

BATAVIA SPRING MEET 2012

as reported by David Lotz

The Riverview Banquets hall in Batavia, Illinois, once again was the site of the BRHS Spring Meet on April 21st, 2012. For those arriving on Friday, a hospitality room at the Comfort Inn and Suites in nearby Geneva was open from 7pm to 10pm giving early arrivals the opportunity to renew old acquaintances and make new friends.

Early Saturday morning, several BRHS members just happened to find each other at the Harners Bakery and had a great breakfast to start the day.

Vendors began setting up for the swap at 8:30, and the doors opened at 9:30 for registration and admission. The room was filled with a great selection of models, books, and all sorts of Burlington railroadiana. Always a popular stop during the swap is the member's model display and the BRHS Company Store. For most of the morning the room was filled with BRHS members enjoying the wide selection of



Inside the Riverview Banquets hall during the swap meet. - Bill Jelinek

merchandise and having lively conversations with one another. A tasty selection of sandwiches was available on site for lunch.

At 1:30, following the swap and model display, there were clinics followed by the ever-popular Railroader's Roundtable. John Szwajkart began the afternoon with a slide presentation and talk on the presence and activities of the Burlington in and around Brookfield, Illinois. Don Leider followed with a very interesting presentation on the history behind the St. Charles Air Line. At 4:00, John Szwajkart was on stage again, presenting a program prepared by the late Roger Darling on several of the Burlington steam excursions between 1958 and 1961.

At 5:00, a panel of CB&Q veterans Art Anderson, Dick Corrin, Dave Conley, Mike Faris and Dave Hoffman shared their memories of working in the CB&Q Passenger Department in the 1960's.

Always enjoyable is the question and answer segment of the roundtable panel.

The evening featured a time for socializing prior to everyone enjoying a delicious buffet dinner of roast pork loin or chicken breasts, red potatoes, green beans, salad and of course, dessert prepared on-site by the Riverview personnel. As customary, the hucksters were selling raffle tickets, with almost everybody receiving a winning ticket, getting to pick a prize from the tables filled with donated treasures from manufacturers and vendors.

The after dinner program consisted of Bill Raia presenting a slide show of his "CB&Q Memories" followed by George Speir sharing his images of "Trackside Chicago Post 1963."

All too soon, it was time to say our good-byes and make plans to meet again this Fall in St. Paul.



The Riverview Banquets hall was once again the venue for the 2012 Spring Meet. It was a beautiful day for attending the meet and for exploring the Batavia area. - David Lotz

LINE-UP

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FUTURE ISSUES (as space permits)

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- B&MR Model for A.E. Touzalin

THE SWAP MEET IN PHOTOS

Photos by Bill Jelinek



CLINICS & ROUNDTABLE

Photos by Bill Jelinek



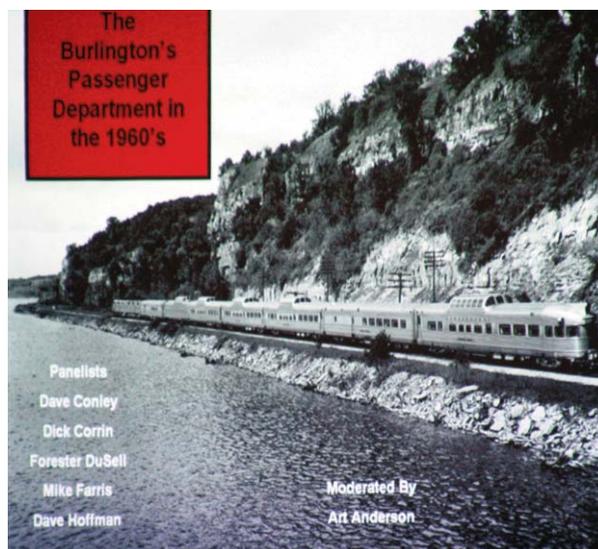
John Sz wajkart (at the microphone) during his Brookfield clinic.



Don Leider (at the microphone) during his St. Charles Air Line clinic.



Art Anderson (at the microphone) moderates the panel discussion.



EVENING PROGRAM

Photos by Bill Jelinek



Bill Raia (left) converses with John Szwajkart after Bill's presentation.



George Speir (left) and John Szwajkart converse at dinner.

IN MEMORIAM

JOESEPH R. DOUDA



Joseph R. Douda, age 77 passed away on July 13, 2011. Douda, a railroad historian and photographer, never lived more than a block away from the Burlington, except for the five years preceding World War II.

Joe's primary interest has always been the Burlington's narrow gauge operations, especially those in the Black Hills of South Dakota. Joe was the primary contributor to the narrow gauge portion of *Burlington Bulletin* No. 30 on the Washington, Iowa branch, providing rare photographs and equipment roster information. Joe was also a major contributor of photographs and data to the recently released book, *The Burlington Waycars*. He had recognized in the early 1960's that the Q's wooden waycars were fast becoming obsolete, with some of them being the oldest operating equipment on the railroad.

Joseph retired from Fischer Body Division of General Motors of Willow Springs, IL in 1989 after 36 years in the electrical department.

Joseph was preceded in death by his wife Joanne (nee Wright) in 2006, and is survived by his daughters Diane Duncan and Kathryn Douda, and grandchildren Emma Lyn and Joseph Michael Duncan.

WILLIAM A. RAIA



William A. Raia, age 67, passed away on June 30, 2012. Raia, a railroad historian and photographer, began photographing trains in the 1950s, and assembled a vast black and white and color photo collection of railroads in operation.

Bill is best known for his long association with the Soo Line, where he was employed for 44 years. He photographed the railroad extensively, but his work was not limited to the Soo, however, and he photographed dozens of other railroads, including the CB&Q. He was the author of *The Milwaukee Road In Color, Volume 1: The East End* published by Morning Sun Books in 1995, and *Spirit of the South Shore*, about the iconic interurban line, published by Heimburger House in 1984.

Bill was an active volunteer for many years at the Mid-Continent Railway Museum in North Freedom, Wis. He was vice president of Historic Transport Preservation, Inc., a non-profit group that specializes in operating steam photo charters across the United States and Canada.

Bill is survived by his wife, Darlene (nee Ziemann), and two sons, Mike, a active railfan himself, and Tony.

SPRING MEET THANK-YOU'S

Door/Registration/Company Store

Bryan Howell
Bill Jelinek
Dick Kasper
Leon Ploger
Jim Singer

Model Display Monitors

John Brennan
Tom Frost
Grant Law



Clinicians

Dave Leider
John Szwajkart

Panelists

Art Anderson, Dave Conley,
Dick Corrin, Mike Farris,
Dave Hoffman

Evening Program

Bill Raia
George Speir

Photographer

Bill Jelinek

AV / Techs

Bryan Howell, Dave Leider

Special Thanks to:

Riverview Banquets

Hotel Accommodations

Comfort Inn & Suites, Geneva

DOOR PRIZE DONORS

5th Avenue Car Shops

Accurail, Inc.

Jerry Albin

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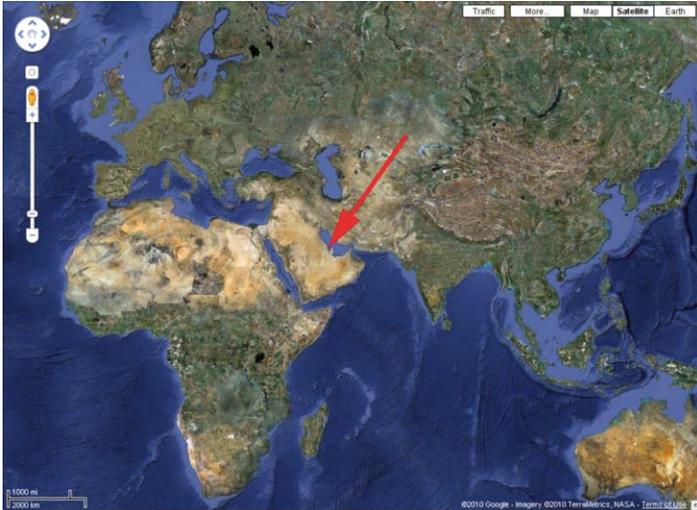
Tangent Models

Phil Weibler

Tom Whitt

NEWS AROUND THE SYSTEM

2012 Satellite image of Burlington Zephyr Equipment near Medina, Al Medinah, Saudi Arabia



Using Google's satellite imagery, Randy Gordon-Gilmore was able to find the location of the Nebraska and Denver Zephyr trainsets stored in Saudi Arabia in 2012. The coordinates are 26.183035,49.985189 for those who'd like to look them up themselves. - Google™

Burlington Rotary Gets a New Coat of Orange Paint



The Burlington's first electric-powered rotary designed to be used with diesels, No. 205099 (left) shown in Lincoln in 1964, is still used by the BNSF and has been given a new BNSF paint job as shown (right) going through Burlington on a cold February 3rd, 2011. - Left: Hol Wagner, Right: Bill Ewinger

River View to the Grand Canyon Railway



Former CB&Q 1395 "River View" in primer at the Grand Canyon Railway (GCRY) on June 24, 2011. The car, built by Budd in 1955, became BN 1395 at the 1970 merger, then to Amtrak 9365 in 1971. Rebuilt with HEP and renumbered 9302 in 1984, it was used in Auto Train service until sold to Henry Hillman/Oregon Rail Corporation. There it was rebuilt and renamed to "Copper Canyon" for the "American Orient Express" (AOE) in September of 2001 and was later used in their "GrandLuxe" operation. In early 2009, it was sold to Xanterra for their American Railway Explorer, which was cancelled in August 2010. It and several former AOE/GrandLuxe Express cars were sent to Xanterra's GCRY in April 2011. - Brian Ambrose

Pilot Grove, IA Depot Moved to New London, IA



On June 27, 2012, the old CB&Q Pilot Grove depot was placed on a trailer at 8 a.m. in Pilot Grove, Iowa and hauled 23 miles to New London, Iowa where it was parked in an empty lot near the the new Dover museum. Marvin Klos of New London has collected railroad memorabilia for many years, and recently donated it to museum, which led them to consider building or locating an existing depot (the CB&Q depot being long gone). Caroline Lehman of the Dover Museum said it should take no longer than a year to have the depot ready for displays. Although the depot will be a part of the museum, it will still be called the Pilot Grove Depot, and the original sign will remain on the building. - Jim Aronholt

Burlington Musician Donates \$1,200 From Winning Essay About CB&Q 3003 Improvement Project



Burlington's 3003 received a fresh coat of black paint and new decals in July of 2011. It had been 20 years since the last time it was painted. Refurbishing of the engine, which cost around \$7,400, was made possible, in part, due to a \$1,200 donation from local musician Mark Moore. Moore, who won the money in an essay contest sponsored by PepsiCo Inc. where contestants were asked to submit an idea for a community improvement project. The City already had \$3,500 in an account for maintenance of the locomotive, the BNSF donated \$3,700, the local Diamond Vogel paint manufacturer discounted all of the paint, painting was done by Clayton Pauley and Sons Inc. of Montrose, IA and Sherwood Co. of West Burlington created the decals. Mark has now turned his attention to the Burlington's depot and has resurrected "The Friends of the Depot" group in an effort to restore it as well. - David Lotz - Inset of Mark Moore: The Hawk Eye

Burlington Waycar a Total Loss in Fire



Retired BN waycar No. 11153, previously CB&Q No. 13907 built in December 1915 at the Q's Aurora, IL shops, was destroyed by fire on June 8, 2012 after surviving the 500 year floods of 1993 and 2008. BRHS member John Lewis was one of the firefighters at the blaze. - John Lewis

New Signals Across Illinois



All along the Aurora to Galesburg mainline, the BNSF is replacing the CB&Q's signal bridges that were installed between 1913 and 1919. This bridge is at milepost 83.05 at 5th Street in Mendota - David Lotz

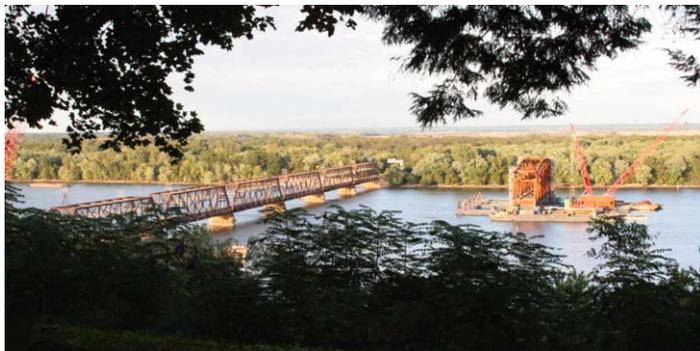
Burlington Waycar Restored



Waycar 14351 at the St. James Farm in Warrenville, IL, has been restored inside and out and the first tours to the public were held June 9th & 10th, 2012. The herald will soon be corrected - Phil Weibler

Burlington Bridge Replacement Nears Completion - Wins Award

Work on the replacement of the century-old bridge began in 2009 and was paid for in part by Truman-Hobbs Act and American Recovery and Reinvestment Act of 2009 funds. The old bridge was completed on October 20, 1892. BNSF's Burlington Bridge is one of 18 bridges nationwide to be honored with a National Steel Bridge Alliance Prize Bridge Award. The Burlington Bridge won in the movable span category.



Building the new lift span taken September 12, 2010. - Bill Jelinek



Building new fixed spans near Ft. Madison July 7, 2011 - Bill Ewinger



The new lift span completed. September 11, 2011. - Bryan Howell
Ex- CB&Q No. 507 to the Virginia & Truckee



The final plate girders ready for installation April 6, 2012 - Lenny Ohnell
New Plattsmouth Bridge



Edwards motor car No. 507, restored by the late Dave Miner is being loaded onto the truck at the Bay Creek Railroad for its journey to the Virginia & Truckee. - courtesy of Craig Brinkman and Tom Gray, V&T
Havelock Baggage Finished at IRM



Work is under way to replace the Plattsmouth Bridge, which was built in 1899. BNSF reports that the old bridge may be used as a siding after the new one is opened. - Brad Williams, www.bradwilliamsphotography.com
CB&Q RPO No 1938 in Fremont, NE



CBQ's Havelock Baggage car No. 993 as it appeared on July 17, 2011 restored to its solid silver paint scheme. The car was in the Silver Train consist during the September Museum Showcase Weekend. - Phil Stepek



Despite not having any lettering, this is former CB&Q RPO No. 1938, now serving for the Fremont & Elkhorn Valley RR. Photo taken May 18, 2012. - Bryan Howell

News Briefs

FULDA, MN - The Fulda Heritage Society purchased ex-CB&Q wooden caboose No. 13833, later BN No. 11184, at an auction disposing of the property of the Old Depot Railroad Museum at Dassel, MN, September 17-19, 2010. - Mike Bartels

MADISON, IL - Baggage car *Olympus*, was found to be too far gone from the June 2002 wreck of Amtrak train No. 30 in Silver Spring, MD. All four corners had sustained damage and the car would never look exactly right in the future, no matter how good the work. CZ baggage *Silver Beaver* was deemed to be an adequate replacement by Mid America Railcar Leasing and IRM. As of July 1 the car was in the shop at Gateway getting a COTS and other items done in preparation for movement to IRM in Union, IL. Around \$3000 needs to be raised for transportation to Union. Donations can be made to "RSILVRBVR" to help raise the funds. - Bryan Howell

PEKIN, IL - On March 5, 2011, it was reported on LocoNotes that NREX No. 232 (ex-BN 232, nee CB&Q SW-1200 No. 9274 was being cut up for scrap. Fortunately, the report of its death was premature and they are just replacing the prime mover! - Rory Murchison

GREENWOOD, NE - The Greenwood Depot/Museum will officially re-open to the public with an open house, tours, and ribbon cutting Sunday, June 10, 2012. - Mike Bartels

GOLDEN, CO - Westerfield Models are available again from their new owner, Andrew Dahm. As of August 15, 2012, they are taking new orders. Their website is www.westerfieldmodels.com. You can download an order form from the website's home page and mail in your order or phone 303-658-9343. - Ken Martin

Dinner in the Diner?



George Speir reports that the new owners of the Sandwich Diner, Ron and Sue Saballus, have done an excellent job in restoring what was CB&Q class PC3 chair car No. 4438 built in 1904 by AC&F. This car did not receive a steel underframe and was slated to be scrapped at Eola in November of 1933. However, it appeared at the corner of Main & Church as Wright's Diner in 1934. More detailed coverage & interior photos in the next Zephyr. - Tom Whitt



July 10, 1965 in Aurora, IL - Chuck Zeiler



February 1968 in Q silver - Robert Schmidt



Seattle & North Coast "Belle Terre" - Jeff Pape



As Espee "Vija K" 4/1/86. - Mike Woodruff



The Minneapolis Club (ex-Q No. 483) is now being refurbished and upgraded mechanically by Lewis Foster and his father, so that it is compliant with Amtrak private car standards and will be available in the future for charter service. The photo shows it in this gaudy paint scheme on August 28, 2010.

This car was built in 1948 by Pullman-Standard as the CB&Q's round-end obs/sleeper/buffet car built for the North Coast Limited. Retired from service on the North Coast Limited in 1967, it was repainted silver and placed into general service on the Burlington until the end of passenger service. After serving for a period of time as a business car on the Seattle North Coast Railway, it was sold into private ownership. The car ran in excursion service, including trips behind the famous Southern Pacific 4449 and put in an appearance in the 1986 film "Tough Guys". After being purchased for service in a seasonal luxury train between New York and Florida that never ran, it sat idle for several years. - Lewis Foster

Chinese Red Look-alike



Progress Rail Services PR30C demonstrator No. 3001 at Jacksonville, FL on April 1, 2010. This new "green" locomotive is powered with a Caterpillar 3005 HP prime mover based on an EMD SD-40. With the positioning of the Cat logo on the cab, it appears there is someone at Progressive Rail that wanted to see this scheme on a running locomotive - Casey Thomason

SUNDAYS AT EOLA ROUNDHOUSE

by Leo Phillipp

My Unpaid Apprenticeship

Starting in the fall of 1968, I spent Sundays at the Eola Roundhouse. Many members of my family and several neighbors worked for the Q. I had been bitten by the railroad bug at an early age and wanted to learn more about the business. My uncle Ray, a carman on the Eola rip track, talked with "Big Don" (not his true identity), who was the Sunday day shift machinist and he was glad to have an unpaid helper. Sundays were the quietest day at the roundhouse, with the smallest number of personnel on hand. I would arrive about mid-morning and assist Don with his duties.

My primary responsibility was to make the Monday line-up of engines for the locals based at Eola. We would position the units on the outbound ready track in the required first-out order. The power assigned there were SW1s, NW2s, GP7s, SD7s & SD9s. Each engine was taken from either the house or the inbound lead, then turned on the roundhouse table so it was facing the necessary direction for its intended run. Operating the turntable was a bit tricky as there was no brake, so as the table track approached the roundhouse stall track, you had to adjust your speed to coast to a proper alignment with the fixed rails. This often took several back and forth tries to get the rails matched up to each other. Also, there wasn't any locking mechanism that secured the table to the fixed rails so, when an engine transferred off the table, there was considerable up and down movement and some sideways shuffling.

Sometimes if there was dew, rain or snow, getting the table drive wheels to bite on the ring rail was not easy. Unlike a locomotive, there were no sanders. The trick was to balance the locomotive on the table so its weight was evenly distributed on the turntable wheels.

Some units faced east, some faced west depending on the direction of the local or to facilitate line-of-sight at the heaviest switching locations. For example, the West Chicago "Mail" engines needed the short hood facing east so that at General Mills in West Chicago, the long hood of the GP7 was pointed east. This helped the engineer see the trainmen on the ground passing signs during the switching at General Mills. The Fox River power was placed on the sand house track, with a pair of SDs, having their long hoods coupled together.

We would then sand, fuel and check the oil and water of each unit. Cabs were swept out and checked for drinking water, paper towels, flagging



The Eola roundhouse, powerhouse, water tank and coaling tower located on the north side of the Burlington's triple-track mainline. In the lower left-hand corner we see the West Eola Tower just east of Farnsworth Avenue. The signal bridge is at MP 34.77, just east of the McClure Avenue grade crossing. The farmstead in the background belongs to the Fidler family, and in an unusual twist of fate, the Fidler Brothers were the general contractors on the author's current home. - Gilbert H. Hansen, Steve Holding Collection

equipment, hand tools, air hoses, extra knuckles, etc. (My train order collection got started from taking down the old orders tucked behind the air lines for the window wipers.) Simple repairs such as changing cab or headlight bulbs, unclogging sanders, changing a brake shoe, straightening bent grab irons or footboards were performed on the roundhouse leads.

After the motors were aligned and serviced, the blackboard in the enginemen's register room was updated so each job knew its assigned power. Above the register room there was a room that Don said had once been a bunk room. A lot of old records were stored up there and made for interesting reading.

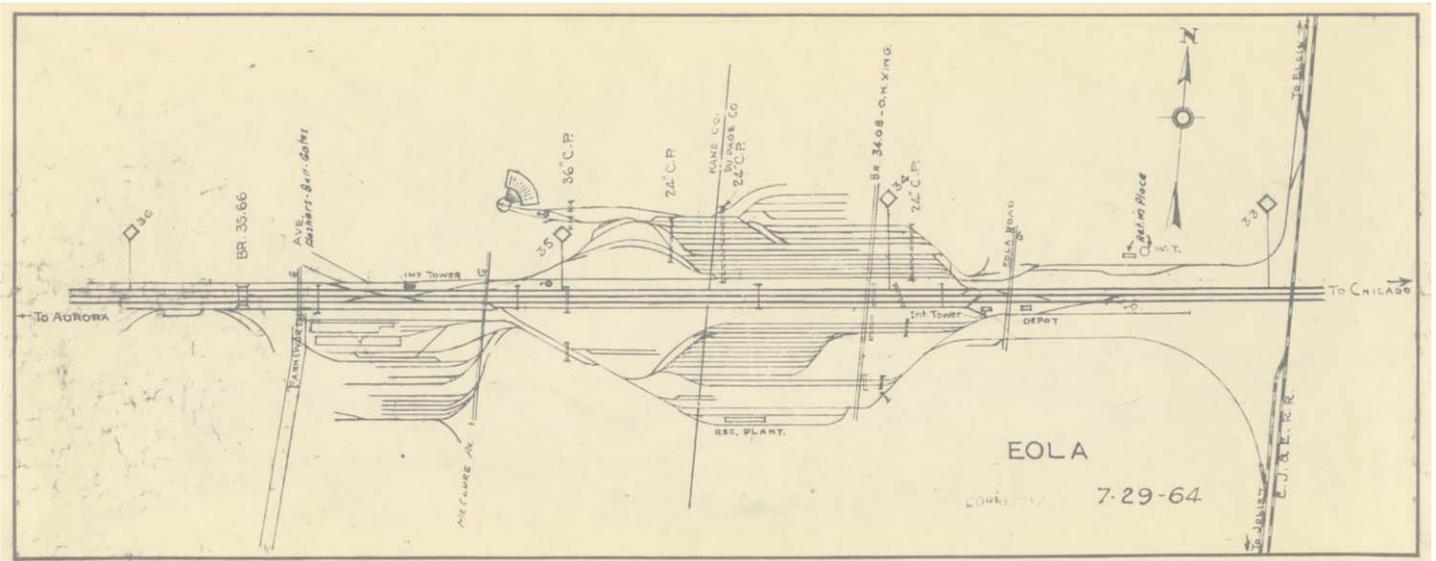
Each Sunday afternoon Bob Harding, number one on the Aurora Division Enginemen's seniority roster, and one brakeman would come into the house to register for the wayfreight that operated "around the horn" to Mendota, Denrock and Savanna. Bob always carried a huge grip, a car mover, and other assorted items. He was always dressed in striped bibs and hat with a white shirt and tie underneath. Bob would go over his assigned power closely before leaving the pit for the yard.

A few years later I learned first hand to appreciate Bobs' collection of items and in particular the car mover. You didn't get in trouble working with Bob.



On a sunny September 28 in 1969, SD7 322 and GP7 241 are aligned and at the ready near the sand tower. - Mike Spoor Collection, from BRHS SD7 & SD9 Slide Set #9

Continued on page 10



From the CB&Q Alignment Chart Books, the Eola map, while not to scale, shows the locations of the roundhouse and yards in relationship to the triple-track mainline, depot, interlocking towers and the interchange with the EJ&E. - BRHS Archives



The Eola turntable aligned for stall number 8 in January 1967 to allow the Chinese Red unit to exit the roundhouse. - Leo Phillipp



The author standing in front of the Eola turntable in November of 1968. - Leo Phillipp Collection



GP7 No. 249 and another unit are lined up on the outbound track just south of the roundhouse in November 1968. - Leo Phillipp



NW2 Switcher No. 9214 is prepared and lined on the outbound track on a cold March day in 1968 waiting for her crew. - Leo

Continued from page 8

When business was heavy at General Mills in West Chicago, there would be one or two extra jobs on Sunday to West Chicago with the crews coming and going from the roundhouse. These runs were listed as "extra mails".

I can attest to the widespread statements that a roundhouse stall was a dark, dingy, drafty place to work on a unit that was due for a 30, 60 or 90 day federal inspection. By the time I started there, the roundhouse had been reduced to its original 9 stalls. The floor of the 5 stall addition (made in 1923 at a cost of \$37,000) was present but the structure, tracks and footings had been removed. Occasionally all the stalls were full. Sometimes there would be two switch engines in one stall.

At a very early age I recall climbing into the cab of a steam engine in stall #1. By this time stall one was boarded over between the rails and the roundhouse foremen's office occupied part of the stall. The foreman would make random Sunday appearances but I was never talked to or asked to leave the property. I learned about filters, condensers, air compressors, electrical systems, and much more. During this time we were also installing the cab storm windows on units.

I once asked Don why he oiled the coupler shank support plate on the units during the federal inspections. He said it was supposed to be greased but if he used grease the switchman just threw dirt onto it to reduce the movement. Upon entering train service I understood why. A freshly greased drawbar flopped around and would not stay centered for coupling.

Occasionally a power consist would come to the roundhouse with engine

trouble or to swap units. We handled separating the units, closing of the m.u. lines or troubleshooting the dead unit. Engines requiring heavy repairs or movement elsewhere to meet power needs were shuttled on secondary trains to and from the roundhouse. Occasionally we went into the yard to trouble check a yard engine or to meet a through train having power problems.

With two of us working we would have the chores done before the end of the shift. Then I was allowed to run engines on the inbound and outbound roundhouse leads as long as I stayed clear of the yard tracks. On the inbound lead I could roam as far as track 13 in the west yard. On the outbound I could go down to the west yard lead. I would occasionally walk down to the yard lead and catch a ride on the west yard engine while they switched. Phil Butler was the engineer and very patient in answering my questions.

I recall so clearly standing in the roundhouse one Sunday in March 1970 watching the first GN and NP painted power go rushing by on the mainline.

Don's comment was, "It sure didn't take long to get the 'foreign' power down here."

I continued my Sunday roundhouse visits, with occasional breaks in attendance, until December 1972 when I was notified that I would be hired in train service in January 1973.

Today, the roundhouse and turntable are completely gone. All that remains is the sand tower, sand track and the two engine leads.

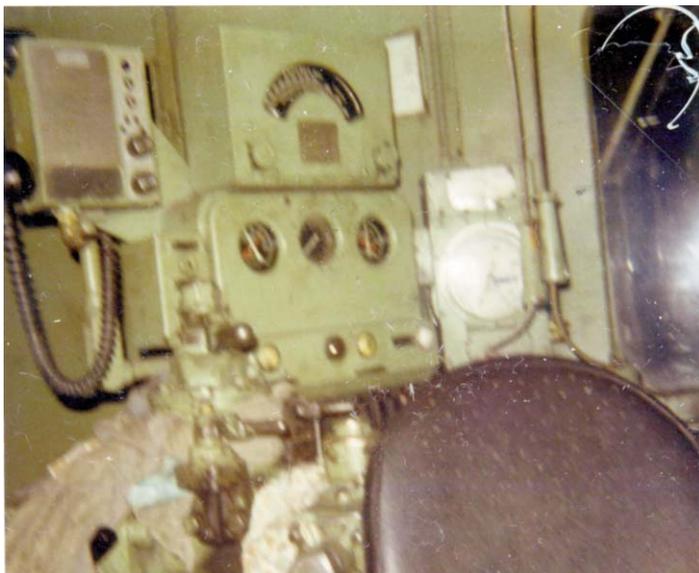
Eola Roundhouse Line-up 7/14/1958

- 208-245-248 - Fox River
- 9216 - Weed Sprayer
- 210 - East End
- 9140 - Irish Mail
- 9232 - Rock Falls
- 243 - Oregon
- 9222 - Switch 3
- 9208 - Switch 14
- 208-245 - Roustabout

Taken from the Eola roundhouse Engine Assignment Book 8/15/55 - 3/25/59. - Leo Phillipp Collection



Waycars, in four schemes, awaiting their assignments on the Eola scale track on that cold Sunday afternoon in March of 1968. Note the hopper on the "new" RIP track. - Leo Phillipp



The controls inside the cab of an SD9 that is inside the Eola roundhouse during March of 1970. - Leo Phillipp



Another photo of that SD9 in March of 1970 showing just how dark it is inside the roundhouse. - Leo Phillipp

Acorn Stove Works

On any railroad, locations are often nicknamed by the railroad workers. One of these was on the south side of Aurora. "By the Stove Works" used to be heard quite often as the waycar would radio the head end as a train went west on the mainline through Aurora and cleared the interlocking plant.

Rathbone, Sard and Company, of Albany, New York, wanted to build a branch factory in the midwest to manufacture its growing line of cast iron heating and cooking stoves. In September of 1889, company representatives met with a citizen committee appointed by the City of Aurora. The committee offered the company a 15-acre parcel of land complete with gas, water and streetcar service located on the east side of the mainline of the CB&Q. The generous offer was accepted, being better than the offers of both Elgin and Joliet, and it brought the company to Aurora.

The city-appointed committee devised a new method for enticing the company to locate in Aurora. It had secured options on 150 acres of land

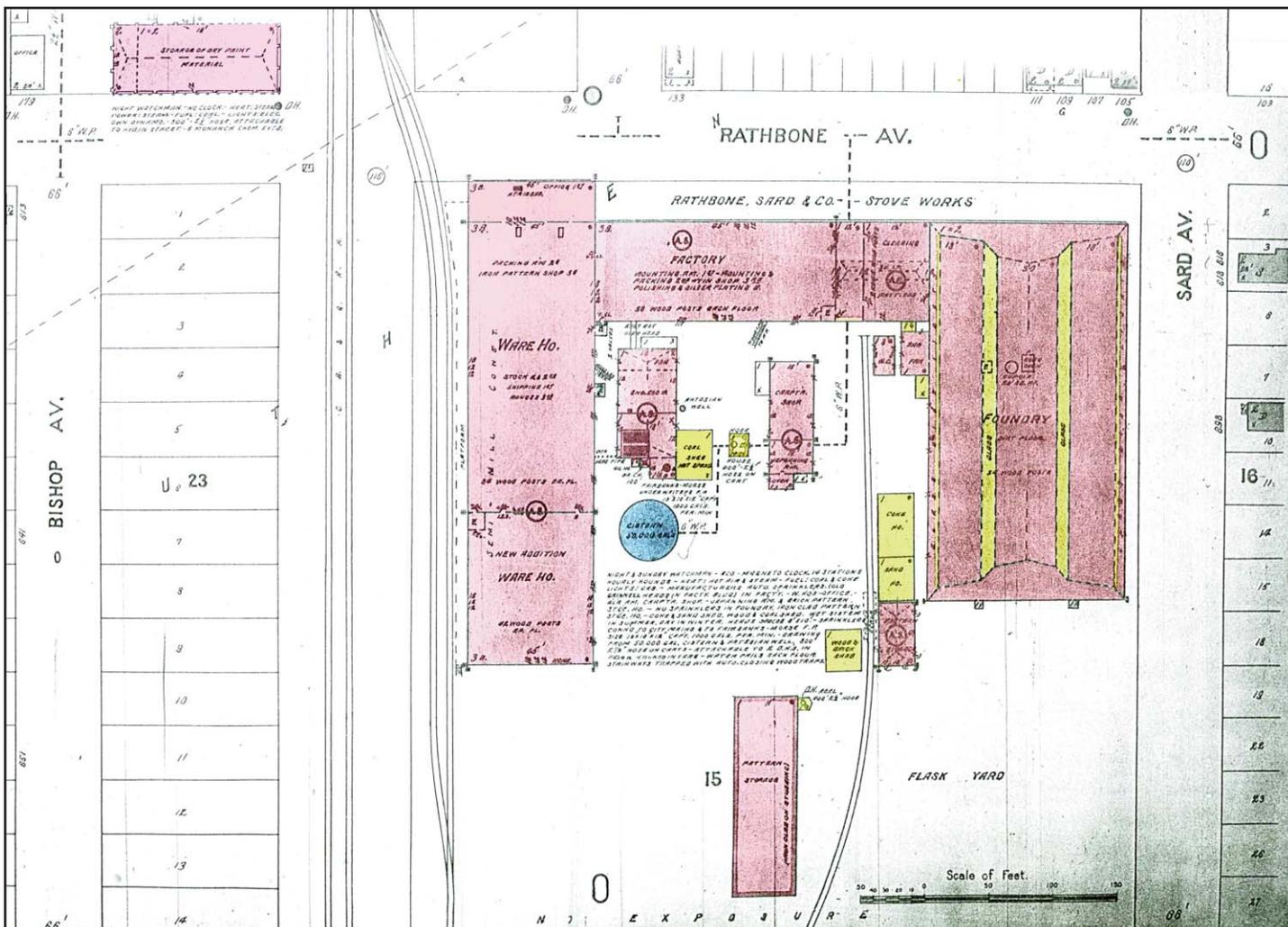
with the intention of giving 15 acres to the new stove works, allocating another 10 acres for other industries, 10 acres for new tracks to service the new industries, and the balance to be subdivided into 500 lots for housing workers of the new plants. This new plan became known nationwide as "The Aurora Plan." Every lot was sold within two days of the company's decision, which paid off all the land and improvements.

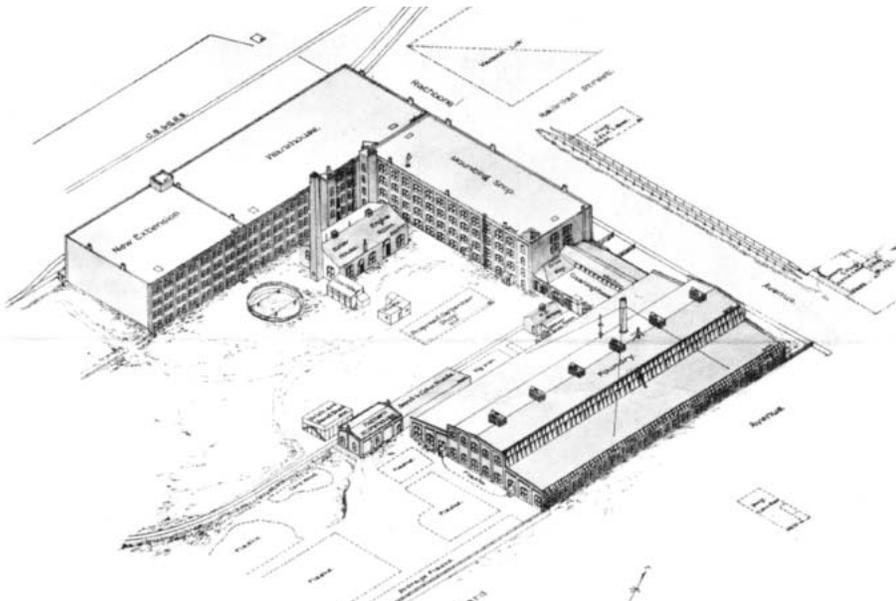
The new plant was built of brick and stone and fronted on Rathbone Avenue with Sard Avenue running along the east side of the plant. Two tracks were laid along the west side of the building to provide shipping of the finished products with another track bringing the raw materials in from the south. Between 450 and 500 men and women worked there building wood, coal and later gas stoves for heating, and cooking.

With technology changing, the company was shut down in the mid-1920's with the building being subdivided and reused by many smaller manufacturing companies.

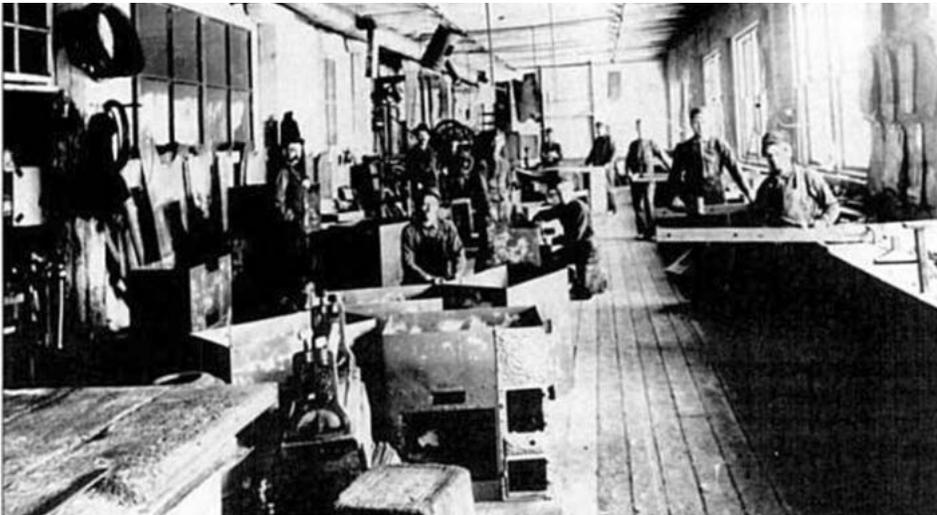


When the mainline through Aurora was elevated in the early 1920's, the new tracks that passed by the buildings were now about roof level. When the new interlocking plant was installed, the home signal for eastbound movement off the Galesburg to Aurora mainline was right next to the "Stove Works," so as a result, this became the landmark used by train crews to tell others where they were.

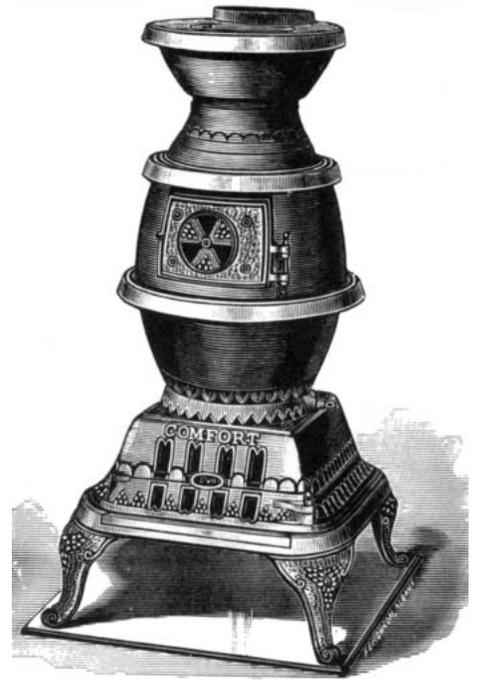




Architect's drawing of the Acorn Stove Works circa 1889. -Steve Holding Collection



From an 1890 company letter, "The people of Aurora are a law-abiding people. Industry and sobriety are their characteristics. The families can live in Aurora much better for the money than any any other place we know of." - Steve Holding Collection



THE COMFORT.

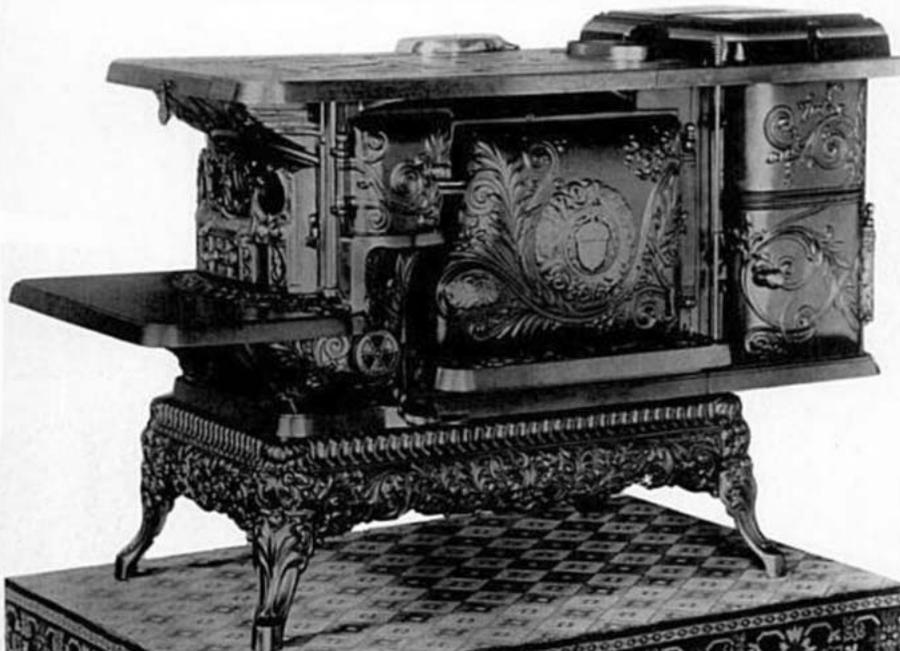
Pot belly coal stove cost about \$6.00.



THE ACORN OAK.

Priced at \$16.00. \$2.00 extra for nickel trim.

The line of Acorn Stoves ranged in price from \$3.50 for the simplest of wood-burning stoves, to the elaborate kitchen stove like to one to the left that sold for close to \$50.00 in 1890. The Acorn model above offered nickel trim for \$2.00 more. - All, Steve Holding Collection





THE HORICON.

Individuals were so enthused by the project that in the first thirty minutes after the lots were offered, one half were sold. The next day saw all lots sold.

Rathbone, Sard & Company started operations in 1890 and offered a great variety of quality built Acorn coal, wood and later, gas stoves for homes and commercial establishments. The business flourished, giving employment to an average of 500 men and women until 1925 when the Aurora plant closed.

Today we find several smaller but progressive companies occupying the old stove building down on Rathbone at Sard Avenue making such items as commercial spools, plastic products, display posters and many more.



THE MONTANA.

For heating or cooking with wood. \$3.50 for stove, \$1.75 for oven (in the smoke stack).



THE FRANKLIN.

Cast cylinder stove (left), \$12.50. Above, Franklin stove for coal or wood was \$6.50.



THE ROYAL ACORN PARLOR.

This hard coal stove priced from \$37.00 to \$47.00. Coal fed from top.



THE NATIONAL ACORN RANGE.

This kitchen range with warming oven, water reservoir and broiler, \$50.00.

ILLUSTRATIONS AND PRICES TAKEN FROM 1890 "ACORN" STOVE CATALOG

Rediscovering CZ Memories

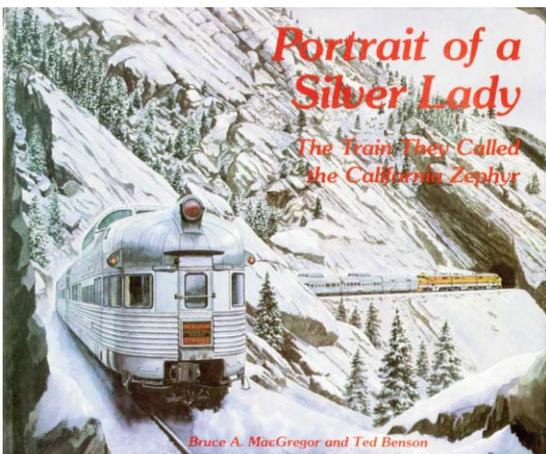
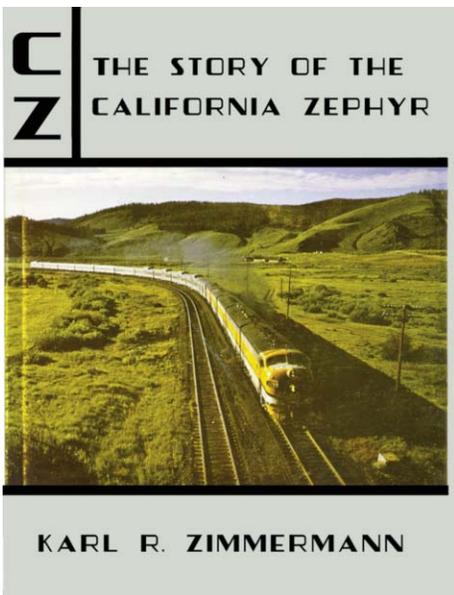
A heavy Maine snowfall prompted my decision to spend a day in the basement rummaging around in the filing cabinet that since 1961 had held my collection of timetables and other railroad paper. I didn't expect to find the sheaf of papers that was jammed near the back of a filing cabinet drawer. I don't know how long they may have been there. I didn't recognize them. But that old metal cabinet probably contains a lot of stuff I have forgotten about.

Surprise came as soon as I began reading. What I had found was 13 photocopied pages of letters and other documents from the 1940's related to the planning of the "most talked about train in the country." I read them several times.

Two books have long been my main information sources about the *California Zephyr*: *CZ- The Story of the California Zephyr* by Karl R. Zimmermann (1972) and *Portrait of a Silver Lady* by Bruce A. MacGregor and Ted Benson (1977). There is a wealth of data in both books



The westbound California Zephyr with its original set of EMD F3s departing the south side of the Chicago Union Station. - BRHS Archives



about planning and fabricating the *Zephyr*. I set about comparing the contents of my newly discovered papers with data in the books.

The oldest document is a February 24, 1944, memo from the Edward G. Budd Manufacturing Company. There are no addressee or sender names so it must have been enclosed in a covering letter. My guess is that it was written by John E. Wright, Western Sales Manager of the Railway Division of the company. It was probably sent to Charles Elsey, President and Chairman of the Board of Western Pacific with copies, possibly to Wilson McCarthy of the Rio Grande and Ralph Budd of the Burlington. The memo refers to earlier discussions about streamliner service on the CB&Q-D&RGW-WP Chicago - Oakland route. Zimmermann (page 18) suggests talks had begun in 1940 about a plan to streamline the *Exposition Flyer* of that route. World War II shoved these plans aside, and also provided a real benefit: time for the three railroads to think and plan in more detail and also make use of the newly-conceived vista dome. It was soon agreed to begin anew with an entirely new train, a concept reinforced by the Edward G. Budd Company 1944 memo: "...this train should be the effort of some one agency and it should be presented...as a unit rather than to have a train cobbled together from equipment which represents the individual railroads concerned. This route

has distinct possibilities but also distinct handicaps, not the least of which is a reputation for a slow schedule and poor equipment." The memo claims that the CB&Q, D&RG and WP have the "only scenic route between Chicago and California" and that "if this train is to be an immediate success it should offer the most modern, luxurious accommodation possible." It concludes with the suggestion that the three roads invest in two sets of equipment enabling the operation of "an all coach train as well as an all-room train. The public preference for these has been definitely established." This must be a reference to the Santa Fe's operation of the all Pullman *Super Chief* and the all coach *El Capitan* between Chicago and Los Angeles. The memo offers possible equipment for two separate trains. It also suggests a consist for "a combined coach and sleeper train" in the event that "the dual service does not appeal to the railroads." According to the memo there would be greater ridership potential on the CB&Q, so a longer consist out of Chicago is suggested with cars being cut out or added at Denver.

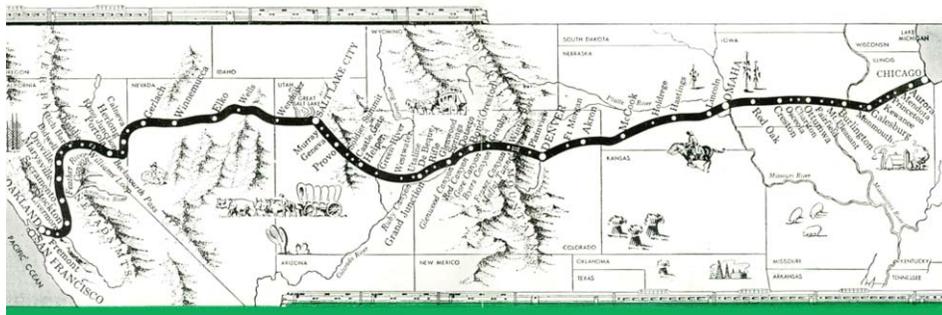
On April 11, 1945, R. E. Ockford of the Harlan & Hollingsworth Corporation, Wilmington, DE, wrote to ask for a meeting with Charles Elsey. He wanted to "tell the story" of his corporation's plans to manufacture railroad passenger cars after the war. By 1945, CZ plans were close to completion, reflecting an early decision to use only Budd stainless steel rolling stock. The Zimmermann book notes that in 1941 the

Western Pacific had ordered four stainless steel coaches from Budd for the *Exposition Flyer* (p. 18). Due to the war they were never delivered.

An interesting "Memorandum for File" dated "San Francisco, September 28, 1945" hints at some of the personal give and take no doubt inherent in the *Zephyr* planning process: "Mr. (Ralph) Budd 'phoned Mr. Elsey from Chicago this morning about 9:20 o'clock and after talking briefly about the sleeping car situation brought up the matter of the new passenger train service. He said that it was his understanding that the 3 lines will agree to schedules and see that trains are kept on time so far as possible; will keep track in good shape; will operate with diesels; will not arbitrarily break or change schedules; schedules will provide for operation through the Rockies and the Sierras in daylight; will be a strictly Chicago-California train and will not be delayed for cutting in of St. Louis cars. Mr. Budd said that such understandings should be confirmed, before order for the equipment is placed, by a written agreement."

The memo then mentions a personal clash between Wilson McCarthy, chief executive of the Rio Grande and an unidentified Mr. Baldwin. "It was stated by Mr. Budd that Mr. McCarthy said Mr. Baldwin had abused him (Mr. McCarthy) 'something terrible', Mr. Baldwin insisting that the train be 'opened up' at Glenwood Springs for St. Louis cars from the Missouri Pacific. Mr. Budd doesn't see how this may be done, particularly in view of fact that at some sacrifice the Burlington agreed not to cut in a St. Louis car at Lincoln. Mr. Budd said Mr. McCarthy was upset by Mr. Baldwin's attitude and made no definite statement that he would stand up to Mr. Baldwin."

According to both the Zimmerman and MacGregor/Benson books, the chief executives of the Burlington, Rio Grande and Western Pacific met in Denver on October 16, 1945, to sign an agreement to share proportionately by mileage the expense of a new streamlined train to replace the *Exposition Flyer*. When I first read *Portrait of a Silver Lady* some years ago I was confused a bit about the date. MacGregor and Benson have Charles Elsey arriving in his business car on October 21 for the meeting. It was the only time Budd, McCarthy and Elsey were together. Colorful biographical sketches of each of the three are provided in *Portrait*, together with a copy of the agreement they signed (pp. 91-94). The papers I discovered include a September 12, 1945, letter to Elsey from John Wright of the Edward G. Budd Manufacturing Co.: "I am pleased to



attach hereto one print each of the following drawings showing the floor plans for the proposed Vista Dome California Zephyr train." The plans were for 1 baggage car, 2 Vista Dome coaches, 1 16-section sleeper, 1 32-passenger budgette sleeper, 1 Vista Dome tavern-dormitory car, 1 diner, and 4 sleepers. Plans for the observation car were to be completed soon. Wright wrote that prints of each of the plans were being sent to the Burlington and Rio Grande railroads as well and that "specifications for these proposed trains should be completed within the next day or two and I shall see that a copy is sent to each railroad." This memo resulted in some changes, apparently. On October 16, 1945 (the day the agreement was signed in Denver), Wright wrote to Elsey again: "In consideration of the purchase from us of a total of six (6) ten-car *California Zephyr* trains by the Western Pacific Railroad Company, the Chicago, Burlington and Quincy Railroad Company and the Denver and Rio Grande Western Railroad Company, we are pleased to revise the price quoted to you October 13, 1945, based on floor plans dated September 12, 1945." The revised price for the six 10-car trains was \$6,808,230. The train consists described in this memo were very close to the consists of the *Zephyrs* that entered service in 1949.

Just a few weeks after the signing of the October 16, 1945, agreement, negotiations by the three railroads moved to some of the details related to the rolling stock. My cache of correspondence includes a copy of a January 9, 1946, letter from W. J. O'Neill, Western Pacific Superintendent of Motive Power, to H. H. Urbach at Burlington headquarters in Chicago: "Replying to your wire request of December 28, 1945, to furnish you W. P. numbers to be assigned to the *California Zephyr* cars of our ownership... these cars will be numbered as follows..." The W. P. cars are listed and assigned three digit numbers in the 800's. The letter continues: "The selection of the silver names which are to correspond to the various car numbers as listed above is now being made by our traffic people. As soon as they have made the decision and checked with your line and the

D&RG to eliminate any duplications, your company will be given these names."

It seems odd to me that a Superintendent of Motive Power would be involved in numbering passenger cars. But then the Western Pacific was a small company. Perhaps those at the executive level did not have the luxury of dealing only with their immediate responsibilities. Mr. O'Neill sent a copy of his letter of Joseph G. Wheeler of the Traffic Department. He probably did not know that Wheeler on the same day had started on the process of naming the *Zephyr* cars with a letter to Albert Cotsworth, Jr., Passenger Traffic Manager of the CB&Q: "This refers to your letter of December 18 and your wire of even date relative to names for the cars on the new *California Zephyr*. We have been giving this a great deal of thought and have been endeavoring to work up a group of names for each separate type of car, each category of which could be expected to cover any additional equipment which might be purchased. With that thought in mind, we submit the following....." The following Western Pacific list includes eight animal names for baggage cars, eighteen bird names for chair cars, nine horse names for tourist cars, eight beverage container names for coffee shop-tavern cars, nine restaurant names for dining cars, six flower names for the section sleepers, six tree names for bedroom cars and seven outer space names for observation cars. Some of the Western Pacific-suggested names were eventually affixed to *California Zephyr* equipment, some were not. Cotsworth made one notation on the letter before filing it. He drew a line under the name *Silver Stein* - suggested for a coffee shop-tavern car - marking it with a question mark. *Silver Schooner*, on the other hand, seemed to raise no question with the CB&Q traffic manager whatsoever.

A change was recommended in a telegram sent to Elsey on August 29, 1946, by Wilson McCarthy of the Rio Grande: "John E. Wright of the Budd Company has been conferring with us relative to *California Zephyr*. Both passenger and operating departments

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concur that first class open section accommodation cars ought to be eliminated and six double bedroom ten cabin cars substituted identical with the other six double bedroom ten cabin cars now on order. He has agreed to a reduction in base price of these six replacement cars in the amount of \$8,470 per car. The Rio Grande would like to make this change and take advantage of this reduction in price. This offer, however, is only good until September 1, 1946, this short time given he explained to be in the interest of placing orders for equipment. Kindly advise immediately. Wilson McCarthy D&RGW RR."

In *Portrait of a Silver Lady*, MacGregor and Benson describe in detail the Pullman Company - Budd battles over sleeping car design, construction and operation. On page 102 they note that "Pullman ideas had always enjoyed currency with Budd, and the Pullman roomette was the basis for Budd's intense design interest in room styles aboard sleepers." There is reference to this in a November 21, 1946, letter to Western Pacific Superintendent of Motive Power W. J. O'Neill from E. W. Englebright of the road's traffic department: "While at Chicago on the 14th we were advised that owing to pressure from the New York Central and Pennsylvania, that the Budd Co. and Pullman Standard had gotten together with the idea of adopting certain standards for bedrooms, cabins (roomettes) and certain other features in the new sleeping cars being constructed for their requirements. As a result of these conferences, it appeared that the advance planning of the Budd Co. came out considerably on top. The Budd type of A and B bedroom combination has been adopted by Pullman as well as the Budd type cabin (roomette) and certain other features. The Pullman design for the Porter's area and accommodations in sleeping cars was better than Budd Co's, and has been adopted by both concerns."

MacGregor-Benson mention the combolet, a space saving folding sink and toilet combination suitable for sleeping car accommodations. They write that Budd had included them in some pre-war sleeping cars, had patented the appliance and named it Combolet. (page 102). On the other hand, Englebright wrote to O'Neill on November 21, 1945, that "one of the principal things which we approved at Chicago was the use in bedroom sections of the Dayton Co's newly developed Combolet fixture, which is a unit-built arrangement containing a...toilet principally built of porcelain enamel, above which is the white metal folding basin, above which is a cabinet..." This unit has only six

connections and, if necessary, can be removed entirely for replacement in a short time." He went on to write that the Dayton Co. had received some 5000 orders for Combolets and that Dayton had developed new sink and toilet fixtures for larger sleeping car spaces as well.

Most of the Combolets I remember were in roomettes. An exception was the



A Pullman Combolet - Pullman

Pullman-Standard 1948 bedroom-observation cars of the NP-SP&S-CB&Q *North Coast Limited*. Combolets were installed in the double bedrooms, allowing no privacy for their use. Double bedrooms in later-built cars had toilet and basin in a closed-off annex. Hence, by the 1960's, the three roads had trouble selling bedroom space in the PS observation cars. Budd dome-lounge-sleepers were purchased, and the phrase "cocktails in the sky" began appearing in *North Coast Limited* advertising. The 1948 observation cars were dropped. This decision also facilitated the combination of the train with the *Empire Builder* on the CB&Q Chicago-St. Paul leg of its run.

In my 1949 *Official Guide of the Railways*, Edward W. Englebright is Assistant to the President of the Western Pacific. His name is listed right below that of President Frederick N. Whitman. In 1947 he wrote to E. E. Urbach, Mechanical Assistant to the Vice President of the CB&Q. (Mechanical Assistant? I wonder if he was ever teased about having such a title!) Englebright wrote the last letter included in the documents I discovered. He expressed a concern about the construction of the *Zephyr* cars: "You will recall that at one of our joint meetings in Chicago the question came up of providing weep holes in the side framing of *Zephyr* cars which would positively prevent any accumulation of water from condensation, or otherwise, as had occurred on some Rock Island equipment which was described by Mr. Sagstetter who told us that the water could be heard sloshing back and forth when the train was underway." Englebright wrote on to say he had been

in Philadelphia recently to observe *Zephyr* cars under construction and that "there did not seem to be any of the weep holes provided..." He concluded that "possibly it was intended to drill these holes before the side sheets were applied, or they may have been overlooked...! am calling it to your attention just to be on the safe side." I know about the Rock Island equipment's moisture problems. In the last days of the Rock's passenger service, the fluted side panels had been removed from the sides of many cars due to moisture buildup behind them. But I recall this happening on ACF and PS built cars where the fluted panels were an added decorative feature. I have always thought the fluted stainless steel sides of Budd equipment to be the actual sides of the cars rather than added on. Have I been wrong about this? I'll probably be snowed in again here in Maine. This might be something I can research then.

I know *California Zephyr* memories abound among *Zephyr* readers. Discovering these old documents certainly ignited mine. My first CZ trip of any length was in the summer of 1950 from Chicago home to Red Oak, Iowa. My friend Jim and I had earned a bit more money than expected that summer. We talked our parents into letting us make a trip to Chicago. We were 16 years old! Jim and I rode all night on No. 14, arriving at Union Station about 7 a.m. We toured the Chicago stations, Lionel's showroom layout in the Merchandise Mart and saw Showboat at the Oriental Theater. Our room in the LaSalle Hotel cost \$14. We boarded No. 17 the following afternoon and were in dome seats in time to see the Chicago coach yards slip by as we headed home. Dinner was a whole new experience. Neither one of us were used to such an array of flatware, china, crystal. It was the first time either of us had tipped a waiter! Parents were on hand to meet us at the Red Oak depot at 10:31 p.m. We each slipped a 25 cent gratuity into the hand of the smiling chair car attendant. I made CZ trips in 1956, 1958 and 1960. I last rode No. 17 from Chicago to Oakland in 1968, a ride that included a detour through Ogden on the Rio Grande and Southern Pacific. As my HO scale CZ appears through a cut and crosses the Nishnabotina River in my basement here in Maine, I am aboard, it. In a dome seat, of course.

My document discovery, and the writings of Zimmerman and MacGregor-Benson and others give ample evidence that a lot of people put in a lot of hard work to enable many to have such superb experiences in rail travel. I hope those railroad people came to know how much the train they created was appreciated.

REMINISCING

Burlington, Iowa and the Burlington Railroad

This is a personal reminiscence and I make no apologies for its wanderings and haltings. It comes from a time in my life that I look back on with nostalgia and a certain amount of longing.

I was raised in Burlington, Iowa in the heyday of the steam locomotive, the era between World War I and World War II. We lived in the northwest part of the city in a house on the north slope of the valley formed by Hawkeye Creek. The Hawkeye Creek Valley was the route chosen by the CB&Q civil engineers to raise the railroad from Mississippi flood plain to the central plateau of the midlands. This meant that from the south windows of our house I had an uninterrupted view of the "Q" tracks from a point very near the throat of the West Burlington shops yard to a point well over two miles back down the valley. At one percent incline, and four miles long, the Hawkeye Creek Valley was, probably still is, the worst grade on the division.



Brand-spanking new EMD FTs headed up the West Burlington Hill through the Hawkeye Creek Valley. - Jim Ewinger, David Lotz Collection

The rail buff will be interested to know that it was on this hill that George Westinghouse perfected the railroad air brake. Once the concept was put into working form it needed testing. What better place than a hill several miles long with a complete servicing facility easily accessible. On this long hill, if the experimental brake failed, there was room to brake the train with conventional braking. Over a period of several months of trial and adjustment, Westinghouse perfected the single most important safety device ever introduced to railroading. The CB&Q railroad set aside a small portion of the shop area where the short train of experimental cars could be reworked to overcome any newly discovered deficiency.

I was born in 1925 so my memories are most vivid for years 1930 and following, the period of the Great Depression. If you go to my former home today you can not see the tracks, the view is entirely obscured by trees. But in the 1930's the view of the tracks was entirely unencumbered because many of our neighbors kept cows in small patches of pasture that lay on the side of the valley between their house and the tracks. This meant that the area between the houses and the track was nearly park-like in its appearance, with only an occasional tree, and the grass cropped neatly by the cows. This made it an ideal place to play cowboys and indians in the summer and one of the best sled runs in the city in winter.

From our dining room windows I had a panoramic view of the railroad in the winter, when I was playing in the house, and a wide view of the tracks from almost any place in our south yard when summer time took us outside the house. I can not decide if I became a dyed in the wool rail fan because of my exposure to the railroad tracks or because our lives were timed by "the shops" whistle and the movement of trains, or because my Dad started out his career as an air brake inspector in the car shops; whatever the combination, it was certainly permanent.

I am irresistibly attracted to anything, of whatever size, that runs on rails. This includes steam locomotives, diesel locomotives, electric locomotives, locomotives of whatever type, trolleys, industrial railroads, amusement park railroads and any scale model railroad. I am an active HO scale model railroader. I will dispute any challenge to my claim of being a total railroad nut! More particularly all this has come together as a life long affection for the "Q!"

I do not know what identification the CB&Q enjoyed in other communities but in Burlington it was known as the "Q". One worked at the "Q shops," or "fired for the Q," or perhaps "braked for the Q." No further information was necessary. At that time the CB&Q was the city's largest employer and no one needed an explanation.

Our day, during the school year, was timed by "the shops" whistle. It was a deep-toned, full-throated, voice that announced the time with authority. In the morning the whistle sounding at eight o'clock told us the we must turn our attention to getting off to school. At school it was not necessary to watch the clock to tell the class to stop for lunch, the "shops" whistle handled that very handily, and if the whistle blew while you were returning to school after lunch you knew you were in trouble - because you were tardy. The five o'clock blast told you that Dad would be home in about twenty minutes.

As we were growing up, the movement of trains helped govern our day. Frequently we were told as we went out to play: "Come in when No. 1 goes up the hill." This gave Mom time to see that we would be presentable for whatever function we were to attend that afternoon. The long summer evenings meant games of Kick the Can and Hide and Seek. Wherever we were playing in the neighborhood the rule was: "When the *Zephyr* goes up the hill, come home!" The *Zephyr* left the downtown station at eight-thirty, which allowed us plenty of margin to get home and make our nine o'clock bedtime. If I was just a little slow in getting away from my locker after class in high school, I could depend on having to wait for, and watch,

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SW-1 No. 9139 working in front of the Burlington Shops. - Photographer Unknown

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the Aksarben clear the Central Street crossing as it headed for Omaha and Lincoln, Nebraska.

In those days, each grade crossing in town was guarded by a watchman. As a train approached he gathered up his equipment and walked out to the center of the street holding a staff with a circular railroad crossing sign attached to it. In the day time he also had in his hand a red flag, which was not usually accorded the dignity of being unfurled. At night he gathered up two lanterns, one with a clear lens and the other being red. Armed with these and the stop sign, he took his post in the center of the street. These watchmen were usually Q employees who had been injured on the job and were given a crossing to protect to make out their living. The daytime watchman at the Central Street crossing was a one-legged man who had a homemade wooden leg. It had been carved out of a tree limb with the lower part still retaining the bark. It was held in place by a web of leather straps and a heavy leather belt. It in no way impeded his ability to safely guard the crossing.

The guard waited between trains in a little trackside shanty with full windows on the front and both sides. If bad weather drove the watchman inside he had full vision of the track in both directions. In good weather he awaited the coming of a train in a decrepit captain's chair held together only by long memory and much wire. The chair was tilted against the building and from this throne the watchman observed the comings and goings of his fellow man, and attended to the business of his crossing. The interior was spartan; a small cast iron heating stove, space for the chair, as it was brought in for the season, a can of signal oil for the lanterns and a small shelf for the daytime storage of the lanterns and the lunch bucket of the watchman. Foul weather gear hung on one of several hooks against the back wall. On the floor next to the stove sat a coal scuttle which could be refilled from the coal box which sat at the side of the shanty. There remains one last item that was required as equipment for a watchman; the loafers that stopped to pass the time of day with him. These were usually retired railroaders who, I am sure, swapped stories of their railroading days with the man to whom the care of the crossing was entrusted.

An interesting sidelight on the Burlington hill concerns the memorial site of Charles Elliot Perkins, a labor friendly president, of the CB&Q. Aspen Grove Cemetery sits on the north side of the tracks as they wind up the valley. The Perkins memorial plot, certainly by design, abuts the cemetery fence



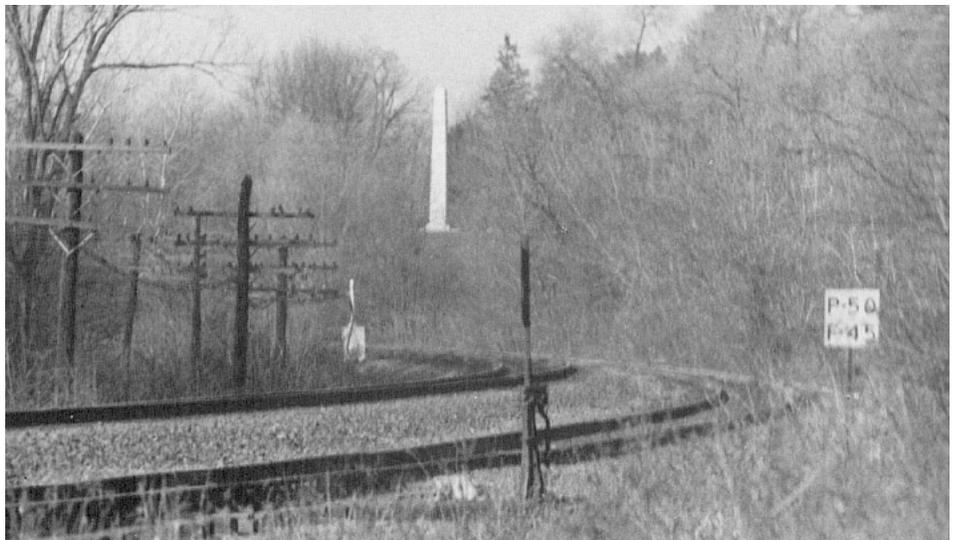
Burlington's Main Street crossing guard and shanty. - Burlington Public Library Collection

overlooking the "Q" tracks. For years no engineer passed that memorial without an "acknowledge the order" signal, two short blasts of his whistle, in honor of that beloved railroader. I sincerely hope that the tradition is still honored. I hope that some overly zealous city father has not silenced that fine tribute with a noise abatement ordinance. The locomotive was not in sight at our house when this custom was observed so its sound warned you to get around on the south side of the house if you were to see a Consolidation with a local freight, or a passenger pulled by a Pacific, or the ubiquitous Northern, with its train, making its way up the hill.

On a recent visit to the cemetery, I discovered that over the years trees have grown up in the fence line of the cemetery and now completely hide the Perkins monument from the railroad tracks. Today's engineer can not see the monument as he passes. Has this silenced the customary salute? I hope not and I also hope that the passing train does not just whistle as it passes those trees without knowing that behind them lies a memorial to a man who deserves their honor.

It is interesting to note that the obelisk does not mark the grave of Perkins. It is a memorial to him and his work. A curiosity is that the single grave on the large plot is that of a female with the name Perkins and is not identified other than that. It is tucked away along the west edge of the plot and could go unnoticed if the observer was hurried.

For many years, for the convenience of the workers the "shop train" ran from the downtown yard to the West Burlington shops each morning and returned each evening. The train consisted of five or six ancient wooden open vestibule cars painted with red lead and lettered in white for CB&Q non-revenue service, and was pulled by the 0-6-0 switch engine that was shop's yard goat during the day. Because the shoemaker's children never had shoes, the yard switcher was the most poorly maintained motive power on the road. It made each trip with clanking side rods and wreathed in steam from a dozen or more leaking joints. The fireman must have faced his day with foreboding and dismay! The train traveled at a walking pace on both its trips. The men simply waited trackside and swung aboard as it



Looking westward up the CB&Q mainline showing the Perkins monument. - David Lotz

passed. On the trackside, fences on either side of the rails were stiles that let pedestrians over the fence and on to the railroad right-of-way. There were well worn paths across the pastures connecting the track to where streets dead-ended. These trails through the pasture land were the path that let anywhere from several to a dozen men wait trackside for the "shop train." As the train approached they spaced themselves along the track and swung aboard. We could see two of these pick-up points from our yard.

The depth of the valley was such that there were no street crossings of the tracks after the Mt. Pleasant Street crossing downtown. The first public street to cross the tracks at the head of the valley was known then as Dankwardt's Lane, because it passed in front of the farm residence of the Dankwardt family. This street crossed over the tracks on a wooden trestle and was the first opportunity to cross the tracks in several miles. The street is now known as Roosevelt Avenue. This meant that for several miles there was a series of streets that dead-ended into the valley and the tracks. From the dead end of a street you could see the opposite end of the street about a quarter-mile to half-mile away. Anyone wishing to pass north and south had to go several miles to use public streets. For this reason these trails were in daily use by foot traffic taking a shortcut to reach their destinations across the valley.

The shops train locomotive began its trip each day facing forward having been turned on the roundhouse turn table where it had been overnight. In the evening it took the train back downtown facing the same direction in which it had opened it's working day. The employees rode street cars to the downtown Burlington yards and boarded the train for the trip out to the shops each morning and back each evening. Included in the passengers was "Kate" Hanrahan, the sole female passenger. The legendary Kate was secretary to successive shop superintendents and was believed to be the power that kept the operation going day-to-day. A maiden lady, she had devoted her entire life to the CB&Q shops. Of the well over a thousand employees, she knew most by name and was loved and respected by each one. In all probability she may well have deserved the reputation of being the power that kept the operation running smoothly over the years.

The shop train came to an end with a tragic accident as it made its way downtown one afternoon. On February 26, 1938, a freight train overran the block and crashed into the rear of the shop train. Five men were killed and there were many injuries. The aging



CB&Q O5, No. 5604 with its nose in shop coach No. 9025. - Norman J. Erickson Collection

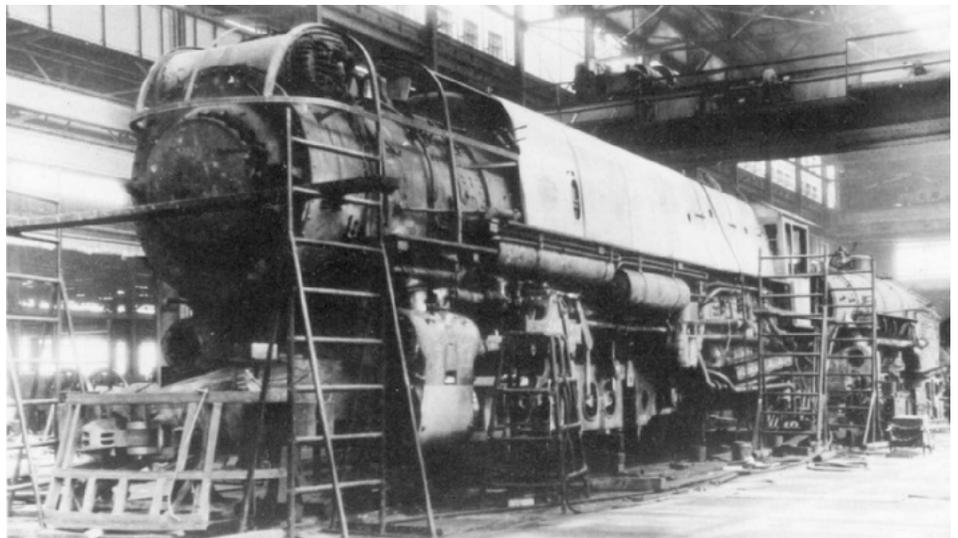
wooden cars disintegrated as they telescoped into each other with tragic loss of life and injuries that destroyed families and livelihoods. The shop train was never re-established. The late pre-World War II era had allowed many people including shops employees to own their own cars and the necessity of providing transportation to workers had become far less important.

The car shop at West Burlington closed in 1929 and Dad lost his airbrake inspectors job, but that did not stop our connections at the shops. My Dad, a gregarious type, had many friends among the men in every department. He opened a neighborhood filling station on one of the major streets leading to the shops and gathered in as customers, those "Q" shops employees well to do enough to own automobiles. For many years he kept a friendship with the shop's first-aid man, a fellow fly fisherman.

When the *Aeolus*, the steam back-up locomotive for the *Zephyrs*, was being built, Dad took my brother and I out to the locomotive shop where the

superintendent took us through the entire shop. I can not remember when I was not fascinated by machines and so the tour is almost as vivid today as it was seventy years ago. I was able to walk in under the stainless steel shrouding of the *Aeolus* and stand next to the drivers. We were allowed to climb around the cab and I am sure I had that locomotive under steam and half way to Denver before I left that cab! For a kid whose driving ambition was to be a locomotive engineer, to sit in the right hand seat of a locomotive for a few moments was as close to heaven as he could get. To put some polish on our tour, a half-built locomotive, frame and boiler, was lifted by two cranes and moved a short distance down the shop and then returned and put in to its place. A precision move that has the grace and artistry of ballet. I have no idea what that move cost the CB&Q railroad in man-hours and production time but I am very sure that it's impression on me has lasted a lifetime. I don't suppose that a youngster of today can get within a hundred yards of a railroad shop facility.

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The first Aeolus, No. 4000, being retrofitted with her shrouding. - DMCHS collection.



M-4-A 6317 and an O-3 cresting the summit at MP 210.0. - Corbin/Wagner collection.

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My heart goes out to them and to their dads.

One of the most vivid memories I have of my boyhood is that of laying in bed at night listening to double headed freight trains fight their way up the Burlington Hill. Our house was about two thirds of the way up the hill which meant that the train had lost its momentum by the time it had arrived on our portion of the hill. Now, the locomotives were clawing their way toward the shops yard which was the beginning of the level plains. With judicious sanding and delicate throttle adjustment the locomotives were hoisting their trains up and out of the Mississippi Valley. I can not even imagine the stresses that boiler and cylinders were under as they fought to move their trains up hill. It is not hard to picture an engineer; "Johnson bar" well forward, his left hand nimbly jumping from throttle to sanding valve, nervously watching boiler pressure and alert to the labor of his engine. The heart-stopping sound of his engine breaking traction must have stirred both rage and dismay in his heart. When that happened the train was dead. Neither engine could now move with the dead weight of the train hanging on their draw bar. There was always the fruitless effort to "get her rollin," but this did not last long for both engineers understood that they could not be responsible for damage spinning drivers could do to the rail on the "Q"s vital double tracks west. The distressed train would whistle for the helper which always sat simmering at the east end of the shop yards in West Burlington. If you sat up in bed and looked out the window you could see the red glow of fire boxes reflected out of the cab and up on the exhaust smoke as firemen sought to keep their boilers on the verge of popping the safety. Even with the helper

it was a long, hard pull to the top. It would not be hard to envision what was going on in the cab now. There would be the worried consulting of watches and some choice profanity directed at the powers that be that sent out two underpowered engines to wrestle a freight up the Burlington Hill. If you lay quietly you could hear the helper whistle off and start downhill. When you heard the helper back down over the torpedoes it was time to sit up and watch the brakemen couple up the helper to the train. You could see them working like ants by the light of lanterns and fuseses; getting the coupler open and waving the helper engine back into the coupler. With the air line connected and the high ball waved to the helper's engineer, the brakemen swung back up into the cabs of their locomotives as the train whistled off.

Three exhausts stabbing the dark night! What music! It was too dark to see, but from the increasing beat of the exhausts you knew that the drag was rolling. If you sat up in bed at just the right time you might see the waycar fairly flying up the hill as the bulk of the train was now on the flat. It wasn't possible to hear the helper uncouple, but you knew that it did, and knew that it went back to snooze at its post at the east end of the yard. You could now lie back and go to sleep confident in the knowledge that your railroad was running well.

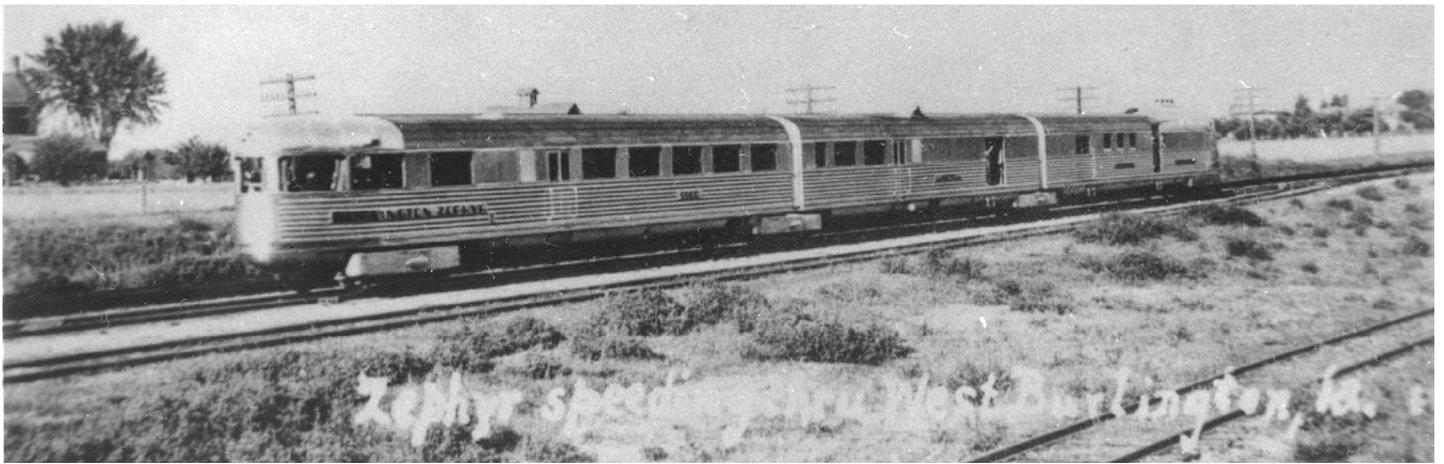
In later years, when I visited my parents, I do not remember ever hearing a diesel locomotive stall on the hill, night or day. The diesels moved their trains steadily up the hill with what seemed like effortless grace. A reminder of why they were doing what they were doing. I am always fascinated by trains of staggering length and tonnage which moved smoothly up the hill and out on to the prairie following a diesel package. I

always stop and watched them and I always look back with nostalgia.

Both sets of my grandparents lived in small Iowa towns on the "Q" mainline. Summers spent visiting them meant that we could spend considerable time hanging around the railroad station. I was fascinated by the telegraph. The agents were usually friendly to kids who showed a genuine interest in the working of the railroad and were quick to answer questions and demonstrate procedures. While I never learned American Morse Code, I am sure that an interest in telegraphy, nurtured by a friendly operator, stirred me to get an amateur radio operators license which has let me talk to hams world wide by radio telegraph.

I feel very sorry for anyone who was not privileged to hang around a rural railroad station. The very smell; coal smoke, signal oil and tobacco smoke, spoke of the mystique of railroading. To watch the agent observe a passing train and then "OS" it to the dispatcher is to begin to understand railroading. Listening to the operator telegraphing off a car report, or some other bit of railroad business, was to be let in on an adventure!

The drama of a mail pickup at a small town railroad station on a Sunday afternoon was well worth the walk to the station. Small town railroad stations were not open on Sundays so mail pickup was on the fly. Before the train was due the postmaster bagged the weekend mail in a pick up bag. The outgoing mail was evenly distributed in each end of the bag and a strap sewn to the center of the bag was cinched around the middle giving the bag an hour glass shape. The postmaster would take the bag out to the mail "jack" usually located several hundred feet away from the station. The "jack" had two collapsible arms which, when a mail sack was suspended from them, stood straight out from the supporting post. The pickup sack was suspended on the "jack" awaiting the oncoming train. The train passed the station at speed and two things happened simultaneously, from the open door of the moving mail car one clerk threw out a bag of mail destined for the post office in that town and a second clerk swung out a "V" shaped hook which seized the suspended mail bag from the "jack" and held it in the crook at the bottom of it's "V." In one operation the speeding train delivered and picked up the mail from a rural station. The incoming bag traveling at the speed of the train which meant that it hit the platform with a smack and traveled its full length and out onto the gravel skirt at the platforms edge. Woe unto the luckless bystander who stood in its speeding path! On board the moving train the incoming sack would be opened and the mail sorted "on the run" as it sped on to it's destination.



The Burlington Zephyr speeding through West Burlington, Iowa as the "Advanced Denver Zephyr." - David Lotz Collection

This tale would not be complete without my telling of my excursion to see the *Zephyr's* inaugural Denver to Chicago run. On the Sunday afternoon of the record breaking run we piled into the family car and headed for the highway between Danville and Middletown Ia. U. S. Highway 34 paralleled the "Q" tracks for about five miles and provided a great place to see the speeding train. The highway was lined with cars bringing families out to see the record breaking run. We did not have long to wait. The *Zephyr* dignified Danville with a whistle blast as it rolled through and out on to the straight away. I can not describe the dismay felt by a twelve-year-old boy as it rolled by. It rolled by at a sedate pace. More fitting to a dowager than to a debutant of speed. I had seen wayfreights move faster. It mattered not that it had a lame bearing, I was expecting it to pass at only a little less than the speed of sound. Hadn't I read every published word about it in the papers? Did I not tease my parents until they took me to tour the train when the *Zephyr* made a good will tour to Burlington? Did anyone have a greater sense of the speed and power of this mighty locomotive? Did anyone have a deeper sense anticipation as they stood along the tracks waiting for this epic of railroad history? The casual pace of this speedster was unbelievable. For the first time in my life I had been betrayed by the CB&Q!

While I was in college, I worked one summer as a laborer at the Murray Iron Works foundry, which was located at the northeast corner of the shops. It was fascinating to be sent into the pattern shed to fetch a particular pattern. There, gathering dust, lay stacks of huge foundry patterns for locomotive frames, cylinders, leading and trailing trucks and all of the other foundry work once done for the "Q" by the foundry. Even in the late forties when it was apparent that the diesel was to be the ruling power on the railroad, these huge, mute, replicas of locomotives still spoke of power and speed. Diesel switchers had already taken their place on the roster, announcing the coming of their descendents, the road diesel, that would quickly crowd out the proud and mighty steam engine.

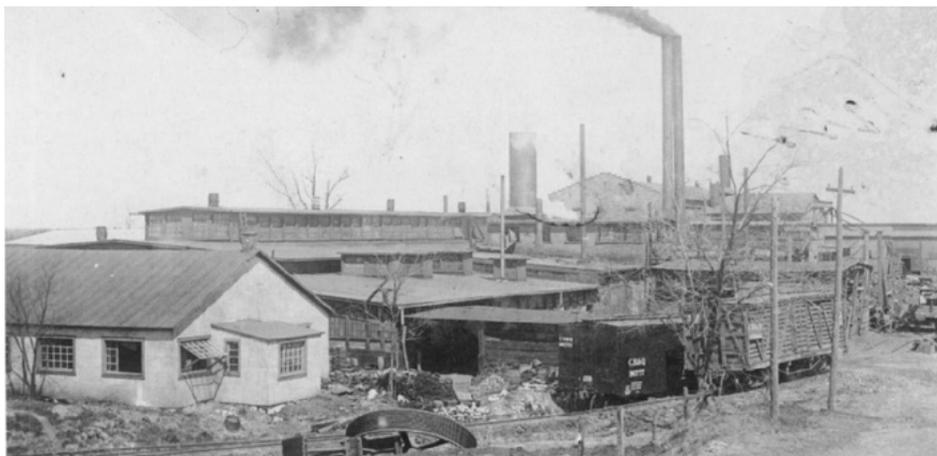
One summer, while I was in graduate school, I dropped out of school for a summer and unloaded cars of grain in the huge grain terminal on the river side of the downtown Burlington yard. The car was unloaded with drag scoops from inside the car. A tough and dirty job! Believe me, I was delighted to return to school in September. That was as close as I ever got to working for the railroad! Although I was in one of the busiest yards on the "Q," I did not get any railfanning done. You just do not see much railroading from the inside of a car of oats!

After I retired, I spent several summers as a guide at the "Rails West Museum" in Council Bluffs, Iowa. The museum is housed in the former Rock Island railroad station. Among it's other exhibits, it has a "Q" ten wheeler, a "Q" club car, and an ancient "Q" wooden waycar. I really enjoyed conducting tours of these and the other rolling stock that is on display. It was fun explaining how the steam engine worked and how the club cars were a part of every elite train. Describing the way a waycar functioned was always an item of interest. The waycar on display was ancient. It had to have been taken out of revenue service well before World War II! Its arch-bar trucks, wooden underframe, and it's primitive interior clearly had seen extended service.

From the operator's bay window of the station, I could explain to my tour group the train order system and how the station handled them. I was permitted to rebuild the museum's telegraph display and could demonstrate telegraph operation to each group. It was fun to send a few words to let the group hear what land line telegraph sounded like. It was a delight to watch the sparkle in the eyes of a child as their name was sounded out by telegraph.

It was fun to conclude a tour and be thanked by the members of the group for sharing the experience of my years of railroad service. When I explained that my "years of experience" came from reading and being a railroad nut, and that I was, in fact, a retired United Methodist pastor, looks of amazement and amusement were common.

After reading all of this, I do not need to justify to you my membership in the Burlington Route Historical Society. I don't suppose I ever really had a choice. To take the CB&Q out of my life would be to remove a central portion of my existence, and more importantly a portion that I would miss as much as I might miss one of my legs! I love railroads and I love the CB&Q! I have followed it through it's Burlington Northern life and now as the BNSF, but it is still my "Q."



Murray Iron Works foundry on the eastern edge of the shop property. - David Lotz collection.

MODELING THE BURLINGTON

Scratch Built Horse Car

This car is something I have wanted to do for some time, so here it is. It is fairly easy to build. First you need to pull out the *Burlington Bulletin* No. 25 and make an HO scale copy of the drawing on page 129.

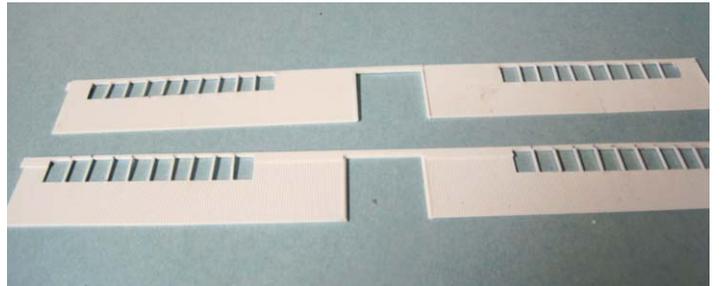
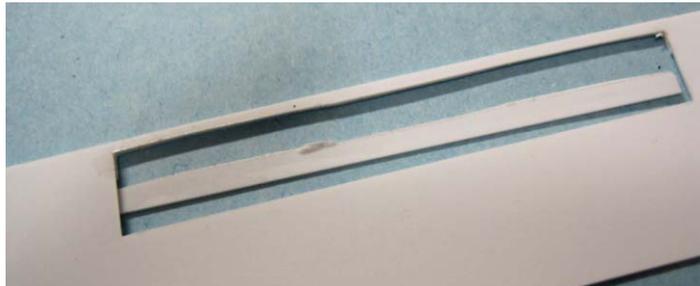
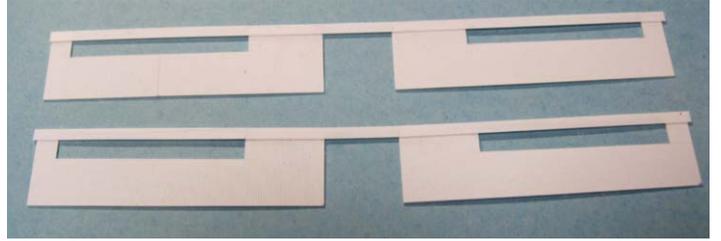
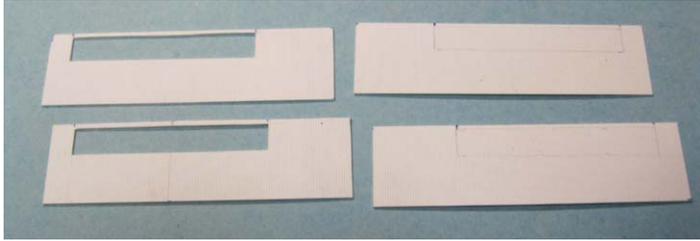
The drawing shows 5 windows on

each side of the baggage door, but looking at the photos, it appears there are actually 10 windows on each side. So, I chose to build my car based upon the photos, right or not.

I started with scribed sheet styrene and then cutting out the openings for the

Text and Model Photos by Bill Glick

windows. Marking with pencil first then cut out with X-acto knife, being careful not to cut thru the narrow piece. I generally cut things long and then trim to fit later. Then, I glued on a .015-.020 thick by .187 wide styrene strip. See the 2 photos below. (Scribed side out)



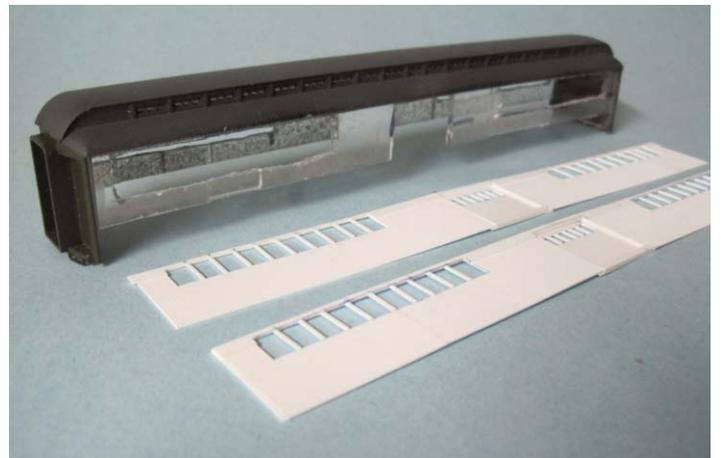
Next, I trimmed the openings at the windows and the door. I do this from the other side by following the former cutouts.

Next, I added the vertical bars for the windows. These are .032 x .032 square styrene. This is one of the more challenging steps.



Next, build the door in the same manner. I used 1/4 round on the two sides and top of the opening and a flat bar along the bottom. It is helpful to use photos as you go along. You will notice that the railroad had two full doors on each side. One with screen and one with glass. See notes on drawing. I used glass in mine.

The roof I used was a former Riverossi coach which I cut and remove a center section. Mark and cut this to match the sides.



To take advantage of the plastic sides, I cut openings to clear windows and door. Leave clearance around window to mount the screen on the inside. These were cleaned up later.

For the ends I used some parts left over from another car. Or you may wish to build your own. Above picture shows the roof and sides ready for a trial fit, it usually takes several times to make sure all fits together.



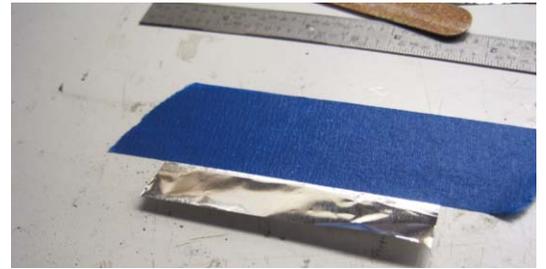
Here are the sides near ready to permanently install. You may choose to drill and install all the grab irons at this time or wait until the sides are glued to the top. Also, glue a piece of styrene square along the inside edge of each side to stop the floor from pushing all the way in. Next, build the canvas roll above windows. See steps at right, they are made of aluminum foil.



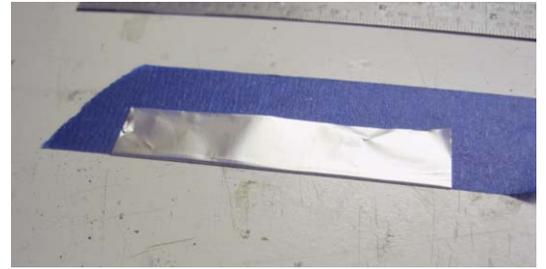
I then ACC glued the aluminum foil to top of each window area. I used sharpie pens as a simple weight to lay on the foil to hold it down to dry. You may choose to install the screen in each window before the sides are secured to top. Now you can build a floor as I did using wood stock, it is a truss rod construction. I used Central Valley trucks. Before painting, install stanchions below doors and on each end. I built my own out of brass bar stock. Install Kadee couplers.



Here you can see the finished "foil" canvas covers painted beige. These were painted after I painted the car sides.



Tape down about a half inch of foil.



Fold foil over the tape



Then try to over lap it about two more times, with straight edge as shown.



Now I "scrunch" it about every .60 inch to a total of 5 times. This may take several tries to get what you are satisfied with as I did. You will need to make a total of 4 of these.



Finished car with roof painted flat dark grey. I used Floquil Grimy black in spray can to save time. Before I painted the car, I primed it with an undercoat to keep from attacking the styrene.



Instead of "rolling your own" canvas rolls, you may also take the easy way out and put the canvas down, which also allows you to avoid building the windows. See page 132 of "Burlington Bulletin" No. 25, which shows CB&Q 1300 with the canvas closed.

On the underside, when you use truss rods scaled to the prototype, it limits the radius of curves that this car can go around. Or you may "cheat" and shorten the rods farther away from the trucks.

Thanks to Hol Wagner for the excellent article in "Burlington Bulletin" No. 25. Without it, this Horse car would not have been as easy to build.



RAILROADIANA & COLLECTIBLES

Burlington First Class 'Extras'

by Gerald Edgar

The Burlington, like other major railroads (and later the airlines), provided 'extras' to pamper First Class passengers whether in Sleepers or Parlor Cars. Typically such passengers would have available the latest popular magazines or even Burlington-related books to peruse while traveling. Racks were located at ends of cars and the Parlors had Burlington name-train stationery at the desks. Publications were protected from becoming dog-eared as well as being removed from the trains, by being placed in 'torsion binders' (similar to ones you can purchase for your *Burlington Bulletins* and *Zephyrs*). I have attempted to date these styles by the age of the magazines within or the titles. All were provided by Barratt Bindery Company of Chicago at 260 Kinzie Street (founded in 1867). I do not believe the business still exists. All are leather (note the comments on each description).

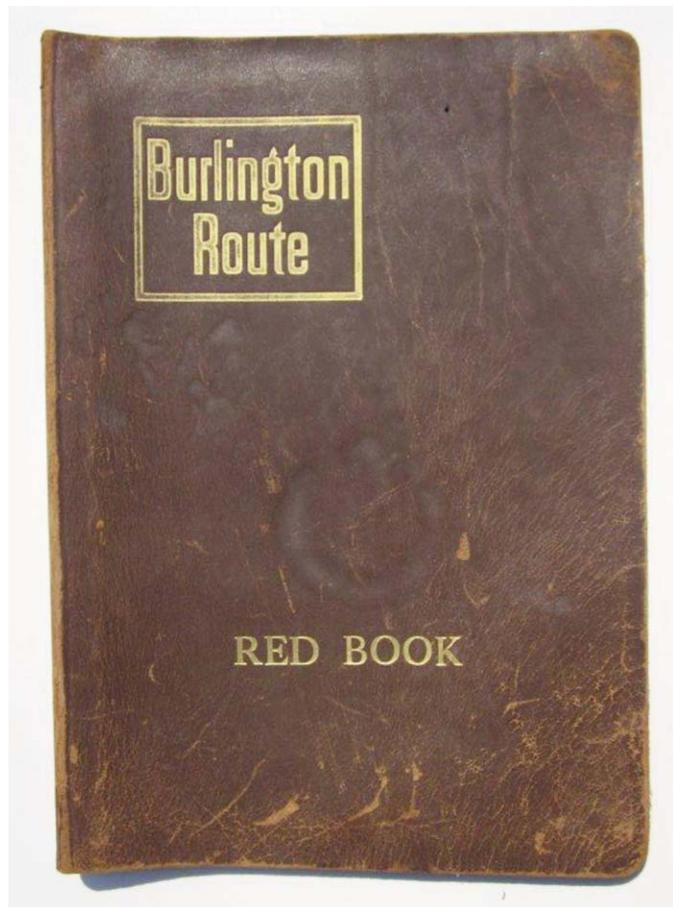
The oldest, and most worn, is a 1929 *Redbook* binder I found with the magazine was still in it!

Next, is a late 1930's *Life* binder, whose age was determined from the size of the *Life* magazine, which varied over the years).

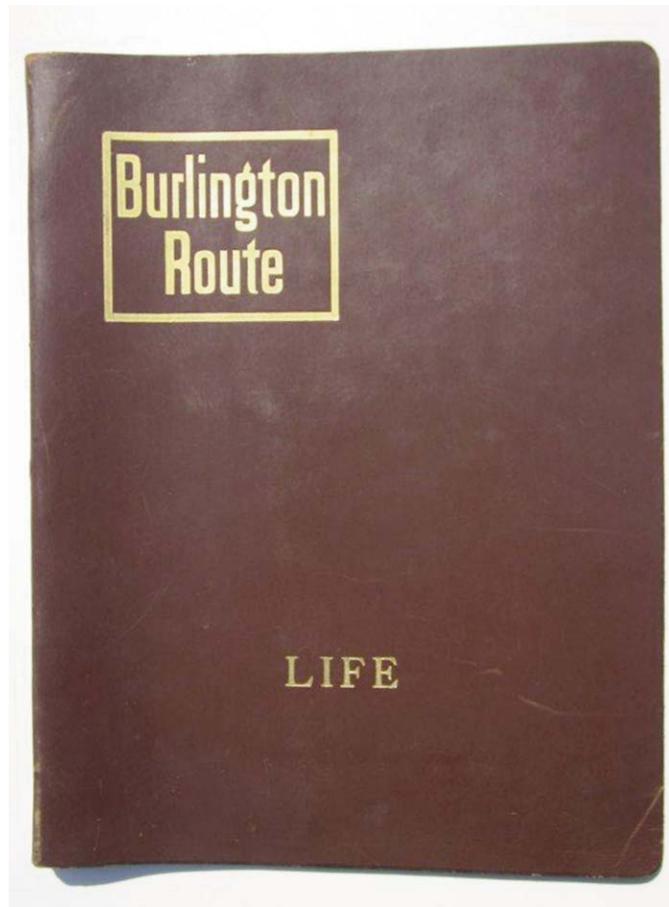
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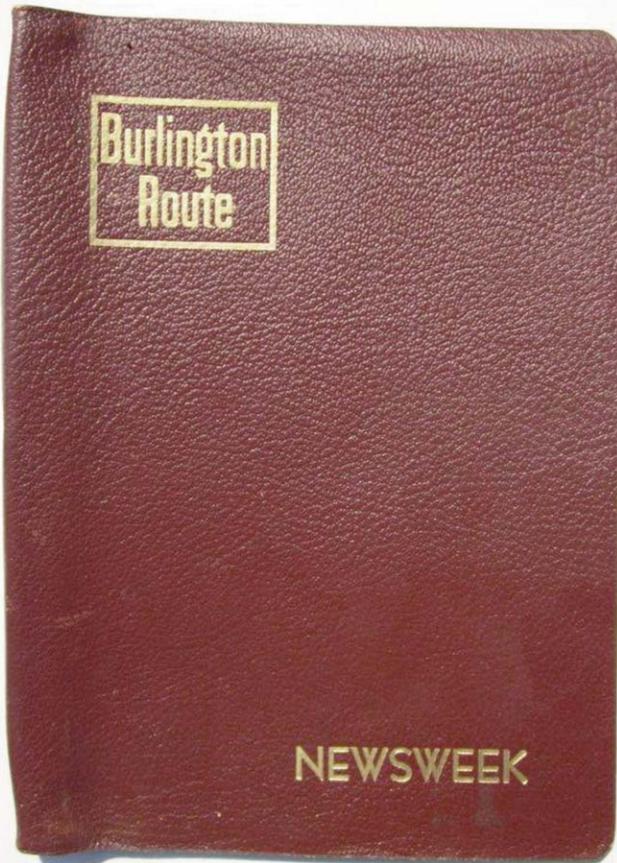
Inside one of the 1936 "Twin Cities Zephyr" observation-lounge cars where one would find the first class collectables shown in this issue. - CB&Q photo, BRHS Archives



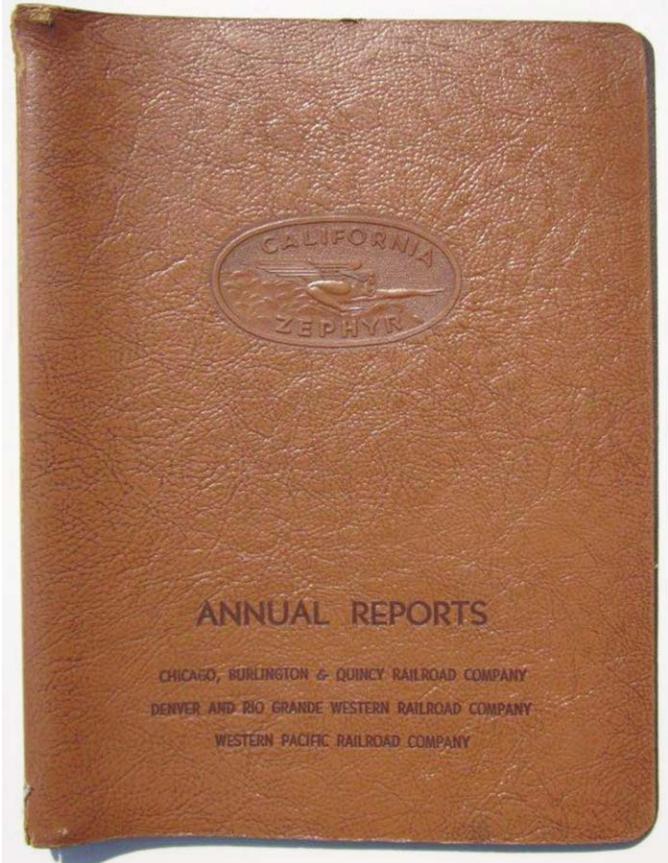
1929 "Redbook" binder. The original size is 9 1/4" x 12 1/2".



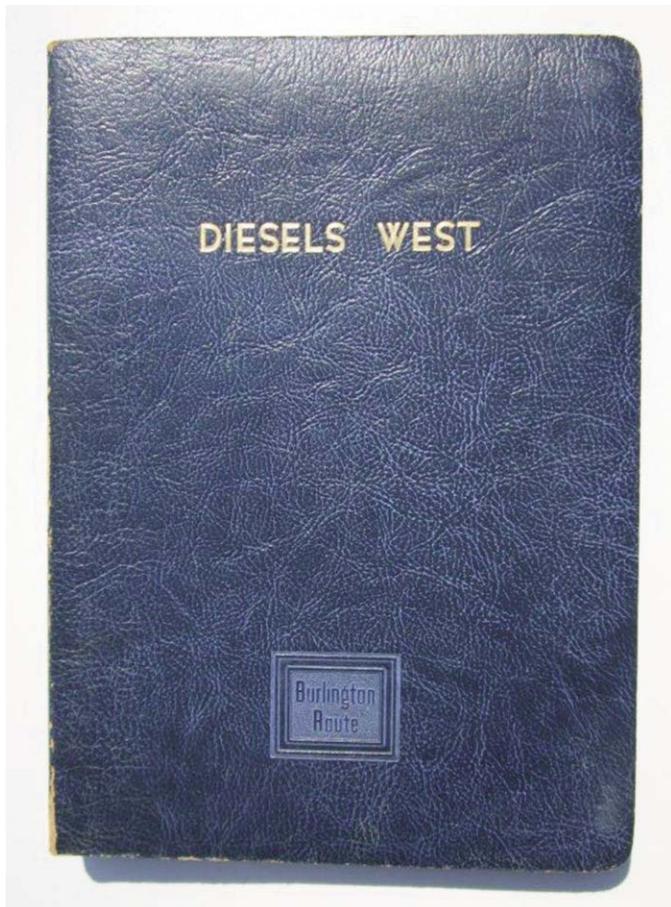
A late 1930's "Life" binder. The original size is 9 1/4" x 12 1/4".



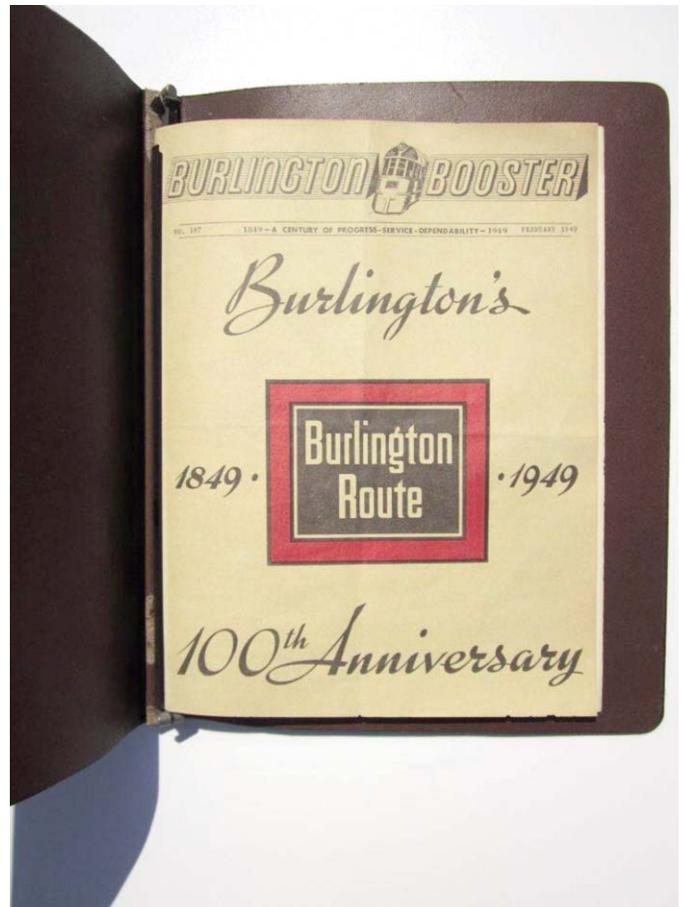
Late 40's or "50's "Newsweek" binder. The original size is 9" x 12 1/2"



A 1949 Annual Reports binder from the "California Zephyr."



1963 blue "Diesels West" binder.



"Burlington Booster" binder with the February 1949 issue.

Continued from page 25

Third, is a *Newsweek* binder from late 40's or "50's. Unlike the first two which were a stiffer, solid leather, this and the next two are a more flexible leather.

Fourth, is the 1949 Annual Reports binder from a 'name' train, the *California Zephyr*, featuring the three owners' (CB&Q, D&RGW & WP) annual reports within on separate torsion wires. As was true in most cases with the CZ, the Burlington set the standards and made the purchases for the 'furnishings' whether in the diners or sleepers.

Fifth, is a blue 1963 *Diesels West* binder for the book published by Kalmbach with the Burlington's cooperation. (a Harry Murphy project!) Note it, and the 1949 binder have three-dimensional 'tooled' logos rather than the applied 'gold' lettering. Like the 1949, it has a pebbled finish.

I am not aware of the Burlington providing 'name train' magazine covers for the *Denver Zephyrs* or *Twin Zephyrs* but do know covers existed even thru the Menk era, at least on major trains. Other books to be given their own named covers included at least two of Richard Overton's. Whether C&S and/or FtW&D used BR logoed covers or had their own markings, I do not know nor am I aware of colors other than brown & blue.

As to how early these covers were used, they obviously predate the *Pioneer Zephyr*. Magazine covers date possibly as early as circa 1900 and were also used in lobbies of better hotels as well as in some libraries. You also see issue #187 (February 1949) of the *Burlington Booster*, a CB&Q publication for employees with a focus on the Chicago Division but reports system-wide. I keep this issue in one of the binders as it was not only the first one I ever found AND is the special centennial issue, it has mention of my grandfather, Loren Lee Edgar - Carman, Grand Crossing Shops (No. LaCrosse), passing away.

Another item given to long distance First Class passengers is this sewing kit, harkening to the day when one mended his or her own clothing on lengthy trips. This is a card-lined plastic material dating to the '30's or later and is a "Harday" brand, a company I cannot find information on.

An even more unique passenger hand-out is this 1890's brass "match safe."

The original "friction matches", replacing the old flint & steel method of lighting fires, candles, lamps, cigars, etc., were invented in the 1830's. As they were hazardous (they could ignite in one's pocket due to the chemicals

used to make the match heads), they required protection in a fire & waterproof container that could be easily carried. Thus brass, tin and even silver & gold match safes made from the 1830's to the 1930's when they disappeared from daily life.

I date it based on the fact that the BR herald has CB&Q reporting marks in the lower half - a practice that ended in 1904 when all the various Burlington affiliated lines were fully merged: B&MR, H&StJ, KCStJ&CB et al.

Prior to 1904, many items had the respective road's reporting marks as part of the BR herald whether stenciled on the side of a box car or printed on a timetable cover. Also the name of P.S. Eustis as the Burlington's General Passenger Agent in Chicago is another date element. As for whether this was a high end passenger handout is evidenced by the fact that one side states, "15 cents in stamps gets another by mail." i.e. if this had been an offer in a timetable, there would be no need to explain how to purchase another (CB&Q for decades offered playing cards, wall

maps, brochures etc either free or at a modest charge via ads in their timetables). I searched my TT's from the 1890-1900 era and do not see match safes being offered, but since this is from the Passenger Department and not the Freight Department, I assume it was indeed given to 1st class passengers, but also available for purchase. And what is a match safe? Prior to match books, wooden matches were often carried in metal cases to keep them dry; the cases also had a serrated edge so the matches could be 'struck' (this has that feature on one side). However match cases were obviously more costly than the later matchbooks, so they were not freely distributed, except to high-end customers.

We'll cover a myriad of CB&Q newspapers and employee publications all the way back to 1900, as well as matchbooks and Freight Department handouts in a future *Zephyr*.

With this article and earlier ones, if you have additional updates, please share so we can include them in a future *Zephyr*.



Above and left, "Harday" sewing kit.

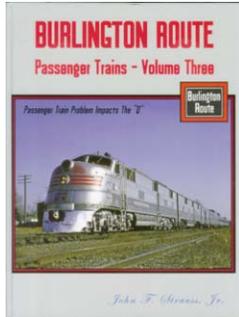


1890's brass "match safe." Original size 4 1/2" x 2 3/4" x 1 1/4" deep.

NEW PRODUCTS

BOOKS

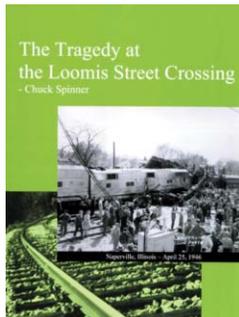
Burlington Route Passenger Trains - Volume Three



Burlington Route's last decades of passenger service is reviewed in depth by John F. Strauss, Jr. in this last volume of the series. There are actual Zephyr consists, as well as GN, NP, WP and D&RGW-Chicago forwarded trains. Included in this 208 page volume are more than 300 never before published long distance as well as local passenger train photographs and BN's single year of operating passenger trains on former "Q" trackage. - **\$49.95**

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The Tragedy at the Loomis Street Crossing



After five years of intense research, author Chuck Spinner has written the definitive story of the Naperville, Illinois train wreck of April 25th, 1946. The collision was the worst in the history of the Burlington Railroad! Chuck has uncovered the histories of the 45 victims of the tragedy, interviewed two surviving eye witnesses to the event, and talked with survivors and helpers at the scene. His family lived just a block from the crossing where the accident occurred. This is a 138-page, softcover book - **\$14.95** - Ebook - **\$3.99**

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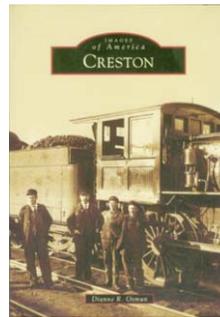
Burlington Route Steam Locomotive Photos from the Roy Campbell Collection



This 148-page, softcover book contains 141 selected photos providing a broad representative sampling of the locomotive roster of the Burlington Route. Most have never been published. Included are unusual photos of shrouded #4001 Aeolus in service, early photos of The Fast Mail, Burlington inspection engines and Zephyrs. Available as either Book for **\$29.95** or high quality scan CD for **\$20.00**.

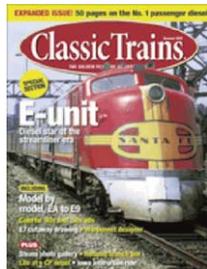
Merrill Publishing Associates
P.O. Box 51
Merrill, Wisconsin 54452
www.merrillpublishingassociates.com

Images of America - Creston



Dianne R. Osmun has selected a variety of images, with the help of the Union County Historical Society, the Burlington Route Historical Society, several longtime residents, and others that illustrate the evolution of a rough and rowdy railroad town to a thriving city that is now the county seat of Union County. Osmun is the vice president of the Union County Historic Preservation Commission, with a background in historic architecture. This is a 128-page, softcover book with 200 images of Creston with never before published images of the CB&Q in Creston. - **\$21.99**

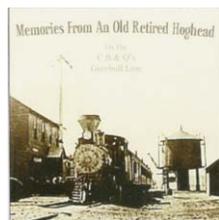
Arcadia Publishing Phone: 843-853-2070
420 Wando Park Blvd. www.arcadiapublishing.com
Mount Pleasant, SC 29464



Classic Trains is a quarterly magazine celebrating the "golden years of railroading." Each issue covers the North American railroad scene from the 1920s to the late 1970s with extraordinary photographs and compelling writing. The current Fall issue contains "O-5 Finale" by Jim Shaughnessy, documenting the the last hurrah of steam on the Burlington when a crop failure in the Soviet Union flooded the Burlington Route with export grain. The power-short road called its O-5 4-8-4s out of storage to aid. The Summer issue contains three articles of CB&Q interest: "E Units: A to 9," by Preston Cook, "Martin Blomberg, Streamliner Designer," By Carl R. Byron and "Inside an E Unit," also by Preston Cook.
Kalmbach Publishing Phone: (262) 796-8776
21027 Crossroads Circle www.ctr.trains.com
Waukesha, WI 53186

CD'S / DVD'S

Memories from and Old Retired Hoghead on the CB&Q's Greybull Line

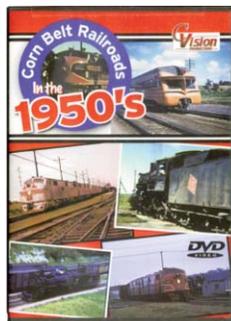


River Ridge Enterprises has a 1 hr. and 8 min. CD of an interview with retired Q engineer O.I. Edwards from Greybull, WY. The interview covers stations from Greybull to Bonneville, WY, and Greybull to Laurel, MT and the Cody branch. Also some information on steam and the early diesels. - **\$14.00**

Dave Todd
2870 Lane 45
Basin, WY 82410.

Corn Belt Railroads in the 1950's - with George Niles

C. Vision Productions takes you back to the 1950's to view classic train movements in Iowa and the Mississippi River Valley in Wisconsin. From the films of the late George Niles, we will view the Rock Island, both Milwaukee Road and Chicago, Burlington and Quincy action at Grand Crossing and a glimpse of the Chicago Great Western. - **\$29.95**



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Ramsey, MN 55303

http://www.cvptrains.com

DECALS

N & HO Whalebelly Hoppers

Microscale has released decals for the CB&Q's GATX whalebelly hoppers in HO and N scale. While no models for this car are available in N scale, HO models are from Q Connection and the Beaver Creek brass.
HO 87-1273.....**\$7.00**
N 60-1273.....**\$5.75**



XM-2A boxcars #41600-41899

Train Detail Works has decals for Chad Boas' XM-2A combo-door boxcar kit. - **\$5.00**



Gerald Glow
1303 De La Garza PI
The Villages FL 32162

http://home.comcast.net/~jerryglow/decals/

S SCALE



THE SUPPLY CAR, LLC is selling plated kits of all the *California Zephyr* Budd cars. Retail price is **\$99.95** per car. See them on the web at: <http://www.thesupplycar.net>.

N SCALE



KATO has announced the *Silver Streak Zephyr* and two versions of the CB&Q's E5 locomotives are available to pre-order from your local dealer. Expected Delivery in October 2012.

(106-090) CB&Q EMD E5A & Silver Streak Zephyr 6 Unit Set, which includes:
 EMD E5A #9909 "Silver Bullet"
 Budd Baggage/RPO #1600 "Silver Sheen"
 Budd Baggage Car #900 "Silver Light"
 Budd Coach #4703 "Silver Gleam"
 Budd Coach #4704 "Silver Glow"
 Budd Observation #300 "Silver Spirit"
 Specially designed bookcase packaging that holds the locomotive and 5 cars with additional room for an extra 2 E5 locomotives - MSRP \$250.00,

176-5401 - N EMD E5A CB&Q #9910A "Silver Speed".....**\$110.00**

Walthers is taking pre-orders on their CB&Q SW-1200 #9273 (920-80152), expected delivery October 2012. DCC-friendly, all-wheel drive & electrical pickup,



5-pole skew-wound motor, die cast underframe, RP-25 Metal Wheels, MicroTrains couplers. MSRP.....**\$99.98**

MicroTrains CB&Q 3-2 Heavyweight Observation Car #87 is painted Pullman green with gold letters. Office car #87 was built 1913 and purchased from Pullman in 1948, with other sleepers. It was converted to an office car in 1951. (#144 00 030).....**\$22.70**
 CB&Q heavyweight paired-window coach built in the 1930s based on Pullman Plan B&O #2882-B. While numbered 6113, it is close to the 5900 series coaches. (#145 00 040).....**\$23.45**



N & HO SCALE



60-seat coach sides for '47 *Empire Builder* and *Western Star*



Dining car sides for '47 *Empire Builder* and *Western Star*

Brass Car Sides has new sides to accurately model the PS 60-seat coaches, GN/CB&Q 1110-1114, and PS dining cars, GN/CB&Q 1150-1155, for the 1947 *Empire Builder* and *Western Star*.

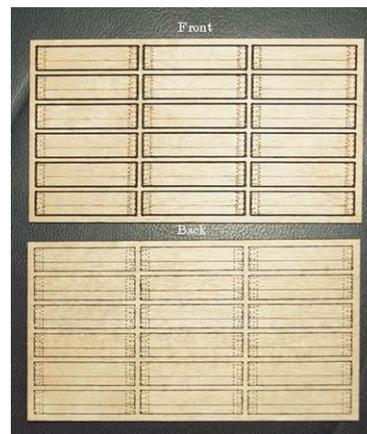
#173-74 HO GN/CB&Q 1110-1114 PS 60-seat coach.....**\$33.75**

#173-75 HO GN/CB&Q 1150-1155 PS dining car.....**\$33.75**

#173-574 N GN/CB&Q 1110-1114 PS 60-seat coach.....**\$23.75**

#173-575 N GN/CB&Q 1150-1155 PS dining car.....**\$23.75**

To order visit <http://www.brasscarsides.com>



Great Lakes Models is selling N and HO scale laser-etched wood Grain Panel doors for grain hauling in boxcars. These may be used inside boxcars, or laying on the ground next to grain elevators with rail service.

Made from actual laser cut wood, these tiny accessories add the perfect amount of prototypical dimension to layouts everywhere!

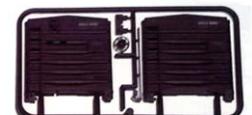
N Scale (18 panels).....**\$5.46**

HO Scale (18 panels).....**\$8.95**

Great Lakes Models
 N1510 State Road 32
 Oostburg WI 53070

See them on the web at: <http://www.greatlakesmodels.com>

HO SCALE



5th Avenue Car Shops is selling Burlington Refrigerator Express (BREX 76252) and National Car Company (MNX 1953) Steel Plug Door Refrigerator cars from new Accurail tooling. Both cars have yellow sides, brown ends, silver roof and a July 1952 build date. 3 additional overlay numbers available for each. The BREX car has a full-color herald that was added in October 1952 and modified capacity markings. The MNX car has black lettering with "Return to Pacific Jct. Ia." and "Meat Rail" lettering.

MSRP **\$16.00** each, or **\$14.00** for 4 or more cars



Tim VanMersbergen photo

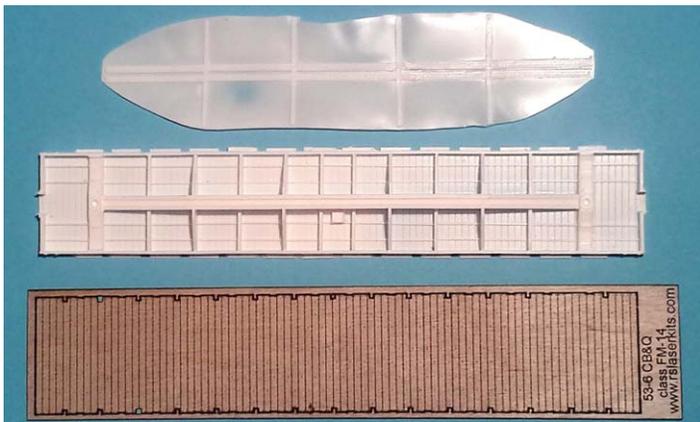
Chad Boas is offering resin sides for the CB&Q 40' XM-2 combination door cars from the CB&Q #41000-41899 series. Use these with the improved dreadnaught ends available from Branchline/Atlas and an Accurail underframe. BRHS member Dave Sarther is the driving force behind these. MSRP..\$13.00 **Chad Boas** is also offering a resin and laser-etched wood kit to build a CB&Q FM-14 flat car. The 3-part kit includes the resin body, a resin sheet containing the rivet strips for the underbody, and a laser-etched wood deck. MSRP...\$15.00 - Shipping \$5.00 Contact Chad at (765) 448-2846 or email at chadboas@yahoo.com



Q Connection is offering a new "Signs Along the Right-of-way" set, which makes over 65 assorted, prototypically correct signs!! Included in this set:

- Custom Laser-cut Wooden Signs
- Custom Decal Sheet
- Copy of BRHS Standard Sign Data Sheet #1

MSRP..\$26.95
Q Connection, 925 Kensey Court, Plano, IL 60545
or see them on the web at www.QConnection.biz



Accurail is also selling 40' Steel Plug Door Refrigerator Cars (BREX 76058) with a full-color herald. #8502 - MSRP..... \$15.98 Also available are two decal sets for additional cart numbers: #8502ADECAL & #8502BDECAL - Each \$4.00

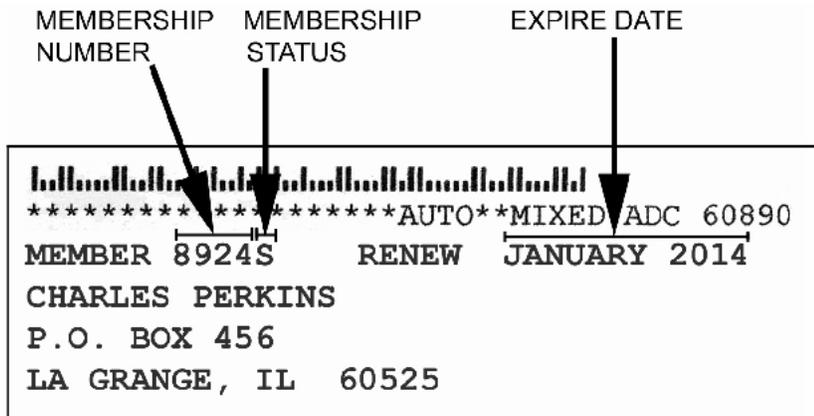
WHAT DOES MY MAILING LABEL TELL ME?

All you need to know about your BRHS membership status can be found on the computer-generated mailing label used to send our publications. The diagram below explains the contents of that label. Always check the label for accuracy and advise us of any discrepancy. Please notify the Society of any address change or correction on a timely basis. The Postal Service penalizes the Society (as a non-profit mailer) three times the first class rate on pieces returned, which, in turn, have to be remailed at first class rates.

When joining the Society, you are assigned a membership number which remains constant as long as you are a member in good standing. This number and

your membership status, (R)egular, (F)amily, or (S)ustaining, appears in the upper left corner of the label. If your membership is allowed to lapse, your number and membership record will be purged from the computer file; should you reapply, a new number will be assigned.

Memberships expire on a quarterly basis; thus renewals become due on January 1, April 1, July 1, October 1, depending upon the time you joined initially. Your expiration date appears in the upper right hand corner of the label. Please renew promptly; all notices are sent by first class mail approximately one month prior to your expiration date.



MOVED OR MOVING?

Please notify the Society if you have moved or are in the process of moving. Following each Society mailing, the Post Office returns several pieces as "not forwardable." The expense of retrieving such mail has increased dramatically of late and should a new address be obtained, additional expense is incurred in re-mailing. Address changes (including your membership number) should be directed to the BRHS Membership Services, P.O. Box 456 LaGrange, IL 60525.

MEMBERSHIP RENEWALS

Membership renewal dates are January 1, April 1, July 1 and October 1. Your renewal date is printed in the upper right corner of the address label used in mailing our publications. Under the terms of the Society's By-Laws, membership is terminated sixty (60) days from the beginning of the period for which dues were payable. The By-Laws do not have a provision for retroactive payment. Please make a point of renewing on a timely basis. All correspondence concerning membership matters, including dues payments, should be directed to BRHS Membership Services, P.O. Box 456, LaGrange, IL 60525. Be sure to include your membership number.

EXCHANGE PLACE

WANTED: Rupert Gamlen in New Zealand is looking for ORERs for 1886 and 1889. These are the last two he needs to have the full run of the Q for his car roster. If you have these, or know how to obtain copies, contact Rupert via email at gamlenz@ihug.co.nz, or drop a note to the BRHS *Zephyr* Editor.

WANTED: CB&Q, C&S steam locomotive hardware, number plates, builder plates, whistles, headlights, etc. Contact Mike Connor, Phone: (402) 551-8698 or email him at mpconnor@cox.net

FOR SALE: Con Cor High-headlight 3-unit Zephyr. Asking \$400.00, but will consider reasonable offers. Contact Richard Howell, Phone: (713) 681-9672, or email him at: rhhowell@swbell.net

ERRATA - UPDATES

Zephyr No. 64 was incorrectly identified as issue 1-11, while it should have been numbered 1-12.

Bill Jelinek's photo on the cover of *Zephyr* No. 64 was not captioned, but is an image of the equipment preserved at the Galesburg Railroad Museum. The locomotive is the CB&Q 3007, followed by CB&Q RPO 1945, then CB&Q 2645, Pullman 12-1 Parlor car, the *Meath*.

Zephyr No. 64 page C1 incorrectly identified the winner of the Diesel – Passenger category. The excellent *Silver King* & *Silver Queen* models were entered by Bob Tyson.

The publicity photo on the back cover of *Zephyr* No. 64 shows four SD-24's followed by new / repainted equipment. The front two units are numbered 504 and 503, but the rear two units appear to be unnumbered. Checking the publicity photos in *Burlington Bulletin* No. 47 (the SD's Part 1), the other two units are indeed numbered - 502 and 501. The location of this photo was identified as the US Highway 6 overpass just east of Havelock, NE, looking to the northeast.

VOLUNTEER POSITIONS AVAILABLE

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

VICE PRESIDENT - OPERATIONS

We are looking for an individual that would be responsible for coordinating the operations of the BRHS. This person works closely with the President and the BRHS Board of Directors to ensure that all of the activities and meets of the BRHS are successful. Responsible for overseeing the spring and annual meet and searching for volunteers to host them.

VICE PRESIDENT - MEMBERSHIP

Allen Moore has indicated he would like to vacate the position of Vice-President of membership but is willing to stay on for a while until we can find a replacement. The person filling this position should be familiar with Excel spreadsheets, as this is how we maintain our membership database.

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.

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.

MAIL COORDINATOR

We are looking for a person who would 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.



2013 SPRING MEET

April 13, 2013

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

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

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

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

ZEPHYR #65 CONTRIBUTORS

Richard Anderson	Bryan Howell
Brian Ambrose	Bill Jelinek
Jim Aronholt	John Lewis
Mike Bartels	Newberry Library
Craig Brinkman	Ken Martin
Burlington Public Library	Rory Murchison
	Lenny Ohrnell
	Jeff Pape
	Leo Phillipp
BRHS Archives	Pullman Company
Des Moines County Historical Society	Sanborn Company
	Robert Schmidt
	Mike Spoor
Gerald Edgar	Phil Stepek
Norm Erickson	Gene Tacey
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Bill Ewinger	Casey Thomason
Jim Ewinger	Hol Wagner
Lewis Foster	Phil Weibler
Bill Glick	Tom Whitt
Google™	Brad Williams
Tom Gray	Mike Woodruff
Steve Holding	Chuck Zeiler

ZEPHYR EDITOR David Lotz

WHERE TO WRITE

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

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

For all correspondence pertaining to membership including renewals:

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

Archives:

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

For all matters pertaining to finances:

Contact the BRHS Treasurer at:
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
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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.

BRHS DIRECTORS

(effective September 2012)

Bryan Howell
Bill Jelinek
Dick Kasper
Leon Ploger
Jim Singer
Gene Tacey
Tom Whitt

OFFICERS

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

