

GENEVA SPRING MEET 2011

as reported by Dick Kasper

The Riverview Banquets hall in Batavia, IL, was the site of the April 9th, 2011 BRHS Spring Meet. For those arriving on Friday, a hospitality room at the Comfort Inn & Suites in nearby Geneva was open from 7pm to 10pm. Refreshments were provided and a video system was available for the showing of railroad DVDs, etc. This gave early arrivals the opportunity to renew old acquaintances and make new friends.

On Saturday morning, vendors began setting up for the swap at 8:30, while the doors opened at 9:30 for registration and admission. Riverview Banquets' single large room limited scheduling to only one event at a time, a feature many found to their liking. At 1:30, following the swap, model display, and while the room was being readied for the clinics, lunch was available on-site at a very reasonable cost.



The Riverview Banquets hall was the venue for the 2011 Spring Meet. It was a beautiful day for attending the meet and for exploring the Batavia area. - David Lotz

Some members, deciding to skip a clinic or two, used the time to check out local attractions, especially the 1854 CB&Q Depot in Batavia. Moved across the river from its original location in 1973, the structure is listed on the National Register of Historical Places, and is now a museum. Adjacent to the depot is CB&Q NE-4 waycar No. 14662, built at the Q's Aurora Shops in 1907, and came to the museum in 1975. Additionally, a few attendees traveled the 8 miles south to Aurora to watch trains on the BNSF (ex-CB&Q) mainline.

The many members that remained at the hall enjoyed three clinics generally pertaining to modeling. Frank Hodina provided a detailed show and tell on how to work with resin kits, David Leider demonstrated his technique for adding static grass to a layout and Dave Lotz gave a presentation on his new employer, ExactRail, and the various models they are manufacturing and bringing to the market.

The clinics were great, but the best was yet to come. At 5 pm Ginger Frere's presentation began, with an explanation of the purpose and a brief history of the Newberry Library, a research

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FUTURE ISSUES (as space permits)

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- Sundays at Eola Roundhouse
- Acorn Stove Works
- Scratchbuilt Horse Car
- Rexall Train on the Fox River Branch



Flyers provided by Carla Hill of the Batavia Depot Museum.

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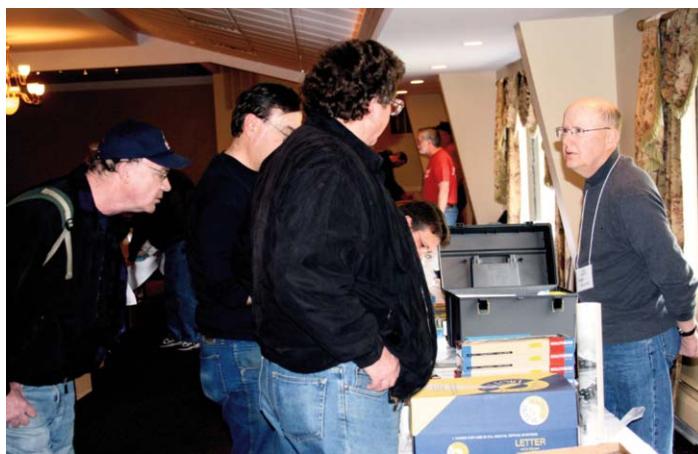
institution in Chicago. The Newberry houses the massive corporate archives of the CB&Q, including over 3,000 photos taken by two professional photographers commissioned by the Burlington in 1948 to document the entire system for the book "Granger Country." Ginger, a staff member at the Newberry, showed more than 200 images of railroad specific subjects previously selected from the original 3,000. The audience was in such awe of the images being seen, one could have heard the proverbial pin drop during most of the show.

Dick Kasper and Jim Singer working the check-in desk. - Bill Jelinek



The evening featured a time for socializing prior to everyone enjoying a delicious buffet dinner prepared on-site by the Riverview personnel. Before long, the hucksters were selling the traditional raffle tickets, with almost everybody receiving a winning ticket, getting to pick a prize from among the many donated treasures. The after dinner program consisted of the late Bruce Meyer's "Midwestern Memories" presented by Phil Weibler followed by Bob Milner sharing some of his favorite CB&Q slides. Before we knew it, it was time to say our goodbyes and make plans to meet again in the Fall at Galesburg.

The next five photos show the many vendor tables and just how busy the swap room was. - Bill Jelinek





Frank Hodina's clinic, "Resin Kits - Getting Started" was very educational and entertaining. - Above, Bill Jelinek below Dave Lotz



Above, Dave Leider's clinic "Working with Static Grass" introduced us all to the use of static grass with an excellent demonstration of the applicator he has developed. Below, Dave Lotz presented a behind-the-scenes look at ExactRail. - All, Bill Jelinek





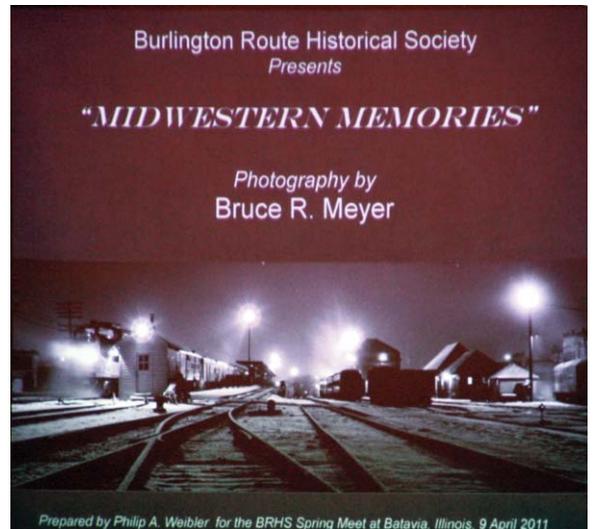
Ginger Frere, a staff member at the Newberry, showing unpublished images taken for "Granger Country." - Bill Jelinek



BRHS Director, Dick Kasper, expresses the BRHS's gratitude for the Newberry's cooperation with the BRHS. - Bill Jelinek



Phil Weibler presenting Bruce Meyer's excellent program, "Midwestern Memories." - Bill Jelinek



SPRING MEET THANK-YOU'S

Door/Registration/Company Store

Bill Jelinek
Dick Kasper
Allen Moore
Leon Ploger
Scott Stearns
Jim Singer
George Speir

Clinicians

Ginger Frere
Frank Hodina
Dave Leider
Dave Lotz

Program

Phil Weibler

Photographer

Bill Jelinek

AV / Techs

Dave Leider, Dave Lotz

Special Thanks to:

Batavia Depot Museum - Carla Hill
Bonnie Meyer
Riverview Banquets

Hotel Accommodations

Comfort Inn & Suites, Geneva



DOOR PRIZE DONORS

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George Speir
Bob Walker

IN MEMORY DON BENSON



Don Benson of Clive, Iowa, past BRHS board member and secretary, passed away May 8, 2011 at the age of 82.

Don was born in Franklin, NE, where his grandfather was a depot agent. He grew up in Lincoln and graduated from the University of Nebraska with a degree in journalism. He served during the Korean conflict with the Naval Reserve as a journalist, embarking on a destroyer off the Korean coast. Afterwards, Don and his wife Jackie moved to Hays, KS where Don worked on the local newspaper, the *Hays Daily News*, until accepting a post teaching journalism at Ft. Hays State College. After the birth of his two children, the family moved to Columbia, MO where Don worked towards a Masters Degree in Journalism from the University of Missouri.

Don continued to work with the Naval Reserve, received a commission and was

promoted to Lieutenant Junior Grade, serving in Intelligence units in Nebraska and on the staff of the Iowa Adjutant General, eventually retiring as a Commander after over 29 years.

The *Des Moines Register and Tribune* brought Don to Des Moines where he worked in the Promotion department for over 27 years. He will be remembered by most for his part in helping to establish RAGBRAI. Known as 'The Waggoner Master', Don was at the starting point in Sioux City in 1973 for the first ride and helped organize the next 18 of them, supporting RAGBRAI several years after leaving the Register.

Don is survived by his wife, Jackie; son, Mark Benson and daughter-in-law, Nancy (Lakin) Benson of Fairfax Station, VA; daughter, Nancy (Benson) Riederer and son-in-law, Bob Riederer of Sapulpa, OK; five grandchildren and six great-grandchildren.

CURTIS L. KATZ



Courtesy Seth Katz

Curtis L. Katz of Chicago died on April 9, 2011 after a year-long battle with acute myeloid leukemia. He was 57. Born in Endicott, NY on Aug. 29, 1953, Curtis grew up

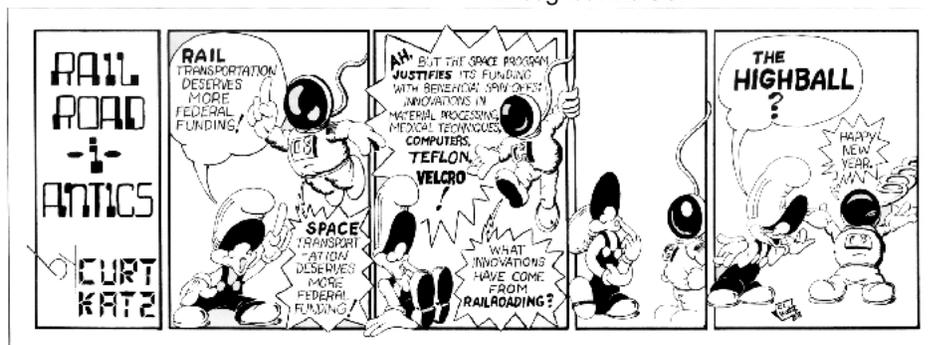
in Wayne, NJ, attended Wayne Hills H.S. and Northwestern University, where he majored in radio, TV and film. At Northwestern, he met his late wife, Suzanne Katz (nee Sciez).

From 1980 until his death, Curtis worked for Amtrak, primarily as a Train Attendant, eventually working every Amtrak route crewed out of Chicago. He is particularly remembered by his passengers for his narration of the sights and landmarks along the western routes he worked. A lifelong rail fan and BRHS member and supporter, Curtis acquired a scholar's knowledge of railroads,

railroading and model trains. Curtis was the volunteer curator for the CB&Q corporate archives at the Newberry Library.

He is best remembered for his constant, often zany good humor, and even penned a railroad-themed comic strip in *Railroad and Railfan* magazine, as well as authoring a column on Amtrak.

He is survived by his father, Arthur and step-mother Frances (Raleigh, NC); brothers Kenneth (Madison, WI) and Seth (Peoria, IL); six nieces; one nephew; and a host of friends throughout the US.



GEORGE E. NILES



George E. Niles, 91, a long-time member and supporter of the Burlington Route Historical Society, passed away December 24, 2011 at Iowa Methodist Medical Center in Des Moines, Iowa.

George was born and raised in Des Moines, and was a longtime West Des Moines resident. He attended Roosevelt High School. George worked for Des Moines Union Railway and retired from there. He was a member of the National Model Railroad Association and the National Railroad Historical Society. His hobby was railroading. He never met a train he didn't like!

George was also a member of the Masons, York Rite, and Arab Patrol of the Za-Ga-Zig Shrine.

Recently, films that George took of the Burlington, Rock Island, Milwaukee and CGW in and around the Des Moines area were reproduced on a DVD by CVision Productions (See New Products) called *Corn Belt Railroads In the 1950's*. Whenever possible and appropriate, George gladly contributed his photos and knowledge of the CB&Q to the BRHS publications.

George is survived by his wife of 67 years, Jeanne; his daughter, Sherry (Niles) Hicks of Winter Haven, FL; and his son, Kim Niles of West Des Moines. He will be greatly missed.

Memorial contributions may be designated to Shriners Hospitals for Children.

NIGHT COACH CLEANER AT THE AURORA DEPOT (my first unpaid Q job)

Leo Phillipp - Photos by the author

I am unable to say with complete certainty as to the year, but I believe I started my railroad career in 1964 at the age of 11. That was the year I first cleaned suburban coaches on the 4PM night shift at the Aurora, IL depot.

My uncle Ray was a carmen's helper on the Eola Rip track 5 miles east of Aurora. During economic downturns or reductions in force for other reasons; he would be forced to exercise his seniority and displace (bump) someone at either Aurora or Cicero. Ray was a Korean War vet with a partial disability from Uncle Sam for a service time injury. Commuting to Cicero made for a long day; repeatedly climbing up and down the coach steps was hard on his damaged hip. Picking between two poor options; he would choose the Aurora depot coach cleaning job.

Just as we were completing dinner, Ray would come by to pick up myself and my brother. We were living on Grove Street only about 15 minutes from the depot and in a neighborhood full of Q shop men. The Aurora shops were still one of the larger employers in town but greatly reduced from the peak times. Our next door neighbor was a pattern maker, another uncle lived on the other side and he had spent time in the air brake shop, still another neighbor worked in the upholstery shop, etc, etc. The house had previously been my grandfather's. He had retired after 43 years on the railroad as a switchman.

We would ride back to the depot and gather in the carmen's locker room in the power plant building adjacent to the depot coach yard. The room was in the middle of the building, it contained a desk, chair and a few lockers. This building was just south of the REA building. The yard and platforms were between the power plant, REA building, and depot on one side (to see these structures reference pages 30 and 41 of Burlington Bulletin # 46) and the mainlines on the west. The yard tracks were ballasted with cinders. Ray would stress to us to stay with him and watch both ways when crossing the tracks. It was on these nights that I first learned how quietly a string of cars move through a yard. It is not only eerie, but deadly, how silently cars move at slow speeds in a yard. You could not hear a thing until the lead car was almost upon you.

It was our job to clean a



The Aurora Depot Coach Yard looking west at the Dinkies ready for next trip in to Chicago. All of these photos were taken on a sunny day in November of 1968.

predetermined number of coaches on the 4pm shift. Then midnight shift cleaners would finish before the morning rush. Also at midnight, a group of carmen and electricians came on duty to prepare the cars for the morning dinky parade. Unlike today, there were no waste containers in the cars. Passengers left everything on the floors or seats. Each brother took one side of the upper deck, picked up everything from newspapers, cups, cans, bottles, etc and tossed them into the lower aisle. This was at a time when many read the evening paper on the way home and enjoyed a cocktail or other refreshment. The smoking cars at each end of the trains were the dirtiest due to all the ashes and butts left on the window ledges, heat registers and floors. These cars would require a full sweeping whereas the non-smoking cars often did not require it. We then flipped seats and made a note of any spills or badly smeared windows. Ray would clean these later. Next we would go to the lower level and help Ray downstairs. We would load the refuse into a large canvas bag until it was full. Looking a little like Santa with the bag over his back, Ray would haul it to the incinerator at the south end of the power plant building. I think it was part of an old boiler or tank car cut down and stood on end.

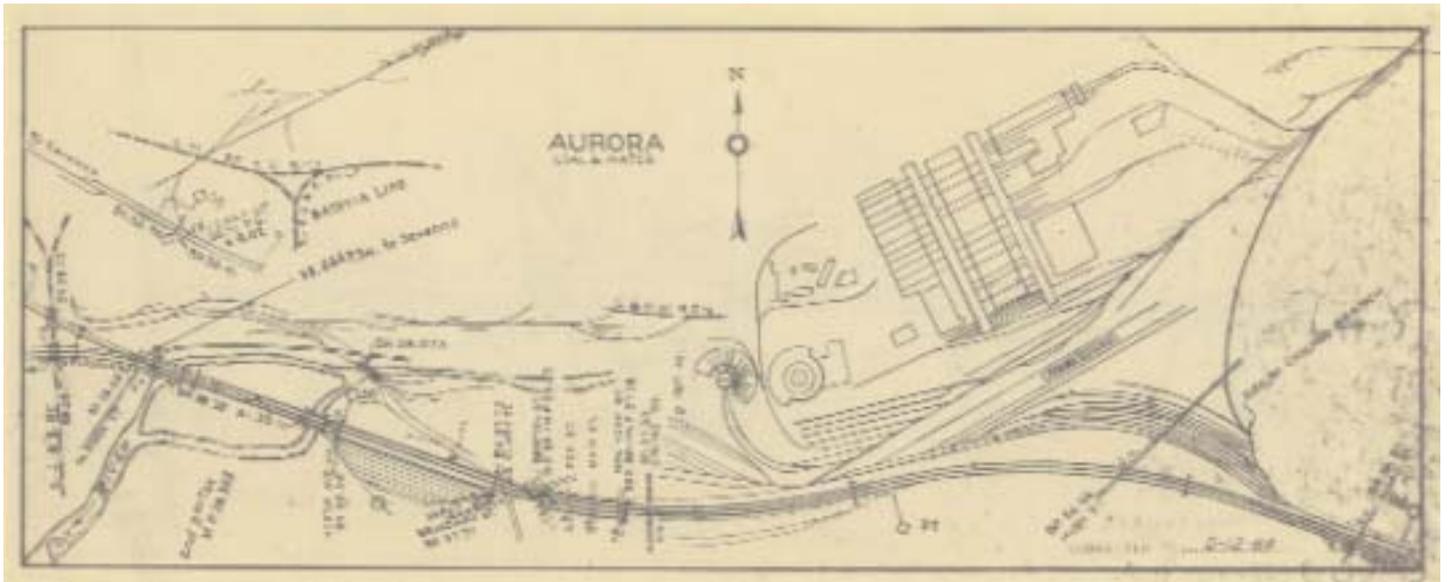
If it was a rainy or snowy day the

floors, inside stairs and vestibules then needed to be mopped. As we completed cleaning a car we moved to the next until the train was done. Sometimes we would have to wait for the depot engine to shove another string of cars into a track for us to clean. Ray would go the platform tracks a couple times a shift when the night dinkies that turned at Aurora arrived. He'd clean the one or two cars before the train returned to Chicago. We were not allowed to go with him and would wait in the carmen's locker room for his return. Clearly he didn't want to explain our presence.

After working each night for a few hours, Ray would take us home. He'd then complete the shift alone. In 1966, we again served as part time coach cleaners for a period of time. Years later when working passenger trains as a brakeman/conductor, and during economic downturns or after the Eola rip track was closed, I would see Ray back on the night coach cleaner's position.

I never offered to trade jobs with him!





From the CB&Q Alignment Chart Books the Aurora map, while not to scale, shows the locations of the depot and depot coach yards in relationship to the mainlines and the CB&Q's Aurora Car Shops. - BRHS Archives



The Aurora Depot as viewed from Washington Street.



Looking west across the Aurora coach yard from between the REA building and the CB&Q's power plant.



The turntable at the Aurora coach yards.



Resting in the shadows from a nearby billboard, a Q suburban power car is on the turntable track, and a cab car is in the distance.

MY FIRST FAN TRIP - NOT ONE BUT TWO BIG STEAMERS

Story and all photographs © Glen Brewer Railroad Glory Days Site <http://RailroadGloryDays.com>

The flyer I received in the mail was simply too much to ignore. Sunday, September 6, 1959, the Chicago, Burlington & Quincy would operate a steam excursion using not one, but two big steam locomotives, and one of them was to be a 2-10-4, Colorado type. By late 1959, these wonderful machines were becoming increasingly hard to find. I simply couldn't resist.

In fact, I had grown up watching a steady parade of 2-10-4s. From the paired dining room windows of my parent's home, I could see across four vacant lots and a street to the right-of-way of the Chicago Great Western Railroad. All during the war years and for several years after, I watched innumerable, heavy freight trains traveling in and out of Chicago behind these engines. I especially recall seeing trains loaded with army goods: tanks, half-tracks, jeeps and even big guns. There were solid trains of black tank cars and others of refrigerator cars: yellow ones marked Armor and red ones marked Swift. But to my everlasting horror, the CGW sent all of these impressive locomotives off to scrap about ten years earlier.

The Burlington, however, was one of a very few railroads (the only one in my area) that sought, at least for awhile, to preserve an operating sample of their steam heritage. The program continued as long as Harry C. Murphy was president (until 1965). Several engines participated, most frequently 4-8-4 5632 and 2-8-2 4960. Riding behind Colorado type No. 6315 would be a unique opportunity.

When I received the flyer, I was a brand new college freshman with very little money, but somehow I scraped up enough to buy a ticket. I also convinced my parents to let me use the family car and camera.



CB&Q M-4 2-10-4 6315 still under steam, but never to run again. On the Q, these engines were called the Colorado types even though they worked hauling coal in southern Illinois.



Stopped at the coaling tower just over 2 miles east of Mendota. In addition to seeing the fans climbing the ladders of the chute for a good shot, we see the signal bridge at MP 80.51, the signal for the siding to the south and MS Tower guarding the "Mendota Electrics" crossing.

The morning of the big trip, I drove over to Downers Grove, the nearest CB&Q suburban stop to my home, to board my very first fan trip ever. Soon in the east, I saw a moving column of smoke, and shortly after, our train came into view. Colorado type 6315 was in the lead with Northern 5632 right behind. They were pulling a heavily loaded, seventeen car train of heavyweight equipment headed for Galesburg, Illinois, a major division point on the Burlington's western route, 162 miles west of Chicago.

Our train blasted out of Downers Grove with two whistles screaming. Parked next to a city street crossing was a van filled with audio gear. Crossing bells were sounding; big reels of audio tape were rotating. A few months later, I bought the commercial vinyl record recorded that day.

Even though diesels had nearly replaced steam, steam facilities were still intact along the Burlington. Our train stopped at Aurora for passengers and then again at the huge coaling facility straddling the main line, at Mendota, 83 miles west of Chicago. Number 6315 took on coal but not the 5632, which burned oil. Many photos were exposed - mostly on the sunny side. I joined the crowd of photographers but soon noted that fans were being allowed to climb into the engine cabs. Over on the shady side, I quickly found my place in line. It was my first time in the cab of a live engine, and to add to my thrill, I was still there when we moved forward for our turn at the standpipe for water. It was my very first cab ride - short, packed shoulder to shoulder, but thrilling nonetheless.

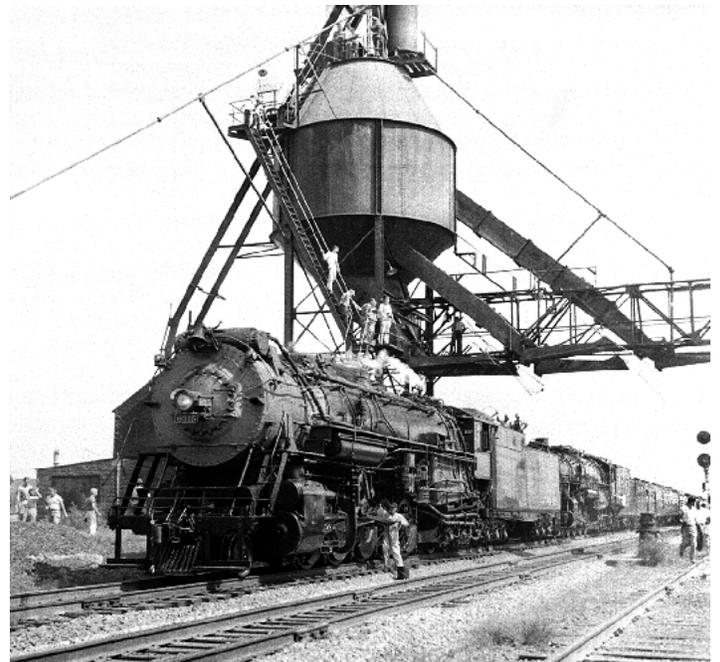
Naturally, this taste was not enough.

On my next fan trip, behind CB&Q's Mikado 4960, I observed that fans were being allowed to ride the cab during movie runs. At the very next opportunity, I was the first to arrive at the cab steps with plenty of people at my heels. I politely asked the engineer, on his lofty perch high above my head, "May we come up?" He looked down at me for a few agonizing seconds, and then slowly nodded his head. I was up in a flash, and quickly spotted the best place to stand before the hordes following me crammed in. I stood directly behind the great man and had a good view out the front window. I savored the skill of the engineer's actions on the controls, the sights the sounds and even the smell of a real coal burning steam locomotive at speed. I was already a fan, but this permanently sealed my fate as a lifelong lover of steam power.

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There were a lot of onlookers at this stop. Water in the 6315's tender is being replenished here.



Here 6315 also receives an Alemitite treatment., which was probably her last.



The author's first try to photograph a movie run-by was at Zearing, Illinois. He admits he was a novice fantripper and photographer, knowing nothing about photo lines or panning and not enough about shutter speed.



Continued from page 9

The double header stopped for a movie run, and most of the passengers got off and lined up quickly along the right-of-way. This was my first time in a crowd of fans, and I had no idea of the etiquette, vociferously enforced as I soon observed, for staying out of way of other fan's pictures. I soon learned both from my own missteps and from those of others: nobody but crew could step in the way of a photographer without abuse.

Also that day I first heard the epithet, "daisy picker" used. The term seemed to apply to anyone not a serious fan or photographer: fathers attempting to show their young sons the intricacies of steam machinery, for example. I am sure that the "daisy pickers" had their own ideas of the boorishness displayed by some of the avowed "railfans", and I wondered how many potential railfans were lost that day because of it.

Until somewhere west of Mendota, our trip was running like a fine railway watch. Then the train stopped along featureless, Illinois farmland. We waited and wondered. Eventually the train moved laboriously up the line at a mere walking speed. A very fast passenger train passed us on the other track, and we stopped again still among cornfields. The news was not good: 6315 had thrown the eccentric rod on the right side. The flailing rod had done some additional damage. The 2-10-4 was hopelessly disabled. Passengers were allowed to get off, and I took the opportunity to take a picture of our lead engine while rods were being removed on the other side. After that, 5632 was able to take the heavy train on into Galesburg unassisted and without difficulty.

The Burlington was a good and accommodating host. We were given free reign of their facilities in Galesburg. I visited the cab of the disabled engine, which still had a hot fire in the firebox. Fans took turns blowing the whistle until a local old folks home called the railroad and complained. While visiting the crowded cab, I took a step backward and accidentally stepped on the fire door treadle. The whoosh of air and the brilliant glare of the fire startled me; the fireman grinned. A little later, I watched as the hostler dumped the fire on the 6315, no doubt for the last time.

The big roundhouse was wide open, and we were free to roam about as we pleased. I remember seeing several small stationary steam engines inside. Two steam locomotives, 4-6-0 Number 637 and 4-6-4 Number 3007,



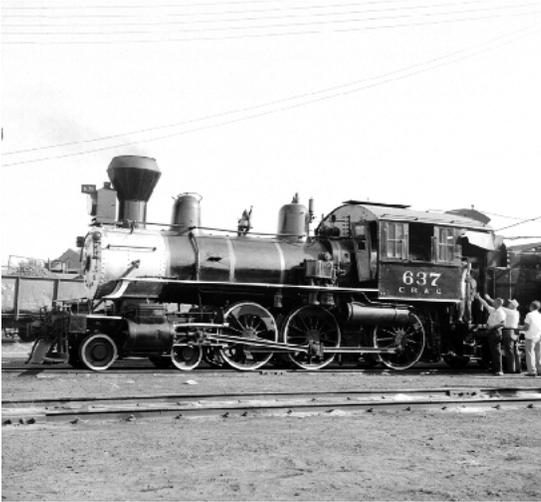
Stalled on the main after the rod failure.



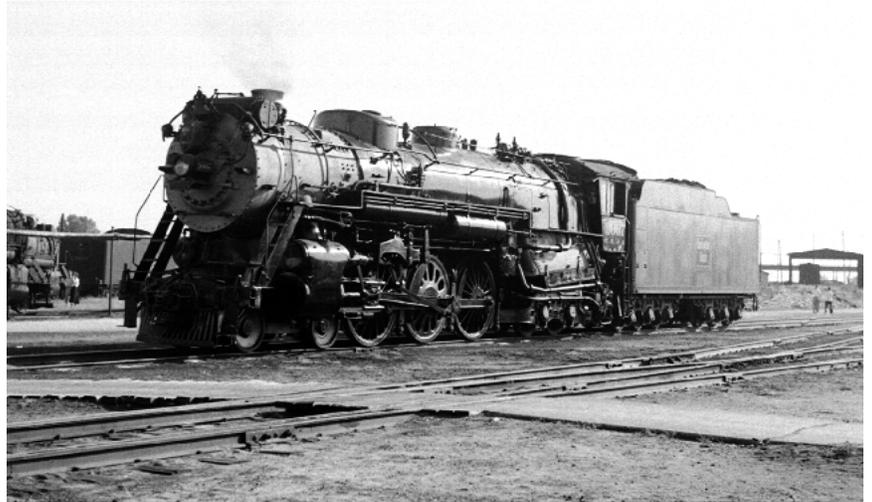
Fans visit the cab, but note the missing valve gear parts. This engine was one of 18 2-10-4s built by Baldwin in 1927 and 1929.



5632 takes a spin on the Galesburg turntable.



Ten wheeler No. 637 spotted for photography.



Hudson No. 3007 also spotted for photographers. Both the 3007 and the 637 are now at the Illinois Railway Museum in Union, Illinois.



The roundhouse was wide open for all to view.



A sad sight and the future for 6315.

were carefully spotted in the open for photography. The Burlington people had even provided burning oily rags to make a little smoke show at their stacks, although due to our lateness, they had about burned out. Off in the distance was a long, depressing, dead line of engines never to run again. This was sad, but Galesburg was still a fascinating place. Our stay had to be cut short, since by then, we were way behind schedule.

The big Colorado type remained behind, and undoubtedly never turned a wheel under her own power again. Engine 5632 returned our train to Chicago alone, quite late, and with a very impressive show of speed - most of it long after dark. It was undoubtedly the fastest I ever rode on a fan trip. Most of the way I stood in the baggage car, with its doors wide open, savoring the sounds of the engine's roar and its continual wailing for rural grade crossings.

To minimize delay arriving back in Chicago, my stop in Downers Grove was eliminated. The conductor gave me a note for the next conductor, and several of us

The sun is already low as 5632 awaits her high speed return.

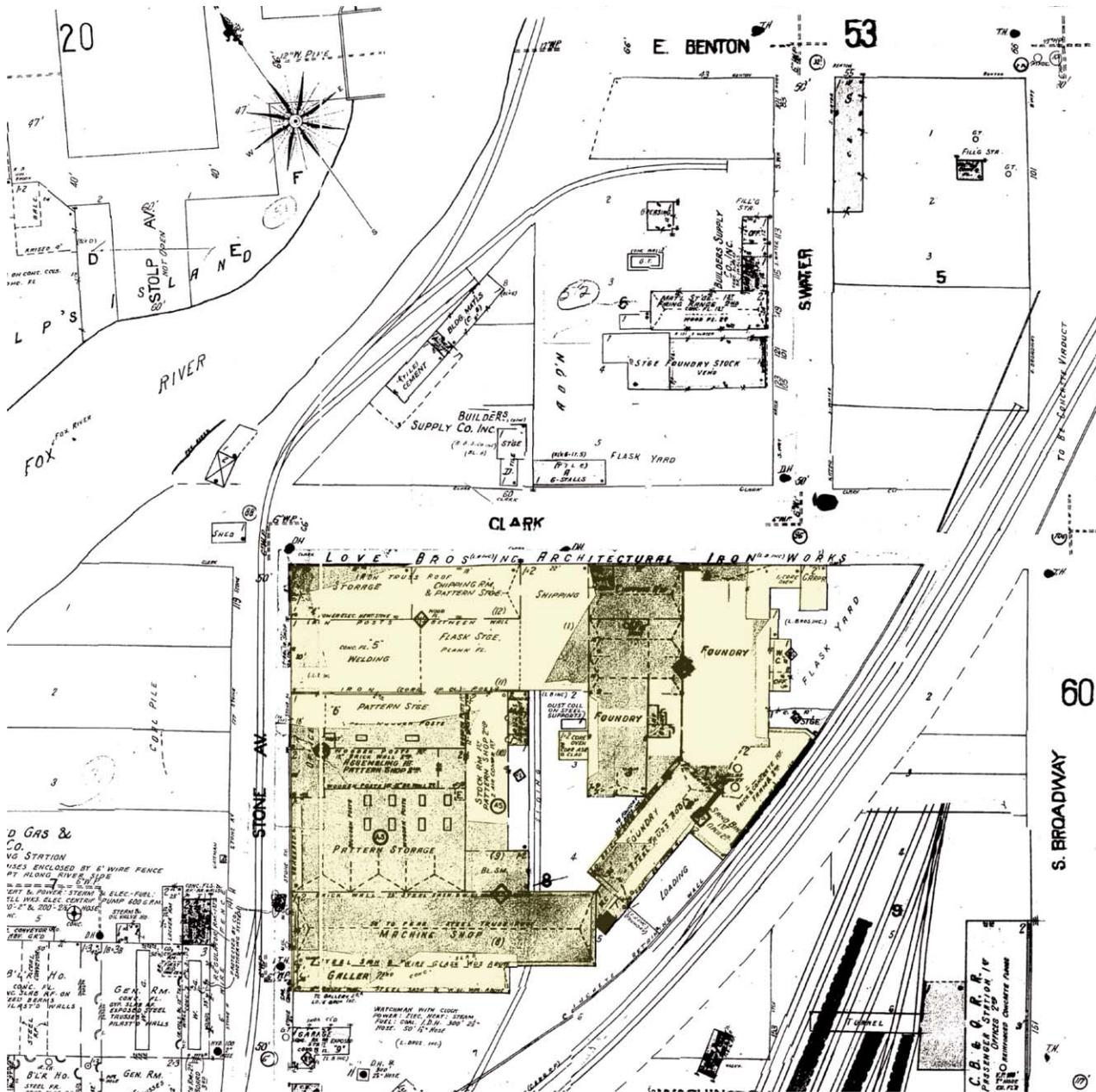


were put off in Aurora to take a late night commuter train back to Downers Grove.

It was a long day, but an exciting one. I arrived home very tired and very hungry. It was nearly midnight and I had not eaten or even been off my feet for almost the entire

day. I was both invigorated and saddened by the events, but I was determined that it would not be my last steam fan trip. It was not. On the Burlington, I went on to ride behind 5632 and 4960 on several additional trips, and I have continued to find steam and ride behind it wherever I can.

Love Brothers Architectural Iron Works



Love Brothers Foundry was founded in 1876 by Joy and John with the original small building on Pierce Street which was north of the former CB&Q Shop complex on Broadway. In 1878, the growing firm was moved to a much larger building at Clark and Water Streets on the south side of downtown Aurora. One of the largest product lines was the casting of structural steel for the classic style of iron front buildings becoming a hallmark of buildings throughout the growing Midwest towns.

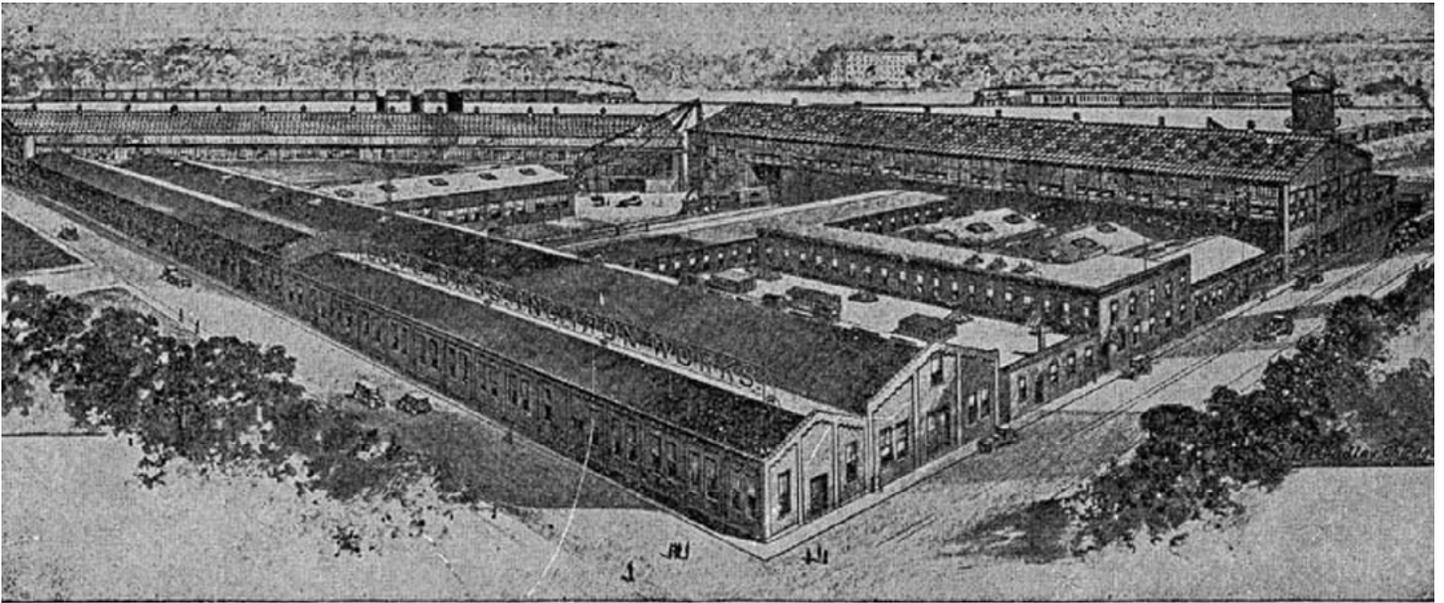
The Chicago and Aurora Smelting and Refining Company, founded in Aurora in 1882, had grown up along the east bank of the Fox River between Aurora and North Aurora along the

original main line to Turners Jct. This company was one of many which were in the business of refining the bullion coming in from the growing mining areas of west. The bullion was melted down and refined with ingots of gold and silver separated from the other metals found in the bullion. After successfully being in operation for twelve to fifteen years, the company was sold out to the "Trust" which was the American Smelting and Refining Company which closed the plant.

By 1907, the growing Love Brothers Foundry had taken over a controlling interest in the Aurora Iron and Metal Company. When more space was needed, they bought up this property

and renamed it "Lovedale." A foot bridge over the river was built to allow workers to ride the streetcar line which was being operated north from Aurora along the west side of the Fox River. So now the company had two locations in Aurora with the plant at Clark and Water Streets being enlarged to also do machining of the castings.

There are no records of the company to show what they may have cast other than the architectural product line, but I feel it is safe to say that the increase in manufacturing in Aurora was helped due to the interaction of the various plants with Love Bros. doing the heavy castings used by the likes of Aurora Pump and Western Wheeled Scraper.



LOVE BROTHERS INC., - - - AURORA ILL.

ENGINEERS : FOUNDERS : MACHINISTS

*Manufacturers of Special Machinery
Grey Iron and Semi-Steel Castings up to 10 ton Each*

An artist's rendering of the Love Brothers Foundry complex. We are looking straight south with the pre-elevation CB&Q mainline and trains in the background. The larger white building in the background is Jennings Terrace, an old folks home. The Burlington Box Aurora depot would be built behind the train on the left. Stone Avenue is to the complex's right and Clark Street is to the left. - Aurora Public Library



Here is an excellent example of the iron work produced by the Love Brothers Foundry. The building is obviously a bar that is located in Williamsville, Illinois, not on the CB&Q, but on the GM&O. - Steve Holding



Here is a close up view of the details of the iron work. The cast-iron columns were actually weight-bearing columns that allowed the large windows in the front of the buildings. It also contributed to a building's fire-proofing. Note the filigrees at the base, center and tops of each column - Steve Holding

JOHN VACHON PHOTO ESSAY

By Lee E. Edgar

In the 1930's, the United States was in the midst of the Great Depression. New programs and investments across the nation, both public and private, were developed in an effort to bolster the economy and offer the public hope and enthusiasm for the days to come. The Chicago, Burlington & Quincy Railroad for instance, commissioned the manufacture of a unique new streamlined train set designed to revolutionize the passenger rail industry. Indeed, the debut of the *Burlington Zephyr* in April 1934, heralded a new age of technology and comfort which continues to influence the manufacture and design of passenger rail equipment today.

In the public sector, President Franklin D. Roosevelt's "New Deal" created a series of economic programs intended to provide relief and recovery to a weary nation. One such program was the Farm Security Administration (FSA),



Waiting for the train to Minneapolis, East Dubuque, Illinois (1)
LC-USF33- 001707-M2

Looking southwest. Note the baggage carts, section shed & switch stand. There is a clear view of the Mississippi River, quite different from today as the river bank at this location has overgrown with trees.



Waiting for the train to Minneapolis, East Dubuque, Illinois (3)
LC-USF33- 001708-M4

This photograph is of particular interest to Burlington modelers and railroad/transportation fans in general. A view north, note the following background details (in order of nearest to furthest):

Burlington Trailways inter-city bus ~ founded in 1929 as the "Burlington Transportation Company, a subsidiary of the Q, Burlington Trailways became a charter member of the Trailways Transportation System and remains in operation with other independent "Trailways" operators nationwide

Old US 20 "High Bridge" ~ built 1887 to span the Mississippi between East Dubuque, IL and Dubuque, IA. Replaced in 1943 by a new span, the "Julien Dubuque Bridge" which remains today south of this location. Portions of the original bridge approach rising along the side of the bluff are visible today.

The Illinois Central swing span ~ still stands today carrying both CN and BNSF (via trackage-rights) rail traffic between Illinois & Iowa. An operator is stationed in a control booth on the swing span, which closes only for coming rail traffic. Originally known as the Dunleith - Dubuque bridge, this historic swing span structure was constructed by Andrew Carnegie's "Keystone Bridge Co", with Carnegie himself having surveyed the Dunleith, Illinois site in early 1868. Keystone's subsequent January 14, 1868 contract with the Dunleith and Dubuque Bridge Company in the amount of \$283,550 spurred the extension of the Pittsburgh-based foundry upon which Carnegie's later fortune was based. Completed in 1868, one month ahead of schedule at a total cost of approximately \$800,000, the Dunleith and Dubuque bridge was the fifth railroad bridge in general and third "all metal truss" railroad bridge across the Mississippi River; the Burlington and Quincy, Iowa bridges of the CB&Q railroad being the first and second, respectively ~ both also erected in 1868. The Illinois approach involves a unique 90-degree tunnel which routes the Illinois Central Railroad track from the south and turns west to cross the Father of Waters. Regular train service from Chicago through Dubuque to Sioux City began on October 10, 1870. The bridge still carries rail traffic today in the configuration of an 1890 rebuild. Why Dunleith & Dubuque Bridge Company?" The organization was formed to connect the cities of Dubuque, Iowa and Dunleith, known today as East Dubuque, Illinois.



John F. Vachon - (1914-1975)

which was formed in an effort to document and improve the conditions of rural, depression-era America. A short-lived program, the FSA is memorialized for its small but highly influential photography program, which produced thousands of images with the goal of "introducing America to Americans." It was through this program that a young file clerk by the name of John F. Vachon experimented with photography, growing to become one of the FSA's leading photographers and eventually among America's most recognized of the era. From 1936 to 1943 a series of photographic assignments led John Vachon throughout the United States, leaving behind a collection of photographs that are a remarkable portrayal of the American existence and the people who lived it.

One spring evening in April 1940 found Mr. Vachon in East Dubuque, Illinois, awaiting the arrival of the Burlington's *Zephyr*. The accompanying images from a moment in this photographer's storied career, give us a glimpse of what the traveling public experienced along the CB&Q's Chicago-Twin Cities mainline.

John Vachon privately nurtured a lifelong ambition to be a writer. Despite the talent evident in his letters and journal, it is his photographs for which he will be remembered. Following his seven-year tenure with the FSA in 1942, Vachon went on to become a staff photographer for Standard Oil Co. of New Jersey (Esso), the United Nations, Look magazine and eventually retiring to freelance photography and guest teaching until his death in 1975.

Through its existence between 1935 and 1943, the FSA produced over a quarter-million images. Approximately 164,000 of these photographs survive today and are housed in the Prints and Photographs Division of the Library of Congress. These images are open to the public and available for download in high-resolution format online at <http://www.loc.gov/r/r/print/>.

FUN EVERY MINUTE!



Postscript: While on assignment Vachon maintained a daily journal and was faithful in writing wittily revealing letters home to his wife, Penny. These writings serve the basis of a book, which introduced America to a talented writer and photographer who at the time of publishing had been lesser-known of the FSA photographers. In a letter dated the evening of April 18, 1940 (US Mail had multiple dispatches daily in this era), Vachon writes "Tonight I shall call St. Paul. 55¢. Tomorrow 6:00 P.M., probably, leave on the Zephyr, arrive 9:45. round trip \$8.90."¹ Though the Library of Congress assigns the photos simply to "April 1940", through the photographer's letters and journal entries, we can be reasonably certain that these views reflect the evening of April 19th, 1940, approximately a quarter past six o'clock, the scheduled departure of the Afternoon Zephyr. One might wonder Vachon's experience aboard the streamlined Zephyr ~ with such casual reference to "the Zephyr", clearly the Burlington's signature marquee was synonymous with rail travel, even on the east coast where the Vachons resided near Washington, D.C.



Untitled (3)

LC-USF33- 001708-M5

Looking south. Note again the baggage cart details, section shed & switch stand ~ also the riveted-truss platform construction. The original (now gone) Chicago, Burlington & Northern-era depot stands behind and to the left of the photographer, a few hundred feet north of where a newer depot, built by the Burlington in the mid-1960's still stands today, dilapidated but serving storage for the BNSF.



The Burlington Zephyr, East Dubuque, Illinois

LC-USF33- 001708-M1

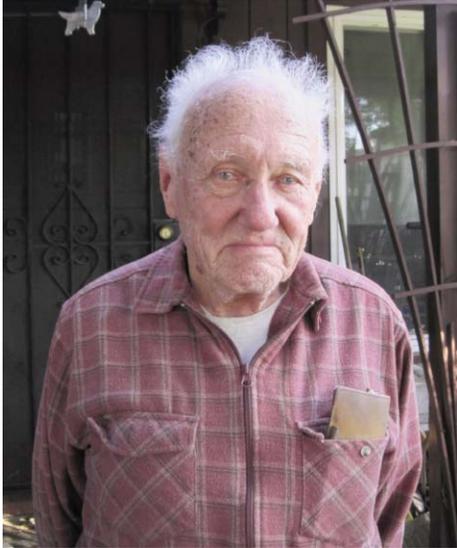
The stainless steel of the Twin Cities Zephyr brightly reflects a western sun, suggesting this is train no. 23, the Afternoon Zephyr, scheduled to depart E. Dubuque at 6:14pm for a 9:45 pm arrival in St. Paul, which is consistent with Vachon's letter home to his wife. A seven-car consist, the motive power is shovelnose 9904 Pegasus or 9905 Zephyrus.

1. Orvell, Miles (Ed.). *John Vachon's America: Photographs and Letters from the Depression to World War II*. Berkeley: University of California Press, 2003. ISBN: 9780520223793

MODELING THE BURLINGTON

Master Model Builder of the Burlington

Text and Model Photos by Bill Glick



James F. Tangney, of Sunnyvale, California, was born in Aurora Illinois, October 29, 1922. His father worked for the Burlington from 1905 to 1965. Jim spent time in the Navy after attending the Naval Academy in Annapolis, Maryland from 1943 to 1946. He had jobs at Sylvania, Microwave Electronics, and at Varian. He also spent time at Stanford University. His specialty was with Microwave technology, but on the side he designed and built electrostatic speakers. As a result of that interest, he was offered a job at Electro-voice, but decided to come to California instead.

His first interest in modeling was building model airplanes. He drew his own plans to follow in constructing the models. His models won several contests during the years, however, during that time he met someone that built train models and that started him in that direction.

On the next few pages, we share a sampling of the attention to detail and the masterful craftsmanship of James Tangney.

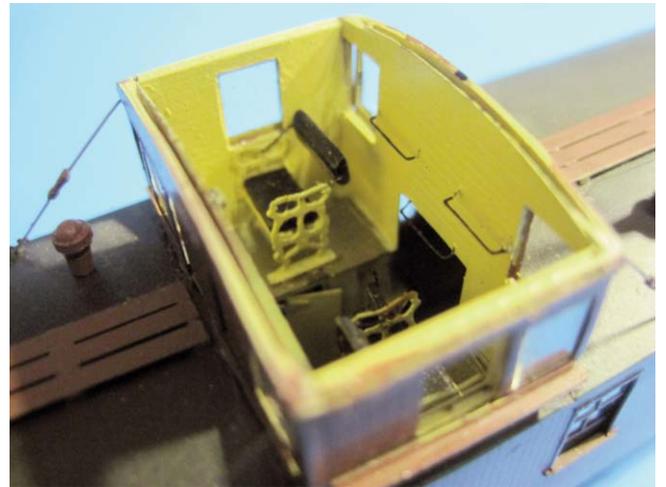


Above is one of Jim's most fantastic HO scale models! It is one of the first I saw when he brought it to one of our Everywhere West Group meets at my house. Jim's models start with great detail research, he does the artwork, then etches the brass. All assembly is done by him and anything that has a hinge works on his models. This steam engine was not driven by a worm gear as we normally see but was driven through a mechanism that pushes the drive rods the same way the prototype did. He also wound and built the special motor used in this system.



Above is Jim's HO scale model of the Brill gas electric No. 9509, which ran in Aurora where Jim lived during the time his father worked for the Burlington. This doodlebug is an example of the few that had a cab on both ends. The bridges in both images above were scratch-built by Jim and we will see more of the bridges and more photos of the motor car later.

To the left is one of Jim's airplane models suspended from his ceiling.

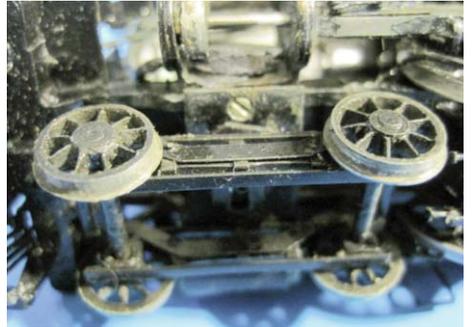
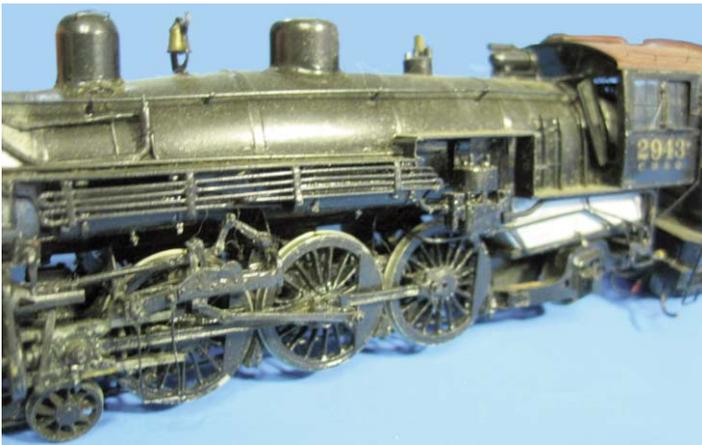


This model of the 1915 Waycar No. 14032 is modeled for the period his father worked for the CB&Q. It is HO scale built from etched brass that Jim did the artwork for. The doors and windows move. He uses real glass instead of plastic. Note the lantern in the middle of the cupola roof, this was abandoned by the railroad early on which is why we don't see them. Above right is the Brass Lantern Award he won from the NMRA in 1993.

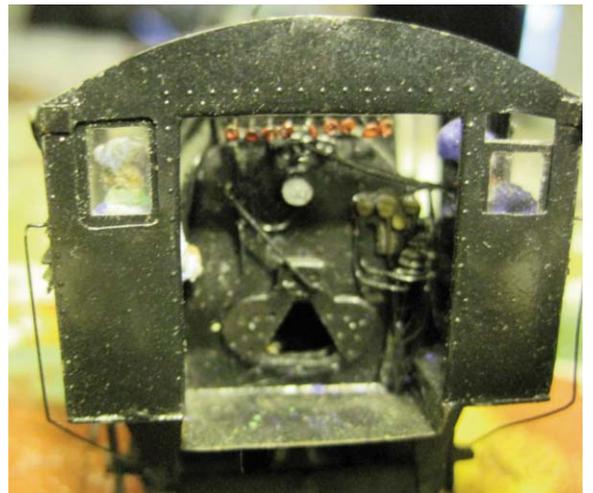
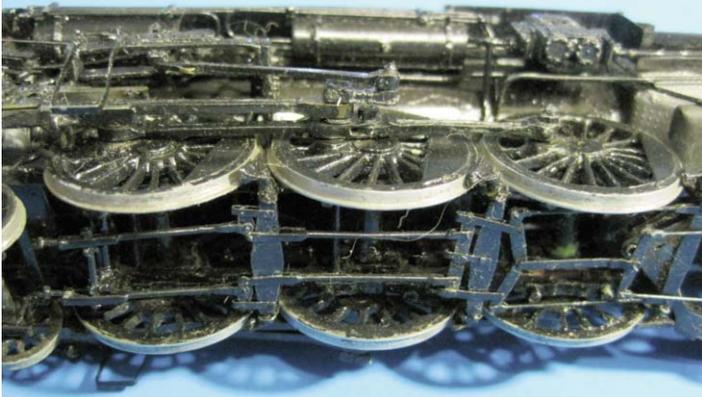


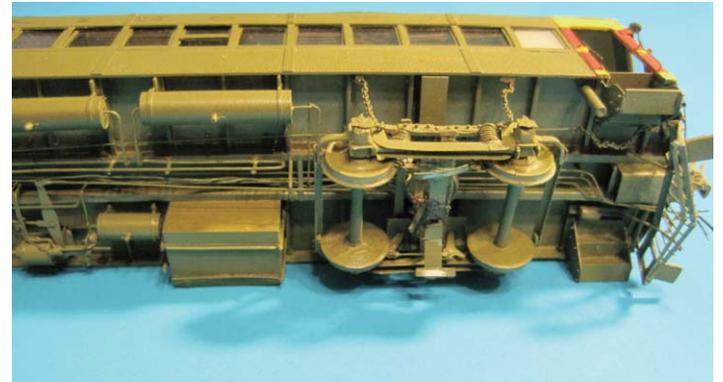
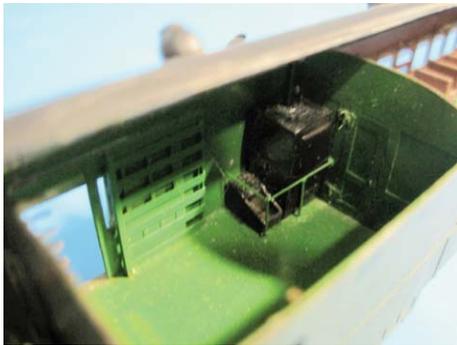
Brake gear to the left is none like any model I have ever seen. Jim has faithfully modeled the KC-type brake rigging including the linkage to the truck brakes. Note hinged journal box on the waycar's trucks, which is open. Above and right are detail shots of the waycar's interior. Note the attention to detail in the cupola to the seats and lights. The flue to the stove is sloped the same way the prototype was. There is a stainless sink behind stove and dishes on the drop-down table.





This is Jim's HO scale model of the CB&Q's 4-6-2 Pacific, No. 2943. This locomotive model is driven through its cylinders just as the prototype, NOT thru a worm gear to the axles like most other models are. Pictured at top right is the open cylinder showing the drive mechanism. The locomotive's brake gear is a scaled replica of the prototype. Tender details include a hinged lid that opens and a mirror inside which replicates the reflection of water. The cab detail below has all the gauges and levers for the engineer and fireman.

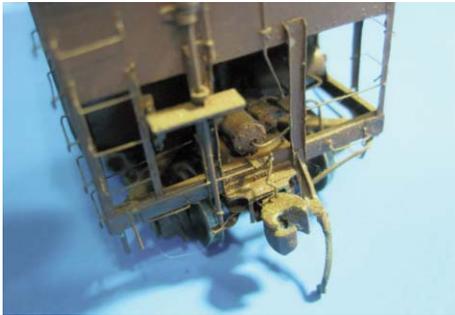




This is Jim's HO scale model of the CB&Q No. 9509 Gas-Electric Class ED-1-A Built by J. G. Brill Co. in 1925. One of the few cars with dual controls, one on each end. Detail of generator and power unit, baggage area and passenger compartment. Note the hat racks on each side above seats. I asked Jim where he got all the information for the underside of this car and he said it was mostly from a Gas-Electric book. Of course he chose this car because it was used in Aurora and he may have had a ride on it when he was younger.



Jim built 3 HO scale hopper cars similar to this C&S hopper. Everything is hand built and cast and all doors open.



A typical trestle (above) and girder bridge (below) are like those used on the CB&Q.

Another fantastic HO scale model found on his layout is this small power station. Note the attention to detail, the chain link fence and operating gate, the interior and the grid outside.



Last, and maybe least (size-wise) is an N scale maintenance of way tender Jim built, just to prove to himself that he could. Included are all the details found on his HO scale models.

RAILROADIANA & COLLECTIBLES

Burlington Ink Blotters

by Gerald Edgar

The West's GREAT TRAINS

The ARISTOCRAT
10:30 am Lv. CHICAGO Ar. 7:45 pm
11:04 pm Ar. OMAHA Lv. 6:45 am
1:05 pm Ar. DENVER Lv. 4:00 pm

The BLACKHAWK
6:30 pm Lv. CHICAGO Ar. 8:00 am
7:00 am Ar. ST. PAUL Lv. 9:40 pm
7:35 am Ar. MPLS. Lv. 9:00 pm

The AK-SAR-BEN
6:15 pm Lv. CHICAGO Ar. 8:35 am
7:30 am Ar. OMAHA Lv. 9:30 pm
9:05 am Ar. LINCOLN Lv. 7:00 pm

Burlington Route
No finer trains in the World

All trains have matched Pullmans, a handsome rear car designed entirely for lounging purposes... radio, buffet, library, bridge tables, valet service. The Blackhawk and Ak-Sar-Ben carry also a salon-club car, one half of which contains bedrooms with real beds.

RESERVATIONS • TICKETS
BURLINGTON TRAVEL BUREAU
910 Merchants Bank Bldg., Indianapolis
Phone Riley 4022

O. G. HAGEMANN, General Agent
R. A. CAMPBELL, Traveling Passenger Agent

Ink blotters were a common and inexpensive form of advertising in America for all sorts of businesses, organizations and professions from 1900 to post-WWII.

For you younger members, prior to ballpoint pens taking over in the 1950's and 1960's, pens with nibs (detachable points - see photo) and then fountain pens were *THE* way to write anything permanently. Individuals used 'blotting paper' and businesses used 'rocking horse' blotters to absorb excess water-based ink and facilitate drying.

Some time in the late 1800's to early 1900's the concept of attaching blotting paper to a stiff piece of cardstock was perfected. Such ink blotters were typically 9" x 4" with some half size ones (all shown here are nominally 9" x 4" with actual sizes noted). The blotting side was blue or off white usually with the slick side printed on in one or multiple colors, promoting the person, business or group providing same.

Look in an old family desk and you may find some. Nearly all antique shops have a variety. "In the day" you would see them at the counter of every store, depot and bank, to name a few of the most common locations. They were a cheap, yet colorful and useful way to advertise.

The Burlington, like any business promoting its product or service, used many different blotters into the 1950's to convince recipients to ship or travel via the Burlington and its subsidiaries. Salesmen would give them to shippers and travel agents, while travelers could find them at depots and in First Class accommodations. Here are a few from my collection for you to enjoy.



Here is a Falco, No. 4 nib that is inscribed "Burlington Route." David Lotz Collection

BURLINGTON TRAINS

Original size: 3.75" x 8.25" - circa early 1930's

6:30 p.m. Chicago Limited
LOUNGE-CAR TRAIN
WELL EQUIPPED - WELL OPERATED
Diner Serving at 6:00 p.m.
Arrives Chicago 8:05 a.m.

City Ticket Office, 1416 Dodge St., Des Moines 1854
Depot Ticket Office, "Infernalium," Douglas 3589
General Passenger Office, 10th and Farnam Streets, Douglas 3589

Burlington Route
Links East and West and Cross It Best

Original size: 9.5" x 4.0" - circa 1920's

Two Great Trains to St. Louis

The OZARK STATE ZEPHYR
Now only 5 1/4 Hours
Lv. KANSAS CITY • 4:15 P.M. Lv. ST. LOUIS •••• 9:00 A.M.
Ar. ST. LOUIS •••• 9:30 P.M. Ar. KANSAS CITY • 5:15 P.M.
Completely air-conditioned. Parlor-lounge, de luxe coach, tasty meal service, hostess. All seats reserved and individually assigned in advance.

The NIGHT HAWK
From Midnight to Dawn
Lv. KANSAS CITY • 11:59 P.M. Lv. ST. LOUIS •••• 11:59 P.M.
Ar. ST. LOUIS •••• 7:45 A.M. Ar. KANSAS CITY • 7:45 A.M.
Air-conditioned Pullmans (ready 10 P.M.) and air-conditioned chair car.

ALTON TICKET OFFICE
C. P. STEWART, Div. Pass. Agt.
717 Walnut St. Phone Victor 6500

BURLINGTON TICKET OFFICE
J. E. LYNN, General Agent
701 Walnut St. Phone Victor 6710

Original size: 8.5" x 3.8" - circa 1940's Note inclusion of Alton logo.

Between COLORFUL COLORADO and MAGIC YELLOWSTONE

FAST 1940 SCHEDULE
The Buffalo Bill will operate three days a week; from Denver Monday, Wednesday, Friday, June 28 to September 2 inclusive - from Cody Tuesday, Thursday, Saturday, June 28 to September 3 inclusive.

AN OVERNIGHT TRAIN
Speedy tri-weekly service between Denver and Cody (eastern gateway to Yellowstone Park) during the Park season.

EXTRA VISITING HOURS
Special schedule gives Yellowstone Park passengers enroute to or from the East several delightful hours sightseeing in and around Denver.

EQUIPMENT
Chevrolet-Chevrolet-Chevrolet
Sleeping Car - A.C.
Dining Room-Chevrolet-Chevrolet
Dining Car - for all meals - A.C.
Refrigerated Chair Car - A.C.
A.C. - Ready reserved from Air-Conditioned

EXTRA VISITING HOURS
Special schedule gives Yellowstone Park passengers enroute to or from the East several delightful hours for sightseeing in and around Denver.

SCHEDULE

STATIONS	SCHEDULE	STATIONS	SCHEDULE
4:00 pm Lv. Denver	Ar. 12:50 pm	8:00 pm Lv. Denver	Ar. 1:00 pm
4:50 pm Lv. Boulder	Ar. 11:00 am	4:50 pm Lv. Denver	Ar. 11:00 am
5:10 pm Lv. Longmont	Ar. 11:35 am	5:10 pm Lv. Denver	Ar. 11:35 am
5:50 pm Lv. Loveland	Ar. 11:05 am	5:50 pm Lv. Denver	Ar. 11:05 am
6:15 pm Lv. Fort Collins	Ar. 10:45 am	6:15 pm Lv. Denver	Ar. 10:45 am
7:35 pm Lv. Cheyenne	Ar. 9:25 am	7:35 pm Lv. Denver	Ar. 9:25 am
11:00 am Ar. Cody	Lv. 7:45 pm	11:00 am Ar. Denver	Lv. 7:45 pm

Original size: 8.75" x 3.95" - circa 1930's

Now

"THE BUFFALO BILL"

AN OVERNIGHT TRAIN
New fast service between Denver and Cody (eastern gateway to Yellowstone Park) during the Park season.

EQUIPMENT
Chevrolet-Chevrolet-Chevrolet
Sleeping Car - A.C.
Dining Room-Chevrolet-Chevrolet
Dining Car - for all meals - A.C.
Refrigerated Chair Car - A.C.
A.C. - Ready reserved from Air-Conditioned

EXTRA VISITING HOURS
Special schedule gives Yellowstone Park passengers enroute to or from the East several delightful hours for sightseeing in and around Denver.

SCHEDULE

STATIONS	SCHEDULE	STATIONS	SCHEDULE
4:00 pm Lv. Denver	Ar. 12:50 pm	8:00 pm Lv. Denver	Ar. 1:00 pm
4:50 pm Lv. Boulder	Ar. 11:00 am	4:50 pm Lv. Denver	Ar. 11:00 am
5:10 pm Lv. Longmont	Ar. 11:35 am	5:10 pm Lv. Denver	Ar. 11:35 am
5:50 pm Lv. Loveland	Ar. 11:05 am	5:50 pm Lv. Denver	Ar. 11:05 am
6:15 pm Lv. Fort Collins	Ar. 10:45 am	6:15 pm Lv. Denver	Ar. 10:45 am
7:35 pm Lv. Cheyenne	Ar. 9:25 am	7:35 pm Lv. Denver	Ar. 9:25 am
11:00 am Ar. Cody	Lv. 7:45 pm	11:00 am Ar. Denver	Lv. 7:45 pm

Original size: 8.85" x 3.85" - circa 1930's

Burlington Route

THE WAY OF THE Zephyrs

OVERNIGHT EVERY NIGHT BETWEEN CHICAGO AND DENVER
TWICE DAILY BETWEEN CHICAGO AND ST. PAUL-MINNEAPOLIS

AMERICA'S DISTINCTIVE TRAINS

Original size: 5.75" x 3"

Burlington Route

Way of the Zephyrs and Vista-Domes

Original size: 5.8" x 3.0"

ROUTES AND SPECIAL ADVERTISING

AMPLE equipped to meet all traffic demands upon it as to freight and passenger service, and operated with a full sense of its obligation to shippers and the traveling public.

Burlington Route

AT YOUR SERVICE

BURLINGTON TRAVEL BUREAU
316 Healy Building
Room 9175
ATLANTA

H. R. TODD, General Agent
W. T. YARBANIAN, Commercial Agent
F. O. HOLERIAK, Traveling Passenger Agent
H. R. HOWE, Traveling Freight and Passenger Agent

Original size: 9.25" x 4.0" - CB&Q 1931

GULF TO SOUND
A Texas-Transcontinental Route

THE NATIONAL PARK LINE
Colorado - Yellowstone - Glacier
Pacific Coast

Air - Conditioned Trains
Coaches - Pullman - Diner - Lounge

Cool in Summer Warm in Winter
Comfortable - All Seasons - Safe

Thru Pullman Cars
New Orleans - Houston - Dallas - Fort Worth
Wichita Falls - Amarillo - Denver

S. B. GIMBLE, General Agent
318 Gunter Bldg. Phone Garfield 9901
San Antonio, Texas

TO:	Season Fare - Class	Short Limit First-Class	Season Coach	Special Pullman
Colorado Springs	\$45.00	\$35.00	\$30.75	\$24.50
Denver	42.00	35.75	28.50	20.75
Yellowstone	75.15	50.55
Glacier	78.15	64.85
Seattle	90.00	59.55
Los Angeles	70.45	47.75	47.00	40.00
San Francisco	72.00	61.50	48.00	50.00

Special First-Class on sale Saturdays, June 18, 20, and 27; July 11, 18, and 25; August 8, 15, and 22; others on sale daily, short limit 16 days; season limit October 31st. Season coach passengers may use Pullman overnight upon payment of slight additional charge.

Comparable fares from all points to the West.

Travel by Railroad to Texas Centennial Celebrations
FORT WORTH and DENVER CITY RAILWAY
THE COLORADO and SOUTHERN RAILWAY
THE WICHITA VALLEY RAILWAY

Original size: 9.0" x 4.0" - 1936 - C&S, FW&D, WV

ITS FLEET of fine modern passenger trains . . .
• a fast friendly, reliable freight service . . .
• and 88 years of successful operation . . .
• enable the Burlington to provide the highest type of modern railroad service.

Burlington Route

N. E. KERNS, Division Freight Agent
F. E. DEINIS, Traveling Freight Agent
200 N. 11th Street
LINCOLN Phone B-3115

THE BURLINGTON serves practically all of the chief commercial centers of the Middle West.

Original size: 8.65" x 3.7" - CB&Q 1935

A Vital Mid-continent Network

Serving the heart of America and linking East, West, North and South.

M. H. WILLIAMS, Division Freight Agent
J. H. FEEZOR, Commercial Agent
F. O. ESCHENBRENNER, Traveling Freight Agent
465 Corby Building
ST. JOSEPH 9, MO. Phone 2-6721

EVERYWHERE WEST **Burlington Route** WAY OF THE ZEPHYRS

Original size: 8.75" x 4.0" - CB&Q 1950

Route it BURLINGTON

Three thousand new freight cars and thirty high-speed locomotives are being added to Burlington's modern equipment to assure shippers continued dependable service, which has been a Burlington tradition for 91 years.

It pays to ship and travel Burlington.

A. E. BROWN, Division Freight & Passenger Agent
47 SHERMAN STREET PHONE 24 DEADWOOD, SOUTH DAKOTA

Original size: 9.0" x 3.8" - 1941, loco 5629 with train of Q boxcars

Route it BURLINGTON

Thousands of new freight cars and many high-speed locomotives are being added to Burlington's modern equipment to assure shippers continuation of the fast, dependable service, which has been a Burlington tradition for 91 years.

It pays to ship and travel Burlington.

W. A. STROLEY, General Agent
301 So. JEFFERSON AVENUE PHONE: 3-5651
H. F. WELLS, Traveling Freight Agent
PEORIA, ILLINOIS

Original size: 9.0" x 3.85" - 1941, loco 5629 with train of Q boxcars

(NOTE: some designs, such as the five CB&Q blotters above, were shared by Burlington freight and/or passenger agents in locations all over America and Canada; i.e. you can collect 20 or more of a design, all identical except for name and address of the issuing agents.)

Burlington Route

Burlington Route

Kansas City - St. Joseph - Omaha - Denver
St. Paul - Minneapolis
And All Points West and North

S. T. ABBOTT, Traveling Passenger Agent
208 No. Broadway ST. LOUIS
J. A. McCUE, Traveling Freight and Passenger Agent
Central 6360

Original size: 9.0" x 3.5" - circa 1920's

Burlington Route

100th Anniversary
1849-1949

Way of the Zephyrs and Vista-Domes

Original size: 9.0" x 3.85" - 1949 (also done half size)

The automobile or truck owner wants to pay for Timken Bearing Quality. He wants the same bearing that has made such a remarkable performance record on the world's heavy duty jobs. Why sell him anything less?

We assure you of prompt service from our complete stock of genuine TIMKEN Bearings

THE HARDEN ELECTRIC COMPANY
331 Franklin Street - Phone 701
COLUMBUS, IND.

TIMKEN BEARING SERVICE

Most of America's new high speed trains and locomotives now operate on TIMKEN Bearings.

Original size: 6.25" x 3.5" - Timken Bearings - circa late 1930's

Football Special
Every Nebraska Home Game

Sept. 29 Wyoming
Oct. 13 Iowa
Oct. 27 Ames
Nov. 10 Pittsburgh
Nov. 24 Missouri
Nov. 29 Kansas Aggies

\$150
ROUND TRIP

Lv. OMAHA 12:15 p. m.
Lv. SO. OMAHA 12:25 p. m.
Ar. LINCOLN 1:30 p. m.

Return leaving about 30 minutes after the game

A more complete and diversified lunch and beverage service enroute.

BURLINGTON ROUTE

Original size: 5.0" x 2.75" - U. of Neb football games circa 1930's

NATIONAL PARK ADVERTISING

COME UP TO COLORADO

Out of the heat of cities . . . into the tonic coolness of the mountains where just to breathe is to rejuvenate.

Play golf, ride horseback, go fishing, motor to a hundred wonder places.

Colorado's keen, mile-high mountain playgrounds are just a day and a night from Chicago or St. Louis on the Burlington . . . and summer vacation fares are "way down."

A. COTSWORTH, Jr.
Passenger Traffic Manager
547 W. Jackson Blvd., CHICAGO, ILL.

J. E. VAN DYKE
General Passenger Agent

Burlington Route

The pleasant low cost way to the Rockies

Original size: 9.0" x 3.85" - circa "20's - rope border

MAGIC YELLOWSTONE AND THE CODY ROAD

They go together—like bread and butter.

The thrilling one day trip over the Cody Road—famed nineteenth century motor highway through the great Shoshone Canyon, the Buffalo Bill country, the "Dude Ranch" region, and over the Alameda Mountains via Sylvan Pass, completes one hundred per cent of the possibilities of any Yellowstone Park tour—and costs not a cent extra.

A. COTSWORTH, Jr.
Passenger Traffic Manager
547 W. Jackson Blvd., CHICAGO, ILL.

J. E. VAN DYKE
General Passenger Agent

Burlington Route

The National Park Line

Original size: 9.0" x 3.85" - circa "20's - Rope border

If You Don't See the Cody Road You Don't See Yellowstone Park

The thrilling trip over this famous 90-mile scenic motor highway through the Buffalo Bill country completes 100% of the possibilities of any Yellowstone tour and costs not a cent extra.

H. SCHNEIDER
Traveling Passenger Agent
226 Broadway, New York, N. Y.

Burlington Route

Takes You there

Original size: 9.0" x 3.85" - circa post-WWI - color images

SEE THE ROCKIES THIS BETTER WAY

Two-week vacations combining tours of Glacier and Yellowstone, Yellowstone and Colorado, The Colorado Rockies and Salt Lake, The Pacific Northwest and Alaska.

Everything planned and paid in advance. The first cost is the last cost. Escort accompanies each tour and looks after everything. Nothing to do but have a good time.

C. E. DOLAN
Traveling Passenger Agent
1420 So. Penn Square - Philadelphia, Pa.

BURLINGTON DISCOUNT TOURS

VACATIONS WITHOUT A CARE

Original size: 9.0" x 4" - circa post-WWI - color images

Combination Tours

Glacier National Park
Yellowstone Park
Scenic Colorado

A round trip summer tourist ticket to BOTH Glacier National Park and magic Yellowstone (Gardiner and Cody Gateways) costs but \$4.75 more than to Glacier Park alone.

Such tickets may be routed via Denver at NO EXTRA COST. Free side trip from Denver to Colorado Springs and return.

H. SCHNEIDER
Traveling Passenger Agent
226 Broadway, New York, N. Y.

Burlington Route

The Burlington is the only road offering this combination of advantageous routes.

C. E. DOLAN, T. P. A.
1420 So. Penn Square
Philadelphia, Pa.

Original size: 9.0" x 3.85" - circa post-WWI - color images

Combination Tours

Glacier National Park
Yellowstone Park
Colorado Rockies

A round trip summer tourist ticket to BOTH Glacier National Park and magic Yellowstone (Gardiner and Cody Gateways) costs but \$4.75 more than to Glacier Park alone.

Such tickets may be routed via Denver at NO EXTRA COST. Side trip from Denver to Colorado Springs and return free for the asking.

S. T. ABBOTT
Traveling Passenger Agent
208 No. Broadway
ST. LOUIS, MO.

Burlington Route

Original size: 9.0" x 3.85" - circa post-WWI - color images

BURLINGTON TRAILWAYS & BURLINGTON TRUCK LINES

BURLINGTON TRAILWAYS

5 RECLINING POSITIONS

RECLINING SEAT
RECLINING SEAT
RECLINING SEAT
RECLINING SEAT
RECLINING SEAT

NEW AIR-CONDITIONED DIESEL LINERS

- More "Lay Back" reclining all seats.
- 2 reclining, reclining seat positions.
- 24" wide "roomy vision" windows.
- Velvet-Lincoln Diesel Power.
- Free Pillows for all passengers.
- Air-Conditioned to perfection.

AMERICA'S FINEST BUSES

Burlington Trailways

Original size: 8.975" x 3.825" - circa 1940's

Free PICK-UP and DELIVERY OF L.C.L. FREIGHT

FAST • SAFE • DEPENDABLE

N. E. KERNS
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R. C. BURKE
Truck Freight Agent
500 N. 116 St.
LINCOLN, NEBRASKA

Burlington Truck Lines

Original size: 8.95" x 3.85" - circa 1940's

AAR BLOTTERS WITH BURLINGTON ROUTE OVERPRINT

Here's the DIFFERENCE!

Railroads operate on their own roadways, built and maintained entirely by the railroads.

Highway Motor Carriers operate on public roadways, built and maintained by taxpayers.

Out of every dollar the railroads take in, real taxes for the support of government take more than 9 cents, and roadways on which to operate take 23½ cents—a total of more than 32½ cents for roadways and taxes.

Out of every dollar taken in by the certificated motor carriers who report to the Interstate Commerce Commission, about 7½ cents goes for taxes of all sorts—and this represents all they pay for roadways and taxes.

A square deal for the railroads means a square deal for the taxpayers, too!

ASSOCIATION OF AMERICAN RAILROADS
WASHINGTON, D. C.

Burlington Route

Original size: 8.0" x 3.5" - #30 of a 60+ series circa 30's-40's

Santa Claus IS COMING TO TOWN!

Weather conditions are uncertain during the Holiday Season and delay may mean heart-breaking disappointment—so Santa Claus depends on the railroads to carry him . . . swiftly and safely . . . throughout the nation.

Not only at Christmas time, but all through the year . . . in all seasons and in all weather . . . the American Railroads provide the dependable, efficient, low-cost transportation so essential to American life, industry, agriculture, and the national defense.

ASSOCIATION OF AMERICAN RAILROADS Washington, D. C.

Burlington Route

Original size: 8.0" x 3.5" - #50 of a 60+ series circa 30's-40's

GALLERY CAR



Dear BRHS:

I wonder if one of your members might be able to help us. We have just discovered (not in the CB&Q archives, but in another collection of personal papers) seven photographs of a train wreck somewhere on the CB&Q. I attach scans of the 7 photos, plus a sketch map from the back of photo no. 1. The map is very detailed, showing the location of each car in relation to a bridge and a river, but with no indication of where in the Burlington world this might have happened.

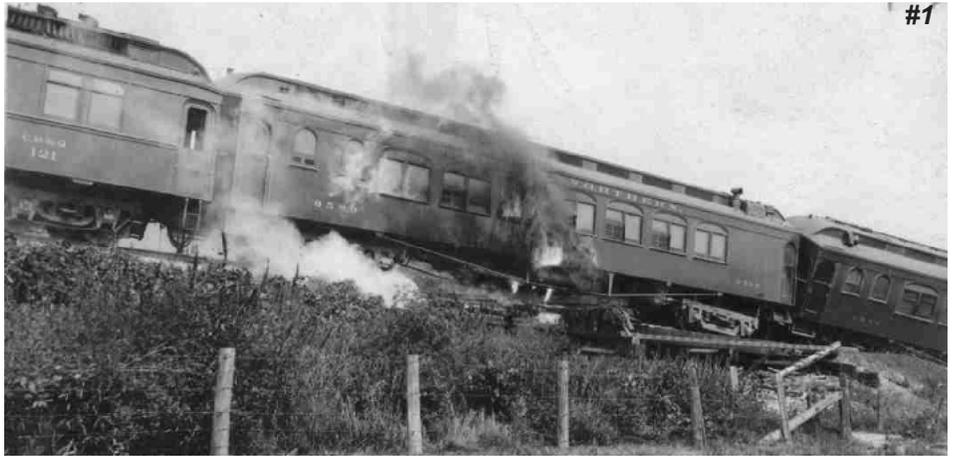
Any advice would be appreciated.

Sincerely yours,
Robert W. Karrow, Jr.
Curator of Special Collections and
Curator of Maps
The Newberry Library

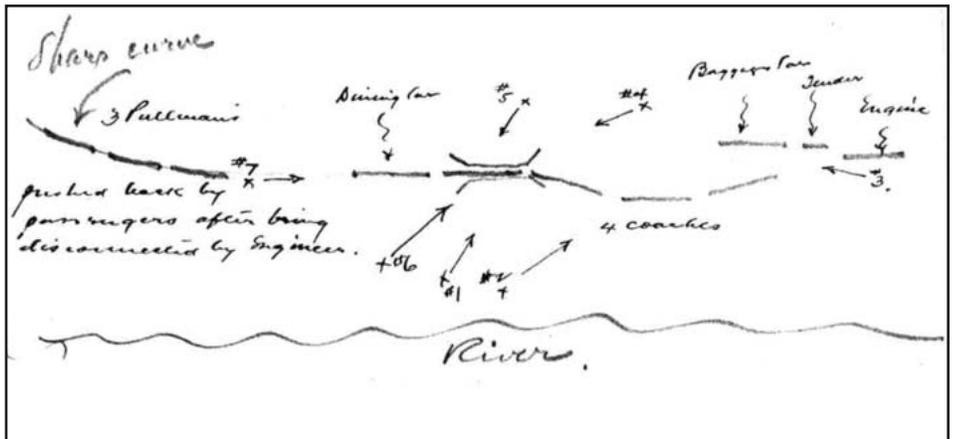
After receiving this email, Gerald Edgar was contacted with thoughts that the wreck might be on the LaCrosse Division, due to the mix of GN and CB&Q equipment that was identifiable. He in turn contacted Chuck Hatler of GNRHS, who provided a couple of microfilmed articles from The LaCrosse Tribune, that were a potential match. Using the locations in the article and matching the Newberry photos to USGS topographic maps and Google terrain images, we are 100% certain that the front-page story Chuck found from September 19, 1913, identifies this wreck as the Oriental Limited, which occurred near Trempealeau, Wisconsin the day before.

Based upon the photos and the newspaper account, the photographer must have been a passenger aboard the derailed train. Unfortunately, there is not enough space in this Zephyr for the entire article, so excerpts from it are on page 26, however, the article has been transcribed and may be read in its entirety on the BRHS web site.

1913 Oriental Limited wreck Photos from the Newberry Library



What appears to be GN coach No. 6580 on the bridge, just ahead of Q diner No. 121 "La Crosse."



The sketch of the wreck on the back of photo #1 showing the angle of each photograph taken.



Passengers are being evacuated from the three coaches ahead of the GN coach above.



The tender and baggage car lie to the east of the tracks, the tender's rear truck in pieces.

The photographer was now standing behind the baggage car on the east side of the tracks. The GN coach is more fully involved, as the smoke clearly indicates. The newspaper account tells that "Scarcely five minutes after the wreck, the flames, which had been licking the steel under-frame of the dining car, reached the lighting gas tank on the side. There was a loud report, and the flames were scattered over the wooden body of the coach. Dry as tinder, it flamed up quickly, and soon was beyond saving."



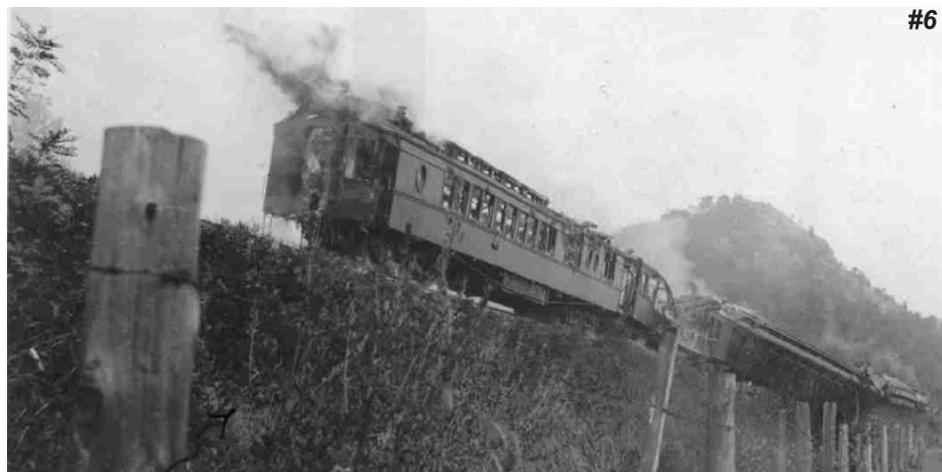
#4



#5

Venturing a bit closer to the burning coach, the photographer, still on the east side of the tracks, gives us a better view of the wooden trestle that the coach was spanning. Someone has inked in an arrow, possibly pointing to the location where the fire was believed to have started.

Having circled the train, the photographer is back on the west side of the train. The Q diner is now on fire. According to the map on the back of image number 1, and the newspaper account, the male passengers on the train, combined their efforts with the crew and manually pushed the two Pullman cars and observation car that were still on the rails following the diner.



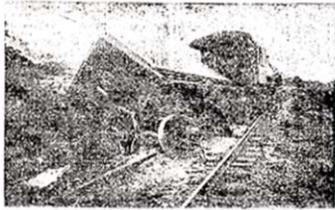
#6



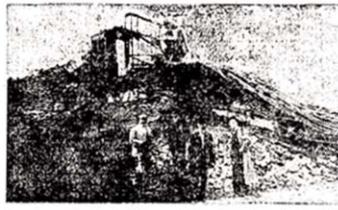
#7

Heavy smoke now shows the Q diner fully involved. Bill Glick's "Burlington Passenger Car Roster" book shows no disposition for the "La Crosse," but from these photos, a safe bet would be that this derailment was the end for the wooden Barney and Smith diner. Based upon our research, this wreck happened between mileposts 317 and 318, just north of Trempealeau, WI.

DID WRECKERS OR TRAMPS START FIRE THAT SENT ORIENTAL LIMITED THROUGH BURLINGTON BRIDGE AT TREMPEALEAU



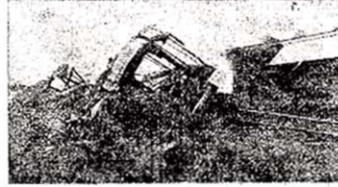
Remains and tender where they came to halt about 100 yards south of the burning bridge.



Charred frame of dining car in foreground from left to right: A. L. Pack, Wm. C. Holter, D. G. MacMillan and City Editor Mark E. Bray.



Quality indicates position of derailed bridge; metal portion of dining car covers portion, with remains day coaches to right to right.



Charred remains of first day coach, with other coach ahead, to right created expense and baggage car.

QUARRY ENGINEER CERTAIN HE SAW MEN ABOUT THE BURNING BRIDGE

Geo Schaefer's Story May Throw Light on Mystery Surrounding "Lucky Accident"

CALL CINDERS IMPOSSIBLE
Officials Say Last Train at 10:15 A. M. Could Not Have Started Bridge Fire

TRIBUNE SECURES ONLY PICTURES

A Record Run to Scene in D. G. MacMillan's Car Beats Sun and Distances Competition

Was the destruction of the Oriental Limited, the through Great Northern coast train that went into a burning bridge at Trempealeau yesterday, the work of wreckers? George Schaefer, engineer of the government quarry at Lamolille, just opposite the scene of the wreck, says he believes he saw two men about the bridge shortly after the fire started and but a few moments before the train rushed into the disaster. Lack of a motive makes the railroad officials doubt the wrecker theory, but that tramps cooking a meal fired the bridge seems less improbable.

Article Excerpts:

Was the destruction of the Oriental Limited, the through Great Northern coast train that went into a burning bridge at Trempealeau [WI], the work of wreckers?

George Schaefer, engineer of the government quarry at Lamolille, just opposite the scene of the wreck, says he believes he saw two men about the bridge shortly after the fire started and but a few moments before the train rushed into the disaster.

Lack of a motive makes the railroad officials doubt the wrecker theory, but that tramps cooking a meal fired the bridge seems less improbable.

Source a Mystery

Lacking some such human agency, how did the fire start?

The dispatcher's office reports that the last trains over the spot were No. 33 west bound, and No. 34 east bound, which met at Trempealeau at 10:15, two hours and 45

minutes before the accident. Had the fire started from the dumping of cinders from one of these engines, the bridge would have been totally destroyed before the arrival of the Oriental.

Tuesday and Tuesday night, there was a heavy rain, with a cloudy forenoon Wednesday: Wednesday night and morning there was a heavy fog, equivalent to a light drizzle. The grass all about the wooden culvert is still green, and vegetation about the bridge had been mowed. It is apparent at a glance that the fire did not creep in from brush or grass along the way. That the fire started on top of the bridge, it is argued, is indicated by the fact that the rails were loosened and spread while the foundation beneath was still sufficiently intact to support the train, and this would suggest cinders from the engine as the cause did not time elapsed render that practically impossible.

Nearly a Disaster

Yet about 1:35 p.m. Thursday this fire started in the wooden bridge. The farm of Tom Brady is just across the wagon road, hardly one hundred yards distant. Twenty-five minutes after the fire started No. 52 rounded the curve and dashed onto the bridge in one of the "luckiest wrecks in railroad history."

Had the train been ten or fifteen minutes later the engine would have plunged through the bridge, the coaches would have crashed in on top, and perhaps scores of the one hundred and forty passengers would have been killed.

Slid 200 Feet

The engine was 200 feet past the bridge where the fire started. The dining car had stopped right on the bridge, and its metal parts had sunk down into the little gully beneath, which was carpeted with ashes at the bottom. On the land side of the right of way the grass had been scorched and burned away, where the flames had leaped from the blazing coaches.

That no one was seriously injured or killed was a miracle. All of the cars were turned over, and the speed with which the train had plunged over the burning bridge gave the passengers a terrific jar.

The bridge, about 200 feet from a sharp turn, where a shoulder of rock comes out to the track, with just clearance enough for a train.

No 52 was an hour and thirty minutes late out of St. Paul, and Engineer Albert R. Hardy, 1610 George Street, was making up time. He was going forty-five miles an hour, passengers on the train declare, when he rounded the shoulder of the bluff, and saw ahead of him the burning bridge.

It was impossible to stop his heavy train, but he threw the airbrake "into the corner" and let the train drift down upon the bridge.

Both the engineer and his fireman, Guy W. Atkinson, 1215 Kare Street, sat tight until after the train had come to a complete stop.

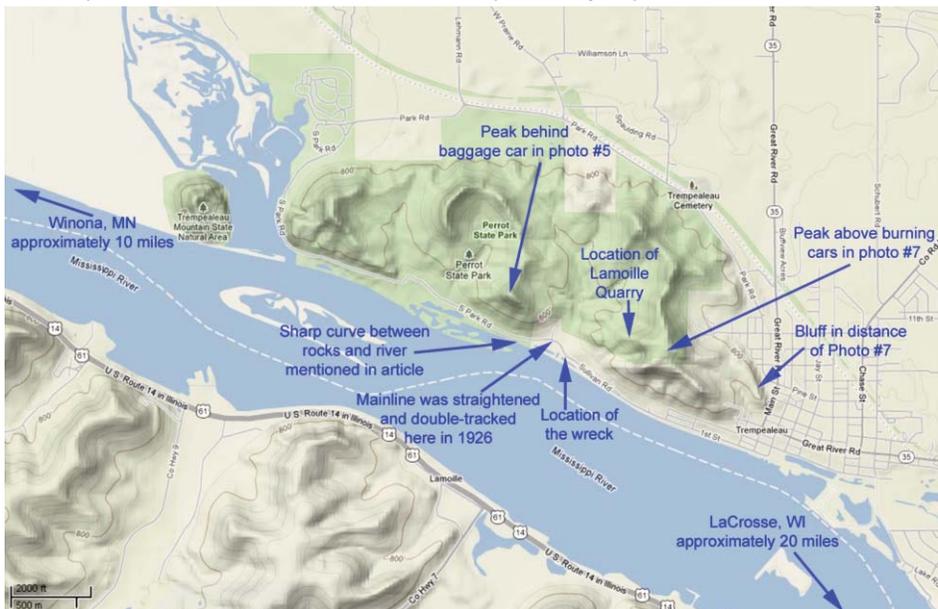
Rails Spread

As the locomotive struck the blazing bridge, the rails gave way. They had been burned loose from their spike holds in the ties of the bridge and spread when the weight of the train struck them.

The passengers poured out of the windows and doors, bringing their belongings, scarcely waiting for the commands of the brakemen and conductor, who hurried through the coaches warning them to leave.

Members of the crew and the passengers played streams from the fire extinguishers with which each coach was provided, but their efforts were useless. The flames had too big headway, and could not be stopped.

Realizing this, they turned their attention to saving the last three cars, two Pullmans and an observation car, which remained on the tracks on the other side of the bridge. They were uncoupled from the dining car, and all of the male passengers united with the train crew in pushing them back out of danger.



The Google Terrain map of Trempealeau County, WI showing where the wreck occurred.

EXCHANGE PLACE

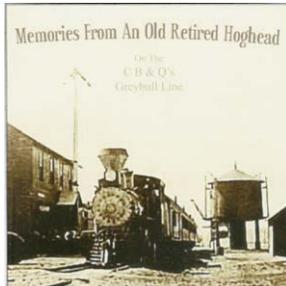
FOR SALE:

Kato No. 37-10G EMD NW2 Phase 1

Lettered as CB&Q 9122 with safety stripes on side sill and "Burlington" on hood sides. New in box - never run. \$100.00 or trade for Walthers SW-1 in earlier CB&Q scheme (Red & Yellow sills and "Way of the Zephyr - Everywhere West" on hood sides. Write BRHS Member #1150: T. Nanzer, P.O. Box 262, Earlville, IL, 60518-0262

Memories From An Old Retired Hoghead CD interview

Dave Todd has a 1 hr. and 8 min. CD of his interview with a retired CB&Q Engineer from Greybull, Wyoming. The interview covers Stations from Greybull to Bonneville, WY, and Greybull to Laurel, MT and the Cody branch. Also some information on steam and the early diesels. Send Check or Money Order, for \$14.00 (includes Shipping and handling) to: Dave Todd, 2870 Lane 45, Basin, WY, 82410. Wyoming Residents please add the appropriate sales tax for your area.



WANTED:

Original poster of CB&Q Steam Excursion for the Saturday, October 13th 1962 Student Steam Excursion from Rock, Island to Denrock. Contact: Jim Heffernan at hef428@netexpress.net.

ERRATA

Zephyr Issue 2-10, No. 61

Forrester DuSell wrote the Zephyr to inform us that the caption for the photo of the Streator Tower, incorrectly identifies it as a interlocking tower - it is not. All switches in the track layout were manually thrown by train crew members. Protection for conflicting train movements was provided by "smash boards" operated by a towerman. These were either in an "UP" or "DOWN" position at each location where one track crossed the other. Because the CB&Q switch engine made frequent moves by the tower, the smash boards were generally left in the "UP" position for them. Smash boards were similar to those at grade crossings, except they were only long enough to cross the track they protected. We apologize for this error.

Oct 1, 2010

To The BRHS -

It is with deep appreciation that I receive the Luke-Niedzwiedzki Memorial Award on Ed's behalf. As you all know, the Burlington was indeed his first love among railroads.

I will add this to his many treasures and it will take a prominent place in his office. Thank you for remembering him in this special way.

With my best regards to all,

Bob DeRoin

VOLUNTEER POSITIONS AVAILABLE

The BRHS Board is seeking volunteers for the following positions:

CANDIDATES FOR DIRECTOR ELECTION

This fall, two positions on the Board of Directors will be open for election. Any member wishing to run for this position is asked to send an autobiography and statement of interest to the BRHS business address:

Burlington Route Historical Society

BOD Candidates

P.O. Box 456

La Grange, IL 60525

We need these as soon as possible to include in a mailing to the members. Candidates must understand that Board positions have working responsibilities and are not purely advisory.

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. Responsible for overseeing the spring and annual meet and searching for volunteers to host them.

VICE PRESIDENT - MEMBERSHIP

We are looking for an individual that would be responsible for maintaining our membership roster. The person filling this position should be familiar with working with Excel spreadsheets.

TREASURER

We are looking for an individual that would be responsible for maintaining the financial matters of the society. It is highly preferred this person be located in the area of LaGrange due to the logistics involved, but it isn't absolutely necessary.

BURLINGTON BULLETIN EDITOR

We are looking for an individual that would be responsible for providing the Society with the high-quality BRHS flagship publication, the *Burlington Bulletin*. The candidate for this position should be familiar with computer typesetting using Quark or InDesign.

MAIL COORDINATOR

We are looking for a person who would be able to make regular mail pickups at the La Grange Post Office and distribute the mail as needed. Candidate must live near the La Grange post office.

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 our meets.

NOTES FROM OUR READERS

Thank you for
your thoughtfulness
Lee will be missed

The family of
Lee Westman

WHERE TO WRITE

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

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

For all correspondence pertaining to membership including renewals:

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

Archives:

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

For all matters pertaining to finances:

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

BULLETIN Commercial Sales Information:

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



Material for publication in the BURLINGTON BULLETIN:

Send to:
BULLETIN Editor
P.O. Box 456
La Grange, IL 60525

Material for publication in the ZEPHYR:

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

Back Issue Sales:

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

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.

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(effective September 2011)

John Brennan
Bryan Howell
Bill Jelinek
Dick Kasper
Leon Ploger
Jim Singer
Gene Tacey

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Vice President, Operations Open
Vice President, Publications . . . Bryan Howell
Vice President, Archives Open
Vice President, Membership . . . Allen Moore
Treasurer Leon Ploger
Secretary Bill Jelinek

2012 ANNUAL MEET

September 13-16, 2012

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

Meet Hotel: Holiday Inn Hotel - St. Paul
2201 Burns Avenue
St. Paul, MN
Phone: 651-731-2220

Reservation Code: BRH
at \$89.00 plus tax - Book your reservation today!!

Activities: Gopher State Railway Museum
BNSF or MN Commercial Tours
Lunch at the MILW 261 - Tours, Jeff Otto Op Session
Swap Meet, Model Contest for Membership,
Clinics, Panel Discussion, Banquet & Speaker
Registration form with details will be forthcoming



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