

THE Zephyr

Burlington
Route

BRHS NEWSLETTER

ISSUE 2-13. NO. 67

BATAVIA SPRING MEET 2013

From your meeting hosts; Dick Kasper,

"Best all BRHS attendance since October, 2006"

The BRHS 2013 Spring Meet kicked off on Friday night with an open hospitality room at the Comfort Inn and Suites at nearby Geneva, IL from 7 P.M. to 10 P.M. with great conversation and renewal of new and old friendships.

Early Saturday morning some BRHS members gathered for breakfast at Harners' Bakery in North Aurora before heading to Riverside Banquets for vendor set-up and the scheduled 9:30 A.M. registration and admission.

As always, the popular swap and information exchange with all sorts of "Q" items for the Burlington fan was, for most of the morning, the hot spot. A tasty on-site selection of sandwiches was available for lunch, where more interesting and lively conversations continued.

Following the swap, displays and lunch, the afternoon clinic program kicked off:



The Batavia Depot. - Greg Baumgartner

Jerry Hamsmith – CB&Q Hopper Car Fleet
 Jim Singer – Secondary Midwestern Passenger Trains and Archive update
 Forester DuSell and Dave Hoffman – Suburban Service
 Art Anderson – CB&Q Passenger Department in the 60's-Part II
 Dick Corrin
 Forester DuSell
 Mike Farris
 Dave Hoffman
 Jim Shaffer

Special recognition was given to longtime CB&Q, BN, BNSF employee and longtime BRHS member Roger Field (who took a rare day off to attend his first BRHS event) by Leo Phillipp. Another well deserved recognition for a quiet gentleman and conductor. Kudos Roger!

During the break between happy hour and dinner, some noted the special cake featuring a bi-level suburban car loading at Hinsdale (1951 Annual Report cover) celebrating the up-coming 150th anniversary of the Burlington Suburban Service solely on Q trackage between Aurora and Chicago. However, 14 years earlier, it was via Batavia and Turner Junction (now West Chicago). The cake quickly disappeared after dinner, it must be noted.

Before dinner, a special moment was taken to award Mike Spoor a Lifetime Membership for his work on

behalf of the Society and his efforts for preservation of the CB&Q. Though not in attendance, he fought hard in his battle for life. He passed away a few weeks later in early May. We will miss him.

After dinner, Mr. Earl Currie's program on his "Chicago & Aurora Division Memories" kept the attendees and guests involved with history, stories and many shared memories of people, places and crazy happenings on the railroad!

All too soon the day was over and good-byes were exchanged 'til next year. Make plans to attend again next year on Saturday, March 29th, 2014 at Riverside Banquets in Batavia, IL. For those staying overnight, there are special room rates of \$81.99 at Comfort Inn & Suites at nearby Geneva, IL.

Many thanks again to all the presenters, volunteers and attendees. Unfortunately, Dave Conley and Bob Dauer had planned to attend, but could not due to last minute emergencies and their presence was missed.

Other special thank you's go out to: The Comfort Inn & Suites – Geneva, IL; Riverview Banquets Staff, Jenny and Tony; Kathleen Currie for bringing her husband Earl to present his program; Craig Willett, America's Engineer (now retired) to surprise his old boss, Earl, with his attendance.

Once again, don't forget next year's date of March 29th, 2014 and the special room rate of \$81.99 at the Comfort Inn.

LINE-UP

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FUTURE ISSUES (as space permits)

- 2013 Mendota Meet Recap
- "Farewell to the Lincoln Depot"
- "Music on the Q"
- "Red Oak Detour"
- Darius Miller, CB&Q President

THE SWAP MEET IN PHOTOS



The registration table was a busy spot! - Greg Koon



The BRHS Company Store is always a favorite area. - Greg Koon



The Spring Meet swap is always filled with Q treasures. - Greg Koon



The swap also allows for great one-on-one interactions. - Greg Koon

CLINICS & ROUNDTABLE



Jerry Hamsmith speaking on the Q's Hopper Fleet.. - Greg Koon



Jim Singer giving his clinic and Archive update. - Greg Koon



Forester DuSell and Dave Hoffman talk Suburban Service. - Bill Jelinek



Participants preparing for the Q Passenger Dept. discussion. - Bill Jelinek

MODELS ON DISPLAY

Model Photos by Greg Koon



O-1-A class No. 5129 - Scott Stefek



Stan Mailer scratchbuilt model of S-1 No. 2839 owned by George



Troop kitchen car No. 8790, a modified Walthers model - J. Wilson



Business car No. 97 - Scott Stefek



Diner No. 307 built using NKP Car sides - Bob Tyson



Observation *Silver Star* from a modified Walthers model - Bob Tyson



Resin kit flat No. 91103 and gondola No. 72665 - Tom Baldner



Extended length 3500 cu. ft. airslide No. 85259 - Paul Proksa



Variations on a waycar theme - Nos. 14359, 13798, 13966, 13884, 13945 and 13949 in three colors - Michael Prinzhorn

EVENING PROGRAM



The Suburban Service 150th Anniversary cake. - Greg Koon



Board and Officers present making evenings presentations. - Greg Koon



Forester DuSell, Art Anderson, Mike Farris and Dick Corrin. - Greg Koon



Jim Singer receiving his Lifetime Membership plaque. - Greg Koon



Tom Whitt presenting Mike Spoor's Lifetime Membership. - Greg Koon



Lifetime Membership plaque awarded to Mike Spoor. - Greg Koon



Earl Currie presenting his Chicago-Aurora Division Memories. - Greg Koon



Bob Campbell and Jim Shaffer enjoying the evening! - Greg Koon

IN MEMORIAM



Loren E. Johnson, 58, passed away peacefully in his sleep during a mid-day nap on Monday, March 25, 2013.

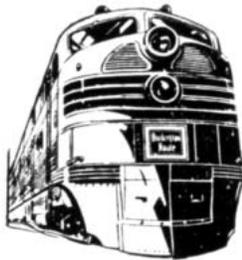
Loren was a life-long resident of Aurora, Illinois, with his home being just blocks away from the Aurora depot and CB&Q mainline.

An avid railroad photographer and modeler in HO scale, Loren was a frequent entrant and often placed in the BRHS model contests. He was a leader in the Little Q Model Railroad Club in Aurora, where his highly-detailed 1956 *Denver Zephyr* was a frequent visitor.

A long-time member of the BRHS, Loren was also a strong supporter of the organization as a Director for four years, the Spring Meet Chairman of the many meets held at the Little Q and hosting many mailing stuffing parties at his home. Being a pre-pressman by trade, he was directly involved in the production of many of the early publications of the BRHS.

Due to his battle with the complications of diabetes, Loren was not able to actively participate in the BRHS in recent years, however many of his friends in the BRHS remember Loren's hearty laughter and love for the CB&Q.

Loren is survived by his twin brother Leslie, sister-in-law Candace, a nephew Benjamin and a niece Brianna.



Michael J. Spoor, 65, passed away on May 2, 2013 after a brief and valiant battle against melanoma. Mike was born in Chicago, Illinois, but his family soon moved to Milwaukee, Wisconsin, where he attended grade school and later they moved to Jacksonville, Florida where he graduated from high school.

Mike proudly served in the Marines after graduating from Washington & Lee University in Lexington, Virginia. He served in active duty and with the Organized Marine Corps Reserves for 10 years, attaining the rank of Captain.

After a successful career in banking and financial management for over forty years, for companies such as Banc One, First Union Capital Markets and GMAC Commercial Mortgage Corp., Mike launched M.J. Spoor & Company in 2002. This new company provides commercial debt placement and business advisory services to commercial real estate developers and investors, as well as owners of commercial businesses.

Mike was a longtime railroad enthusiast, railroad historian and author, and nationally known model railroader. He served the BRHS in many capacities: Director from 1987 to 1996 and again from 1998 to 2002; as Editor of the *Zephyr* from 1989 to 2002; served several years as Secretary and for many, many years the Model Contest Coordinator. Mike was the author of the award-winning *Burlington Bulletin* No. 19 on Teague, Texas. He also authored five books on the Burlington and was working on a sixth volume at the time of his death. Mike's Chicago Burlington & Quincy Railroad - Chicago & Aurora Divisions is regarded as one of the top model railroad layouts in the country.

Survived by Monika, his wife of 33 years, and his son Michael, a Sergeant in the U.S. Army.

SPRING MEET THANK-YOU'S

Door / Company Store / Registration / Raffle

Larry Brown
Bill Jelinek
Dick Kasper
Paul Lindauer
Leon Ploger
Jim Singer
Phil Weibler
Tom Whitt

Model Display Monitor

George Speir



Presenters

Art Anderson
Dick Corrin
Earl Currie
Forester DuSell
Mike Farris
Jerry Hamsmith
Dave Hoffman
Jim Shaffer
Jim Singer

Photographers

Bill Jelinek
Greg Koon

AV / Techs

Tyrone Johnsen
Dave Leider
Lloyd Rinehart
Jon & Perry Sugarman

Special Thanks to:

Riverview Banquets

Hotel Accommodations

Comfort Inn & Suites, Geneva

DOOR PRIZE DONORS

5th Ave. Car Shops
Accurail, Inc.
Jerry Albin
Al's Hobby Shop
BRHS Archives
C&NW Historical Society
ExactRail / Dave Lotz
Dick Kasper
IRM – Harold Krewer
Jerry Hamsmith
Kato USA, Inc.
NKP Car Company
Leon Ploger
Q Connection
Jim Singer
Tangent Models
Bob Walker

INDUSTRIES ALONG THE Q

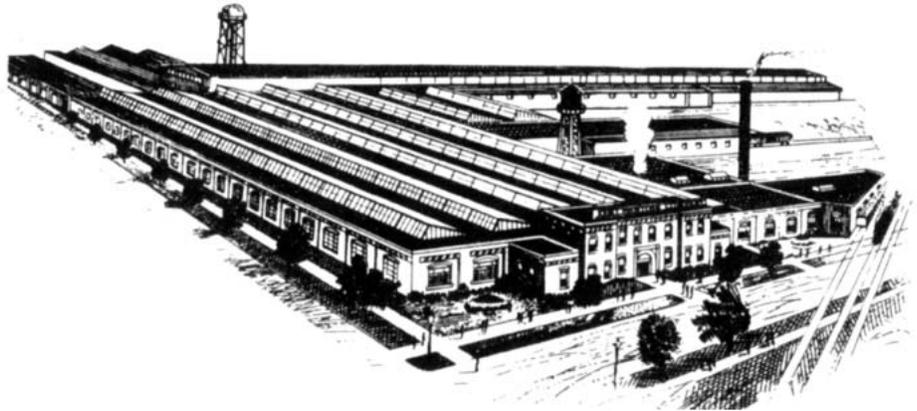
by Steve Holding

KABLE PRINTING

While most of these articles have come by way of research in Aurora and out of my own files, this came about as the result of the CBQ Yahoo Group messages on the Burlington Strike and the reference to material in the Northern Illinois University Library Archives. My first question was what other material did they hold so I spent two days working there on the way to the Spring Meet in 2010 resulting in this article and the one on Yorkville in *Zephyr* 62.

With the Ogle and Carroll County Railroad building its way west across the northern Illinois prairie from Rochelle to Oregon on the Rock River, which had been dubbed the "Hudson of the West," the line now came under the Chicago, Burlington and Quincy umbrella. To allow an outlet for traffic off the Illinois Central, it also built northwest to Forresteron. The IC at that time was just that, a railroad through Illinois' center without a line to the growing town we know today as Chicago.

One of the small towns the line was built through was Mount Morris. Mount Morris takes its name from one of, or a combination of, three sources. Being at an elevation of 916 feet above sea level making it the second highest point in



A drawing from the Farm Plat Book Publishing Co. in 1955. Steve Holding Collection



Left, a postcard view of the front of the office building with some 1950s cars cleverly added to make the photo appear more recent. - Northern Illinois University Collection
Below, an aerial photo of the Kable Printing facilities looking towards the northwest. The photo was taken sometime in the early 1960's - Northern Illinois University Collection courtesy Steve Holding



Illinois, or possibly named after Mt. Morris in Genesee County in New York State, or from Bishop Robert Morris of the Methodist Episcopal Church.

The story of Kable Printing begins with the birth in 1880 of a set of twins in nearby Lanark, Illinois, Harvey J. and Harry G. Kable. In 1882, the Kable family moved to Mount Morris where, when Harvey was of age, he attended Mount Morris College. Harry, instead of going on to school, became a printer in the Brethren Publishing House. In 1898, the brothers bought the equipment of "The Mount Morris Index," the local paper, and sister Allie joined the pair to form the Kable Printing Company. In 1899, the Brethren Publishing House moved to Elgin because Mount Morris was too small of a town to have a large printing press.

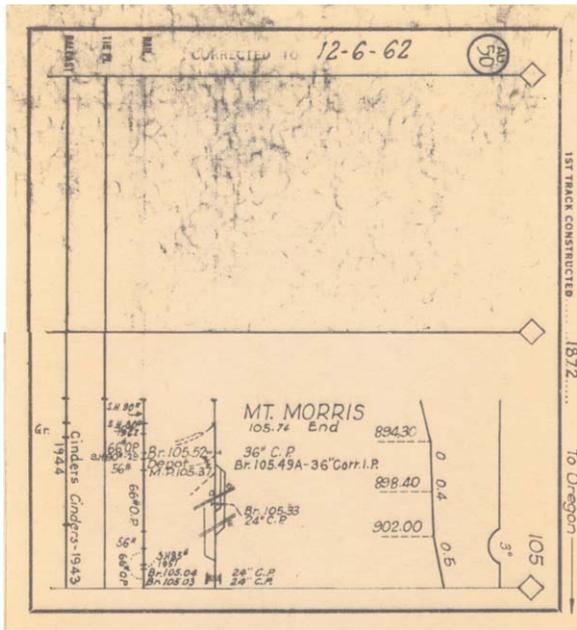
Kable Printing Co., however, prospered in Mt Morris with the introduction of the Linotype in 1902 and, with the practice of continual improvement, grew to 18 machines working two shifts a day. With the workers living in Mt. Morris, making it virtually a company town like Hershey, Pennsylvania, this allowed the town to prosper and grow, weathering the depressions and other problems better than most small towns.

One of Kable's larger accounts was the Watt Publishing Company, putting out *Poultry Tribune*, *Turkey World Hatchery and Feed*, and *Better Farming Methods*. This allowed the company to expand, and by 1923 the facility had high-speed web feed rotary presses and a company-owned foundry to make the plates. The stock room had an inside track and was unloading an average of 50 tons of paper a day of both roll and sheet stock, while the presses ran three shifts, 24 hours a day, seven days a week.

By 1929, Kable Printing was using as many as 24 rolls of paper each shift, the equivalent of five and a half miles of paper, while a 48-page magazine used about 1000 pounds of ink and 100 gallons of solvent per 100,000 copies. *Motorman*, *Conductor and Motor Coach Operator*, *Postmasters Gazette*, *Contractor & Engineer Monthly* and *Model Airplane News* were all added during this time as well. Kable was now taking care of all layout, printing and mailing direct from the presses in Mount Morris.

Plant expansion and modernization continued with Kable putting in its own power plant in 1930 to prevent any power losses and during WWII this

allowed the plant to keep working in times of power shortages. This plant consisted of four Kewanee Boilers complete with stokers and three Fairbanks-Morse 180 HP diesel generators sets each putting out 150 KW.



1930 also found Kable buying out the Mooseheart Press and on April 1st, Air Mail service to the Rockford Airport was added to speed the receipt of copy for the magazines produced. By 1932, even though the country was in the Great Depression, Kable was still expanding. The brothers formed the Kable News Company to distribute the magazines the printing arm was producing and the Kable-Clocord Company, a complete ad agency providing sales promotion and

advertising services. By 1948, the company had expanded to a plant containing 210,179 square feet of space for printing and storage of printing material printing upwards of 161 different magazines, quite the change from starting out of a rented room over the local grocery store in 1898.

Three of the magazines the company was now producing were *Railway Mechanical Engineer*, *Railway Engineering & Maintenance*, and *Railway Signaling*. (Authors note: If you can find them, they are a good source of places to railfan.)

Harry Kable passed away in 1952 with his son Robert R. Kable keeping the company in the family and continuing expansion and modernization, expanding the building again to 245,300 square feet with almost 55,676 square feet of that used for paper stock storage.

In July of 1957, the company joined the corporate team of the Western Publishing Company of Racine, Wisconsin, which gave the printing plant further exposure and many of the top name magazines were printed and shipped direct from this small town in Northwest Illinois. The largest shipment of outbound ready to ship printed material was an 18-carload movement on September 1, 1967, only to be topped by a 22-carload shipment on November 1, 1968. Piggyback service started direct from the Kable Plant in the winter of 1969 with the trailers loaded at the plant and later circus-loaded onto the trailer flats in Mt. Morris. In the first six months of this

Continued on page 8



An earlier aerial photo of the Kable Printing facilities looking towards the west. The Mt. Morris depot can plainly be seen to the right. - Northern Illinois University Collection courtesy Steve Holding

Continued from page 7

service, 17 million pounds of magazines were direct-mailed from the plant and loaded on the trailers for shipment across the country. The summer catalog season of 1970 found the company shipping upwards of 13 trailer loads per day.

From the modelers standpoint it may seem Mt. Morris would be a "one industry town." While the bulk of the traffic to Mt. Morris would be inbound paper and ink, loads of waste paper and empty paper boxcars and ex-troop kitchen cars for loading with the outbound loads of mail and magazines, there were other industries in town receiving cars, as can be seen from the photos.

While small compared to Kable, other industries were in town. The Mt. Morris Farmers Elevator, with a 14,000 bushel elevator and feed mill attached, can be seen in the photo on page 8, just to the left of the tracks. The large building in the lower left of the same photo with the three raised areas is a huge coal bin with the raised areas doors in the roof for unloading coal. Just to the north of the elevator is a kitchen car/express car sitting on the lumber yard spot for the Buser Concrete Construction Co., while a baggage car sits just clear of the Wesley Ave.

crossing. If you look real close you can see a empty IC hopper sitting on this track as well. It looks like Kable Printing received both coal for the boilers and diesel fuel for the diesel engines of the power house (note the tank), two other types of cars for the same industry. Now following the other side of the main through town, the first industry area is a tank farm. The Sanborn Maps show this was the stockyard with the stock by this time being moved by truck, maybe through the stockyard in Oregon, so it could be set out by a mainline freight and kept under the federal hours. Next comes another coal yard and then another elevator, although the later Sanborn Maps show it as unused. There is a car hiding in the shadow there, but it looks like a boxcar. Across the road are more storage buildings for lime, roofing, and coal with at least one more kitchen/storage mail car and another baggage car. And of course the subject of the photo, the Kable Printing Plant, with cars on both the lead tracks into the plant.

The photo at the bottom of page 9 was obviously taken earlier as the plant is much smaller and shows some better details. I have always associated looking down at a model railroad as riding in an airplane looking down at the surrounding areas and this photo shows

some neat roof details with the tarpaper roofs with the large black overlaps showing the divisions of the hot tar roofing. Another neat detail that stands out is the English ivy on the walls of Kable Printing with only the windows showing through. Also, note the coal elevator stuck in the coal bin at the right of the elevator in the lower right hand corner. This looks like a Barber-Green elevator from Aurora.

The photo on page 10 is probably from the 1950's (based upon the autos) and shows the plant expansions. If you look closely, just to the left of the small water tank by the smokestack, you can see the neat airport compass rose on the roof which Mt Morris painted there for airplanes (or Giants looking down at a layout). There are three baggage cars in the station tracks and there is a switch engine switching off the north end of the tracks.

One special type of car frequently used on this branch was the former government-built troop kitchen cars from World War II. These cars had been purpose designed and built by American Car and Foundry at both its Chicago and Berwick Plants so that after the war they could be put into service as freight cars. Numbering a total of 800 cars once the war was over, the cars reverted to the War Asset Administration



Another aerial photo of the Kable Printing facilities, probably in the 1950s. This view looks more towards the north. In the upper right hand side, there's a CB&Q switcher working the sidings for the plant. - *Northern Illinois University Collection courtesy Steve Holding*

who held a sale, where the CB&Q picked up a total of 300 of the 800 kitchen cars built. The government had built both troop sleepers and kitchen cars. Many of the sleepers having a step well in the side sill, which weakens the frame, while the kitchen cars were built without the well and 40-inch wide sliding doors that were six foot high. A total of 243 cars were rebuilt in the Aurora Shops in the time period of 1953-1955. These cars could be operated in both freight and passenger service. Fifty cars were equipped with safety appliances. Three cars, 8660, 8829, and 8880, were equipped with stoves and cars numbered 8676, 8686, 8702, 8760, 8822, 8848, 8865, and 8878, were rebuilt with full height doors six foot wide specifically for use by Kable Printing Co. Because of their general purpose intent and being built during the same time period as the general purpose truck known by most GI's as the Jeep, these cars soon acquired the same nickname.

Kable is still a thriving business and is one of the largest publishers of magazines and periodicals in the world. They have recently acquired fulfillment services businesses such as Fulfillment Corporation of America, EDS and Palm Coast Data. Their operations and data center continue to be located in Mt. Morris, while the executive offices are on Wall Street in New York City. Additional offices are also located California, Colorado, Florida, Ohio and the United Kingdom.

Below, a current satellite image of Kable's Mt. Morris facility. - *Google Maps*

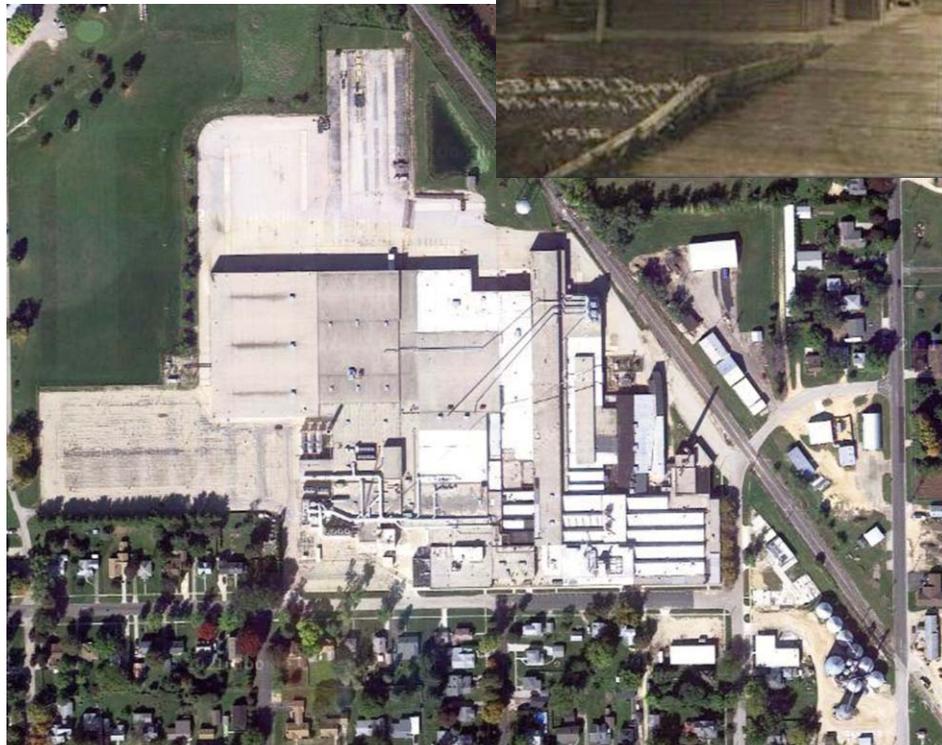


Inside the warehouse we see a modern CB&Q boxcar being loaded. - *Northern Illinois University Collection courtesy Steve Holding*



Left, an early postcard view of the CB&Q's Mt. Morris depot.

Below, a Kable Printing Company ad from 1952.



**Let Us
Do Your
Worrying
For You**



WHEN the printer makes a long-term commitment to produce a regularly scheduled periodical, the publisher therefore must be assured:

That the proper equipment will be available at the time of month it is needed;

That the necessary labor man-hours will be forthcoming;

That his work will be intelligently handled from receipt of first copy to final mailing;

That the paper and other materials involved in manufacturing the publication will be on hand.

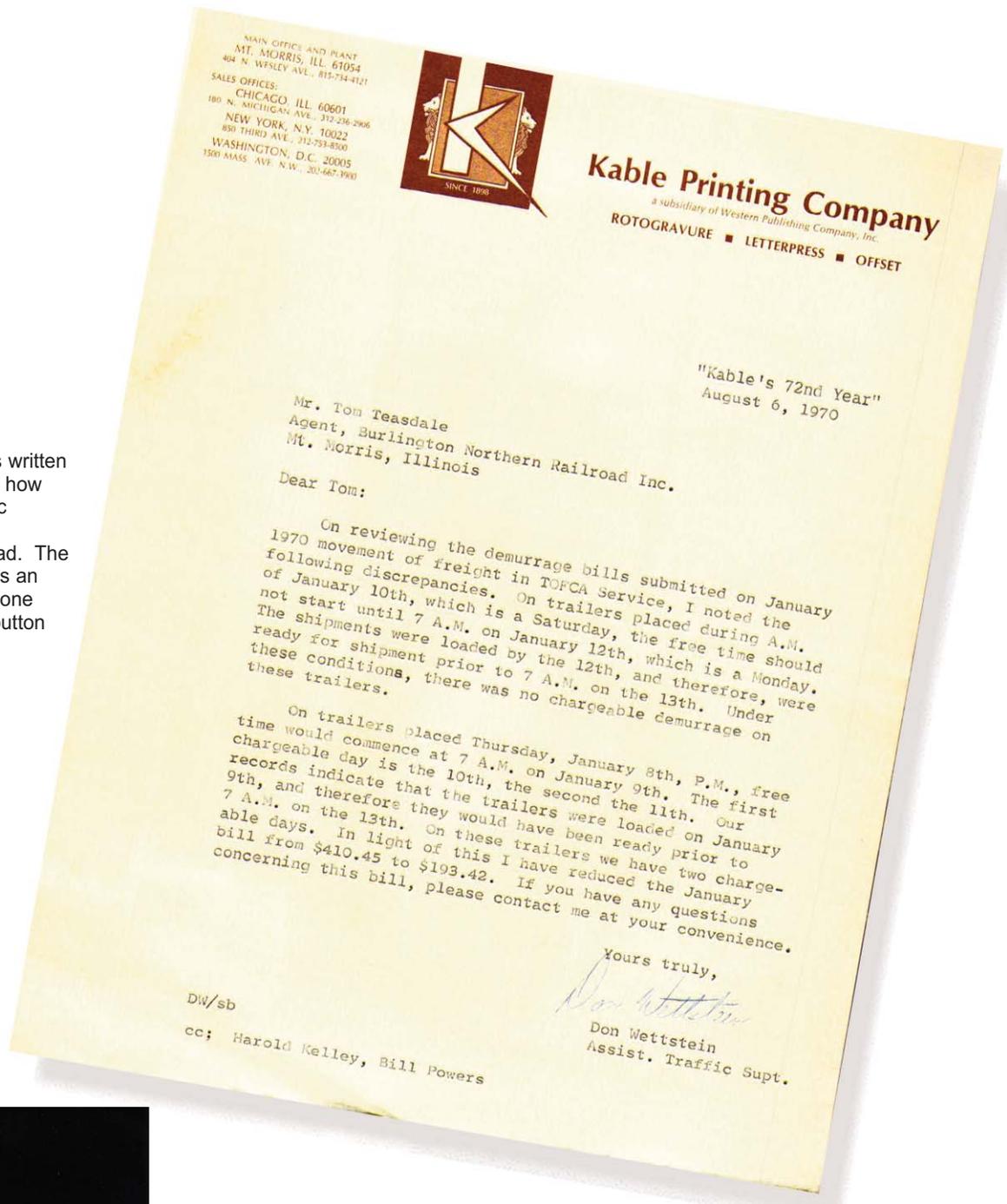
These are only a few of the essentials a publisher must be assured of before entrusting his publication to a printer. Because nearly 200 publishers of periodicals and other printed material consistently find their confidence in Kable Printing Company justified, perhaps you, too, would find it advantageous to write us regarding your printing needs. We have solved a lot of printing worries for a lot of printing buyers.

Inquiries directed to our Sales Department will be cheerfully answered.

Dependable
For 54 Years

KABLE
PRINTING COMPANY

Although this letter was written post-merger, it reflects how closely the Kable Traffic Department tracked its shipping with the railroad. The logo on the letterhead is an updated version of the one shown on the service button below. - Steve Holding Collection



**THE
71 YEAR
OLD NOW
PRINTER**

71 years big on ideas to benefit you!
We specialize in printing progress—unrivalled dependability in our modern publication programming. See for yourself.

KABLE Printing Company, Mount Morris, Illinois 61054

A 1969 ad that reflected the modern computer age, with computer typeface and an IBM punched card with its positive message.

A 25-year service button that was recently sold on eBay. This shows the original company logo that has two lions flanking stylized initials in a circle.



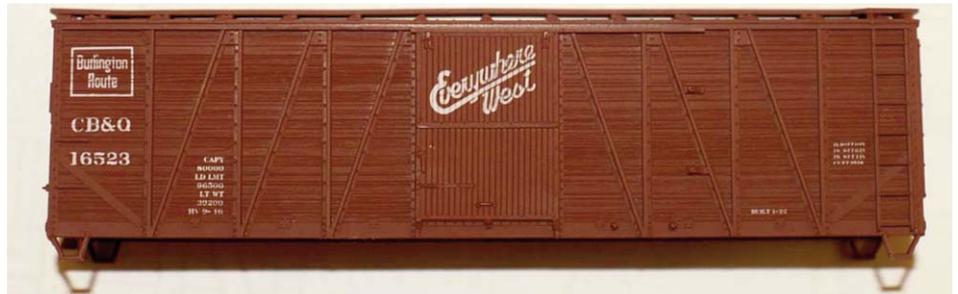
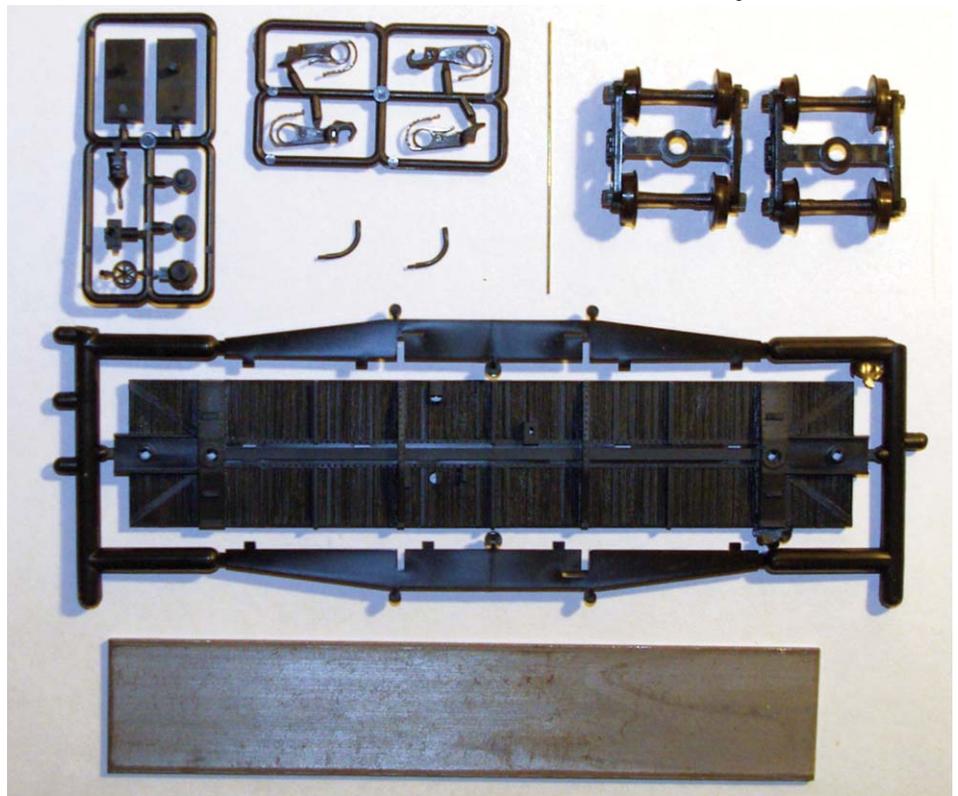
MODELING THE BURLINGTON

CB&Q MOW Outfit Car

After the BRHS meet in Geneva I was asked to do an article on how I made my outfit car.

I started with an Accurail outside braced boxcar kit lettered for Burlington and drilled some holes where the windows would be going. I cut and carved the openings into a rectangular shape and installed a Grandt Line Outfit Car Window (Part No. 5059). A minor trim was required on the windows to fit inside the braces. I then painted the windows with a Boxcar Red that closely matched the Accurail color. I did not worry about matching the color exactly as an added window would probably not be an exact match. I then painted out the car number with black paint and added a maintenance of way number. I proceeded to assemble the kit per instructions and added an A Line stirrup step (Part No. 29000) under the door. Accumate couplers were replaced with Kadee's and the plastic metal wheelsets were replaced with metal wheelsets.

Text, Model and Photos by Ken Martin

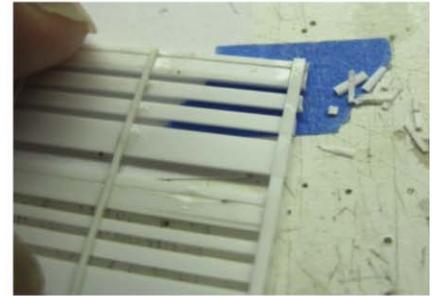
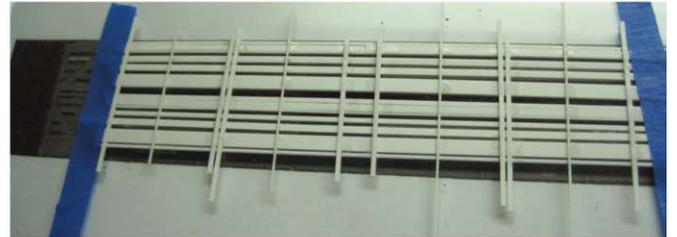
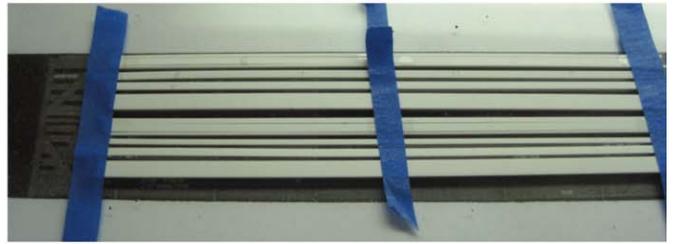


CB&Q Mather 50' Stock Car Kitbash

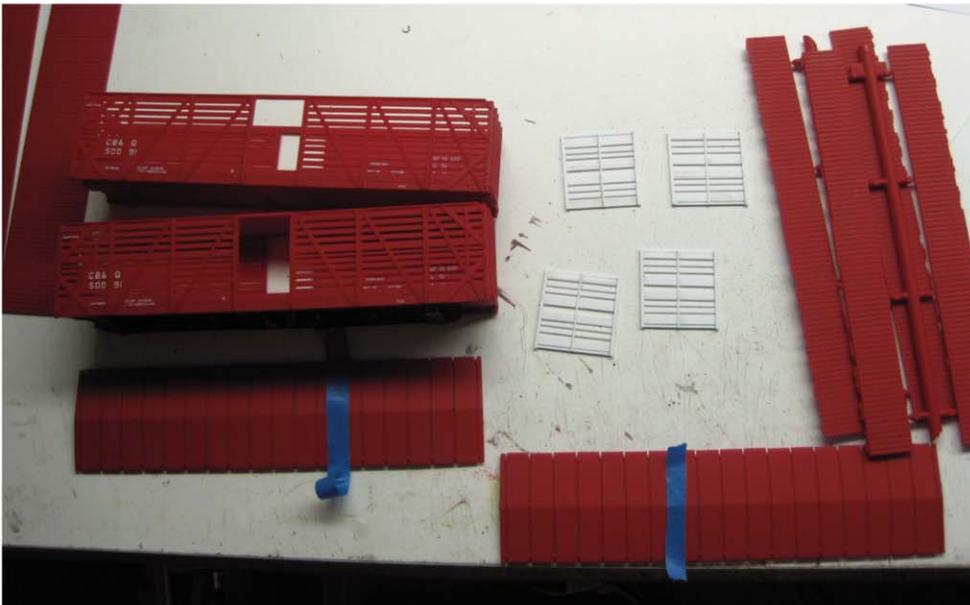
Text, Model and Photos by Bill Glick

To begin, you will need to locate and buy two Proto 2000 Mather Double Deck Stock Cars. You will need moderate skills for building this modification, starting with building the eight doors, as they are different than the model. See *Burlington Bulletin* No. 25, page 88 for a history and additional photos of this car.

Measure out by taping down the styrene strips leaving space in middle that will be removed after assembly. I used .030 thick styrene, first .030 x .030; .030 x .060; .030 x .030; space of .030; .030 x .060; space of .030; .030 x .060; space of .030; .030 x .125; space of .060; and repeat for next door. The bottom is a .030 space; and .030 x .030. Verticals are .020 x .030; center is .020 x .020; right side is .020 x .030. space of .030 and repeat for next door. Space with blue tape. (Approximately 3/8 inch) Now repeat verticals for next two doors. Now turn over and apply cement to all joints to make a better seal. Then you can trim all the excess styrene. You now end up with 4 pairs of doors. Turn them over and cut verticals to separate into eight doors. (See photo below.) Each door measures 7' - 0" long by 3' - 6" tall.



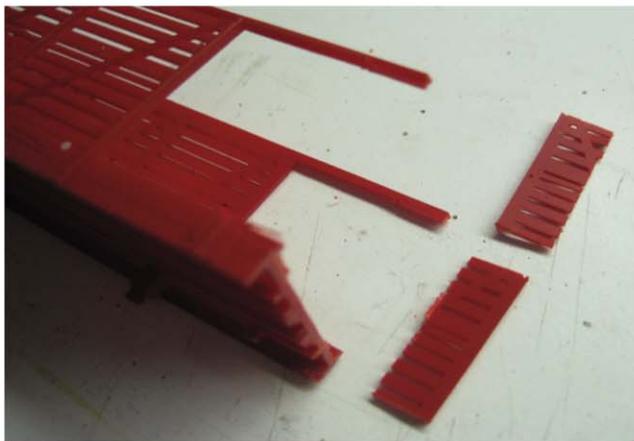
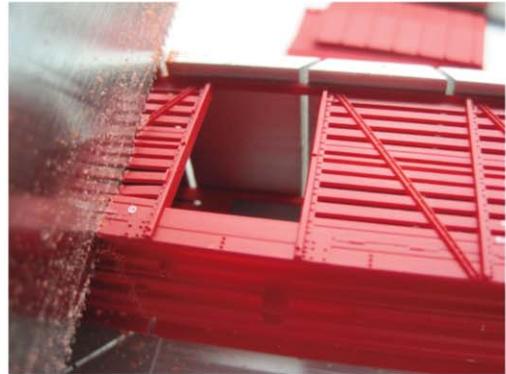
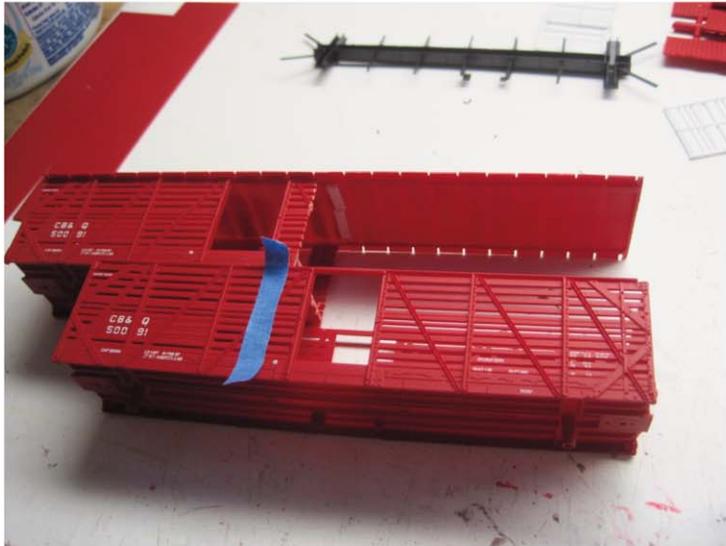
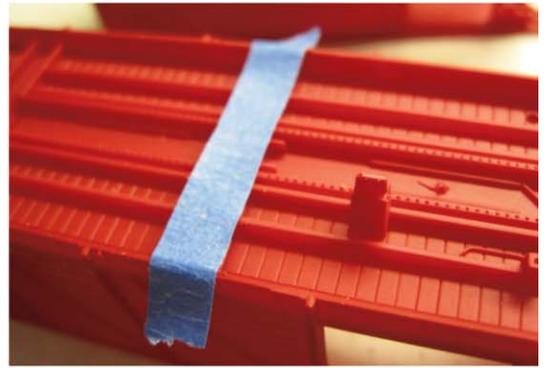
Note: See drawing of doors on page 15 at the end of the article.



Next measure and cut roof. It is best to cut in center of the panels, not in the groove separation. I have 11½ on one end and 10½ on the other end, with a total of 22 panels plus small end panels equaling 49' 6". Next glue together with additional styrene for strength. (See photo at right.) My model may be a few inches short I but wanted the roof panels all to be the same. Next is cutting the bodies apart. I cut them equally at 24' - 9" each. As you can see I use the blue tape for a guide and measure twice before cutting. I also marked them with pencil. For this you will need an aluminum type miter box, which is tall enough to cut thru car sides. The plastic miter boxes are just too short for this work. I also have a pullsaw (dowel dovetail detail saw) without a wide edge on the blade, which allows it to go all the way through the miter box.

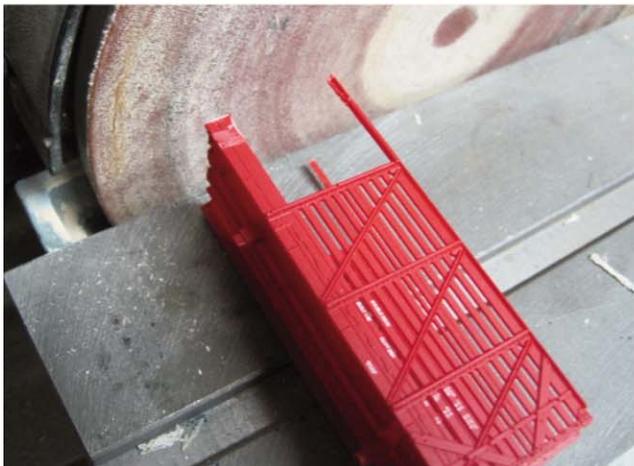


I cut the body starting at the floor, part of the way to the top and then finished each side separately. (See photo at right.) This will leave part of the side attached, which will be removed later. Now place both bodies together (as shown below) with the roof attached, then measure and align both pieces. Mark and tape where to cut. I left the lettering on my models because it saved time and I don't think there are decals for the small lettering on sides anyway. It does require touch up later on the styrene that is added.



Remove the extra siding as shown above.

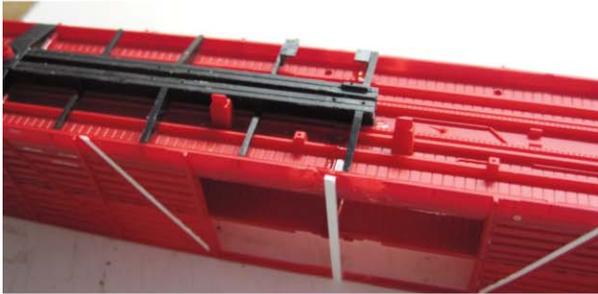
Below is disc sander I use to smooth all surfaces before gluing together, this also keeps things at 90 degrees.



Assemble body with weights (which will have to be cut to fit) and add flooring. Second layer of flooring should be added now. (See below.)



Trim and add underside structure. Add center support which is .030 x .060 styrene. Next add the styrene strips to change the angled supports to a Z. I used .010 x .040. I incorrectly placed them on the surface. However, they should be put on the channel to imitate the Z bar. This is actually what the Burlington did. The alternative or easier way would be to use a .030 x .030 strip next to the channel, to simulate the Z bar.



Next add the horizontal door supports which are Styrene .030x.020 thick. These are about 29 scale feet long. I forgot to take photo of the additional support under the doors, which is 22 ft long with angle cut on each end. I used .030x.100 strip.



Attach roof and install roof walks and brake gear to end. You can install all rigging to underside. Paint a styrene plate red the size of the herald before decal is attached. All other styrene parts can be painted red to match car body. I took the easy way out by leaving the car lettered. You may paint over or remove the number and decal the correct number to match prototype.



CB&Q No. 50217 at Brookfield, IL on December 29, 1966 - *William A. Raia*

**Prototype information:
CB&Q 50200 - 50239**

Official Railway Equipment
Register

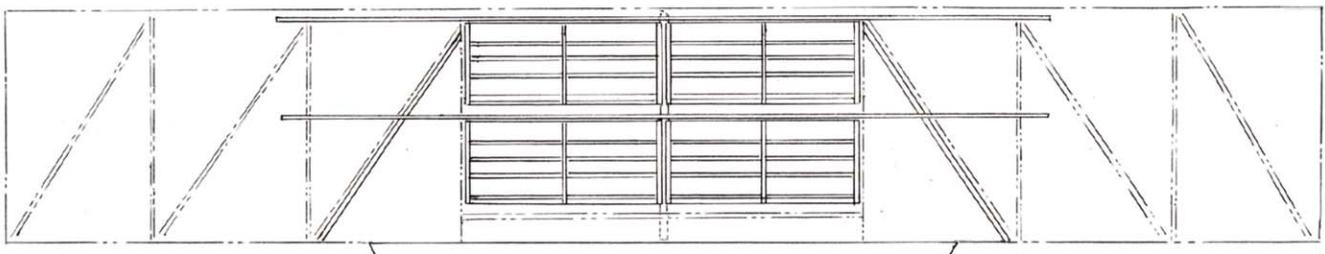
Inside;
50' - 0" Length,
8' - 6" Width,
7' - 8" Height

Outside;
51' - 9" Length,
9' - 8" Width,
10' - 4" Extreme Width,
13' - 9" Extreme Height

6' - 11" Doors



Finished HO Scale model



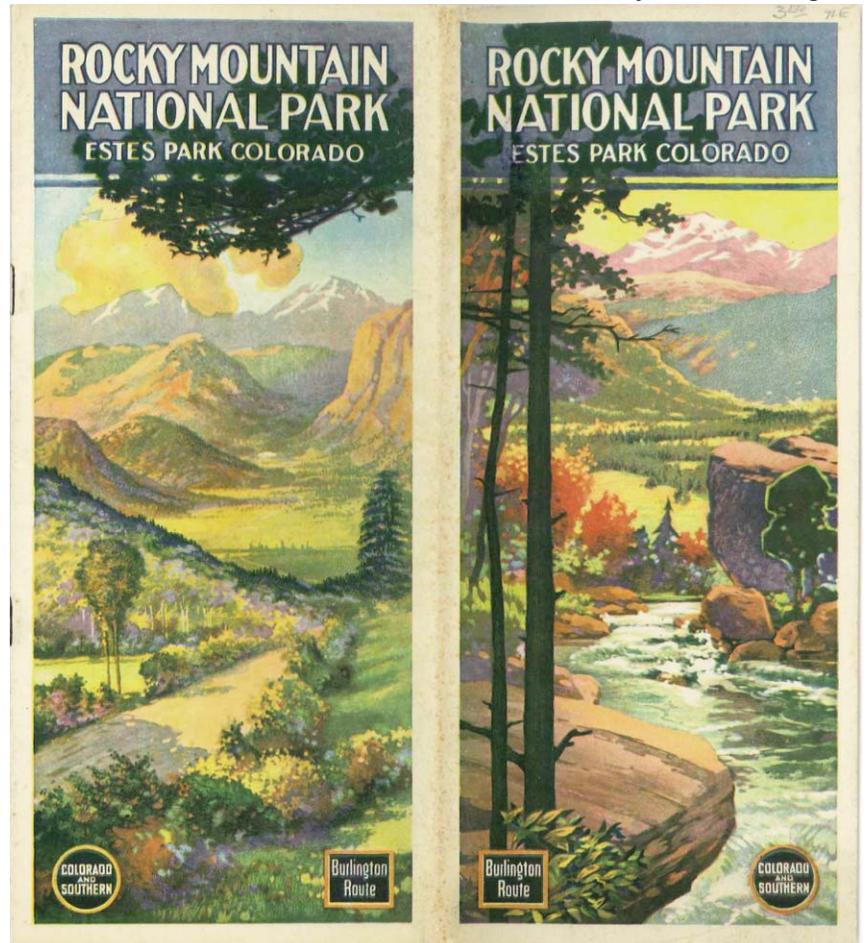
HO scale drawing for location of additional parts needed for conversion. - *Bill Glick*

RAILROADIANA & COLLECTABLES

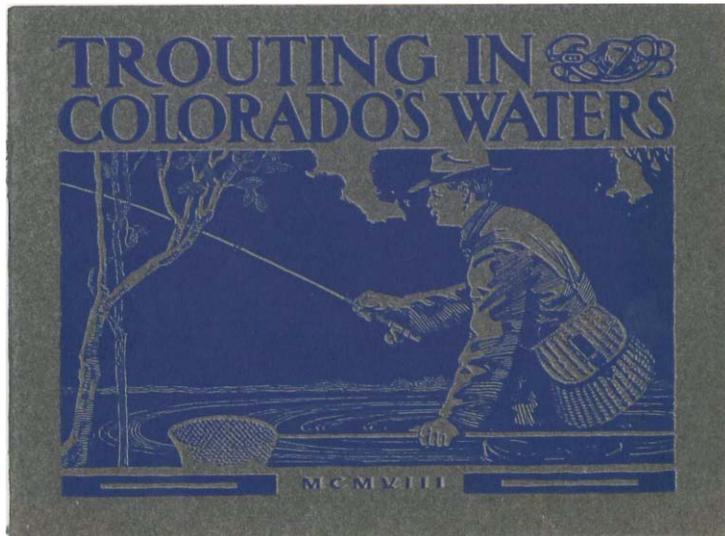
Burlington Route Brochures

by Gerald Edgar

Like their parent, Colorado & Southern and Ft. Worth & Denver promoted freight and passenger service with a variety of brochures. C&S with its Colorado scenery was a very active promoter from its inception as well as after becoming part of the Burlington System. Its brochures that I am aware of were printed by Smith-Brooks Press of Denver except for the Knights Templar special which was the Williamson-Haffner Company. As C&S began doing joint brochures with its parent and FW&D affiliate, the printer remained Smith-Brooks except when it was a CB&Q Poole Brothers (Chicago) brochure with added heralds on the cover. The various Colorado & Estes Park brochures are common as purely Burlington brochures but the careful collector can also find the C&S and FW&D versions. As the years passed, the parent's brochures were used with the aforementioned cover additions except for purely C&S/FW&D service. You can find various combinations of the three railroad cover markings; enjoy!

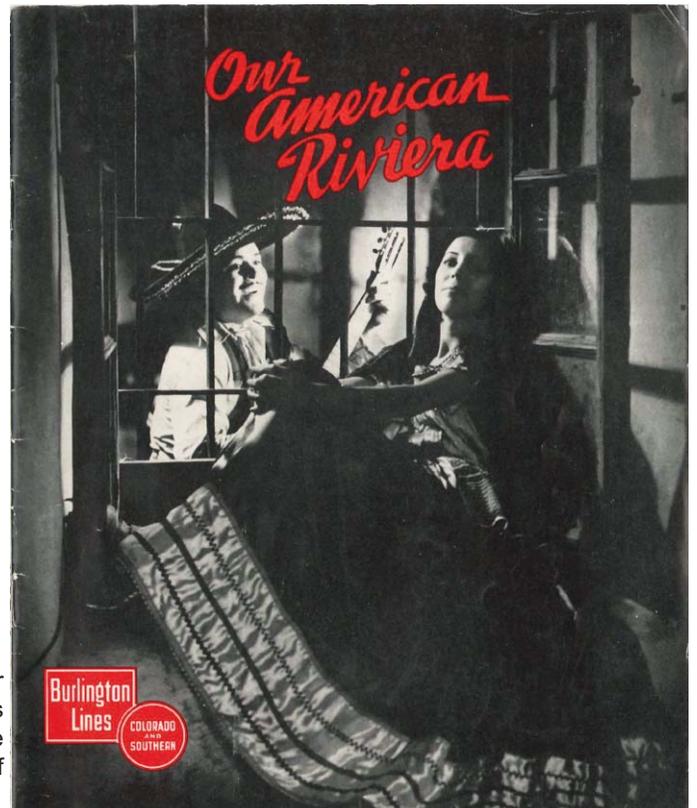


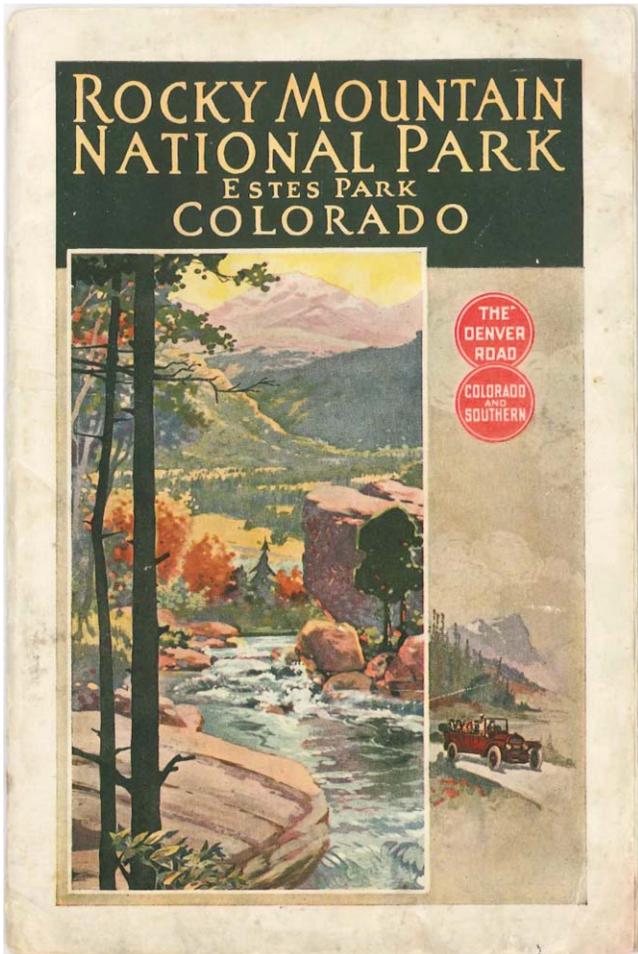
C&S/BR "Rocky Mt. National Park" 1916 - 22 pp - 4" x 9" folded with center-fold map.



C&S "Trouting in Colorado's Waters" 1908 24 pp - 7 1/2" x 5 1/2" In addition to best fishing spots, explains C&S's program of stocking streams with 500,000 to 1,000,000 trout annually. THAT is promoting passenger service! C&S's two lodges in Platte Canon are also extolled.

C&S/BR "Our American Riviera" 1950's(?) 24 pp - 7 1/2" x 9" Unlike other C&S brochures, this was printed by F.L. Motheral of Ft. Worth, perhaps because although FW&D is not mentioned, the attractions are solely on the Gulf Coast from Mexico to Miami. This is by far the most cosmopolitan of all Burlington family brochures.

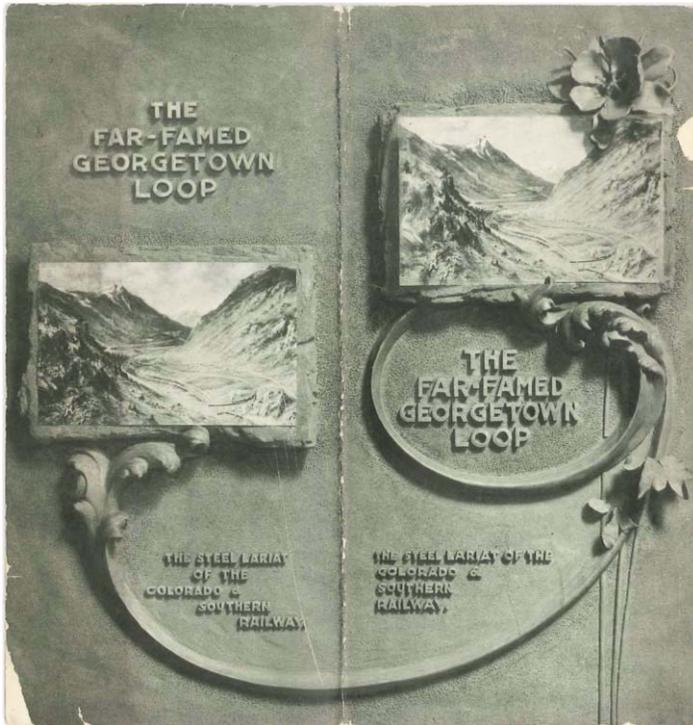




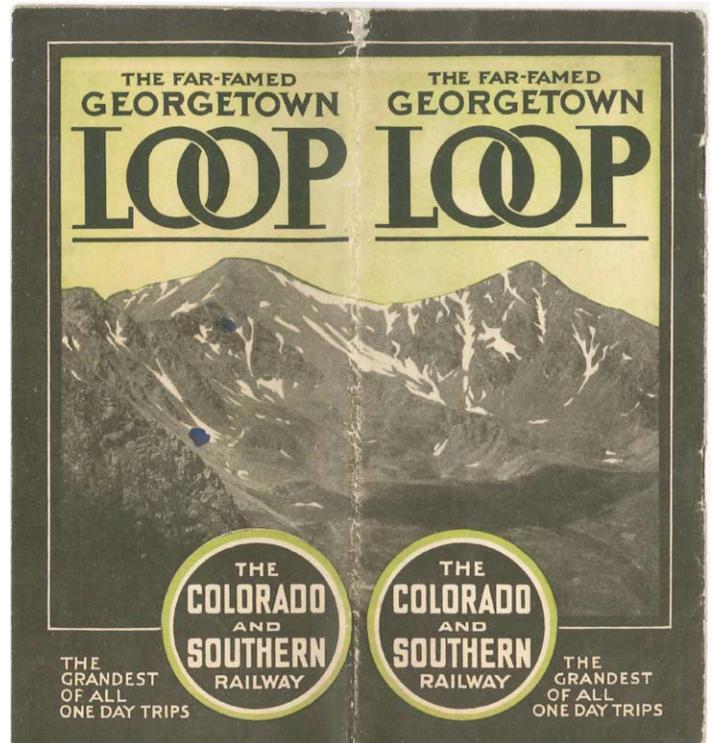
C&S/FW&D 1921 32 pp 6" x 9" nearly identical brochure done with just a BR logo. A one page map extols the "Gulf to Sound Route"



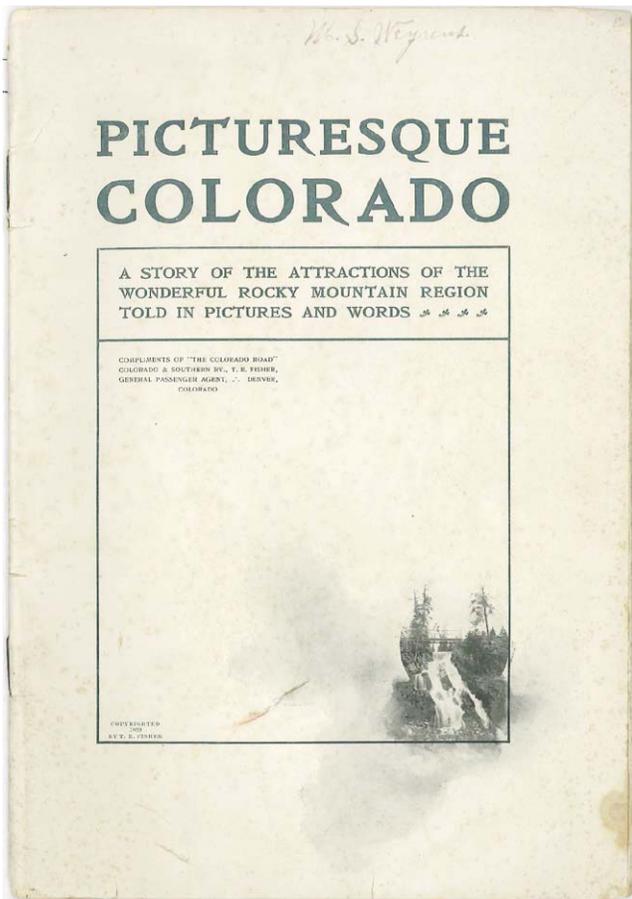
C&S "Picturesque Colorado" 1911 48 pp - 7" x 10" A later version of one of C&S most popular brochures.



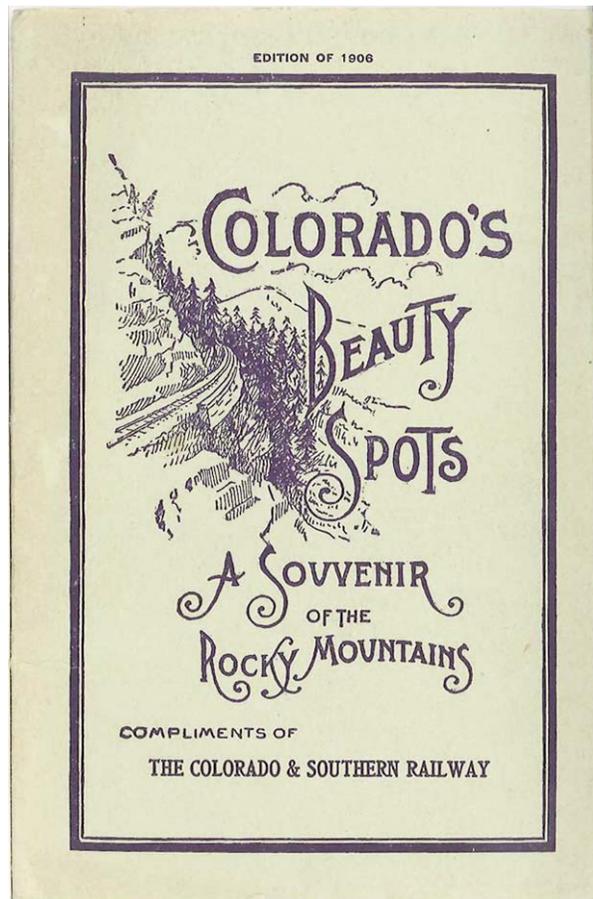
C&S "The Far-Famed Georgetown Loop" 1906 24 pp - 7 1/4" x 7 1/2" unfolded. Primarily photos - a modeler's delight!



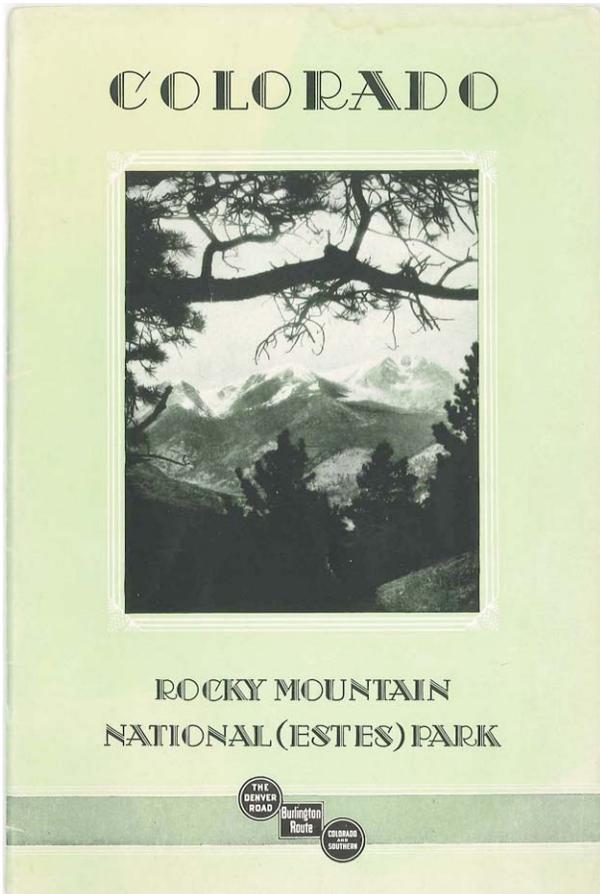
C&S "The Far-Famed Georgetown Loop" 1912 16 pp - 8" x 8 1/2" unfolded. Exclusively photos, many different from '06 version.



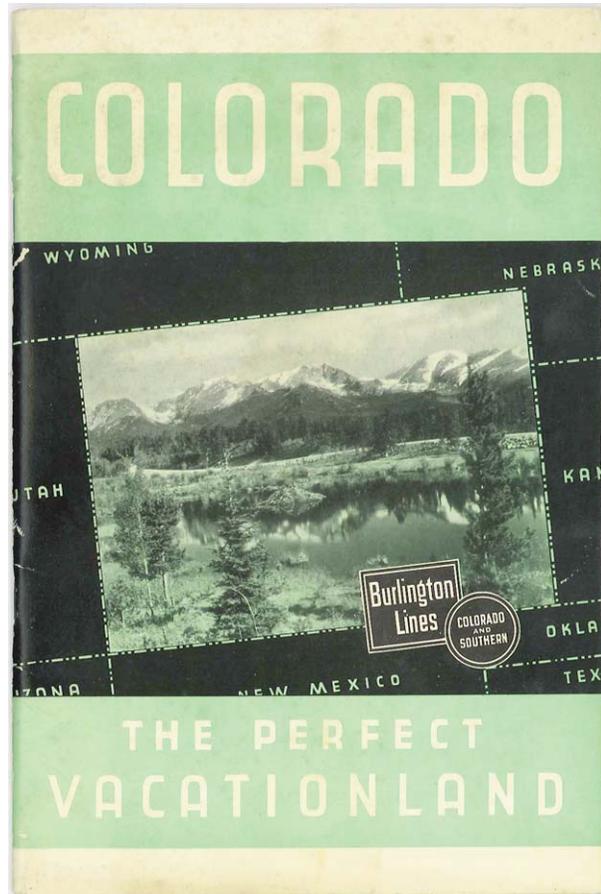
C&S "Picturesque Colorado" 1899 32 pp - 7" x 10" prose, poetry & printers' art at its finest! This defines Victorian travel.



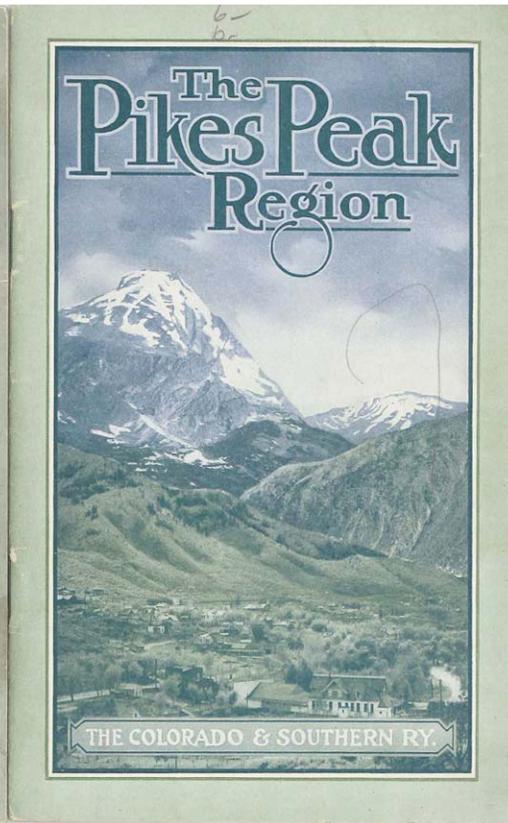
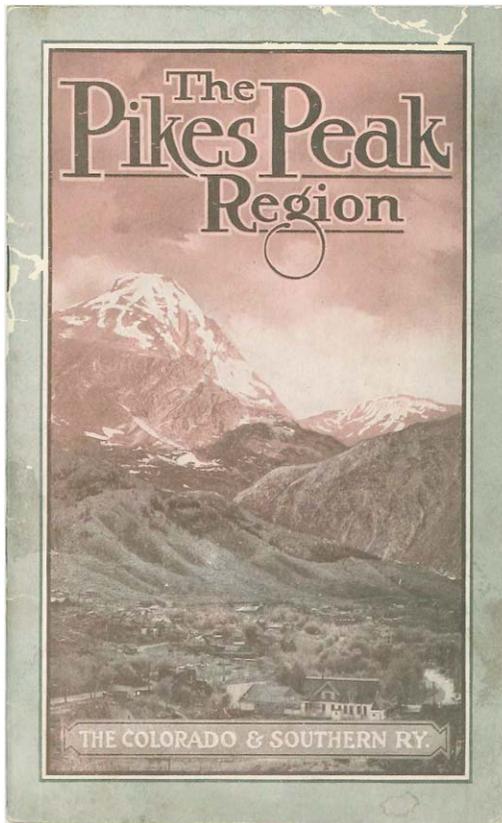
C&S "Colorado Beauty Spots" 1906 16 panels inside covers unfold with 24 photos 6 1/2" x 4 1/4" A long time C&S offering.



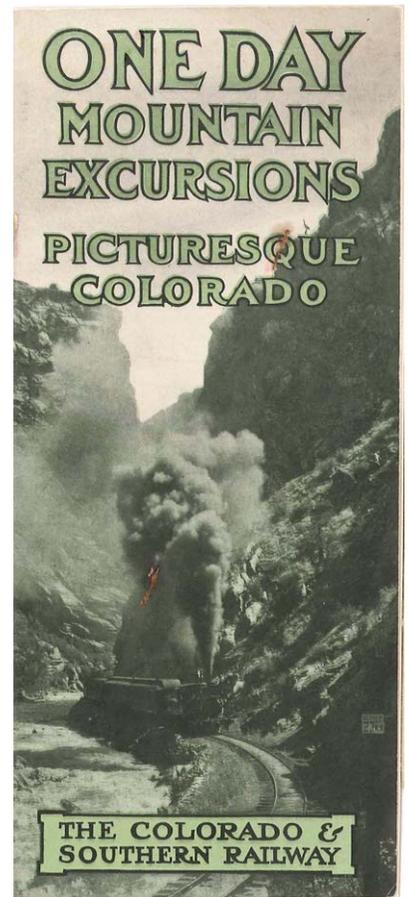
FW&D/BR/C&S "Colorado" 1929 36 pp - 6" x 9" with 11 1/2" x 14" tipped-in map back cover.



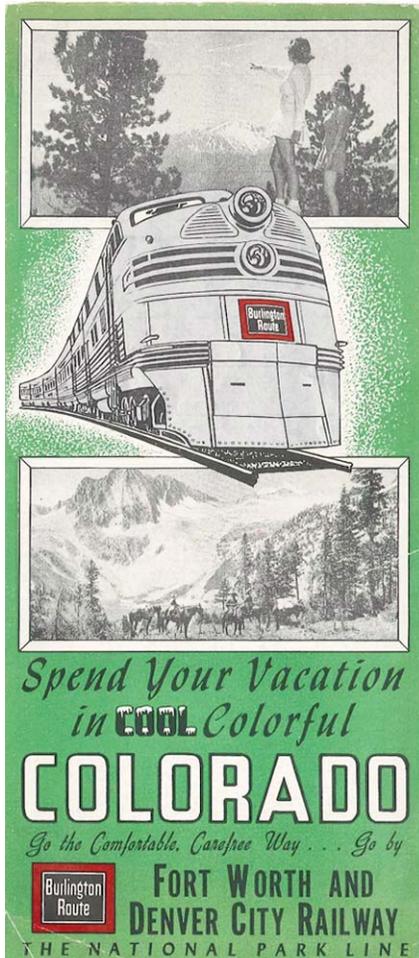
BR/C&S "Colorado" 1937 54 pp 6" x 9" (also printed as just Burlington)



C&S "The Pikes Peak Region" 1911 blue/1912 rust - both 32 pp - 5" x 8" with Manitou on cover (1912 version also has C&S logo on back)



C&S "One Day Mountain Excursions" 1908 24 pp 4" x 9" Lists 7 brochures available from GPA in Denver.



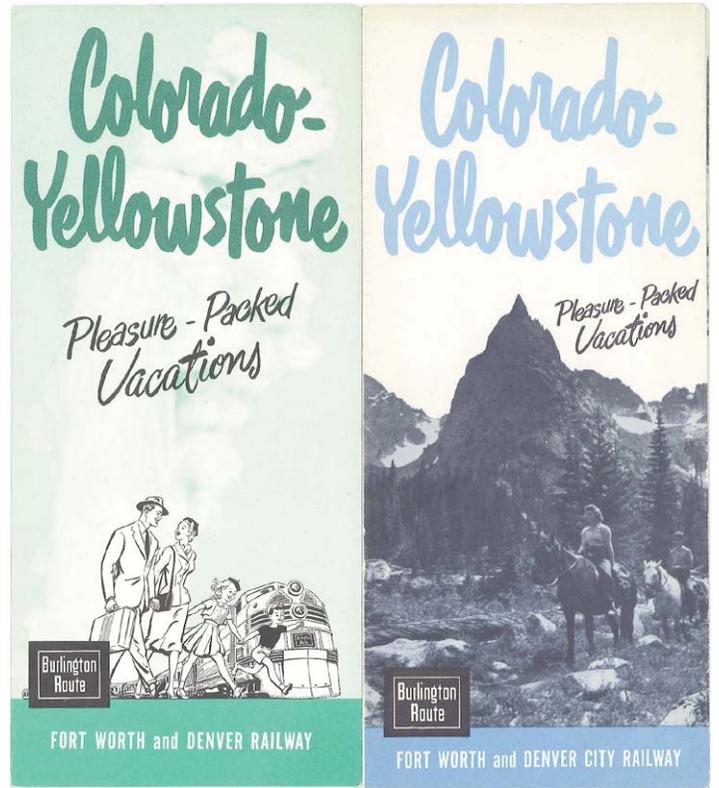
FW&DC "Colorado" 1950 tri-fold 3 3/4" x 8 3/4" (11 1/2) expensive brochure as used silver ink for the Zephyr on cover.



Rare C&S Knights Templar (Masonic) 1913 8" x 9" unfolded 8 pp Like the Burlington, C&S would make up one of a kind brochures for special trips involving multiple trains. As the triennial was in Denver, many trainloads of Knights Templars came from all (then) 48 states and D.C.



FW&D "Colorado & Yellowstone Package Vacations" Both 1959 1 page foldout (4" x 9" to 8" x 9").



FW&D "Colorado & Yellowstone" Blue 1951/Green 1952 quad-fold 4" x 9" (16" unfolded) Totally revamped year to year.

NEWS AROUND THE SYSTEM

Ex-CB&Q No. 9505 (505) to the Craggy Mountain Line



Edwards motor car, CB&Q No. 9505, as it appeared at the Ft. Madison, Farmington & Western prior to being sold to the Craggy Mountain Line located in Buncombe County, North Carolina. - Craggy Mountain Line



Here is how it looks on August 30, 2013. - Craggy Mountain Line (If anyone has any photos of the 505 or 9505 in service, please contact Rocky Hollifield, President at rocky@craggymountainline.com)

Ex-CB&Q 9983 Repainted Keeping Metra Number



The Gold Coast Railroad Museum in Miami, FL recently completed repainting the ex-Q E9 into silver with red "whiskers." The museum acquired the unit in 2002 from Tennessee 200 Inc., who got it from the Indiana Transportation Museum on 1996, who purchased it from Metra in 1994. - GCRM

Burlington, Iowa Benches



A newly painted bench in Burlington, Iowa located just north of the BNSF's Main Street crossing. This bench, and another like it now located at the depot, is a product of Greater Burlington Partnership 2012's County Seat Bench Project begun in 2009. - Bill Ewinger

Waycar No. 13500 Restored



CB&Q No. 13500 built in August 1930, first of 25 30' NE-10 class steel waycars, was restored by Minnesota Transportation Museum volunteers. Shown here at MTM on October 30, 2012. - *Ralph Back*

Green City Waycar No. 14540 Scrapped



Another loss, CB&Q No. 14540 at Green City, MO. In sad shape (left), the waycar is seen (right) in the final stages of scrapping on 8/23/13. - *Sam Cook*

News Briefs

SIOUX CITY, IA - The BNSF has applied to the Surface Transportation Board for an exemption from prior review and approval to reacquire and operate the 120.4-mile Nebraska Northeastern Railway, which BN sold in 1996. This is the long branch line west to O'Neill, which was featured in *Burlington Bulletin* No. 27. BNSF said it's buying the line to strengthen its agricultural products franchise in the region. There are two shippers shipping 110-car trains under BNSF's grain shuttle train program and three new ethanol plants along this rail line. (www.stb.dot.gov, filings, July 20, 2012) - *Michael Bartels, Pat Latz, Hol Wagner*

SHENANDOAH, IA - In a decision served June 8, 2012, the Surface Transportation Board granted BNSF an exemption to abandon 5.95 miles of ex-CB&Q trackage between MP 20.05 near Shenandoah, Iowa, and 26.0 near Farragut. It plans to sell 1.85 miles from MP 20.05 to 21.90 to Green Plains Shenandoah LLC for staging trains. Several groups have expressed interest in the right of way for the rest of the line, which has been dormant since 2007. BNSF was required to keep right of way and bridges intact until Dec. 5, 2012, to permit negotia-

tions for acquisition for public use or interim trail use/railbanking. The exemption was effective July 8, 2012. (Ed. The CB&Q abandoned the line from Hamburg to Riverton, Iowa, in 1961, and BN cut it back from Riverton to Farragut in 1971. In the decision served on Oct. 28, 1971, it said it had been out of service since Jan. 22, 1970.) (www.stb.dot.gov, June 8th, AB-6, Sub-No. 479X) - *Michael Bartels*

MINDEN, NE - The CB&Q water tower here stood in the shadow of a grain elevator for years. Many of the locals thought it had been built for an ice plant. Perhaps it was used for that in later years, but this was the standard steel water tower that the CB&Q had all over the system. Harold Warp bought it from the railroad but never moved it across the street to Pioneer Village. Instead it was sold off, used for a season or two to store grain in the 1960's, and then sat derelict until it was unceremoniously scrapped October 23, 2012. - *Michael Bartels*

OMAHA, NE - On June 05, 2013, Omaha TV station KETV announced its purchase and plans to move its broadcast facility to the Burlington Station on 10th Street by 2015.

Aurora Depot Demolition



The Aurora Depot, abandoned by the BN and neglected for years, succumbed to the wreckers in late April of this year. The scene shown here was taken on April 22, 2013. - *Jon Habegger*



"For nearly 80 years, the building, just south of 10th and Leavenworth streets, was a destination point where travelers first arrived in Omaha to visit family or start new lives. Burlington Station helped connect families and build Omaha.

"Now, the historic landmark will help keep Omaha informed.

"A two-year multi-million dollar renovation project will be launched, and another Omaha institution – the architectural firm of Leo A. Daly – will be in charge of turning the landmark into a state-of-the-art electronic media facility." - *KETV*

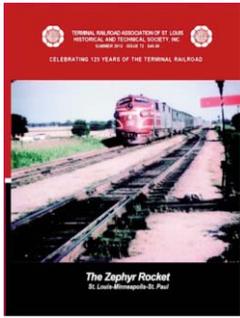
MOLINE, IL - The state of Illinois will in part fund the movement of the "Dri" Line station out of the way of the I-74 bridge reconstruction project. The brick depot was slated to be demolished. The state will fund the \$82,000 short fall of funds that the Moline Preservation Society had raised. - *Jim Singer*

LINCOLN, NE - On June 26, 2012 a new Amtrak station was opened, replacing the old CB&Q depot. More detailed coverage and photos in the next *Zephyr*.

NEW PRODUCTS

BOOK REVIEWS

The Zephyr Rocket by Lawrence Thomas



This is the latest in a series of Terminal Railroad Association of St. Louis Historical and Technical Society publications concerning the "name" trains serving St. Louis. Covered here is one of the more obscure trains found in among the numerous Burlington Zephyrs and Rock Island Rockets.

Going back to the days of the St. Louis, Keokuk and North Western (K-Line), the *Zephyr Rocket* and its predecessors steadfastly served the St. Louis-Twin Cities 585 mile route despite never being known for speed or timeliness.

Outstanding research, photo reproduction, maps (check out those of Hannibal, Quincy and Burlington), text and captions make this a must-have for BRHS members. It is doubtful that any detail concerning the history, rolling stock, consists, schedules, etc. has been overlooked.

This is another example of how a small, dedicated group can produce a high-quality publication year after year.

Do not miss the opportunity to add it to your library.

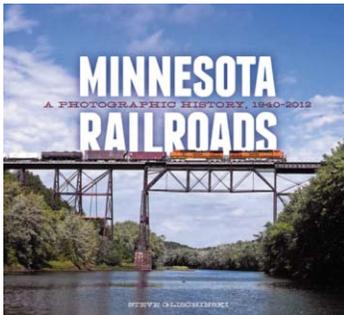
Soft-cover, 166 pages, an incredible number of photos, maps graphics, etc.

Price: \$40.00 plus \$5.00 postage

TRRA Historical and Technical Society
P.O. Box 1688
St. Louis, MO 63188-1688

BOOKS

Minnesota Railroads *A Photographic History, 1940-2012*



An illustrated history of Minnesota railroads from the romance of steam locomotives and luxurious passenger travel to the prosperous engines of transportation today.

Price: \$39.95 plus S&H

Cloth, Jacketed

Published 2012

Author: Steve Glischinski

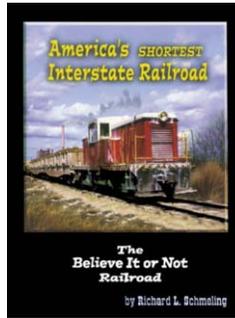
University of Minnesota Press
Suite 290 111 Third Avenue South
Minneapolis, MN 55401
Phone: 612-627-1970

May be ordered online at:

<http://www.upress.umn.edu/bookdivision/books/minnesota-railroads>

by George Speir

America's Shortest Interstate Railroad by Richard L. Schmeling



A fascinating soft-cover book about the Nebraska-Kansas Railroad operated by the Ideal Cement Co. at its plant near Superior, Nebraska. The primary purpose of the four mile long line was to convey soft Kansas limestone from quarries across the Republican River for use in the making of cement. Although Superior was at one time served by four class one railroads, the plant's only direct connection was with the CB&Q.

Over its nearly seventy-year lifetime the N-K rostered a unique collection of electric, steam and diesel locomotives, most of which, if not all, are depicted. No. 26, a nifty 2-6-0

acquired in 1951 from a related operation in Arkansas, survives today at the Illinois Railway Museum.

Learn about cement manufacture, how many loaded cement covered hoppers the Burlington would, in later years, tie onto train Nos. 15-16 (Wymore to Red Cloud) powered by diesel-electric motorcar No. 9767 and whether there were any passenger excursions operated, and, if so, what equipment was used.

It is interesting to note that in keeping with our stated purpose of collecting, preserving and disseminating data related to the Burlington, Several Society members contributed material in the production of this book.

Soft-cover, 80 pages, 95 photos, maps, etc.

Price: \$19.95 plus \$5.00 S/H. NE residents add 5.5% sales tax

South Platte Press
P.O. Box 163
David City, NE 68632

2013 FALL MEET November 1-2, 2013

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

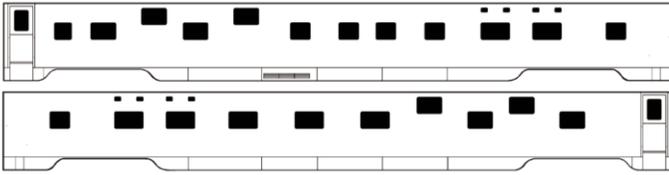
Rooms blocked at both hotels until October 18
Use Code: BRHS when reserving.

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
(Come see the majority of the late Dave Beck's models, and a few of Vernon's (Dave's son), now on permanent display, along with the engine terminal and yard from Dave's layout that has been incorporated into the museum's layout.)

Saturday
Swap Meet for Membership
Clinics
Banquet & Speaker

N & HO SCALE



Brass Car Sides has new sides to accurately model the "Pass" series 8-4-4 sleeping cars for the 1947 *Empire Builder*.
 #173-68 HO 1947 EB 8-4-4 "Pass" PS Sleeping Car.....**\$33.75**
 #173-568 N 1947 EB 8-4-4 "Pass" PS Sleeping Car.....**\$23.75**

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

N SCALE

In Stock! Walther's CB&Q GP20 in Chinese Red
 #911 (920-80152), #925 (920-80052)

DCC-friendly w/Clip-Fit Circuit Board, all-wheel drive & electrical pickup, dual machined brass flywheels, skew-wound motor, die cast split-frame chassis, constant intensity & directional headlights, RP-25 metal wheels, MicroTrains couplers.
 MSRP.....**\$99.98**



HO SCALE

Hornby/Rivarossi - Is re-entering the US market and their first offering is a newly tooled GE U25C locomotive. This new release will incorporate all new state-of-the art tooling with the following features:

- Heavy metal die-cast chassis
- 5 pole can motor w/flywheels
- NMRA RP-25 wheel profile
- Authentic roadname, lettering and road numbers
- Road specific detailing and lighting configuration
- Separately applied detail parts: horns, bell, handrails, grab irons
- Available in DCC Ready and DCC/Sound versions

Expected Release: May 2014 - Two CB&Q Nos. 550 & 558

Standard DC.....**\$219.99**

DCC w/Sound.....**\$299.99**

DECALS

BRHS - Decal sheets from the 1998 car project are still available. Originally released for the Wood Refrigerator car project from Accurail, the cars are sold out, but the decals are still available. Numbers and reporting marks may be used to change (or add to) available car numbers from the 1998 cars or earlier BRHS car offerings. These decals would also be suitable for more recent releases of CB&Q freight cars.

Cost: \$5.00 for two sheets of decals plus **\$2.50** shipping. Illinois residents add 8.75% sales tax.

SUPPORT RETAILERS THAT CARRY THE *BURLINGTON BULLETIN*

| | | |
|---------------------------|--------------------------|-----------------|
| Caboose Hobbies | 500 S. Broadway | Denver, CO |
| Colorado Railroad Museum | 17155 W. 44th Ave. | Golden, CO |
| Hobby Haven | 2575 86th St. | Urbandale, IA |
| M-A-L Hobby Shop | 108 S. Lee St. | Irving, TX |
| Chicagoland Hobby | 6017 N. Northwest Hwy. | Chicago, IL |
| Greenfield News & Hobby | 6815 W. Layton Ave. | Greenfield, WI |
| Jim's Junction | 811 16th St. W. Suite B | Billings, MT |
| Scale Model Supplies | 458 N. Lexington Pkwy. | St. Paul, MN |
| Hub Hobby Center | 6416 Penn Ave. S. | Richfield, MN |
| Al's Hobby | 121-123 Addison Ave. | Elmhurst, IL |
| The Original Whistle Stop | 2490 E. Colorado Blvd. | Pasadena, CA |
| La Grange Hobby Center | 25 S La Grange Rd. | La Grange, IL |
| Des Plaines Hobbies | 1468 Lee St. | Des Plaines, IL |
| Rails Unlimited | 126 Will Scarlet Ln. | Elgin, IL |
| The Iowa Store | 400 Front St. | Burlington, IA |
| Karen's Books | 1315 Hot Spring Way #104 | Vista, CA |
| Randy's Roundhouse | 910 N. 70th St. | Lincoln, NE |

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2014 SPRING MEET

March 29, 2014

**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



WHERE TO WRITE

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

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

For all correspondence pertaining to membership including renewals:

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

Archives:

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

For all matters pertaining to finances:

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

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Email: taceys@gpcom.net



Material for publication in the BURLINGTON BULLETIN:

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La Grange, IL 60525

Material for publication in the ZEPHYR:

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

The ZEPHYR is published on an irregular schedule and is included with membership in the Burlington Route Historical Society. A regular membership in the Society is \$30.00 per year; sustaining membership is \$60.00 per year. Members outside the United States are assessed a postage surcharge. Yearly membership begins on the first day of the current quarter when dues are received during the first two months of that quarter. Otherwise, membership begins on the first day of the following quarter. Quarters begin January 1, April 1, July 1 and October 1. Single copies and some back issues of the BURLINGTON BULLETIN and the ZEPHYR are available.

Back Issue Sales:

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

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