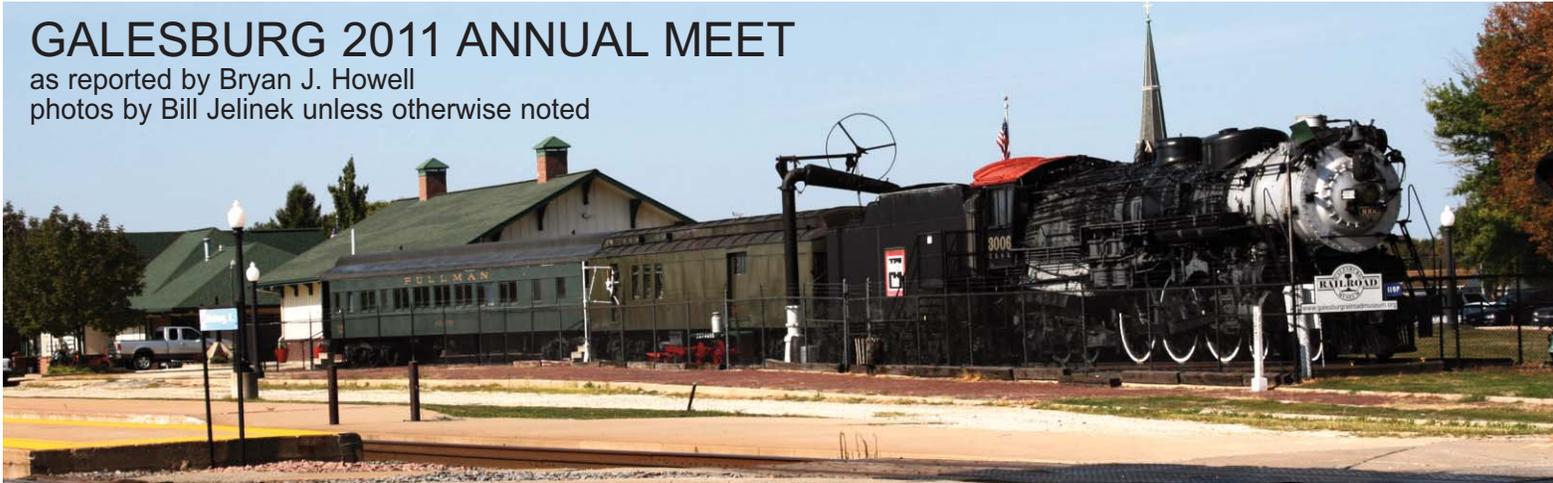


GALESBURG 2011 ANNUAL MEET

as reported by Bryan J. Howell
photos by Bill Jelinek unless otherwise noted



Galesburg, Illinois, the Hub of Lines East, was the site for the BRHS 2011 Fall Meet held September 9-11. The site of a large yard and Q lines radiating out to Chicago, the Quad Cities, Denver, Kansas City, and Peoria, Galesburg was, and still is, an important location on the CB&Q and now on the BNSF. The base for the meet was the Best Western Prairie Inn on the east side of town - a location that has hosted the BRHS previously, albeit under a different name. Attendees began arriving Thursday evening and, after a stop at the registration table, renewed old friendships and made new ones in the hospitality room or headed into Galesburg for some railfanning at the Amtrak depot.

Friday dawned cloudy with intermittent showers, but that did not stop the high spirits of the attendees as they gathered at the Amtrak Depot at 9 am to prepare for a 10:22 am departure on Amtrak's *Carl Sandburg*, train #381, for Quincy. The train departed on-time from Kewanee but was held up for 2 hours as a rookie engineer broke a knuckle on a freight train on the east end of Galesburg, blocking Amtrak and a few other freights. The show did not stop at the Amtrak Depot, however, as trains continued to move through the station taking other routes into and out of town.

The train finally arrived at 12:16 pm and after a quick station stop, the attendees were on their way to Quincy. Some time was made up en-route, but Amtrak was stopped just east of the station for a BNSF freight that was coming up the hill on the single track. Upon arrival at the station, attendees boarded a bus and headed into town. The ladies were dropped off at The Pier Restaurant, which is built on a bridge pier in the Mississippi River that originally carried the CB&Q into town, while the men headed to Kutter's Bar & Grill for lunch. Following lunch, the ladies toured the Villa Kathrine, a Mediterranean style castle overlooking the Mississippi while the men went to the Quincy Historical Society and toured the museum which did contain some Q artifacts. On the way to the museum, Phil Weibler gave an impromptu tour of rail sites past and present in Quincy. Additional activities

were planned, but with the delayed arrival into town, the visit had to be cut short. The attendees then returned to the Amtrak station for an on-time departure of train #382 at 5:30PM back to Galesburg. One of the biggest uses of this train is to serve college students at Western Illinois University in Macomb and as this was a Friday, the train quickly filled up at Macomb. After an on-time arrival at Galesburg, attendees headed to some of the fine establishments in Galesburg for dinner before calling it a

Continued on page 4



Welcome sign at the Prairie Inn, Galesburg.

LINE-UP	
Page	Article
1-6	Galesburg Meet Recap
Pull Out	Galesburg Meet Contests
7	Awards & Recognition
8	Gallery Car
9	Rexall Train in Oswego
10	Burlington Time Capsule
12	Where to Write
FUTURE ISSUES (as space permits)	
•	2012 Batavia Meet Recap
•	Sundays at Eola Roundhouse
•	Acorn Stove Works
•	Scratch built Horse Car



While waiting for a tardy Carl Sandburg, some members (including BRHS Director Bryan Howell in the bright orange shirt, Phill Hanson and Denny Edwards), waited on the platform, photographing BNSF trains as they passed, others rested outside the Galesburg Amtrak depot.



Shortly after noon, the train's arrival was announced and anxious members headed out to the platform.



Almost two hours late, due to a broken knuckle on the BNSF train in the far distance, Amtrak's Carl Sandburg arrives. - Bryan Howell



Phil Weibler (left) watches Laird Brown and Bryan Howell make their way into Amtrak coach 54511.



Bill Dredge (left) makes way for Phill Hanson to disembark at Quincy after their 2:00 pm arrival.



As the last few members leave the train, others are loading onto the motor coach that would take the group downtown. BRHS President Gene Tacey takes advantage of this opportunity to catch a few relaxing puffs on his pipe while supervising the boarding.

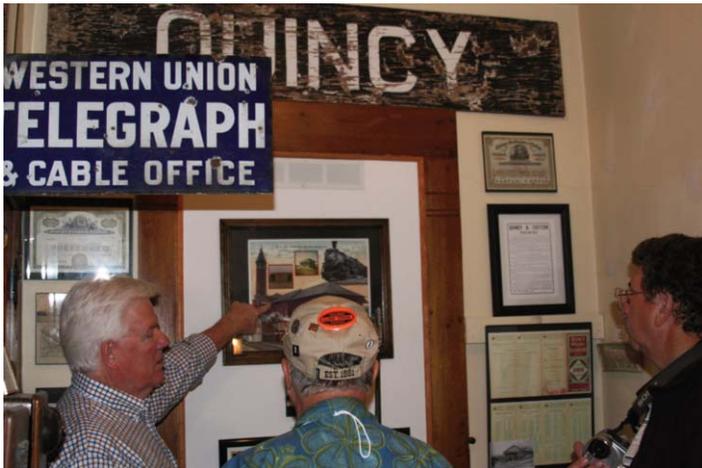




After the ladies were dropped off at The Pier Restaurant, built on a old CB&Q bridge pier in the Mississippi River, a late-afternoon lunch was enjoyed by the men at Kutters Bar and Grill in downtown Quincy.



After lunch, the men traveled to the Quincy Historical Society museum and toured the Greek Revival style mansion built in 1835.



Reg Ankrom, Director of the Quincy and Adams County Historical Society, shows a few of the Quincy area CB&Q artifacts on display.



Amtrak's depot on the northwest side of Quincy is a far cry from the Q's Victorian depot downtown, but at least it does have some charm.



It was a brief, but enjoyable visit to Quincy, and all too soon it was approaching the 5:30 departure of Amtrak's Carl Sandburg. - Right Bryan Howell

Continued from page 1
night.

Saturday morning started early with the BRHS Annual Meeting at 8AM. President Gene Tacey and the members of the BRHS Board in attendance brought the members up to date with the Society's actions over the past year and went over plans for the year ahead and beyond. At the conclusion of the Annual Meeting it was time for the Swap Meet in the banquet hall of the hotel. There was a good showing of vendor displays, including the BRHS Company Store, for members to peruse and find great deals. A few people came just for the swap meet, including some BNSF crew members, as they stay at the meet hotel when laying over. The model and photo contests were going on at the same time in the next room. Many fantastic models and photos were entered in the contest along with others that were not entered and on display.

After lunch, the clinics started up and the first was from Tyrone Johnsen. Tyrone has done extensive research on the Western Fruit Express including the formation, shops, ice houses, and equipment through the ice bunker era and showed how the Q played a role in moving fruit from the Pacific Northwest. Next up was a presentation from Burt Mall covering the last of steam power on the Q during the fall of 1956, with many shots from the Galesburg area. The final clinic was from Phil Weibler entitled "The 'Q' in CB&Q" and was an overview of the Q over the years in Quincy, IL. Phil spent many years living in Quincy and has an extensive photograph collection from his time there which he drew from for his presentation. Following the clinics, a round table discussion was held with retired Q employees from the area. Participating in the discussion were Jim Clayton, Steve LaPorte, Clinton 'Dick' Zost, Mike Godsil and Dick Stein.

While the men were talking trains, the ladies had an enjoyable day around Galesburg. Their day began with a tour of a home that had served as a station on the Underground Railroad followed by a trip to an antique mall. Following lunch, they visited an art show and then browsed the shops of downtown Galesburg before returning to the hotel to prepare for the banquet dinner.

Attendees returned to the banquet hall Saturday evening for the traditional social hour and banquet dinner with 90 people enjoying the food from the restaurant within the hotel. Following dinner, raffle numbers were called and

Continued on page 6



Director Dick Kasper (center) speaks with Phil Weibler (right).



Alan Brotherton contemplates a purchase from John Sz wajkart (left).



Tom Whitt of Q Connection fields questions from Phill Hanson, Glen Haug and Grant Law.

CLINICS



Phil Weibler



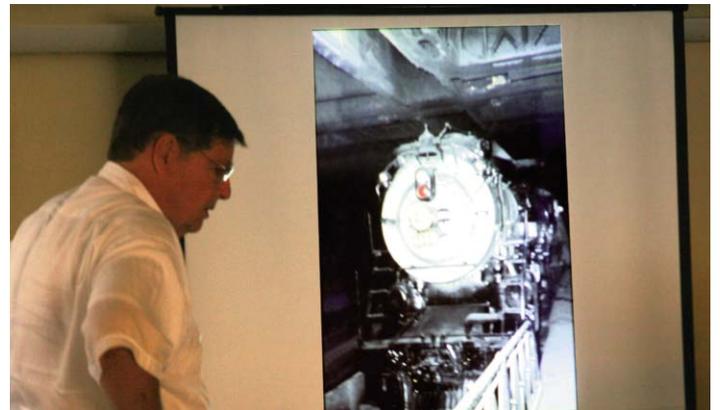
Tyrone Johnsen



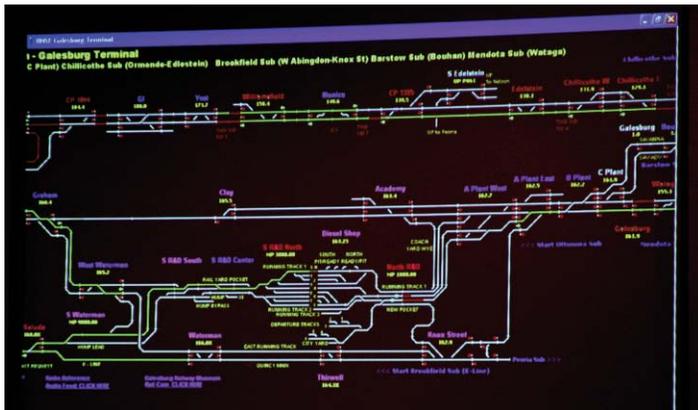
Tyrone's clinic on the Western Fruit Express and the CB&Q.



Burt Mall



Burt's clinic featured photos of the last of steam power on the Q.



Computer display of the BNSF Galesburg Terminal.



Phil's clinic, "The 'Q' in CB&Q," an overview of the Q in Quincy, IL.



The Railroaders' round table participants were from left to right, Jim Clayton, Steve LaPorte, Clinton 'Dick' Zost, Mike Godsil, and Dick Stine.

Continued from page 4

the large table of prizes was quickly cleared off by those with the winning numbers. Various books, magazines, freight cars and other assorted items were the prizes donated by vendors from the swap meet and by private donors and hobby manufacturers. The proceeds from the raffle benefit the BRHS and are used for publications and activities. Contest Coordinator Larry Stoll then announced the winners of the model and photo contests before BRHS President Gene Tacey made an announcement regarding the Fuka/Miekiszak Award. Once the business was taken care of, it was time for the evening's program. Lloyd Rinehart presented a slide show of the late Jim Boyd's photos covering the CB&Q. Kevin EuDaly and White River Productions are cataloging and preserving Jim's collection and sent along some of the photos they have discovered. Following this presentation, a repeat of a well-received previous presentation was shown. At the Spring Meet, Ginger Frere of the Newberry Library provided a brief overview of the Newberry Library and the collection of CB&Q material in the library's collection. The repeat of this presentation was followed by a slide show of some of the photos in the collection that went well into the night.

Breakfast began bright and early Sunday morning at 8AM for those that decided to stay an extra day. Following breakfast, it was time for the final presentation of the weekend. Bob Milner shared a number of slides he took in the late 40's and early 50's in the Galesburg area which helped to show the changes that have occurred over the years and give those not around during that time an idea of how Galesburg used to look. Some of the highlights of Bob's presentation were shots of Santa Fe trains detouring on the Q and Q steam at the Galesburg coaling tower.

At the conclusion of the morning's activities, it was time to head home and members said their good-byes. While most headed directly for home, a few took advantage of the beautiful fall day to get in some additional railfanning in the Galesburg area or visit the Galesburg Railroad Museum. Special thanks to all those who helped with the meet, including hosts Jim Singer and Dick Kasper, Kathryn Bucheger and the staff of the Best Western Prairie Inn, Gene Tacey, Bryan Howell, Bill Jelinek, Larry Stoll, Allen Moore, Charlie Vlk, Sharon Hendricks and all those that provided clinics and helped out behind



Sharon Hendricks (left) receives a gift from Linda Tacey for leading the ladies' activities.



Lloyd Rinehart presented some of Jim Boyd's CB&Q slides as our Saturday dinner program.



Ginger Frere gave an encore presentation on the Newberry Library's CB&Q corporate archive.



Sunday morning, Bob Milner (right) shared slides he took in the late 40's and early 50's in Galesburg.

2011 GALESBURG MODEL/ PHOTO CONTEST RESULTS

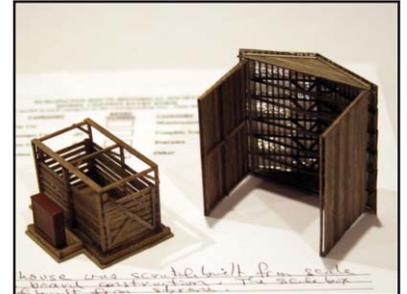
All Model Photos by Bill Jelinek

All models pictured are HO scale unless otherwise noted

STRUCTURE - ON LINE



Best of Show



First Place: Greg Baumgardner - These free-lance interlocking towers were built as a pair and entered as one entry. Both towers started as American Model Builder kits. The interiors contain detail parts from Woodland Scenics, Durango Press, Micro Engineering, Preiser and BTS. The train order sticks are actually made from his bloodhound's hair!



Second Place: Nelson Moyer - This Stock Scale and Scale House were scratchbuilt from plans in *Burlington Bulletin* 25 using scale stripwood, board by board.

DIESEL - FREIGHT



First Place: Dennis Edwards - EMD GP-7 No. 200. Custom painted, lettered and weathered.

DIESEL - PASSENGER



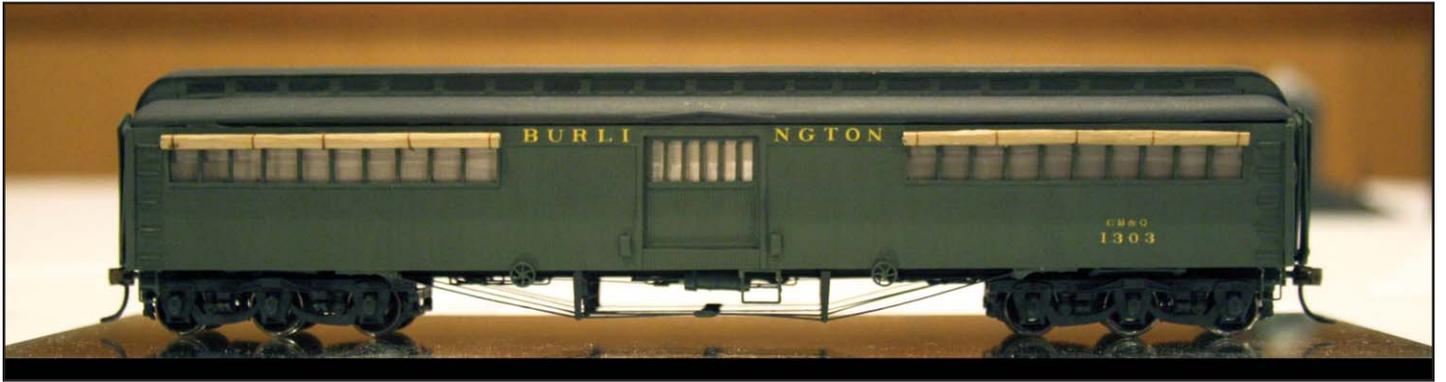
First Place: Nelson Moyer - No. 9906, Silver King & Silver Queen. Oriental Ltd. brass models that have been re-powered with Proto 2000 BL-2 mechanisms, U28B truck sideframes, crew and light weathering added.

STEAM



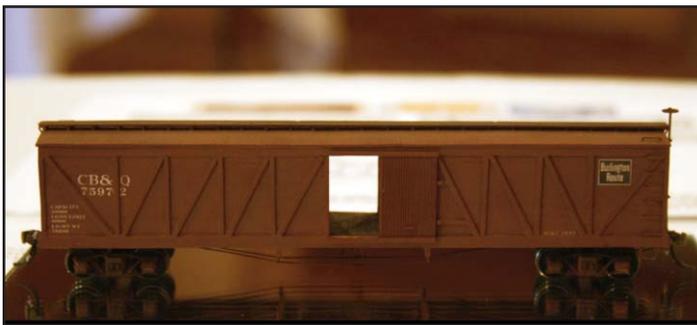
First Place: Bob Tyson - S-4A 4-6-4 Hudson No. 4002. Sunset brass model that has been painted, lettered and weathered.

PASSENGER CAR



First Place: Nelson Moyer - Class BH-1 Horse Car - Scratchbuilt from data and plans in *Burlington Bulletin* No. 25, page 129.

FREIGHT CAR



First Place: Nelson Moyer - Class XB-1 Barrel Car - Scratchbuilt from data and plans in *BRHS Zephyr* No. 56, pages 14 & 17. Nelson built this car board-by-board using over 700 pieces of stripwood! The model features full KC brake detail and arch bar trucks.

WAYCAR



First Place: Bob Tyson - Class NE-13 Waycar - an old Lambert brass model originally with smooth sides. Body seams are replicated using Archer decals, roofwalk replaced, painted and lettered with Microscale decals.

*Everywhere
West*

PHOTOS - COLOR SLIDE POST MERGER



First Place: Jim Singer - "6143 and Sister at Cicero" ex-CB&Q SD9's No. 328 and No. 341 at Cicero, Illinois in April of 1972.

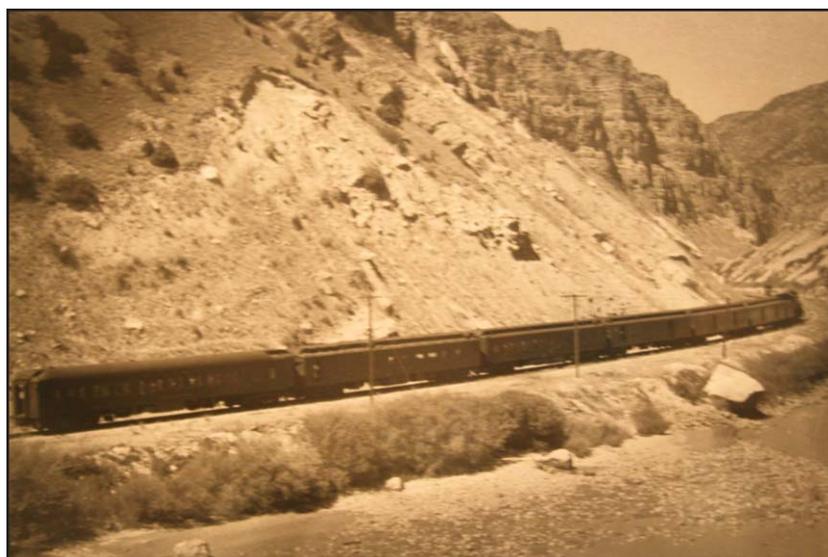
PHOTOS - B&W PRINT



Best of Show

First Place: Robert Milner - "Mines Extra" Extra 6316 hauls a string of empty hopper cars out of Galesburg en route to the southern Illinois coal mines

Second Place (right): Robert Milner - "Costello Tower at Monmouth Crossing" No. 5610 and 2nd No. 19 cross the Oskaloosa to Peoria line of the M&StL at Costello Tower in Monmouth, Illinois.



Third Place (left): Robert Milner - "Billings Bound" No. 29 passes through the Wind River canyon en route from Denver, Colorado to Billings, Montana.

PHOTOS - COLOR PRINT POST MERGER



First Place: (left) Jim Singer - "SD9 BN 6147 at Worland, Wyoming" Ex-CB&Q SD9 No. 344, now renumbered as BN 6147, switches a freshly painted BN boxcar on August 28, 1973. To the left of the locomotive is an NP "Pig Palace" stock car.



Second Place Tie: (left above) Terry Ulrich - "3007" Hudson S4 class 4-6-4, originally donated to Quincy, Illinois, now is preserved at the Illinois Railway Museum. This photo was taken in 2009 at the BRHS Annual Meeting held in Rockford, IL.

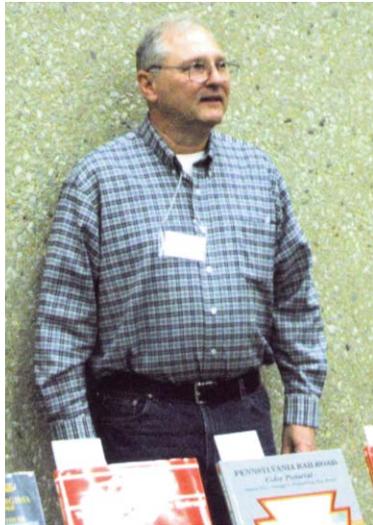
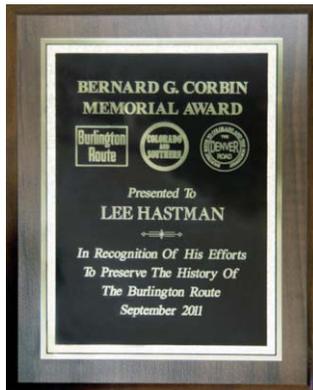
(left below): Bryan Howell - "Now Arriving on Track 2, The Nebraska Zephyr." The *Nebraska Zephyr* set at IRM pulls into the station on Track 2 during Members Showcase weekend, also in 2009.



Third Place: (above) Terry Ulrich - "504" CB&Q SD24 in a fresh coat of Chinese Red, gray, black and white is in charge of a passenger run at IRM during the 2009 BRHS Rockford Meet.

AWARDS & RECOGNITION

BERNARD G. CORBIN AWARD

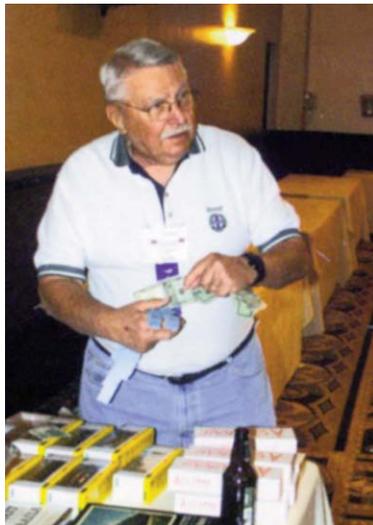


The Board of Directors recognized the late Lee Hastman for his efforts to preserve the history of the CB&Q. Lee was a charter member of the BRHS, served on the board and as treasurer, and worked on early issues of the *Burlington Bulletin*. - Bill Raia

The Bernard G. Corbin Award is the highest honor given by the BRHS Board of Directors in recognition of an individual's outstanding efforts to preserve the history of the Chicago, Burlington & Quincy Railroad. It is named in memory and honor of Bernard G. Corbin (April 28, 1907 - January 30, 1988), who was arguably the pre-eminent fan/historian/modeler of the Burlington.



FUKA / MIEKISZAK MEMORIAL AWARD



The Board of Directors recognized the late Don Benson this year for his work in preserving the history of the CB&Q through his work with the BRHS including serving on the Board of Directors and as secretary. Don was also a fixture helping out with the BRHS meets and helped maintain the BRHS archive material in Boone, IA. - Gary Olszewski

The Fuka/Miekiszak Award was conceived in 1999 and is given to recognize an individual for preserving the history of the Burlington Route, its subsidiaries, and predecessors. It is given in memory of BRHS member Bill Fuka, a retired Burlington engineer and O scale modeler and Leonard Miekiszak, also a BRHS member and HO scale modeler.



Greg Baumgardner
BEST IN SHOW
DAVID J. BECK MEMORIAL
MODEL CONTEST AWARD



Bob Milner
BEST IN SHOW
PHOTO AWARD

THE GALLERY CAR

GALESBURG 1940'S MOTIVE POWER THROUGH THE CAMERA LENS OF HANK KUEPPER

All photos by the late Hank Kuepper, from the collection of David Lotz.



4-6-4 No. 3006, now on display in Galesburg, leads train No. 9, *The Aristocrat* away from the station.



F-2 0-8-0 switcher No. 550, rebuilt from a T-1 2-6-6-2 in the yards.



Another F-2 No. 554 near the water tank just north of the coaling tower.



Atlantic P-5 4-4-2 No. 2567 leads a passenger local out westward.



Mikado O-1-A class 2-8-2 No. 4965 near the 4th Street viaduct.



M-4a class 2-10-4 No. 6315 at the Galesburg coaling tower.



FT A-B-B-A motor No. 113, the diesels that spelled doom for steam.

THE *Rexall* TRAIN of 1936

PASSES THROUGH OSWEGO ON THE *Q*

BRHS member, Bob Stekl, the Assistant Director of the Little White School Museum of Oswego, IL, contacted the *Zephyr* to help identify a train passing through Oswego in a photograph that was recently received by the museum.

The train is the Rexall Train which toured the United States and Canada from March to November in 1936 to promote Rexall drug store products, and to provide the equivalent of a national convention for local Rexall druggists without the cost of travel. Free tickets for locals to see displays of Rexall products were available at local Rexall drug stores. The 29,000-mile tour went to 47 of the 48 contiguous states (missing Nevada) and to parts of Canada. The blue and white train consisted of 12 air-conditioned Pullman cars with displays in 4 cars, convention facilities in 4 cars and a dining car. It was the million-dollar brain child of Louis Liggett, founder of the United Drug Company (Rexall), who traveled in the rear observation car.

Roger Matile, the museum's Director recently found the following article about the train passing through Yorkville, the next town down the Fox River branch, confirming the Rexall Train had indeed travelled through Oswego.

From the October 7, 1936 *Kendall County Record*:

"We were thrilled to tears last Friday afternoon and huge excitement pervaded the atmosphere...the cause was 'cause the New York Central streamlined steam train, which had been chartered by The Rexall company, was due to haul over the little Fox River branch of the CB&Q railroad, which if you didn't know it, has tracks running through Yorkville. About 12:54 we gathered down east of the depot an set up a various assortment of cameras and stuff, climbed around looking for advantageous spots from which to shoot the train, climbed down, back up, finally getting situated, and then waiting more or less patiently for the "streamliner" to come round the bend, which it did in due time and at no great speed and the notes of the camera shutters clicking was deafening. The train itself was a beautiful sight, nicely painted in blue and white, with "The Rexall Train" announcing the charterers. We didn't see Homer Webster's name on the choo-choo anywhere, but he is one of the Rexall druggists who handles the products of the company. In fact, "Dan" runs "the biggest small town drug store in Illinois," which isn't half bad for a town of this size."

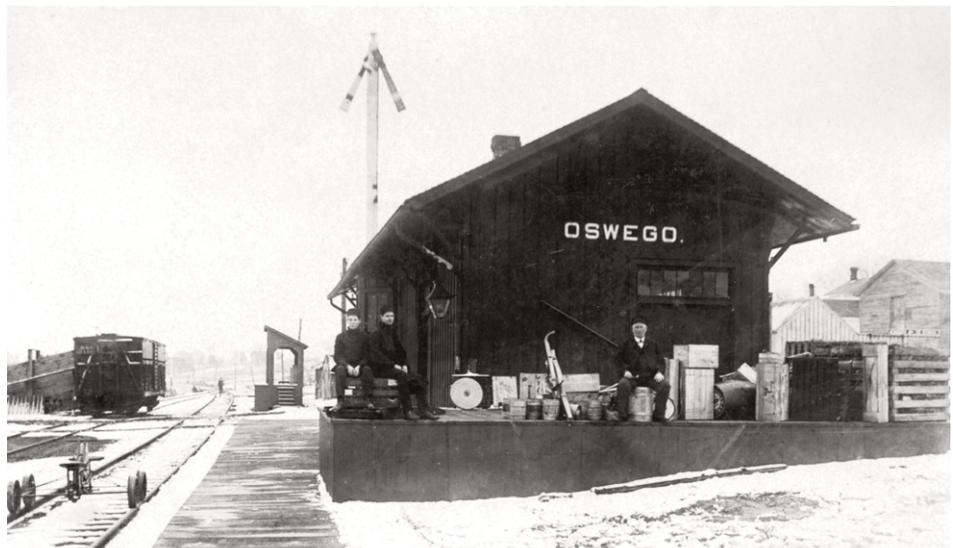


The Rexall Train passes curious onlookers waiting near the Oswego depot on the CB&Q's Fox River Branch on October 2nd, 1936. It had departed Chicago earlier that morning and was on its way to Rock Island, IL for its next stop. We speculate that the train travelled on to Ottawa and then took the CRI&P westward. - *Little White School Museum Collection*

Right: A view of the complete Rexall train in Jackson, MI. NYC No. 2873, a 4-8-2 "Mohawk," was streamlined to mimic NYC No. 5344 -- the Commodore Vanderbilt. The engine was converted to burn oil for the national tour of the Rexall Train. - *ThemeTrains.com Collection*



Below: The Oswego depot as it appeared on a cold, snowy day in the early 1900's. The livestock ramp to the left of the CB&Q stock car is in the same location as the ramp seen in the shot above. - *Little White School Museum Collection*



BURLINGTON TIME CAPSULE

by Rupert Gamlen

CLIPPINGS FROM OLD RAILROAD TRADE MAGAZINES

(Locomotive Engineer February 1897)

There is talk of the Chicago, Burlington & Quincy system undertaking a novel business of newspaper publishing, the printing office is to be carried on a train, and all the station agents on the road to be turned into local reporters. It is a pretty scheme, and no doubt originated with some petty official, hankering after notoriety as an editor. The hard-headed management of the system are not likely to spend the company's money on any such crack-brained enterprise. There are too many railroad companies engaged in doing business their charters do not entitle them to pursue, but publishing a pretentious daily paper would be carrying the illegitimate business too far. It is difficult enough for men trained to the business to make daily papers pay, and amateurs would make failure certain when their operations were carried out on such a large scale.

(Railway Master Mechanic September 1890 - advertisement)

THREE HARVEST EXCURSIONS

The Burlington Route, C., B. & Q. R., will sell, on Tuesdays, September 9th and 23rd, and October 14th, Harvest Excursion Tickets at Half Rates to points in the Farming Regions of the West, Southwest and Northwest. Limit 30 days. For circular giving details concerning tickets, rates, times of trains, etc., and for descriptive land folder, call on your ticket agent, or address P. S. EUSTIS, Gen'l Pass. and Ticket Agent, Chicago, Ill.

(Railway Master Mechanic December 1891 - advertisement)

To Denver via Burlington Route - Only one Night on the Road

Leave Denver at 1.00 P.M., or St. Louis at 8.25 A.M., and arrive Denver 6.15 P.M. the next day.

Through Sleepers, Chair Cars and Dining Cars. All Railways from the East connect with these trains and with similar train via Burlington Route to Denver, leaving Chicago at 6.10 P. M., St. Louis at 8.15 P.M. and Peoria at 3.30 P.M. and 8.00 P.M. All trains daily. Additional express trains, making as quick time as those of any other road, from Chicago, St. Louis and Peoria to St. Paul, Minneapolis, Council Bluffs, Omaha, Cheyenne, Black Hills, Atchison, Kansas City, Houston and all points West, Northwest and Southwest.

(Railway & Locomotive Engineer June 1900)

An interesting fact in connection with the new overland train which the Burlington is about to put in service between St. Louis and Puget Sound, Washington, by way of Billings, Montana, is that for nearly the entire distance of 2,500 miles it will run through country acquired by the United States at the time of the Louisiana Purchase in 1804. When Napoleon Bonaparte, on behalf of France, sold the territory to us for about 2½ cents an acre, he little dreamed, in his endeavor to annoy England, what a magnificent empire he was practically giving away.

(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.

(Railway & Locomotive Engineering April 1907)

The Chicago, Burlington & Quincy have shown a determination to have reliable information in regard to actual speed. This road has over a hundred speed recorders in use on their locomotives hauling passengers and mail trains. They use the Boyer Speed Recorder, made by the Chicago Pneumatic Tool Company.

These recorders are applied to the engines over the front truck and are belted to an axle pulley on the outer end of the front truck axle. By means of a fine tension wire, the movement of the recorder is transmitted to a speed gauge in the cab. This gauge is placed in front of the engineer so that he can see at a glance just what speed in miles per hour he is making. In addition to thus indicating in the cab the rate of speed of the locomotive, a permanent record is made on a paper tape in the speed machine. The tape is removed at the end of each round trip for future reference.

With this apparatus on the engine there is no excuse for exceeding any prescribed limit of speed and the indicator has been found very convenient for engineers when given a slow order for any portion of the road.

EDITORIAL "VISTA DOME VIEWS"



When the Vista Dome idea was suggested by General Motors employee Cyrus R. Osborn, after riding through the Rockies in the fireman's seat of a D&RGW freight locomotive, he imagined how great it would be for railroad passengers to be afforded the opportunity to see the magnificent scenery as he saw it. To be able to see up, down and all around would give train passengers a better perspective of, and an appreciation for train travel that they had never experienced before. I hope to give BRHS members a similar perspective in this, my first editorial in the *Zephyr*.

The publication schedule for the publications of the BRHS, and particularly the *Zephyr*, have been a challenge for the BRHS board. They are reliant upon the editors to provide finished products to the printer, and when this does not happen, there is little they can do. However, as you have noticed, this is an abbreviated *Zephyr*, suggested by the BRHS board, to help get the *Zephyrs* back on schedule.

I want to publicly apologize to the BRHS board and to the BRHS members for the tardiness of the *Zephyrs* since I have taken over as its editor. Little did I know that when I volunteered to take over as the editor in the spring of 2007, that following December, Diana and I would be faced with the death of our son Jacob.

It has been almost 5 years ago since Jacob passed, yet I still fight to overcome the depression I feel due to our loss. These bouts have become less frequent and less intense, but I will admit that these battles have had an impact on my enthusiasm for doing much more than what I absolutely have to, and even some of those things have suffered.

I want to thank the BRHS Board and the BRHS membership for the patience that has been demonstrated, and for the understanding of my circumstances as it relates to the production of the *Zephyrs*. I promise to get back on schedule.

VOLUNTEER POSITIONS AVAILABLE

The BRHS Board is seeking volunteer help in 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 La Grange 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.

CALENDAR EDITOR

We are looking for an individual that would be responsible for providing the Society with a high-quality Calendar before the end of the calendar year. The Editor is responsible for suggesting content to the BOD, gathering and selection of photos and writing captions.

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.

MAIL COORDINATOR

We are looking for a person who would 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.

ZEPHYR #64 CONTRIBUTORS

BRHS Archives	David Lotz
Rupert Gamlin	Roger Matile
Bryan Howell	Gary Olszewski
Bill Jelinek	Bill Raia
Kendall County Record	Bob Stekl
Little White School Museum	ThemeTrains.com

ZEPHYR EDITOR David Lotz

FALL MEET THANK-YOU'S

Meet Planning Committee

Jim Singer, Dick Kasper

Registration

Gene Tacey, Dick Kasper,
Allen Moore

On Site Coordination

Jim Singer

Clinics

Tyrone Johnsen, Burt Mall,
Phil Weibler, Jim Clayton,
Steve LaPorte, Clinton 'Dick' Zost,
Mike Godsil, Dick Stein

Dinner Program

Lloyd Rinehart, Ginger Frere

Breakfast Program

Bob Milner

Ladies Events

Sharon Hendricks

Model/Photo Contest

Larry Stoll, Barb Stoll, Bill Dredge

Photographers

Bill Jelinek, Bryan Howell

AV Tech

Charlie Vlk, Bryan Howell

BRHS Company Store

Bryan Howell, Bill Jelinek

Special Thanks to:

Kathryn Bucheger
Ginger Frere
Kutter's
Quincy Historical Society
The Newberry Library
The Pier
Villa Kathrine
White River Productions

Hotel Accommodations

Best Western Prairie Inn



**Burlington
Route**

DOOR PRIZE DONORS

5th Avenue Car Shops
AAA Carpet Cleaning
Accurail
Al's Hobby Shop
Greg Baumgardner
Perry Bilotta
BRHS
BRHS Archives
Steve Connor
Richard Corrin
Jerry Hamsmith
Lake Superior Railroad Museum - Duluth
Joe Legner
Bud Linroth
Richard Meegan
Railway Prototype Cyclopedia
Charles Stats
John Szwajkart
Tangent Models
The UPS Store
Mark Vaughan
Phil Weibler
Tom Whitt
Jim & Sandy Woods

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:
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

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

BRHS DIRECTORS

(effective September 2011)

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

OFFICERS

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

