

THE Zephyr

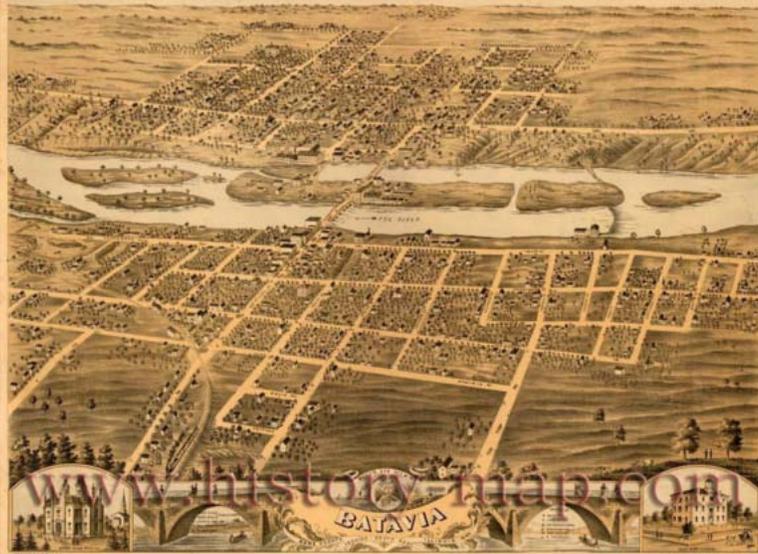
Burlington
Route

BRHS NEWSLETTER

ISSUE 2-15 NO. 71

2015 SPRING MEET

FROM HOSTS: DICK KASPER, LEON PLOGER AND JIM SINGER



1869 Batavia perspective map. - www.history-map.com

The BRHS 2015 Spring Meet kicked off on Friday night with an open hospitality room at the Comfort Inn and Suites in nearby Geneva, IL from 7 P.M. to 10 P.M. with great conversation and renewal of old and the beginning of new friendships.

Early Saturday morning, some BRHS members gathered for breakfast at Harners' Bakery in North Aurora before heading to Riverside Banquets in Batavia, IL for vendor set-up and the scheduled 9:00 A.M. registration and admission.

As always, the popular swap and information exchange with all sorts of "Q" items for the Burlington fan was, for most of the

2015 FALL MEET NORTH PLATTE, NE

The BRHS 2015 Annual Meet will be in North Platte, Nebraska on September 24, 25 and 26 at the Sandhills Convention Center. Many have asked, "Why North Platte? That is a Union Pacific town, not the Burlington's."

The original plan was to meet in McCook, 69 miles to the south. However, when no facility was found that met our needs, our meet host, Gene Tacey, suggested meeting in North Platte, with a trip down to McCook.

While primarily a UP town, the Burlington did serve North Platte with its Burlington Trailways bus service that began in the 1930's and operated until 1947, when the CB&Q sold its last shares of the company. The bus depot remained open under the new name "Burlington Trailways/American Bus Lines" into the early 1950's when the company eventually became Continental Trailways.

In addition, the Burlington, in the fall of 1905, filed amended articles of incorporation to build a line from Bridgeport to Kearney, Lowell, Holdrege or Somerset, while at the same time the UP filed to build a line from O'Fallon to Northport. In November of 1905, the UP and the Burlington were both hiring men and working on roadbed and track in the area of O'Fallon with the crews working out of Sutherland. Later in November, the local paper reports grade work being done in the vicinity of Paxton and also several miles of grade between North Platte and Kearney. Remnants of the grade can still be seen north of Sutherland and Burlington Boulevard in North Platte follows the original planned route through North Platte.

In the 1960's, many Burlington locomotives visited North Platte on pooled CB&Q/UP freights. (See photographic evidence on the back cover.)

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SPRING MEET IN PHOTOS

All photos on this page -Bill Jelinek



Once again, the swap room was filled to capacity with individuals and vendors offering a treasure trove of CB&Q models and memorabilia.



Danny Hornbeck assists Nancy Stearns at the registration table.

Dick Kasper (l) and Tim Schubert (r) manning the BRHS Company Store.



Gary Olzewski (center) appears to have found something significant!

Jim Miller (r) and Phil Weibler (l) probably discussing Quincy, IL.



Tyrone Johnson (l) makes an important point to Bob Tyson (r).

Bill Hayward (center) talks with Mike Abernathy (rf) and Perry Bilotta (rb).



Clinician Jerry Hamsmith - CB&Q Flat Cars



Clinician Bill Darnaby - Midwestern Scenery



Clinician Tyrone Johnson - GN Boxcars



Clinician Jim Dick - Riding the Cayuna Range



Clinician Dave Leider - Chicago Union Stockyards



Art Anderson moderating the CB&Q Passenger Department Panel IV.



Sharon Hendricks (right) enjoying a conversation with the ladies.



Another lively conversation at the bar, this time it's the guys.

morning, the hot spot. A tasty on-site selection of sandwiches was available for lunch, where more interesting and lively conversations continued.

This year we extended a special invitation to our GN and NP brothers. Clinics included GNRHS and NPRHA speakers and informative subject material for modelers and historians alike.

The Passenger Panel IV involved shared stories and memories related to the GN and NP's service into Chicago over the Q.

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

- Jerry Hamsmith - CB&Q Flat Cars
- Bill Darnaby - Midwestern Scenery
- Tyrone Johnson - GN Boxcars
- Jim Dick - Riding the Cayuna Range
- Dave Leider - Chicago Union Stockyards
- Art Anderson - CB&Q Passenger Department Panel IV "The Northerns"
- Dick Corrin
- Forester DuSell
- Mike Farris
- Dave Hoffman

Special recognition was given to longtime BRHS member Leo Phillipp for an honorarium received in his name for his presentation in February at the Little White Schoolhouse in Oswego, IL. A well deserved recognition for Leo.

During the break from Happy Hour we transitioned to dinner. The special cake featuring the cover of the official 1948 Chicago Railroad Fair Program was noted. The cake quickly disappeared following dinner.

In total, 160 people attended the day's activities, including the ladies tour, with 125 staying for dinner. We wish to acknowledge that Sharon Hendricks was a big part of the meet's success.

After dinner, John Szwajkart's "The 1948-1949 Railroad Fair" was the feature presentation.

All too soon the day was over with good-byes till next year. Make plans to attend again next year on Saturday, April 16, 2016 at Riverside Banquets in Batavia, IL. For those staying overnight, there are special room rates of \$84.00 at Comfort Inn & Suites in nearby Geneva, IL.

Many thanks again to all the presenters, volunteers and attendees.

Other special thanks go out to;
Comfort Inn & Suites, Geneva, IL.
Riverview Banquets Staff, Jenny and Tony.

Rose Szwajkart for allowing her husband John to present his program.

Sharon Hendricks for organizing the Ladies Outing.

Once again, don't forget next year's date of April 16, 2016 and the special room rate of \$84.00 at the Comfort Inn.



SPRING MEET THANK YOUS

Meet Hosts

Dick Kasper
Leon Ploger
Jim Singer

Registration/Door/Co. Store/Archives

Scott & Nancy Stearns
Bill Jelinek

Clinics

Jerry Hamsmith
Bill Darnaby
Tyrone Johnsen
Jim Dick
Dave Leider

Passenger Panel IV "The Northerns"

Art Anderson
Dick Corrin
Forester DuSell
Mike Farris
Dave Hoffman

Ladies Events

Sharon Hendricks

Model Display/Archive Monitors

Al Kamm III
Tim Schubert

Dinner Program

John Szwajkart

Photographer

Bill Jelinek

AV Tech/Geek Squad

Tyrone Johnson
Lloyd Rinehart
David Leider

Extra Board

Terry Ulrich

Special Thanks:

Riverview Banquets Staff
- Jenny and Tony
Rose Szwajkart for allowing John
to present his program

Hotel Accommodations

The Comfort Inn & Suites
- Geneva, IL



DOOR PRIZE DONORS

5th Ave Car Shops
Accurail
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BRHS Archives
Steve Connor
ExactRail
Geneva Comfort Inn
Dick Kasper
Kato USA, Inc
Joe Legner
Micro Engineering
NKP Car Co.
Owl Mountain Models
Leo Phillipp
Photographic Depot
Q Connection
Jim Singer
SLHS
UPHS
Zuron

RECOGNITION

All photos on this page -Bill Jelinek



BRHS Director Jim Singer (red shirt) presents appreciation plaques to four of the clinicians for the day. From l to r - David Leider, Jim, Jerry Hamsmith, Jim Dick and Tyrone Johnson.

Not shown in the above photo, Bill Darnaby receives his plaque from Jim on behalf of the BRHS.



Participants in the CB&Q Passenger Department Panel IV received recognition with thank you plaques. Here, Forester DuSell accepts his while Mike Farris and Art Anderson, who have already received theirs, look on.

BRHS 2015 FALL MEET NORTH PLATTE, NE

All photos this page - Union Pacific



Continued from page 1

Many exciting plans have been made for this meet, which include:

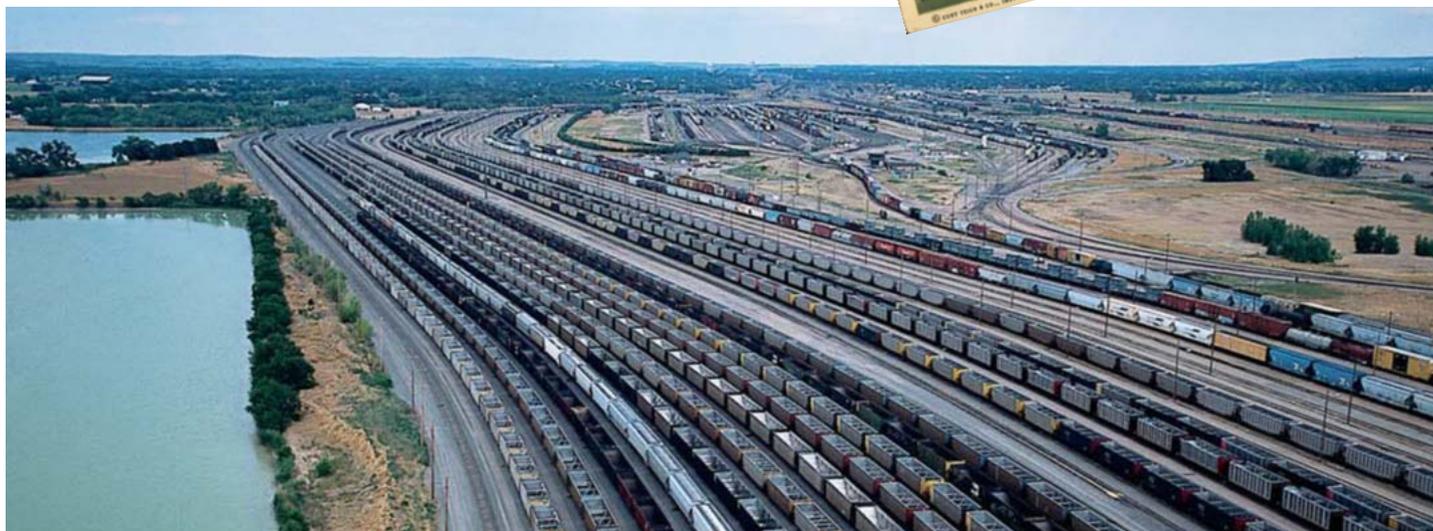
Thursday: Registration and model railroad layout visits.

Friday: Bus tour to Curtis (depot), McCook (depot, roundhouse, back shop, museum, model railroad club), Danbury (depot/museum), return to North Platte. Golden Spike Tower.

Saturday: Annual Business Meeting, ladies program, clinics, model contest, clinics/presentations, swap meet, silent auction, dinner, after dinner presentation.

The mail-in registration forms are included in this mailing. If you wish to register and pay online, you may do so by following the links on our website at www.BurlingtonRoute.com.

Hope to see you there!!



ARCHIVE UPDATE AND PHOTOS



Left: The BRHS presented a check for \$12,500 at the LSRHA open house on April 25th. This is our second payment towards the BRHS' share of the Lake States Railway Historical Association building in Baraboo, WI. From left to right, Jim Singer, BRHS VP of Archives, Tom Whitt, BRHS President, Ken Breher, LSRHA Treasurer and Dick Goddard, LSRHA President. - *Tom Dörner photo*

Middle: Moving in day, May 27th. Two 6-hour work sessions were scheduled for 6/24 and 7/22 to begin the work of organizing the materials. - *Jim Singer photos*

Below: The latest photo of the nearly completed facility taken just after the large sign had been installed the evening of June 13th. - *Dick Goddard photo*



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 the 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, requirements and 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 at least 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
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 at least 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.

can it be provided to another individual, group, publisher, etc., without the approval and written permission of the BRHS Board of Directors.



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

CALLED FOR THE WRECKER

By Leo Phillipp



Wrecker No. 204362 all steamed up and ready for service in front of the Aurora roundhouse. By the time this undated shot was taken, it had been converted to burn oil, as evidenced by the presence of its oil tender. - *Photographer unknown, Leo Phillipp collection*

Given the laws of random chance, I was called for the Aurora wrecker far more often than the average luck of the draw while on the BN Aurora Division brakeman's extra list at Aurora, IL, in the early 1970's. Whether the derailment was due to human error, mechanical failure or deferred maintenance coming home to roost, the wrecker was frequently out on the road. Being an unscheduled train, the men first out on the respective engineers, conductors and brakemans extra boards were called when the wrecker was needed. I remember so clearly that first call to be at the Aurora, IL, roundhouse at 7 A.M. for the wrecker. No further information was supplied by the crew caller as to where we were to go, the nature of the derailment or need for the wrecker. Was it a wreck or just a job to assist in laying panel rail, etc at a construction site?

I was a greenhorn brakeman with a few months seniority and a long family history of Q/BN employment. My uncle was a carmans' helper on the Eola yard RIP track five miles east of the Aurora shops. He made it a habit to stop at our house most mornings while heading to another day of car repairs. When I mentioned I was called for the wrecker, he said, "You'll be out a long time, until the mess is cleaned up." I explained that train and engine service employees had an hours of service limit under federal rules and we would be relieved by another crew. He went on to say that the carmen and track crew would stay until the job was complete, no matter

how many days it took. The wrecker was a bid in job for the mechanical department guys. If you won the bid you answered the phone when it rang and went no matter the time or weather. You stayed out until the wreck was cleared. Of course large amounts of premium and overtime pay were involved for the union represented employees. Danny Gabriel was the wrecker foreman at Minneapolis during this same time and he recalls being out three days straight without any sleep at Alma, Wisconsin, cleaning up a wreck on double track when a journal burned off causing two trains to sideswipe at speed.

For smaller or branch line wrecks on the division, only the Aurora wrecker was called. If there was a major mainline derailment between Aurora and Cicero, the two wreckers based at these locations attacked from each end. Over the decades the Downers Grove, Western Springs and Naperville incidents come to mind. If the wreck was between Aurora and Galesburg, then those two wreckers worked toward each other. Earlville and Montgomery are events that would have applied. The afternoon *Zephyr* wreck in November 1965, at Lee, IL, was worked from each end by the Galesburg and Aurora derricks.

After parking near the roundhouse, I went to the wrecker (CB&Q 204362) and its train (all of which were still in C.B. & Q. livery) on the derrick track, which was between the five track hole yard and the West Chicago branch main, where it was kept on live steam.

This wrecking derrick was built in 1923 by Bucyrus. It had been the McCook, NE, derrick for many years but was transferred to Aurora in 1968, at which point long time Aurora derrick 204360 was transferred to Denver. Can you imagine how long it took to move the 204360 over a 1,000 miles at a reduced speed? There was a beehive of activity around the train. Carmen were checking the tool car and idler car (CB&Q 208391) for the tools and car components they would need. Anything missing was quickly acquired from the shop area or one of the mobile repair trucks on hand. The wrecking crew cook (usually a carmans' helper and for awhile my uncle) was loading overflowing bags of groceries into the vestibule of the bunk/dining car. The gray-haired engineer of the wrecking crane and his fireman were tending to their chores of getting up a head of steam so the hook could lift the hulks.

The 204362 had been converted to an oil burner on 1/20/61, so firing was considerably easier than on old 204360 with coal. These two gentlemen were the senior carmen on the division and veterans of many cleanups. Journals on all the friction bearing cars in the train were checked for oil level, packing and brass wedge alignment. I found the conductor (Elmer Fick) who advised we were going to South Ottawa hill on the Fox River Branch to clean up a wreck from the night train to Streator, number 11811. Seems they had made it across the Illinois river bridge Southbound at Ottawa OK but the tonnage was so heavy that while going up the hill at South Ottawa, climbing out of the river valley, harmonic rock had developed in the high cube glass carrying box cars and high capacity covered hoppers at the low speed crawling up the hill. They had tipped over and had taken the waycar (caboose) with them. After arrival at the scene and going along the cars, the conductor's silhouette (Conrad Moen) was clear in the desk seat window glass of the NE12 class waycar from when it tipped sideways.

Back at Aurora, our engine soon arrived from Eola roundhouse, five miles east, and pulled down the lead alongside the wrecking train. A yard engine arrived and coupled onto the train and set it over onto the GP7 (1571) that would pull the wrecker to the job site. We made a train air test and headed up the Spring Street incline to the elevated mainline. Our train consisted of the engine, wrecker (boom trailing), idler car, which was a converted 40 foot gondola with

openings cut for access, the wrecker boom rode above this car, that also contained blocking, cables and a couple car trucks. Then tender 205582 from a retired Mikado class 01A for fuel and water was next in the consist. A tool car was next, converted from a baggage car, that was loaded to capacity with tools, additional blocking, wedges, hoses and a host of car parts. Next came a converted chair car that had gone through the Aurora shops for a specific conversion to wrecker service. The west end of the car had a galley kitchen, the center had a long dining table down the middle and the east end had rows of multilevel bunks. Finally came the straight pipe toilet and the vestibule. Next car in the train was a flat car with stake and rail sides containing more cables, blocking, trucks, wheel sets and other necessary items. Then came the wreckers assigned panel rail car 207593. Next were two more cars of panel rail (premade sections of completed rail and ties) stacked and tied down on the flat cars brought from Eola. All this was followed by a wood waycar. This turned out to be the one and only time I rode in a venerable CB&Q wood waycar while in mainline service.

As we left town the cook started serving breakfast to the mechanical department guys. A full meal comparable to any diner on the finest train. Sausage, bacon, eggs, potatoes, toast, juice and coffee. Next the train crew was invited to sit down and partake. No limits on seconds, thirds, etc and let cookie know how you wanted your eggs! The charge? You silly boy you're on the wrecker and will earn it. As was the usual practice, we had both an engineer and a road foreman of engines on the wrecker. They took turns finding their way back for breakfast as we progressed along.

We rode for a few hours as the hook had a speed restriction of 15 MPH on the branch line. We met the Ottawa-Catherine wayfreight at Wedron. Once we arrived at Ottawa the train was run around so it could be shoved crane first to the wreck site. Once we crossed over the Illinois River bridge and approached the wreck, it was clear this was no high speed derailment but rather the cars had simply laid over on their sides. Only a small portion of track was torn up. There were several cars laying on their sides some distance from the track as they had slid down the embankment and stopped just short of some bulk fuel tanks.

At this point, the wrecking foreman takes charge and he becomes the final authority on all aspects of cleaning up the wreck. He and only he, no matter how many officers were present, could give a sign to the wrecker engineer. Whitey Rierson was the long time Aurora



Cleaning up a wreck between Downers Main Street and Fairview Ave, we see big hook No. 204360 hard at work in the view above. Below: Wrecks brought out all the brass, and this one was being supervised by President Harry Murphy! Both the Aurora and Cicero wreckers worked this mess on the triple-track raceway. - *Photographer unknown, Castle Graphics collection, Courtesy Jan Kohl*



Below: Another shot of 204360 working with the Galesburg wrecker. This view, based on date and the photo itself, is believed to be at an incident at Earlville, IL.. - *Photographer unknown, Castle Graphics collection, Courtesy Jan Kohl*



wrecking foreman and his ability to make the derrick do amazing things was legendary. No one questioned Whitey's orders. The outriggers were placed to support the boom, it swung out, and cables were extended. A couple trucks were lifted from the flats in the wreck train and placed on good track in front of us. A box car was selected from the string of overturned cars and cables attached. It was gently lifted and swung over the mainline. Next my uncle-in-law, Ray Deutch, the lead carman, crawled under the car to align truck bolsters and center pins on the car. I thought to myself you couldn't pay me enough to crawl under that car suspended in the air by a couple cables. It was gently lowered onto the trucks. The process was repeated several times until the hook could no longer reach the derailed cars. The boom was secured above the idler, we coupled onto the re-railed hulks, received clearance to proceed across the Illinois River bridge and put the damaged cars temporarily away in Ottawa yard. We then shoved back across the bridge to the wreck site. The process was repeated until all the derailed cars were righted and put away in the yard. Next we switched out the train so that two cars of panel rail were leading ahead of the boom.

At some point during the above process, everyone took turns eating lunch, which was pork chops with fried potatoes and vegetables, as the work continued.

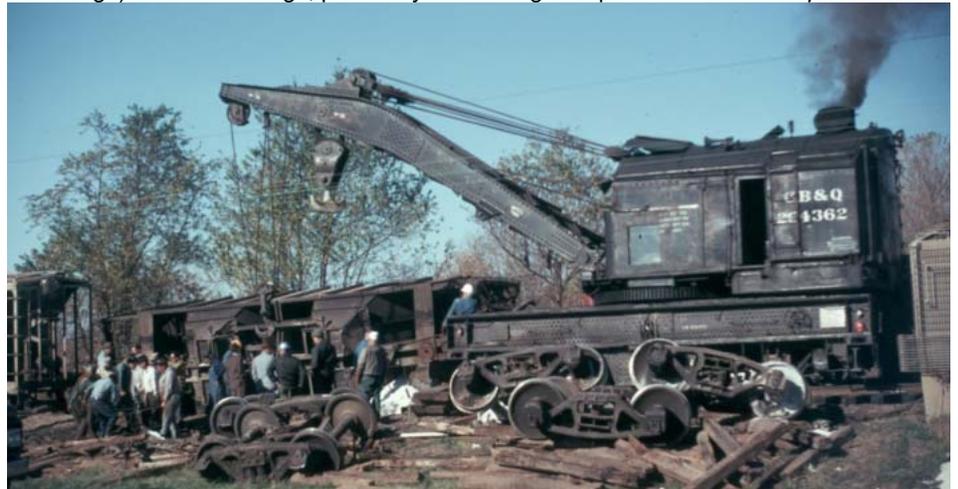
We shoved across the bridge and up the hill to the torn up section of track that had now been cleared down to the sub ballast by the section men. One piece of panel rail at a time was and swung into position, placed on the sub ballast and connected to the existing track. When the final section was dropped into place, things of course didn't match perfectly, and some persuasion was needed. The section foremen and road foreman (Bob Flynn) used a very simplistic, but effective, way of communicating which way they wanted the rail pounded. If they wanted it to go South they shouted "Streator," the next major town south and in which one of the gangs was based. If they wanted things moved northward they shouted "Ottawa," where the other gang was based.

While all this was going on, it was getting dark. The mobile flood lights were turned on and the call to dinner was issued. Again, rightfully, the car department guys ate first, then the train crew members took turns and finally the engine crew. Dinner was T-bone steak with all the trimmings. No passenger on a *Zephyr* ever had a finer meal! Unfortunately, there wasn't any dining car china just Melmack.

I know a man who worked in the mechanical department of the E.J.& E.



The clean-up of a wreck caused by a broken rail at the Yagan Pit station on a very cold December 20th in 1970. Yagan Pit station is on the Fox River branch, (the next station west of Oswego) the site of a large, previously Q-owned gravel pit. - Karl Rethwisch photos



who bid in the cooks job on their Joliet wrecker. After getting complaints about always having steak for dinner, he enrolled in culinary classes and was soon serving chicken and other dishes much to the delight of the wrecker crews!

The process of laying panel rail took sometime. Soon our relief crew walked up the track from the nearest road crossing and we headed back down to the waiting transport home.

I worked the wrecker a few more times, sometimes being relieved at the wreck site and at least once bringing the funeral train back to Aurora/Eola with the wrecker. The funeral train moved along very slowly, because not only was there a speed restriction on the wrecking derrick, but the re-railed cars were literally banded together and air brakes were operated with hoses strung along the sides of cars from the engine. One of those jobs was to a site on the Fox River branch near Grand Ridge, IL where a TTX piggy back flat had impaled itself on the south bank of a creek when it derailed about six cars ahead of the waycar. A rail went through the cupola window on the brakemans side of the waycar.

Gradually the wrecker was only called to aid in laying panel track and eventually

all this disappeared as we moved into the 1980s as even the smaller derailments were cleared by calling contractors and their earth moving equipment with side booms, which were far more mobile than the rail dependent wrecker.



Wrecker foreman Whitey Ryerson on the deck of the wrecker at the 1972 downtown Yorkville wreck. Note all the hand tools hanging off the wrecker and the blocks and timbers all over the ground. - Rob Olsen

RAILRODIANA & COLLECTABLES

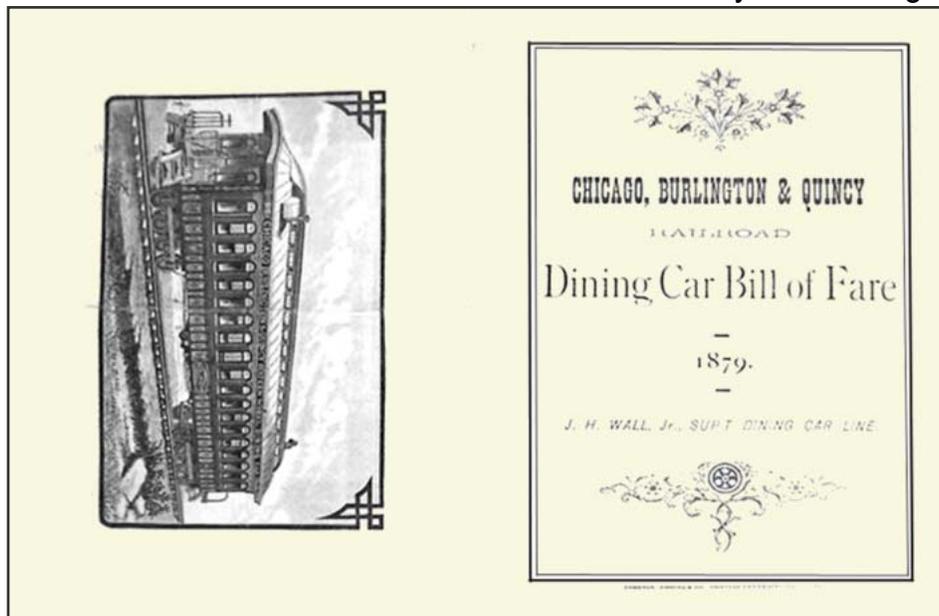
by Gerald Edgar

Burlington Route Menu Covers

The Burlington, over the years, utilized a wider variety of menu covers than many railroads. They made use of photos (b&w, later color), original art, flora & fauna (a series for the *California Zephyr* using 8 varieties for both the food menus AND the beverage menus) and simple yet tasteful ones with only a train name and/or a 'seasonal' phrase. Generally there were not many "series" except the aforementioned CZ set, a group from the 1920's with "tipped-in" color vignettes of line-side scenes and name trains post-WWII. Certain styles however were used for up to a decade. Some menus were used system-wide including C&S and FtW&D, some for specific trains or routes. "One-of-a-kinds" were used for special events (Burlington's Centennial in 1949, holidays, anniversary's of name trains, etc). Herein is an overview of Burlington menu covers: (note single page 'card' menus both full size & mini's generally were less creative given space restrictions. Typically those were limited to breakfast & lunch).

1 - Routes such as the competitive Chi-Twin Cities and Chi-Denver lines often got their own menus. This example used on the *Twin Zephyrs* would also be found on the overnight *Black Hawk*.

2 - Nebraska's State Capital in Lincoln was used in a classic wall calendar as well as for this Lines West menu. Like #1 it followed a format & fonts which also

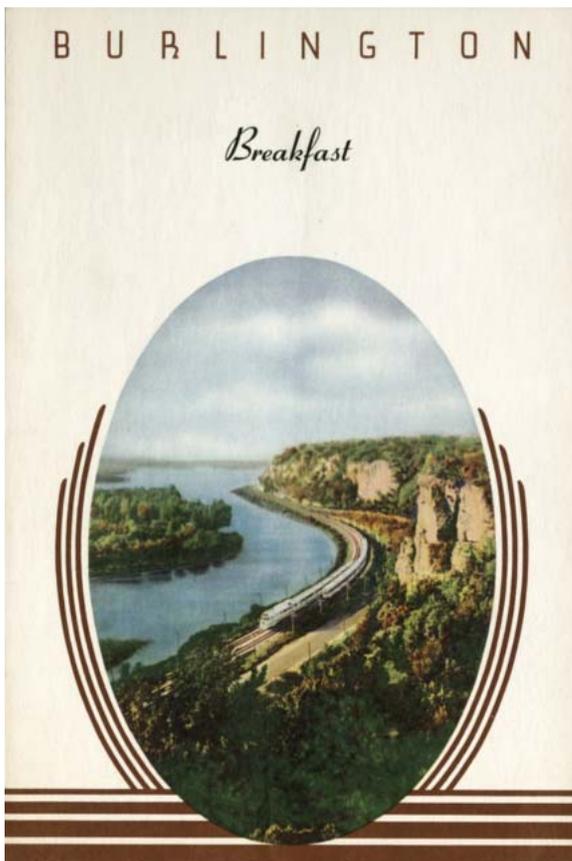


include a menu featuring Chicago Union Station & scenes in the Rockies.

3- The farmer and rancher watching an F-unit led freight and a *Zephyr* had the desired effect of paying tribute to revenue sources and the populace served by the Q. This was one of the longest lived and common menu covers used from the late '40s into the early '60s.

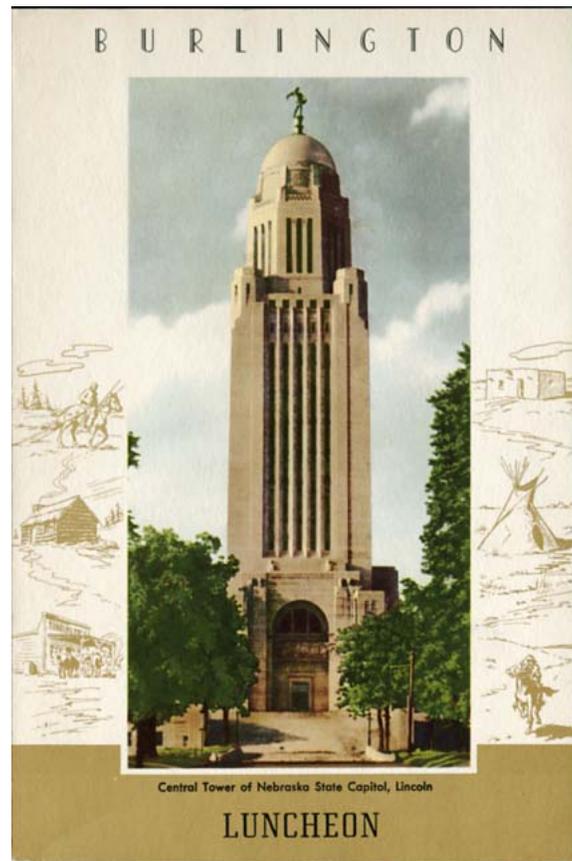
4- As new *Zephyrs* came on-line, they would be featured either with commissioned paintings such as this one (also used for wall & pocket calendars and playing cards) and later with photos.

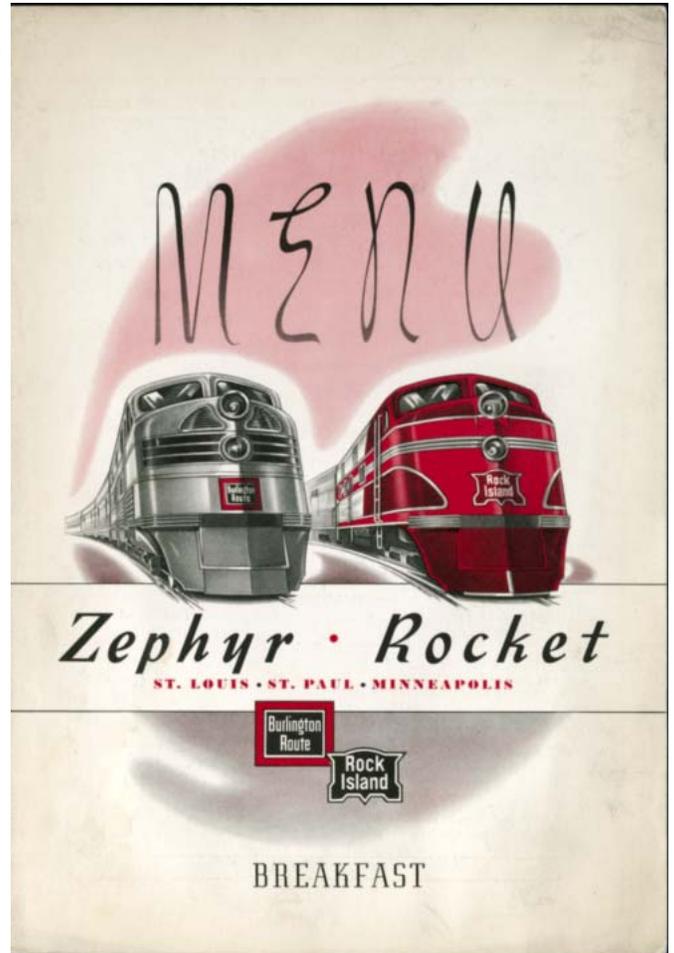
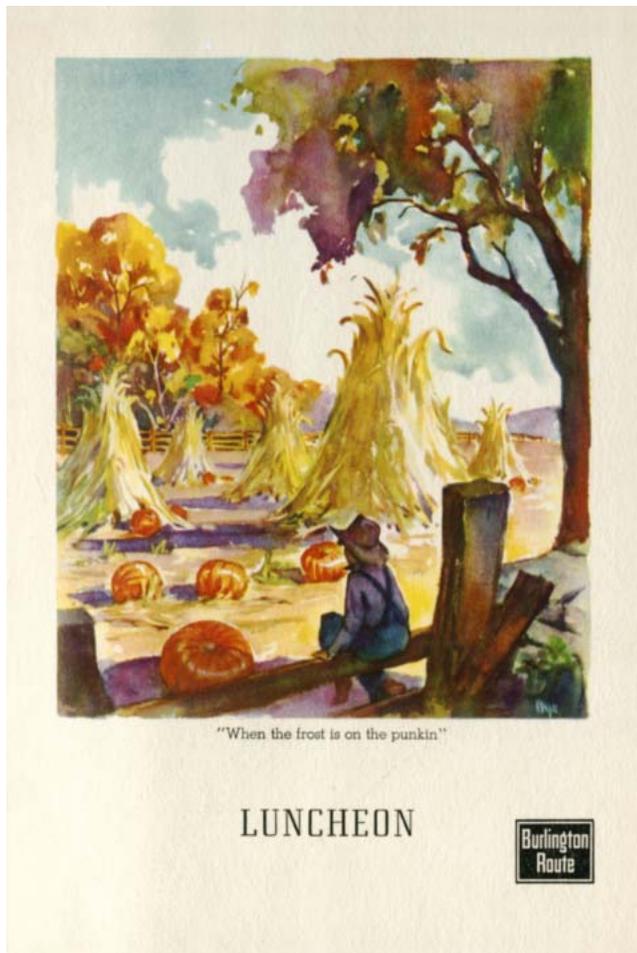
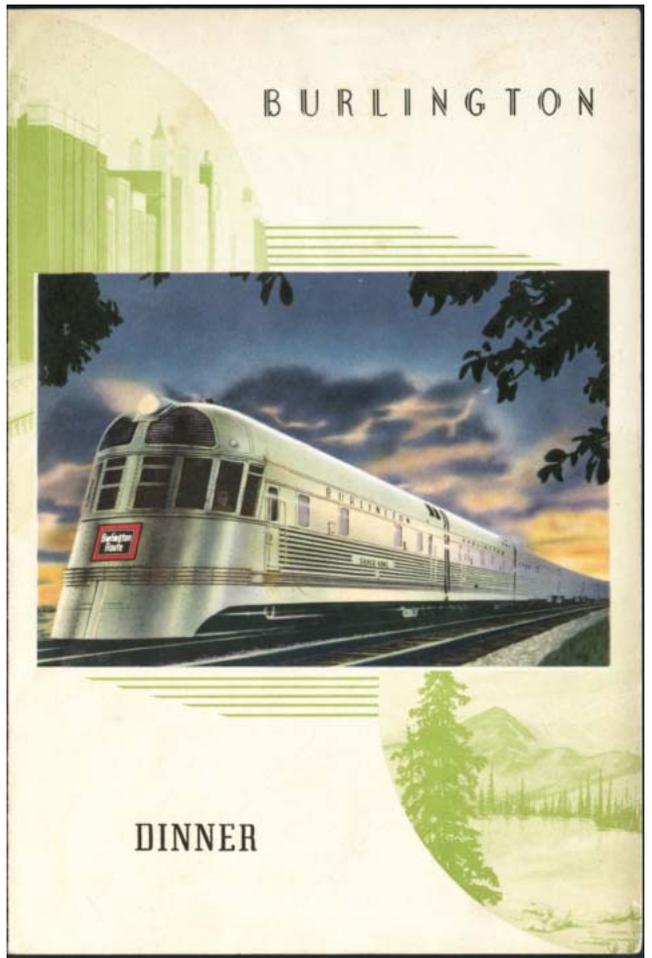
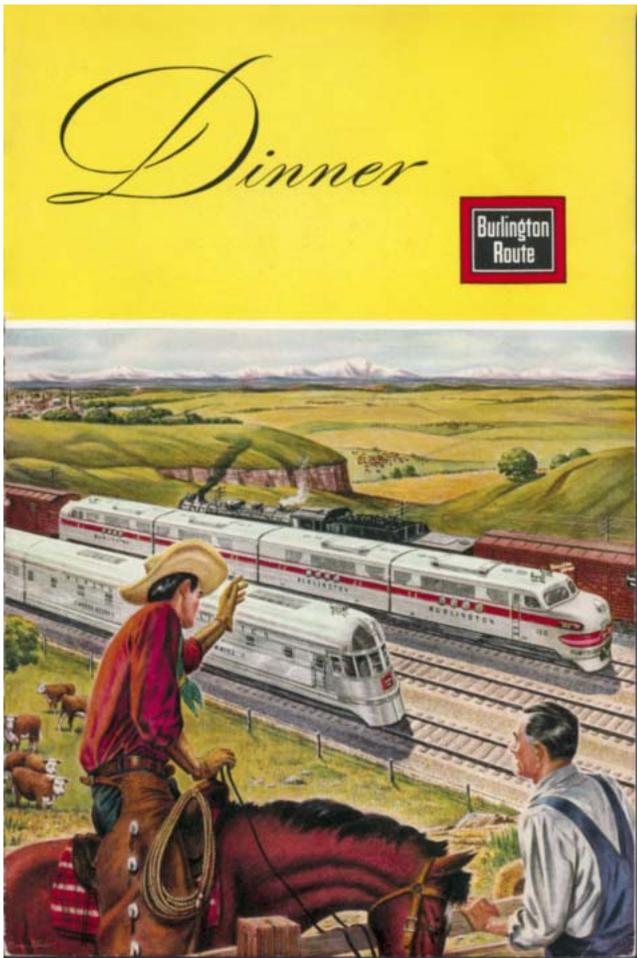
This menu format with vignettes in the background and an art deco effect was used from the late '30s into the '40s.
 5- This cover, with the related James Whitcomb poem on back, was a favorite for "special" trains; i.e. if the Shriners or Farm Bureau had a large traveling group, they would have menus featuring their group inside, sometimes with the actual date the menu was used.
 6- Joint train service such as the Rock Island/CB&Q *Zephyr Rocket* got special treatment with elements of both host railroad's menu styles.



1

2





QUESTIONS AND ANSWERS

Q15-01 "The photo (Clayton Romig photo, Corbin/Wagner collection) shows tank car 230508 (TM-4B) after a crash on 25 July 1942 on Crawford Hill. The colour of the band around the tank is believed to identify the load. This one, with a white band, is labeled:

FOR CB&Q OIL - EXCLUSIVELY
AND MUST BE USED ONLY FOR

Unfortunately the remainder of the stencilling is either illegible or not visible. Can anyone provide the missing wording? What did other coloured bands signify?"
Rupert Gamlen



Q15-02 "Waycar 14537 is missing and cannot be accounted for. It was owned by the late Senator (Ill.) Robert Mitchler and it sat on his property off of US Route 34 near Bristol, IL from September 1968, until recently. It was reported to me that it was loaded onto a flat-bed trailer and moved away. If you would report this in the *Zephyr*, maybe someone knows where it went. Mr. Mitchler took good care of this waycar - it still had everything from when it was still in service. It was nice seeing traces of the old Mineral Red paint when this (better-than-nothing) photo was taken in 1987." Phil Dahl



**Burlington
Route**

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

NEW PRODUCTS

BOOKS

Colorado & Southern No. 9 ONE SHORT SEASON

The ill-fated return to service of a narrow gauge locomotive

The date - May 25, 2006. The location - Georgetown, Colorado. The event - For the first time in 65 years, a Colorado & Southern steam locomotive was operated on the narrow gauge Georgetown Loop Railroad, but sadly, only for the one short season.

The locomotive was the C&S (DSP&P) No. 9, made famous during its operation at the 1939 World's Fair and Chicago's 1948 Railroad Fair as "Chief Crazy Horse."

Author Jason Midyette, was working as a conductor on the Georgetown Loop and was in the perfect position to document the locomotive's return to service.

The book provides brief histories of the Georgetown Loop and C&S No. 9 and gives brief descriptions of the other locomotives on the GLRR, documents the restoration of the No. 9 and, in closing, documents what happened to No. 9 after her fires were dropped. This is a well-balanced publication with interesting text and excellent illustrations supporting it.

This publication is a must for C&S narrow gauge railfans and an interesting addition to any Burlington fan's library.

Price: \$29.95 plus \$6.00 S&H

Softcover, 8.5 x 11 inches, 105 mostly color illustrations

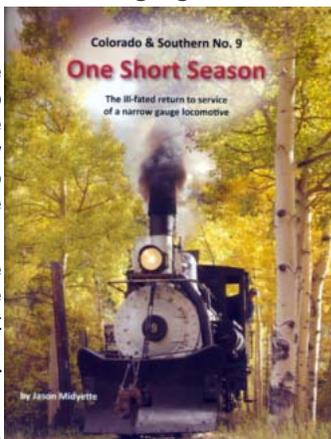
Author: Jason Midyette

South Platte Press

Phone: 402-367-3554

email: railroads@windstream.net

Website: www.southplattepress.com



HO SCALE

The Coach Yard is currently taking reservations on both a northbound and southbound version of the 9-car *Texas Zephyr* with full-width diaphragms in HO scale. They are also offering 10 additional individual cars, the C&S/FW&D cars in both roads car names, the Pullman cars in two names, with the 8-3-1 sleepers in three; *Zephyr Tower*, *Denver Tower* or *Missouri Tower* (plan 4090e). All cars will be factory finished, lettered and painted with interiors as per prototype. Be sure to reserve your models as soon as possible with your favorite brass dealer! For more details contact your favorite brass dealer or see: www.thecoachyard.com/PDF/TxsZephyr.pdf



New from **Walthers Mainline** - 40' AAR

1944 Boxcar - Ready to Run, 2 road numbers, Completely new model from rails to roof, 4-4 Improved Dreadnaught ends, see-through running boards, 6' Youngstown doors, Murphy panel roof, 10' 6" Interior height, AAR (Tab) side sills, correct 33" turned-metal wheelsets.

MSRP \$24.98



SUPPORT RETAILERS THAT CARRY THE BURLINGTON BULLETIN

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Rails Unlimited	126 Will Scarlet Ln.	Elgin, IL
Scale Model Supplies	458 N. Lexington Pkwy.	St. Paul, MN
The Original Whistle Stop	2490 E. Colorado Blvd.	Pasadena, CA

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.

2015 FALL MEET September 24-26, 2015

Meet Location: Sandhills Convention Center
2102 S. Jeffers
North Platte, NE 69103

Meet Hotel: Quality Inn & Suites
2102 S. Jeffers
North Platte, NE 69103

Rooms with outside entrances: \$85 per night plus taxes
Two Room Suites inside: \$120 per night plus taxes
Direct Phone to Hotel: (308) 532-9090
Toll Free Quality Inn Phone: 1-800-760-3333
Room group block is under "Burlington Route Historical Society"



2016 SPRING MEET April 16, 2016

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

Meet Hotel: Comfort Inn & Suites
1555 E. Fabyan Parkway
Geneva, IL 60134
Phone: 630-208-8811
Rooms blocked for Friday and Saturday nights at \$84.00 plus tax
Block Expires 3/15/2016

Activities: Swap Meet for Membership Clinics, Banquet & Speaker

EXCHANGE PLACE

FOR SALE: O Scale 2-Rail CB&Q O-5a/b No. 5629 by Sunset 3rd Rail. It has a Modelonics steam locomotive sound kit plus their add-on air pump sound module. The 2003 model is in excellent condition. Factory Paint, Directional Lights and Removable Oil Bunker for Coal. Original box. Factory installed sound cam.

Price is \$995.00 with free shipping to the continental US. Payment via PayPal or USPS M.O. for immediate shipment, but personal check will be accepted.
Contact Jack Ferris
Email: fhs1955@gmail.com

ZEPHYR NO. 71 CONTRIBUTORS

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Burlington Bulletin Subjects:

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

Zephyr Subjects:

Aurora Philips Park Train...Circa 1957
Avery Creek Bridge Relocation
Ghost Signs (photos needed)

Authors Wanted!

Your society depends upon volunteers who write the articles you enjoy. Interested writers should contact:
Dave Lotz, *Burlington Bulletin* and *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.

WHERE TO WRITE

Your Society continues to strive to provide better service to our 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
Email:
Membership@BurlingtonRoute.com

Back Issue Sales:
Contact Scott & Nancy Stearns
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For all matters pertaining to finances:
Contact the BRHS Treasurer at:
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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.

Material for publication in the ZEPHYR:
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P.O. Box 456
La Grange, IL 60525
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FROM THE ARCHIVES

The Burlington presence in North Platte, Nebraska on a sunny day in October of 1966, were the two lead units of this train; CB&Q GP30 No. 946 and GP20 No. 916, followed by UP U30B No. 704B. Join your fellow BRHS members attending this year's Annual Meet being held in this UP stronghold, served by Burlington Trailways and visited by Burlington motive power. - Irv Fierstein Photo, BRHS Archives

