

BRHS & NPRHA HOLD JOINT MEET

as reported by Gene Tacey

The joint meet with the Northern Pacific Railroad Historical Association in Billings started with a meet and greet at the Billings Depot on July 16th. This was an event for early arrivals which included registration and catered snacks. One hundred and sixteen persons had pre-registered for the convention and there were eight walk-ins. While the registrants were primarily NPRHA members, there were 17 BRHS members present and there were several who were members of both groups. The group enjoyed meeting with each other and discussing the two railroads and how they interfaced at Billings. Following the meet and greet and the snacks, the group enjoyed a nice presentation by Jennifer Mercer on the history and restoration of the Billings depot.

The convention officially started the next day on Wednesday the 17th and the work done by Kyle Brehm (the host) and his crew of volunteers showed clearly as the day was filled with 6 clinics on a variety of subjects dealing with the Northern Pacific. The clinics included "Northern Pacific Town Site Plat Designs" by Kevin Kooistra, "Manning the Northern Pacific Traffic Department from Billings to the Beartooth Pass and Beyond" by Chuck

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MENDOTA 2013 ANNUAL MEET

as reported by Bryan J. Howell



CB&Q O-1A Mike No. 4978 and NE-6 waycar No. 14451 at the Mendota Union Depot Railroad Museum with the oft-photographed Mendota water tower in the background. - *Bryan Howell*

Members and friends of the BRHS gathered 82.65 miles from Chicago Union Station via the CB&Q, better known as Mendota, IL, on November 1st and 2nd, 2013 for the BRHS Fall Meet. While this meet was shorter than most Fall Meets due to the joint NPRHA-BRHS Meet during the summer in Montana, Meet Chairman Tom Whitt put together a full schedule of events. Those arriving Friday evening gathered at the Mendota Union Depot Railroad Museum for refreshments and

conversation in the museum's Milwaukee Road combine and Southern Pacific dining car. The museum was also open for attendees to view their collection and the HO scale layout of Mendota, including parts of the late David Beck's layout and collection. Some visiting the museum were also able to explore the seldom seen basement of the museum, which was part of the kitchen of the depot before the depot was greatly reduced in size. Also open was CB&Q O-1A No. 4978 and NE-6 waycar No.

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The NP's Billings, Montana depot from trackside. Note the NP monad on the depot end. - *Gene Tacey*

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BILLINGS MEET IN PHOTOS



Registration area in the Billings depot waiting room. - Gene Tacey



CB&Q Waycar No. 13872 displayed at the Billings Depot. - Bill Jelinek



Friday the 19th was tour day. One of the stops was BNSF's Rail Shop at the Laurel Yard. The shop entrance left, and stacked rail right - Both Bill Jelinek



After donning safety gear, the tour group's cameras came out and there was much interest watching the sparks fly! - Both Bill Jelinek



The Beartooth Pass tour group posing for a group photo. - Gene Tacey



Montana Rail Link's SD35s 703 and 701 in the Laurel Yard. - Bill Jelinek



Q E units and NP switchers on Daniel Balgeman's MARS (Mid-America Rail System) layout in Laurel. - Gene Tacey



A freight passes through Main Street on Nick & Rick Wood's layout in Billings. - Gene Tacey



An excellent mix of freight car, diesel and steam models were on display, including this group of single sheathed boxcars by Bill Tulley. - Both Gene Tacey



The Saturday swap meet attracted many vendors. - Gene Tacey



Gene and Linda Tacey visit with BRHS member Terry Ulrich while they man the BRHS Company Store. - Bill Jelinek



Just like at BRHS meets, raffle tickets were a hot commodity prior to the evening banquet that was well attended. - Both Gene Tacey

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Stanley, "Miles City Depot Preservation Project" by Constance L. Muggli, "Northern Pacific Railway 1969" by Mike Powers and a presentation on the Wade Stevenson Northern Pacific Photo Collection by Jim Dick. There was an additional presentation on the *North Coast Limited* and the Q passenger trains to Billings in September 1965 by Glenn Williams that was rescheduled due to a conflict in his schedule. During the clinics there was a coffee break sponsored by St. Vincent Healthcare at 9:50 a.m. and the coffee and sweet rolls served were appreciated by all. While the men were enjoying the clinics, the ladies held a craft meeting in the Skyview #1 restaurant at 1:00 p.m. This craft meeting is something that has become a regular event at the NP conventions. After a busy day, the evening closed with an open projector presentation which included the history of the Ice House and the Rail Plant in Laurel.

Thursday was another busy day with a look at the history of the area involving both the NP and CB&Q. There were six clinics and presentations on the NP including: "NP #1364 at Toppenish-Yakima Steam Update 2014" by Andy Breeding, "NPRHA Grant Funded Projects-the Elkhorn Tank" by Bill Taylor, "NPRHA Telegrapher Data Base" by Jan

Taylor, "NP Telegrapher and his Family Story" by Rick Setterhorn, and "The NP Telegrapher in Action" by John Barrows. Burlington clinics included: "Routes to Billings on the Q" by Gene Tacey, "Locomotives of the Wyoming Railway" by Bill Tulley, "CB&Q Single Sheathed Boxcars 1942-1965" by Bill Tulley and "Joint Q/NP Promotional Advertising" by Gerald Edgar. These were followed at 3:00 P.M. with a veterans panel by NP and CB&Q employees that included some great stories of employee experiences on the two railroads. That evening there was the general business meeting of the NPRHA. There was an open projector scheduled for later in the evening but due to length of the business meeting this was cancelled.

Friday the 19th was filled with various tours, including the BNSF rail plant, the Laurel Yard and the Beartooth Pass. The attendees enjoyed lunch which was included with the tours. After spending all day on the tours many members traveled to the two model railroads that were open for the convention. One was in Laurel and the other in Billings. The tours and layouts were all very interesting and the attendees had a good time.

On Saturday there was a swap meet that was open to the public. The room was filled with approximately 30 tables with a variety of model and

prototype material for sale. In addition, the NPRHA and BRHS company stores were open for the swap meet. The model displays were set up in the same room as the swap meet (The NPRHA doesn't have a contest anymore) and these displays took another 14 tables. The afternoon was filled with clinics on modeling and prototype clinics aimed at modelers. The first modeling clinic time slot consisted of going to the display tables and having each of the modelers explain how they built their models and answer any questions from the audience about the building and finishing. Unfortunately, the Q modelers who had set up displays had to leave early due to schedule conflicts and their interesting models weren't available for this. The day closed with the banquet dinner that was quite nice. After the dinner, a raffle was held, including a special raffle of brass models that was open to all members not just the convention attendees. Kyle Brehm then gave thank yous and recognition to all the persons who had helped with the convention and Tom Kaminski then gave a presentation on collecting railroadiana. The convention was a lot of fun and there was something to do almost every minute of the day. The NPHRA folks were very welcoming and were a pleasure to be with through the entire convention.



Clinicians for the Billings meet were. (L-R) Jim Dick, Gerald Edgar, Kevin Kooistra, Jennifer Mercer, Mike Powers, Chuck Stanley and Bill Tulley. Not included in the photos are John Barrows, Andy Breeding, Constance L. Muggli, Rick Setterhorn, Jan Taylor, Bill Taylor, Gene Tacey and Glenn Williams. - Gene Tacey & Bill Jelinek



Ron Kaminski gives the after banquet presentation on railroad collectibles. - Gene Tacey



Kyle Brehm (the NP host for the convention) thanks his volunteers for their help to make this a successful meet. - Gene Tacey

2013 MENDOTA MEET

Continued from page 1

14451, which a few members utilized for some night photos. Many members called it a night around 9 p.m. and headed to the hotel to rest up for the next day's activities.

The festivities started early Saturday morning with the BRHS Annual Business Meeting, where the BRHS officers in attendance updated the membership on the state of the society and developments and actions over the past year. Following the meeting, it was time for the swap meet. Although the total number of vendors was down this year, attendees were able to find many great deals.

The clinics started at noon and first on the agenda was Dave Lotz, who gave an in-depth presentation on the CB&Q's bridges in Burlington, Iowa. BNSF recently replaced the 1893 bridge over the Mississippi River with all new spans and a vertical lift span for barge traffic. Using a mixture of historical photos and videos, Dave covered the two year replacement project in excellent detail.

Up next was a presentation on the state of the BRHS Archives prepared by Jim Singer and presented by Dick Kasper. Dick showed photos of the work the Archives Committee is doing to establish our archives at the Lakes State Railway Historical Association in Baraboo, WI. They are currently in the process of taking material to Baraboo that was donated to the BRHS by the Newberry Library in Chicago along with various assets owned by the society. Dick also brought some Q video footage that had recently been converted to a digital format and had not been seen in years, but technical difficulties prevented them from being shown.

Following the archives update, Gene Tacey shared the clinic he gave in Billings, "Routes to Billings on the Burlington." As a part of that clinic, Gene included numerous photographs and postcards of depots in Nebraska and is working on compiling them into a future article.

The last of the afternoon clinics came from Leo Phillipp who covered all the local CB&Q jobs out of Aurora. Using timetables and maps, Leo was able to tell in detail what each job did, where it went and how much the crews made, along with numerous humorous side stories. For as much as he covered, he only scratched the surface of the material he has and more is coming from Leo in the future.

While the men were talking trains, the ladies were out on the town. Sharon Hendricks led the ladies once again on a



Amtrak's California Zephyr passing through the Mendota station Nov. 1st at 5:27 pm. - David Lotz



Indicator boards from inside Mendota's M.S. tower. - Bryan Howell

tour of the town with visits to a winery, an ice cream shop, antique stores and a lunch stop. Upon their return to the Civic Center, the ladies were abuzz with their day and how great of a time they had. Thank you to Sharon Hendricks for putting the Ladies Tour together once again!

The cocktail hour and a buffet dinner followed the clinics and the staff of the Mendota Civic Center presented a spread of roast beef and fried chicken along with mashed potatoes, mostaccioli, vegetables, salad and a selection of desserts including spice cake and chocolate cake. After everyone had their fill, it was time for a few presentations. The winners of the model and photo contests were announced, along with the recipient of the 2013 Fuka-Miekiszak Award, Rupert Gamlen.

The evening speaker was Mendota native Bill Greenwood. Mr. Greenwood began his career with the CB&Q in 1956 working as a tower operator and telegrapher in Mendota. He then worked his way up the corporate ladder of the CB&Q and then the BN before retiring from the BN in 1995 as the Chief Operating Officer. Mr. Greenwood was in charge of intermodal service on the BN from 1981 to 1985 and doubled the size of the business unit and set the stage for the intermodal boom that was on the horizon.

Mr. Greenwood's focus for his presentation was Mendota in 1956. He shared numerous photos of Mendota during that time period and regaled the attendees with tales of the railroad during his first few years on the railroad.

Through his stories, attendees developed an excellent picture of what Mendota was like then and the people that lived and worked there. While there were many humorous stories, there were also serious stories of events on the railroad. Mr. Greenwood's speaking style kept everyone wanting more. However, it had to end and everyone graciously thanked Mr. Greenwood for coming. He in turn thanked everyone for being so welcoming to him and his family that attended the banquet with him. BRHS members should keep an eye out for future messages as both audio and video recordings of Mr. Greenwood's presentation were made and it is hoped these will be shared with members.

The raffle followed Mr. Greenwood's presentation and attendees were able to choose from a wide selection of CB&Q and other railroad items ranging from models to photos to publications. Everyone went home with at least one item by the time the table was cleared. BRHS President and Meet Chairman Tom Whitt then thanked everyone for attending and hoped to see everyone in a few months at the Spring Meet in Batavia.

Numerous people helped out with the meet and the BRHS wishes to thank them for making the meet a success. Those individuals and groups include Joanie Nichols and the staff of the Mendota Civic Center, the staff of the Mendota Union Depot Railroad Museum, Perry Bilotta, Sharon Hendricks, Bryan Howell, Dick Kasper, Greg Koon, Dave Lotz, Leo Phillipp, Jim Singer, Scott & Nancy Stearns and Gene Tacey.

MENDOTA MEET IN PHOTOS



So, what does this ex-Milwaukee combine, on display at the Union Depot Railroad Museum have to do with the BRHS Fall Meet? Answer: That's where Scott and Nancy Stearns had the registration table set up for those arriving Friday night. - Both Dave Lotz - Greg Koon



Resting in the Mendota yard we found CB&Q HT-13 No. 161014 still in service on the BNSF with spray-painted reporting marks. - Bill Jelinek



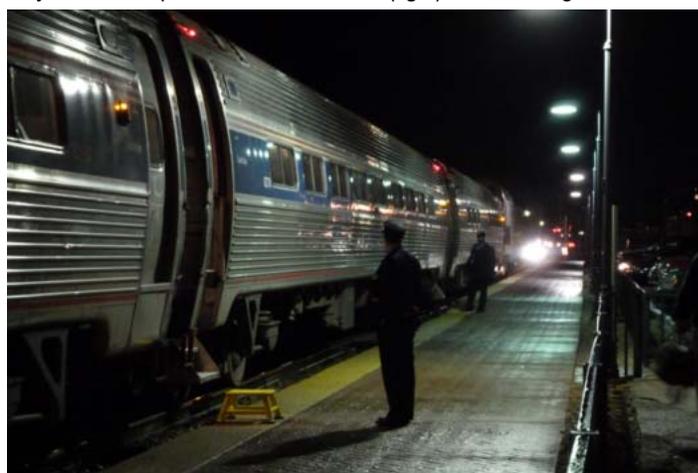
The main attraction for CB&Q fans are the O-1A, the NE-6 and Q train order board, this time, captured in daylight from the rear. - Greg Koon



Interior shots of the NE-6 waycar looking back towards the cupola (left) and away from the cupola towards the bunks (right). - Both Greg Koon



A nighttime shot of the NE-6 with marker and interior lights lit - Bill Jelinek



Amtrak's Illinois Zephyr making it's 7:30 p.m. Mendota Stop. - Greg Koon



The museum's ticket window, not for Amtrak use. - Dave Lotz



Museum volunteer, Don Reese, came prepared to punch our admission tickets in a complete CB&Q conductor's uniform. - Dave Lotz

EASTBOUND TRAINS			ARRIVES CHICAGO	
TRAIN NO.	DEPARTS MENDOTA			
380	8 56 AM	ILLINOIS ZEPHYR		10 40 AM
4	1 19 PM	SOUTHWEST CHIEF		3 15 PM
382	8 14 PM	CARL SANDBURG		9 58 PM

WESTBOUND TRAINS			ARRIVES MENDOTA	
TRAIN NO.	DEPARTS CHICAGO			
381	7 35 AM	CARL SANDBURG		9 00 AM
3	3 00 PM			4 24 PM
383	5 55 PM			7 20 PM

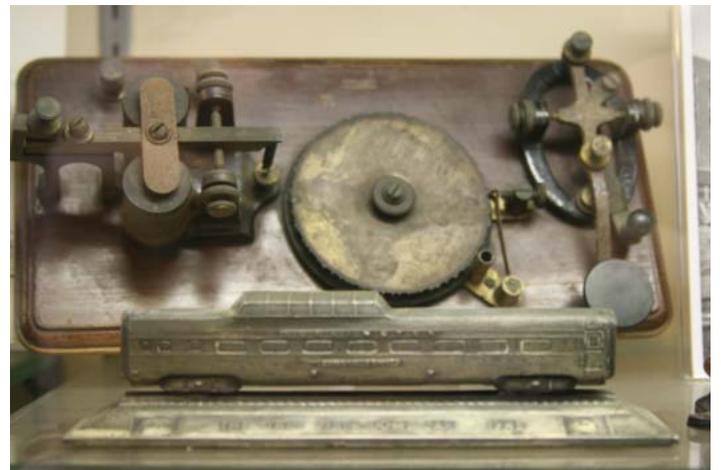
The train board in the museum waiting room showing all the Amtrak trains that still stop in Mendota. - Greg Koon



Burlington modeler extraordinaire, the late David J. Beck, is remembered through the displays of his award winning models encased along the west wall of the depot, his many contest plaques and ribbons, and dioramas with portions of his layout. - All photos Bill Jelinek



Pictured on this page are many of the excellent displays that BRHS members enjoyed at the Union Depot Railroad Museum Friday evening and during the day on Saturday. Adlake lanterns with different colored globes, Violets and Daisies dining car china settings, menus, maps, photos, silver service, telegraph equipment, commemorative items and much railroad hardware provide a wonderful remembrance of the Burlington Route. We were also allowed to examine the basement of the depot to view the large brick oven used when the depot had a full-service kitchen and diner for railroad travellers. - Silver Service case photo - Dave Lotz, all other photos - Bill Jelinek





Our day began bright and early Saturday morning arriving at the Mendota Civic Center. - Dave Lotz



The BRHS Directors lead the business meeting. (L-R) Dick Kasper, Gene Tacey, Bryan Howell, Tom Whitt and Bill Jelinek. - Greg Koon



Almost all the meet attendees were present for the early morning business meeting. - Greg Koon



The registration table and BRHS Company Store were quite busy throughout the morning. - Bill Jelinek



Even though there were a small number of vendors, there was a great variety of CB&Q products and railroadiana for sale. - Greg Koon



Archie Hayden (seated) attracted much attention with the collectables he brought to the swap. - Bill Jelinek



Danny Hornback talks with Dan DiSantis while waiting for all the model and photo contest entries. - Greg Koon

A River Runs Under It - Burlington's Burlington Bridges



Presented at the 2013 BRHS Annual Meeting
Mendota, Illinois

The opening clinic presented a history and images of the CB&Q bridges across the Mississippi River at Burlington. - *Dave Lotz*



Dick Kasper, a member of the Archives Committee, gave us an update on the state of the BRHS Archives - *Bill Jelinek*



Gene Tacey shares his "Routes to Billings on the Burlington" clinic. - *Bill Jelinek*



Leo Phillippp presented information on all the local jobs out of Aurora that he worked using timetables, maps and photos. - *Bill Jelinek*



While the men enjoyed the swap and clinics, the ladies enjoyed a winery, ice cream and antiques together. - *Courtesy Sharon Hendricks*



Mendota native Bill Greenwood entertained us with his stories from the beginnings of his career with the CB&Q in 1956. - *Greg Koon*



Saturday's banquet, raffle and program were enjoyed by all!! If you've not been to a meet recently, we encourage you to do so!! - *Greg Koon*

AWARDS & RECOGNITION

All photos on this page - *Dave Lotz*



BRHS President Tom Whitt presents Bob Milner with the Photo and Slide Contest Best of Show plaque. - *Bill Jelinek*



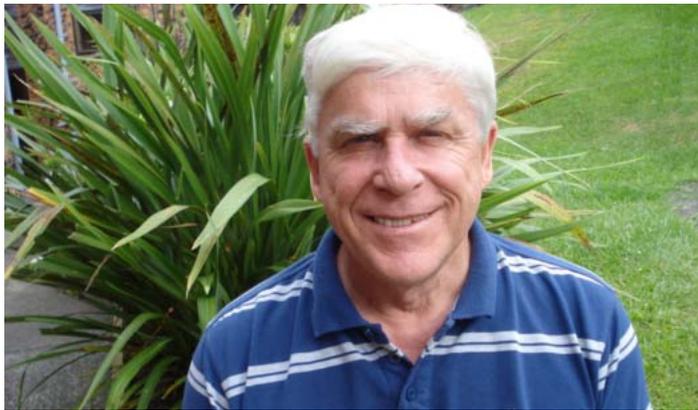
Daniel DiSantis receives the David J. Beck Memorial Award for his Best of Show entry in the Model Contest. - *Greg Koon*



Receiving the Stewart Passenger Car Award for Tom Schneid is Dennis Popish. - *Bill Jelinek*



Allen Russell, Union Depot Museum Director, receives a donation check for the museum from a grateful BRHS. - *Bill Jelinek*



The Board of Directors has recognized Rupert Gamlen for his outstanding efforts to preserve the history of the CB&Q by awarding him the Fuka-Miekiszak Award. Although Rupert lives in Auckland, New Zealand, he has been busy locating, collecting and preparing CB&Q Official Railway Equipment Registers for future publication by the BRHS as well as compiling and maintaining an index of the complete publications of the BRHS. Rupert is a major contributor to the the BRHS web site and is a frequent contributor to the *Zephyr*.



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



EVERYWHERE WEST - EXPANSION!?

by Rupert Gamlen

From its humble beginnings operating between Aurora and Turner Junction in 1850, the Burlington expanded to operate in 14 states by the time of the BN merger in 1970. It could have been much bigger if the prophecies and speculation printed in the trade magazines in the latter part of the 19th century had been correct.

In November 1878, *Engineering News* reported that the CB&Q was negotiating to extend the road to California with the assistance of the AT&SF. The report noted that the managers of the latter road were former Burlington men, so the conditions were favorable to such an expansion.

There were persistent rumors from 1885 onwards about the Burlington extending its tracks to the Pacific. In May 1885, *Engineering News* stated that the Burlington had a route planned from Denver through Boulder Canyon, then into Middle Park, before tunneling the Continental Divide under James Peak. The tunnel would be 9,000 feet long, the longest west of the Mississippi river, and would take at least two years to build. The road would then follow the Grand River Valley through Utah and Nevada to California.

The following year, the same journal claimed that the company was to build a line through New Mexico from Red Cloud, Nebraska, via Hays City, Kansas, then bearing southwest through Dodge City, Las Animas County, Colorado, and entering New Mexico by way of the valley of the Dry Cimarron. The line would continue through Apache, follow the Canadian River and the Mora Valley to Las Vegas, and cross to Santa Fe westward over the Navajo reservation.

1887 was a good year for rumors of Burlington's expansion. In March, *Railway Gazette* reported that the South Pacific Coast Railroad, a narrow gauge line from San Francisco to Santa Cruz, California, had been purchased from Senator James G. Fair. Two months later, the same magazine rumored that there was to be a Burlington line from Salt Lake City to Los Angeles. By May, the Burlington was believed by *Engineering News* to be responsible for surveys through Central Utah and Southern Nevada, noting that if it did build by that route, it would have a line from Chicago to San Francisco far shorter than any other.

A more robust news item was

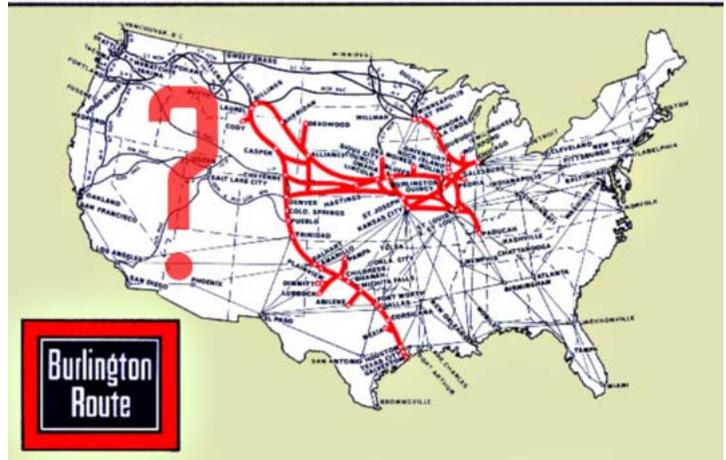
published in both *Engineering News* and *Railway Age* in June 1887. The Utah Railway Company was incorporated at Salt Lake City to build a railway from the Grand River Valley at the Utah/Colorado border westwards to Salina and then northward to Salt Lake City, a total of 320 miles. A 125 mile branch

line would continue from Salina to the Nevada border. The principal incorporator was James G. Taylor, Assistant Treasurer of the Burlington & Missouri River, hence the speculation that this was the probable extension of the Burlington system to Salt Lake City and the Pacific Coast. The name "Utah Railway Company" was later used in 1912 when the Utah Coal Railway Company was renamed.

The rumors seemed to die down for about 5 years until April 1893 when "surveyors (were) inspecting different Cascade Mountain passes, indicating a determination on the part of the Burlington to extend its line to the Pacific Coast," according to *National Car Builder*. The biggest rumor came two years later when the Burlington was supposed to be moving cautiously to gain control of the Northern Pacific, which had been in receivership since 1893. It would either take possession of the entire road or form a close traffic contract with it, and also guaranteed financial backing. However, this role fell to James Hill's Great Northern and within 10 years, the CB&Q would itself be owned by the NP and GN.

In the middle of 1897, according to *Railway Review*, the Burlington was planning two new routes. The first was from Lyons, Colorado, through Ogden, Utah, and ending at Salt Lake City, where it would connect with the Oregon Short Line and the Southern Pacific, enabling passengers to reach the Pacific Coast. Apparently the proposed route across Colorado had already been surveyed and only required the replacement of the stakes that have been lost. There may have been some substance in the report as Charles Perkins and John Forbes (CB&Q

EVERYWHERE WEST



President and Chairman of the Board respectively) had bought substantial interests in the Oregon Railway & Navigation Company, and wanted the Burlington to acquire one or both companies.

The second proposal was to build a line from New Castle, Wyoming, to Lead City, South Dakota, a distance of 50 miles. Six months later, *Railway & Engineering Review* reported that the surveys between Newcastle (new spelling) and Deadwood had been completed. The proposed line, which would carry coal from Newcastle to the smelters at Deadwood, would be 93 miles long, a saving of more than 70 miles compared to the old line via Edgemont.

As late as February 1907, *Railroad Gazette* stated that the expansion of the Big Horn Railroad would be along the Big Horn River to a point where the line would turn west toward Salt Lake City, the ultimate destination.

There were other expansion plans that didn't appear in the trade magazines. For example, gaining access to St Louis in 1893-94 was primarily aimed at winning a part of the passenger and freight traffic. However, in 1898, the Burlington had investigated expanding southward towards New Orleans and this proposal was re-examined in 1893. In 1900, more than a dozen years after the original rumor, surveys were completed for a connection to Salt Lake City, this time from Guernsey in Colorado, with the possibility of an extension to San Francisco. However, the company concentrated on improving the lines it had already built, and California remained either a dream or a rumor.

ELECTRIC WELDING ON THE BURLINGTON

by Rupert Gamlen

In 1918, at the end of the First World War, the Emergency Fleet Corporation was considering the use of electric welding to replace riveting in the construction of ships' hulls. As a consequence, consideration was given to using welding techniques instead of rivets to construct steel freight cars. This, however, was not a new concept as the American Car & Foundry works at St. Louis had fabricated a gondola for the CB&Q in November 1911 using spot welding.

In July 1911, the Burlington ordered 1000 gondolas from AC&F - general drawing 1860, diagram 8167C, lot 6327. These cars were identical to the 1000 GA-7 gondolas numbered 70200-71199 that had been ordered from AC&F in May 1911 but with an inside height of 4' 7" instead of 4' 4" and a capacity of 1742 cu. ft. instead of 1647 cu. ft. This group of cars was numbered 71200-721999 and assigned class GA-9. A further 1500 identical GA-9 cars were ordered from AC&F in January 1912 - lot 6490 - and they were allocated numbers 173200-174699.

One of the cars from the first lot - 71699 - could have achieved fame if anyone had been aware at the time of its significance as the first spot welded steel freight car. However, it wasn't until a *Railway Review* article in December 1918 that its construction was publicized.

In 1911, electric spot welding was not in common use. The available equipment was limited to welding through steel up to 3/8" thick, so Joseph A. Osborn, an electrical engineer employed by AC&F, built a machine capable of welding through plates up to 2 1/4" thick. His machine had a structural steel frame with a 66 inch throat and used a 85 kilowatt transformer, 440 volt primary circuit and a 25 volt secondary circuit. It had copper electrodes 3" in diameter which reduced to 3/4" at the welding point. Initially, pressure was applied with a hand wheel and screw, but was later changed to an air cylinder device.

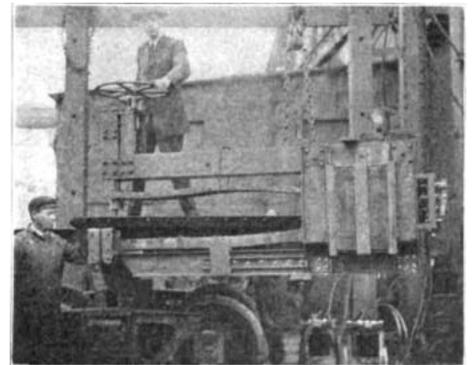
Other than the ladders that were considered to be too important to risk attaching using an experimental process, welding was used wherever the parts were accessible, and 85 per cent of the car was constructed without rivets. Both assembly time and power usage were reduced by a third and there was no need for machinery to punch and ream the holes for rivets. To test the completed car, it was given a 150 per cent load and it was found to be very rigid.



Builder's photo of riveted GA-9 gondola 174130, from the second order. - AC&F



Welding splice plates and the top chord. - *Railway Review*



Welding floor plates to the bolster diaphragms - *Railway Review*

The *Railway Review* article, published in December 1918, concluded, "In the seven years' service to which the car has been subjected since the time of its building, the car has made a very creditable record as is evident from the fact of its being an experiment without precedent and the further fact that it still continues in every day service."

In spite of the apparent advantages shown in the experiment, the first extensively welded freight cars were covered hoppers constructed in the mid-1930s.



Welded end. - *Railway Review*



Welded side panels. - *Railway Review*

MODELING THE BURLINGTON

Kitbashed Burlington RPO No. 2077

Text, Model and Model Photos by Bill Glick



AC&F Builder's Photo - Leonard Miekiszak Collection, BRHS Archives

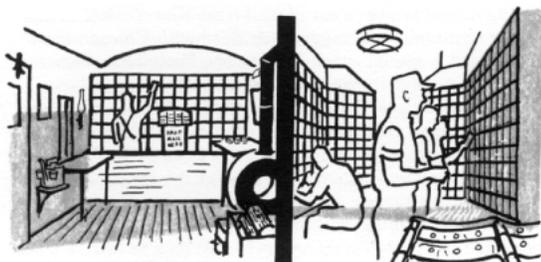
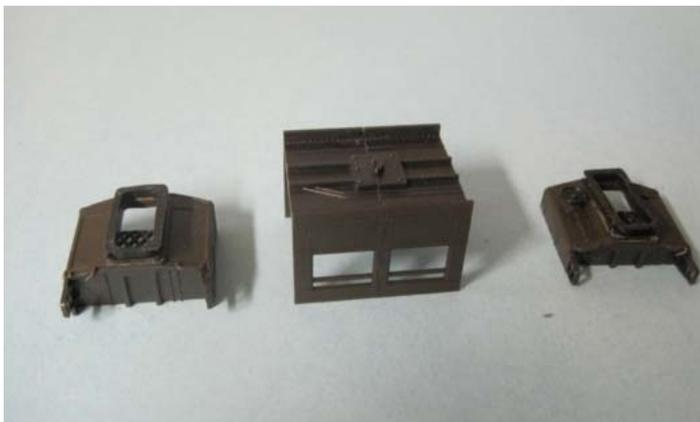
Here is a project that is only practical if you can acquire old Rivarossi passenger car kits or have left-over Rivarossi heavyweight car parts. This particular Burlington Railway Post Office has always been an interesting car for me since including it my *Burlington Passenger Car Photo Album*, which is

still available for purchase with the *CB&Q Passenger Car Roster* and *CB&Q Passenger Car Plan* books from:

Quincy House Publishing
1352 Newport Avenue
San Jose, CA 95125

Email: QGlick@hotmail.com

The photo above is the AC&F builder's photo of the car fresh out of the shop, taken in 1911. The image, which came from the late Bat Masterson's collection of photos from the CB&Q's historical collection, was used in my book, along with the HO scale drawing of the car on the next page.



With this car, I started with a Rivarossi diner. Both ends were cut off and a section of the dining room with the paired windows were cut out. To get the windows closer together to match the prototype, I did remove a small section between the windows. The photo to the left shows the two ends and the two window sections glued together. The photo above shows the aluminum miter box I used to make the cuts, ensuring they were cut straight and square.

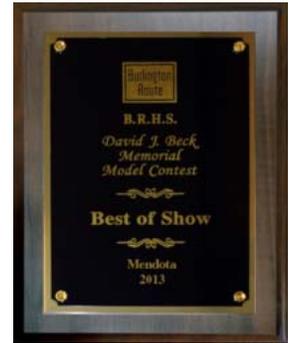
2013 MENDOTA MODEL/PHOTO CONTEST RESULTS

All model photos by David Lotz

All models pictured are HO scale unless otherwise noted

DIESEL - FREIGHT

Best of Show



First Place: Dan DiSantis - EMD F7A No. 168C. This "O" gauge Atlas model was modified with detail parts from Grandt Lines, Precision Scale, Keystone Loco Works and Keil-Line, then custom painted to reflect the unit as Dan remembered seeing it at the Clyde Diesel Shop prior to boarding it for a trip to Savanna on train No. 97 in 1966.



Second Place: John Mitchell - GP-7 No. 202 in black and gray.

STEAM



First Place: John Mitchell - K-2 Ten-wheeler No. 639

WAYCAR



First Place: John Mitchell - CW-2 Combination coach-baggage-waycar No. 3928.

COMPLETE TRAIN OR CONSIST



First Place: Scott Stefak - Business Special with a Challenger E5A, the *Burlington, Blackhawk* and office car No 87.

PASSENGER CAR



First, Second and Third Place: Alan Brotherton - At the far left, the first place winner is business car DMV No. 81, next to the right is the second place winner, DMV No. 82, Both of these cars were built from LaBelle parts. The third place winner is at the far right, DMV No. 73, a modified AHM old-time combine. Although lettered for the Des Moines Valley, all the cars are modeled after CB&Q prototype cars.

FREIGHT CAR

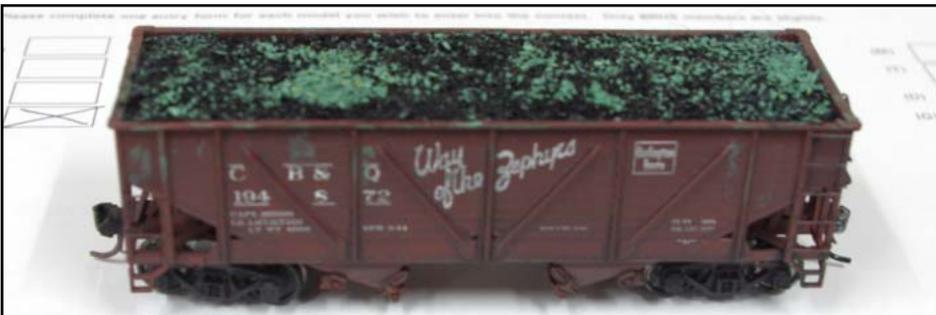


First Place - Tie: Greg Baumgardner - CB&Q flatcar No. 214156 with John Deere Implement Load. An Athearn 50' flat with a Modeler's Choice wooden deck; Tichy grab irons & NBW castings; Kadee trucks, couplers & brake wheel; Midwest Products scale lumber and LifeLike 4-row planters and 4-row plows.

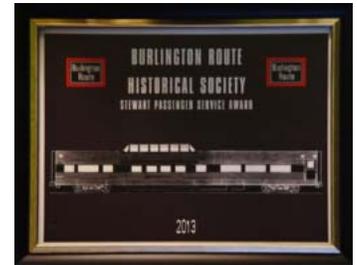


First Place - Tie: Alan Brotherton - Keokuk Poultry car (left) from a modified LaBelle kit.

Third Place: John Mitchell - CB&Q 34' boxcar (right) that was scratchbuilt from styrene.



Second Place: John Mitchell - CB&Q HM-8 2-bay hopper No. 194872 with a load of Old Ben green marked coal.



Tom Schneid - CB&Q / Pullman 8-3-1, Plan 4090C Zephyr Tower "Betterment" sleeper. Converted by Pullman for Zephyr-Rocket service in 1941.

MAINTENANCE OF WAY



First Place: John Mitchell - CB&Q MOW flat No. 206151 with dragline No. 316 and MOW car No. 207414.



Second Place: John Mitchell - Jordan Spreader No. 203805.



Third Place: John Mitchell - Clamshell No. 205234 with idler car No 200178.

PHOTOS - B & W PRINT PRE-MERGER

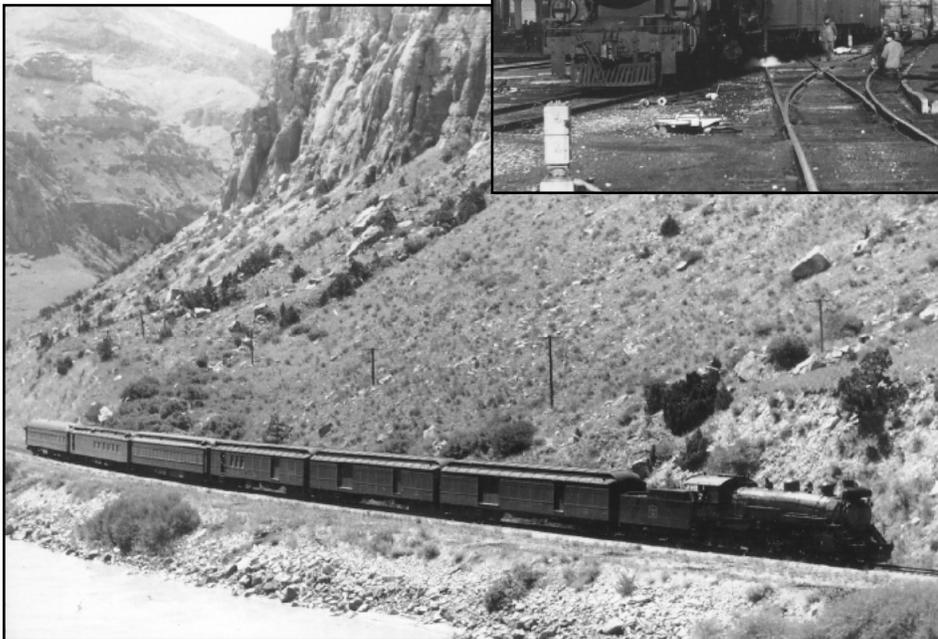


Best of Show

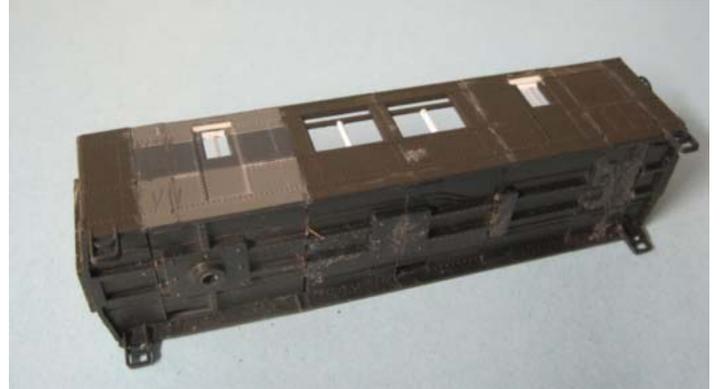
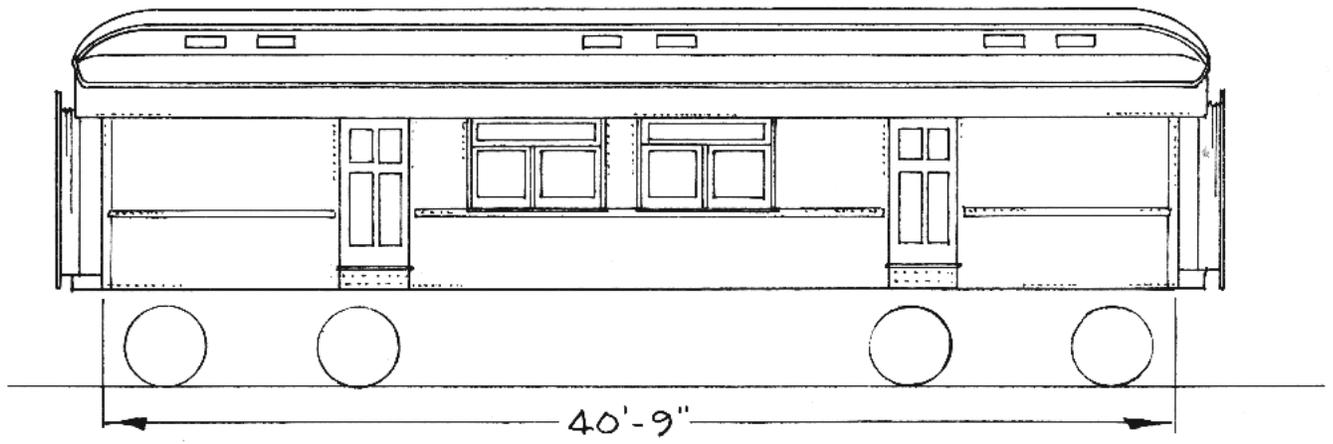


First Place: Robert Milner - "Monmouth Crossing." Bob caught on film this west-bound freight with 4-8-4 Northern No. 5603 in charge as it crossed the Minneapolis & St. Louis' Oskaloosa, Iowa to Peoria, Illinois mainline at Costello Tower in April of 1949.

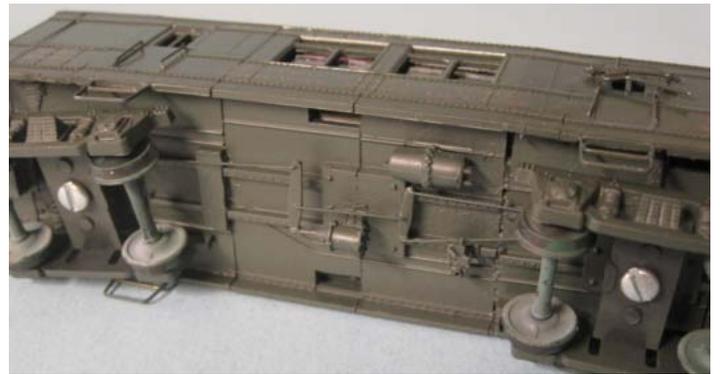
Second Place: Robert Milner - "1st & 2nd No. 19" First No. 19 is following an E7 and the second section of No. 19, of mail and express cars are behind S4A 4-6-4 Hudson No. 4004 as it is leaving the Galesburg, Illinois station in November of 1948.



Third Place: Robert Milner - "Wyoming Interlude." CB&Q 4-6-2 No. 2859 hauls the Denver to Billings train No. 29 through the Wind River Canyon just south of Thermopolis in July of 1948.



The next parts I had to find and cut out, were the four doors, which came from RPO cars, I think... As time goes on, I forget what these were actually a part of! As you can see in the photos, I had to modify the doors by adding a strip on top to match the prototype. I also added a vertical strip of styrene in each of the windows to make a pair of panes in the bottom. In the final assembly, the roof and trucks are added.



BURLINGTON TRAINS DETOURED; A ZEPHYR QUESTION PONDERED

by Richard Anderson

It must have been the summer of 1938. We were still living on South Second Street in Red Oak, Iowa, near the CB&Q depot and the double-tracked Chicago to Denver mainline. I know it was summer because it was hot. Heat and humidity were already heavy in the air even though the sun would not reach its noon-day peak for a couple of hours. My mother was on some errand or another. I was at home with my father.

Dad looked at me and said the words this 4-year-old boy loved most to hear:

"Lets go up to the depot and see what's going on. I hear there are a lot of extra trains."

I was ready to go, and soon Dad was too. We walked along the brick-paved street for about a block and then up the steep sidewalk approach to the depot. The mainline had been rerouted through Red Oak on a high fill at the beginning of the 20th Century. This eliminated steep grades east and west of town for the railroad and was the reason why in Red Oak one went up to the depot.

During the walk, Dad explained that overflowing creeks had flooded the tracks north of Hamburg on the Kansas City to Omaha line. Trains were being detoured from Hamburg to Red Oak, on what we called the south branch. From Red Oak they would head west to Pacific Junction and Omaha on the Chicago to Denver line. Dad did not try to describe the switching and wyeing movements made necessary because

of the track arrangement in Red Oak. The high line was built to the south of the original 1869 single track main it replaced. A mile or so of the 1869 line was left in place in Red Oak. This meant the Burlington could continue to serve freight customers and continue using the small roundhouse, turntable and other locomotive facilities. We called these remaining 1869 tracks the "lower yards." Just west of the depot a rather steeply graded incline track angled south from the high line, connecting with the north-south Hamburg branch. A trestle carried the double-track main over the single track Hamburg branch. This made the branch part of the connection between the newer high line and the 1869 lower tracks. There was a wye west of the small roundhouse. The 1869 line was the tail of the wye, with one leg formed by the Red Oak to Griswold north branch and a south leg by the Hamburg south branch. For a few years after the new line was opened, 1869 tracks continued west across the branch tracks. These had been removed by the time I began remembering Red Oak.

What I saw when Dad and I walked around the west end of the dark red brick, trimmed-in-green depot, was a view I will always remember. There was the *Pioneer Zephyr* moving away from us, heading slowly down the incline track. The morning sun reflected from the stainless steel sides. It was my very first look at a *Zephyr*. It was, in fact, the first time I had seen streamlined rolling stock of any sort. I was thrilled! I didn't

know it, of course, but I was viewing the prototype of what most passenger trains would evolve into during my lifetime. I will never forget that sight of the round-ended tail car disappearing away from us. But for many years I have had some questions about that scene. I know for sure what I saw, however, it doesn't seem right.

In the summer of 1938, the *Zephyr* was making a daily round trip between Kansas City and Lincoln via Omaha. I saw it being detoured from Lincoln to Kansas City through Red Oak because of the flooding. I assume that it would have run head first from Lincoln to Red Oak. Then, for the detour move, it would have backed down the incline to the branch track. Heading north from the base of the incline it would have moved under the trestle to the wye, where it would have been turned. The *Zephyr* would then have proceeded cab first down the branch, probably to Kansas City. But I saw it moving cab first down the incline when it should have been backing down.

I'm not satisfied with any of the explanations I have come up with for why I saw it headed cab first down to the branch.

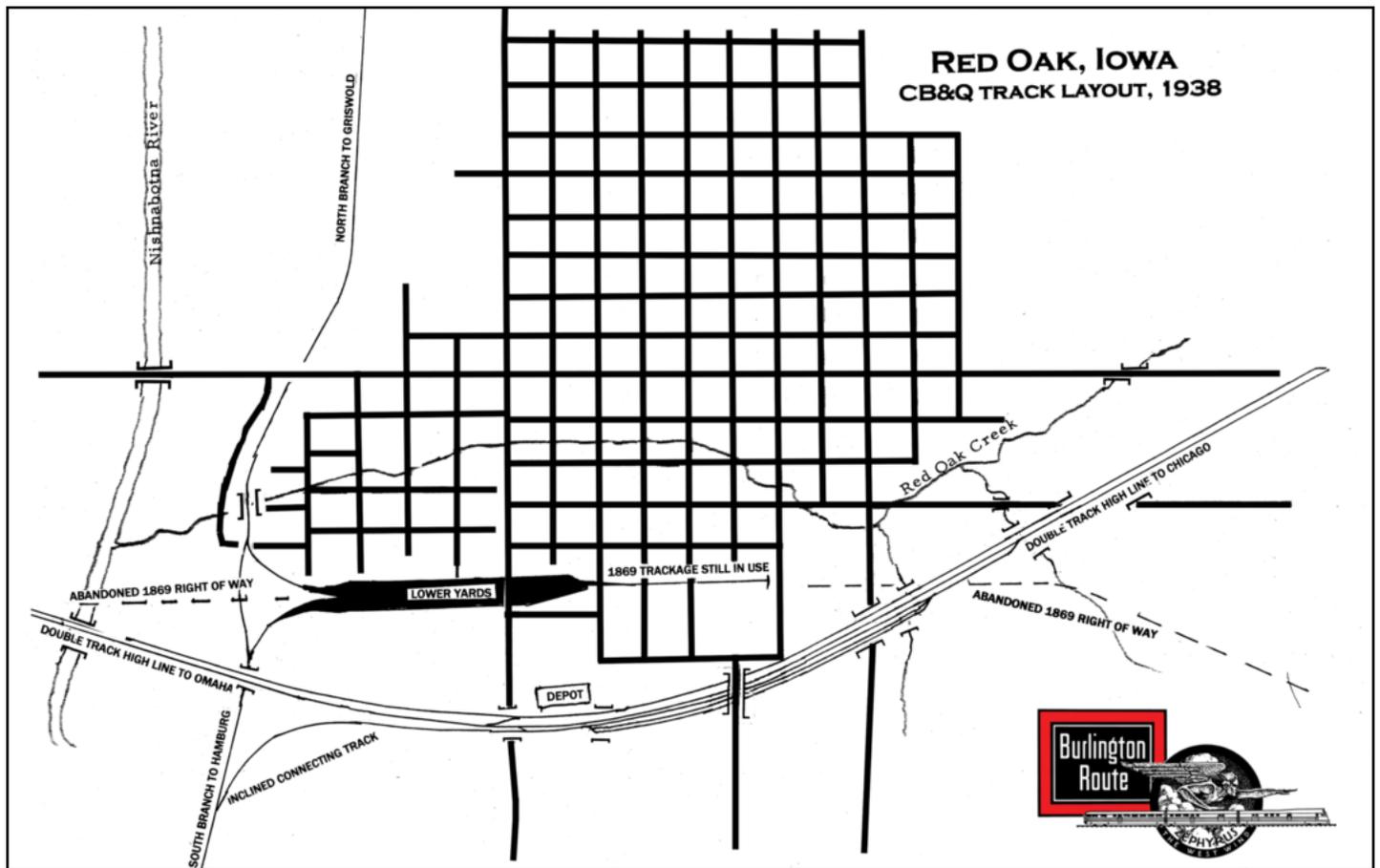
Perhaps the *Zephyr* had arrived from the west, backed down the incline, been turned on the wye, but then backed back up the incline to the depot (to pick up orders, perhaps?) before heading back down to continue south on the branch. I have trouble with this because orders surely could have been delivered by the Red Oak operator before the *Zephyr* backed down the grade just after arrival. All of this would have further delayed an already late train. My guess is that in 1938 every effort would have been made to minimize the delay of the *Zephyr*.

Perhaps the articulated *Zephyr* had been hauled backward from Omaha. Or perhaps from Pacific Junction to Red Oak. I remember seeing a picture taken by Wilson Lemberger of the *Mark Twain Zephyr* being hauled backward by a steam locomotive through Wever, Iowa. But this hardly makes sense, either. It would have meant wyeing the train at Pacific Junction instead of Red Oak and I can't think of any reason whatsoever for doing that.

Dad held my hand as we walked across the main line tracks and joined a few others seated on a grassy knoll that Saturday morning. We had a great view of the mainline as well as down the incline track. I remember seeing the



Bernard Corbin photographed the *Pioneer Zephyr* turning on the wye at Red Oak on July 11, 1938 while the *Zephyr* was enroute from Kansas City to Lincoln. O-3 No. 5333 waits for the 9900, then will itself finish wyeing and take a Kansas City freight south down the Hamburg branch. - Bernard Corbin - Corbin/Wagner Collection



departing *Zephyr* at the bottom of the grade moving onto the branch. Before long, a distant whistle announced an eastbound train. A freight train came into view on the curved elevated main line to the west.

"He's taking the passing siding," someone called out. "The pot signal just changed. It's a detour move."

The steaming locomotive chuffed through the crossover onto the passing track that ran parallel to the double-track main line in front of the depot. The graded incline was connected to that passing track. Far to the east, around a curve, the locomotive cut off from the

string of freight cars. It moved from the passing track out onto the eastbound main, then backed to a point west of where we sat. Bell ringing, the engine eased forward through the crossover it had used earlier and nosed in behind its train. The locomotive locked couplers with the waycar just in front of where we were sitting. The CTC operator in the Red Oak depot flicked a toggle on his console, allowing the locomotive in reverse to pull its train backward down the incline track. Engine and waycar were cut off near the bottom of the grade. We could see them head up the branch under the trestle to the wye. The waycar was being pulled, rather than

pushed, when the equipment reappeared. It was cut off from the tender just short of the switch that connected the incline to the branch. The locomotive pulled ahead and then backed into the train and was soon pulling it out onto the branch. When the switch had been cleared and thrown, the train slowly backed up to a coupling with the waycar. It was then off toward Hamburg and probably Kansas City for the freight.

The moves were complicated as well for Kansas City to Omaha freight trains arriving up the branch. When the locomotive reached the switch at the



S-4-A Hudson No. 3010 leads westbound No. 3, the Overland Express, heading out of Red Oak over the north-south Hamburg branchline in April of 1940. The ascending track that curves to the right leads to the mainline at the depot- *Bernard Corbin, Corbin/Wagner collection*

bottom of the incline. It would uncouple from the train, continue north under the trestle and turn on the wye. It would return to its train and the coupler on the pilot would lock with that on the first freight car. A helper locomotive would back from the yards and couple to the freight engine tender-to-tender. The switch would be thrown and the two locomotives would begin dragging the train up the incline with the helper moving forward and road engine next chuffing in reverse. It took both locomotives to pull the train up the incline onto the main line passing track. The grade was steep enough to warrant the helper locomotive. The waycar would be left at the top of the incline track. The two locomotives would leave the train on the passing track, move out onto the eastbound main, and then back west, passing by the depot. The helper would uncouple from the road engine, move into the passing track, retrieve the waycar and take it back on the main and stop in front of the depot.

The road engine would then back into the passing track and couple to its train. Engine and train would then head out of the passing track and onto the eastbound main before stopping after the last freight car had cleared the crossover. The helper would tack the waycar onto to the rear of the train. The reassembled consist would head west on the eastbound main for about a mile where the mainline became single track. There was single track between Red Oak and Balfour. It was CTC protected, controlled by the Red Oak operator.

Dad and I had plenty to see that morning. Two or three freights were being detoured. There were also regular mainline runs. We watched an eastbound passenger train make a stop at the depot. I think it was probably No. 6. I was treated to a chocolate malt and a sandwich in the depot lunch room. Everyone in Red Oak seemed to enjoy that lunch room and the company of Bessie Billings. She had been serving home made food to railroaders and others, for almost 30 years since the depot was new.

It was a day I will always remember. Even though I still wonder about the Zephyr heading rather than backing down the incline track.

Editor's Note: Richard sent us this story after reading the account of the Corning, MO wreck in *Zephyr* No. 61. If you have stories such as this that you would like to share, I encourage you to submit them!



Looking to the west in early spring of 1947, a little class K-2 Ten-Wheeler that handled switching chores in Red Oak sits on the siding opposite the red brick depot. The turnout that curves to the south of the interlocking tower and down to the Hamburg branch is immediately beneath the locomotive. - *Bernard Corbin - Corbin/Wagner collection*



An overall view of the depot and passenger platforms looking the opposite direction in the summer of 1963. The overpass in the background is the one where Bernie took many, many of his Red Oak photos of Burlington trains. - *Bernard Corbin - Corbin/Wagner collection*



Power for today's south branch mixed train is an unidentifiable SW switcher. Ahead (or behind?) of the locomotive is a combine No. 3662, converted from an EMC motor car No. 9837 in November of 1943. All branchline passengers, baggage and express reached their platform via the wooden plank crossing the mainline in the foreground. This is the same track used by the *Pioneer Zephyr* in the detour move described in this article. - *Bernard Corbin - Corbin/Wagner collection*

RAILRODIANA & COLLECTIBLES

Burlington Route Fans

Text and Photos by Bill Glick

Many years ago I had heard of Burlington fans. I did not know what they were until I was at a railroad show. I hardly ever ask the dealers if they have any Burlington stuff, but this time I did and there in his case was this fan which you could only see from the edge. The dealer took it out for me and his asking price was \$150.00. He quickly offered it to me for \$75.00, but if he would have kept his mouth shut, I would have paid the full price because I really wanted one. That is the way my CB&Q fan collection started, and so far, it is the only one with a date on it - 1903. Most of the fans have the 1890 herald on them, but at least a third have the 1885 herald with the CB&Q included across the bottom. A few do not have a herald at all, so I put them in the center of the display. As I stated, the first was purchased at a train show and two others came from an auction. All the rest came from eBay, paying between \$25.00 to \$125.00 each.



Before both mechanical A/C and ice A/C, all railroad passengers had to cool themselves in the hot summers were open windows and fans. The CB&Q took advantage of this and used complimentary fans to advertise their trains to their patrons. All the fans in Bill's collection feature Oriental themed art on one side with the train promotion on the other. Some of the fans indicate that they were imported from a Japanese manufacturer, others from New York and Chicago. The artwork was intended to be evocative of travel to the Far East, since trans-Pacific Great Northern steamships once connected with the railway's trains in Seattle. This service also inspired naming of the joint CB&Q/GN Chicago to Seattle *Oriental Limited*, inaugurated in December of 1905. Above: Bill's CB&Q fan collection as displayed in his layout room. Below left: The front and back of the fan that was the beginning of this collection. Below: Bill's first fan, enlarged to give an example of the intricate detail on each fan. The inset shows the date in the lower left-hand corner of the back.





The Limited Express
The Limited Express

Summer resorts of Colorado & the NW
Glorious Colorado

Glorious Colorado
The great through car line





Only through line to Denver
Fast vestibuled trains

The best line - 7000 miles of steel track
Chicago, Peoria and St. Louis to Denver

Summer resorts of Colorado & the NW
Resorts of Colorado, California & NW





Summer resorts of Colorado & the NW

Resorts of Colorado, California & NW

Chicago, Peoria and St. Louis to Denver

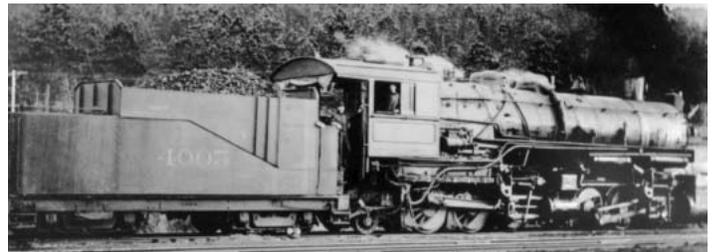
NEW PRODUCTS

HO SCALE

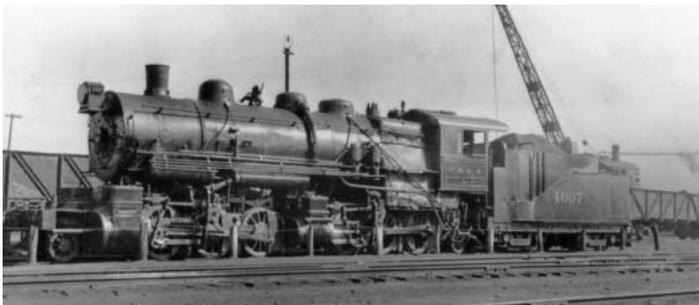
The **North Bank Line** is planning to import 3 versions of the early Burlington 2-6-6-2 T-1 articulateds, all in HO scale factory finished brass by Boo Rim Precision. The CB&Q purchased its first three 2-6-6-2s (#4000, 4001 and 4002) from the Great Northern as they were being delivered from the Baldwin factory in 1908. Their success on the Burlington led to a repeat order for five nearly identical 2-6-6-2s (#4003-4007) in 1909. Be sure to reserve your models as soon as possible with your favorite brass dealer! For more details see: www.northbankline.com



CB&Q-1.1T-1-A Class #4002 - ca 1925 -*Courtesy North Bank Lines*



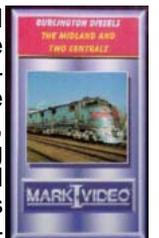
CB&Q-1.1T-1-B Class #4005 - (circa 1920 - after converted to use oil) -*Courtesy North Bank Lines*



CB&Q-3.1T-1-A Class #4007 - ca 1926 -*Courtesy North Bank Lines*

VIDEO

Mark 1 Video offers "MEMORIES OF BURLINGTON DIESELS" a portrait of diesels in action on the CB&Q. Filmed between the late 30s and mid-60s, the program presents "Q" trains on the mainline between Chicago and Galesburg, powered by a variety of locomotives ranging from early Zephyrs to GP30s. Rare newsreel coverage of the original Burlington Zephyr is also included. A colorful tribute to a great railroad, complete with a fully-synchronized soundtrack! Mark 1 Video, 365 S Lake Drive, Brick, NJ 08724 - (732) 701-3253 <http://www.mark1video.com>



QUESTIONS AND ANSWERS

Q14-01 I am trying to find someone who can help me identify a train vehicle/car that my grandfather worked with during his career as an engineer with the CB&Q. My father sent me the photo after my grandfather died a couple years ago. My grandfather, Dallas W. Wulf, was a Detector Car Operator in the 1930's and 40's, and worked for the CB&Q until 1974 when he retired. My dad said he was later moved to a position with the CB&Q in Aurora working on computers (not exactly sure what he did there.) Knowing my grandfather, he would take a picture of anything he thought was cool. I thought this might be some type of detector car but it doesn't look like any I've seen on the internet. - Paula Waldorf



A14-01 There is a photo of AAR X-202 that appears to be the same car on page 50 of *Burlington Bulletin* No. 39, but it appears that photo was taken towards the back of the car (with Rail Detector Car X-201 in the foreground). The photo in the *Burlington Bulletin* was taken on the mainline beside the 14th Street coach yard in 1941, and is credited to the Corbin/Wagner Collection. These are nearly identical to the CB&Q No. 9040 built by Buda in 1940, the same year as the X-202.



Q14-02 Recently, a Kodachrome slide was sold on eBay for \$36.00, which showed a locomotive on display at the 1949 Chicago Rail Fair. It was painted in the CZ paint scheme, but the number was not a 9900 passenger number, it was No. 930. What is its story?

Q14-03 Gib Allbach asked Jim Singer to send the *Zephyr* the image below, asking that anyone who might recognize this location or occasion will write the *Zephyr* and provide more information about it.

Q14-02 *Burlington Bulletin* Editor, Charlie Vlk, provides the answer: EMD built a F7 test unit #930 which became B&M #4268 in 1949. The CB&Q could not spare any of the California *Zephyr* F3s to display at the Chicago Railroad Fair and borrowed the unit, painted up in Burlington Silver passenger colors, to display with the CZ cars as they were delivered.



Image from the eBay auction site of cr-SD80mac.



Q14-04 Here's an image from Bob Petzinger as a fun trivia question...what is this and where is it located? Hint: it's somewhere on the Burlington. Email your answer to Q&A@BurlingtonRoute.com and the first correct answer will get credited in the next *Zephyr*!

Burlington
Route

Q&A needs everyone's help to find these answers and uncover interesting facts about the Burlington lines and history.

IN MEMORIAM



Jim E Shaffer, of Aurora, passed away on Tuesday, November 19, 2013 at his home. He was born September 16, 1935 in Bloomsburg, PA. Jim moved to Aurora after high school from Bloomsburg, PA at the age of 18. He began working for Burlington Railroad until his retirement at the age of 65. Jim also served his country in the

U.S. Army at Fort Leonard Wood, MO.

His interests included collecting model trains, repairing and playing theater organs. He was also a member of CATOE (Chicago Area Theater Organ Enthusiasts).

Jim is survived by his nephews, Jeff (Lois) Shaffer, of Roselle and Gary (Mary Lou) Shaffer, of Kane, IL; nieces, Mary Lee Shaffer and Sally Shaffer, of Middletown, PA; a sister-in-law, Ruth Tompkins, of Aurora; as well as several other nieces and nephews. Jim was preceded in death by two brothers, Paul and Roy Shaffer.

In lieu of flowers, memorial donations may be directed to CATOE (Chicago Area Theater Organ Enthusiasts).

Jim has been a keynote speaker at many BRHS Meets and was instrumental in assisting with special events pertaining to the BRHS. He will be missed by all.

REQUIEM FOR A CONDUCTOR

One day, I was at my girlfriend's parent's house, and upon going through their attic, her Dad showed me this small birdhouse on a back shelf and said I might find it interesting. It was a somewhat ornate birdhouse that was obviously hand crafted and he told me he got it as a housewarming gift from a friend of his father (his dad was a signalman for the C&NW for over 30 years). I thought, that's cool but so what? That's when I looked on the back and on the browned out, newsprint was a little note typewritten by the gentleman who made it (who was probably the father of the man who gave it away). It read:

"This birdhouse is built from lumber salvaged from the new Union Station in Chicago. I ran the first train into the new station when it was open for business. I retired in 1932 after 55 years of service with the CB&Q railroad. When I made my last trip I put this little poem on my cash report.

As I bid you farewell today
Let there be no sighs or tears
For I am neither blind, lame, or old
But I have served you many years

Well have I served you willing
Through storms and rain and snow
And now that I am leaving you
I regret that I must go

A life of care has been my lot
I have always done my best
And now the time has come for me
To receive my long earned rest."

It wasn't much, but few things I've ever read, have been so eloquently put and that could so simply describe a life-long career of railroading. Its hard to imagine the things this gentleman saw in his 55 years on the Q. Imagine hiring out on 1877 where the "East End" is a mere 13 years old, air brakes were still a novelty, and link and pin couplers were the norm. Anyway, there was no name on the birdhouse or the poem so if anybody has any idea who might have either written the poem and/or who the conductor was that would be cool (shot in the dark, I know). But, if anything, this a neat little blurb from way back in the Q days and was rather moving. Enjoy!

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	Vista, CA
Randy's Roundhouse	#104	Lincoln, NE



by Jeff J. DeMarco



POLICIES CONCERNING MATERIAL IN THE ARCHIVES OF THE BURLINGTON ROUTE HISTORICAL SOCIETY

The archives of the Burlington Route Historical Society have been created to help preserve the history of the Chicago, Burlington and Quincy, Colorado and Southern, and Fort Worth and Denver City Railroads and their predecessors. It is the intention of the Society that this collection of photographs, slides, negatives, printed material and other items and memorabilia be preserved for the primary use of Society members and recognized historians. Because of the overlapping nature of railroading these archives may also contain historic information about the communities served by these railroads, connecting and competing rail lines, and related topics.

Much of this material in these archives has been donated to the Society, and for that Society members are extremely appreciative and recognition will be given when appropriate. Some items have been purchased from estates and other sources. And other material has shown up without our knowledge of the source.

Every effort has been taken, and will be made, to preserve this material and organize it in a readily accessible fashion. However, the Society is comprised of volunteers and time constraints have kept this process from moving along as rapidly as we would have liked. Likewise, it is not always possible to fulfill every request and in that respect we hope those involved will understand.

Because of the continual growth of the amount of material in the archives and the increasing requests for its use/the Society feels obligated to set standards and requirements/restrictions concerning the use of this material. Therefore, the Board of Directors, acting on behalf of the Society, has established the following guidelines and rules:

- As stated/the primary purpose of these archives is to preserve the history of these railroads. In that respect/the principal use of this material should be in the publications produced by the Burlington Route Historical Society for its members and others interested in the history of these roads.
- A related purpose of these archives is to provide Society members with a source of prototypical material for modeling and other personal historical purposes.
- We realize these archives may also be of interest to railroad fans and historians who are not members of the Society. Every effort will be made to cooperate with these individuals. However/time and effort constraints may make such effort difficult.
- Requests from publications for material to be used in connection with news and/or feature articles in both mass media and limited circulation publications and newspapers will be considered on an individual basis.
- Material requested for use in books, videos, advertisements, by model manufacturers, and for other commercial use will also be considered on an individual basis.
- All use of Burlington Route Historical Society archive material will depend on the accessibility of the requested material and the manner and form in which it can be made available.

COSTS AND PRICING

In an effort to keep the archives not only self-supporting, but in the instance of commercial use of material/an income source for the Society/the Board of Directors on this date has established the following pricing structure. All funds collected are to be promptly given to the Society treasurer for deposit and noted as archive revenue.

1. There will be a charge of \$20 per hour for time spent in researching, producing, copying, and fulfilling requests for material and information from the archives for commercial purposes. (1 hour minimum)
2. The requesting individual, group, business, publisher, etc., shall also be billed at a rate for copying, reproducing, etc., that is twice (2 times) the actual cost of providing this service.
3. The requesting party shall also pay for all telephone, postage, shipping and other incidental expenses incurred by the Society in fulfilling the request.
4. The charge for commercially publishing material obtained from society archives shall be \$25 per photograph and/or each other BRHS archive item that is published. This is in addition to

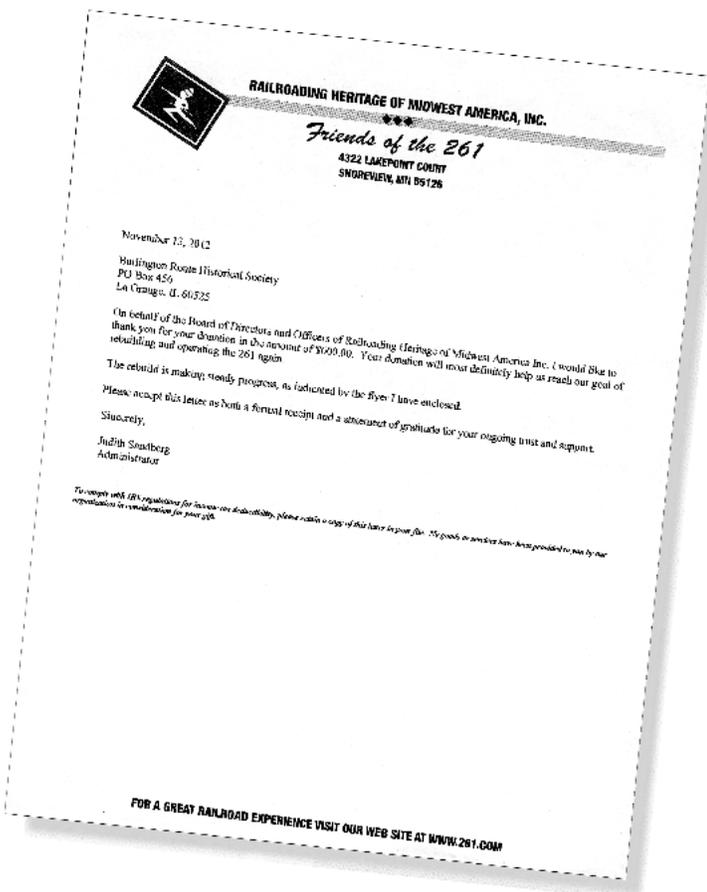
the charges outlined above. Society archive material requested by non-Society members shall be provided, if possible, as outlined in Nos. 1,2 and 3 above. This material cannot be re-copied, except for personal use/and under no circumstances can it be provided to another individual/group, publisher, etc., without the approval and written permission of the BRHS Board of Directors.

5. Any deviation from the above schedule must be approved by the Society Board of Directors.
6. Society members requesting and using archive material for personal purposes will be expected to pay a fee that is twice the actual cost of reproduction/plus postage expenses. The charge outlined under No. 1 above will not normally be required of Society members, unless the research time involved becomes exorbitant.

Approved by the Burlington Route Historical Society
Board of Directors on 1/25/04.



LETTERS TO THE ZEPHYR



2014 SPRING MEET March 29, 2014

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

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

Activities: Swap Meet for Membership Clinics, Banquet & Speaker

2014 FALL MEET September 11-13 2014

Meet Location: Holiday Inn and Conference Center
 226 17th Street
 Rock Island, IL 61201
 Phone 309-794-1212
 BRHS room rate is \$79.00 plus tax

PUBLICATION CALL BOARD FOR THE YEAR 2014 & BEYOND

Burlington Bulletin Subjects:

Alton Bridge	Aurora Freight House
Aurora Storehouse	Belmont Tunnel
Disaster in the Suburbs	E5's (contact Dave Lotz)
GP30's (contact Dave Lotz)	Keokuk and the Burlington
Montgomery Wreck of 1943	Mail Baggage & Express
Sterling Motor Car	

Zephyr Subjects:

Aurora Philips Park Train...Circa 1957
 Avery Creek Bridge Relocation
 Ghost Signs (photos needed)
 Music & the Q (photos of bands, choruses, etc)

Authors Wanted!

Your society depends upon volunteers who write the articles you enjoy. Interested writers should contact:
 Charlie Vlk, *Bulletin* Editor email: cvlk@comcast.net
 Dave Lotz, *Zephyr* Editor email: dave_lotz@bellsouth.net

Help Our Authors!

Our authors do not necessarily have all the information, photographs, drawings, or other materials that you may have. If you have material on one of the topics above, please contact the appropriate Editor.

CANDIDATES FOR BOARD OF 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.

VOLUNTEER POSITIONS AVAILABLE

The BRHS is seeking volunteer help in the following positions:

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.

EXCHANGE PLACE

WANTED: CB&Q, C&S, Steam locomotive hardware, number plates, builder plates, headlights, whistles, etc. Please contact:
Mike Connor, Phone: (402)-551-8698
Email mpconnor@cox.net

EVENT: "Go By Train" at the Museum of Transportation in Kirkwood, MO on September 27, 2014, in conjunction with the Smithsonian Museum Day. Co-sponsored by the St. Louis Chapter of the NRHS, the day will be filled special exhibits. More details will be in the next *Zephyr*.

ZEPHYR #68 CONTRIBUTORS

BRHS Archives	North Bank Line Models
cr-SD80mac	Mark I Videos
Jim Christen	Bob Petzinger
Jeff J. DeMarco	Dennis Popish
Friends of the 261	Jim Singer
Rupert Gamlen	Gene Tacey
Sharon Hendricks	Charlie Vlk
Bryan Howell	Hol Wagner
Bill Jelinek	Tom Whitt
David Lotz	Paula Waldorf

ZEPHYR EDITOR David Lotz

FALL MEET THANK-YOU'S

Meet Planning Committee

Tom Whitt
Gene Tacey
Allan Russell

Registration

Scott & Nancy Stearns

Model/Photo Contest

Danny Hornback

Clinics

Jim Singer - Dick Kasper
Dave Lotz
Leo Phillipp
Gene Tacey

Dinner Program

Bill Greenwood

Ladies Events

Sharon Hendricks

Photographers

Bryan Howell
Bill Jelinek
Greg Koon
David Lotz

AV Tech

Bryan Howell

Special Thanks to:

Perry Bilotta
Dan DiSantis
Denny Edwards
Bill Hayward
Bryan Howell
Dick Kasper
Greg Koon
Grant Law
Dave Lotz
Mendota Civic Center staff
Joanie Nichols
Don Reese
Union Depot Museum Staff
Darryl Van Nort

Hotel Accommodations

Comfort Inn & Suites
Super 8



Burlington
Route

DOOR PRIZE DONORS

5th Ave Car Shops
Accurail
Athearn/Horizon
Greg Baumgardner
BNSF
BPL Brassworks
Brass Car Sides
BRHS Archives
Barb DeRouin
Denny Edwards
Illinois Railway Museum
InterMountain Railway Co.
Kalmbach Publishing
Harold Krewer
Perry's Hobbies
Leo Phillipp
PriCom Design
Q Connection - Dave Lotz
Jim Singer
Tangent Models
Tru-Color Paints
Union Depot Museum
Wm. K. Walthers
Phil Weibler
Tom Whitt
Woodland Scenics

WHERE TO WRITE

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

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

For all correspondence pertaining to membership including renewals:

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

Archives:

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

For all matters pertaining to finances:

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

BULLETIN Commercial Sales Information:

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



Material for publication in the BURLINGTON BULLETIN:

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

Material for publication in the ZEPHYR:

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

Back Issue Sales:

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

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

BRHS DIRECTORS

(effective November 2013)

Bryan Howell
Bill Jelinek
Dick Kasper
Greg Koon
Jim Singer
Gene Tacey
Tom Whitt

OFFICERS

(effective November 2013)

President Tom Whitt
Vice President, Operations Gene Tacey
Vice President, Publications . . . Bryan Howell
Vice President, Archives Jim Singer
Vice President, Membership . . . Perry Bilotta
Treasurer Laird Brown
Secretary Bill Jelinek

