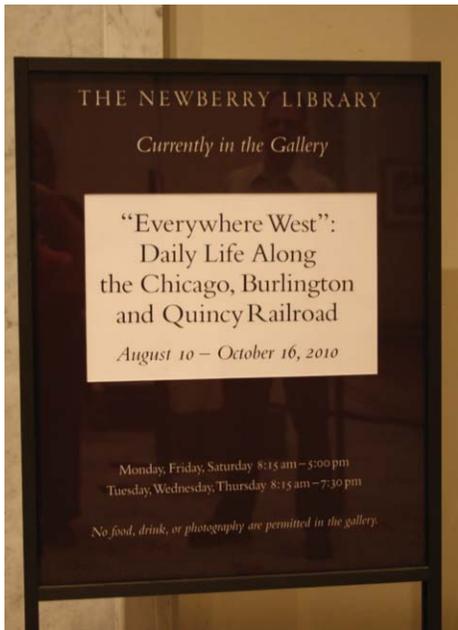
"The Great Train Story," MSI's massive HO-scale layout. Here an Amtrak Zephyr passes a typical granger elevator on its eastward trek across ex-CB&Q trackage to the Windy City, seen in the background. - Bill Jelinek



On a last-minute itinerary change, the Westbound tour group has just arrived in a luxury motor-coach and are ready to enter the Newberry Library, home of the Corporate Archives of the CB&Q Railroad. - Bill Jelinek



BRHS Board members, Dick Kasper (left) and Jim Singer (right) pose at the entrance to the Newberry. - Bill Jelinek



Once inside, everyone headed to the Gallery exhibit appropriately titled, “Everywhere West” - Daily Life Along the Chicago, Burlington and Quincy Railroad. Our hostess and speaker at the exhibit was Newberry employee Ginger Frere. - Bill Jelinek



BRHS Meet attendees enjoy the many wonderful artifacts and photographs in the Newberry's display. - Bill Jelinek



While the folks on the westbound trip were at MSI and the Newberry, the folks on the Eastbound eastbound tour were heads-down, hard at work on scratch-building the CB&Q Coal Shed at Millington, Illinois. Charlie Vik(far left) provided the materials in each person's scale and gave step-by-step instructions. - Gene Tacey



Both tours converged at Chicago's iconic Des Plaines Hobbies to shop and enjoy a free meal provided by the store. - Both photos Gene Tacey



Even our Chicago area members enjoyed the group visit to Des Plaines Hobbies. In the photo to the right, store owner, Ron Sebastian (with arms folded) oversees all the activity. - Both photos Bill Jelinek



After lunch, both tours headed for a visit to the Fox Valley O Scalers' amazing club layout. - left Gene Tacey, right Larry Owen



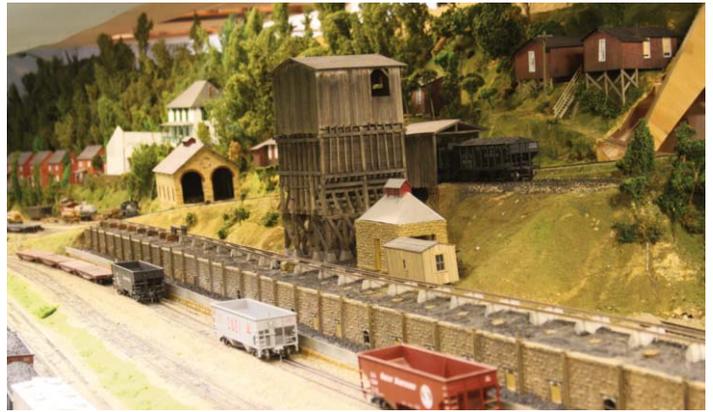
CB&Q equipment on the layout included 0-6-0 No. 505 and waycar No. 13979 at the location of the future Q freight house. - Bill Jelinek



Single sheathed XML boxcar No. 45635 was found in the West Yard. - Gene Tacey



Here, Ted Schnepf (pointing) provides BRHS members a history of the Fox Valley club and layout that is in his home. - Left Gene Tacey, right Bill Jelinek



More highly detailed scenes on the Fox Valley layout. - Both photos Bill Jelinek



The Eastbound tour headed to the Batavia Historical Society's Depot Museum. - Bill Jelinek



Also preserved at the Batavia Depot museum is waycar No. 14662 . - Bill Jelinek



At the conclusion of the Eastbound tour, Gene Tacey presented a program on the B&MRR line from Plattsburgh to Kearney . - Linda Tacey



Also on the agenda for the Westbound tour was the Lisle depot museum with CB&Q waycar No. 14584. - both Bill Jelinek



Peter Everitt and Dan DiSantis seem very interested at this table at the swap while Jerry Lundeen converses with an unidentified BRHS member. - Bill Jelinek



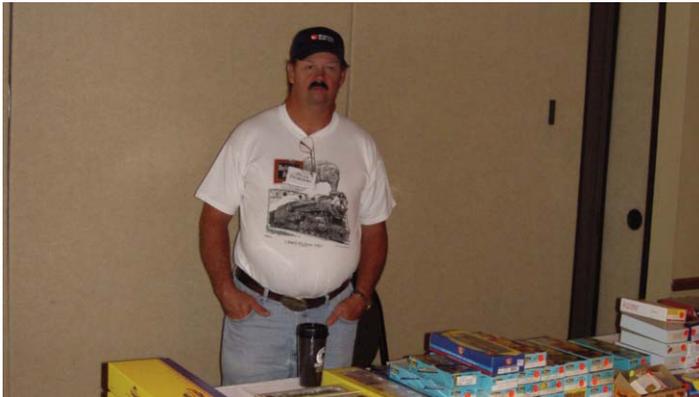
Jim Singer, the late Lee Hastman, Phil Weibler and BRHS Treasurer Leon Ploger enjoy a lively discussion. - Bill Jelinek



Vendors Pat Eagan and Joe Legner offered a vast array of books for swap meet attendees. - Gene Tacey



Vendor Dennis Owens eagerly awaits his next customer. - Gene Tacey



Vendor Michael Prinzhorn displays his wares. - Gene Tacey



Charlie, what is all the "Horribly Oversized" stuff on your table? - Bill Jelinek



Charlie Vik was one of the Saturday afternoon clinicians, presenting tips and techniques of doing CB&Q research on the internet. - Bill Jelinek



Steve Holding, another clinician, provided many insights into dispatching on the CB&Q from his many years of first-hand experience. - Bill Jelinek



BRHS President, Gene Tacey was also one of the Saturday afternoon clinicians, presenting his program about CB&Q Lines West Depots. - Bill Jelinek



Friday and Saturday the ladies enjoyed the Geneva Festival of the Vine celebration. Below are all the raffle and door prizes the door prizes that were provided by generous companies and individuals. - all Bill Jelinek



AWARDS & RECOGNITION

FUKA / MIEKISZAK MEMORIAL AWARD



(above) Ed DeRouin, following his slide clinic at the 2009 BRHS Spring Meet in West Chicago. - Greg Baumgartner



A sample of Ed's modeling on his Elmhurst layout. - Jim Singer



(right) The late Lee Hastman accepting the Fuka / Miekiszak award on behalf of Barb DeRouin. - Bill Jelinek



Nelson Moyer
BEST IN SHOW
DAVID J. BECK MEMORIAL
MODEL CONTEST AWARD



Phil Weibler
BEST IN SHOW
PHOTO AWARD



What would an Annual Meet be without a banquet? The buffet at the Riverside Reception and Conference Center was great! - Gene Tacey



Special guests Marie and Richard Murphy, son of legendary CB&Q President, Harry Murphy. - Bill Jelinek



Jim Wrinn of *Trains* magazine, was our main speaker, showing us all how the monthly magazine is produced. - Bill Jelinek



Concluding the evening, Steve Holding showed 8mm films of the Q that he and his father took in the 1950's and 1960's. - Gene Tacey

FALL MEET THANK-YOU'S

Meet Planning Committee

Bob Grenier, Gene Tacey

Registration

Gene & Linda Tacey

On Site Coordination

Gene Tacey

Clinics

Peter Everitt, Steve Holding,
Gene Tacey, Charlie VlK

Program

Jim Winn, Steve Holding

Ladies Events

Linda Tacey

Model/Photo Contest

Larry Stoll, Barb Stoll

Layout Tour Owners

Ted Schnepf & The Fox Valley
O Scalers

Door Prize/Raffle Coordination

Larry Owen, David Lotz

Photographers

Bill Jelinek, Gene Tacey, Linda Tacey,
Larry Owen

Special Thanks to:

Batavia Historical Society &
Depot Museum
Geneva Chamber of Commerce
Ginger Frere, Martha Briggs &
The Newberry Library
Let Me Arrange It
Lisle Park District &
Depot Museum
Museum of Science and Industry
Riverside Reception and
Conference Center
Ron Sebastian &
Des Plaines Hobbies
Sparewheels Transportation
Company

Hotel Accommodations

Comfort Inn and Suites

DOOR PRIZE DONORS

5th Avenue Car Shops
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Blair Line
Brass Car Sides
BRHS Company Store
Classic Metalworks
Dremel
East Hamlet Jct.
Evergreen Scale Models
Four Ways West Publications
Full Throttle
Illinois Railway Museum
Intermountain Railway Co.
Jerry Albin
Kadee Quality Products Co.
Kalmbach Publishing Company
Microscale Industries
Micro-Trains Line Co.
Mike Prinzhorn
Milepost 208 Publications
Model Railroad News
Q Connection
Steve Holding
Sundance Marketing, Inc.
Tomar Industries
Wm. K. Walthers Inc.
Woodland Scenics

THE GENEVA BRANCH - A BRIEFING

Text by David Lotz

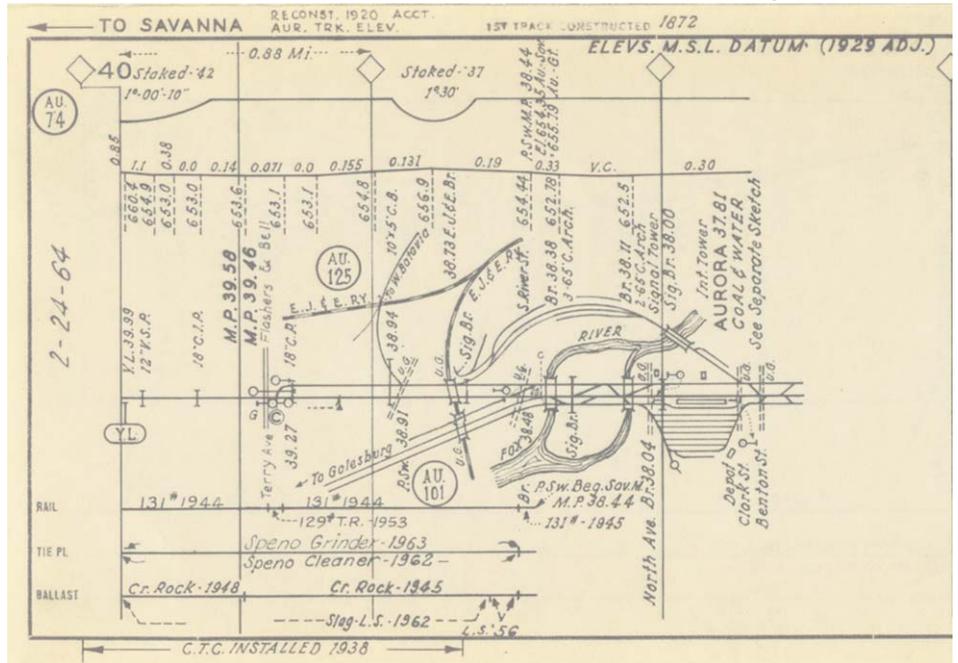
A tradition for the BRHS Annual Meets has been to hold the meet in a city that was served by the Burlington. Many asked prior to, and at this year's meet, if the Burlington had served Geneva, Illinois in years past. The short answer is yes.

The long answer is that Geneva was at one time, the northern terminus for the Ottawa, Oswego and Fox River Valley Railroad Company. This line was incorporated by a special act of the Illinois Legislature on August 22, 1852. The northern portion of this line served Geneva. It started at a connection with the CB&Q's C&I line, known as the Geneva Switch, 1.6 miles west of the Aurora station at La Salle and New York Streets (one tenth of a mile west of the "J" crossing). It proceeded northerly through Aurora, North Aurora, the Northern Illinois Fair Association (NIFA) grounds, Mooseheart, West Batavia and on to Geneva, a total distance of 9.46 miles.

The southern portion of this railroad began at Montgomery and ran down the Fox River Valley to Streator, and then westerly to a connection with the Illinois Central Railroad in Wenona, IL, a distance of 57.53 miles.

Prior to 1867, OO&FRV completed, and placed into operation, a standard gauge railroad from Streator to the IC connection at Winona, Illinois, however no portion of this segment was acquired by the CB&Q.

Construction north from Streator did not commence until the spring of 1869, and that portion was completed to



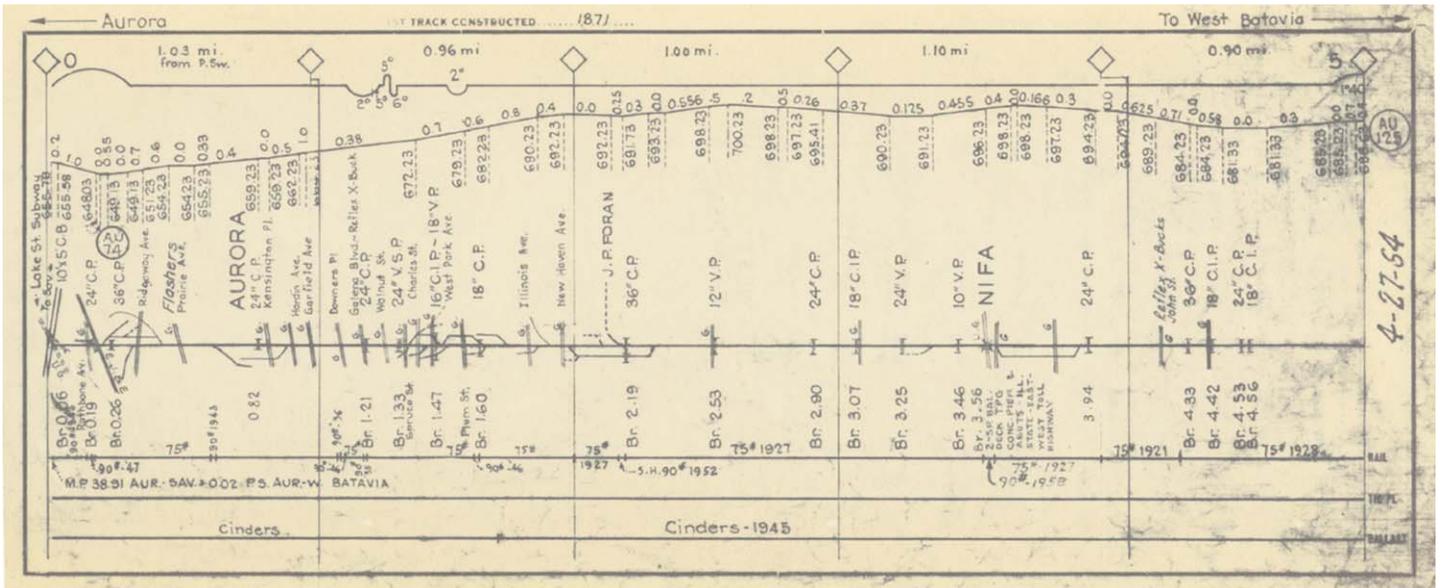
Montgomery and opened for business on January 15, 1871. The northern portion was completed to Geneva on May 1, 1871. The CB&Q started leasing both of these lines over a year prior to their completion and operated them from the beginning. Then, on June 1, 1899, the lines were deeded to the CB&Q.

The segment of trackage from West Batavia to Geneva closely paralleled the C&NW and just west of Geneva, crossed over the C&NW's mainline to head east towards the C&NW's Geneva depot. The 1895 Q Employee Timetable gives this instruction "TRAINS WILL COME TO A FULL STOP AT THE STOP

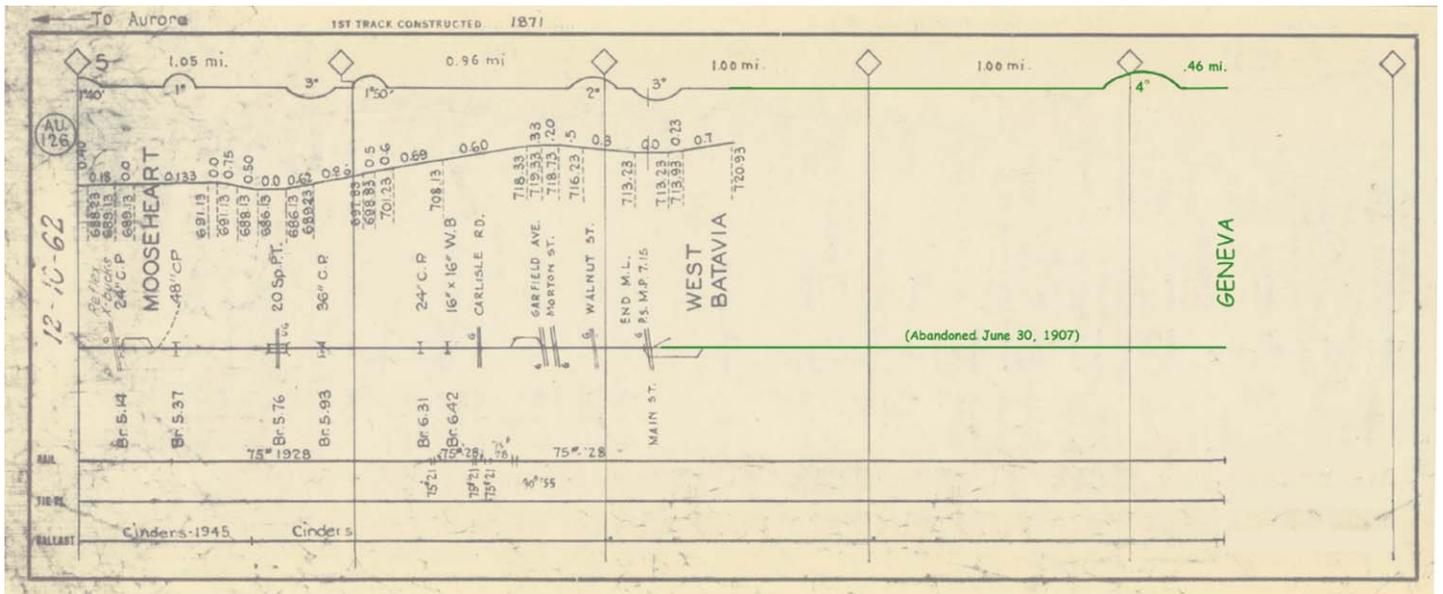
BOARD BEFORE CROSSING THE C&NW-RR TRACK AT GENEVA."

According to the 1895 timetable, there were six "Fox Valley" trains each way on the "Aurora & Streator" branch and one round trip a day on a second class train over the "Aurora & Geneva" branch. It is interesting to note that this train turned at Batavia and did not go to Geneva.

Competition was heavy along both sides of the Fox River north of Aurora. The C&NW's branch south out of Geneva reached all the way to Aurora. Then, on October 24, 1896, the Aurora and Geneva Railway Company (a predecessor of the Chicago, Aurora and



Pages from the CB&Q Chicago-Aurora Division Track alignment chart. Top - segment of the C&I line showing the location of the Geneva switch. Above - Miles 0 through 5 of the Geneva Branch. - Steve Holding Collection



Last page for the Geneva Branch from the CB&Q Chicago-Aurora Division Track alignment chart. - Steve Holding Collection

Elgin RR) completed their interurban line between Aurora and Batavia and on June 1, 1900 reached all the way to Geneva. It is no wonder there was never much passenger traffic over the Q's Geneva branch. It does appear that mixed service lasted until the early- to mid-1920's. However, many passenger specials were operated over this line to NIFA and to Mooseheart. Even circus trains were operated to the NIFA grounds.

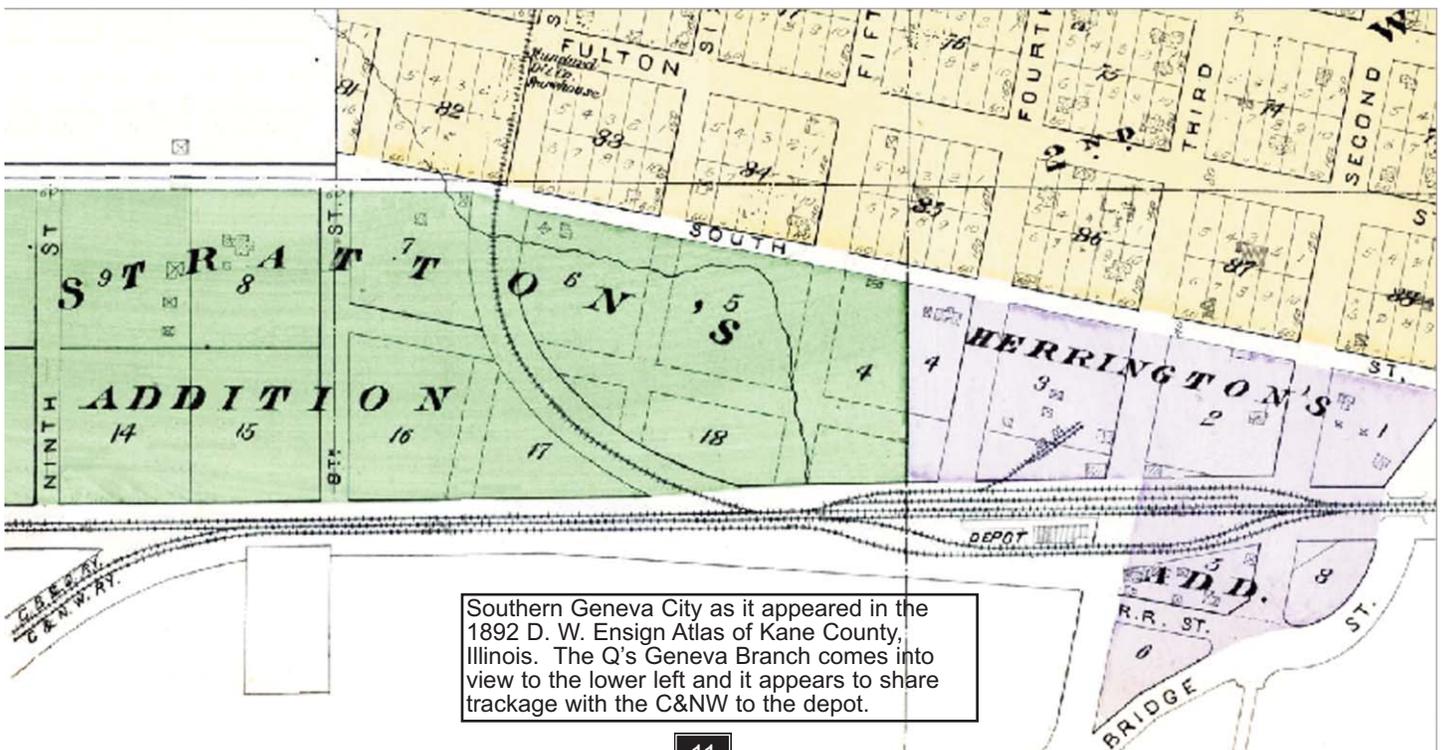
The heavy competition resulted in one of the earliest abandonments by the CB&Q, calling it quits on the 2.16-mile portion of the line between West Batavia and Geneva on or about June 30, 1907.

In late 1912 the Moose fraternal organization purchased the Brookline

Farm, more than 1,000 acres along the then-unpaved Lincoln Highway and the CB&Q's Geneva Branch. Mooseheart was created as a community and school for children and teens in need. Over its 97-year history, Mooseheart has been home to nearly 12,000 young people, ranging in age from infancy through high school. A depot was built at Mooseheart matching the other buildings in the complex, and the station makes its first appearance in the 1920's timetables, but with the note "Ticket to Aurora," as the former OO&FRV branch from Aurora to Geneva on west bank of Fox River was already "freight only." The note to ticket Mooseheart traffic to Aurora was due to many specials run to/from there by the Loyal Order of Moose for their then new national orphans' home.

This line served many industries, such as the large Stephanson-Adamson and Barber Greene plants, and saw the operation of the "Irish Mail" for many years.

The line between NIFA and Batavia was abandoned in 1977 after Mooseheart converted it's heating plant from coal to gas. Today, the line exists as far north as the Illinois Tollway. On December 21, 2006, the BNSF was granted permission to abandon the line between milepost 3.53 and milepost 3.57, at NIFA. Most likely this is to abandon the bridge over the tollway. We are looking forward to a future, in-depth BULLETIN article on the Geneva Branch and the operations of the "Irish Mail" being prepared by Leo Phillip.



Southern Geneva City as it appeared in the 1892 D. W. Ensign Atlas of Kane County, Illinois. The Q's Geneva Branch comes into view to the lower left and it appears to share trackage with the C&NW to the depot.

MODELING THE BURLINGTON

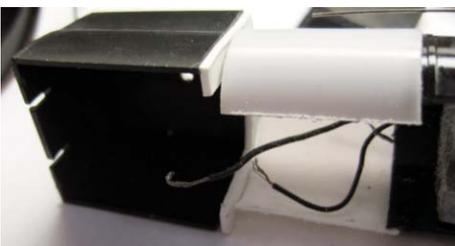
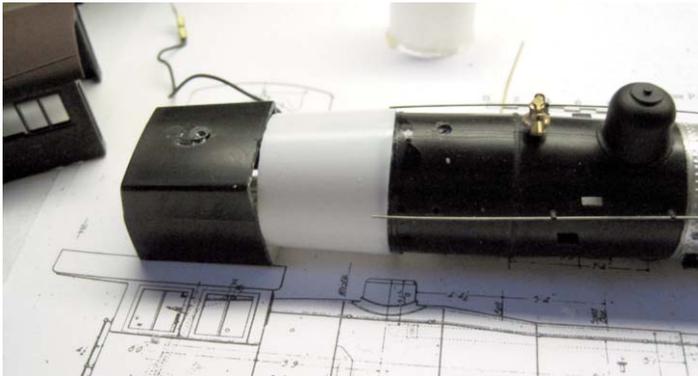
The Burlington's P-2 Class Atlantic 4-4-2 No. 2500

Text & Model Photos all Bill Glick

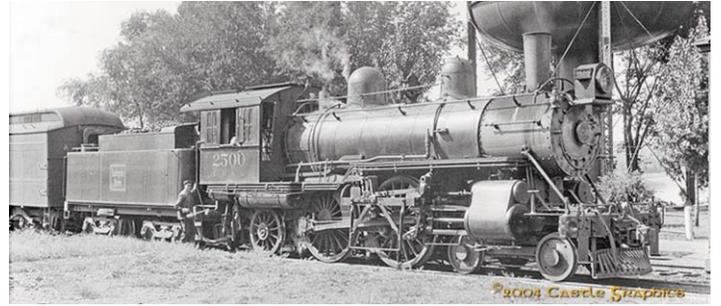


This has been an engine I always wanted to do and starting with a MANTUA 4-4-2 model, gets you very close. You need to find a model that has the round steam dome and bell positions that are close to the prototype as not all of the Mantua Atlantics are the same. Also the truck under the cab must be inside frame. Matching the valve gear is also important. I chose to model the No. 2500 because of the extra details it has. An excellent photo of the 2500 is shown here from Jan Kohl's Castle Graphics website, and in Corbin's *Steam Locomotives of the Burlington Route*, a photo of the 2504, which is similar, may also be found on page 87. Bernard also provides a reprint of a Railway Age drawing on page 204.

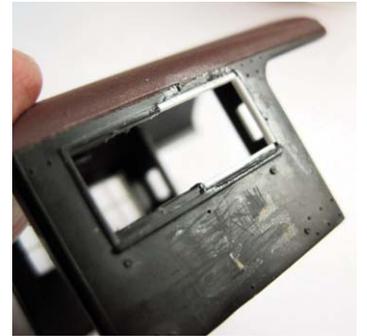
The first step was the most difficult and challenging. You need to cut out the Belpaire style fire box and replace it with a piece of styrene. The piece I found in a hardware store, was a candlestick replacement for an electric light. Then add a piece of styrene to fill in rear. I left the rear section intact to allow me



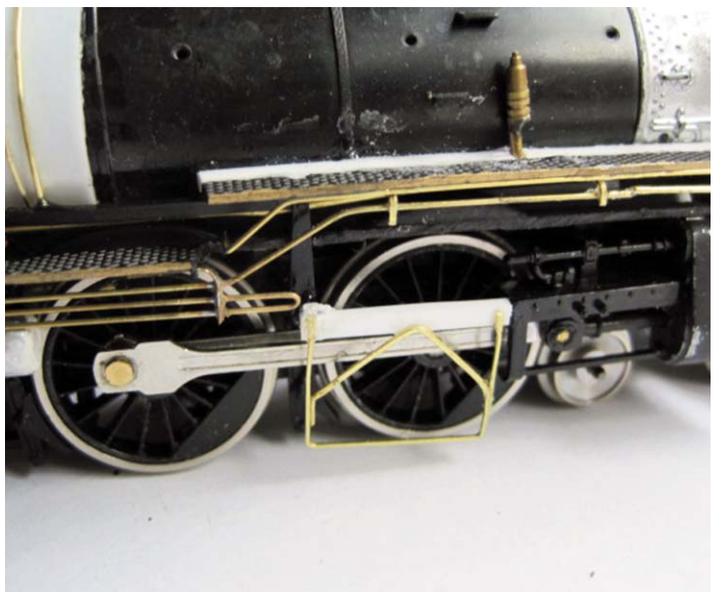
Remove Mantua light and replace with a Burlington cookoo clock style lamp available from Precision Scale. I attached it with AC glue and did not try to light it with a bulb.

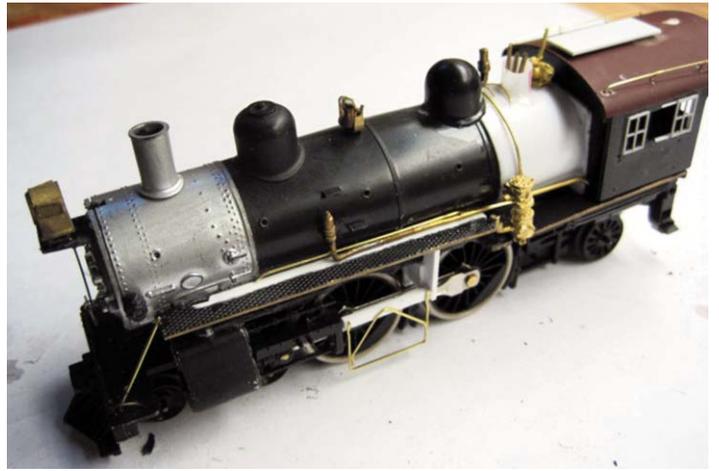


Next modify the cab as shown in attached photos. Add styrene strips and I used the center part of the four pane Grandt Line windows part No 5059. Then add detail to roof.



Now for some details to add to the engine boiler sides. As you can see, the brass wires are added for plumbing and the brass bars for the frame in the center are mounted on a piece of styrene





More details are added according to the prototype you have chosen, as they all seem to differ in some respect.



Next a little tender change with removing a little of the sides and add the curved brass piece and a styrene section to rear of the coal bin. Replace the existing tender light with a cuckoo clock light.



Finished model at last!!



RECOLLECTIONS

Rescuing a Marooned Snowplow

In 1887 the Burlington was building extensions in nearly every direction, and as a part of this expansion a branch line was constructed through the northeastern part of Colorado through Holyoke and Sterling and then in a northwesterly direction to Cheyenne, Wyoming. It was of fairly light construction with moderate cuts and fills over the high plains tree-less country.

The line had always been an operating problem during the winter months due to the open spaces and the steady winds prevailing causing snow to drift into all of the cuts. This problem had been somewhat alleviated early on by the construction of snow fences, but as time took its toll the fencing eventually disappeared, either by lack of repairs or in some instances becoming handy materials to some farmsteads as corrals, etc.

Until the Great Depression years of the 1930's a mixed train operated in both directions daily except Sunday, and after that the service became tri-weekly. From Sterling every Monday, Wednesday and Friday mixed train No. 159 operated to Cheyenne; and on every Tuesday, Thursday and Saturday the mixed train No. 160 tried to return to Sterling. This type service lasted until 1959 when the pouch mail contract went to trucks, and then the assignment was abolished and further trains operated more on an as-needed basis.

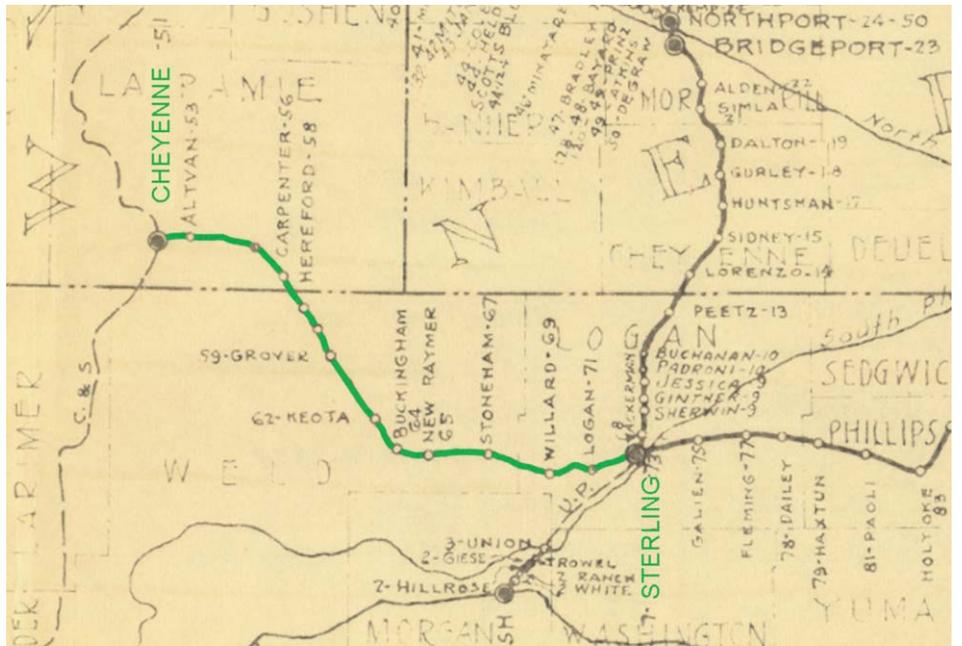
The big blizzard of 1949 closed the line for over a month until the old Jull plow could clear it, and then service was interrupted another two weeks due to blowing snow conditions. Oftentimes blizzards across the high plains seemed to come about almost instantly without warning. The Burlington scrapped the Jull plow in the fall of 1949 and after that time any snowplow operations on the Sterling-Cheyenne line had to be handled with the wedge plows.

Almost every winter it became routine for some wedge snowplow operation to clear the line of its worst enemy - SNOW! On Friday, April 5, 1957 Train 159 departed Sterling with PMC 9768 as the motive power and it shoved wedge snowplow CB&Q No. 205074 and a buffer gondola CB&Q No. 81184 to Cheyenne clearing the line due to blizzard conditions. Upon arrival at Cheyenne, and on the next morning the weather had moderated considerably.

Text and Photos by James L. Ehernberger



CB&Q work extra 9768 backing west of Stoneham, Colorado toward the marooned snowplow April 8, 1957.



The Sterling to Cheyenne branch line from CB&Q alignment charts. - Steve Holding Collection



Further west of Stoneham, Colorado - plowing the line open with plow 205073, buffer gon 88139 and motorcar 9768.

Continued on page 16

2010 GENEVA MODEL/ PHOTO CONTEST RESULTS

All Model Photos by Bill Jelinek

All models pictured are HO scale unless otherwise noted

STRUCTURE - ON LINE

Best of Show



First Place (left): Nelson Moyer - Scratch-built Trestle and bridge at MP 35.94 over Lemon Creek on the Washington, IA branchline, originally the narrow gauge B&NW.

PASSENGER CAR

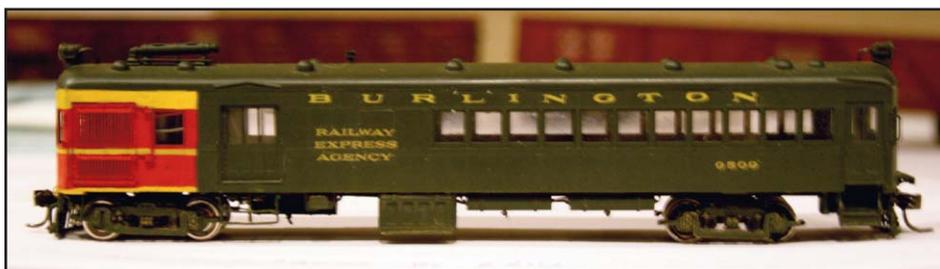


First Place: Ken Martin - CB&Q Coach No. 4151. Modified LaBelle kit.

Second Place: Peter Everitt - C&S No. 552. Modified Branchline kit with additional details based on photos in *Burlington Bulletin* No. 4 and *The Colorado Road*.

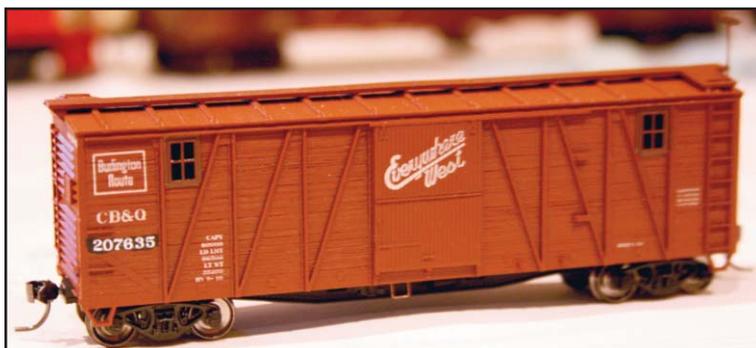


MOTOR CAR



First Place: Ken Martin - CB&Q Brill Motorcar No. 9509.

MAINTENANCE OF WAY



First Place: Ken Martin - CB&Q Outfit Car No. 207635.

COMPLETE TRAIN



First Place: Steve Holding - O scale from left to right - The waycar is a laser kit from Mullet River with operable windows and doors and tissue paper used for tar paper. Steve built a jig for soldering the the end rails and ladders. Trucks are rebuilt from Bachmann On30 passenger trucks

PHOTOS - B&W PRINT

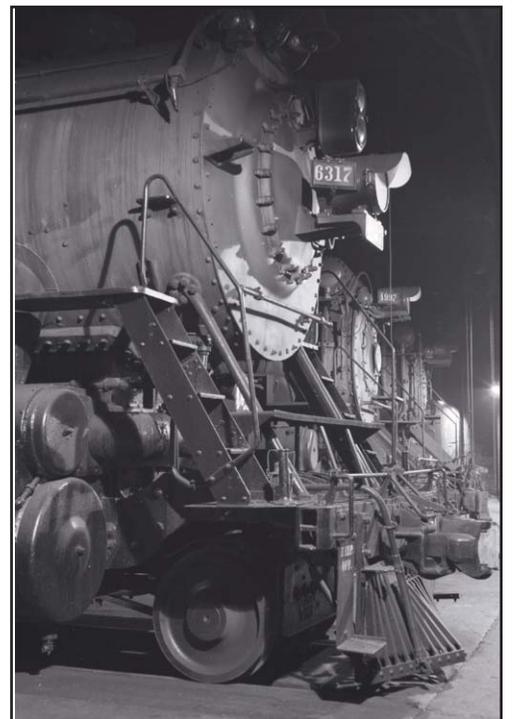
Best of Show



First Place (left):
Phil Weibler - "Northbound at Mississippi Palisades" CB&Q F3A No. 136-D leads an unidentified F3B and GP hauling tonnage northbound past the Mississippi Palisades Park just north of Savanna, Illinois in 1962.

Third Place (below):
Phil Weibler - "Sleeping in Centralia" CB&Q M-4-A No. 6317 in the Centralia roundhouse alongside O-1-As No. 4997 and 4991 awaiting their next call to service in 1957. All three would remain on the roster until mid-1961.

Second Place (below): Phil Weibler - "Steaming in the night" CB&Q O-1-A No. 5141, all steamed up sitting in Quincy, Illinois in 1953.





with new bolsters. Gons have side sheets like the Q used when they rebuilt the USRA GS Gons, reusing end sheets from box cars for the sides. The molds Steve created are in blue in the foreground. Box car has scratchbuilt grain doors added and the GP9 is a stock Red Caboose model.

PHOTOS - COLOR PRINT

First Place (right):

Phil Weibler - "Just about ready to go - 5141" It's December 1953 and Q O-1-A No. 5141 has a full load of coal and is just about ready to depart Quincy, Illinois. This print was made from a restored 2 1/4" x 3 1/4" Ektachrome transparency.



Third Place (below):

Phil Weibler - "No. 4984 getting out of Quincy with the Galesburg Local" Headed upgrade, CB&Q O-1-A No. 4984 hauls a dozen or more cars and a waycar out of the Quincy bottoms in December 1953. This print was made from a restored 2 1/4" x 3 1/4" Ektachrome transparency.



Second Place (below): Phil Weibler - "No. 36 the all new *Kansas City Zephyr*" Eastbound out of Quincy, the all new KCZ heads towards Chicago in the summer of 1953. This composite print was made from a restored 2 1/4" x 3 1/4" Ansco color transparency.



PHOTOS - COLOR PRINT POST MERGER



First Place: Bryan Howell - "Hold on Station Track 1" Engineer Roger B. waits for traffic ahead to clear so he can put restored CB&Q SD24 No. 504 in its berth for the night. This was the action as seen through the East Union station bay window during night running during the Museum Showcase Weekend September 19, 2009.

Second Place (right): Ken Martin - "M/ Way Tender" A surplus tender from CB&Q M-2-A No. 6163 has been converted for Maintenance of Way service and wears No. 205801.



Third Place (left): Ken Martin - "Jordan Spreader" Resting on the west end of the West Burlington Shops, CB&Q's Jordan Spreader No. 203823 is ready for action should more snow arrive this winter.



The westbound work extra 9768 and plow approach the marooned plow just east of the New Rayner depot.

Sterling and Cheyenne—Subdivision									
ALLIANCE AND STERLING DIVISIONS.				TIME TABLE No. 3		EFFECTIVE OCT. 30, 1955			
WESTWARD					EASTWARD				
SECOND CLASS		Office Open	Signs	Distance from Holdrege	STATIONS	Capacity of		SECOND CLASS	
Monday, Wed. and Friday Mixed						Sidings	Other Tracks	Tuesday, Thursday and Sat. Mixed	
159								160	
A.M.			B.C.K.O. R.W.Y.Yd.	229.55	..... STERLING	Yard		P.M.	
L 7.30	Continuous.				..... 8.94			A 12.15	
f 8.00	No Office.			238.49	..... LOGAN	10		f 11.32	
s 8.30	No Office.			246.31	..... 7.82			s 11.07	
s 9.05	No Office.			256.46	..... 10.15	25		s 10.32	
s 9.35	No Office.			266.11	..... 9.65	19		s 9.57	
s 10.00	No Office.			273.81	..... 7.70	29		s 9.32	
s 10.25	No Office.			281.74	..... 7.93	5		s 9.07	
s 11.15	No Office.			295.57	..... 13.83	8		s 8.25	
s 11.45	No Office.			304.22	..... GROVER	30		s 7.58	
P.M.				304.22	..... 6.12	11		s 7.38	
s 12.05	No Office.			310.34	..... 5.95	17		s 7.18	
f 12.20	No Office.			316.29	..... 13.06			f 6.37	
f 12.55	No Office.			329.35	..... 5.66	5		f 6.37	
	No Office.			335.01	..... 2.06			L 6.15	
A 1.25	Continuous.		C.R.T.W. B.Y.Yd.	337.07	..... CHEYENNE	Yard		A.M.	
					..... (107.52)				
5:55					..... SCHEDULE TIME			6:00	
18.1					..... AVERAGE MILES PER HOUR			17.9	

TRAINS EASTWARD ARE SUPERIOR TO TRAINS OF THE SAME CLASS WESTWARD.

Manual Block System. Rule 318-B In effect. Rule 907 In effect.

No train order signal Sterling and Cheyenne. Conductors and Enginemen must have Clearance Form A.

Rotary snow plow must not operate on the Sterling-Cheyenne subdivision. Shell Oil Spur M.P. 231.26—14 cars.

The Employee Timetable covering the branchline showing the carded schedule of trains 159 and 160. - James L. Ehemberger Collection

Continued from page 14

A common practice under these conditions was to tow the plow and buffer car behind the train since it did not seem obvious that there would be problems returning to Sterling.

So on Saturday, April 6, 1957 Train 160 departed Cheyenne with the wedge plow being towed backwards. Since there were no open stations in between where weather condition reports could be obtained, the dispatcher as well as the crew assumed that it would be safe to operate in this manner. As the day progressed things changed. As Train 160 proceeded eastward the conditions east of Grover became worse and the further they went the harder the wind blew and the deeper the snowdrifts got.

After departing New Raymer, Colorado the motor car was trying to buck drifts and having a difficult time of it as well. The pilot snowplow had been removed and foot boards replaced so the motor could be used as a switcher in Sterling whenever the SW1 No. 9143 was operating on the branch or not available for service as a yard engine. The further they went the deeper the snow got and the crew became alarmed at the fact that the wedge plow was pulling snow back which could cause it to raise and possibly derail.

At this time a decision was made to cut the plow and buffer car off and try to make it to the next station without that problem. As it turned out they did make Stoneham, Colorado and took the siding, and then called the train dispatcher for further advice. The schedule of the train was annulled, and one of the operating officers at Sterling went out to pick the crew up and take them home.

On Monday, April 8, 1957, the 9143 was called for Train 159 on time and it had a deadhead crew and it was shoving another wedge plow CB&Q No. 205073 and buffer car CB&Q No. 81139 and was towing one box car CB&Q No. 30965 and caboose CB&Q No. 13909. The purpose was to take the crew to Stoneham where they would switch out the 9768 and it would become a work train and it would shove backwards with this wedge plow to clear the line out to the marooned plow. As it turned out everything worked as planned. The 9143 and the box car backed onto the combination car already in the siding, and after the 9768 returned from its duty of clearing to the marooned plow, they picked up the caboose and departed for



The eastbound 9768 arriving in Stoneham. CB&Q 9143 is coupled to its train and waits in the siding for the 9768 to pass, then will proceed to couple onto the marooned snowplow and continue on to Cheyenne as Train 159.



Conductor Singelton exchanges a few words with the road foreman prior to departing Stoneham with Train 159. Work Extra 9768 proceeds eastwards in the distance.



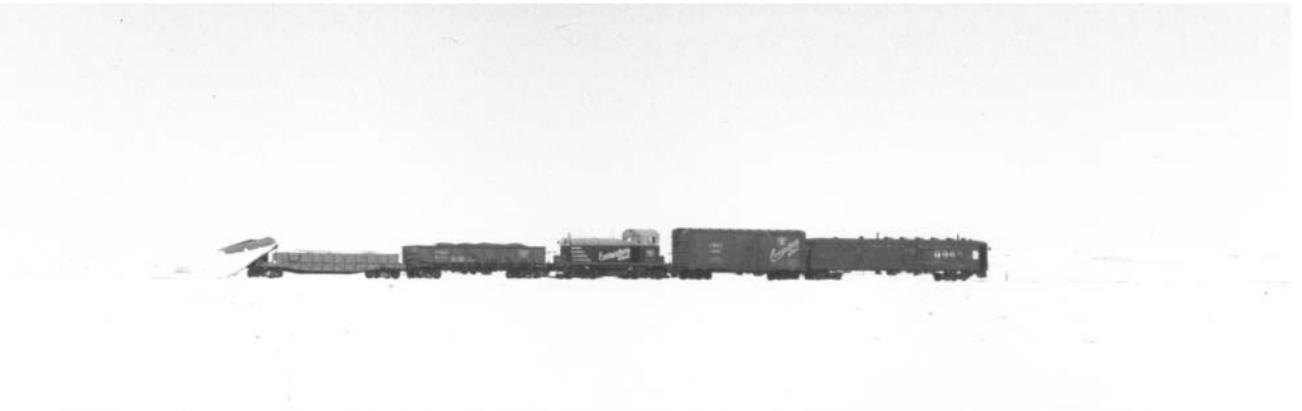
At the east end of Stoneham, the 9768 has picked up waycar No. 13909 and will soon be departing for Sterling with the wedge plow used for the rescue.

Sterling.

The 9143 departed Stoneham and went to the marooned plow, where it coupled in and with the assistance of some sectionmen was soon on its way toward Cheyenne as Train 159 plowing the drifts along the way as an almost routine operation it seemed to be.



Right - Train 159 proceeds westward towards the now freed snowplow waiting near New Rayner.



After coupling up to the buffer gon and snowplow, the 9143 proceeds westward as Train 159 just outside of New Rayner.

Right - At the east end of New Rayner, the crew cut off the boxcar and coach/baggage combination car to plow through a cut blown full of snow.



Left - West of Keota, Colorado, the drifts were not quite as deep.

INDUSTRIES ALONG THE Q

Farmers' Elevator Company of Yorkville

by Steve Holding

We have looked at a couple of industries in Aurora now lets take a run down the Fox River Branch to Yorkville in Illinois.

By the end of January 1871 the Ottawa, Oswego and Fox River Valley Railroad had finished and put into service a line from Ottawa following the Fox River north to Montgomery where it joined up with what would become the Chicago Burlington and Quincy Railroad. One of the small communities which sprang up along the line was Yorkville. Today a thriving suburban town located on Illinois Highway 47 between US 34 on the north and Illinois Highway 71 on the south.

With the arrival of the railroads came growth and development. Now the farmers of the area could ship grain out and receive shipments of needed manufactured goods to better their way of life. Elevators had already been built in Minooka and Millington so it was inevitable an elevator would be built in Yorkville to handle the grain traffic.

The Farmers Elevator Company of Yorkville was incorporated on October 3, 1908 by the farmers around this growing Kendall County town with a stock issued of \$10,000 divided into 200 shares each worth \$50 dollars (a princely sum in that day). Construction began on an elevator being 30' x 30' square with a height of 40' and capacity of 3200 bushels and was finished and ready for service by Christmas of 1908.

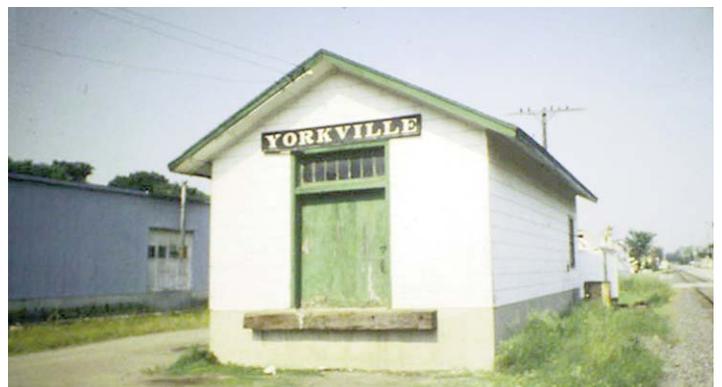
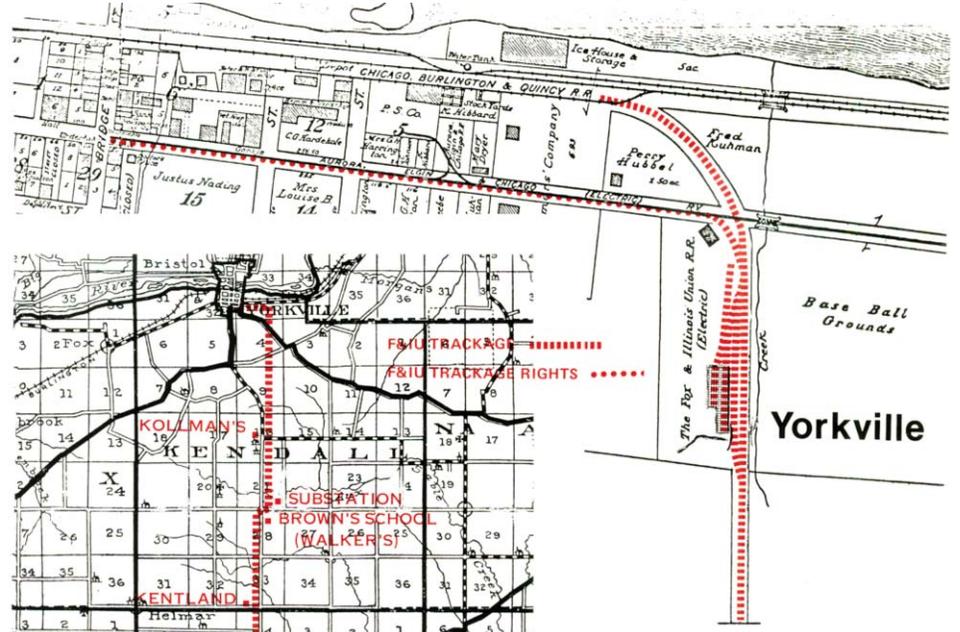
Business was brisk and a new manager was hired in June of 1908 for \$70 dollars a month. With a new manager and business growing in February of 1909, an agreement was signed with the CB&Q to construct a side track to the elevator to better move the traffic the business generated.

It was decided in August 1909 to also build a 16' x 16' shed to protect the coal brought in for sale to the patrons. This was followed in September of 1910 by a 16' x 40' feed house to receive inbound



April 7, 2010 view of the Farmers' Elevator Company buildings in Yorkville. - Steve Holding

Map from the Chicago, Aurora & Elgin RR Historical Society's August 1977 publication.



Two views of the CB&Q depot in Yorkville, Illinois. The left view from 8/6/1965 and the right in the early '80s. - Left, Marty Bernard, right, Steve Holding

bagged feed, fence supplies and other hardware that the elevator sold. In December, additional coal sheds were authorized to be built as the coal trade was also brisk for the company.

By the end of 1912, the little town had no less than three railroads in town. Railroad number two was a branch of

money to construct the line, work was not started until the fall of 1911. By the harvest season of 1912 the line had been built south from Yorkville far enough to justify renting a steam engine from the CB&Q and start moving grain over the line to Yorkville where it became a feeder for the steam road. This new electric road was equipped with a pair of combines

The F&IU constructed a siding 500 feet long to service the transportation needs of the new elevator. Other improvements came to Yorkville in 1912 in the form of a 50' x 100' stock yard, constructed so farmers could load stock to be shipped to Chicago. The elevator shipped 137 carloads of corn and 92 carloads of oats in 1912. While inbound car loading is not recorded, \$2,357.25 dollars worth of mill feed and twine, \$2,262.54 of fence, \$1,333.86 of cement, \$11,356.94 of lumber and \$1,928.82 of coal were sold to customers.

In 1913 with two elevators now in service the company shipped 339 carloads of grain out of Yorkville and 149 out of Kentland, which of course came thru the interchange at Yorkville. And the number of inbound cars was broke down to show Yorkville receiving 49 cars of lumber, 46 of coal, 17 of cement and 8 of mill feed with just one carload of fence. In the meantime Kentland received 5 loads of lumber, 19 of coal, 6 of cement 3 of mill feed and both Yorkville and Kentland both received 6 carloads of gravel.

Each year the elevator would sponsor a picnic in mid-June of each year to open up the facilities and show the patrons and their families how the company they owned worked and any new products that may have come along over the years. In April of 1914 the F & IU RR won the right to joint rates on grain shipped from along it's road to Chicago, while in June the group approved the building of a new 52' x 100' lumber shed 12 feet high with an iron roof at the Kentland property.

Continued on page 20

FARMERS' ELEVATOR CO. OF YORKVILLE
GRAIN, COAL, CEMENT, MILL FEEDS, ETC.

Capital Stock, \$10,000

G. JACOBS, Manager

YORKVILLE, ILL. Oct. 5th, 1910.

Mr. W. S. Kirby, Div. Supt.,
C. B. & Q. R. R. Aurora, Ill.

Dear Sir:-

Replying to your letter of Sept. 19th, relative to changes in sidetrack, leading to our elevator, will say, that we are ready to have you make the desired changes at once. As we mentioned in our first letter, we want the track moved as near the buildings as the law will allow, and raised sufficiently to avoid getting pools of water on or between the rails of the track.

First however, we should like to know what you would charge us for gravel or cinders by the carload, also the numbers of cars you think needs ary to raise the track properly.

If you could send some representative to look the situation over, I think we would have no trouble in arriving at a satisfactory solution of the matter.

Trusting that we may hear from you at an early date, we are

Yours truly,

and a express car. The first train operations were with the CB&Q steam engine pulling one of the combines with two round trips made on January 1, 1913. It took until September 24th before the line was in operation under wire. But why should we be looking at this feeder line?

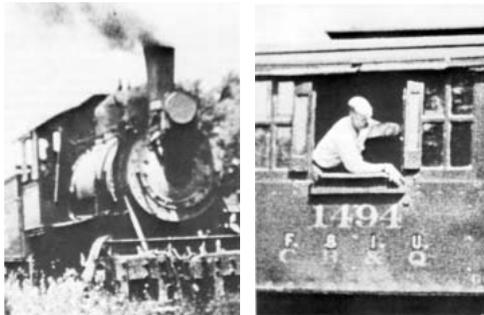
The Farmer's Elevator Co., in an effort to expand, bought up property along the new line and granted the F&IU an easement along its property 300 feet wide by 6 rods long (a rod is 16.5 feet so 1188 feet long). In the

mean time additional shares of stock were issued to raise money to construct a new 32 foot square elevator 45 feet tall with the capacity of 27,000 bushels complete with a 12' x 6' scale and a 15 HP gas engine to power it.

the Aurora, Elgin and Chicago which when reorganized became the Aurora, Elgin and Fox River Electric Company which would run from Yorkville north to Carpentersville.

The third railroad in town would be the Fox and Illinois Union Railroad which had first wanted to build in 1902 however, due to the inability to raise

Three photos of the F&IU RR from the Chicago Aurora & Elgin RR Historical Society's August 1977 publication. The F&IU either leased or purchased CB&Q 0-6-0 No. 1494 for switching on the line. The photos of the 1494 were actually taken while switching in Yorkville. The Ford inspection car was actually purchased from the CB&Q in 1932. - Top, James D. Johnson Collection, right Ron Landon Collection, courtesy Steve Holding



April 24, 2009 photos of the lumber building (above) and coal shed (below) at Kentland. Note the rail on the coal shed for the elevator. Traces of the F&IU can still be seen. - Steve Holding

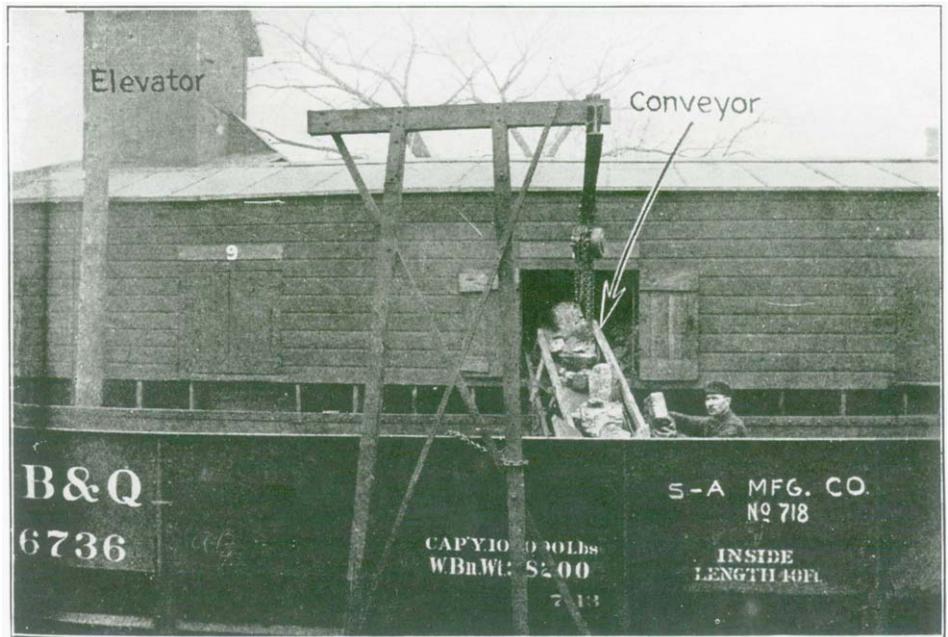


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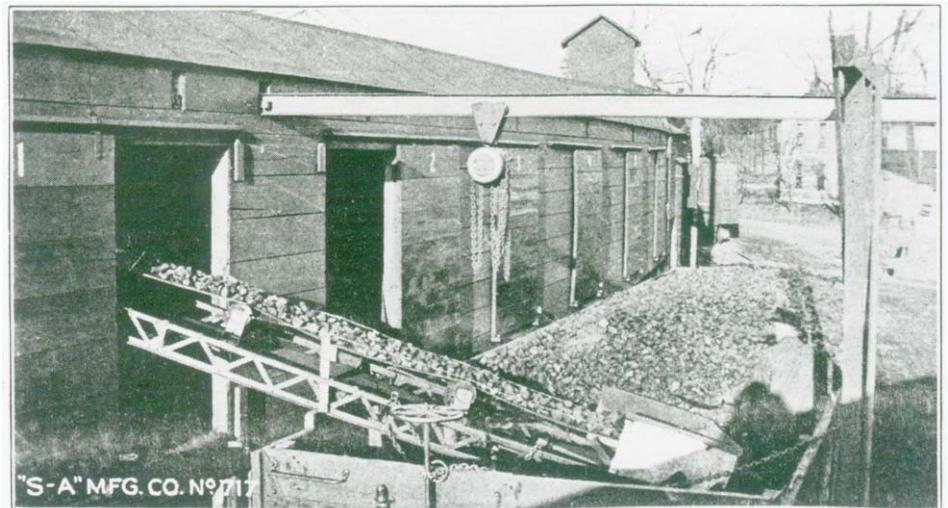
During the January 1915 share holders meeting, they approved a pledge for \$100 in an effort to fight the railroads freight bill raise, but failed to pass a motion to sell a complete line of Moline Plow Implements. In September, a new 16-foot coal conveyor was added to the coal yard at the Kentland facility. With the coming of the world at war in Europe, the demand for grain increased and with it the increased mechanization of farming, with tractors starting to replace horses. The elevator also bought a Maxwell truck to move products while adding a tile shed at Kentland. In an effort to increase production, farmers who had wet spots in their fields would run a tile drainage line to better drain the field and increase its' production. Another inbound load or an outbound load from towns on the system like Macomb, where a large tile factory was in operation, or Monmouth, the site of the Monmouth Mining and Manufacturing Company, which mined clay and coal for use in its tile factory.

When Johnny came marching home from the war he brought home skills he did not have before and in some cases did not return to the farm. In place of the lost manpower, tractors and trucks began to take the place of the horse. With the increased use of autos and trucks, the F&IU filed to abandon the line in 1923. It was bought by the local farmers for the junk price in order to keep it running to move their farm products. The Fox River Electric quit running to Yorkville on January 31, 1923 with the now farmer-owned F&IU getting authority to take down the wire on February 3, 1931. The box motor was fitted with a gas engine-generator and, along with leased steam engines from the CB&Q, they continued to move the cars until October 15, 1938. Afterwards, movements from the Kentland Elevator moved via trucks along the recently paved Ill. Rt. 47 to the Yorkville elevator for shipment out via rail.

An interesting inventory taken at the end of November 1939 lists some of the merchandise the elevators carried not only for the farmer/owners but also any other customer. Lumber in various sizes of fir, spruce, cedar, cypress and both white and yellow pine. In the hardware department they carried rolls of fence and barb wire, gates, nails, bolts tiles and twine for both binders and bailers. The elevators also had on hand 6 tons of hard coal, 25 tons of six-inch Illinois Coal, 12 tons of 2" x 3" Illinois Egg, 28 tons of stoker coal and 10 tons of coke. It was not just farmers who would bring a load of grain in and take home a load of coal to heat their houses, the bank got hard coal, while the Post Office, Courthouse and School all bought their coal from the elevator. And on the west



Three photos from a Stephanson-Adamson Catalog showing process of handling coal at a small retail coal business using the S-A Portable Belt Conveyors. The top photo shows the unloading of lump coal from the rail gon into the bins. The middle photo shows a different angle unloading smaller chunks of coal. The bottom photo shows how a coal shed could be made into a "modern pocket" from which the dealer loads his customers' wagons without having to shovel. - Stephanson-Adamson Catalog Photos, Steve Holding Collection



side of town the state had a hatchery for quail and pheasants and used coal from the elevator to heat the incubators and coops.

Different kinds of grain were grown in the area, but corn was the primary grain grown. Once ready to be picked, the whole ear was at first picked by hand then later by machines. By storing on the ear in cribs at the farm, it provided a natural form of drying the corn down to a moisture level to prevent mold formation. Cribs for ear storage can still be seen on farms all over in the Corn Belt. To use the corn, it had to be shelled off the cob. This could be done by the farmer, or if it was going to the elevator, the elevator could have sent a sheller out to the farm and a big day of corn shelling would take place. This scene would be similar to when farmers got together to thresh wheat or oats, also grown in the area and generally stored on the farm in bins in the top of the cribs.

Once the grain was loaded in wagons or trucks it was moved to the elevator and weighed. After dumping into the elevator the empty vehicle was again weighed and the difference would tell how many bushels were brought into the elevator. If the grain was moved by the farmer using his own wagon or truck, he could choose to either put it on account or get paid right away. If the farmer hired a person to haul the grain or used the elevator's truck, the cost of the trucking was deducted from the sale price. In the case of corn, the price of shelling was also deducted from the sale price. In 1950, trucking was just three cents per bushel while shelling

cost two to two-and-a-half cents per bushel.

Grains, by their nature, will flow like water, so an elevator would have a hopper bin to dump the grain into. It was either built into the floor to one side of the drive or centered with a metal grate to drive over. It would then be elevated out of the bin on a grain leg, a continuous belt of leather, canvas or in later years metal or metal cups. This device would remove the grain out of the depressed hopper and lift it vertically to the top of the elevator where the grain was dumped into a moveable chute to flow into a bin.

The grain is now in a selected bin, ready to be ground for feed or shipped. The gate at the bottom of the bin would be opened and the grain ran out generally back to a grain leg and up to the top again to be moved via movable chute to another chute either to the grinder or into a truck or rail car for shipping.

Elevators could be built of two general styles, one was built of stud construction with sheathing holding the grain in, the other was to build the bins like a log cabin, most often nailing two inch material flat. This would start with say 2 x 12s and slowly decrease the size to 2 x 10s, 2 x 8s and then 2 x 4s to make a smooth surface on the inside of the bin to allow the grain to flow. Then a layer of siding was added to the outside to make it look trimmed out. Over the years in an effort to provide better maintenance often the elevator would get another type of siding put on over the top of the wood siding. The elevator you can still see at Yorkville was originally sided with wood and covered in later years with corrugated galvanized

steel. Even the steel weathered, as can be seen from the photos. Other forms of siding were also used, such as the elevator still standing farther south in Sheridan, which is covered with flat cement board. On the C&I in Sugar Grove, just north on Rt. 47, the elevator was covered with diamond style asphalt shingles. (See Mike Spoor's *CB&Q in Color* Vol. 2, Page 49)

At some point in time, two large steel tank-style bins were added to the facility at Kentland. This style was started in the late '20's when the steel industry started to be able to roll large sheets and with them a new grain leg was added to get the grain to the top of them.

For more information on grain handling, there is a nice video showing how a typical elevator works at www.nfb.ca/film/grainelevator/. This video is about an elevator in Canada and the way the elevator is laid out might be different from layouts used in the US. For more information on different elevator layouts and designs see the National Archive website under the Historic American Building Survey.

Shipping methods have changed over the years, first it was all done by rail in box cars, then with the increased size of trucks and paved roads grain began to be moved over the roads and down to the Illinois River where it could be moved cheaper. This is one of the many reasons for the loss of traffic on the rail lines until today only shipments in 54 car blocks is acceptable. With the larger covered hoppers it is not economical to have such small elevators and many are now owned or leased by large farmers for their own storage.

BURLINGTON TIME CAPSULE

CLIPPINGS FROM OLD RAILROAD TRADE MAGAZINES

[Locomotive Engineer August 1897]

The Burlington Route have put on a superb, luxuriously furnished train, which they call the finest in the world, that is making the time between Chicago and Minneapolis in 13 hours and 55 minutes. All the cars have steel platforms and wide vestibules. The interior finish is vermilion wood, with decorations in royal blue, excepting that in the compartment sleeping car. Each state room is differently upholstered and decorated. The state rooms all contain every sanitary convenience, and are supplied with hot and cold water.

[Locomotive Engineer November 1898]

October 1st was Chicago Day at the Trans-Mississippi Exposition in Omaha, and all the railroads ran special trains, carrying delegates of the different Chicago organizations attending.

Among these was a special which left over the Burlington Route, with the Cook Country Democracy, and it was the longest train of Pullman cars that ever left Chicago on a regular run. It consisted of seventeen Pullman cars, one special private car, one baggage car and two engines.

[Railway & Locomotive Engineer January 1900]

One of the largest reservoirs ever constructed is to be built by the Chicago, Burlington & Quincy Railroad for the purpose of supplying its engines with water. It will be located five miles southeast of Galesburg, a division point on the main line, 163 miles from Chicago. The reservoir will be two and a half miles long, 1,500 feet wide and 20 feet deep, and will have a capacity of 445,000,000 gallons.

[Railway & Locomotive Engineer December 1900]

Twenty-seven railroads lost their corporate existence and were merged with the Chicago, Burlington & Quincy at the November meeting of the stockholders. The absorption of these lines was part of a plan of this company to bring all the auxiliary road that have been operated by the Burlington, under lease and otherwise, under one ownership and management; the idea being to consolidate and concentrate, financially and physically, the entire system.

[Poors Manual of Railroads 1917]

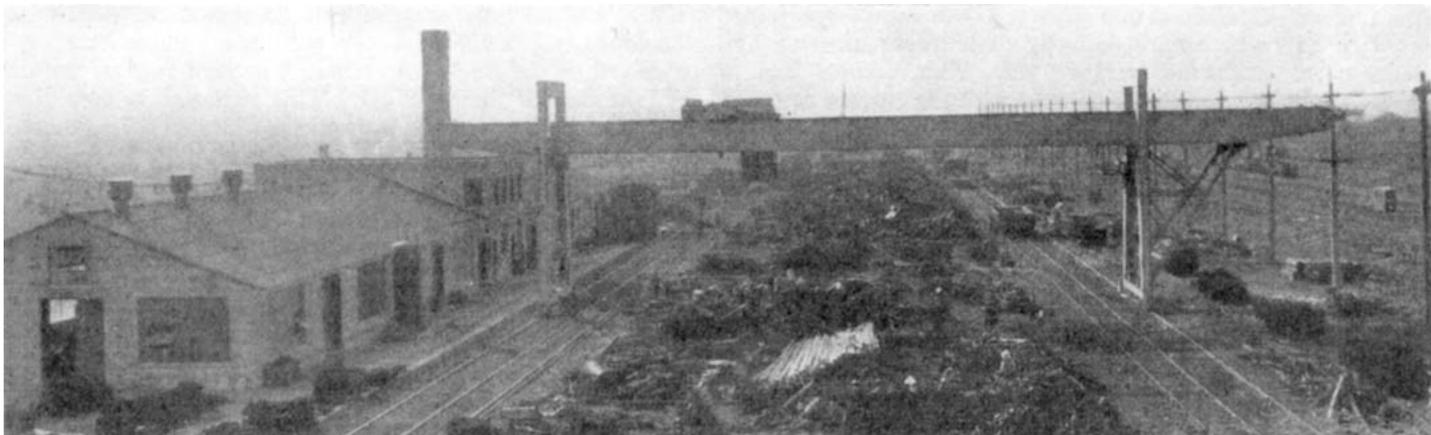
Company's floating equipment on Dec. 31, 1916, was as follows: Steamboats and tugboats, 3; barges, car floats and canal boats, 58; other floating equipment, 11 - total, 72.

by Rupert Gamlen

THE EOLA RECLAMATION PLANT

(Almost My First Q Job)

by Leo Phillip



An overview shot of the Eola Reclamation Plant looking westward from atop one of the two large gantry cranes servicing the facility. These cranes were believed to be the largest of their kind in the world at the time the photos were taken for an April 12, 1924 *Railway Age* article. - *Railway Age*, Leo Phillip Collection

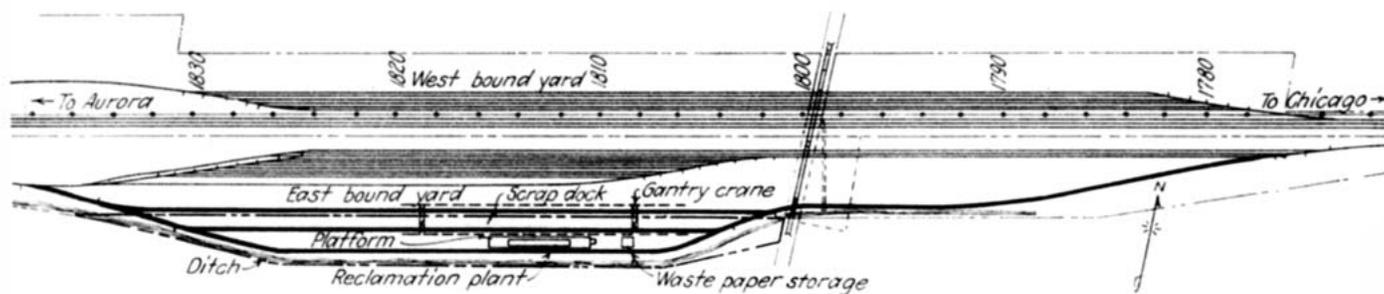
In April of 1969, I was approached by one of my high school counselors and asked if I would like to work for the railroad during the summer! The job, as one of two gantry crane operator's assistants, was to be at the Eola reclamation plant. On the appointed day I went to the plant superintendents office. During the interview he explained that I would be directing the gantry cranes handling material from and into gondolas. Duties included hooking and unhooking material, lubricating the bearings on the cranes during the operator's lunch break and other assigned duties. I received a tour

of the facility and was assured the position was mine pending the medical exam.

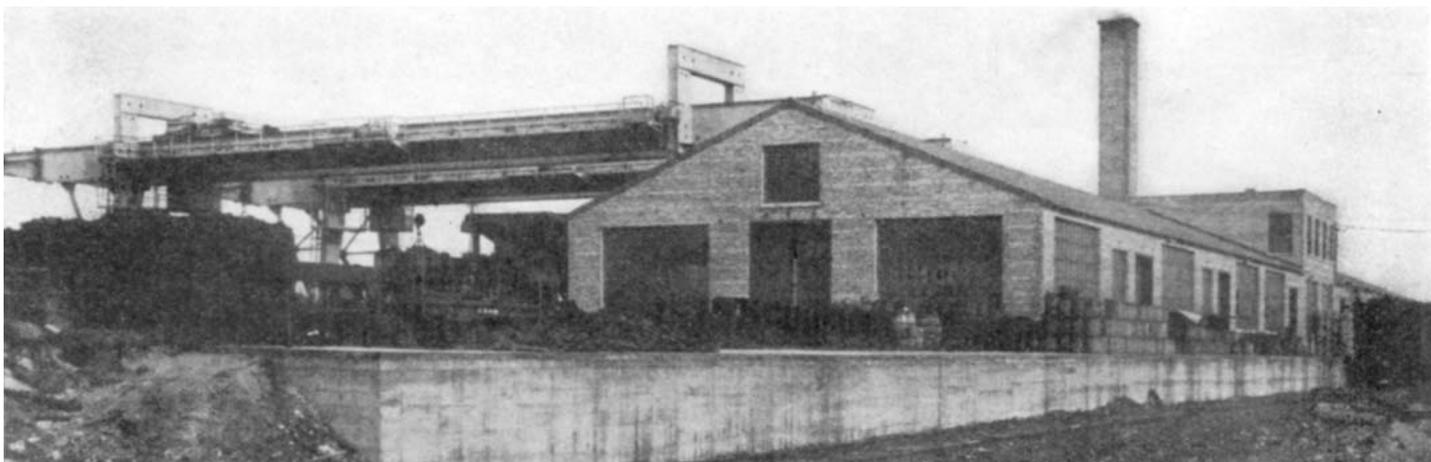
The plant was really two facilities. The enclosed reclamation plant refurbished track and car components fed to it from the scrap dock outside. Opened in 1923 on the south side of the eastbound classification yard at Eola, which is located 5 miles east of downtown Aurora, the combined operations served the entire system. Initially there was a 55-man force with an "officer" in charge of the plant and one in charge of the dock. The main

brick one story building was 50 feet wide and 300 feet in length. The two-story office and locker room were centrally located in this structure. The scrap dock was 90 feet wide and 1,300 feet long between two tracks. The complete facility was a 300 feet wide concrete slab.

Wrecked and retiring rolling stock of all types were sent to the facility to be processed. The obsolete rolling stock was placed on the scrap dock lead from the east end of the yard. Gradually they were moved toward the scrap dock, where they would be cut up and any



A Map of the Reclamation Area Showing Its Relation to the Freight Yard



A view of the Reclamation Plant from the rear looking east, showing the high platform along the loading-out track. - *Railway Age*, Steve Holding Collection

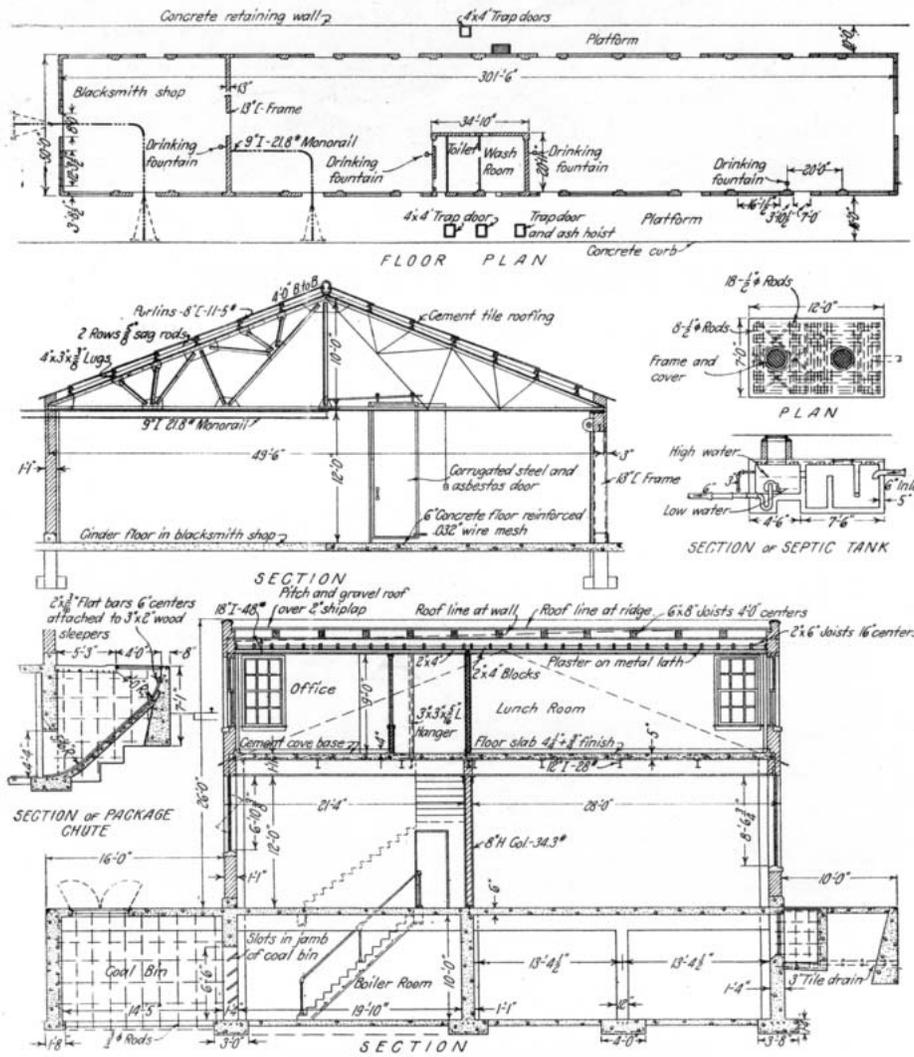


The McClure Road entrance to the East Yard at Eola and the Reclamation Plant in January 1969. The "sign materials" were most likely "reclaimed" by the plant at Eola. - Leo Phillipp

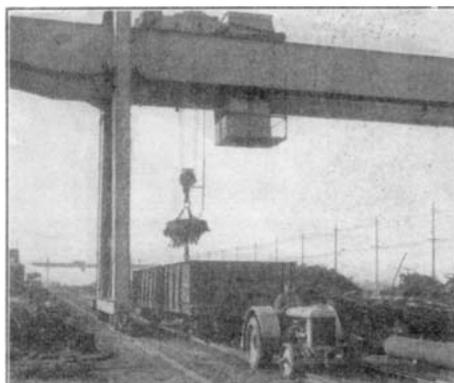
reusable components sent into the reclamation plant. Couplers, draft gears, wheel sets, side frames, bolsters, air brake parts were just some of the car material reconditioned. I recall, during my tour, watching one man combine reclaimed air hose glad hands and threaded connections with fresh hose to create new train line air hoses. The blacksmith shop would straighten bent pin lifters, forgings, etc. Unrecoverable items were turned into other useful service. Pieces of car roofs and sides could become sign material. Locomotive flues became locomotive pilots (cow catchers). One series of steel coal gondolas had their replacement sides come from boxcar ends.

Used rail, track parts and other scrap were accumulated on a scrap pile near section houses system wide. Periodically this material was picked up and loaded into a car destined to the scrap dock. Standard practice was to have the cars stop off at various stations to have additional material placed in the cars until full. These inbound loads of track material were spotted on the north scrap dock track from the west end using the lead coming off the main yard lead. Once there, the contents of the car was sorted as recondition-able or scrap. Switch points and frogs were cleaned, straightened and built up by welding to be re-used. Spikes were cleaned and straightened, while bolts and nuts were cleaned, graded and re-threaded before being returned to service. Carloads of material came into the scrap dock from shops, rip tracks and roundhouses system wide in a program similar to track material. At least one low-sided gondola was in captive service between the Aurora shops and the scrap dock. Ultimately scrap was sorted and consolidated by grade in order to achieve the highest prices before shipment to scrap dealers.

The 4PM east yard job generally switched the facility shortly after the start of the shift. Loads of outbound scrap would be pulled from the south dock track and set on east yard track 10 for weighing. Empty gondolas would be shoved up onto the dock for the next days loading operations. Then the outbound reclamation plant track would be pulled. This track ran behind the plant and along a cement loading dock. Each night several 40-foot boxcars loaded with reclaimed parts headed out for system repair points, section gangs and storehouses. All material in the cars had been requisitioned through the stores department of which the reclamation plant was a part. These cars would be placed in the "crossover dose" going to the west yard for pick up by westbound through trains. Empty 40-



Typical Details Showing the Construction of the Reclamation Plant



Spotting of gons for loading out is done with a Fordson tractor. - Railway Age, Leo Phillipp Collection



The body of composite gon 81201 is being lifted off its trucks to begin the dismantling process. - Railway Age, Steve Holding

Continued from page 23

footers would be spotted along the shipping dock for the next days material shipments.

One of my uncles worked on the Eola rip and would be sent over to the Reclamation plant as it was a handy source of parts, steel, etc. for them, the Aurora and Eola roundhouses as well as the Aurora shops.

The facility closed in the late 1970's or early 1980's. The site was cleared of structures but the concrete pad was left in place. Today the site is a transload operation.

In recent decades most railroads and car owners sell their retired cars to dismantling companies who perform the scrapping and grading of parts. There are a number of AAR certified, third party suppliers of reconditioned parts. Several firms perform rail pick up, grading and reclaiming for the carriers.

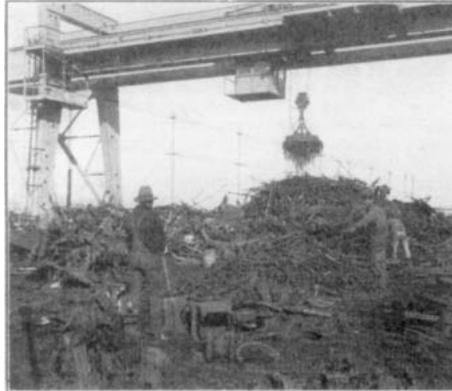
I was unable to pass the physical in 1969 and therefore didn't get the position. In 1973 I started my railroad career as a BN brakeman and switched the scrap dock and reclamation plant while occasionally working in Eola yard service.



This massive machine is a bolt shear, and it was centrally located in the yard. - *Railway Age, Leo Phillipp Collection*



This crew is working at breaking rivets with one of five compressed air-driven rivet breakers. - *Railway Age, Leo Phillipp Collection*



Here is a view of the scrap dock where scrap is being sorted out into separate piles. - *Railway Age, Leo Phillipp Collection*



Track material is being dropped into a chute for the Reclamation Plant. - *Railway Age, Leo Phillipp Collection*



Wrecked, compressed gas "boxcar" on the "dead line." Taken from atop the wagon bridge in January 1969. - *Leo Phillipp*



Tank cars on the dead line in January 1969. - *Leo Phillipp*



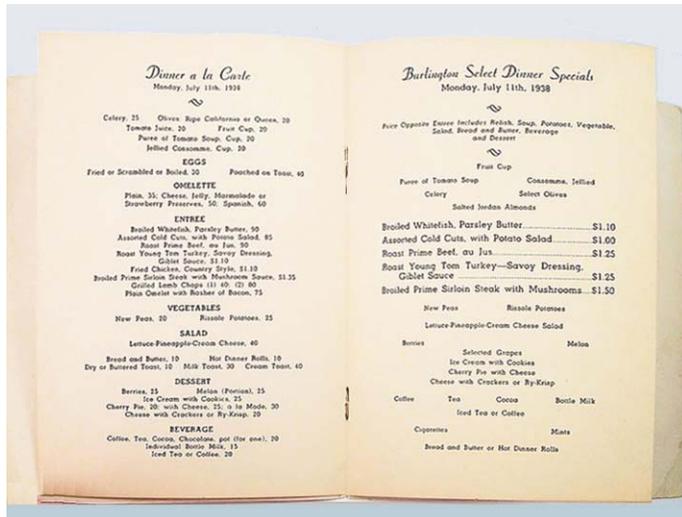
Looking North across the wagon bridge in January 1969. - *Leo Phillipp*



The waycar is on the dead line, the others are on Tracks 12 & 13. Taken from atop the wagon bridge looking South. - *Leo Phillipp*

RAILRODIANA & COLLECTABLES

FRANKLIN D. ROOSEVELT MENU



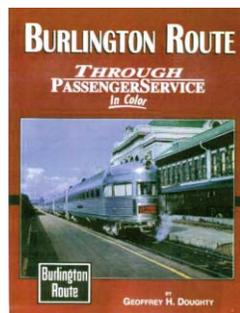
David Lotz

Here's a special issue Burlington menu that was recently sold on eBay that is dated July 11, 1938. Evidently printed for a special trip that F.D.R. made on the Burlington. The menu was autographed for Mr. Glen Blount, a long-time CB&Q dining car steward, and was obtained from the estate of one of his relatives.



NEW PRODUCTS - BOOK REVIEWS

Burlington Route Through Passenger Service by Geoffrey H. Doughty



Of interest to Q lovers is this volume, which is a part of the series of Through Passenger Service color books being produced by Morning Sun Books. Following up on his previous works

on the Zephyr fleet published by TLC, Doughty has come up with what is essentially a look at the E unit era featuring the TCZ, CZ, TZ and other while touching briefly on the NCL and EB. Interestingly, a close look as you go through the pages will reveal a taste of the Q Suburban Service experimental coach color schemes.

Steam aficionados are not neglected; the 4960 and 5632 show up doing their thing in fan trip service.

On pages 126/127 is a shot which perhaps should have been the final picture in the book. Two clean, but most likely road weary E8s stand at the headend of a long drag. The engineman is looking at them as if to say "What have we come to?"

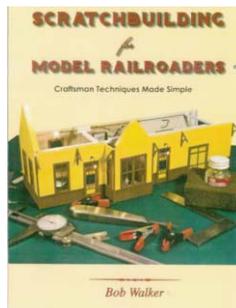
Morning Sun Books
9 Pheasant Lane
Scotch Plains, NJ 07076

128 pages, 140 photos, \$59.95

Check with your favorite book dealer for price and shipping.

George Speir

Scratchbuilding for Model Railroaders - Craftsman Techniques Made Simple by Bob Walker



This is a compilation of articles published over the years in Railroad Model Craftsman, written by seasoned scratch-builder Bob Walker. The

book covers the tips, techniques, tools and methods for creating models not available other than through scratchbuilding. "Scratchbuilding?" you say. "Who does that these days?" Reading through the book, which is incidentally laced here and there with Bob's humor, you might just decide to give it a shot; certainly the great photos of his work should be a source of encouragement.

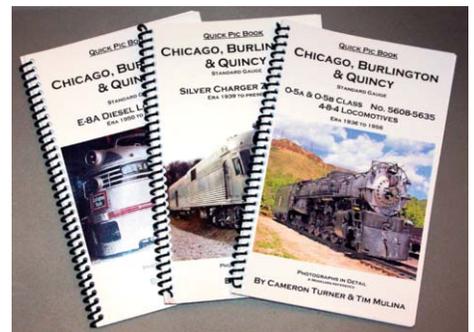
Carstens Publications, Inc.
1801 Phil Harden Road
Newton, NJ 07860

130 pages, \$29.95

Available direct from Carstens (check carstensbookstore.com for postage or call 1-888-526-5365) or check with your local hobby shop.

George Speir

Quick Pic Books by Tim Mulina



Every once in awhile, one 'finds' something that, even though its been available for awhile, you haven't really checked out. In my case, it's these books on locomotives that are currently preserved on display or at operating museums. BHI / Rail Systems has about 30 of these books and 10% of them are for CB&Q locomotives! (E8A 9939A and Silver Charger - both at National Museum of Transportation in St. Louis and O5B #5629 at the Colorado Railroad Museum in Golden). They are spiral bound heavy stock and 50 pages (diesel) & 62 pages (steam) in this case. It's not hard to find photos of Q loco's in service but generally these are the standard broadsides or 3/4 views. The Quick Pic books are full of every conceivable close-up and angle - I counted nearly 200 pics in the 5629 book!

As a modeler these books are great if you model the locos at the end of their careers as the detail pics are 'as retired'.

BHI Publications
45 Wellington Downs Drive
O'Fallon, MO 63366

Retail \$16.99 - \$19.99.

quickbooks.homestead.com

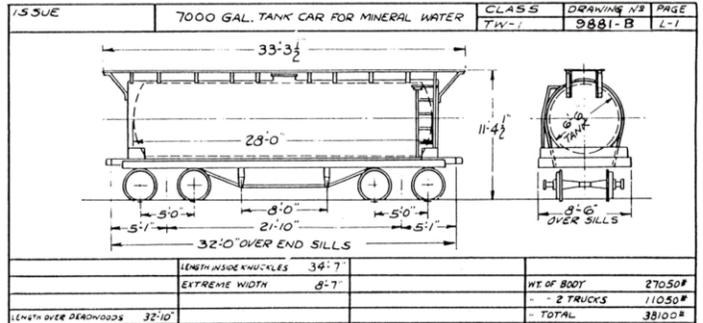
Gerald Edgar

QUESTIONS AND ANSWERS

Q10-1 Wayne Wesolowski sent the *Zephyr* a really poor photocopy that he uncovered in a box he had not opened for decades. The car appears to be a wood tank car that is numbered CB&Q 91999. It is lettered "Aurora Lithia Water" which we believe to be the Aurora in Washington State where lithia water is found. It also contains "Hinkley & Schmitt Distributor" lettering. What is really interesting about this car is the roof railing. We are looking for any kind of information about this car.



A10-01 This car was built at Aurora together with the 91998, to General Drawing 2294 and diagram 7683-A. It had a length of 32' over end sills, a 6' 6" diameter tank which was 28' long, and a capacity of 7000 gallons. This car was allocated class TW-1 in the 1912 class allocations and was built to specifically haul mineral water. Both cars left the roster in 1929, however the 1930 diagram book suggests that 91998 was built in 1905 and 91999 was built in 1906. Our answer was provided by Rupert Gamlen and Ken Martin.



Q10-2 Mike Gruber provided the *Zephyr* with a photo of GP9 No. 274 taken at Lincoln, NE on 6/10/69 and asked what the purpose was of the equipment box installed above the battery box on the engineer's side of the short hood.

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?

A10-02 The consensus opinion of all the respondees to this question is that this box is indeed one of the first train radio application to road units. Being so, the Q could very well have applied the same boxes as were being used on yard switchers. By the time they began a more general application of train radio, including to all the SD9s, a more compact, in-cab version was available from Motorola, thus no boxes on other road units. Thanks to Steve Holding, Jim Singer, Hol Wagner and Chuck Zeiler.

A10-05 The depot in question is at old Cameron Jct. MO, where the line split to St. Joe and KC long before the Cameron cut off was ever dreamt of. This train is the westbound special move. Ray Buhrmaster and Lenny Ohnell identified it and Lenny located another photo of it from Bill Bunch on the web at www.missouridepots.com.

Q11-01 Chuck Zeiler asks, "For about a month - around July of 1965, NYC Budd Parlor Observation No. 67 appeared on the rear of the eastbound Twin Cities *Zephyr*. The question is obvious; why? At first I thought it was filling in for a car in the shops, but note that it is trailing the blunt-end observation normally assigned to the Twin."



Burlington
Route

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

EXCHANGE PLACE

For Sale: Thinning out some of my brass collection - the following Challenger Imports pieces are for sale. They have only been test run and are in original boxes:
9900 Pioneer Zephyr - four piece set - high headlight
9903 Mark Twain Zephyr - four piece set - high headlight
9915A&B E5s Silver Carrier & Clipper with removable skirts
Contact Jerry Lundeen, 3014 45th Street, Moline, IL 61265
Phone: (309) 764-1108.

For Sale: Offering the following BRHS items for sale:
46 BRHS Burlington Bulletins in 6 BRHS Binders
56 BRHS Zephyrs (#4 through #46) in two black binders
21 BRHS Calendars (1989-2010) in 2 BRHS Binders
28 years of BRHS Data Sheets / Special publications in a large black binder
17 BRHS Annual Reports and misc. docs in a red binder
3 extra BRHS Binders
Estimated total value of the above is \$1225 - I will consider the best offer over \$1000 FOB. Additionally I have 19 years of NRHS Atlanta Chapter Calendars (1991-2010) in 2 BRHS Binders for \$100 FOB. Contact Ronad Kling, 1066 Pinewood Circle, Lyndhurst, OH 44124.

For Sale: Offering Zephyrs #18-60 and Burlington Bulletins #1,2,3 Special, #2-4, missing #5, #6-8, missing #9, #10-15 missing #16 and #17-46. I am willing to sell them in one entire lot, or sell all of the Zephyrs in one lot and sell all the Bulletins in another lot. Contact Bob Bullermann, 5040 Stonehedge Drive, Greenfield, WI 53220 Email: rwb@wi.rr.com

Wanted: Looking to find and purchase an air brake / air signal tail hose for a full-size CB&Q waycar. Also would like information on the earliest air brake / air signal rulebook on the use of these tailhoses / back-up hoses. Contact Brian Moore, 14556 E. Tehachapi Blvd., #18, Tehachapi, CA 93561 - Phone: 661-823-7610

UPCOMING MEET INFORMATION

2011 Annual Meet September 9-11, 2011

Meet Location: Best Western Prairie Inn
300 S. Soangetaha Road
Galesburg, IL

Activities: Friday Amtrak Trip to Quincy
Annual Business Meeting
Swap Meet for Membership, Clinics, Ladies Tours
Banquet & Speaker
(see www.BurlingtonRoute.com for more details)

2012 Spring Meet April 21, 2012

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

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

VOLUNTEER POSITIONS AVAILABLE

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

CALENDER EDITOR

Responsible for providing a high-quality calendar before the end of the prior calendar year. Responsible for suggesting content to the BOD, photo gathering, photo selection and caption content.

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.

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.

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.

ZEPHYR NO. 61 ERRATA

My apologies for this error!

On pages 10 and 13, the heading identified the 2nd Corning, Iowa wreck covered by James Christen as happening on July 15, 1952, and it should have read July 16, 1953 as was stated in the text.



ZEPHYR #62 CONTRIBUTORS

BRHS Archives	Lenny Ohnell
Ray Buhrmaster	Larry Owen
Bill Bunch	Loe Phillipp
Comfort Inn & Suites	Jim Singer
Gerald Edgar	George Speir
James Ehernberger	Gene Tacey
Rupert Gamlen	Linda Tacey
Bill Glick	Hol Wagner
Steve Hartwich	Phil Weibler
Steve Holding	Wayne Wesolowski
Bryan Howell	Chuck Zeiler
Bill Jelinek	

ZEPHYR EDITOR David Lotz

WHERE TO WRITE

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

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:
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La Grange, IL 60525

BULLETIN Commercial Sales Information:

Contact Gene Tacey:
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Email: taceys@gpcom.net



Material for publication in the BURLINGTON BULLETIN:

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

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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.

Back Issue Sales:

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

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