

## BATAVIA SPRING MEET 2014

As reported by Dave Lotz

The Riverview Banquets hall in Batavia, Illinois, once again was the site of the BRHS Spring Meet on March 29th, 2014. For those arriving on Friday, a hospitality room at the Comfort Inn and Suites in nearby Geneva was open from 7pm to 10pm providing the opportunity to renew old acquaintances and make new friends.

Vendors began setting up for the swap at 8:30, and the doors opened promptly at 9:30 for BRHS members and guests from the GN and NP societies. The room was filled with a great selection of models, books, and all sorts of Burlington railroadiana. Always a popular stop during the swap is the BRHS Company Store. For most of the morning the room was filled with folks enjoying the wide selection of merchandise and having lively conversations with one another. A tasty selection of sandwiches was available on site for lunch.

At 2:00 pm, following the swap, there were clinics which included the ever-popular Railroader's Roundtable and an update on the progress of the BRHS



Meet attendees enjoy searching for hidden jewels among the vendor tables. - Bill Jelinek

Archives. Robert Hanmer, GNRHS and NPRHA member, began the afternoon with a very informative presentation, "Iron Ore & Taconite: Midwestern All Rails." BRHS member, John Sz wajkart, followed with a very interesting photographic presentation on the uniquely Burlington E5 locomotives. At 4:00, the "Famous Passenger Panel III," consisting of four CB&Q veterans: Art Anderson, Dick Corrin, Forester DuSell and Dave Hoffman shared their memories of working in the CB&Q Passenger Department in the 1960's. The text of this presentation is reproduced later in this *Zephyr*.

Around 5:30, Jim Singer, the BRHS VP of Archives, updated those present on the progress that his committee has made on establishing a permanent

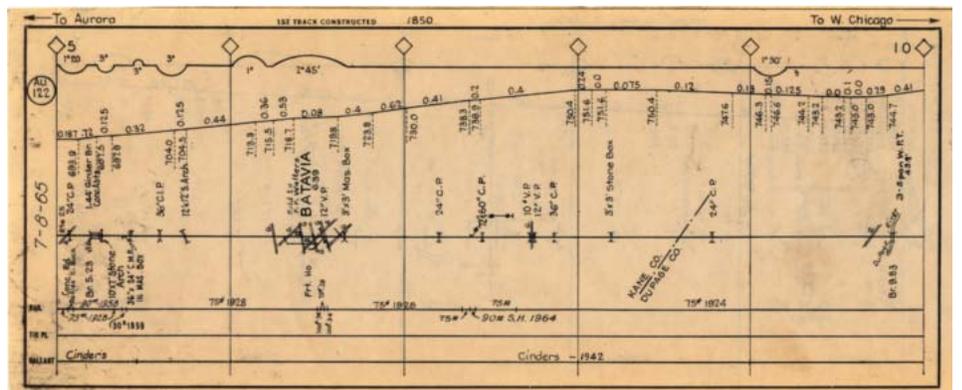
archives for the BRHS in Baraboo, Wisconsin.

The evening featured a time for socializing prior to 105 attendees enjoying a delicious buffet dinner prepared on-site by the Riverview personnel. Anticipated by all is the raffle where almost everybody receives a winning ticket, selecting a prize from the tables filled with items donated by manufacturers, vendors and individuals.

The after dinner program "Billings - Laurel Area 1928 Photo Journey," with photos from the Joint Trackage Files of the NP, was given by James Dick of the NPHRA.

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

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FUTURE ISSUES (as space permits)	
•	Reminiscing 35+ years
•	Collectables - Menus
•	"Farewell to the Lincoln Depot"



# THE SWAP MEET IN PHOTOS



There were a total of 35 tables sold for the swap. - *Bill Jelinek*



Bill Barber is pleased to find Burt Mall's new book. - *Bill Jelinek*



Tom Schneid of NKP Car Co. watching potential customers. - *Bill Jelinek*



Rich Gortowski and Perry Bilotta catch up. - *Bill Jelinek*



Gary Olszewski examining a soft cover booklet. - *Bill Jelinek*



Tom Whitt and Charlie Vlk reviewing the next *Bulletin*. - *Bill Jelinek*



Mike Abernathy brought info on his Zephyr Route excursions. - *Bill Jelinek*



Rob Marston and his SD9 and Q memorabilia display. - *Bill Jelinek*

# CLINICS & ROUNDTABLE



Bob Hanmer of the GNRHS presenting his Iron Ore clinic. - *Bill Jelinek*



John Sz wajkart (seated) shared his clinic on the Q's E5s. - *David Lotz*



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



Jim Singer updated us on the BRHS Archives progress. - *Bill Jelinek*

## EVENING PROGRAM



Terry Ulrich did a great job reading the raffle numbers. - *Bill Jelinek*



Bill Jelinek caught in the act of photographing the banquet. - *David Lotz*



Art Anderson, Bob Hanmer, John Sz wajkart and James Dick. - *Bill Jelinek*



James Dick of the NPRHA was our after dinner presenter. - *David Lotz*

# PASSENGER PANEL III TRANSCRIPT

## Forester DuSell's Biography

I was born in Aurora and grew up there. I graduated from high school in 1938 and wanted to get a job on the railroad. My father was a telegrapher/wire chief in the Aurora Division headquarters at Aurora and had taught me to telegraph when I was in high school. My uncle was a towerman at Aurora Interlocking and he taught me how to work with the dispatchers and manipulate the levers in the tower. I also had cousins who were conductors. The Great Depression was on in 1938 and the railroad was not hiring anyone.

However, in early 1939, the Chief Clerk to the Aurora Division Supt. offered me a job on the Clerks' Extra List, which I accepted. I worked at many different jobs - Yard Clerk at Eola, station helper to agents at various locations in suburban territory, Aurora Baggage Room, Yard Clerk at Streator, etc. In early February 1940, I was promoted to Operator and worked wherever an Operator wanted some time off. I worked almost every Interlocking Tower from Congress Park to Galesburg, also the CTC at Rochelle.

In 1942 I was promoted to Train Dispatcher, and in 1944, I went into the Army and was assigned to the 770th Railway Operating Bn. After about 6 months, I was promoted through the ranks to Master Sgt. We went overseas to the Phillipines and when the war ended in 1945, we were sent to Korea where we were in charge of the Korean Railway from Pusan to Seoul, along with another Railway Bn. In 1946 I was discharged and went back to Aurora as a Train Dispatcher.

In 1957 I was promoted to Asst. Trainmaster at Aurora. In 1961, because of my experience with train operation, I was asked if I would be interested to break in for service with commuter operation. The reason being that the person in charge was in ill health and they wanted someone to take his place as needed. When that person was no longer able to work, I was assigned his duties in 1967, and his title as Asst. to Gen. Mgr. In addition to handling commuter train operation, I also handled discipline matters for Operation Dept. employees on lines east of the Missouri River.

Lou Menk was President of CB&Q about this time and he was made President of Northern Pacific Ry. and Mr. Bill Quinn (President of the Milwaukee RR.), was made President of the Burlington.

When Mr. Quinn came onto the scene, he called a meeting of

department heads of the Operating Dept. and I was present at this meeting. He asked many questions about our operation and one question was, "Is the head of our commuter department at this meeting?" Almost everyone at the meeting looked at each other and someone said, "We don't have a commuter department - someone in the General Manager's office handles the commuter service." That was me.

Mr. Quinn did not seem surprised, but said he wanted a Commuter Dept. established. He then asked the head of the Mechanical Dept. about the condition of commuter cars and locomotives. I cannot remember the name of the head of the Mechanical Dept, but I knew that he and his employees did an excellent job in maintaining the commuter cars and locomotives. I think his response was it would take at least \$30 Million just to get started and all the cars and locomotives needed to be modernized or displaced.

After this meeting, Mr. Quinn picked Ted Schuster, who was Asst. Gen. Counsel in the Law Dept., to take a new position as Asst. V.P. Government Affairs, and charged him with getting together with the Illinois Central to determine how the I.C. had success in forming the South Suburban Transit District to obtain government financial assistance for their commuter service.

The Suburban Services Department was established on June 1, 1969, and I was appointed as Manager. I and my department reported to Ted. I was given authority to pick whatever staff I needed from the Passenger Department, I knew Dave Hoffman from the Passenger Department was interested in commuter service and knew how to prepare schedules that were good for our customers and the railroad, so I was very pleased when he agreed to come to our new department. Dave selected another person from the Passenger Department, Jack Anderson, and on June 1, 1969, the Suburban Service Department was formed, with me as Manager.

### Formation of the WSMTD

Under the political guidance of Ted Schuster, I [Forester] and most of the time Jack and Dave, attended city council meetings to present the financial capital needs for the continued suburban operation

Private companies were not eligible for government grants at this time and the split from federal grant to local participation was 2/3 - 1/3. We knew that an additional local tax would not get past the voters to cover the local share so the Burlington guaranteed the local

amount needed to obtain the grant.

With that, no local city finance being required and cities could join the Transit District by city council vote. All Q suburban towns joined except Cicero, for personal financial reasons, Downers Grove, because of an arrogant city attorney and Aurora, trying to force the continued operation of the car shops. Each member community appointed a trustee to attend monthly meetings

The Q-GN-NP merger in 1970 added a little drama as the merged company was not in a position to provide the local share. That is when Ted Schuster came up with idea of a soft match which involved the BN donating its suburban fleet to the district instead of cash.

The federal government, after some study, approved this arrangement and we had two separate appraisals done to satisfy the dollar value of the fleet. Everett Weston and Carl Englund did the appraisals.

The WSMTD is still functioning today as can be seen by their ownership plate on the fifty+ pre-Metra gallery cars still in service. The fifty cars that Metra took out of service several years ago were sold by the WSMTD to a broker through Mike Weinman for five million dollars and are waiting further use.

The WSMTD has not only been in equipment ownership, but through their wise use of funds, have financed many station, parking, etc. improvements on the Q and are still functioning today for the benefit of our riders and communities.

I will have Dave cover the operational changes made by our department.

From a line in the Music Man that said "You gotta know the territory," Jack and I seriously got into the suburban operations by doing the following:

An on/off count by each train at each station during the morning rush.

A postcard-size survey asking each passenger:

Where they boarded.

What was their destination station.

What time did they want to arrive.

What time did they want to leave in the evening.

There was also information as to how they get to their station.

There was a 35% response to the survey which was considered excellent by those in the business.

From here, we drew up a proposed zoned rush hour schedule.

The halfway station for ridership was Clarendon Hills and the zones pretty well lined up as:

Congress Park - Cicero  
Highlands - LaGrange  
Fairview - Hinsdale  
Lisle -Downers Grove

With Naperville and/or Aurora being an add on to the zoned train, consideration was made for:

Western Electric's 1,000 passenger at Cicero

The 250 passengers for Link Belt, etc. at Western Avenue

The 100 passengers for Halstead Street

The 100 students for Nazareth Academy at Stone Avenue

A proposed time table was part of a seat drop in October 1969 that brought an avalanche of response and, like most surveys, you hear from the negative side predominantly. Some of the objections had to do with groups that rode together from different stations were being broken up - faster schedules and less time on the train did not overcome their social needs. We had to regretfully decline these comments but did make some adjustments to the original proposal for legitimate requests.

The new timetable was put in service January 1970 on an extremely cold day, which brought on problems over and above just getting use to a new operational pattern. After the first few days, the schedule clicked and with the March 1970 Q-GN-NP merger, a new timetable had to come out allowing us to make a few one or two minute adjustments in the schedule.

The overall schedule efficiently took care of various groups in addition to the Chicago destined passengers.

An all stop Aurora thru Hinsdale then express to Cicero handled 600 Western Electric passengers, 200 Ryerson Link Belt and Western Ave. patrons, 75 Halsted Street patrons, and arrived CUS with only 200 passengers left.

An all stop Aurora thru La Grange then express to Western Ave handled Nazareth Academy students to Stone Ave., Western Ave. and Halsted industries and served as the Highlands-LaGrange zone express.

We were told quite emphatically that the 5:20 Downers Grove express would not carry anyone. One year later, there were nine cars on it with 400+ standing.

Through the rest of the 1970s, additional trains were added by cycling rush hour trains until, by 2000, the first

13 trains in the morning rush made an additional trip.

Hourly non-rush hour service was added in the mid-1970s with the RTA agreeing to allow us to eliminate West Hinsdale, Highlands, Congress Park, LaVergne and Halsted stops to speed up the schedule and cause less interference with freight traffic.

The Q Public Relations Department, under the direction of Al Rung and Pete Briggs, played a major role in getting the suburban story out through newspaper ads, TV commercials and press releases with the "Land of the Burlington" promotion. Some of you probably have a collection of the posters that were put out for various towns along the Q. Brookfield's had a large gorilla who some thought may be offensive but it proved to be the most popular and sought after.

Later, Pete Briggs assisted in the naming of the first ten engines after rebuilding for the WSMTD. The first name drawn was Putz and the only two individuals present that understood the meaning was Jobie Berman and Mike Weinman who were with Illinois DOT at the time. While the local press did not pick it up as interesting, the story appeared in the Paris edition of the *New York Herald Tribune* the following day.

Going back to 1970, the cooperation of the UTU local chairman Ed Metz, Archie Maze, and Ed Regnier allowed the elimination of the locker car agreement, which in turn saved a switch engine each day and gave flexibility in our equipment assignments. Until the new cars started arriving, we only had 6 control cars and 35 cars of our fleet equipped for push pull to play with for the necessary rush hour cycling.

After the grant money was approved, bids went out and we asked the Budd Company to bid on the 25 new cars and rebuilding of the present fleet with the 440 electric AC and heating. They got the contract and set up an exacting schedule of our sending 4 cars every week to Philadelphia via a specific PC train on Fridays then the Reading into their plant. They gave us a schedule when the cars would return via the same route and they were never over a day off. While the cars were going east, locomotives were going west to MK in Boise, Idaho. Equipment assignments changed weekly with the mixture of steam and 34 volt cars, the new and rebuilt 440 volt cars and the converted and unconverted locomotives. Some of you may remember our using GN coaches and a boiler car on one of the last trains before the complete conversion. I believe the locomotive was a rebuild, several rebuilt double decks,

GN coaches and a boiler car. Yardmaster Warren Williamson played line up on his coffee table every night.

The 1970s provided some other interesting challenges in addition to the schedule and equipment conversion.

The freight derailment at Congress Park, knocking out the bridges over the Harbor, fragmenting our service to an Aurora-Stone Avenue shuttle, then a CTA bus shuttle to Brookfield and finally a Brookfield-Chicago express or local. This lasted from Saturday evening to Thursday night. Bridges were moved from two locations east of Cicero off Track 1 to Congress Park and placed in on tracks 2 and 3 over the Harbor. Track 1 was out of service from Congress Park to Highlands until the new bridges were set in November. This caused a regular delay pattern which our customers accepted.

The record snow in January 1978, which we all went to work each day with the idea of providing normal service to our customers. Not the gloom and doom predictions heard this past season saying we were going to be late before the first wheel turned. There was team work all through our force. The switch crew at 14th Street did nothing but dig out switches for incoming trains. One advantage was that of reduced cast iron brake shoe replacements account of the deep snow acting as a braking force.

When the department was established, we set a 3-minute rush hour and 5-minute non-rush tolerance for figuring on-time performance. While we kept track of all delays, the goal was always to move passengers efficiently as possible in crisis times and our crews were always alert to act on a change in schedules.

There were many other interesting times during the 1970s which included the formation of the RTA. Dick Corrin was a pioneer with them.

I can comment, even though I was out of suburban at the time, on the lawyer driven fiasco in the 1980s, when the commuter was made a pawn in the dispute between the legislature and the RTA, causing major service cuts without saving the expense of one crew.

But enough has been said about the past and I think it is time to recognize first those who came off the Q pre-1970, then those of you who came on board in the 1970s. Please stand up and be recognized for making your service the best in the west.



The plaque presented to those who made presentations at this year's Spring Meet. Bob Hanmer's "Iron Ore & Taconite Midwestern All Rails," John Szwajkart's "The Unique E-5s 1950s - 2012," "The Famous Passenger Panel III and Suburban Service" moderated by Art Anderson, and James Dick's after dinner program "Billings - Laurel Area 1926 Photo Journey." - *David Lotz*



The Sesquicentennial Anniversary of Burlington's Suburban Service cake that disappeared very quickly after the banquet meal was served. - *Bill Jelinek*

## SPRING MEET THANK-YOU'S

### Door / Company Store /

#### Registration

Bill Jelinek  
Dick Kasper  
Leon Ploger  
Jim Singer  
Tom Whitt

#### Ladies Program

Sharon Hendricks

#### Raffle

Larry Brown  
Terry Ulrich  
Tom Whitt

#### AV / Techs

Jon Sugerman  
Perry Sugerman

### Presenters

Art Anderson  
Dick Corrin  
James Dick (NPRHA)  
Forester DuSell  
Bob Hanmer (GNRHS)  
Dave Hoffman  
Jim Singer  
John Szwajkart

### Photographers

Bill Jelinek  
Dave Lotz

### Special Thanks to:

Riverview Banquets

### Hotel Accommodations

Comfort Inn & Suites, Geneva

## DOOR PRIZE DONORS

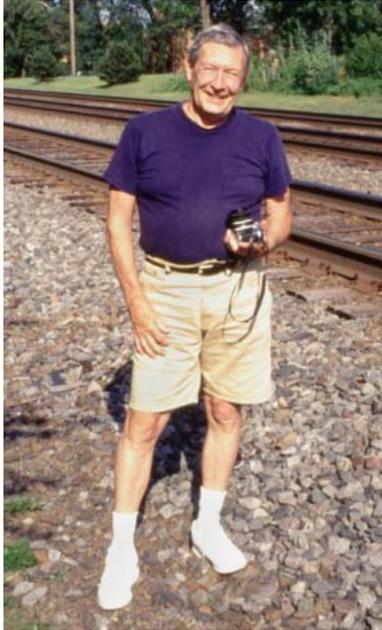
5th Ave. Car Shops  
Accurail, Inc.  
Jerry Albin  
Al's Hobby Shop  
BRHS Archives  
Jeremy Bubb  
C&NW Historical Society  
Steve Conner  
Barb DeRouin  
Dick Kasper  
Kato  
Illinois Railway Museum  
Jerry Hamsmith  
Pete Hedgepeth  
Bryan Howell  
Kato USA , Inc.  
Harold Krewer  
Joe Legner  
Burt Mall  
NKP Car Company  
Leo Phillipp  
Leon Ploger  
Q Connection  
Jim Singer  
Charles Stats  
Tangent Models  
Bob Walker



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

**BURLINGTON LINES** · *Everywhere West*

## IN MEMORIAM



**G**eorge G. Speir III, a longtime Burlington Route Historical Society member, officer, director and supporter passed away at home, surrounded by his family on April 26th, 2014, at age 87.

George was born in Aurora, Illinois, on March 4th, 1927, to a CB&Q family. Both of George's grandfathers were in train service. One was an engineer, soon to become a motorman on Zephyr trains, and the other was a conductor. Both worked on the C&I during the 1930's and 1940's. George's early days of going to the depot in Aurora with his grandfather would later become things he would do with his

grandchildren. This time to the LaGrange, Illinois P.O. Box to pick-up the Society's mail at the Post Office across the tracks from the LaGrange Road Depot, grandkids in tow and giving Amtrak a High Ball from the steps of the Post Office.

George served in the United States Navy during World War II aboard the USS Swift. He later went to work for the 1st National Bank of Chicago (now J.P. Morgan Chase Bank) in the mid-1990's

## LOOKING BACK - 1991



From the 1991 joint BRHS/RITS Fall Meet in St. Louis, this is the group that traveled to the St. Louis, Iron Mountain & Southern Railroad. From Left to Right - Front: Michael Spoor, Joshua Lotz, Joel Lotz, Jacob Lotz, Bill Glick, Herb McCurdy. 2nd row: David Lotz, Diana Lotz, ?, Monica Spoor. Back Row: ?, Grant Law, Dan Hornback, Perry Bilotta, Tom Whitt, Joe Legner, Mike Spoor, Lynn Zimmerman, ?, Dolores Franzen, ?, ?. If anyone can help identify the unidentified folks, please contact the *Zephyr*. - Charles Franzen, David Lotz Collection

as a Second V.P. of the Trust Department and then volunteered heavily in the BRHS until the Fall of 2007. He served four Society Presidents over 12 years and was awarded the Fuka/Miekiszak Award and the Corbin Award for his Society service and preservation efforts.

In the last few years he was most excited about the archive efforts at the Lake State Railway Historical Association in Baraboo, Wisconsin and the BRHS efforts next door. He was also very proud of Ed DeRouin's book, "Trackside Around Chicago 1957-1965 with George Speir", as well as his contributions of photos to Society publications, magazines and calendars. His only real regret was that he did not follow his family background into the railroad business.

Two things George was most looking forward to in 2014 were attending the Lake States Railway Historical Association/BRHS Archive open house on April 26th and his summer sojourn to Bunker Hill in Southern Missouri in July. Ironically, George passed away the day of the LSRHA/BRHS Open House.

It was fitting that his Memorial Service was attended by 5 past/present BRHS officers and directors and several Society members. Rich Gortowski played taps in the church garden and Jim Singer spoke. He will be missed by many.

George left behind his wife of 56 years, 6 children and 9 grandchildren.



## Interurban Railway Powerhouse, Batavia, IL

How did the electric industry we know and depend on today come about? With Edison's development of the light bulb and disregarding the fight with Tesla over the generation and distribution of AC vs. DC current, there was a growing demand for the use of the current. In many cases the development and growth of electric railways played a part in that demand.

Before the mass production of the automobile, people needed basic transportation to get to and from work and around town. Within ten years either way of the dawn of the 20th century, there were actually four rush hours every day. Early morning to get to work, before the noon meal and again after the noon meal, as a lot of people went home for lunch, and then the evening rush to get home.

Many local entrepreneurs saw the need for, and stepped up and put in, the local electric streetcar and interurban lines. The railway would build power houses to generate the electricity and the power lines to distribute the power. When the representatives of the railway companies went to the local city fathers to get a franchise to operate in a town, the city fathers negotiated for the railways to provide street lighting. Often times local companies would have a storefront and sell the new electric lamps and stoves. The street railway companies also wanted to be able to sell the off peak time excess electric energy for both industry and household use.

With the Aurora Branch Railroad having been in service for thirty-two years, showing what the steel wheel on rails could do, the Aurora City Railway Co. incorporated in 1882 using horse power. Electrification came with reorganization as the Aurora Street Railway Co. in 1890 and the building of a powerhouse/car barn on the corner of Benton and Water Streets in Aurora, just north of the growing Love Brothers foundry. They built their electrified street car line on Broadway along the length of the Aurora Shops. They also built the first elevation work in Aurora in the Spring Street viaduct, which allowed the streetcar and street to climb over the now CB&Q mainline thru town and the freight yard leads instead of crossing them at grade.

With the coming of the Aurora, Elgin and Chicago Railway interurban to Aurora, more power was needed, so a new powerhouse was built just south of

Batavia on the CB&Q's original mainline to Turner Junction. This powerhouse, built in 1902, was rebuilt in 1909 and enlarged to power the Great Third Rail between the Fox River Valley and Chicago, and also the 40-mile Fox River Electric line along the Fox River from Carpentersville to Yorkville. Power was also sold to the Elgin and Belvidere Electric line, west from Elgin, the Chicago Aurora and Dekalb, west from Aurora, the North half of the Aurora, Plainfield & Joliet, southeast from Aurora, the North end of the Fox & Illinois Union, south from Yorkville, as well as commercial power for the City of Elgin and seven other communities in

Northeastern Illinois! A continual series of improvements took place over the years as the demands for electric energy increased.

While reading some of the magazines on the internet pointed out to me by Rupert Gamlen, I came across one about a strike on the interurban which also impacted the powerhouse, causing brown-outs and black-outs in many of the western Chicago suburbs.

As the coal came in over the what is now the West Chicago Branch, it was interchanged to the interurban at Batavia. The plant had an inside coal unloading area elevated over 36

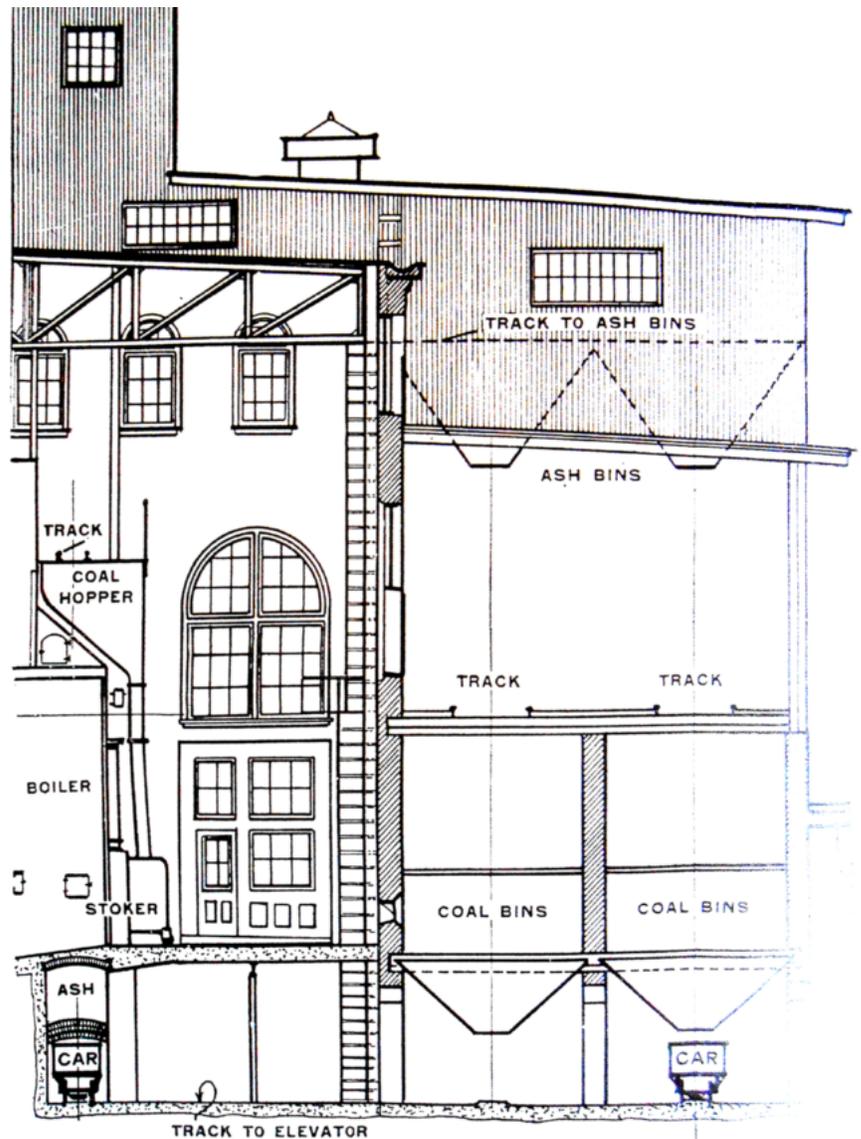


FIG. 142. Coal and Ash-handling System at the Power House of the Aurora Interurban Railway, Batavia, Ill.

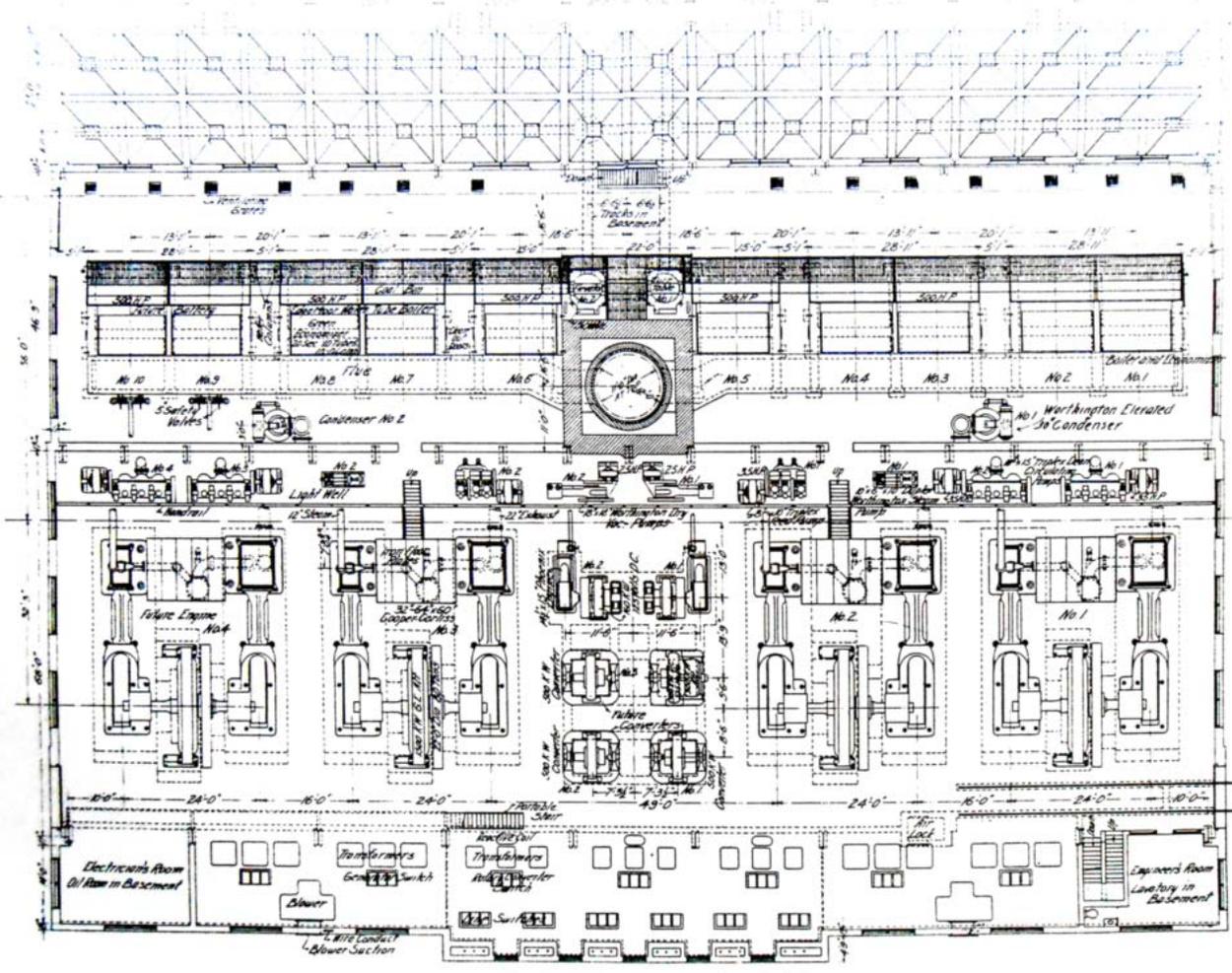
The drawings on this and the next page are of the large Aurora Street Railway powerhouse located in Batavia, Illinois and served by the CB&Q. - *Electric Railway Journal* - April 12, 1911, courtesy Steve Holding

bunkers which could hold 3,771 cubic feet of coal in each or roughly 80 tons per bunker. A set of bins above the coal bins were used to load ash into the rail cars after the coal had been dumped. A system of tracks and small hoppers moved the coal around within the plant

and the ash from below the boilers to be raised above into the refuse hoppers.

With the coming of the Insull Empire, many new and high-tech plants came on-line to outmode the old and many independent electric providers

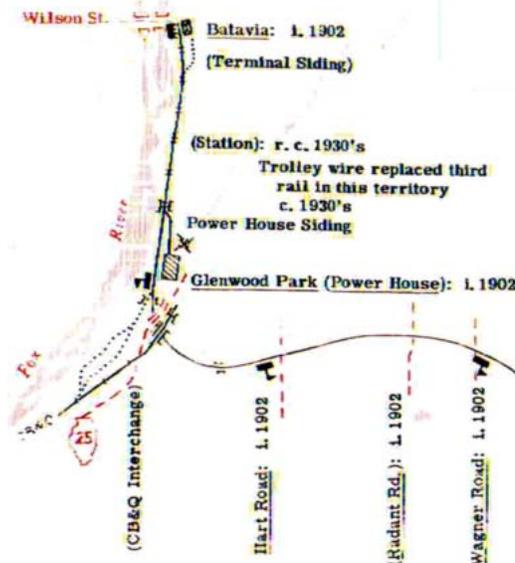
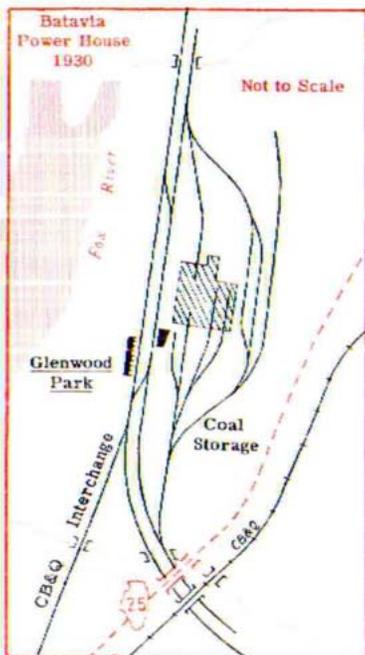
joined the modern electric grid system to minimize outages. While the coal traffic to Batavia ceased over the Q in the late 40's, it continued over the interurban via other interchanges and to other Insull properties.



PLAN OF MAIN POWER STATION AT BATAVIA.

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THE POWER HOUSE AND POWER FACILITIES



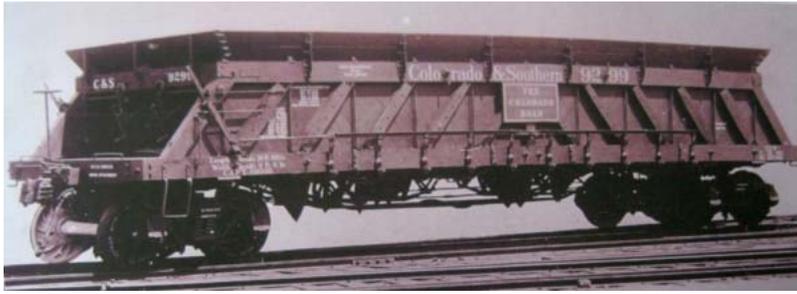
Both maps from the CERA, courtesy Steve Holding Current satellite image - Mapquest

# MODELING THE BURLINGTON

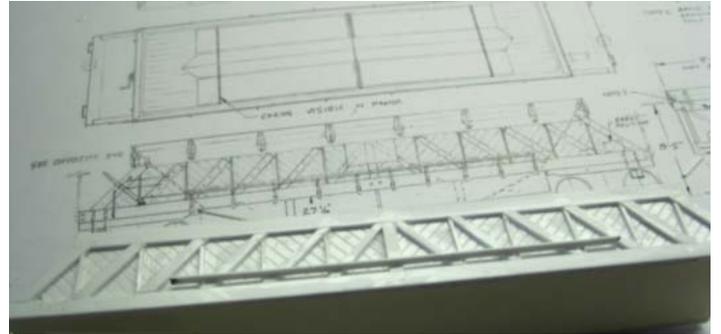
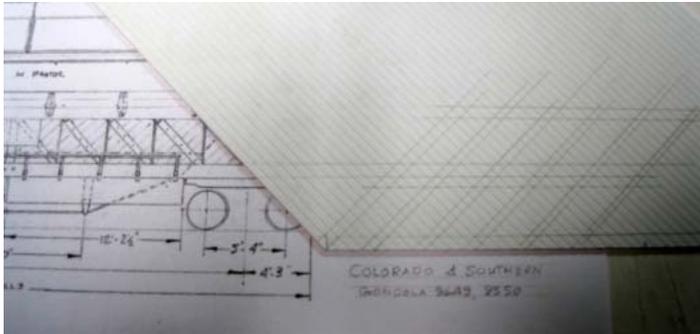
## Colorado & Southern

Text, Scratch-built Model and Photos by William Glick

### Ingoldsby Dump Car No. 9649



Here is another interesting car I had wanted to build. I started by creating a drawing of the car. The first step was to layout the sides on a sheet of scribed styrene. One half of the side has the siding going at a 45 degree angle one way then the other half is opposite direction, so that each half angles towards that end of the car. The beam across top and bottom is .125 x .031. The 45 degree angle beams vary from .100 to .063 wide. The vertical beam in the center of the side is .031 x .035 wide. The horizontal angle iron towards the bottom of each side is .040 x .040 x .020 thick.



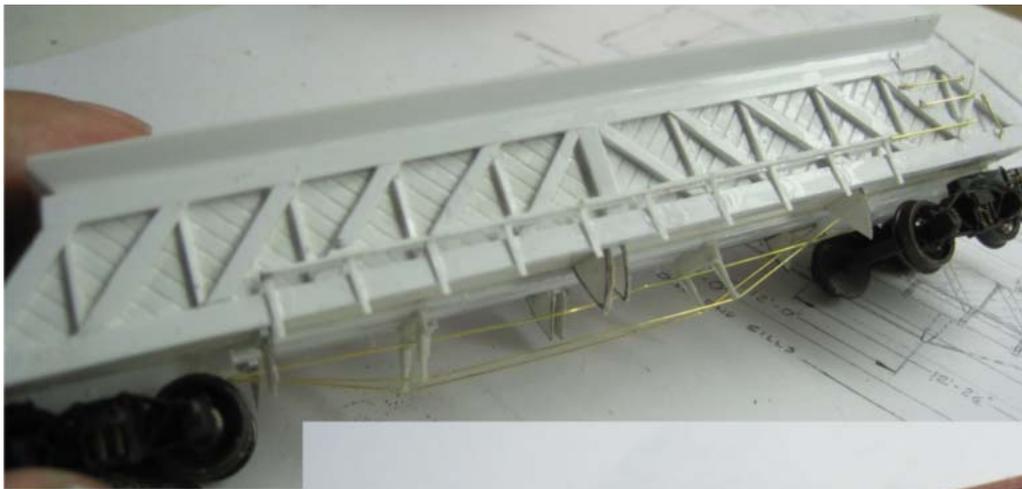
Left: Close-up view showing the siding, and bracing towards the center of the sides. Below: Both A (lower) and B ends (upper) of the cars in progress.



Above: The rods used to operate the hopper openings. They are the same on both sides.



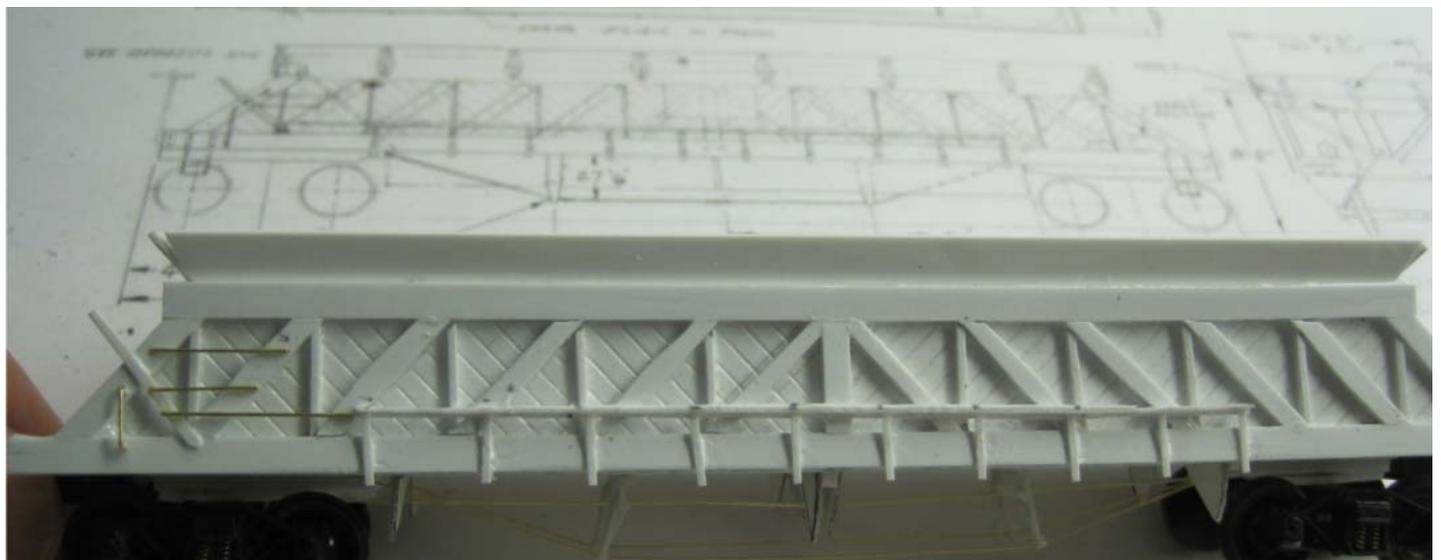
Above: The top of the hopper showing the 45 degree panels all around. It also shows the interior slope sheets on the sides, ends and longitudinally down the center of the floor.



At left and below you can see the underside detail. There are two truss rods in the center. There are eight triangular panels that close off the ends of the four trap doors that allow the contents to flow out. I also show the "Z" shaped brake line tube in middle of floor.



Since I did not take a photo of the triangle braces on the top panel in the construction photos, I have shown them here on the finished model below, there are six on each side. On this model, it looks like I omitted them on the ends, but they need to be added. See prototype photos for positioning.





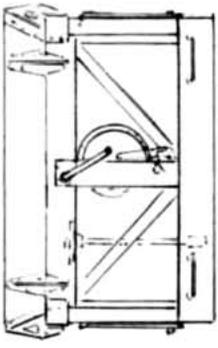
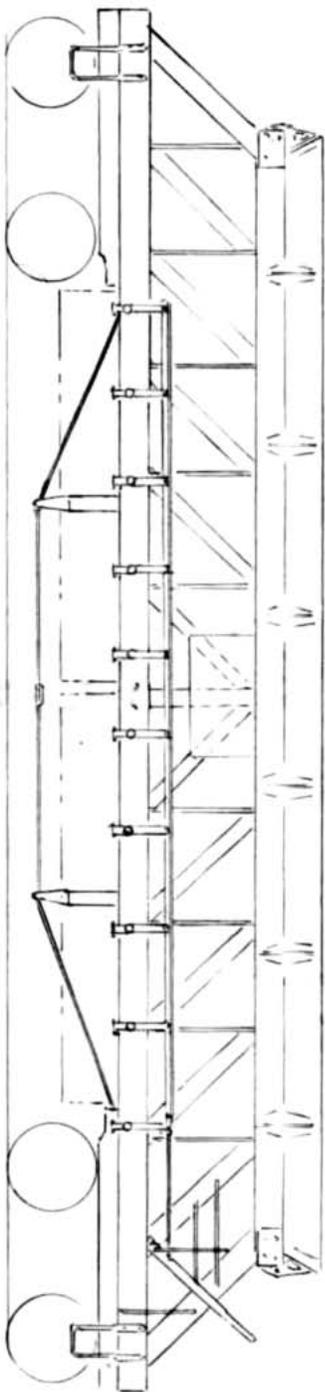
Above: A finished view of the interior of the hopper with the center support. Also note the two chains that support the sides to prevent them from bowing when hopper is filled with contents.



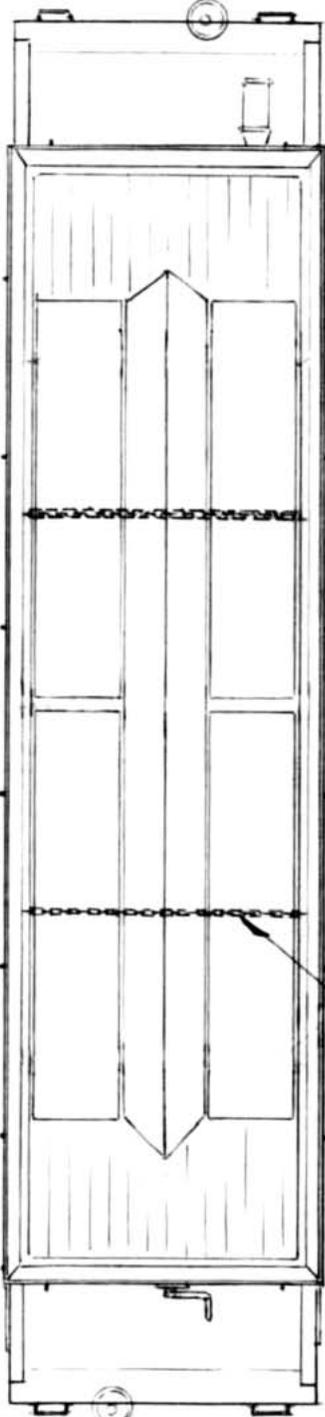
Right: This photo shows the two handles that I think were used to close the trap doors on bottom floor. (Again, that is my best guess.)

Below: The complete car with the center plate that has THE COLORADO ROAD on it. It measures .300 x .450. The decal set I used was Microscale 87-159 C&S Narrow Gauge Freight Cars (1910-1941) The letters were a little too large for this model, but what else can you do?





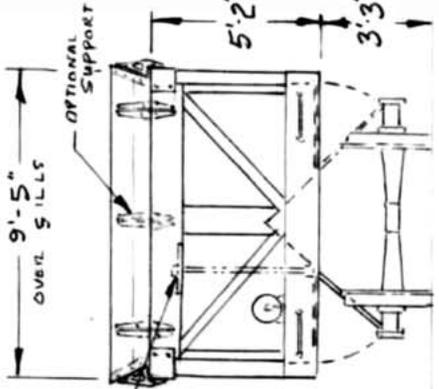
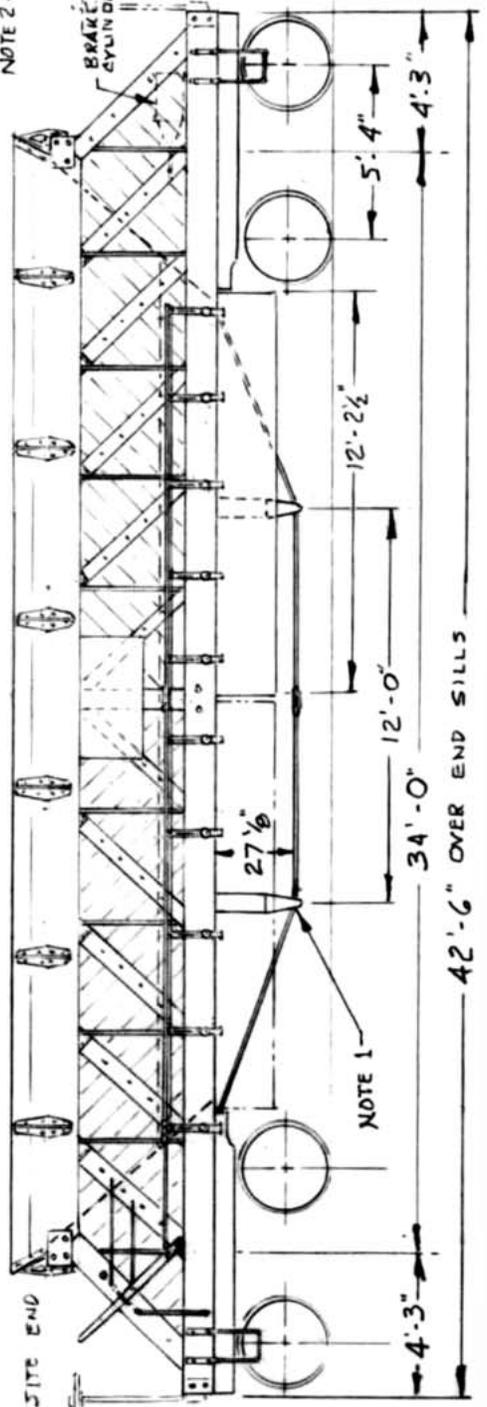
OPOSITE END



CHAINS VISIBLE IN PHOTOS.

NOTE 1 TRUSS RODS ARE IN DRAWING, NOT IN PHOTOS.

NOTE 2 BRAKE WHEEL SHOWN IN DRAWING. VISIBLE IN SOME PHOTOS, NOT ALL



NOTE 2

BRAKE CYLINDER

NOTE 1

12'-0"

12'-2 1/2"

5'-4"

4'-3"

42'-6" OVER END SILLS

34'-0"

4'-3"

5'-4"

4'-3"

8'-5"

5'-2"

3'-3"

9'-5" OVER SILLS

OPTIONAL SUPPORT

COLORADO & SOUTHERN  
GONDOLA 9649, 9550

# DARIUS MILLER

President of the C B & Q Railroad (1910-1914)

by Robert W. Hayward, Jr.



Portrait of Darius Miller. - From *Burlington Route - A History of the Burlington Lines* by Richard C. Overton - Alfred A. Knopf, New York, NY 1965

Darius Miller was born April 3, 1859, in Princeton, Illinois. He received his education in the North Union and Princeton High Schools.

During his high school days, he and two other friends studied shorthand becoming efficient in shorthand writing. This helped them in getting good positions with the railroad companies.

Darius Miller started working in 1877 at age 18 in railroad service working in ten different positions with 8 different railroads. He became vice-president, then president of the Chicago, Burlington and Quincy



A serene winter's night at the Princeton depot and platform December 2010. - Mike Vaughn

Railroad for 4 years from 1910 to 1914. His term of president was cut short by appendicitis while he was vacationing in Glacier National Park. He survived the operation but died of complications at 55 years. Darius Miller is buried in Rosehill Cemetery and mausoleum in Chicago, Illinois

Darius Miller and his wife would come back to Princeton for different events. On one trip back to Princeton, his wife suggested that Princeton should have better accommodations for the general public. She suggested that the frame building be replaced by a modern

brick structure. (1)

Mrs. Margaret D. Trimble, president of the Princeton Woman's Club, sent a letter to Darius Miller, C B & Q Railroad president, in November 1910, requesting that improvements of better lighting of the depot and grounds and beautification of the grounds be made to the Princeton Depot. (2)

These two suggestions resulted in a new depot, which is similar to the depot in Naperville, Illinois. The depot was dedicated on December 15, 1911. On December 15, 2011, a one hundred-year anniversary birthday party was held for the depot. The depot was renovated with a multi-year project starting in 1998 with updates of a new roof, windows, a new-handicapped accessible platform, additional lighting and new landscaping. (3)

The C B & Q Railroad Park across from the depot was used by the city with permission from President Miller. In 1927, the C B & Q Railroad gave the park to the city of Princeton as a memorial to Darius Miller.



The Princeton depot and platform during a February 2011 snow storm. - Mike Vaughn

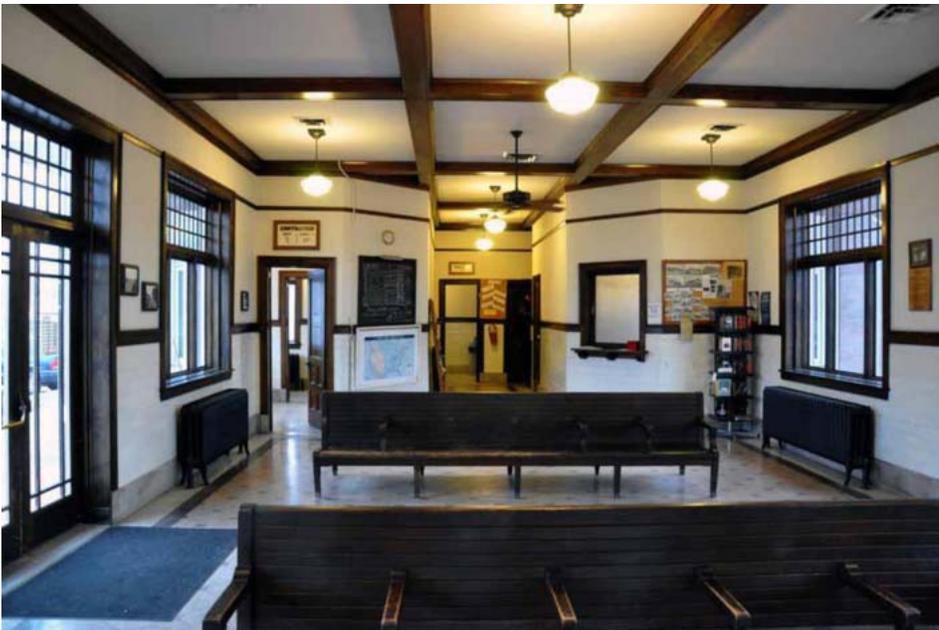




Above: A westbound Amtrak train approaching the Princeton stop in April of 2010. - *Mike Vaughn*

Left: The interior of the Princeton depot in May of 2013. - *John Lewis*

Below: CB&Q waycar No. 13593 on permanent display at the Princeton station. - *David Lotz*



The sources of information:

1. Bureau County Republican, June 23, 1901
2. Bureau County Republican, June 3, 1927, page 5
3. The County Historian, Bureau County Historical Society By Robert W. Hayward, Jr.

BRHS Member and Bureau County Tourism Committee Member

# LABOR SAVING APPLIANCES FOR RAIL RELAYING

by Rupert Gamlen

Laying and replacing rail has always been heavy work and traditionally very labor intensive. In addition, in the first part of the 20th Century, there was a shortage of labor in the Burlington's maintenance of way forces long before America entered the First World War. In 1918 the situation became so critical that the company even ran special recruiting trains around the system to find laborers it could employ.

A typical track gang would contain 60 or 70 workers so the Burlington sought to substitute cheap, simple machines for hand labor where possible, thereby reducing the number of men needed for a gang.

## Hand Operated Rail Layer

In about 1910, a new rail laying machine was built at Galesburg to assist with rail replacement. The rail layer consisted of a 4½-in. x 9-in. timber beam resting on a light push car about 4 ft. longer than usual and with the platform removed. The center of the beam was supported on a ball bearing pivot at the front end of the car and supported at the rear end of the car on five rollers which were concentric with the pivot. At the rear end of the beam was a platform on which was mounted a hand operated drum winch, wound with a 1½-in. rope which passed over the centre post, over a pulley wheel at the front end of the beam and down to the set of tongs or clamps to attach to the length of rail. Three hundred pounds of old rail were added to the beam's platform to balance the car when it was lifting or transporting a rail.

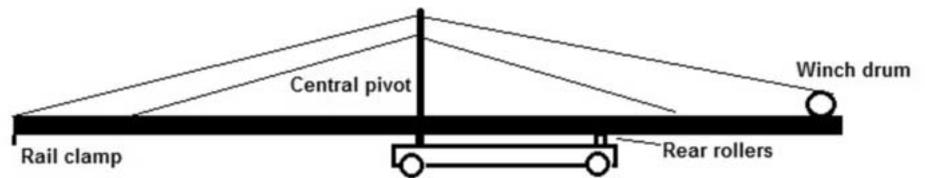
Eight men were required to operate the car. Two men were on the platform to power the winch, two men on the ground to swing the beam sideways and move the car, one man to handle the lifting tongs, another one at the front end to assist in swinging the beam when loaded, and a man at each end of the rail to steady it and guide it into place. Relaying 100 lb. rail with this car and its eight man crew was a little faster than using the traditional gang of 18 or 20 men using traditional tongs, so a saving

of 10 to 12 men was made with the use of the machine.

Three important advantages of this machine over similar machines of the era were that it ran on the rails already laid, it could be easily pushed even when transporting a length of rail and that rail could be laid on either sides of the track without turning the machine around. Although the steel gang was always working under flag protection, this car could be lifted off the track in two pieces by the men using it.



Both photographs on this page from the Railway Age Gazette, courtesy Rupert Gamlen



## Q & C Rail Layer

At the same time that the beam layer was in use, another rail laying machine was being trialed on the Burlington. On one side of this machine's chassis were two flanged wheels that ran on the existing rail and two plain wheels on the other side that ran on planks placed just inside the line of the rail to be replaced. Mounted along the chassis was a pair of rails on which ran a dolly that itself carried a pair of rails at right angles to the main track. This second pair of rails extended out over the shoulder of the road bed where the replacement rails had been placed. Another dolly ran on these rails; pivoted on it was a long lever with a rail clamp attached to the end.

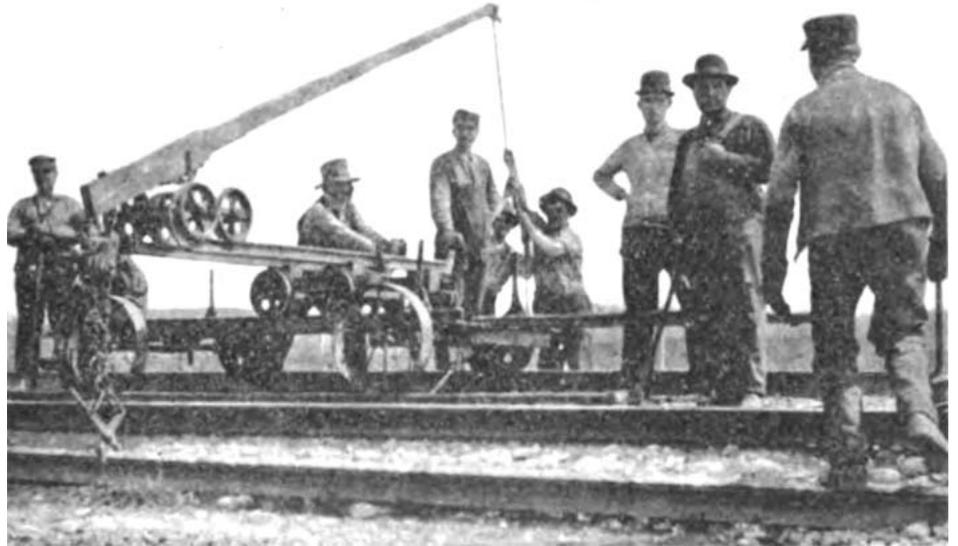
To replace the rails, the lever was raised and the clamp applied to the middle of the old rail. The lever was pulled down to lift the rail up and the upper dolly was then pushed along its rails so that the old rail could be placed on the side of the road bed. The clamp was then attached to the new rail and the process was reversed to position the rail as required. The arrangement of rails and dollies on the machine allowed limited movement of the lifting lever in all directions to correctly align the new rail without moving the machine. Once

the new rail was in place, the machine was pushed forward on the planks to the next rail.

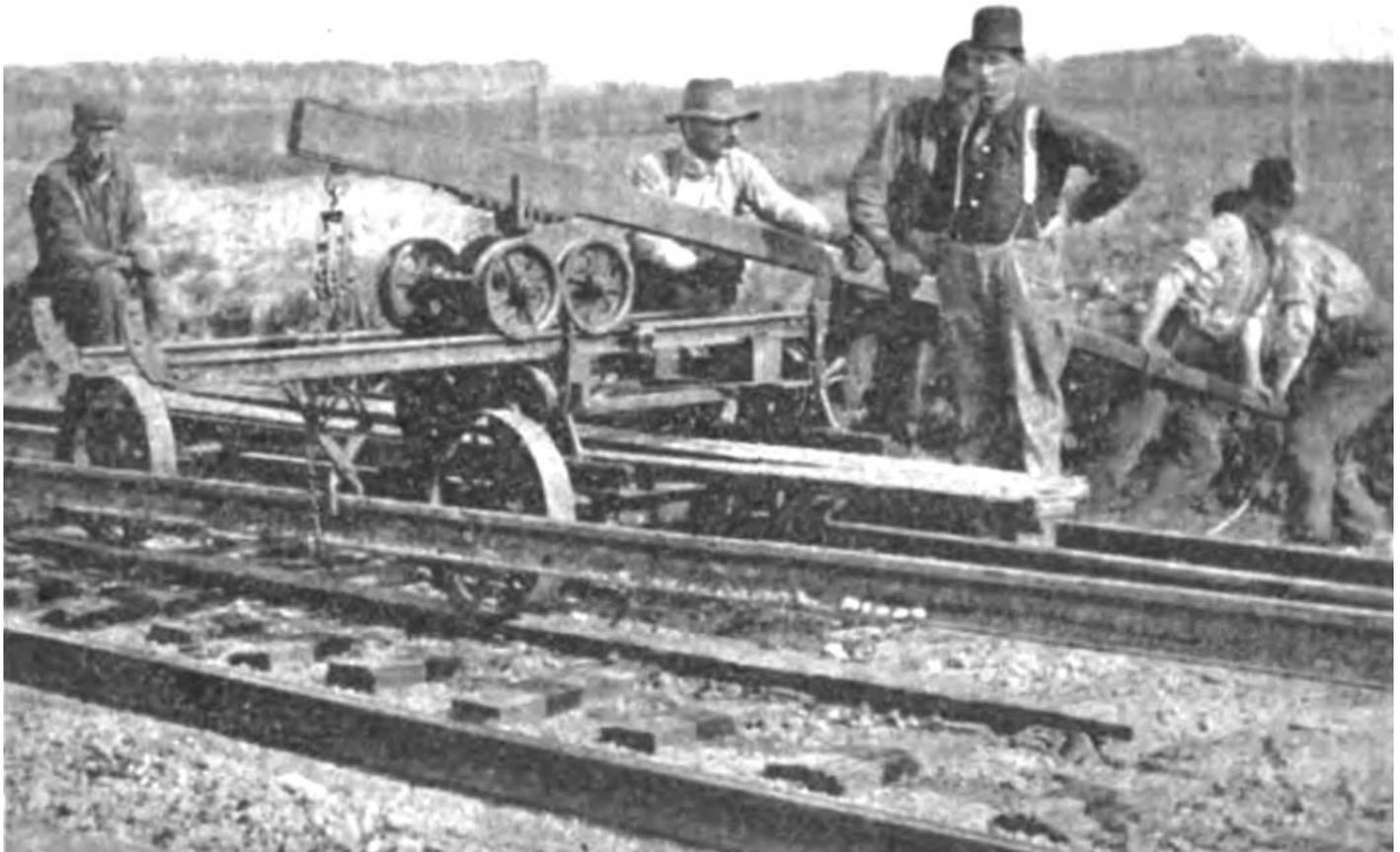
Nine men were required to operate the machine compared with 14 men necessary to handle the 90 lb. rail with tongs. Four men operated the lever, one attached the clamp to the rail, two were at the ends of the rail and two were placing the planks. The other advantage, which was popular with the gang, was the ease of lifting a length of rail over freshly plowed ballast or where the footing was insecure.

This machine, manufactured by Q & C Company to a C. M. & St. P design, was more complex than the beam machine and relied on the men operating the lever to balance the weight of the rail at the same time as the rail was being positioned. With the limited range of movement of the lever, careful positioning of the replacement rails was essential when they were delivered to the work site.

By 1918, small engines had been developed that were dependable, enabling machinery to be powered.



*Both photographs on this page from the Railway Age Gazette, courtesy Rupert Gamlen*



## Powered Rail Layer

The most effective labor saving machine of the era was the powered rail layer, which consisted of a jib mounted on a 12 foot long car. Rather than a gang of 16 - 20 men to lift and position the rails, this machine had a crew of just four - an operator, two men to steady the ends of the rails being picked up, and one man at the center to apply the rail tongs or clamps suspended from the jib. The rail layer could pick up 100 lb. rails up to 39 ft. in length and place them in position at the rate of 90 rails per hour.

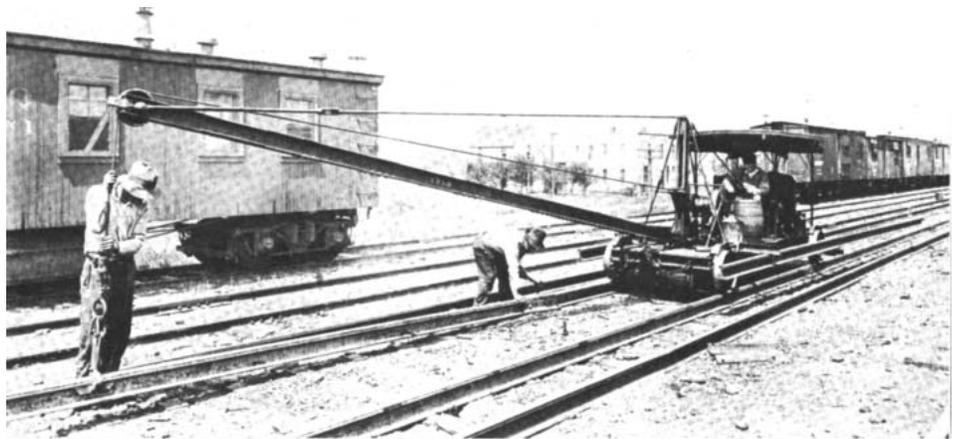
Power for the rail layer came from a  $4\frac{1}{4} \times 5\frac{1}{2}$ , four-cylinder 30 h.p. Buda gasoline motor, mounted at the rear of the car, which provided movement in either direction from four to sixteen miles per hour as well as powering the jib winch. Lengths of old rail were attached on either side of the machine to act as counterweights. The jib was 18 feet long, constructed of two 4 inch channels, and carried a  $\frac{1}{2}$  inch cable. Before lifting, the center of the rail was marked and the tongs applied just in front of the center so that when the rail was lifted, the rear end was lower than the front to facilitate its positioning.

The machine, which was built at the Aurora Shops, weighed about 4500 lbs., and was constructed so that four men could remove it from the track in less than six minutes, using a pair of trucks or dollies, which were placed underneath the frame. The machine was then run on two crossing planks laid at right angles with the rails. The layer

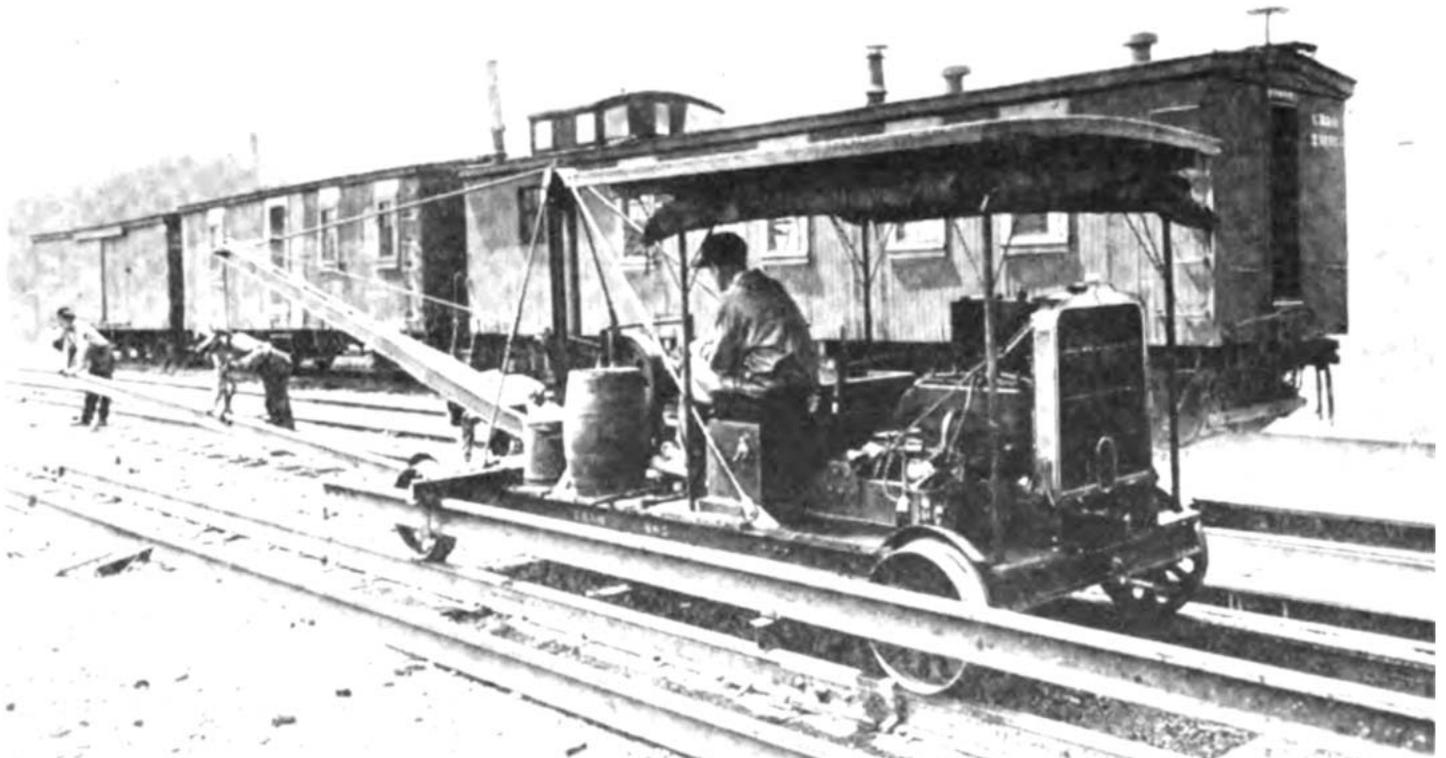
could also be used to tow trailers so the whole steel gang could be quickly conveyed to and from the work site without the need for hand or motor cars.

In addition to laying and removing rails, the machine was used to haul and distribute extra rails, spikes, bolts, etc. and it could function as a rail loader. It was anchored on the deck of a flat car and, while the train was in slow motion, the old rails were picked up and placed in the next car.

During a four-hour run in June 1917, a gang of 58 men, using one of these rail laying machines, laid 240 90-lb. rails in four hours. The value of the layer was really demonstrated on one job when replacement rail and switches were stacked on the adjoining team track. The rail layer with its crew of four distributed the rail, frogs and switches in two hours while it would have taken fifteen men at least six hours to do this work by hand.



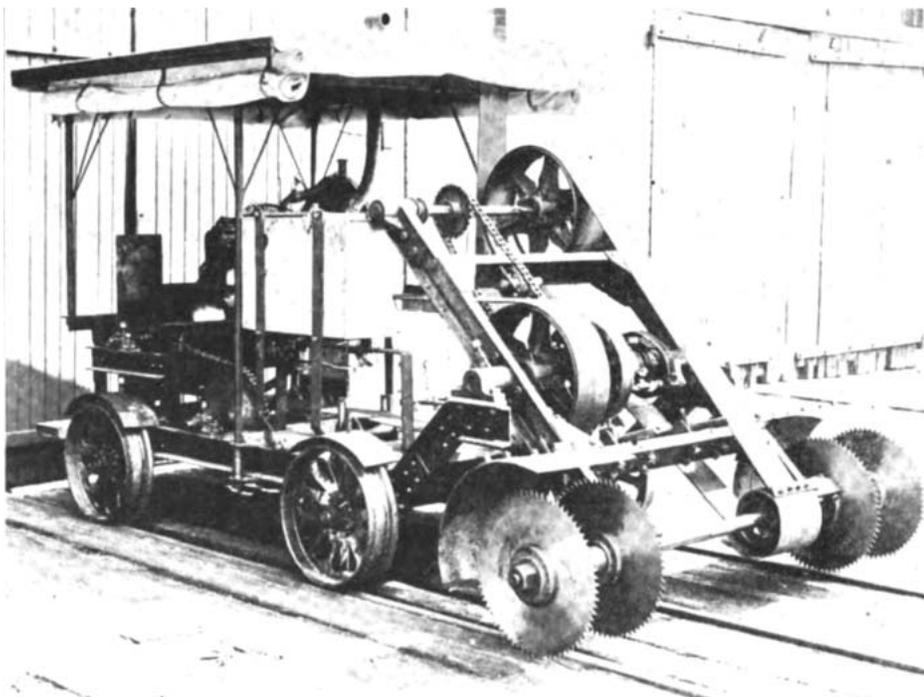
*Both photographs on this page from the Railway Review, courtesy Rupert Gamlen*



## The Sawing Machine

Before replacing old rail, the sawing machine would be driven slowly along the track with the circular saws operating to identify and mark ties that were too high. The twin circular saws marked the ties on each side of the rails, being set to cut at a depth corresponding to the bottom of the rail. The old rail was then removed and a worker with an adze would carve out the excess timber between the cut and the depression left in the tie by the old rail. Ties adzed in this manner provided a uniform bearing for the tie plates, thus eliminating the breaking of tie plates, rail stress, and reducing cost of labor to a minimum.

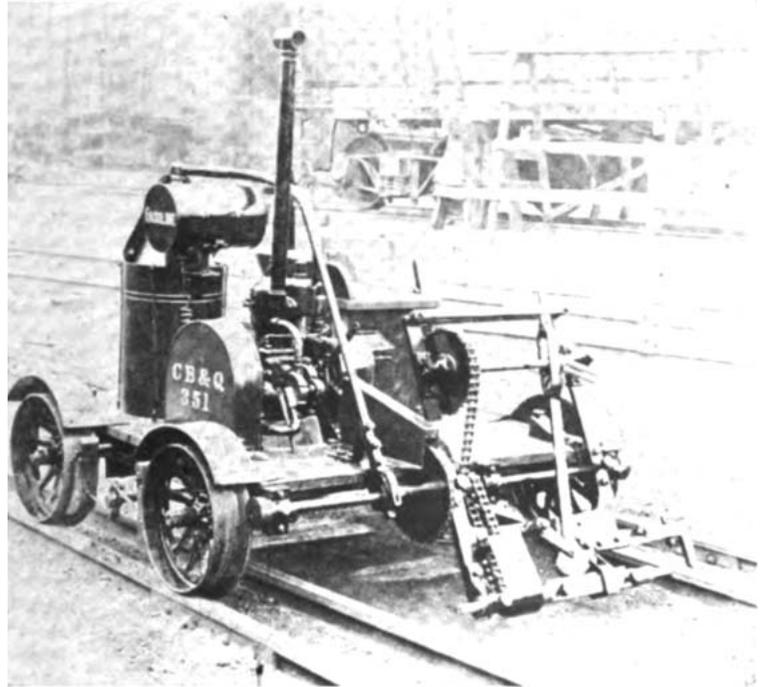
The machine weighed approximately 2800 lbs. To remove it from the tracks, the machine was swung on its center pivot at right angles to the track and pushed upon two planks placed on the right of way. Two men could take the machine off the track in less than six minutes. Power was provided by a 4½ x 5½, four-cylinder gasoline motor, which propelled the machine at 3 to 18 miles per hour, in either direction. The low speed was used while sawing ties and was connected synchronously, so that when the sawing was extra deep, the machine slowed up in accordance with the speed of the engine. The machine had a crew of two - one to operate the controls and the other to check the track for rocks, rail braces or other debris which would damage the saw blades. Depending on the number of stoppages to allow trains to pass, 3 to 5 miles of track could be sawed per day.



## Rail Drilling Machine

The rail drilling machine of 1918 was specially designed to drill holes in the rails for rail anchors, connections, etc., replacing the hand powered drilling machines. The machine was usually operated by one man with an assistant to mark the location of holes and to aid in removing the machine from the track when necessary. It took less than one minute to position the machine, set it up and drill the hole.

Power was provided by a 4 h. p., 4 x 4 single cylinder, 4-cycle, water-cooled gasoline motor, which gave the car a speed of 18 mph while going to and from the work site. The drill frame was



*Both photographs on this page from Engineering & Contracting, courtesy Rupert Gamlen*



# NEWS AROUND THE SYSTEM

## McCool Junction Depot Restoration



Members of the Iron Horse Station Corp. stand next to the McCool, Nebraska depot they are working to refurbish. The exterior is finished and now they are working on restoration of the interior. "Junction" was added to the station's name to avoid confusion with McCook. McCool is just north of York, NE and was on a short north-south feeder line between Benedict, NE and Clay Center, NE. - *York News-Times, Lisa Fischer*

## Silver Castle to Minnesota Transportation Museum



Second CB&Q "pattern" dome No. 4709, Silver Castle, has been purchased from the Branson Scenic Railroad at a significant discount to ensure its historic preservation. It was moved to the Minnesota Transportation Museum in June and several BRHS members caught it passing through the Galesburg yards during the Railroad Days celebration. The museum intends to restore the car for operation on its Osceola & St. Croix Railway based in Osceola, WI.- *MTM*

## 2014 Mississippi River Flooding



The ex-CB&Q depot in Ft. Madison, no longer an art museum, was well prepared for this year's flooding. The North Lee County Historical Society is leasing the depot and has used the additional space to expand their transportation and railroad history exhibits beyond the larger ex-AT&SF depot to the right. - *Norman Schafer*



BNSF quickly raised the mainline through the Burlington yards and depot in a successful attempt to keep traffic moving. This is how the tracks appeared through the platforms on July 5th. - *Tony Dixon*



Two days later, on July 7th, the flood waters stretched across the yard trackage and threatened to invade the depot. Fortunately, the crest was not high enough to enter into it. The Friends of the Burlington Depot have received their 501(c)(3) Not-for-profit status from the IRS and are now raising funds to build flood protection for the depot. - *Sherry Ohlmutz*



A view from the south end of the yard shows a rare, empty Burlington yard and how much of it was covered by this year's flood. The track gang's efforts in raising the mainline were successful and through traffic was maintained. This makes the third "major" flood since 1993 to impact Burlington, the last being in 2011. - *Bob Petzinger*

# NEW PRODUCTS

## BOOKS

### STEAM'S LAST SEASON

A PORTFOLIO OF STEAM LOCOMOTIVE PHOTOGRAPHS 1955-1960



This huge photo album presents 286 outstanding color and black-and-white photographs, captured primarily in the upper midwestern United States, when steam locomotives were taking their last breath in the country, from around 1955 to the beginning of the 1960's. This change in practice by the railroads-supplanting steamers in favor of more-efficient diesel locomotives-was documented in photos by the author, who began the mission as a teenager. 30% of this album contains CB&Q steam!

**Price: \$70.00 plus S&H**

Hardcover, 13.625 x 9 inches, 286 photographs

Author: Burt W. Mall

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Phone: 847-438-5775  
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Sample pages may be seen

## HO SCALE

**Athearn** - Announced at the National Train Show in Cleveland a completely retooled SD40 for the C&S.



NEW! w/sound units feature SoundTraxx Tsunami sound

- Completely redesigned inside and out
- New DCC and Sound-Ready chassis
- Correct nose/headlight/signal light configuration per prototype
- Dynamic/non dynamic brake hatches specific per prototype

DCC & Sound, C&S #880, 881, 885, 887 MSRP.....**\$184.98**  
DCC Ready C&S #880, 881, 885, 887 MSRP.....**\$134.98**  
Announced July 2014 - **Due Early March 2015**

**In Stock!! ExactRail** - Bethlehem 3483 Hopper: CB&Q 1967 "Monogram" HT-13B and 1969 "Helvetica" HT-13D



HO Scale, Platinum Series with Kadee #58 couplers, ExactRail ASF 100 Ton Ride Control Trucks with CNC-Machined 36" wheels - with two types of coal loads available  
Era: Mid 1960's to Present  
24 road numbers each version MSRP.....**\$38.95**  
Available directly from ER at [www.exactrail.com](http://www.exactrail.com)

## N & HO SCALE

**Pre-Order! Athearn** HO RTR GATC 2600 Airslide Hopper



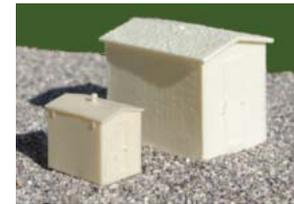
There will be three road numbers in each scale. These "early" body style models in the 1958+ paint scheme will feature:

- Logo plate
- Gravity outlet
- Rectangular shaker brackets
- 70-ton roller bearing truck with 33" wheels

N Road No. 87329 [ATH23104] .....	<b>\$21.98</b>
N Road No. 87348 [ATH23105] .....	<b>\$21.98</b>
N Road No. 87370 [ATH23106] .....	<b>\$21.98</b>
HO Road No. 87329 [ATH87604] .....	<b>\$49.98</b>
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**Due for delivery in Late October 2014**

**In Stock! Q Connection** Massey Concrete Instrument Houses



Used system-wide, these virtually indestructible buildings housed electrical signal equipment and were often found near grade crossings or signals.

N scale each.....	<b>\$4.95</b>
N scale 6 pack.....	<b>\$24.95</b>
HO scale each.....	<b>\$9.95</b>
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plus shipping and handling  
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**Athearn** - Announced at the National Train Show in Cleveland a new HO BSC F89F 89'8" w ith W&K Bi-Level AutoRack



- Era: 1965-1974
  - All new tooling
  - End bridge plates per prototype and era
  - Die-cast underframe
  - Early or late train lines and cut levers per prototype and era
  - Accurate Whitehead and Kales Auto Rack
  - Detailed Decks
  - 70-Ton roller bearing trucks with rotating bearing caps
- CB&Q 3 Numbers 930172, 75 & 77 MSRP....**\$49.98**  
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1943 Version

- with Kadee National B Trucks
- metal wheelsets
- two road numbers
- Kadee #58 couplers
- extra weights

1943 version MSRP....**\$24.95**



1958 Version

- Bowser truck sideframes
- InterMountain wheelsets
- three road numbers
- Kadee #58 couplers
- extra weights

1958 version MSRP....**\$19.95**

Available directly from Q Connection at [www.QConnection.biz](http://www.QConnection.biz)

## QUESTIONS AND ANSWERS



**Q14-03** Gib Allbach asked Jim Singer to send the *Zephyr* the image above, asking that anyone who might recognize this location or occasion will write the *Zephyr* and provide more information about it. So far the *Zephyr* has not received any suggestions as to this photo's location.



**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](mailto:Q&A@BurlingtonRoute.com) and the first correct answer will get credited in the next *Zephyr*!



**A14-04** Congratulations to Lenny Ohrnell, who was the first and only person to correctly identify this as the back of the wall clock in the Burlington, Iowa depot.

Burlington  
Route

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

### Aurora Switcher Keeps on Keeping On



9153 LIVES! Found in Bottineau, ND., the Aurora Depot engine is alive and well! - Top: Louis Zadnichek II - Bottom: Daren Genau, a BNSF Locomotive Engineer temporarily working out of Minot, ND.

## 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	1936 Denver Zephyr (contact Dave Lotz)

### ***Zephyr* Subjects:**

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

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Your society depends upon volunteers who write the articles you enjoy. Interested writers should contact:  
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Dave Lotz, *Zephyr* Editor email: [dave\\_lotz@bellsouth.net](mailto: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.

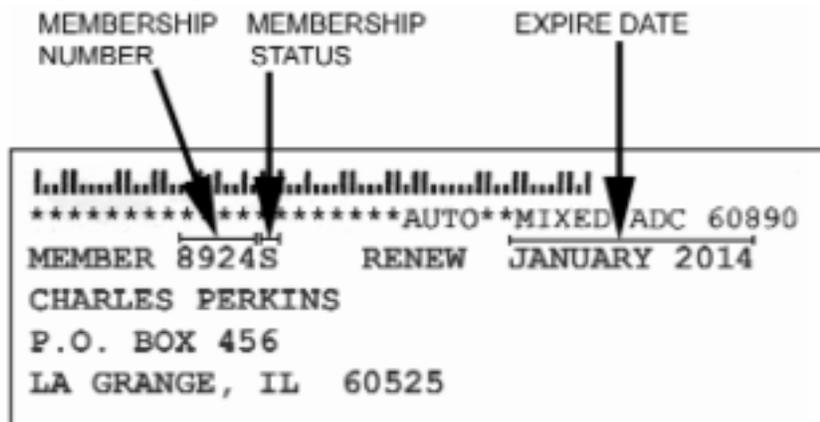
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All you need to know about your BRHS membership status can be found on the computer-generated mailing label used to send our publications. The diagram below explains the contents of that label. Always check the label for accuracy and advise us of any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

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

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



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

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## 2014 BRHS 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

Mail-in Registration and detailed meet flyer enclosed in this mailing

Online Registration available at BurlingtonRoute.com

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The Original Whistle Stop	2490 E. Colorado Blvd.	Pasadena, CA	91107-4250

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The BRHS has a comprehensive web site on the internet. Check it out! The address is [www.burlingtonroute.com](http://www.burlingtonroute.com).

### For correspondence pertaining to membership including renewals:

BRHS Membership Services  
P.O. Box 456  
La Grange, IL 60525  
Email:  
Membership@BurlingtonRoute.com

### Archives:

Direct correspondence:  
BRHS Archive Committee  
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La Grange, IL 60525



### For all matters pertaining to finances:

Contact the BRHS Treasurer at:  
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### Material for publication in the BURLINGTON BULLETIN:

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### Material for publication in the ZEPHYR:

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