

THE Zephyr

Burlington
Route

BRHS NEWSLETTER

ISSUE 1-13 NO. 66

ST. PAUL 2012 ANNUAL MEET

as reported by Bryan J. Howell, Tom Johnson, Scott Stearns, Craig Lattery and Adam Kosel



Downtown St. Paul, Minnesota, as viewed from the south end of BNSF's Dayton's Bluff Yard. - Dave Lotz

Fans of the CB&Q gathered September 13th - 16th in St. Paul, Minnesota for the 2012 Fall Meet. Headquarters for the meet was the Holiday Inn I-94 St. Paul East, not too far from the site of the Q's former Dayton's Bluff Yard and near the end of the Q's mainline from Chicago. Those that arrived on Thursday had the opportunity to attend the first scheduled event, a dinner trip to the Gopher State Railway Museum outside New Prague, MN. The bus left the hotel at 3:45 pm and arrived on-time at the museum. There, attendees were greeted by GSRM President Adam Kosel, who directed everyone to a large tent. Once in the tent, Adam gave a short presentation on the GSRM and introduced the GRSM volunteers in attendance. The group was

then split into three smaller groups to tour the property. The first stop was a ride on a Northern Pacific speeder on a stretch of track about 200 feet in length that ended next to Northern States Power SW-1 No. 4, which is ex-CB&Q No. 9146, CBQ NE-4 waycar No. 14534 and a plug door boxcar. The next stop was a wagon ride pulled by a Farmall H tractor that took guests around the entire property to the final stop, a tour of GN business car *Manitoba* and a Milwaukee Road bay window caboose, along with the museum's meeting building that looks like a railroad station complete with a platform and display track.

Following the tours, dinner was served and consisted of hamburgers, hot dogs, baked beans, chips and coleslaw. A local bakery provided dessert

consisting of excellent brownies and lemon bars that were still being talked about on the ride home. Following dinner, Adam took center stage once again and pulled names for a raffle consisting of coffee mugs with the Burlington Route herald on one side and the year and date of the meet on the other and mousepads featuring E5 No. 9911A, the *Silver Pilot*. GSRM member Chuck Tuma then handed Adam a CB&Q track worker's chisel as a final raffle item for one lucky recipient. By this time, it was starting to get dark and getting to be time to head back to the hotel. The attendees thanked Adam and his crew of volunteers and let them know how good of a time they had and wished them luck in the future as the museum continues to grow.

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Registration desk as manned by Nancy and Scott Stearns and Cy Svobodny. - Dave Lotz

THE MEET IN PHOTOS



Bob Hayward takes a spin on the velocope at the Gopher State Railway Museum on Thursday. - Gene Tacey



BRHS members join BRHS Director Bill Jelinek riding the GSRM's NP track speeder with an oversized bell. - Gene Tacey



Northern States Power SW1 #4, ex-CB&Q No. 9146. Welding a lantern on the cab is familiar icon, Reddy Kilowatt, created in 1926. - Both Gene Tacey



The Morning Zephyr tour's first stop was BNSF's Northtown facilities. Looking south we see a large number of Oakway SD-60 lease units lined up and the Minneapolis skyline in the distance. - Bryan Howell

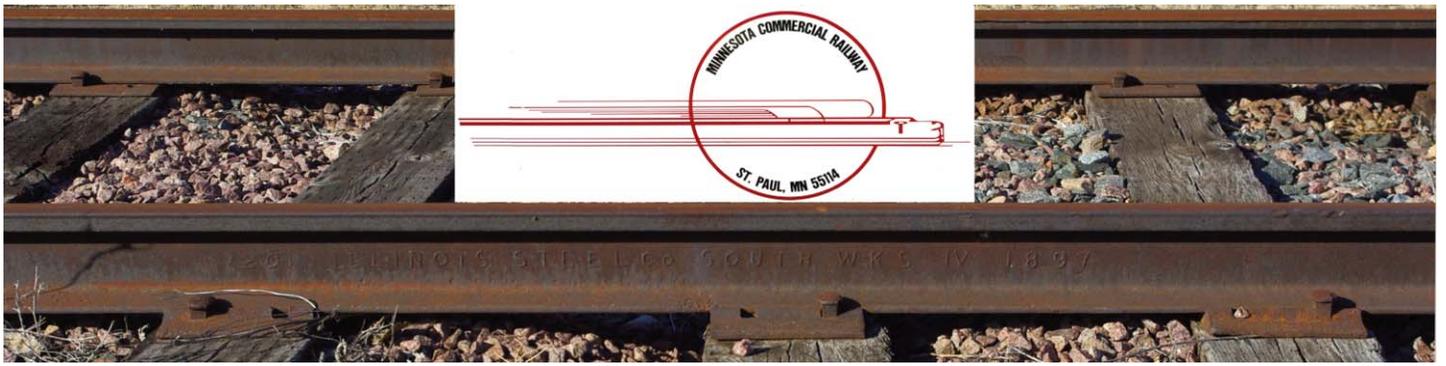


The folks that made the Northtown tour happen. (R-L) Bryan Howell, BRHS; Phil Mullen, Twin Cities Terminal Superintendent; Tom Albanese, General Manager, Twin Cities Division; Amy McBeth, BNSF Director of Public Affairs.



BNSF Rotary No. 972551 being inspected and prepped for winter. Grant Law looks over towards two units being overhauled. - Both Bryan Howell





The *Afternoon Zephyr* tour's first stop was the facilities of Minnesota Commercial. MNNR B30-7 No. 88 (ex-SLSF 866), and yard slug T-3 (ex-CR 1969 B23-7) are being filled with sand. - Dave Lotz



Leading the tours was Minnesota Commercial employee, Scott Wardrobe (blue hardhat), here giving details about MNNR Commercial Transload Division's No. 1, ex-Canadian Pacific S13. - Dave Lotz



The eclectic line-up of motive power along the Minnesota Commercial mainline (ex-Minnesota Transfer / CMSt.P&P) just south of Amtrak's Midway station. - Dave Lotz



Minnesota Commercial's first slug unit, T-1 "Sluggo" will soon be scrapped due to a cracked frame. Take a close look to see the cut marks around the unit's nickname. - Dave Lotz



The railroad's last SW-1200 switcher, No. 200 (ex-MILW), was also observed in the middle of an engine rebuild process. - Dave Lotz



Photo of the *Morning Zephyr* tour group taken on the recently acquired and painted GE B39-8E (ex-LMX) No. 58. - Bryan Howell.

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Friday morning dawned clear and cool and helped build the excitement for the day's tours. The *Morning Zephyr* departed the hotel shortly after 8 am and began to head to BNSF's Northtown Yard. Along the way, a detour was made so passengers could view the Great Northern Stone Arch Bridge in Minneapolis. Upon arrival at Northtown Yard's Operations Building, Amy McBeth, BNSF Director of Public Affairs greeted the group and took them inside. BNSF provided a light breakfast of muffins, fresh fruit, coffee and juice to the group, along with a BNSF hat. A brief presentation was then given by Ms. McBeth, Tom Albanese, General Manager of the Twin Cities Division, and Phil Mullen, Terminal Superintendent, on the BNSF in general, along with a more detailed look at the Twin Cities Division, which covers the state of Minnesota, the eastern half of the Dakotas and northwest Iowa. Following a safety briefing, it was off to the yard for a tour of the Northtown Diesel Shop.

To get to the diesel shop, the group had to cross the east running tracks via a pedestrian bridge and many of the group stopped to take in the views of the yard and Minneapolis skyline, as well as take photos. Once reassembled outside the shop, the group received another briefing from tour guide Doug Wagner, Shop Superintendent. The first stop on

the tour was the area where traction motors are changed out and wheels trued. Two locomotives were in this part of the shop and workers were working on one of them. Also in this area was a BNSF rotary snow plow that shop forces are working on in preparation for the upcoming winter. The next stop on the tour was the heavy repair area of the shop. After a walk through this section and a quick stop in the shop office, it was on to the servicing area, where locomotives are inspected and minor repairs are performed. Next, the group went upstairs to a conference room and viewed a video on the Electronic Train Management System, BNSF's version of Positive Train Control. The tour could have continued longer, but it was time to head to the next stop. Thank you to our hosts, Amy McBeth, Tom Albanese, Phil Mullen, Doug Wagner and the numerous proud BNSF employees that were excited to tell us about what they do and show off their hard work.

The *Afternoon Zephyr* departed the hotel right on schedule at 8 am and began to head to the Minnesota Commercial Railroad in St. Paul. Upon arrival at the Commercial's shops, Minnesota Commercial employee Scott Wardrope walked and escorted the group throughout the facility and grounds where members of the group viewed and photographed the railroad's collection of GE and Alco locomotives

along with their assorted freight and passenger equipment. A brief history of the MC was given by Scott (and expounded by BRHS member Tom Johnson), along with a few humorous tidbits wrapped around the MC passenger equipment that the owner uses as his home away from home when in town. The group found some very rare and unique freight cars that were then well photographed. The MC owns a few slug units and members of the group noticed that their first slug unit, T-1 (Sluggo), had torch cut marks around the slug's name. After raising a question concerning it, the group found out that the slug unit had been damaged (cracked frame) while in service and was due to be scrapped. One of the Commercial's employees requested and was granted permission to cut out and keep the name off the unit.

In walking around and through the roundhouse, the group got a good look at all the units present. One find was an ex-LMX unit recently acquired that was in the process of being prepped for painting. The railroad's last SW-1200 switcher, No. 200, was also observed in the middle of an engine rebuild process. Scott said the old engine was found to be too far gone, so another engine was acquired to replace it, but they were finding it almost impossible to find parts. The rebuild has been put on hold and

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The *Black Hawk* tour started at the St. Paul Union Depot, whose \$243 million renovation was nearing its completion. - Scott Stearns



A view inside the front doors of the headhouse, which is now used for dining, banquets and receptions. - Scott Stearns



The spacious concourse with 9 gates to the right, leading to platforms which at one time served 18 tracks. - Scott Stearns



Looking out on the new platform for Amtrak's twice-daily Empire Builder. In the 20's there were 282 train movements daily.. - Scott Stearns



Inside, we found the Milwaukee 261 undergoing complete rebuild, and at this time, was just beginning to receive protective lagging. - David Lotz



ALCO Schenectady Shop builder's plate, cab numbers and class marking of the Milwaukee 261. - David Lotz



The 261's tender was parked outside the shop's east door. The stoker auger can be seen leaning against the tender front. - David Lotz



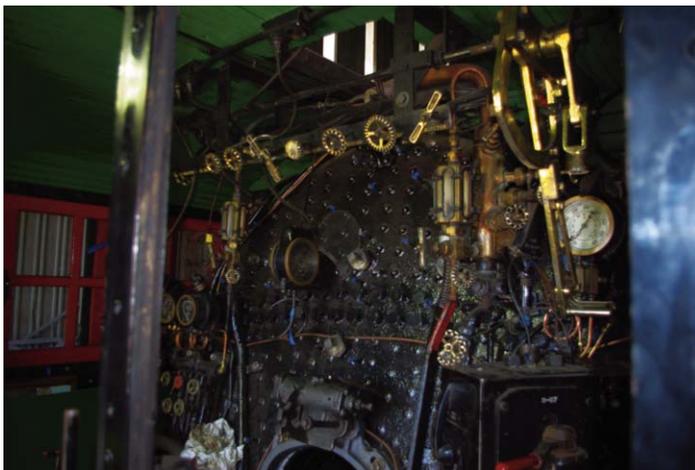
Receiving final instructions before entering the shop, one BRHS member stretches to get a shot inside the tender. - David Lotz



With hard hats in place, all were allowed to visit the pit. - Dave Lotz



NSR 1938, the tool car that accompanies the 261. - Dave Lotz



A view of the 261's backhead through the cab window. - Dave Lotz



All three tours had lunch in the "St. Croix Valley." - Dave Lotz

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there is talk of potentially selling or scrapping the unit. For the Alco lovers, it was a wonderful chance to see the old Alcos up close. The only thing that could have topped it was to stand next to one running with the burbling engine noise whispering in one's ears. A huge thank you is due to host Scott Wardrope and the Minnesota Commercial Railroad for the time and patience in allowing the group on the property. This tour almost did not happen due to a miscommunication, but the shop employees did not bat an eye and quickly found Mr. Wardrope who ran with it and graciously worked with the group.

Upon departure from the Minnesota Commercial Railroad, the *Afternoon Zephyr* was ahead of schedule, so a quick trip was made to a locally known railfan hotspot just off University Avenue across from the old Soo Line Shoreham Shops and just south of Northtown Yard. While there, the group got to see a couple of freight trains pass by and caught the late eastbound Empire Builder go by. The EB had a unique second unit and private varnish on the tail end. After about 45 minutes of railfanning, it was time to head to lunch.

The *Black Hawk* tour left the hotel at 8 am as well, with their first scheduled stop at the St. Paul Union Depot (SPUD). On the way, the bus took a route that gave some great views of the Dayton's Bluff area and came in past the old Great Northern headquarters building on Kellogg Blvd. For the first time in over 40 years, passenger service is coming back to the city of St Paul and SPUD will be the focal point. When it first opened in the 1920s, SPUD hosted nearly 300 trains per day from several railroads. When it is fully functional again, SPUD will once again become the Twin Cities stop for Amtrak services. Along with long-distance passenger rail, SPUD will be the St Paul terminus for the light rail line to Minneapolis, host commuter rail originating in Hastings, host additional light or commuter rail from suburbs to the east and north, be the downtown terminal for regional bus service and be equipped to handle the proposed future high-speed rail to Chicago.

The areas inside of SPUD (the headhouse and concourse areas) are being restored to their original glory. This includes the original colors, woodwork, ceilings and decorations around the walls of the concourse area. The headhouse will have multiple upscale restaurants as well as two floors of residential housing and meeting rooms. The concourse area will once again be the central area for passenger activity. Access to buses, commuter trains and Amtrak will be through the concourse.

New ticket areas are being built at the street level off of Kellogg Blvd. so passengers can avoid going through the headhouse if they wish. The light rail line from Minneapolis will drop off outside the front door of the headhouse. All other types of transportation will use the original track area and be accessed from the concourse. Group members were escorted through the construction areas and were able to see firsthand the work being done on the station.

Following the stop at SPUD, the *Black Hawk* made a brief stop at Scale Model Supplies on Lexington Ave. in St. Paul. This is one of the largest model railroad hobby shops in the area. Most everyone on the bus seemed to find something there to take home. Also, the store owners were gracious enough to turn on their art deco neon ZEPHYR sign that used to be located in SPUD - over the gate used by the *Morning* and *Afternoon Zephyrs*. This was a special treat for all in attendance.

All tours converged at the Harrison Street Shops of the Milwaukee Road No. 261 steam locomotive. The *Afternoon Zephyr* and *Black Hawk* groups were given a tour of the shops by Steve Sandburg, the head of the 261 group. The *Morning Zephyr* group arrived a little later and was given a tour by 261 Fireman Ed Selinsky. Highlights of the tour included the No. 261 itself, which is nearing completion after an overhaul, and their ex-Norfolk & Western business car *Lambert's Point*. Following the tour, box lunches were provided and enjoyed in the lounge car *St. Croix Valley*. Some attendees then chose to photograph the passing rail traffic on the BNSF Midway and Wayzata Subdivisions before the tours went on their separate ways once again.

The *Morning Zephyr's* afternoon tour stop was at the roundhouse and shop of the Minnesota Commercial Railroad in St. Paul. Minnesota Commercial employee Scott Wardrope escorted this second group through the facility and grounds while members of the group viewed and photographed the railroad's collection of GE and Alco locomotives. Before leaving, a group photo was taken on the recently acquired and painted GE B39-8E No. 58. The *Morning Zephyr* then stopped at Scale Model Supplies before driving past St. Paul Union Depot and the Canadian Pacific ex-Milwaukee Road St. Paul Yard and shops before returning to the hotel.

The *Afternoon Zephyr's* afternoon tour stop was the office of the short line Progressive Rail in Lakeville. Progressive Rail employee Joe Fehr escorted the group through the facility providing a very detailed and in-depth history of the company's beginnings and

growth through the years while members of the group viewed and photographed all there was to see. Before leaving, the group was taken to a close-by industry lead where one of the railroad's SW-1500s with a restored ex-Minneapolis, Northfield & Southern caboose rolled up. The group then boarded the caboose and was treated to a short train ride. Joe played an awesome tour host and gave a fully guided tour as the train was pulled down the tracks, describing all of the businesses served along the way including types of cars and general frequency of cars used. Upon reaching the end of the line, the SW-1500 then pushed back to just past the company offices. Tour members were then given the opportunity to get all of the photos they desired of the locomotive and caboose before heading back to the hotel.

The *Black Hawk* tour moved on to the Minnesota Transportation Museum and the Jackson Street Roundhouse. This was not a normal operating day for them and they graciously opened their doors for the tour. The museum staff had several of their volunteers on hand to act as tour guides and answer questions. The tour included a behind the scenes tour of the restoration shops (located in the roundhouse). The highlight of this part of the tour was the newly refurbished CB&Q NE-10 waycar No. 13500 which was originally built in the Aurora Shops.

The group was then granted access to the back shops and yard area where something is always under construction. While roaming through the yards, attendees were treated to a ride on the turntable that was originally located at the Harrison Street roundhouse (on the grounds of the current home of the No. 261). The volunteers were more than willing to give personal tours through the equipment inside the roundhouse museum area and also provided instruction on their diesel simulator.

The final portion of the time at Jackson Street Roundhouse was spent with members of the Great Northern Railway Historical Society and Northern Pacific Railway Historical Association, which are also based at the roundhouse. This included a tour of their archive area which is located beneath the roundhouse floor. It was a humbling feeling to be standing amongst so much history for these two railroads. Following a final run through the museum area and a stop by the gift shop, with a few museum memberships being purchased, it was time to head back to the hotel.

After a quick dinner, it was time to re-board the bus for a trip to Lakeville and Jeff Otto's Missabe Northern layout.

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Railfanning beside the 261's Harrison Street facility as a BNSF intermodal passes on the Midway Subdivision. - Dave Lotz



The *Afternoon Zephyr* tour group catching trains off of University Avenue just south of the BNSF Northtown yards. - Dave Lotz



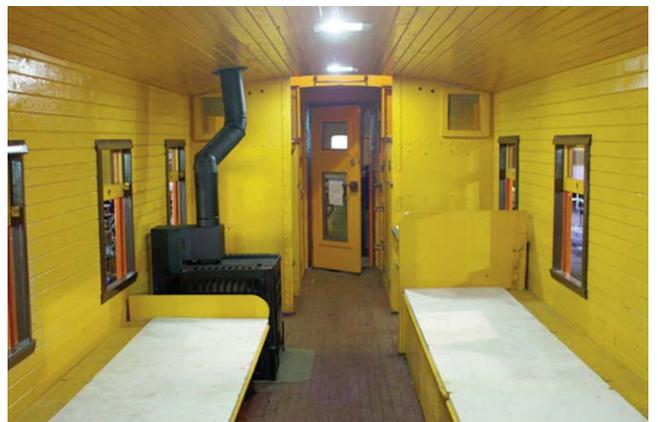
Unfortunately, the train led by BNSF No. 1027 above, stopped and this was the only shot we could get of Amtrak's *Empire Builder*! - Dave Lotz



The Minneapolis skyline behind the famous James J. Hill Stone Arch Bridge across the Mississippi River. - Dave Lotz



The *Black Hawk* tour group are all smiles (except it appears Ken Martin is catching a quick nap) after having lunch and are on the bus headed to the Minnesota Transportation Museum. Here, they found Q doodlebug No. 9735 (right) and recently restored NE-10 waycar 13500. - Above & below Scott Stearns, right upper & lower Ken Martin.





The *Afternoon Zephyr* group proceeded to the headquarters of Progressive Rail in Lakeville. - Dave Lotz



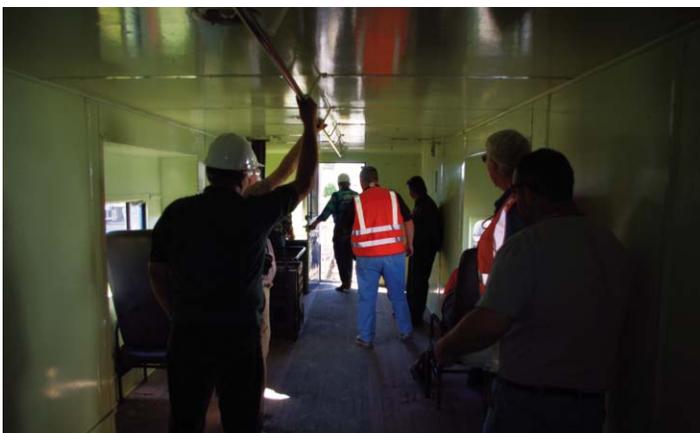
Posed outside the freight house was this ex-MN&S XML boxcar, built in November 1952, last lettered MNTX No. 408. - Dave Lotz



Inside the freight house were these two box cars, CSX and Wisconsin Central No. 27755. - Dave Lotz



The rail crew was finishing up their day's assignments and prepared the ex-MN&S bay window caboose for our ride. - Dave Lotz



Riding the caboose from the freight house to the end of the line and back, hearing about the industry they serve at this location. - Dave Lotz



Posed in the sunlight for a photo op, the PGR's SW1500, No. 37, built by EMD in 1966, and the MN&S caboose were stars! - Dave Lotz



The Ladies tour visited the mansion of Great Northern rail baron, James J. Hill shown above and later St. Paul's cathedral. - Gene Tacey



Posed on the grand stairway inside the mansion are the ladies of the BRHS. - Gene Tacey

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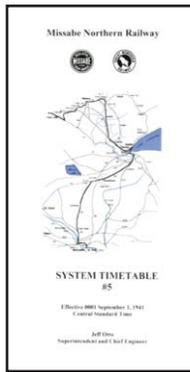
Jeff is retired from the Chicago & North Western railroad and had his home built to accommodate his 3,700 square foot HO scale layout. The two main railroads on the layout are the Great Northern and Duluth, Missabe & Iron Range in the Minnesota ore country northwest of Duluth. Another part of the layout runs down to the Twin Cities and includes many of the railroads there, including the CB&Q. Those entering the basement of Jeff's home for the first time are taken aback at the size of the layout, especially the DM&IR's Docks 5 and 6 in Duluth, which are the first things one sees.

Jeff spent about 30-45 minutes going over his railroad with the group, including background, rules and operating procedures. Next, jobs were assigned with the 30 some attendees all getting a train to operate, but a few were overwhelmed and chose to observe instead. An operating session then commenced and lasted about 2 hours. The Missabe Northern utilizes a 4:1 clock speed, so 8 hours elapsed during the session. As everyone got to work, the railroad came alive with 20-30 trains operating at the same time thanks to Digitrax DCC. Members of Jeff's regular operating crew were on hand to help fill jobs and act as dispatchers, but there were still not enough people for all the jobs. As a result, trains were not where they needed to be as the session progressed and people were looking for another train to operate. Before everyone knew it, it was after 10 pm and time to head back to the hotel. A very big thanks to Jeff Otto for opening up his home and his layout for us. Jeff commented that this was the first time a coach bus brought a group to his layout, much to his delight.

The first order of business on Saturday was the Annual Meeting, where President Gene Tacey and the members of the Board in attendance updated the members on the state of the Society. At the conclusion of the meeting, it was time for the swap meet in the ballroom of the hotel. There were about ten vendors selling their wares in one half of the ballroom with the other half of the room being occupied by a layout provided by members of the Minnesota Free-mo Modelers. Thanks to a few BRHS members, the layout was filled with a nice selection of CB&Q models. The model and photo contests were set up across the hall by late morning and while the turnout was small, the quality was top notch.

Following lunch, there was an expansive slate of clinics to choose from with two clinics running simultaneously. In the first round of clinics, local Twin Cities photographer Dan Kwarcianny

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Jeff Otto (right) invited everyone for a grand operating session on his enormous Missabe Northern Railway model railroad. - Dave Lotz



The DM&IR ore docks 5 & 6 at Duluth are the highlight of the layout, which has 4,200 feet of hand-laid code 70 track. - Dave Lotz



Steelton Steel Mill is seen on the lower level with Proctor Hill behind and Proctor Yard on the back side. - Dave Lotz



Jeff's railroad, covering 3,700 square feet, is radio-controlled with the Digitrax DCC system and is about 96% complete. - Dave Lotz



The BRHS's Annual Business Meeting early Saturday morning is always an interesting event. - Dave Lotz

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went over the current railroads that cover the Twin Cities utilizing his expansive portfolio while Greg Smith shared a sampling of CB&Q photos from the line between St. Paul and La Crosse that he collected while doing research for his layout. The next round of clinics included Jeff Otto describing the operating system he uses on his model railroad and Bill Dredge showing how to model a Q E5 using a Proto 2000 E6 unit. The final round of clinics had Craig Lattery demonstrating chalk weathering for model locomotives while Andy Koetz showed slides from his father Bob's collection covering the Q and other railroads in Minnesota. The clinics were followed by the Railroader's Roundtable. Participating in the roundtable were John Kennedy, a former Milwaukee Road tower operator in the Twin Cities and John Goodman, a local rail employee and former owner of a Q passenger car that was kept at the former Q coach yard in Minneapolis.

While the men were talking trains, the ladies were out touring sites in St. Paul. The first stop was the James J. Hill House, a name which any Q fan will instantly recognize. The ladies were treated to a fantastic tour of the house before heading down the street to the St. Paul Cathedral for another tour. A lunch stop at Fabulous Fern's was then made followed by shopping along Grand Avenue. Before heading back to the hotel, a stop was made at Izzy's Ice Cream to sample their famous ice cream. Thank you to Sharon Hendricks for another great day!

Back at the hotel, it was time for happy hour followed by a banquet

dinner. A dinner crowd of 65 enjoyed a fantastic meal of roasted chicken, roasted pork and chicken wild rice soup followed by chocolate cake for desert. While eating, a DVD of CB&Q footage from around the Twin Cities and Wisconsin was shown. Gene Tacey took the podium after dinner and had Tom Johnson introduce the people that helped put the meet together. Gene then announced the winners of the Fuka-Miekiszak and Corbin Awards. The Fuka-Miekiszak Award will be presented to the Newberry Library with the Corbin Award going to Mike Spoor. Bill Dredge was then invited to the podium to announce the winners of the model and photo contests. Up next was the raffle of books, locomotives, magazines, freight cars, modeling supplies and other assorted items that were donated by vendors from the swap meet and by private donors and hobby manufacturers. The proceeds from the raffle benefit the BRHS and are used for publications and activities. Everyone received at least one item and items left over were saved for the Spring Meet. The last event was the evening presentation from John Kennedy. John is a prolific photographer of railroads and brought a selection of slides covering the Q in the Twin Cities and Chicago. Also included were slides of his trips on the California Zephyr while in the Navy. The presentation could have lasted all night, but it was getting late and many people had a long drive home in the morning, so it was time to say goodnight.

One final event was held Sunday morning for those that hadn't left yet.

Guests enjoyed a breakfast buffet followed by two additional presentations. The first presentation was from the Ramsey County Regional Railroad Authority on the renovations and upcoming return to service of the St. Paul Union Depot. This presentation turned out to be very short, so Jim Singer stepped in and gave a presentation on modeling secondary trains of the Upper Midwest.

After the presentations, it was time to part ways and head for home. Many attendees took advantage of the beautiful fall day to get in some railfanning or a visit to one of the local museums before heading out. Special thanks are due to those that helped with the meet, including host Tom Johnson and the members of the meet committee: Bryan Howell, Scott and Nancy Stearns, Bill Dredge, Cy Svobodny, Phil Hanson, Bill Jelinek, Craig Lattery and Greg Koon. Thanks are also due to Sharon Hendricks, Gene Tacey, Jim Singer, Adam Kosel, Cori Erickson and the staff of the Holiday Inn St. Paul East, all the clinicians and tour hosts and everyone else that helped out on some way to make this a memorable meet!



The Saturday evening banquet at the Holiday Inn. BRHS director, Bryan Howell and Nancy Stearns are preparing for the distribution of the great treasures during the raffle. - Dave Lotz



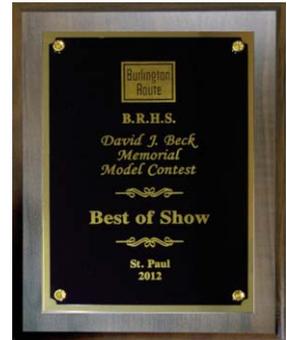
2012 ST. PAUL MODEL/ PHOTO CONTEST RESULTS

All model photos by David Lotz

All models pictured are HO scale unless otherwise noted

STEAM

Best of Show



First Place: Jerry Lundeen - CB&Q Class G4 0-6-0 No. 1650. This brass model was scratch-built utilizing Oriental, PFM, Nickel Plate, Precision and Cal-Scale parts. Special brass castings from Roger Miller were also used. This loco was the oldest of its class to serve the railroad until the early 1950s. In its years prior to retirement, it was assigned to Rock Island for industrial switching in Moline and East Moline. The primary reason for its longevity was the bridge to access the Republic Iron and Steel facility, which was one span of the 1868 Mississippi bridge at Burlington, Iowa. (I apologize for the blurred image of this model, but it was the best one I had)

DIESEL - PASSENGER



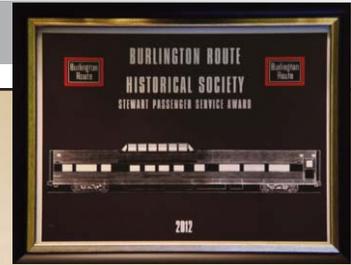
First Place: Greg Koon - CB&Q E8 No. 9943A. This is a LifeLike Proto 2000 model with added paint and details. Firecracker antennas, multi-chime horns were installed and trucks painted silver. The crew in this unit was also hand-painted.

STRUCTURE - ON LINE



First Place: Jeremy Bubb - Galesburg shortline turntable. This HO scale turntable was scratchbuilt using the Galesburg turntable as a pattern, but has been shortened to represent a typical CB&Q shortline turntable.

PASSENGER CAR

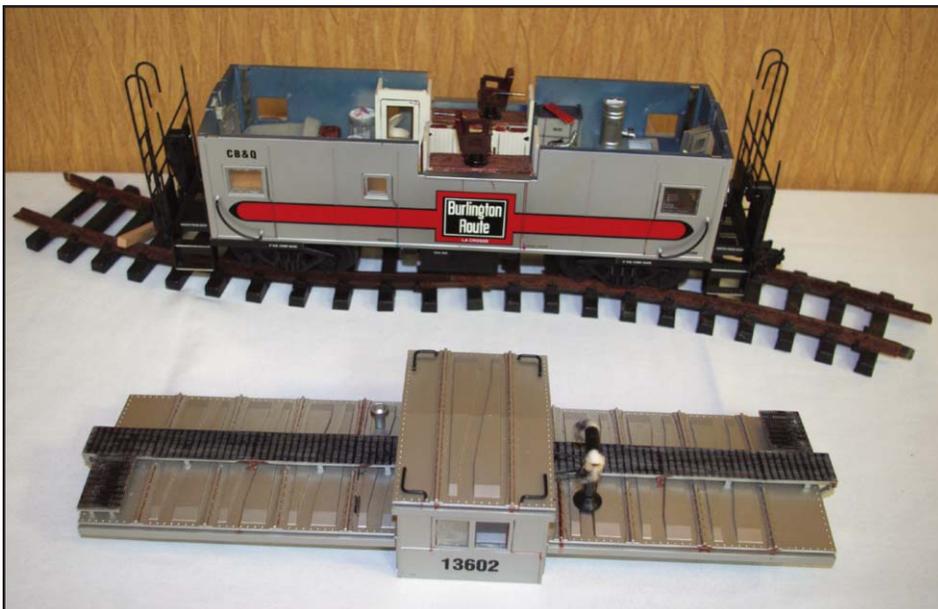


First Place: Nelson Moyer - Class BA-19 Havelock Baggage Car No. 990 - Scratchbuilt from plans drawn by Nelson. Prototype photos were examined to replicate the underbody detail and to accurately model the number and dimensions of the shadowlines. The artwork for the shadowlining was drawn in CorelDraw and printed on inkjet decal paper for application on the model.

WAYCAR



First Place: Kenneth Martin - Beardstown Waycar No. 13048 - This is an HO scale Walthers model that has been detailed to represent one of the diagonally-braced Beardstown Division CB&Q waycars.



Everywhere

Second Place: Cy Svobodny - CB&Q Class NE-13 Wide Vision Waycar No. 13602 - This G scale model is highly-detailed both inside and out. The "scale" crew using this waycar added their home base's name to the bottom of the Burlington moniker to let folks know where they are from.

FREIGHT CAR



First Place: Kenneth Martin - Class XA-9 Single Sheathed Auto Box car No. 43657 - Kit-built model from Speedwitch Models.



Second Place: Jeremy Bubb - Class GA-2 outside braced gondola car No. 84190 with coal load.



Third Place - Tie: Paul Proksa - CB&Q boxcar No. 61343. Built from a CB&T kit with Detail Associates parts replacing original ladders, corner steps and grab irons. The original roofwalk was replaced with one from Kadee. Painted with Floquill paints, lettered with MicroScale decals and finished with a light weathering.



Third Place - Tie: Paul Proksa - CB&Q boxcar No. 32566. Built from an InterMountain kit with custom paint, lettering and weathering.



Also Entered: Unidentified builder - CB&Q 2-bay coal hopper No. 194872 loaded with green-marked coal from the Old Ben mine in Southern Illinois.

PHOTOS - COLOR PRINT POST MERGER



First Place: Jeremy Bubb - "*Nebraska Zephyr* at Rock Island, Illinois." Jeremy caught this shot of the Illinois Railway Museum's E5A No. 9911 and the 5-car *Nebraska Zephyr* just as it was headed under the Rock Island Arsenal bridge on its trip to the Quad Cities in July of 2011.

Way of the Zephyrs

Best of Show



Second Place: Jeremy Bubb - "*Nebraska Zephyr* in Moline, Illinois." Also taken on the *Zephyr's* July 2011 trip to the Quad Cities.



Chicago, Burlington & Quincy Railroad
Colorado and Southern Railway
Fort Worth and Denver Railway

BURLINGTON LINES · *Everywhere West*

AWARDS & RECOGNITION

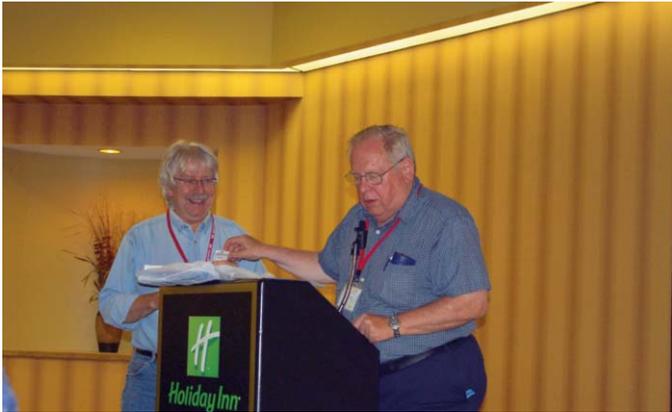
All photos on this page - Dave Lotz



Bill Dredge (r) presents Jeremy Bubbs with a Best of Show plaque.



Nelson Moyer receiving the Stewart Award.



Greg Koon is obviously happy to get a first place ribbon.



Kenneth Martin took home two first place ribbons.



Paul Proksa receiving his freight car ribbon.



Cy Svobodny receives a ribbon for his G scale waycar.



Sharon Hendricks (standing at right) once again made sure that the ladies of the BRHS had opportunities to enjoy activities while their husbands and significant others do their "train things." This is a unique tradition that the men of the BRHS appreciate and we formally recognize Sharon for her efforts and offer this sincere and heartfelt thank you!

TOUZALIN'S TRAIN

by Hol Wagner

I recently acquired an 1882 cabinet card photograph on eBay that depicts a model train, crafted in solid silver and "presented to A.E. Touzalin, Esq., by B. & M. R.R. employees." Touzalin's name is well known in Burlington history, but the reason for presenting such an elegant and expensive model to him set me to researching.

The Man

Albert E. Touzalin, "an Englishman by birth, had capped a few years of railroading in the United States by becoming general passenger agent of the B. & M. of Iowa in 1869," according to Q historian Richard Overton (Burlington Route, p. 99, 1965, Alfred A. Knopf, New York). Presumably hired by no less than Charles E. Perkins, then general superintendent of the Burlington & Missouri River Railroad in Iowa, Touzalin became a close friend and trusted lieutenant of the future Burlington president. In 1870 he came west to Lincoln to organize and manage the passenger department of the new B&MR in Nebraska.

In 1872, however, Touzalin left the Burlington for a short stint as land commissioner of the Atchison, Topeka & Santa Fe, based at Topeka and responsible for promotion and sale of the railroad's grant lands. But Perkins

soon enticed Touzalin back to the Burlington, where he was named land commissioner of the Nebraska subsidiary and also handled the responsibility of Iowa land sales, though Perkins, now vice president and general manager of both the Iowa and Nebraska roads, still held the title of land commissioner on the B&MR of Iowa. When in May of 1880 the Burlington's board of directors, feeling Perkins was overburdened, decided to appoint separate general managers for the properties east and west of the Missouri River, Touzalin was named general manager of the B&MR in Nebraska.

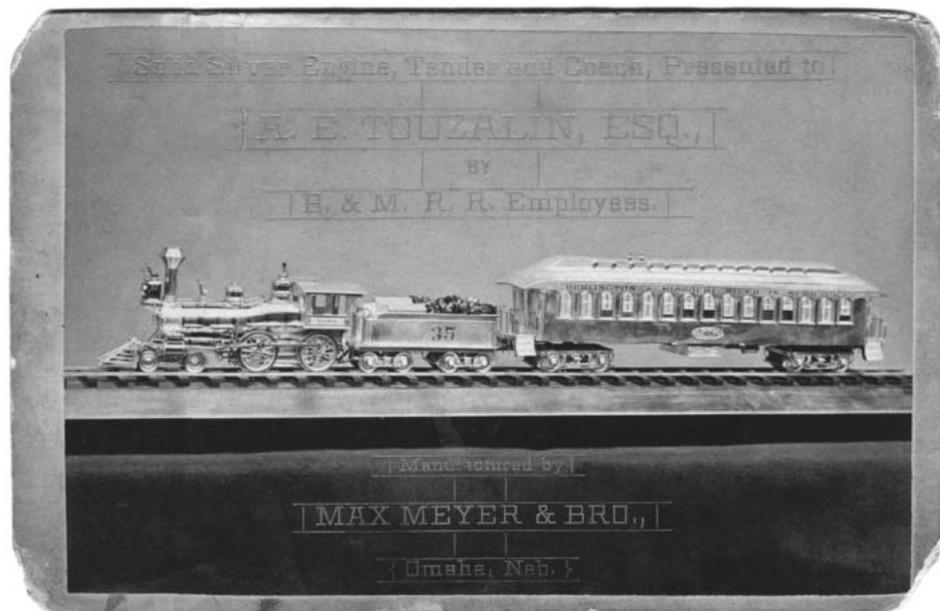
Then, as reported from Chicago by the New York Times on Oct. 21, 1881, "A.E. Touzalin, General Manager of the Burlington and Missouri Railroad in Nebraska, has been elected First Vice-President of the Chicago, Burlington and Quincy Road, with his headquarters at Boston." In this new position, Touzalin served as liaison with the board of directors, most of whom were Boston financiers. And it was upon his departure from Nebraska that the employees of the B&MR (which was known almost universally as the Burlington & Missouri, or B&M, causing considerable confusion with the Boston & Maine) presented the model to the popular Touzalin in appreciation for his years of service to the road.

Subsequently, Touzalin would again leave the Burlington in favor of the Santa Fe, with the New York Times reporting from Boston on Dec. 6, 1882, "The Directors of the Atchison, Topeka and Santa Fe Railroad Company have elected A.E. Touzalin Vice-President. He has just resigned as First-Vice President of the Chicago, Burlington and Quincy Railroad Company, and is now in Europe. Mr. Touzalin stands among the many prominent railroad men of this country." And again his stay with the Santa Fe would be brief, the Chicago Herald of May 28, 1884, relating, "It was reported yesterday that A.E. Touzalin, of the Atchison, Topeka & Santa Fe road, had tendered his resignation as vice-president. The recent election of Mr. [W.B.] Strong to the presidency has probably shown Mr. Touzalin that his policy, which has conflicted with Mr. Strong's all along, would not be acceptable to the directory hereafter." (Strong himself had come to the Santa Fe as vice president and general manager in 1877 from his previous position as general superintendent of the CB&Q.)

As soon as he could - in the summer of 1885 - Perkins, now president of the Burlington, brought Touzalin back into the fold, this time as president of the new subsidiary road to the Twin Cities, the Chicago, Burlington



A group portrait of B&MRR officials, taken beside the railroad's machine shop in Burlington on a cold day in 1870. Several men with familiar names are gathered here; 8) Thomas J. Potter, 15) Charles E. Perkins, 18) George S. Harris and the subject person of this article 17) Albert E. Touzalin. - CB&Q Collection courtesy Rod Masterson collection



Bearing silver lettering that reads, "Solid Silver Engine, Tender and Coach, Presented to A. E. Touzalin, Esq., by B. & M. R. R. Employees. Manufactured by Max Meyer & Bro., Omaha, Neb.," this cabinet card photo was taken in 1882 by Omaha commercial photographer E.L. Eaton and depicts a surprisingly detailed and accurate model of a Burlington & Missouri River Railroad in Nebraska locomotive and coach. - *Hol Wagner collection*

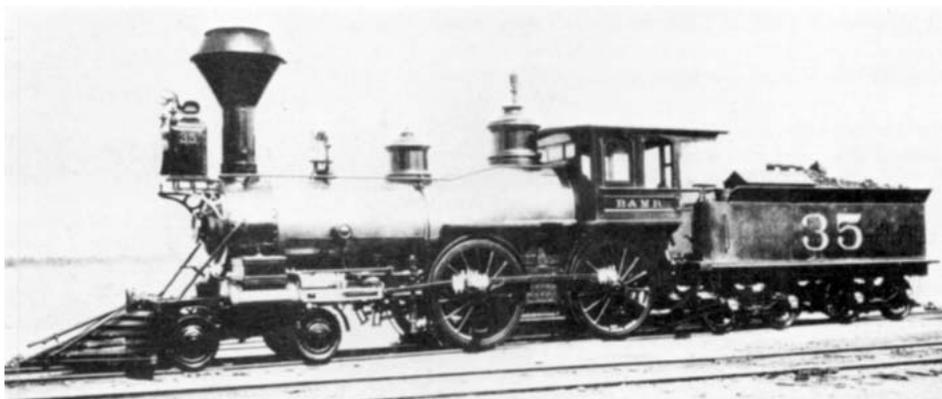
& Northern. Just four short years later, however, the eastern press reported, "Hon. A.E. Touzalin, president of the Chicago, Burlington and Northern Railroad, died in Bennington, Vt., last Thursday night [Sept. 17, 1889] from hemorrhage of the lungs. He had been in poor health for some time." A brilliant career sadly cut short.

During his time in Nebraska, Touzalin had been extremely active with both the railroad and its land company affiliates (first the Lancaster Land Co. and then the Lincoln Land Co.), working hard to sell railroad lands to immigrants, not only from the East but also from Europe - most particularly from the area around Liverpool in his native England. When a new townsite was platted just northeast of Lincoln, Touzalin named

the community Havelock after his boyhood hero, British Major General Sir Henry Havelock. Today, a Lincoln avenue just west of Havelock is named in honor of Touzalin. He also worked hard to build up the territory served by the railroad, promoting agriculture along the line and chartering at least two commercial banks - the Bank of Cass County in Plattsmouth (1880) and the Nebraska National Bank in Omaha (1881).

The Model

The solid silver model train presented to Touzalin upon his departure from Nebraska near the end of 1881 is a highly detailed and surprisingly accurate replica in miniature



B. & M. R. R. No. 35, the prototype for the above model. Built by the Plattsmouth shop forces in 1881. The original photo was made by Frank Carruth on the west bank of the Missouri River near Plattsmouth, NE.. - *Hol Wagner collection*

of B&MR 4-4-0 No. 35, built in the company's Plattsmouth shops in 1881 and without doubt the Nebraska company's most famous locomotive. Coupled behind the 35's tender is an equally detailed replica of coach No. 15, also turned out by the Plattsmouth shops, in September 1880, with duck-billed clerestory roof, arched windows and resulting serrated letterboard. Scale of the model is impossible to determine, but it was quite likely at least quarter-inch or O scale. We know from the silver lettering on the photograph that it was "Manufactured by Max Meyer & Bro., Omaha, Neb." One would assume that the Meyers were jewelers or watchmakers, as these were the trades most suited to crafting detailed models in a precious metal. But an 1870s ad for the firm in the Omaha Bee includes an engraving of the business that bears the sign "Meyer's Music Hall" and indicates the brothers sold musical instruments, pianos and the unlikely companion merchandise of wooden and glass counters and display cases.

The photograph of the model was taken by Omaha photographer E.L. Eaton, who then printed and sold cabinet card copies of the image which noted on the reverse side that the photographer had received the "First Premium [Medal] for Best Work" from the Nebraska Board of Agriculture in 1882.

We know what happened to the prototypes for the models: the 35 was scrapped on June 30, 1903 (though it was recreated in 1:1 scale in 1932 in the form of Burlington exhibition engine No. 35, which survives today in St. Joseph's Patee House Museum), and coach 15 was converted into a baggage-coach combine, renumbered CB&Q 3223 in 1904 and again renumbered for company service as CB&Q 250602 on Dec. 23, 1927. It, too, was subsequently scrapped. But the model's fate is unknown, though it undoubtedly became a Touzalin family heirloom and may well exist to this day. Touzalin married twice, and his only child, daughter Ellen, after first marrying George Nickerson, son of Thomas Nickerson (Santa Fe president, 1874-1880), subsequently married a British peer, Rear Admiral Hon. Horace Lambert Alexander Hood, who died while commanding the British battlecruiser HMS Invincible when it was destroyed in the Battle of Jutland on May 31, 1916. The Hoods had two sons, Samuel and Alexander, the sixth and seventh Viscounts Hood of Whitley, respectively. So the model may have a home today somewhere in England.

MISCELLANY

1865 FIRST IN CLASS COAL BURNER MEDAL



Stacey Babiarz contacted the BRHS via our website with these images of an 1865 medal from the CB&Q in her possession. The front depicts an A Class 4-4-0 crossing a stone arch bridge and reads "Chicago, Burlington & Quincy Rail Road Company 1865." The opposite side reads "For Superior Management of Coal Burner Awarded to Hiram C Washburne Engineer First of His Class." What makes this piece interesting, is that it uses the name "Chicago, Burlington & Quincy Rail Road Company," which combined Rail and Road into "Railroad" the prior year, and the task of replacing wood-burning locomotives with coal-burning was almost complete; with only 9 wood-burners left out of 105 total locomotives on the railroad. If anyone has any further information on this Civil War era medal, please contact the Zephyr Editor. Stacey Babiarz

ADVERTISING ANOMALY

The New Empire Builder
Burlington-Great Northern Now Offer Fine, Fast Diesel-powered, Streamlined Train Service

• Whether you're traveling to the Twin Cities or on to the Pacific Northwest, you'll enjoy every minute aboard this new luxury train. Accommodations for your comfort include newly designed Day-Nite Coaches (seats reserved), charming dining car, gay coffee shop and a wide range of sleeping car accommodations—all air-conditioned.

The **NEW EMPIRE BUILDER** speeds you from Chicago to the Twin Cities over the Burlington's scenic Mississippi River Route "where Nature smiles 300 miles." Leave Chicago at 1:00 pm, and glide into St. Paul at 7:45 pm; into Minneapolis at 8:25 pm. Then on to the Pacific Northwest over the Great Northern Railway. (At St. Paul, the **New Empire Builder** makes direct connections with evening trains for Winnipeg and Western Canada.) This beautiful streamlined train operates on a new, faster schedule—only 45 hours from Chicago to Seattle or Portland.

W. M. MOLONEY, General Agent, Passenger Department
105 West Adams Street • Phone: Randolph 7080
Chicago 3, Illinois

DAILY SCHEDULES			
WESTBOUND		EASTBOUND	
for example		for example	
Lv. Chicago	1:00 pm Sun.	Lv. Portland	3:00 pm Sun.
Ar. E. Dubuque	3:55 pm Sun.	(2, P. & N.)	
Ar. La Crosse	5:21 pm Sun.	Lv. Seattle	3:00 pm Sun.
Ar. Winona Jct.	5:58 pm Sun.	Lv. Spokane	11:15 pm Sun.
Ar. St. Paul	7:45 pm Sun.	Lv. Minneapolis	6:35 am Tue.
Ar. Minneapolis	8:25 pm Sun.	Lv. St. Paul	7:15 am Tue.
Ar. Spokane	11:30 pm Sun.	Lv. La Crosse	8:17 am Tue.
Ar. Seattle	8:30 am Tue.	Lv. E. Dubuque	10:48 am Tue.
Ar. Portland	8:30 am Tue.	Ar. Chicago	2:00 pm Tue.
(2, P. & N.)			

Now... 3 Speedy Daytime Trains between Chicago and Twin Cities					
Morning		New Empire Builder		Afternoon	
Zephyr		Builder		Zephyr	
Chicago	9:00 am	1:00 pm	4:00 pm	Chicago	9:00 am
Ar. St. Paul	3:15 pm	7:45 pm	10:30 pm	Ar. St. Paul	3:15 pm
Ar. Minneapolis	3:45 pm	8:25 pm	11:00 pm	Ar. Minneapolis	3:45 pm

Overnight Service					
Black Hawk		Oriental Limited		North Coast Limited	
Lv. Chicago	9:00 pm	10:45 pm	11:00 pm	Lv. Chicago	9:00 pm
Ar. St. Paul	7:10 am	8:15 am	8:15 am	Ar. St. Paul	7:10 am
Ar. Minneapolis	8:00 am	9:20 am	9:05 am	Ar. Minneapolis	8:00 am

Bare Knees Banned in "Q" Railroad Offices

Aurora, Ill., June 27, - Girls employed in the offices of the Burlington railroad were all in a flutter today because of an order issued in the general offices forbidding young ladies to wear:

Peek-a-boo waists.

Knee length skirts.

"Rolled down" or chiffon stockings.

Rouge on cheeks.

Silk or georgette dresses for work.

The order had not been received as yet in the Aurora office but a bevy of pretty stenogs gathered around chief clerk P. B. Jackson, as he read the Chicago decree.

"You will have to go home and put on a gingham dress," he said, good naturedly to one young lady who wore a string of beads or a lavalier with that low neck," he added, addressing still another.

"Why, we are a sensible lot of girls, aren't we, Mr. Jackson," one baby vamp pleaded who had a semblance of rouge on either cheek. Mr. Jackson evaded the retort obvious and said:

"Well, they all have better than knee length dresses here, only a few sport silk dresses, and only one lady uses rouge."

A reporter who looked around discovered some fairly short skirts but no bare knees. Rolled down hose has never been the thing in the offices here, the girls said. There was a waist or two "that left little to the imagination," but on the whole there was no more to see than would please the discriminating eye.

The dresses worn by the 3,000 young women employees throughout the system were becoming embarrassing to the working morale, the road officials say.

Transcribed off a poor photocopy of a 1921 news article. - BRHS Archives



Chris Kay, granddaughter of Robert W. Armstrong, VP of the FW&D railroad, shared this photo of a souvenir he collected and which she inherited and is mounted on a pole in her backyard. The headlamp appears to be from FW&D locomotive No. 31, however, Hol Wagner believes that it may be from FW&D No. 38, as it was kept around by the railroad for a number of years as a historic relic and used at celebrations all along the line. Set aside when the U.S. entered World War II, the 38 finally succumbed to a wartime scrap drive, retired on July 18, 1943 and was dismantled. - Chris Kay

For the Burlington purist, this advertisement is just wrong! The obvious anomaly is the 1947 Great Northern paint scheme on the E7 with a CB&Q herald and faux Zephyr nose grills. - From the EmpireBuilder Yahoo group courtesy of Andrew Koetz

PACING 5632 AT 100 PER

On August 2, 1964, at the tender age of 16 and less than 2 months after I had received my driver's license, I and three of my railfan friends hopped into my mom's Olds 98 and drove out west of Sugar Grove to get some photos of the 5632, which was running on an excursion that day to, I believe, White Pines State Park. We waited at the spot where the track joins route 30, and soon enough she came flying around that long curve and I hit the accelerator to see if we could pace her for a bit.

I can tell you that if the cops had been around that morning, it might have been quite awhile before I got my license back again. Big Rock and Hinckley went by in a flash (they were much smaller towns then than they are now, but still had speed limits). The stop sign at Route 23 near Waterman might as well not have even been there. The speedometer hit 100 while pacing and exceeded that while trying to catch up, and we later justified collectively that there was no way we could



have been doing those speeds (did we REALLY?) - the speedometer must have been off. Years later it was a standing joke among us that friend Tom's fingerprints were still embedded in the dashboard of that car. I shake my head now and wonder how it is that I'm still in the gene pool.

The back of this photo from that day bears the notation "Pacing 5632 at 100 per". The shutter speed was fast enough to freeze the motion, but I still remember the blur. - *Larry Sallee*

ADDENDUM TO PREVIOUS PUBLICATIONS



After *Zephyr 63* was distributed, Michael Bartels contacted us with another ink blotter (above) advertising the St. Louis-Kansas City trains with movies on board! These were issued pre-September 1938, as by then they had added a second Ozark State *Zephyr* frequency. Mike also provided the following: "The Nebraska football special one was from 1934, as that was the schedule for that season. The Omaha football specials were a longstanding tradition. Sometimes they ran ones from other cities, but Omaha was the primary origin. The Office of Defense Transportation banned special trains for such purposes in

September 1942, but they returned in 1946 and ran through the 1967 season. Sometimes they even deadheaded gallery coaches out for them. The October 21, 1962, Lincoln Sunday Journal and Star pictured the football special arriving the day before for the Kansas State game. It said only one train operated from Omaha, with 600 fans. Three specials ran from Omaha and Sioux City for the Iowa State game October 6, 1962, bringing 2,000 fans and two specials came from Omaha for the North Carolina State game Oct. 13th. But 1967 would be the last year, as management was retiring the 6100 series heavyweights needed to support

Football Special

Every Nebraska Home Game

Sept. 29 Wyoming		Lv. OMAHA 12:15 p. m.
Oct. 13 Iowa		Lv. SO. OMAHA 12:25 p. m.
Oct. 27 Ames		Ar. LINCOLN 1:30 p. m.
Nov. 10 Pittsburgh		Return leaving about 30 minutes after the game
Nov. 24 Missouri		
Nov. 29 Kansas Aggies		

\$150

ROUND TRIP

A more complete and diversified lunch and beverage service enroute.



Publication of the two *Bulletins* on Burlington SDs brought back fond memories of Scottsbluff, Nebraska. When I was in high school and later attending the local community college in the 1960s, there was always at least one of the units serving as local switcher and it was often parked in front of the station. Also, they often were at the head

of freights coming through town. One such consist in the spring of 1967 was particularly memorable because there were six units on an eastbound freight with a mix of paint schemes. I do not remember seeing that many units any other time. What was even more remarkable is that the train stopped, and then the crew spent the next half hour or



so spotting cars from the train and picking up cars from the yard. This long string of six units totaling over 10,000 horsepower moving a car or two around was quite a sight. All the units are identifiable except the third unit. They are 448, 355, 333, 374 and 370. I was lucky to have my camera with me! - *Pete Korsching*

THE GALLERY CAR

THE "SANDWICH" DINER AKA "BULL MOOSE" BAR AND GRILL

All photos by Tom Whitt



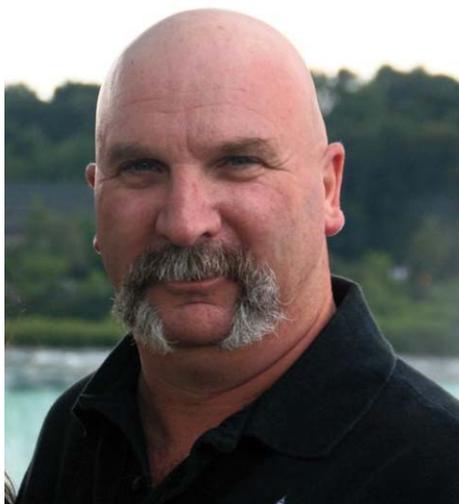
What is now the Bull Moose Bar and Grill, was at one time CB&Q chair car No. 4438. Unfortunately, there are some discrepancies regarding the car's origin and when it came to its present location at Main Street and U.S. 34 in Sandwich, IL. So, sometime in the 1930's the car was retired, sold at an

auction for \$75.00 to Henry Tattersall and relocated to become a diner. Over time, the ornate windows and clerestory were covered and the car began to fall into disrepair. In 1977 a full service restaurant and bar were added to be able to serve more guests. In 2010, a major, year-long renovation was

undertaken to restore the car close to its original appearance, while modernizing the bar and dining room as is shown in the photos here. A recent article claims that the car was commissioned to serve Teddy Roosevelt in 1900 to 1913, hence the name of the present diner, "Bull Moose."



President's Corner



As we enter the year 2013, it has been 164 years since the inception of the Chicago, Burlington & Quincy Railroad, 43 years since the CB&Q became the Burlington Northern Railroad and 35 years since the start of the Burlington Route Historical Society! Quite an accomplishment for those members who have been a part of all three, from employment on the Burlington to the dissemination of history and information of the CB&Q through membership in the BRHS!

There are a few milestones to consider for 2013 as well. The Society has some new (yet familiar) faces on the Board of Directors and serving as Officers. It has been almost twenty years for me since last serving on the Board and a first as President. Perry Bilotta has assumed the duties of VP of Membership from Allen Moore, Laird Brown has assumed the duties of Treasurer from Leon Ploger, and Director Gene Tacey has assumed the duties of VP of Operations. We also have a new *Burlington Bulletin* Editor Charlie Vlk.

Also in a new role, Director Jim Singer has assumed the duties of VP of Archives. Yes, that's correct ARCHIVES! The BRHS has finally established an official Archives at Lake States Railway Historical Association in Baraboo, Wisconsin. The Archives is not yet accessible to the membership, as much more work needs to be done. The Board of Directors and the VP of Archives will be addressing the issues associated with the Archives and its access as we move forward! If any member knows of a collection or a person with a collection of materials relating to the CB&Q who may be interested in donating these materials to the Society, please contact a member of the Board of Directors or the VP of Archives.

Not to forget the continued efforts of *Zephyr* Editor Dave Lotz, Company Store Coordinator Richard Morgan-Fine and other Directors and Officers. Thank you to these members, for the time and effort they have invested in the past, and to those who are assuming new responsibilities for the future of the BRHS.

Progress is being made to accept credit cards and Pay-Pal for on-line new memberships, membership renewals and purchases of items at the Company Store. The Pay-Pal account has been established and the Treasurer is working with our Web Site team to make the necessary changes to facilitate the availability of on-line transactions. Watch for upcoming notices and details on the BRHS web site and future publications.

We've already had two opportunities in 2013 to meet as an organization, with a third coming shortly. The Spring Meet in Batavia, Illinois was held on April 13th and the meet with the NPRHS in Billings, Montana was held July 17th - 20th. And closing out the year will be our upcoming Annual Meeting in Mendota, Illinois on November 1st and 2nd. Hope to see as many members as possible at one or all of our future meetings!

Lastly, I want to highlight membership and volunteerism! As I stated at the beginning, it has been 43 years since the demise of the CB&Q. Interest in the fallen flag railroad, and those who worked for it, are waning. Those who worked for it, several of which are BRHS members, are aging and the information surrounding their experiences are being lost to attrition. As a historical society, we all must do what we can to help foster new memberships and preserve the history of the CB&Q for other generations to come. There have been some excellent conversations of experiences being shared on the CBQ list. Although, not an official link to the Society, it is certainly a wealth of information of all things CB&Q! Which brings me to volunteerism. What we are enjoying now would not be available if not for those willing to volunteer of their time and knowledge. You may not have the knowledge, but the Society is still in desperate need of those who have some time. The Society is on the brink of having to pay to have things done so that its' members can continue to enjoy the fruits of the CB&Q through the efforts of the BRHS! If you are able to donate time to the good of the Society, please contact me.

Tom Whitt



2013 FALL MEET November 1-2, 2013

Meet Hotels:	Comfort Inn & Suites	Super 8
	1307 Kailash Drive Mendota, IL 61342 Phone: (815) 538-3355 \$84.99 - \$104.99 plus tax	2601 East 12th St Mendota, IL 61342 Phone: (815) 539-7429 \$58.39 - \$65.59 plus tax

Rooms blocked at both hotels until October 18
Use Code: BRHS when reserving.

Meet Location: Mendota Civic Center
1901 Tom Merwin Drive
Mendota, IL 61342
Phone: (815) 539-3411

Activities: Friday Evening
5-9 pm Welcome event at the Mendota Rail Museum
snacks and refreshments
Saturday
Swap Meet for Membership
Clinics
Banquet & Speaker

IN MEMORIUM



Robert (Bob) Bullerman, BRHS member and the featured photographer in the 2012 BRHS Calendar, passed away Saturday, February 23, 2013.

Growing up Bob was exposed to the CB&Q and frequently rode it while a student at Northwestern. He experienced the Q's open ended commuter cars behind the S class Pacifics. He continued to ride the

Dinkies while working at the Brookfield Zoo until 1959. It was then that he moved to Milwaukee, Wisconsin, eventually becoming the Assistant Director of the Milwaukee County Zoo until he retired in 1987.

Bob started taking slides in 1963 and the Q was his favorite subject on his frequent visits to his childhood home in Hinsdale. Some of his favorite shots were shared with us in last year's calendar.

Bob is survived by his wife of 63 years, Theresa, two children, Tom and Nancy, five grandchildren and one great-granddaughter.



Robert (Bob) Stange, 77, passed away suddenly on Monday, March 11, 2013

Growing up in Denver before the family moved to Omaha in 1945, the family traveled to Omaha by train, and so began a lifelong fascination with trains for Robert. He would sometimes wander off for hours just to watch the trains go by.

After marrying, Bob lived in St. Paul, Minnesota, for a time near Peoria, Illinois, then lived 20 years in Conyers, Georgia until moving back to Omaha in 1996. Robert worked in sales for Caterpillar, selling their heavy equipment, later became a VP for Komatsu and eventually worked for the UP, travelling the country as they computerized their rail system.

Bob was known in Burlington circles for his extensive CB&Q china collection.

Survived by two sons Robert of Conyers, GA, and Lt. Col. Todd of Warner Robbins, GA, and six grandchildren.

NEBRASKA ZEPHYR ON THE HIGH IRON TO QUINCY



Prior to their 9:00 am departure from Chicago Union Station, the on-board crew of the Illinois Railway Museum's *Nebraska Zephyr*, pose in front of E5 No. 9911. There were two excursions between Chicago and Quincy, the first to depart on this day, September 22, 2012. - *Adam*



Resplendent in glistening stainless steel, the sole-surviving CB&Q E5 with V-12 diesels chanting at idle, is ready to pull the "Train of the Goddesses," the articulated *Nebraska Zephyr* westward over her home rails to Galesburg and then southwest to Quincy. - *Harold Krewer*



On the following day, September 23, 2012, the westbound *Zephyr* was riding the blocks right behind an outbound commuter train. Faced with a diverging flashing red, the train passed through downtown Downers Grove, IL at about 5 mph and is seen here crossing over from Main 1 to Main 3, probably frustrating a lot of fans that you can see camped out at Main Street. - *Mike Matalis*



Crossing the majestic Mississippi River bridge at the far end of the excursion, the *Zephyr* is heading to the wye at West Quincy to turn the train for the return trip to Chicago later in the day. - *John Lewis*

Rear Cover: Being at the right place at the right time, provided an opportunity that couldn't have been staged better by a Burlington publicity photographer. The *Zephyr* passes the Downers Grove Fairview Avenue depot on the morning of September 23rd. - *Mike Matalis*

VOLUNTEER POSITIONS AVAILABLE

The BRHS is seeking volunteer help in the following positions:

CANDIDATES FOR DIRECTOR ELECTION

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

Burlington Route Historical Society
BOD Candidates
P.O. Box 456
La Grange, IL 60525

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

CALENDAR EDITOR

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

MEET COORDINATOR

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

ERRATA - ZEPHYR NO. 65

While every effort is made to catch errors prior to printing, there are a few that inevitably sneak through. For those we apologize. Here are the errors in the last *Zephyr*:

Page 1

Don Leider s/b Dave Leider
Mike Faris s/b Mike Farris

Page 2

Don Leider s/b Dave Leider

Page 3

Joeseph Douda s/b Joseph Douda
Tom Frost s/b Tom Forst

ZEPHYR #66 CONTRIBUTORS

BRHS Archives	Adam Kosel
Stacey Babiarz	Harold Krewer
Michael Bartels	Craig Lattery
Jeremy Bubb	John Lewis
Gerald Edgar	David Lotz
Lee Edgar	Kenneth Martin
Rupert Gamlin	Mike Matalis
Bryan Howell	Adam Robillard
Chris Kay	Scott Stearns
Andrew Koetz	Gene Tacey
Pete Korsching	Hol Wagner

ZEPHYR EDITOR David Lotz

FALL MEET THANK-YOU'S

Meet Planning Committee

Bill Dredge, Phil Hansen,
Bryan Howell, Bill Jelinek,
Tom Johnson, Greg Koon,
Craig Lattery, Nancy Stearns,
Scott Stearns, Cy Svobodny

Registration

Scott & Nancy Stearns

Clinics

Bill Dredge, Andy Koetz,
Dan Kwarciany, Craig Lattery,
Jeff Otto, Greg Smith

Railroaders' Rountable

John Goodman, John Kennedy

Dinner Program

John Kennedy

Breakfast Program

Ramsey Cty Regional RR Authority
Jim Singer

Ladies Events

Sharon Hendricks

Model/Photo Contest

Bill Dredge, David Lotz

Photographers

Bryan Howell
David Lotz
Kenneth Martin
Scott Stearns
Gene Tacey

AV Tech

Bryan Howell

Special Thanks to:

Tom Albanese
Cori Erickson
Joe Fehr
Adam Kosel
Amy McBeth
Messabe Northern Operators
Minnesota Commercial Railway
Minnesota Transportation Museum
Phil Mullen
Jeff Otto
Scale Model Supplies
Steve Sandburg
Ed Selinsky
Chuck Tuma
Doug Wagner
Scott Wardrope

Hotel Accommodations

Holiday Inn St. Paul East

DOOR PRIZE DONORS

5th Ave Car Shops
Accurail
Athearn/Horizon
Perry Bilotta
BNSF
BPL Brassworks
Brass Car Sides
Broadway Limited
Digitrax Inc
ExactRail
Fast Tracks
Irvine Fierstein
Fox Valley Models
Phil Hanson
Bryan Howell
InterMountain Railway Co
Tom Johnson
Kadee
Greg Koon
Joe Legner
Mike Moore
Perry's Hobbies
PriCom Design
Q Connection
Sundance Marketing Inc
Cy Svobodny
Gene Tacey
Tangent
Woodland Scenics



Burlington
Route

WHERE TO WRITE

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

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

For all correspondence pertaining to membership including renewals:

BRHS Membership Services
P.O. Box 456
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