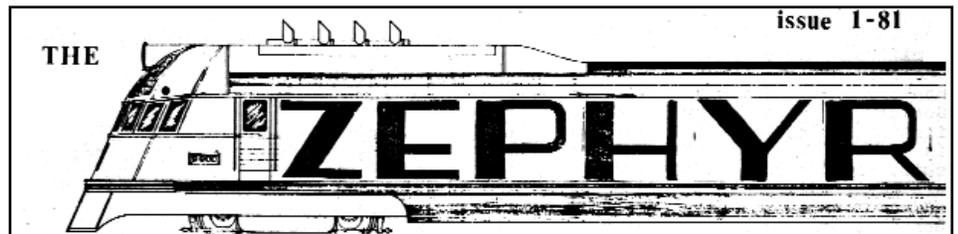
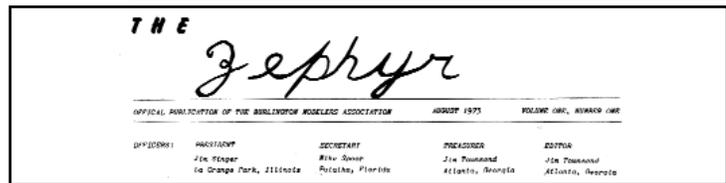


BRHS NEWSLETTER

ISSUE 2-17 NO. 75



We've come a long way! From the final CB&Q-issued *Zephyr* (top), to the first Burlington Modelers Association *Zephyr* (middle), then to the first issue of the Burlington Route Historical Society's *Zephyr* (bottom), to a change of mastheads with Issue 2-85 to our current one matching the Q's, the collective *Zephyr* newsletters have strived to bring useful information to their audiences. The original, CB&Q-issued *Zephyr* was published for travel and transportation passenger sales personnel. The Burlington Modelers Association produced only a few issues. The BRHS *Zephyr* has matured from the photocopied issues at its beginning to the four-color newsletter that it is today. - *All Dave Lotz Collection*



NEWSLETTER of the BURLINGTON ROUTE HISTORICAL SOCIETY, inc.

New Newsletter for BRHS

The Burlington Route Historical Society was formed in 1979 with great optimism. At that time, it was the original intention to publish four issues of the Burlington Bulletin per year. It has become apparent, especially since we have completed only two issues in nearly two years that the time needed to produce the four copies was not available to our all volunteer organization. Thus the Board recently decided to limit the production of Bulletin's to two a year. This action was taken to insure the quality of the Bulletin and provide a more realistic time frame for production.

To fill the void left by this change by the BRHS will issue a newsletter entitled the "ZEPHYR". This will provide a forum for the business aspects of the Society and the more informal exchanges of information. With a much shorter production period, The Society can provide more timely information.

Much of the enclosed ZEPHYR is self explanatory. One of the main features will be modeling articles and news. Although we are a Historical Society, we were originally formed mainly by modelers. It was their goal to provide accurate information to help not only the individual modeler, but the manufacturers as well. Thus, the natural development of a historical group.

New President for Society

Effective January 27th, Jim Singer resigned his office as President and Director of the Burlington Route Historical Society. Due to an increased work schedule and a house purchase Mr. Singer faced a rapid decrease of available hobby time and felt that he could not do justice to the Society. The Board of Directors reluctantly accepted his resignation and issued him a vote of grateful appreciation. Jim will continue his interest in the Society and participate whenever possible.

At the same meeting former Vice President Jim Miller assumed the duties of President. Al Hoffman who currently is treasurer will fill the Directorship for the remainder of the term. The Society is looking forward to continued growth and development under the new leadership.

It is hoped that you enjoy this first issue of the ZEPHYR and will be encouraged to participate in the exchanges and activities of the BRHS. The ZEPHYR will be issued a minimum of two issues per year. It is expected as articles and information comes in that will be issued more often. The ZEPHYR is available to members only. Copies will not be available to the public.

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2017 SPRING MEET

FROM HOSTS DICK KASPER, LEON PLOGER AND JIM SINGER

Behind the scenes, prior to the members arriving for the weekend's festivities, the registration crew, composed of Nancy and Scott Stearns and Leon Ploger, began to process the registration data for the 160 plus folks on their way to attending the 2017 Spring Meet. This included name badges, forms, checks and counts, all important to a successful meeting.

The BRHS 2017 Spring Meet kicked off on Friday night with a hospitality room at the Comfort Inn and Suites in nearby Geneva, Ill., open from 7 P.M. to 9 P.M. with great conversation, renewal of old and the beginning of new friendships. This also gave us an opportunity to catch up on any last minute, unfinished business. Prior to getting together in the hospitality room, a number of members enjoyed a delicious supper at the Country House Restaurant next door to the Comfort Inn.

Very early (6:30 A.M.) on Saturday, approximately one dozen members gathered for breakfast at Harner's Bakery & Restaurant in North Aurora before heading to Riverview Banquets in Batavia, Ill., for vendor setup and the scheduled 9:00 A.M. registration and admission. Meanwhile, members Al Kamm, Jon Habegger and Tim Schubert began their day setting up tables for the swap meet. A special thanks goes to Bill Jelinek for his work running the Company Store for the seven years that the Spring Meet has been in Batavia.

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

As in past years, we extended a special invitation to our GN and NP brothers to attend the meet and to possibly present a clinic that would be informative for historians and/or modelers.

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

Steve Fuller, NPRHA - Modeling the *Mainstreeter*

Tony Koester, Model Railroad Planning Editor - Macro and Micro Operations - Train Movements, Car Movements and Interchanges

Dan Holbrook and Friends, moderated by Jerry Hamsmith, Operations Panel - A look at Dispatcher's Sheets, Station Record of Train Movements and other historic paper

Art Anderson, Moderator - The Famous Passenger Panel V - More great stories with Mike Farris, Dave Hoffman and Don Fowler

The Archive Committee recognized Harold Krewer, John Szwajkart, Dave Leider and Ray Buhmaster for their Archive assistance. Dave and Ray have been volunteering as non-members, thus some members of the Archive Committee gifted them memberships as a bonus award for their service.

It was decided to try something called a Chinese Auction this year, instead of the standard format used in past years (that seemed to go on forever). Folks purchased a strip of tickets with all the same number and placed any amount of them in a container next to an item of interest. When all was said and done, the winning ticket was drawn from each container. Thus, the more tickets that were put in any container, the better the chances were of winning the item.



The swap meet in full swing! - Greg Koon

During the break from Happy Hour, we transitioned to dinner. Two special cakes featuring photographs of late '60's era pooled freight trains were on display. The cakes quickly disappeared following dinner.

In total, over 160 people attended the day's activities, including the ladies' tour, with 128 staying for dinner. We wish to acknowledge that Sharon Hendricks was a big part of the meet's success for hosting the Ladies' Day events.

During dinner, President Whitt introduced special guests, Steve Zeller, the Operations Manager of our new printer, JPA, and his wife Shirley. The Archive Committee also showed recently scanned B&W movies from the late 1930's to late 1940's and a potpourri of Leonard Miekiszak's B&W photographs recently scanned by John Szwajkart for the Archives.

After the as always great buffet dinner prepared by the staff on-site, we were treated to two very interesting programs. The first was *Fifty Years of Railroad Photography* by Craig Willett. The second, by Earl Currie, was *Competitive Freight Service in the '60's-Everywhere West*.

Barb Vik gave a huge testimonial of the great time the ladies had on their day trip. "We were picked up by a limo and did not have to worry about driving or parking. Our first stop, Gratano Indoor Market in Batavia. Then we headed to Geneva and the Little Traveler for great items and lots of free samples. We had a wonderful lunch at Flora's with great food and service. Then we proceeded to shop on Third St. in all the little shops. The day was topped off with a stop at the All Chocolate Shop with delicious apple pie, chocolate ganache and other desserts. The owner came over and gave the ladies special treatment. It was a special day."

All too soon the day was over and it was time for goodbyes and making plans for next year. Saturday April 7th, 2018, is the date for the next Spring Meet at Riverview Banquets in Batavia, Illinois. For those staying overnight, there are special room rates of \$92.99 at Comfort Inn & Suites in nearby Geneva, Ill. As a final note, consider keeping available Wednesday through Sunday just in case we do something special again.

Many thanks to all the presenters, volunteers and attendees.

Other special thanks go out to:

- * The Comfort Inn & Suites - Geneva, Ill.
- * Riverview Banquets Staff, Jenny and Tony
- * Sharon Hendricks for organizing the Ladies' Outing

Once again, don't forget next year's meet date of April 7, 2018, and the special room rate of \$92.99 at the Comfort Inn.

SPRING MEET IN PHOTOS

All photos on this page -Greg Koon



Our intrepid meet registration team, Nancy and Scott Stearns.



BRHS Company Store and vendors setting up for the swap meet.



Greg Baumgartner's memorial to BRHS member Van McCullough.



Greg's HO model of the CB&Q Riggston Depot in Van's hometown.



Ken Middleton's HO BA-10 baggage car model No. 1496 on display.



Bob's CB&Q photos, Jerry Hamsmith collection.
Assembled by Jerry Hamsmith. Decals for these cars available from him.

Jerry Hamsmith's HO scale GM-4 mill gon No. 82075 on display.



Jerry Hamsmith's assembled HO scale composite gon kits on display.



Bob Tyson's HO NE-10, -12 and -13 waycars painted by his son John.

SPRING MEET IN PHOTOS

All photos on this page -Greg Koon



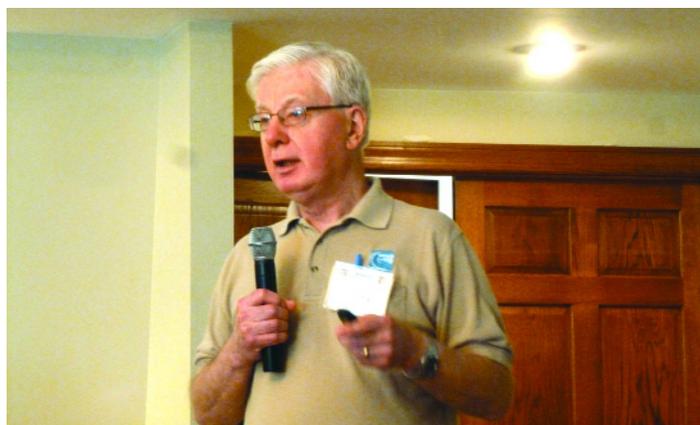
Taking a break from the swap meet and renewing friendships.



And now, it's time for the afternoon clinics.



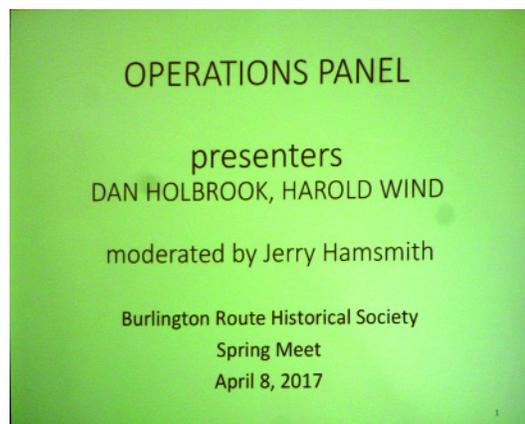
Steve Fuller, presenter of the clinic *Modeling the NP Mainstreeter*, with his excellent models shown at the right.



Tony Koester, Editor of *Model Railroad Planning* and presenter of the clinic *The MACRO and micro of operations*.



CB&Q Operations Panel presenter, Dan Holbrook, being introduced by Jerry Hamsmith. Unfortunately, Harold Wind was unable to attend.



SPRING MEET IN PHOTOS



Our new prize raffle procedure, NOT beer pong. - Greg Koon



The second table loaded with raffle prizes and red cups. - Greg Koon



Our Passenger Panel clinic - L to R - Don Fowler, David Hoffman, Art Anderson and Michael Farris. - Greg Koon

LADIES EVENT

BY HOSTESS SHARON HENDRICKS

The ladies of the BRHS had a wonderful time at the Spring Meet. Arrangements were made for a limo to transport us to our Saturday activities so we didn't have to worry about driving or parking.

Our first stop was to Gratano Indoor Market in Batavia. They had fresh bakery items and great food.

Then we headed to Geneva and went to the Little Traveler, where many items were purchased along with lots of free samples.

After enjoying a wonderful lunch at Flora's, with great food and good service, we went shopping on Third Street at lots of little shops

The day was topped off with a stop at the All Chocolate Shop with delicious apple pie, chocolate ganache and other desserts. The owner came over and gave the group special treatment. It was a fun day and the weather was great. We then rode the limo back to meet up with our spouses and ended the day with another wonderful meal at Riverview Banquets.



Group photo at the limo and enjoying dessert at the All Chocolate Shop. - Sharon Hendricks

SATURDAY NIGHT BANQUET

All photos on this page - Greg Koon



Everyone enjoying the delicious evening banquet. - Greg Koon



Our evening program presenter, Earl J. Currie, who spoke on the Competitive Freight Service in the 1960's. - Greg Koon



Jim Singer presenting Sharon Hendricks a plaque recognizing her efforts to organize the Ladies Event. - Greg Koon



SPRING MEET THANK YOUS

Meet Hosts

Dick Kasper
Leon Ploger
Jim Singer

Model Display Monitors/ Archive/Company Store

Tom Forst
Jon Habegger
Bill Jelinek
Al Kamm III
Tim Schubert
Ron Wigton

Door / Registration

Dick Kasper
Leon Ploger
Jim Singer
Nancy Stearns
Scott Stearns

Clinics

Steve Fuller
Jerry Hamsmith
Dan Holbrook
Tony Koester

Passenger Panel

Art Anderson
Michael Farris
Don Fowler
David Hoffman

Ladies Events

Sharon Hendricks

Dinner Program

Archive Committee
Earl J. Currie
Craig Willett

Photographers

Bill Jelinek
Greg Koon

AV Tech/Geek Squad

David Leider
Perry Sugerman

Extra Board

Tom Whitt

Hotel Accommodations

The Comfort Inn & Suites
- Geneva, IL



RAFFLE DONORS

5th Avenue Car Shops
Accurail, Inc.
Ace Hardware - Aurora, Illinois
Jerry Albin
Blair Line, LLC
Brass Car Sides
BRHS Archives
Steve Conner
C&NW HS
Geneva Comfort Inn & Suites
Gerald Hamsmith
Sharon Hendricks
Intermountain Railway Co.
Dick Kasper
Kato USA, Inc.
Lake States Railway Historical Assn.
Dave Leider
Burt Mall
Photographic Depot
Q Connection
Rapido Trains, Inc.
Jim Singer
SLHS
Ken Tucek
Sandy Willett
Woodland Scenics



CHICAGO TO QUINCY ARCHIVE FUNDRAISER

BY DAVID J. LEIDER

On April 6, a group of archive supporters boarded Amtrak's Carl Sandburg to travel from Chicago to Quincy, Illinois. Although the weatherman was predicting a cold, rainy day, I kept my fingers crossed. The trip was put together by the Archives Committee as a fundraiser for the Burlington Route Historical Society Archives. The \$200 ticket provided an opportunity to support the BRHS Archives at Lake States and also an opportunity to upgrade your level of support to Zephyr Club status.

Amtrak hosts Chris Jagodzinski and Craig Willett boarded in Chicago. I boarded in La Grange, 14 miles out of Union Station, as I, along with Glen Haug, Burt Mall, Dave Phillips, Tom Szczesniak and Jim Singer, provided the early (first wave) of commissary stocks for the day. Jim had pre-arranged a place for us to park and each were given a large sign to place on our dashboard to prevent us from getting ticketed.

I was not used to the parade of commuter trains on the Burlington, as I live in the northwest suburbs. After seeing a number of trains passing westward, our train arrived, on the advertised. There was a bit of a wait as we got all the passengers, as well as our provisions, aboard.

Did I mention that we were traveling in the last remaining dome car in Amtrak service, car number 10031? It is nicknamed "the Great Dome" and was previously used on the Chicago-Seattle Empire Builder when the train was operated by the Great Northern Railway and the Chicago, Burlington & Quincy Railroad. It was built in 1955 by the Budd Company for the Great Northern and carried the name "Ocean View," car number 1391. It was conveyed to Amtrak in 1971, and given the number 9361. It was renovated and converted to HEP from steam heat in 1985 and renumbered 9300. It was used in daily service on the Amtrak Auto Train to and from Washington, D.C., and Orlando, Fla., through 1994. It was further refurbished in 1999, renumbered to 10031, and has been used in various Amtrak services including the Pacific Surfliners (formerly San Diegans) and other charters and excursions. This car is equipped for food service on the lower level and the entire dome section consists of lounge tables and comfortable seating.



Several BRHS members awaiting the train's arrival at Naperville. - Bill Jelinek



The star of the day, Amtrak's full dome, No. 10031, ex GN "Ocean View." - David Leider



All Aboard! Please watch your step. Coach passengers to the right, dome left. - Bill Jelinek

After boarding, I grabbed a seat at the end of the car and made myself comfortable. Naperville soon appeared where 25 more supporters boarded. Bill and Ray Buhmaster, Nancy and Scott Stearns and Dick Kasper, brought additional supplies and hot coffee for the attendees. President Tom Whitt brought on additional coffee at Plano and Rich Gortowski added additional supplies at Mendota. As we sped west, breaks in the clouds appeared, as did a number of photographers at subsequent station stops. I am sure phone calls, emails and texts went out to friends along the route to give advance notice of our coming. Leo Phillipp added additional narrative highlights during the Naperville to Galesburg segment.

After an enjoyable 258 miles, we arrived in Quincy a few minutes before noon. Our bus was waiting and we boarded to be taken to lunch at the aptly named The Pier Restaurant. It was built on an old Q pier overlooking the southern end of the Lower Bay. Larry and Barb Stoll met the group at Quincy to assist taking Mr. Jagodzinski and Mr. Willett back to the train at West Quincy. Jake and Verna Jacobs attended our special lunch program, as longtime Quincy friends of the Weibler's. After the meal was served, Phil Weibler presented an entertaining presentation entitled "The Q in CB&Q" and Mr. Jagodzinski gave an Amtrak Update presentation.

After the program, many of us ventured outside to take advantage of the bright, sunny day. The area was home to the former CB&Q freight house, yards and other facilities. I walked over to the freight house for pictures and to work off some calories.

All too soon our motor coach arrived to take us back to the train. The return trip was as scenic as the morning trip with the added attraction of the setting sun. Jim provided us with plenty of snacks and I went to the café car for a beer. Soon we were back at La Grange Road and saying our goodbyes.

As a postscript, the trip was such a monetary success that the BRHS Board of Directors voted to donate \$1,000 to The Lake States Railway Historical Association to help pay down their mortgage. President Tom Whitt presented them with a check at their annual banquet on April 30th. So many people expressed their appreciation and enjoyment of the trip that plans are in the works to repeat it.



Passing a Dinky at the Aurora Transportation Center, ex- Aurora Shop Roundhouse. - Bill Jelinek



Jim Singer, Chris Jagodzinski and Craig Willett reviewing the manifest. - Bill Jelinek



Tom Szczesniak shooting the other end of the double-stack on the BNSF's "Transcon" where the ex-Q passes over the ex-ATSF just east of Galesburg, Illinois. - David Leider



President Whitt greeting Paul Schuch on board. - *Bill Jelinek*



Leo Phillipp (standing) highlighting the Aurora-Galesburg sub. - *Bill Jelinek*



Another view of the group enjoying the ride! - *David Leider*



Station stop at Amtrak's Galesburg Depot. - *Tom Szczesniak*



Final westbound train stop, Quincy, Illinois. - *Bill Jelinek*



Barb & Phil Weibler detraining and headed for the bus. - *Bill Jelinek*



The Pier Restaurant, resting on one of the piers of the old CB&Q's Lower Bay bridge from Quincy to Quinsippi Island. - Tom Szczesniak



Host, Dick Kasper is at the head of the line to obtain his adult beverage, but appears to be a bit leery of the bar maid. - Tom Szczesniak



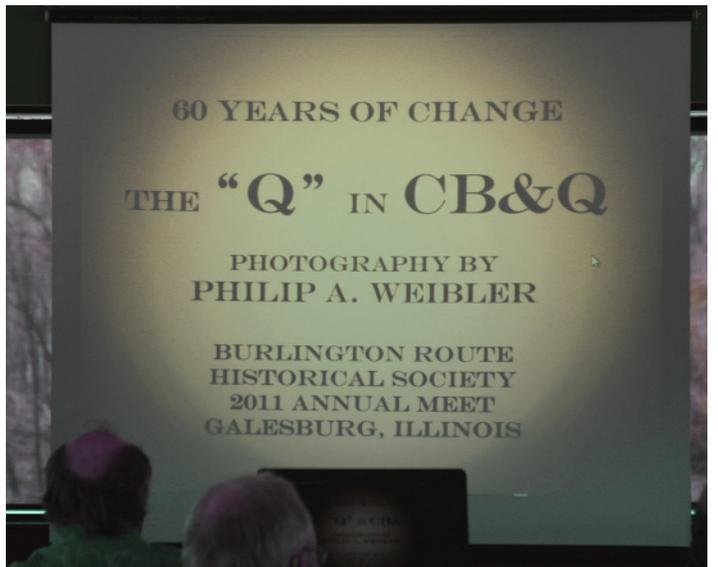
Tables are all set and we are ready for lunch! - Bill Jelinek



Jim Singer presents Craig Willett a thank you plaque for his assistance in arranging the trip. - Tom Szczesniak



Phil Weibler (whose hometown is Quincy) giving his after lunch program, "60 Years of Change - The 'Q' in CB&Q." - Bill Jelinek





Chris Jagodzinski making his post-lunch Amtrak Update presentation. - *Tom Szczesniak*



Shortline operator, Burlington Junction Railroad, now works the ex-Q's Quincy trackage. - *Bill Jelinek*



Boarding for the return trip to the Land of the Burlingtons. - *Bill Jelinek*



Trip host, Dave Leider talks with Burt Mall about the day. - *Tom Szczesniak*

The trip committee adds a very special note of thanks to Ms. Billie Ernest from Amtrak who made this trip possible.

Other Special Thank Yous go out to:
 Chris Jagodzinski - Amtrak
 Craig Willett- Amtrak (retired)
 Harold Krewer - Trip Guide
 Phil Weibler - Luncheon program
 Leo Phillipp - Trip Highlights

Also to Richard, Ryan and the staff at the Pier Restaurant in Quincy and Dennis at Great River Bus Lines.

Host Archive Committee Members

Ray Buhrmaster
 Dick Kasper
 David Leider
 Jim Singer



The setting sun on our fun-filled trip to Quincy aboard the Amtrak's Great Dome. - *Bill Jelinek*

ARCHIVE UPDATE

Due to the success of the Quincy train trip, the BRHS Board of Directors approved a \$1,000 donation to the Lake States group to apply towards their mortgage payoff. BRHS President, Tom Whitt (center) presents our check to Ken Breher, LSRHA Treasurer (left) and Bob Ristow, the annual banquet co-chair (right). - *Lake States Railway Historical Society*

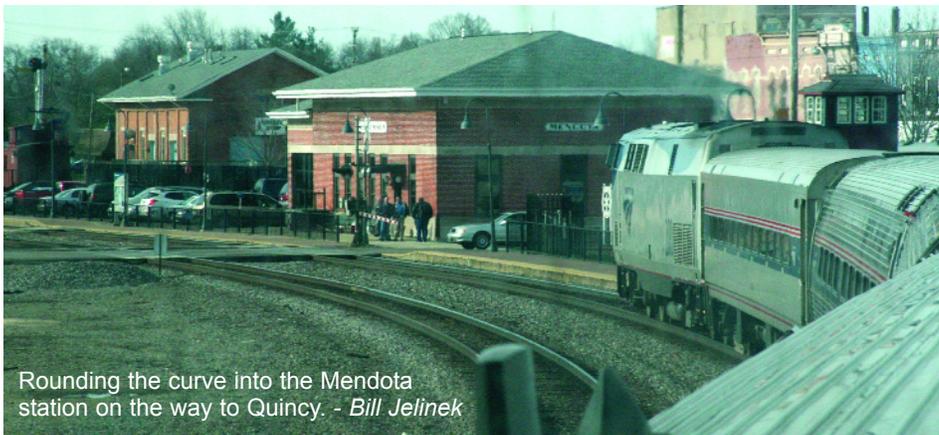


It is with great sadness to report to you the passing of Lake States Railway Historical Association President Dick Goddard, who passed away on June 13, 2017, in Reedsburg, Wisconsin, after a brief illness. Dick was instrumental in assisting the BRHS in the establishment of our Archives in Baraboo, as well as a founder in the creation of the Lake States Railway Historical Association. He was also one of those responsible for the construction of the state of the art facility in which Lake States and the BRHS Archives reside.



We are pleased to announce that the BRHS has received a Memorial Donation in the name of Richard Goddard to be distributed as follows:
 \$1,000.00 to the BRHS Archive Legacy Fund
 \$ 500.00 to be used for purchasing BRHS equipment
 \$1,000.00 to be donated to Lake States for mortgage reduction
 \$ 500.00 to be donated to Lake States for equipment purchases

"The new Lakes States is such a wonderful place - A Forever Friend of the BRHS."



Rounding the curve into the Mendota station on the way to Quincy. - *Bill Jelinek*

During the Archive Fundraiser trip to Quincy and the Spring Meet the Archive Committee recognized the following for their help this Spring. From visual support to logistics, from technical to financial. We thank you.

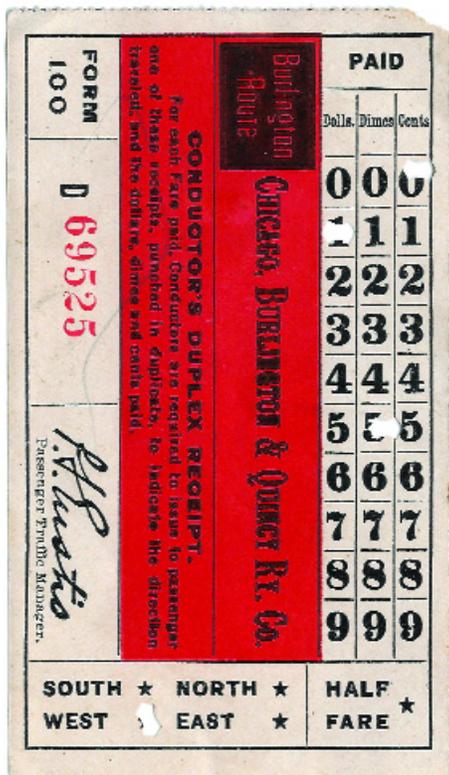
- | | | | |
|-------------------|-------------------|----------------|---------------|
| Ray Buhmaster | Chris Jagodzinski | Dave Leider | Phil Weibler |
| Ms. Billie Ernest | Harold Krewer | John Szwajkart | Craig Willett |



Receiving thank you plaques are Dave Leider and Ray Buhmaster. - *Jim Singer*



Six more of the plaques that the BRHS Archives Committee have awarded for providing service to the BRHS Archives. - *Jim Singer*



Even small donations like this are welcomed! We received this receipt from the 1900-1920s era, based on the fact that P.S. Eustis was Passenger Traffic Manager during that time frame. Thank you Meredith Lambert from Gig Harbor, Washington. - BRHS Archive



A small sampling of the materials donated to the BRHS Archives from the SMART TD lodge 171 (Aurora UTU lodge), thanks to the contacts and efforts of Leo Phillip. - Jim Singer

Scheduled work sessions have averaged 3 to 4 participants during the spring and summer 2017. To date: Ray Buhrmaster, Steve Fye, Richard Green, Steve Holding, Dick Kasper, Dave Leider, Jim Miller, Richard Pannier, Lloyd Rinehart, Jim Singer and Ken Tucek have worked on various accessions. Glen Haug and President Whitt have also visited the facility. Tom Whitt arranged for the donation and delivered the Kerka Collection of photos and files to the archives.

Fall work dates for the Archives:

- August 29
- September 20
- October 26

Work session hours are from 11 a.m. to 5 p.m. Please don't arrive before 11 a.m. If you're interested, please email archives@burlingtonroute.org to let us know who's coming.



May 16, 2017 Archive work crew - Richard Green, Jim Singer, Rich Pannier and Ken Tucek. - Bob Ristow



Dick Kasper and Al Kamm III at the LT (La Grange, Illinois) show manning the society table. - Jim Singer

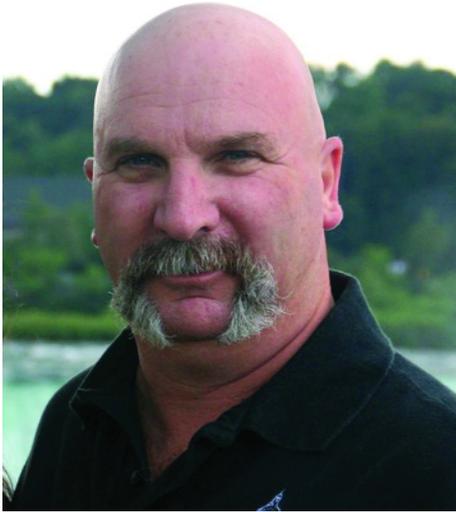


Rich Pannier working the Lines West Survey Books at the June 20th work session. - Don Evenson



Lloyd Rinehart working on accessions from the Legner/Egan Collection with Jim Singer also on June 20th. - Don Evenson

President's Corner



Hopefully we find all in good health and enjoying 2017! Again, it has been a busy year for the Society and the many volunteers who donate time to numerous events and gatherings. The Spring Meet was well attended by approximately 160 members and guests, and was preceded by an extra fare trip on Thursday to Quincy! On Thursday morning, 55 people boarded Amtrak's Great Dome car, *Ocean View*, for a round trip Archive Fundraiser to Quincy. Director Jim Singer and the Archive Committee, as well as Director Leo Phillipp as narrator, provided an educational and refreshing trip! Funds raised from the trip far exceeded expectations with dollars going to the Archives Legacy Fund and an additional \$1,000 donation to Lake States to put towards the mortgage! On Saturday, the Spring Meet was held at Batavia, providing an outstanding swap meet, clinics, model displays, dinner and evening program, as well as a Ladies Event. Great job recognition goes out to Director Jim Singer, Sharon Hendricks, Riverview Banquets and all who volunteered and attended!

Much effort has been expended in promoting interest and education about the Society through speaking engagements and train shows. Director Leo Phillipp has been leading the effort with educational presentations at the Lisle and La Grange Historical Societies, the Railroad & Shortlines Club of Chicago and a 2-hour presentation at Waubensee Community

College in Aurora, where over 90 attendees learned of the railroad history of Aurora. A special thanks goes out to Company Store Clerks Scott & Nancy Stearns for traveling from Zumbrota to handle the Company Store.

Member John Habegger presented to the Big Rock Historical Society as well as helping out at Plano Depot Day. Other members lending a hand at events such as Plano Depot Day, Davenport and Kane County Train Shows and Galesburg Railroad Days are Ron Wigton, Larry Owen, Laird Brown, Jerry Lundeen, Jeremy Bubb, Greg Baumgardner, Steve Fye, Jim Davidson and Directors Jim Singer and myself.

Milwaukee's Trainfest is November 11 & 12, 2017 in West Allis, Wisconsin, where the Society will again have a display to promote membership and sales. I encourage all of you to watch the web site for upcoming presentations and shows, and come out to help preserve the history of the CB&Q! You do not have to have a special talent to support the Society, if you have an interest in attending and helping out, please contact me directly at president@burlingtonroute.org.

Thanks go out to member Peter Korsching for volunteering to be the Model/Photo Contest Coordinator. Gene Tacey will be turning over the reigns to Peter at Rochelle! Thanks to Gene for your dedication to the contests over the years!

Treasurer Laird Brown and myself recently met in Naperville, Illinois, to set up a money market account for the Archives Legacy Fund with Fidelity Investments, as well as investing some of our funds into Berkshire-Hathaway stock in order to help provide funds for the Archives for the future. This account now enables the Society to receive donations of stocks and/or bonds from contributors and donors.

The transfer of printing services to Johnson Press of America was smooth and well received by the membership. There were a few problems with regard to address changes by members and damages by the Postal Service. If you change your address or receive a damaged item, please contact the VP of Membership via P.O. Box 456, La

Grange, IL 60525 or directly at membership@burlingtonroute.org. If you fail to update your address, you must pay any additional shipping charges before you will receive your mailing.

Lastly, there are two Director positions open for elections this fall, Bryan Howell and Dave Lotz. If you have an interest in serving as a Director, please contact me immediately. If you do not have an interest in being a Director, I would ask that you support Bryan and Dave for reelection.

ALL ABOARD!

Tom Whitt

WELCOME NEW BRHS MEMBERS

We are pleased to welcome aboard our new members who have joined since February 2017:

Rob Adams
John Bauer
Dan Bergin
George Brettrager
Dave Bruns
Ray Buhrmaster
Robert S. Conrad
David Daisy
Robert Fluck
George Forero
Daniel Hammerich
Vern T. Hammett
James Hollis
Robert A. Honeywell
Mac Ioder
Michael Johns
William Karlblom
David Leider
Richard Little
Steve Little
Rob Matherly
Stephen Morton
Scott Mulliner
Andrew Sisk
Gil Thiel
Rick Thiele
Geoffrey VanCleve
Larry Wolohon



The Aristocrat's

BY BILL GLICK AND HOL WAGNER

Pullman "Burlington" series Solarium Lounge Cars with Onboard Barber Shops

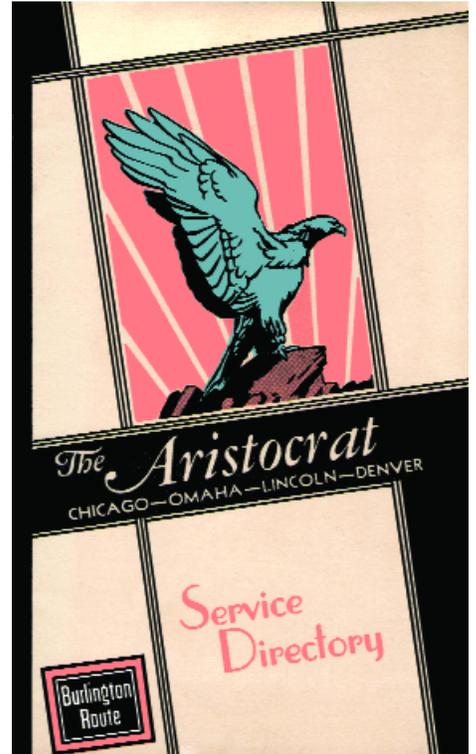
Hol Wagner and I tossed around the subject of these cars for several months, focusing on whether they had a barber shop from the time they were built. We had photos showing the barber shop, but also photos showing the same room in the car in two other configurations, neither with the barber shop. So after considerable research, here is what we learned:

In August 1909, the Burlington received from Pullman four new lounge observation cars for service on the railroad's crack train Nos. 1 & 2 between Chicago and Denver. Numbered CB&Q 200-203, these four cars were among the first, if not the very first, to feature an enclosed sunroom or solarium at the rear of the car in place of the popular railed open platform. But while they rode on steel underframes, the four solarium lounge cars still had wooden bodies, as the Q would not acquire its first all-steel passenger cars until June 1911, when AC&F delivered little 40-foot RPO cars 2075-2080. The wooden-body solarium cars would continue to bring up the rear of the *Denver Limited/Chicago Limited* until June 1926, when they were succeeded by a similar number of all-steel parlor-lounge solarium cars also built by Pullman, placed in service as the Burlington re-equipped the two trains, which by this

time carried the numbers 1 and 6. But because these new cars had 12 big rotating (but not reclining) parlor chairs in their forward compartment, seats that were sold and required payment of a first class fare, the cars were owned and operated by Pullman.

Built under lot 4965 to plan 3964, the four cars carried "Burlington" prefixed names: "Burlington Bridge," "Burlington House," "Burlington Light" and "Burlington Route." The "Burlington" prefix certainly served to identify the cars as assigned to service on the Q, and two of the suffixes, "Bridge" and "Route," further related the cars to the railroad. But "Burlington House" was named for a well-known exhibition building on Piccadilly in the Mayfair district of London, originally built in the 1600s as the home of the Earl of Burlington, and "Burlington Light" was named for an 1858 stone lighthouse in Ontario today known as the Burlington Bay Main Lighthouse.

In addition to the dozen parlor seats forward, the cars had a ladies' lounge and toilet amidship and adjacent to it, a small buffet that served drinks and snacks. The rear third of the cars was the main lounge area with a pair of open sections (without the upper berths), 14 individual lounge chairs plus a small writing desk with chair, and at the rear



end, the six-seat solarium with a pair of large, tall windows on either side and two more on the rear along with paired, windowed end doors.

An interior photo of one of the cars, released to the press by Underwood & Underwood, carried the following

Continued on Page 23



Aisle side of Pullman Plan 3964 car "Burlington Bridge" as built for the *Denver-Chicago Limited* in 1926. - Pullman Builder's photo, Bat Masterson Collection



Opposite side of Pullman Plan 3964A as the *Aristocrat's* "Burlington Bridge" on December 9, 1929. - Pullman Builder's photo, Smithsonian Collection

THE ARISTOCRAT (SUCCESSOR TO THE CHICAGO-COLORADO LIMITED)

THE ARISTOCRAT . . . necessarily a patrician among trains as befits its line of distinguished ancestry dating back farther than that of any other long-distance American train, is significant of a new conception in travel luxury

Its matched Pullmans, decorated in dove-gray blue, maroon, gold, and superbly appointed throughout, offer the quiet elegance of the town club, and the fireside comfort of home . . . deep-cushioned winged seats, in pearl green with rose undertone, lazily restful, patterned from Colonial armchairs . . . colorful rugs of Oriental splendo to soften the footfall . . . mellow lights and individual reading lamps . . . spacious dressing rooms to make the morning toilette a refreshing pleasure

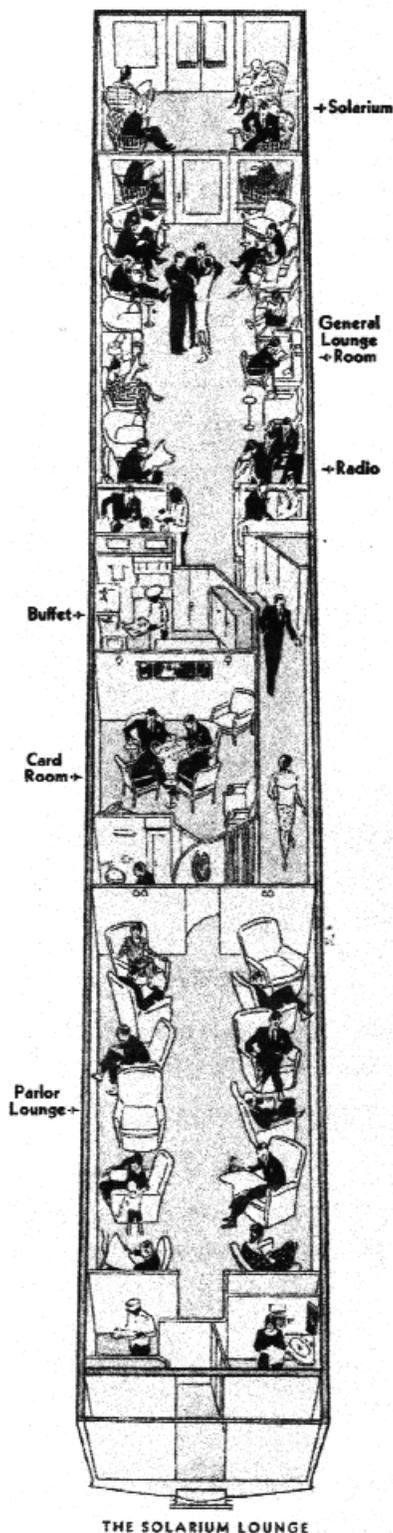
The solarium lounge car is a symphony in color, a masterpiece in travel luxury . . . lounging rooms that whisper repose . . . cozy nooks that invite a bridge game . . . your favorite magazine . . . last-minute news or a musical program by wireless . . . hourly market reports . . . a buffet whence cooling refreshment and tasty refectations.

In the cheerful dining car, waiters, chefs and steward selected for quick attentiveness, proffer food, served as by a gracious host.

Aboard THE ARISTOCRAT the perfect comfort of the non Pullman passenger is anticipated by equipment thoroughly in keeping with the modish Pullmans

. . . day coaches made especially inviting by attractive ornamentation, especially comfortable by means of automatic heat control, electric fans and other refinements usually associated only with Pullmans . . . a unique type of chair car likewise embodying these new features, and introducing the heralded form-fitting seats which are not only adjustable to reclining positions, but also swing around to face the windows.

To the travel wise THE ARISTOCRAT brings a joyous discovery in contentment . . . a new standard in discriminating transportation



THE SOLARIUM LOUNGE

Above, an artistic rendering of the Solarium Lounge interior from one of the Aristocrat's brochures showing the Card Room where the Barber Shop and Shower were located. Bill used this view to create the floor plan 3964A found on pages 19 and 20. The other images on this page are also from the same brochure. - Bill Glick Collection

Train Directory

BAGGAGE CARS

SMOKING CAR

DAY COACH

CHAIR CAR—Introducing a new and ultra-modern type with form-fitting seats adjustable to reclining positions of relaxation and restfulness

DINING CAR

PULLMAN—8 sections, 1 drawing room, 2 compartments

PULLMAN—14 sections

PULLMAN—10 sections, 1 drawing room, 1 compartment

PULLMAN (between Omaha and Denver)—12 sections, 1 drawing room

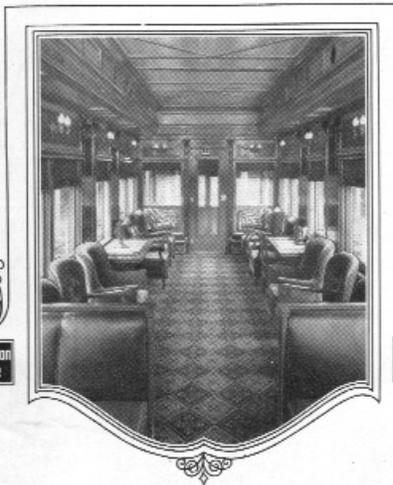
SOLARIUM LOUNGING CAR

The cars on the ARISTOCRAT leaving Chicago on a given day, make their next start from there on the fourth succeeding day; hence four complete ARISTOCRATS are constantly in service forth and back between Chicago and Denver.

The Pullman cars assigned to the four editions of this great train have been given the following significant names in compliment to the people of Colorado, and the founders of the Burlington Railroad:

NEW COLORADO
NEW LOGAN
NEW MANITOU
NEW BOULDER
GRAND LAKE
POUDRE LAKE
BLUEBIRD LAKE
CHASM LAKE
ESTES PARK
TROUTDALE
BROOK FOREST
JOHN M. FORBES
CHARLES E. PERKINS
GEORGE B. HARRIS
GEORGE W. HOLDREGE

Denver Limited



Burlington
Route

Burlington
Route

Pompeian Casino-Lounge

Colorful in interior decorative treatment and luxurious in modern appointment, the only four such Pullman cars ever built were created especially for this premier Burlington train



Forward Half of the Pompeian Room

Rear and forward views of the rear end of the "Burlington" series cars. Above, from the *Aristocrat of the Rails* brochure on the *Denver Limited* and below, from two different *Aristocrat* brochures. Note the split rear door above and the single door below. - CB&Q Brochures - Bill Glick & Hol Wagner Collections



THE LOUNGE CAR (Air-conditioned)

Looking through the rear lounge room to the glass-enclosed sun porch. Another room of equal size and style occupies the forward end of the Aristocrat's lounge cars.

Between the two are the barber shop and shower bath.



The «ARISTOCRAT»

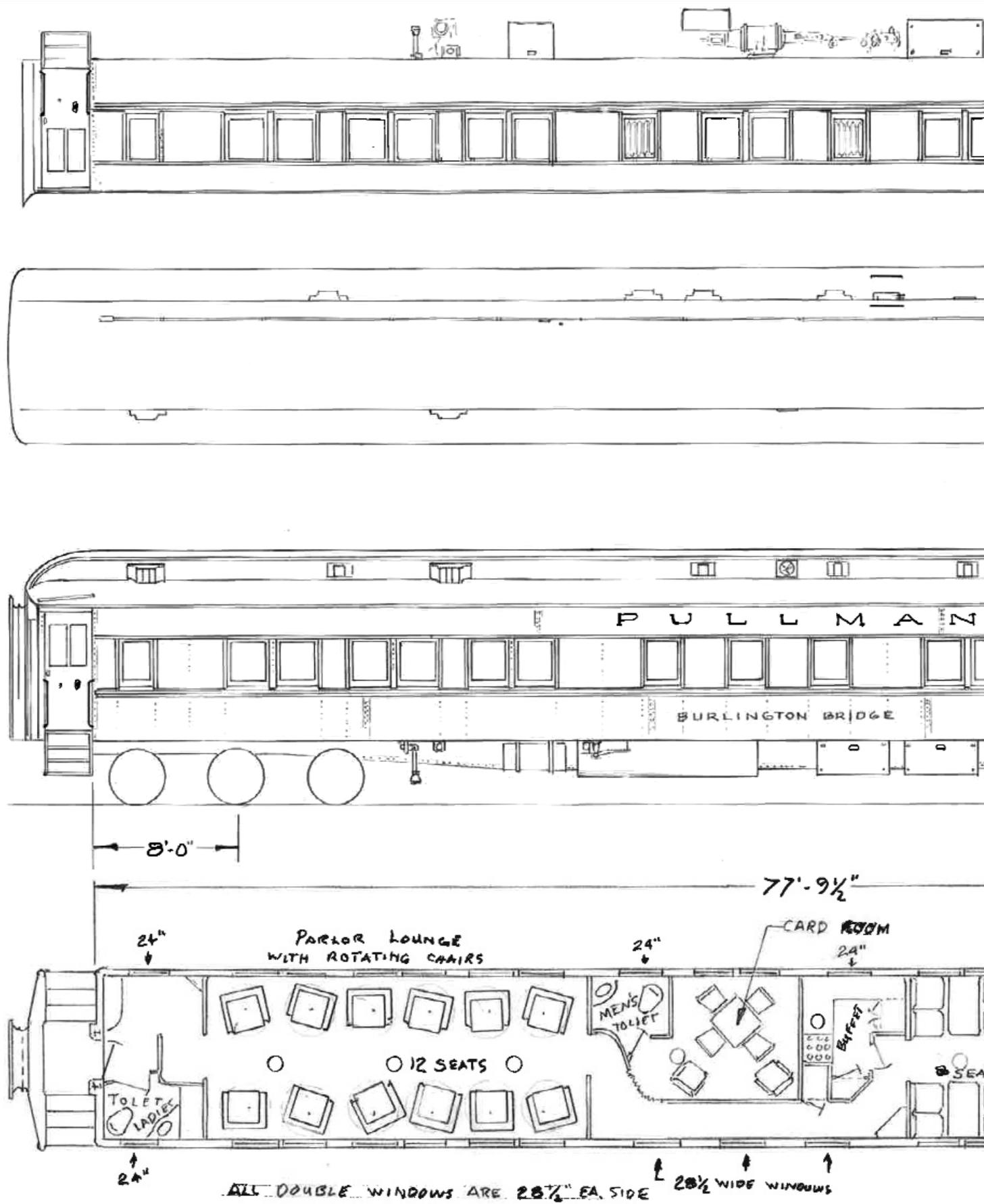
The solarium lounge car on this famed BURLINGTON train is a masterpiece in travel luxury:

Down-filled cushions in easy armchairs; colonial lamps and console tables; radio, card room; a fountain buffet; library of current periodicals.

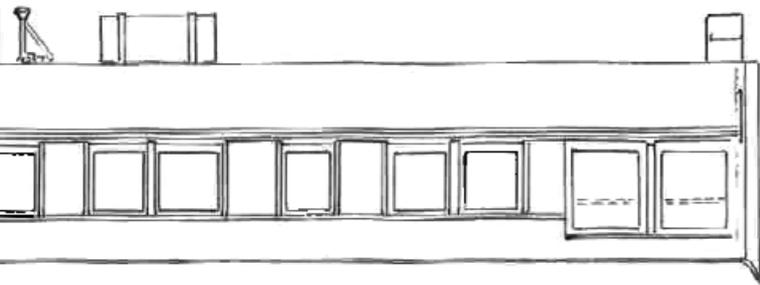
CHICAGO

OMAHA

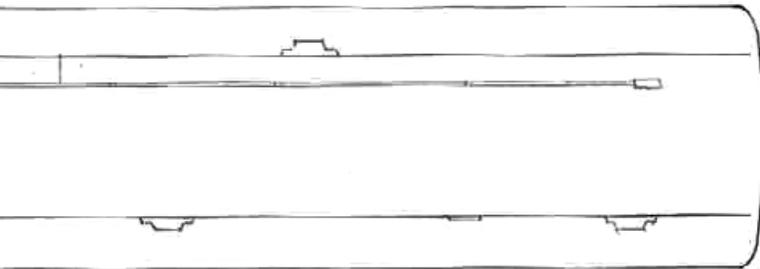
DENVER



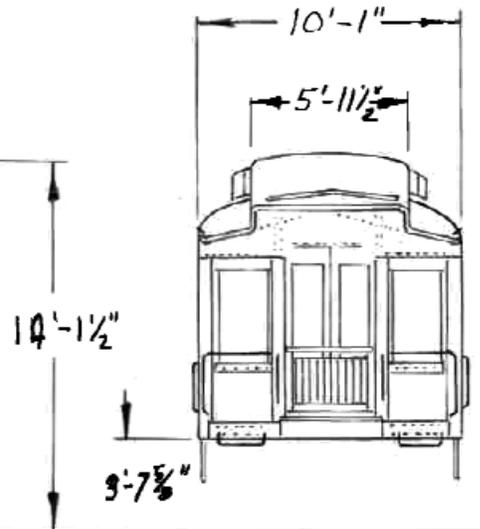
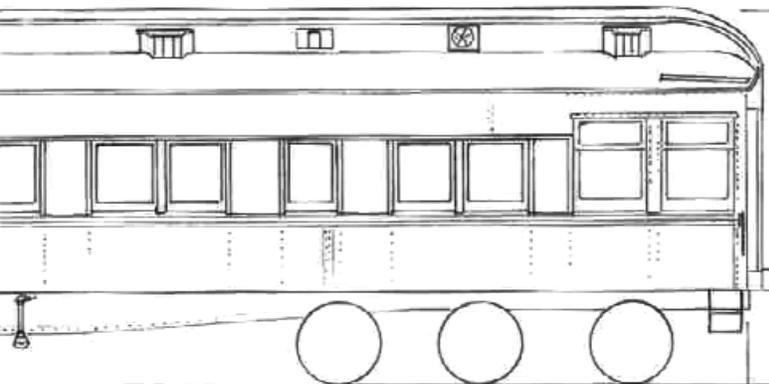
I created this floorplan from an artist's drawing (shown in an Aristocrat brochure). I did not include a floorplan



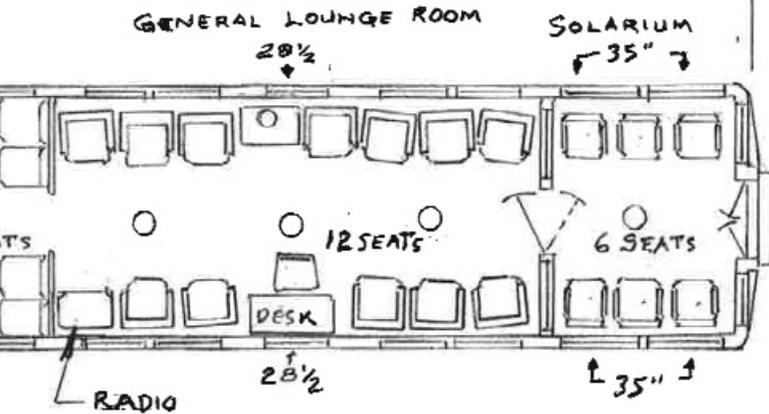
← 1929 PHOTO SHOWS LOUNGE WINDOWS WITH STORM WINDOWS ADDED



These side views and top were used in my original book. Photos of both sides are shown on page 16 shown on different dates with different lettering in the letterboard.



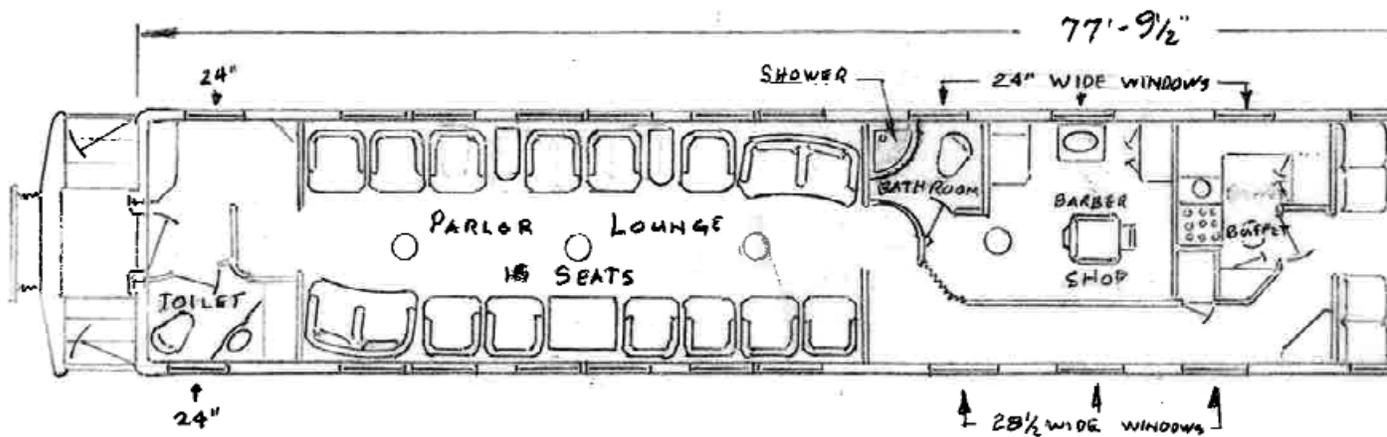
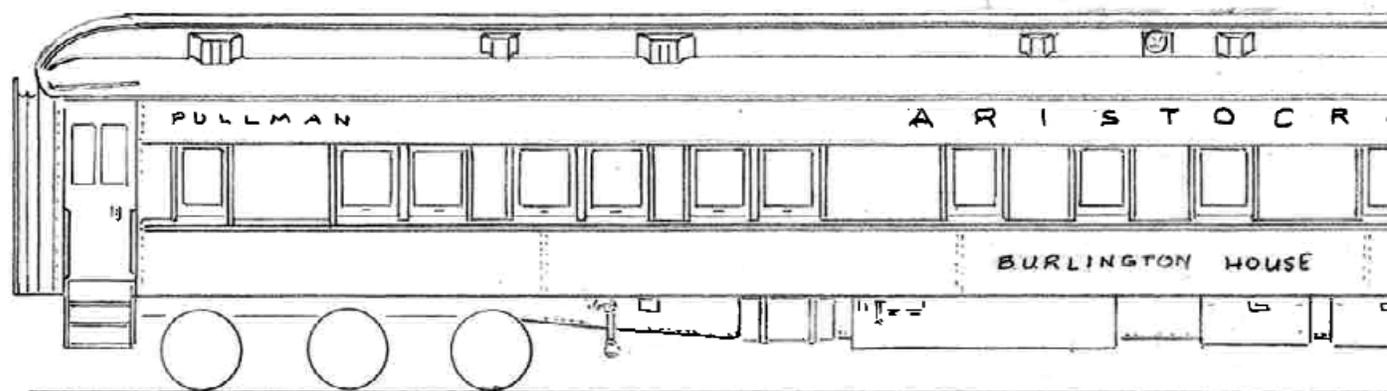
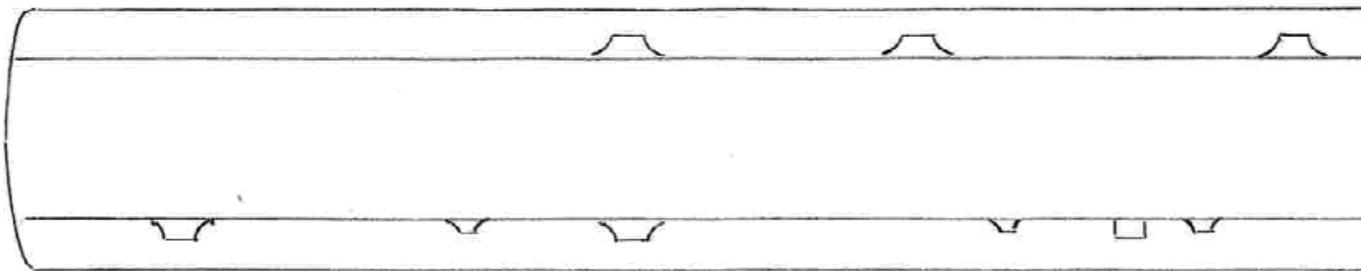
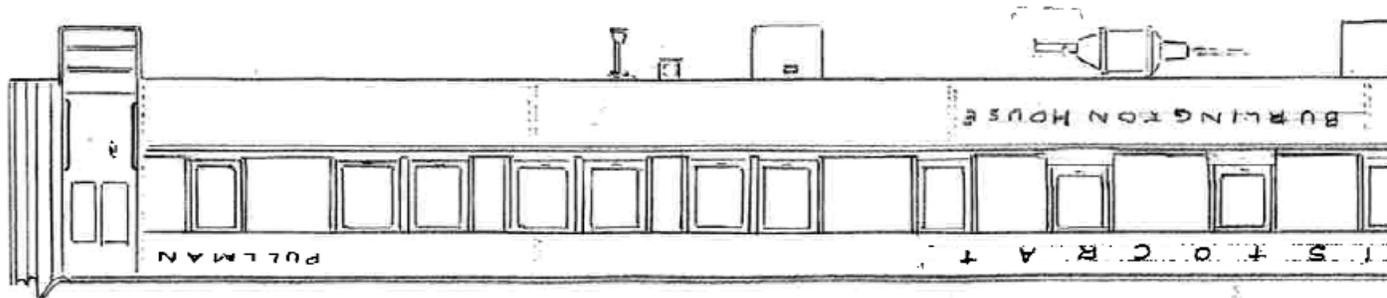
This plan represents all 4 cars from 1929 to 1932 as used on the *Aristocrat* trains.



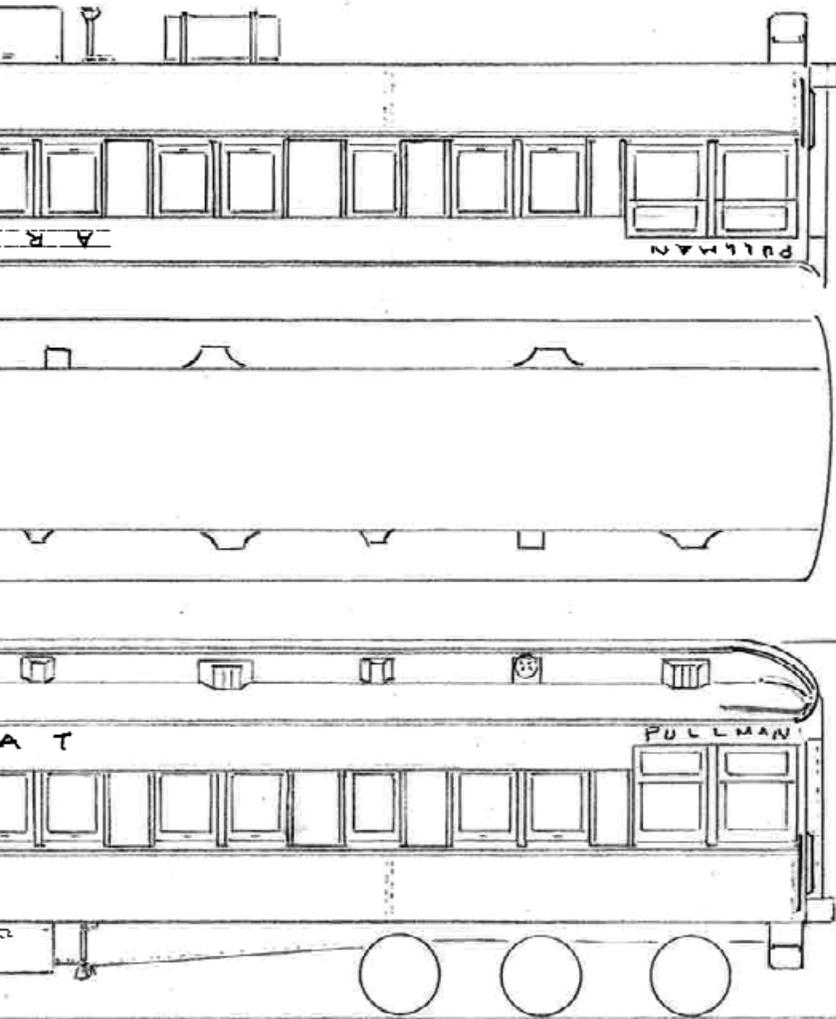
**BURLINGTON ROUTE
BURLINGTON LIGHT
BURLINGTON HOUSE
BURLINGTON BRIDGE**

shown on page 17) in my first book.

Pullman Plan 3964A
Modified from Plan 3964

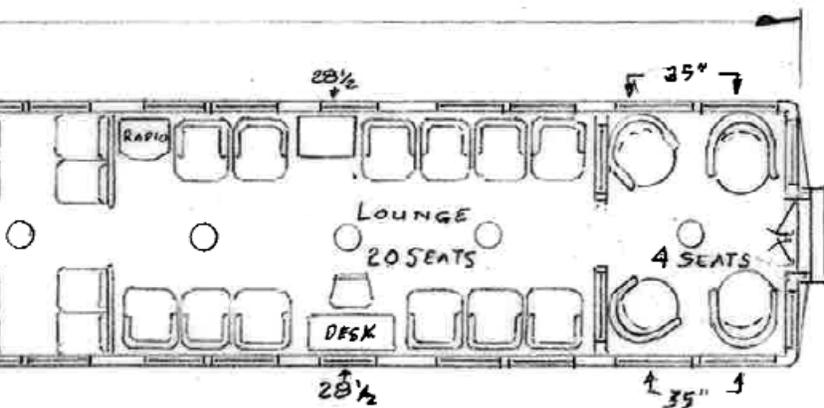
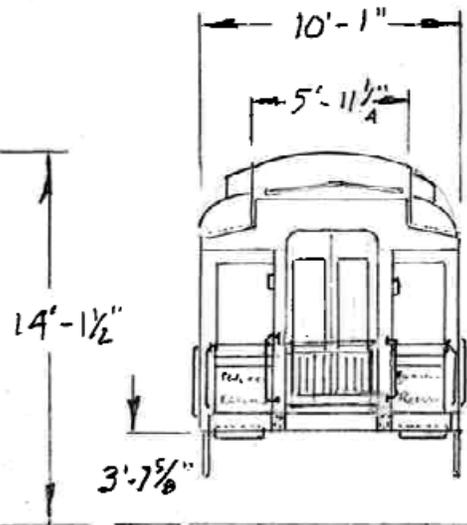


ALL OTHER DOUBLE WINDOWS ARE 28 1/2" WIDE



See the middle photo on page 25 that shows 3 single windows instead of single-double-single as originally built per Plan 3964A.

These side views and top were used in my original book. Photos of both sides are shown on page 16 shown on different dates with different lettering in the letterboard.



These three cars were modified by Pullman in June, July and August of 1932 to add the barber shop and shower in the men's toilet. The parlor lounge was changed to 16 seats instead of 12 rotating chairs and the solarium room was reduced to 4 chairs instead of 6. These changes only lasted until 1938, when modified to Plan 3964D & 3964E, which removed the barber shop and shower.

**BURLINGTON ROUTE
BURLINGTON LIGHT
BURLINGTON HOUSE**

Pullman Plan 3964B
With Barber Shop



Three photos with similar views of the same room in the 3954 plan cars. Left, the ladies lounge, middle the barber shop with chair and sink and right, the friendly "men's" card nook. - *Aristocrat Brochure Photos - Bill Glick & Hol Wagner Collections*

flamboyant caption:

"Chicago, June 14, 1926: - A new *Vacation Flyer* over the Burlington Route between Great Lakes and Rocky Mountains is to be formally dedicated at Chicago, June 16 and at Denver June 18 with sister ceremonies. The train from start to tail light is entirely new and with a summer lounge car which in color and beauty, spaciousness, lavishness of Pompeian decoration, and detail for luxury is said to be the finest and most costly car ever produced. This color, hand painted furniture, the smoking room for women, the individual mirrors and electric lighting arrangements and design are an innovation in railroad travel. The most sumptuous ships, the most elegant automobile limousines have nothing on this Flyer built and designed for the American tourist."

To this was appended a later handwritten addition:

"The Pompeian Room of the Denver Limited built in 1926 for the Burlington. Décor was in red, black, bronze green and ivory. A Filipino [attendant] served mineral waters and tea (but no hard liquor). Train was christened by Mayor Dever of Chicago on June 16 [and by Mayor Stapleton of Denver on June 18]. For the first time, a radio network broadcast the ceremony coast to coast."

To commemorate its 80th anniversary, in November and December 1929, the railroad inaugurated "The

Burlington's Great Anniversary Fleet," a trio of overnight trains that included the *New Blackhawk* between Chicago and the Twin Cities, the *Ak-Sar-Ben* between Chicago and Omaha-Lincoln, and the *Aristocrat* between Chicago and Denver. The *Aristocrat*, trains 6-9, replaced the *Denver Limited/Chicago Limited*, trains 1-6, as the premier train between the Windy City and the Mile High City. And the three-and-one-half-year-old "Burlington" series solarium cars would now carry the drumhead of the new train. In preparation for the changeover, a few minor modifications were made by Pullman, including removing one of the two large underbody battery boxes, replacing one of the lounge chairs with a big console radio and substituting "Aristocrat" for the large Pullman name on the letterboard, with "Pullman" now in small letters at each end of the letterboard. These changes resulted in the cars' floorplan designation being changed to 3964A.

By 1932, the *Aristocrat's* schedule had been speeded up enough that only three trainsets were required instead of the previous four, so one of the "Burlington" series cars generally sat idle or was used in other service as needed. In June, July and August 1932, cars "Burlington Route," "Light" and "House," in that order, were modified by Pullman to plan 3964B, with moveable lounge chairs replacing the revolving parlor chairs (but still numbered and sold as parlor seats) and a barber shop and sink shower replacing the ladies'

smoking lounge in the middle of the cars. The transoms were also removed from the top of the large side windows of the solarium, resulting in less obstructed views of the passing scenery. "Burlington Bridge," the spare car, did not receive these modifications and remained a plan 3964A car until May 7, 1937, when it was modified to plan 3964C, renamed "Trimount" and transferred to service on the New York Central. The three cars still in *Aristocrat* service were air-conditioned with the Pullman ice system in February, March and April 1934, also receiving a single double-size battery box at this time, while the spare car, "Burlington Bridge," remained un-air-conditioned until its 1937 modification and transfer to NYC service, at which time it received Pullman mechanical air conditioning.

The barber shops did not last long in the three cars so equipped; they were removed in November and December 1938 when the cars were modified once more, this time to plan 3964D. Replacing the barber shop was a men's card room. And also at this time the double doors on the solarium end of the car were replaced with a single door with a large window and a diaphragm was added to the rear end so the cars could be used mid-train when necessary. With the *Aristocrat* downgraded to a secondary train after introduction of the streamlined *Denver Zephyr* in October 1936, the solarium cars were increasingly used on other trains, especially during the off-season from October through April when tourist travel

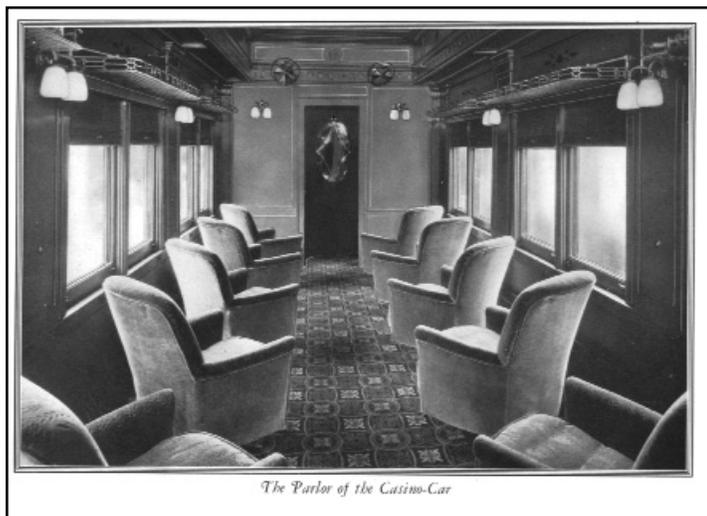
was all but non-existent. With inauguration of the joint CB&Q-D&RGW-WP *Exposition Flyer* in May 1939, originally intended as a single-season train to the Golden Gate Exposition on Treasure Island in San Francisco Bay, the "Burlington" series cars could occasionally be found bringing up the markers of that train, which became so successful that it ran for 10 years and led to inauguration of the *California Zephyr* in 1949.

Finally, in April, June and August 1944, the "Burlington Route," "House" and "Light," in that order, were withdrawn from Burlington service, modified to plan 3964J, repainted Pennsylvania Railroad Tuscan red,

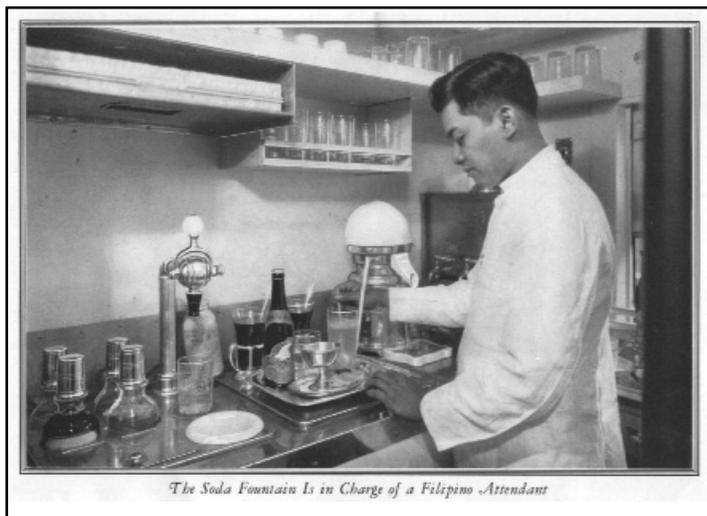
renamed "Loyal Legion," "Honor Legion" and "State Legion" and reassigned to service on the Pennsy. They were joined there in September 1944 by the former "Burlington Bridge," still a plan 3964C car but now named "Trimount." On December 31, 1945, all four cars were sold by Pullman to the Pennsy and leased back to Pullman for continued operation. The three "Legion" cars were withdrawn from Pullman lease on April 20, 1953, and the "Trimount" followed on Oct. 1, 1956. All four were scrapped by the Pennsy soon afterward.

Credits: We gratefully acknowledge the assistance of the Newberry Library and the Illinois

Railway Museum in locating floor plans of the various configurations of the "Burlington" series cars. And virtually all of the information on the changes made to these cars comes from Tom Madden's wonderful website, The Pullman Project (www.pullmanproject.com), which includes comprehensive data on every heavyweight steel Pullman sleeping and parlor car, plus Pullman-operated lightweight sleepers, laboriously hand-copied by Tom from the thousands of Pullman car construction records, car shopping cards and descriptive list update letters in the Newberry's extensive Pullman collection. Some 13,400 cars are listed in the website's downloadable database.



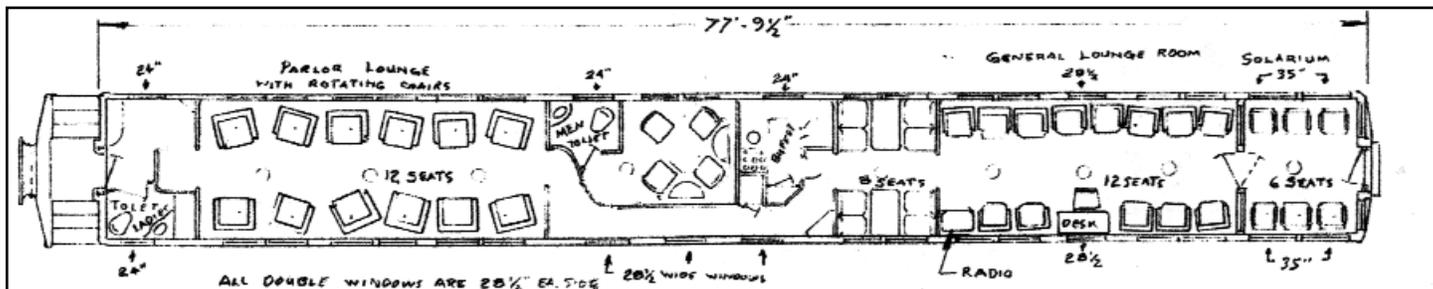
The Parlor of the Casino-Car



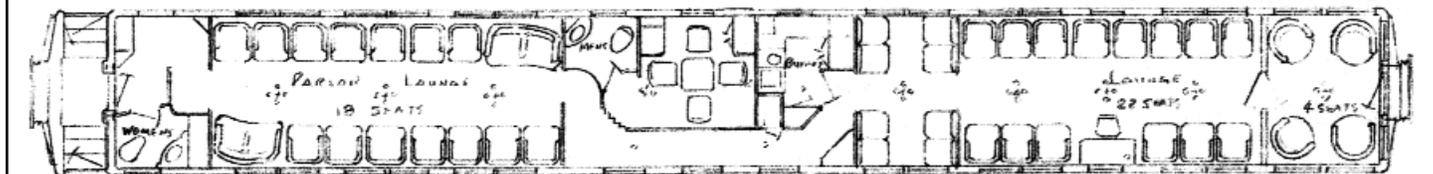
The Soda Fountain Is in Charge of a Filipino Attendant

The forward portion of the "Burlington" cars originally were furnished with swivel parlor chairs. - *CB&Q Brochure, Bill Glick Collection*

Outside the South, Filipino "help" was considered the height of sophistication and class in the 1920s and '30s and was publicized by the railroad. - *CB&Q Brochure, Bill Glick Collection*



This floor plan 3964C represents "BURLINGTON BRIDGE" after it was modified for the Pennsy, and was renamed "TRIMOUNT" Note single door instead of twin doors in rear of car.



This floor plan is 3964D/E & represents "BURLINGTON ROUTE" "HOUSE" "LIGHT" after barber shop was removed, ("D" was voided on Pullman dwg.1938 still had shower) ("E" dated 1944 did remove shower and replaced with sink.) The Pullman drawing shows single door at end, but no photo proof.



Left: Stylish folks enjoying the solarium on the cover of the "Aristocrat of the Rails" brochure for the *Chicago-Denver Limited*. - *Bill Glick collection*



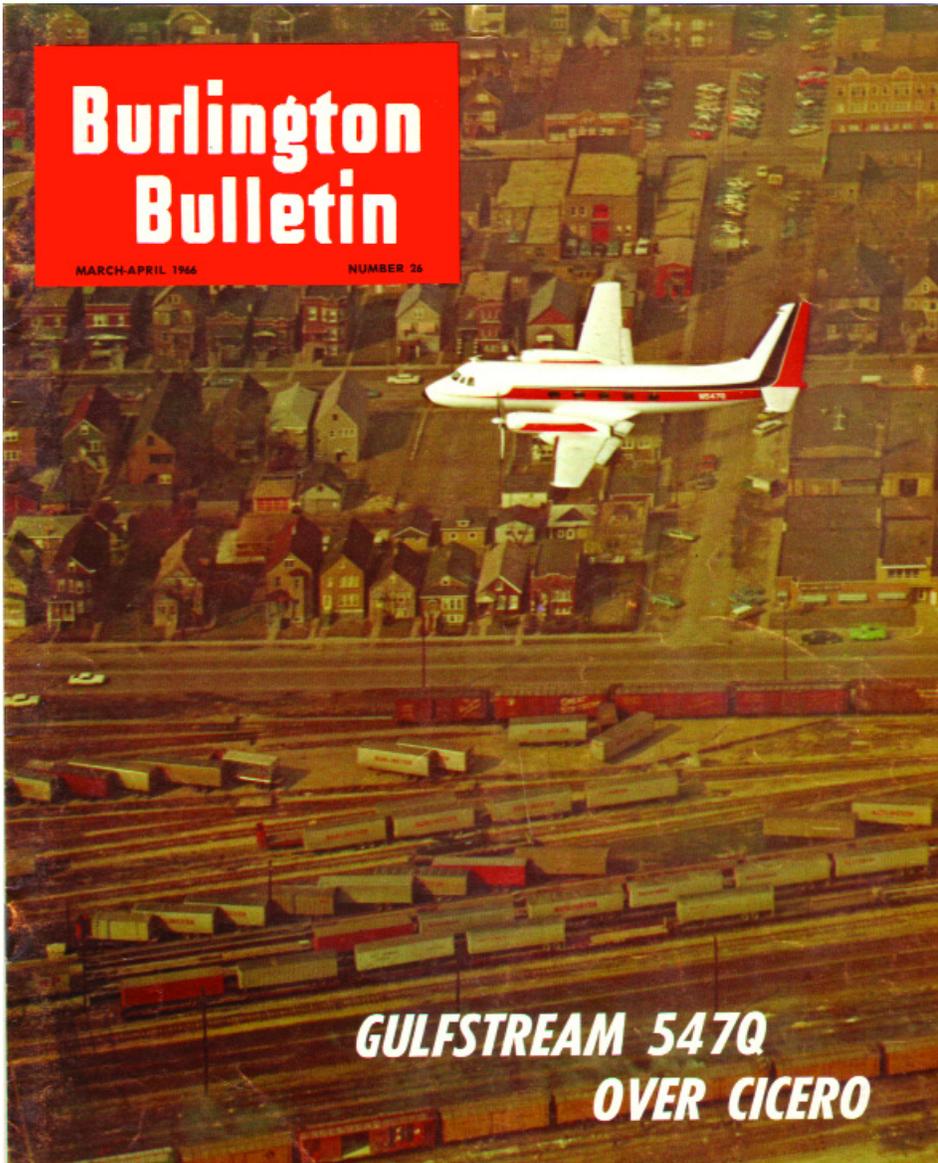
Note the drumhead on *Burlington Bridge* in this December 9, 1929, photo. The drumheads were lit from above and we suspect that the opposite side of *Colorado Limited* has *Denver Limited* and was swapped in Chicago. - *Pullman photo, Bill Glick Collection*



An eastbound *Aristocrat* at Ottumwa, Iowa, early 1930s showing the Barber Shop side. - *J.W. Barriger photo, Hol Wagner collection*

One of our subject cars, in its usual position, bringing up the markers of the *Aristocrat* near Derby, Colorado, on a cold, March 26, 1936. - *Otto Perry photo, Denver Public Library Western History collection*





In May, we were informed that one of the oldest retired Burlington officials, Bob Richards, passed away at the age of 101. Bob had retired in 1975 as Vice President of Purchasing and Materials. He started his career in 1935 and spent 40 plus years with the Burlington. He was involved in the sale of the Burlington business cars, as well as the purchase of the railroad's very first airplane.

This reminded me of the cover story of *Burlington Bulletin* Number 26, the March-April issue of 1966, highlighting the Q's purchase of their Grumman "Gulfstream" G-159.

The Grumman Company began designing an executive transport plane to replace the DC-3 in early 1957. It was to be powered by two Rolls-Royce Dart turboprop engines. The design was finalized that June and the first test flight of the aircraft named "Gulfstream" was on August 14, 1958. By May 2, 1959, the aircraft was awarded its type certificate by the Federal Aviation Administration and full production began.

The initial price tag on the G-159 was \$10,000, but didn't stay there long. The cabin was designed to take up to twenty-four passengers in a high-density arrangement or only eight in an executive layout, although ten to twelve was more usual. The company delivered 200 G-159s between 1958 and 1969, when production ceased.

The Burlington's G-159, was the built with construction No. 162 (162nd aircraft built of 200 total) in early 1965. Its first flight was on August 4, and finally delivered to the Q on December 2, 1965. The aircraft was registered by the Q as N547QR, although the R suffix was not displayed on the aircraft its first two years. All aircraft in the US start with the letter "N," a leftover from the 1930s when aircraft were registered with the National Commerce Department.

In March of 1970, the ownership of the plane changed and so did the registration - to N547BN. The Burlington Northern used the aircraft until it was sold to Champion International in February of 1978. Four years later, the aircraft was sold to Bally's Hotel. (I discovered a friend of mine in Savannah was a flight attendant with Bally during this time and she flew several flights on this aircraft!)

In January 1985, the plane was sold to Priester Aviation in Chicago and was eventually sold again to Ptarmigen Airways in Canada in July of 1989.

The aircraft was destroyed on November, 19, 1996. During routine maintenance in Toronto, the right engine caught fire causing the burning right wing to fall off the airframe. The plane was then scrapped.

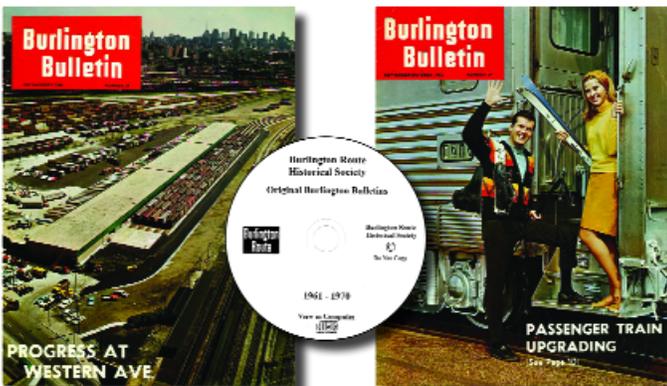
The cover of Issue No. 26 of the CB&Q's *Burlington Bulletin*.



1961-1970

Original Burlington Bulletins

Complete set of 45 issues of the Burlingtons' employee newsletter with system improvements, new customers, industry issues, retirements, promotions and more.



This article has been prepared to highlight the BRHS' latest project, the scanning of all the original CB&Q *Burlington Bulletins* and making all of them available to purchase on a single CD. You may purchase them online through our Company Store at BurlingtonRoute.org or mail in your order with a check or money order using the enclosed Back-Issue Order Form mailed with this issue of the *Zephyr*.

MEET OUR NEWEST SUPER SALESMAN:

THE 547-Q



It cost as much as four diesels, but the extra business it should bring will strengthen our railroad, improve our job opportunities.

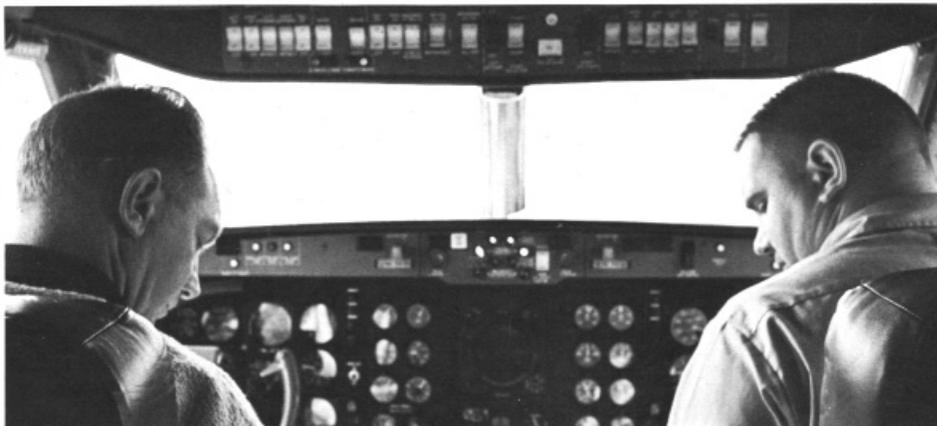
We have just taken delivery of our first plane. The new Grumman Gulfstream is a twin-engine turboprop that cruises at 350 miles per hour and can carry up to twelve passengers a distance of 2,500 miles without refueling.

It is expected to be a most effective sales aid.

Why? Because industrial development has become the key to any railroad's life cycle. Whether or not we attract traffic-producing industries to our line will largely determine how busy and healthy the Burlington will be in the future.

How are plants attracted? One of the most effective means has been to show executives of site-seeing firms various properties that may suit their needs. They do not have time to make an inspection trip by train or other surface transport. Their time, as is true of most business executives today, is so tightly scheduled that they must be picked up at their local airport in the morning and returned there in the evening. Since many decision-making executives live as far east as New York, and Burlington serves a thousand-mile-long area between Chicago and Denver, there is only one answer: a fast corporate plane. We own some 4,500 acres of land reserved for industry, and serve hundreds of thousands of additional acres.

Burlington has done well with its industrial development program, a tribute to the hard work of the industrial department. But in all frankness it must be admitted that we have been seriously handicapped by lack



Burlington's first pilots: Ray Wilder (left) and co-pilot Lyle Haugan check instrument panel before take-off. Wilder is a 21-year veteran of commercial flying. Haugan has 7 years' service as an Alaskan bush pilot and with several airlines.

of a plane. Our management is determined that all Burlington salesmen shall have every modern sales tool it is possible to provide. And a plane is the most modern and effective.

The Gulfstream will also be used to save the time of Burlington executives who must travel, although those who travel singly will use airline flights if available and convenient.

The Gulfstream can fly from Midway airport at Chicago, where it will be based, to Los Angeles in five hours for a fuel cost of \$352. The first-class airline fare is \$122.00 per person. If a group of five Burlington officers fly to the west coast to negotiate an important shipping contract, they can make the trip for about half the cost by airline.

That, simply stated, is the goal of the 547-Q: to do as much work for the company as possible. We believe it will be a most productive "employee."



Director of purchases Harry V. Schlitz (left) and public relations assistant Pete Briggs discuss plane's interior.

**BURLINGTON'S
GULFSTREAM
547Q**



Left and below: The Burlington printed time cards showing the travel time between Chicago's Midway Airport, where the aircraft was based, and the various major cities where the sales of rail business might be performed. - CB&Q, David Lotz Collection



©World Biz Spotters

The Burlington's Gulfstream N547QR at the San Francisco, California Airport (SFO) in November of 1968. - Jay Sherlock photo, Eric Trum, WorldBizSpotters collection



After the March 3, 1970 merger, the N547Q became the N547BN. - H. Robert Morris Collection

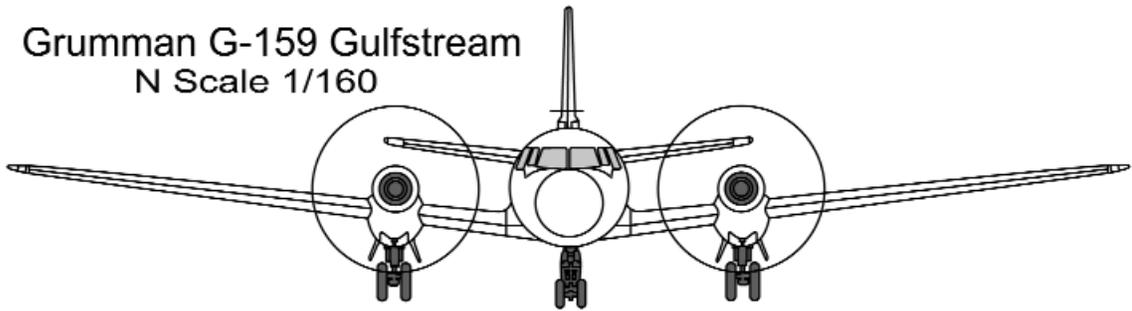
GULFSTREAM

**Flying Time
Between Chicago and . . .**

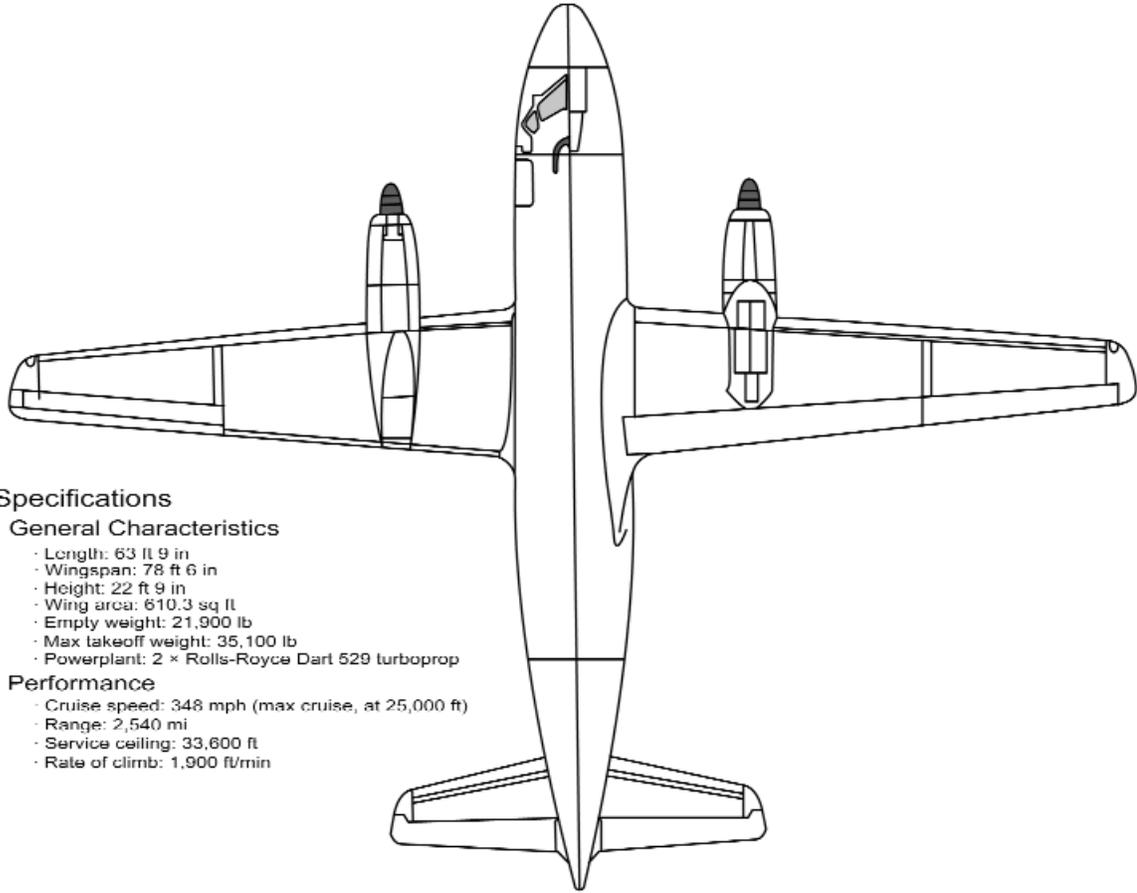
Atlanta	1 hr., 30 mins.
Boston	2 hrs., 35 mins.
Dallas	} 2 hrs., 15 mins.
Ft. Worth	
Denver	2 hrs., 30 mins.
Detroit40 mins.
Kansas City	1 hr., 10 mins.
Los Angeles	4 hrs., 50 mins.
Minneapolis	1 hr.
Miami	3 hrs., 30 mins.
New Orleans	2 hrs., 20 mins.
New York	2 hrs., 05 mins.
Omaha	1 hr., 10 mins.
Phoenix	4 hrs., 05 mins.
Pittsburgh	1 hr., 20 mins.
Portland5 hrs.
St. Louis45 mins.
San Francisco	5 hrs., 10 mins.
Seattle	4 hrs., 50 mins.
Washington, D. C.	1 hr., 45 mins.

**Burlington
Route**

Grumman G-159 Gulfstream N Scale 1/160



78' 6"



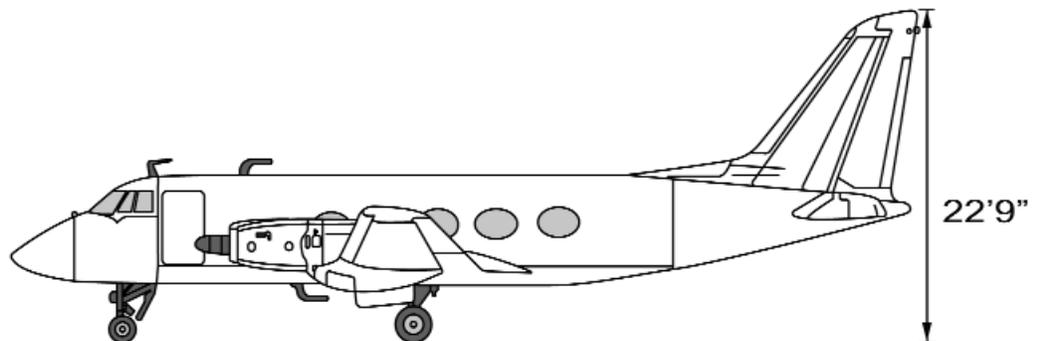
Specifications

General Characteristics

- Length: 63 ft 9 in
- Wingspan: 78 ft 6 in
- Height: 22 ft 9 in
- Wing area: 610.3 sq ft
- Empty weight: 21,900 lb
- Max takeoff weight: 35,100 lb
- Powerplant: 2 × Rolls-Royce Dart 529 turboprop

Performance

- Cruise speed: 348 mph (max cruise, at 25,000 ft)
- Range: 2,540 mi
- Service ceiling: 33,600 ft
- Rate of climb: 1,900 ft/min



63' 9"

22' 9"

Drawing from EVOLution Graphics B.V.

If you would like to learn more about the Grumman G-159 aircraft, check out this excellent website: <http://g159hm.com>.

ADVENTURE ON THE AMERICAN ROYAL OR - HAS ANYBODY SEEN THE CONDUCTOR?

BY PETE HEDGEPEETH

From June 27, to July 6, 1950, I attended the National Boy Scout Jamboree at Valley Forge, Penn., with 47,163 other attendees. Our contingent was made up of scouts and leaders from the Pony Express Council, which was comprised of Northwest Missouri and some of Northeast Kansas. A reunion of those who attended the 1950 Jamboree was scheduled for Sunday afternoon and evening December 26, 1953, in St. Joseph, Missouri. In the meantime, I had planned a trip to visit my longtime railfan friend Jim Christen, who lived in St. Louis and I had never been to St. Louis before. I was in the midst of my senior year in high school at Rock Port, Missouri. Jim and I had cooked up the St. Louis trip and I had obtained official parental OK to do it before we knew about the scout reunion. The route was to be CB&Q No. 56, the new *American Royal Zephyr*, St. Joseph to Quincy, (actually West Quincy Missouri) and then Quincy to St. Louis on the joint CB&Q-Rock Island *Zephyr-Rocket* with an arrival in St. Louis at 7:35 a.m. Monday, December 27th.

I was much more interested in the St. Louis train trip than in attending the scout reunion, but my dad wanted to go to the reunion, so we decided that he would drive me to St. Joe on Sunday afternoon, we would attend the dinner and reception and he would take me to the Union Station after the evening meal to catch No. 56.

We arrived at St. Joe mid-afternoon and went directly to the depot to purchase my ticket. I'll always remember the ticket clerk in the old Union Depot saying to me when I told him I wanted a ticket to St. Louis. "Well, how do you want to go?" I had anticipated the question, since there were various routes, i.e. Q to Kansas City and then Wabash or Missouri Pacific to St. Louis. I stated without equivocation, "Tonight on 56 at 8:30." I distinctly remember it. The clerk said something to the effect that there were better ways to go from St. Joe to St. Louis, but I insisted and got the ticket the way I wanted it.

The scout reunion is beyond memory now, other than that it happened, but the trip is not. The dinner wound up about 7:30 p.m. and my dad took me to the depot, dropped me off and headed home to Rock Port.

I walked out to the platform shortly after 8:00 p.m. The *American Royal Connection* was on the stub track just south of the main entrance on the east side of the station. I can still see in my mind's eye, the silvery sheen of the Budd built coach and sleeper and maybe the café coach, which I can't remember although the December 1953 Official Guide called for it. The equipment, of course, was nearly brand new and glowed under the platform lights. I don't



Jamboree-bound Boy Scouts at the Valley Forge train station. - *National Park Service*

remember what the head end equipment was, probably a baggage car and an RPO. It strikes me that it was a 4-car train, headed by an E unit which would join with a like unit on the Kansas City part of the train at Brookfield.

The sleeper was placed right behind the head-end cars with the coach behind it. Maybe there was a café coach on the rear end, but I don't remember it.

When I walked up to the train, little did I know that I was going to be involved in a somewhat bizarre incident which I'll call, "The Missing Train Crew."

The conductor and brakeman (there was only one brakeman since the train was less than 5 cars) were standing at the vestibule between the sleeper and coach. The conductor asked where I was going and I replied "St. Louis via Quincy", and showed him my ticket. He told me to get on and turn to the right into the coach.

The conductor, a short heavy set man (as passenger conductors of that era tended to be) exhibited an extremely florid

complexion. More florid than I had ever seen before. He was panting and wheezing even though standing still. He appeared to be having trouble breathing, and didn't look well enough to be in charge of a passenger train that night. Even as a 17-year-old high school kid, I thought that he looked really bad. The brakeman was a younger man in his 40's, tall, slim and alert looking. The conductor was probably in his mid 50's.

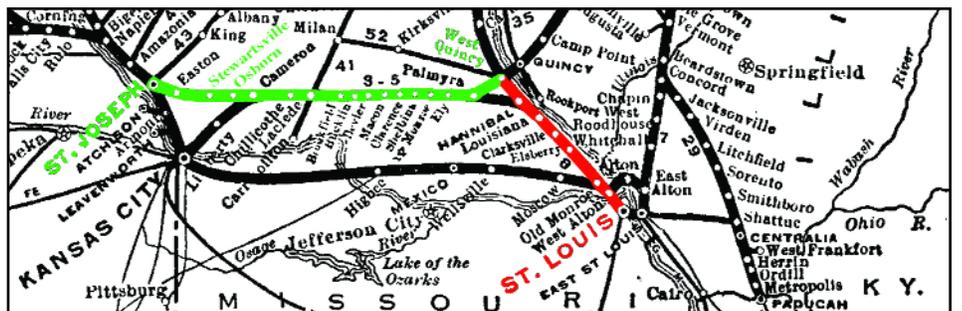
I got on the coach, put my suitcase on the overhead rack and got back out on the platform. I spent the next few minutes walking around the train and enjoying the railroad ambiance. As 8:30 approached, I got back on the coach and took my seat about half way down the car on the right hand side, or what would be the south side after we headed east.

Promptly, at 8:30 p.m., the communication whistle sounded two blasts and we slid out of St. Joe. Union Depot across Monterey Street, and past the Quaker Oats and Dugdale Meat Packing Plants. We quickly reached our timetable 59 mph and sped through the night, bound for our first stop at Stewartsville (21 miles out) at 9:04 p.m.

As we made the station stop at Stewartsville, it appeared to me that we had run by the station, which occasionally happens if the engineer misjudges the amount of air to set. I saw the station lights go by me before we got stopped. I hadn't seen the conductor or brakeman since we left St. Joe, but here came the brakeman running down the aisle toward the rear of the car, and I heard him say to someone. "He ran by the station, and I've got to back him up." Again nothing unusual. You are required to have a man



Earlier view of a very busy St. Joe Union Station. - *J.W. Barriger photo, Hol Wagner Collection*





On a similar day trip from St. Joe to Quincy on July 8, 1954, both the Osborn and Stewartsville depots were recorded on film. The equipment running that day was the *Pioneer Zephyr*. - Bernard Corbin, Corbin-Wagner Collection

on the rear end when you back up, especially with a passenger train. I expected to hear the engineer "whistle back" (three blasts) and feel the train begin to back up a couple of car lengths to the depot, but, not tonight.

Instead of a backup whistle, there was no whistle at all, and we left town just as though the station work was done and we were on our way. I knew the brakeman had gotten off the rear end and walked back. I thought, Oh, Oh! We left the brakeman here. I was tempted to get up and look back, but I didn't. Since I didn't see him again, the thought that we didn't have a brakeman firmed up in my mind. I still hadn't seen the conductor and couldn't figure out why he hadn't stopped us. I still didn't do anything.

On we went to the next regular stop at Osborn, 29 miles east of St. Joe, 8 miles east of Stewartsville. We stopped at 9:15, apparently at the correct spot at the depot. Station work at these small towns usually takes 2 minutes or less. After the allowable two minutes went past, we didn't move. We sat there for perhaps another 5 or 6 minutes. In my "wannabe" railroader's heart, I knew something was wrong. I was 99 percent sure that we had left the brakeman at Stewartsville, but where was the conductor?

There were, perhaps, fifteen or so passengers in the coach, and no one seemed alarmed, or even concerned, but I knew that it wasn't right. In another minute or two, the door at the front of the coach opened and another short heavy set man with a peaked cap (obviously the engineer), came in. He looked around and said these unforgettable words, "Has anybody seen the conductor?" No one said anything, he looked around again and went back out.

The details of what happened immediately after that have escaped me, but in a short time, in came the brakeman and we headed on down the line. The conductor later appeared before we got to Brookfield.

Here's what I discovered had happened. The conductor was an asthmatic and, apparently, was in the beginning stages of an asthma attack when I observed him on the platform at St. Joe. Shortly after we left St. Joe, he got so bad, he went into the sleeper ahead to lie down.

After the station run-by at Stewartsville, the engineer apparently mistook the brakeman's backup sign for a highball and left town. I heard the brakeman tell one of the other passengers that after he got left at Stewartsville, he ran over to the highway (US 36), flagged down a passing car and

persuaded the driver to take him over to Osborn. Thus, he caught up with his train.

The conductor did recover before we got to Brookfield and came through collecting tickets.

The rest of the trip passed without incident. We arrived at Quincy about 2:30 a.m. and I enjoyed a two hour wait for the *Zephyr-Rocket* in an old coach which was being used as a temporary station while the new one was being constructed as part of the new bridge and line relocation in connection with the new "Kansas City Cutoff".

Two years later I made the same trip to visit Jim Christen in St. Louis during Christmas vacation in December 1955. When I got on No. 56 at St. Joe that night, I said to the conductor, "The last time I rode this train we lost both the conductor and the brakeman". The conductor looked at his brakeman, laughed and said "Yes, I remember that, that was Lowell Boothe."

Epilogue: In December 2002, I posted this "vignette" on the CBQ Yahoo Group as a little "Christmas remembrance." A few days later I received a note from BRHS Member John Swearingen, who lives in Brookfield. He knew some retired railroaders who got together for coffee regularly. John took my little "story" down and showed it to these guys. They all remembered the incident. My recollection, including the conductor's name was correct as verified by these guys nearly 50 years later.



The coach body that replaced the two solarium lounges as the temporary West Quincy depot while the new one was being constructed. - Phil Weibler



The *Zephyr-Rocket* arriving in St. Louis on March 28, 1951. - Lewis Schneider

A VISIT TO JOHNSON PRESS OF AMERICA, OUR NEW PRINTER

All JPA photos -Greg Koon Captioning assistance - Ann Adkins



On April 7, 2017, representatives of the BRHS met at JPA in Pontiac, Illinois, to meet the folks at JPA and tour their facilities.



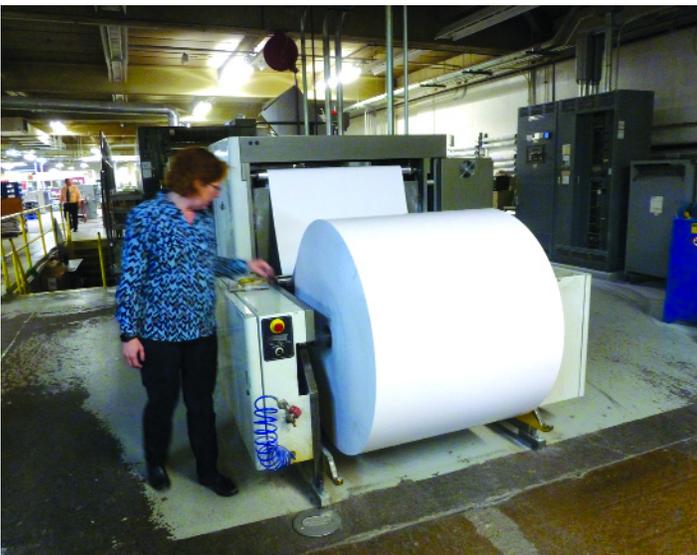
L to R - Steven (Buzz) Zeller, Operations Manager; CSRs, Marie Bailey and Susie Newkirk; Ann Adkins, President and Chief Operating Officer.



After an introductory meeting in the conference room, Ann took us into the pre-press room where files are received from clients and prepared for making printing plates.



Using laser technology, platesetters burn an image of each page onto an aluminum plate. Those plates are mounted in the press where images are transferred to paper.



This is the end of the press where the large rolls of paper are mounted and fed through the press.



Roll paper goes through a sheeter (right) and enters the press as a cut sheet.



This is the actual press which prints the four ink colors, (Cyan, Magenta, Yellow and Black) on both sides of the paper simultaneously.



Bill Jelinek takes a turn looking through the magnifying glass used to inspect the registration alignment of the four ink colors being printed.



The programmable cutter take large piles of printed sheet and cuts them in half or trims off the edges.



Folders take the large printed sheets and fold them into 16 page "forms" which are in sequential order. The forms are then ready for binding.

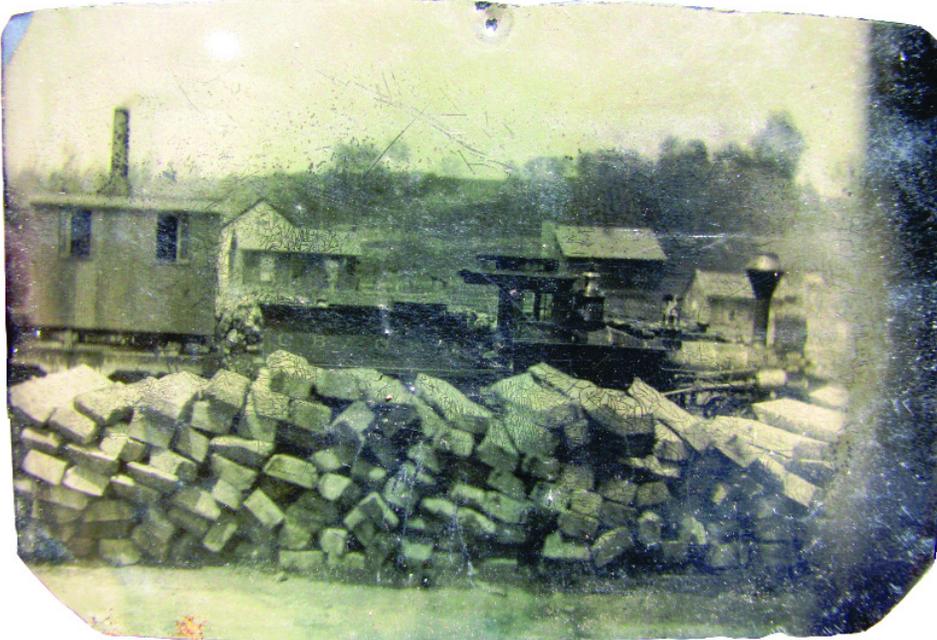


The perfect binder assembles magazines with a backbone and the covers are secured with glue. Saddle stitched magazines are secured by a thin wire that resembles a staple.



Ann shows us how the individual pages are hung on a wire above the perfect binder. Called the clothesline, it gives visual confirmation the pages are being loaded in the proper order.

QUESTIONS AND ANSWERS



Q16-03 The image above is a very rare image of an ancient CB&Q 4-4-0 which appeared on eBay recently. Does any one have other ideas or comments on what this locomotive may be? - Louis Zadnichek II

A16-03 Several folks commented on this image on the CBQ Yahoo Group, including Hol Wagner. Here is a condensed version of his answer.

Identifying the locomotive in question is a difficult, if not impossible proposition. The early date of the image is apparent because it is a tintype, the photographic image actually made on a thin sheet of iron (not actually tin, so thus more properly known as a ferrotype), and this method came into use in the mid-1850s and saw its widest use through the 1860s and 1870s.

The large C. B. & Q. R. R. lettering on the tender is obvious, but the smaller lettering on the cab side is harder to read. But, unfortunately for us, it simply reads C. B. & Q., and this was the standard form of lettering for Q locomotives from the railroad's inception through about 1875. The locomotive number (and earlier, until about 1860, the name) would have appeared on a metal medallion (oval for numbers) affixed to the side of the side of the boiler somewhere between the sand dome/bell and the smokebox. Later, the number was simply painted on the sides of the sand dome and headlight. But this locomotive has one of the fairly common and also fairly early small compartmented sand boxes with the bell mounted on top, and providing no flat surface for painting the

number. If the sand box was not usable, the number would be painted on the steam dome. There may well be a number painted on the steam dome -- and the headlight -- of the locomotive we are trying to identify, but it is certainly not decipherable. So we are left with trying to narrow the field by studying various features.

The May 1, 1858, listing of locomotives appearing on pages 254-255 of the Corbin book is a good starting point, because features of this locomotive led me to believe it was not built later than 1858 and thus is among the 58 locomotives appearing on that list (two locomotives having already been disposed of by that time). First off, the locomotive is outside connected, the cylinders, crossheads and main and side rods all being located outside the frame, as had already become the accepted practice by 1858. Thus we can eliminate all the inside connected locomotives -- 29 of them, or exactly half. Next identifier is the distinctive slope or slant of our locomotive's cylinders. Although this feature was employed well into the 1860s by some builders, it was never used by others. And among those who did not use sloping cylinders (as best I can determine) was Amoskeag and its 1856 successor Manchester. This fact allows us to eliminate another 23 locomotives from the list, bringing the remaining number of candidates down to just six locomotives. Our first two eliminations have already removed the locomotives with six rather than four driving wheels, but there is still a single ancient Baldwin-built 4-2-0, No. 3, the "Pigeon," which can also be eliminated, leaving just five possibilities.

Q steam locomotives were abandoning their names in favor of numbers during the late 1850s, numbered locomotives first being delivered at the start of 1855, though no locomotives have yet lost their names at the time of the May 1, 1858, list. Of the five locomotives left for us to consider, two were built by Rogers, Ketchum & Grosvenor for the Chicago & Aurora in January 1855 with the numbers 57 and 58, as that road was just a month away from becoming the CB&Q. Two more, the "Garden City" and "Stranger," had been turned out in 1854 by the Chicago Locomotive Works, probably also for the Chicago & Aurora, though possibly for one of the other constituent roads that would come under the CB&Q name in 1856. They would become CB&Q 41 and 42. And the final candidate is the oldest, an 1852 Schenectady locomotive named "Erastus Corning," and again it is not known which of the component roads the locomotive was built for or acquired by. It became CB&Q 8 when numbers were assigned.

At any rate, all five of our possibilities for being the locomotive in the photograph have small cylinders -- either 14 1/2 x 22 or 15 x 22 inches -- whereas nearly all the other locomotives on the 1858 listing, with but three exceptions, have either 15- or 16-inch cylinders. And the locomotive in the tintype certainly has small cylinders. So I feel pretty confident in concluding that it is one of the five locomotives suggested above.

The Q was rapidly converting its locomotives from wood to coal for fuel in the late 1850s, and we can't see which fuel is in the tender of the locomotive in the photo. The large pile of what appears to be sawn wood several feet in length in the foreground of the photo does not look like the somewhat shorter split wood commonly used for locomotive fuel. Of the five locomotive possibilities, only one was a coal-burner by May 1, 1858. But I would venture a guess that the tintype dates to the 1860s, though not later, based as much as anything on the large size of the pile driver/derrick or whatever coupled behind the locomotive -- and that machine's vertical boiler would in all likelihood still have been burning wood as late as the 1870s. Additionally, the old style sand box with bell on top would have been replaced by a larger sand dome fairly early and certainly no later than the late 1860s. Whatever locomotive it may show, the tintype is a great, previously unknown, photo of very early Burlington operations.

- Q17-04** When the Q drove the piles for the Illinois Toll Road between Western Springs and Hinsdale, the equipment was black or grey. When did the MOW go to orange? - Richard Shook
- Q17-05** According to Bulletin No. 4, the F-2's headlight in the door was slightly smaller than the FT's and the other F units, however, according to the Highliner's instruction sheet, all Q F units had large door headlights. I'm in a quandary, because, when I look at pictures of F units, all but the FTs look like the door headlights are smaller than the nose Mars light. Are the door headlights the same size as the Mars lights or are they smaller? - Terry Ulrich
- Q17-06** The image below was recently posted in a group on Facebook and I was wondering if anyone might have an idea as to the identity of the locomotive shown.



- Q17-07** Does anybody recognize pins like this and can tell us what their purpose was?

Burlington
Route

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



NEW PRODUCTS

N SCALE



Kato has announced new versions of their E5 locomotive planned to ship this September!

- 176-5403 - #9911A "Silver Pilot" (IRM Version - Red bands)
- 176-5404 - #9911A "Silver Pilot" (1960s Version - Red bands)
- 176-5401-DCC - #9910A "Silver Speed" w/DCC (Black bands)
- 176-5403-DCC - #9911A "Silver Pilot" w/DCC (IRM/ Red)
- 176-5404-DCC - #9911A "Silver Pilot" w/DCC (60s/ Red)
- MSRP - Non-DCC - \$110.00 MSRP - w/DCC - \$150.00

HO SCALE

Now shipping from **Tangent Scale Models** - 1959+ GATC Dry-Flo 3500 Covered Hopper with Barber S-2-A 70-ton roller bearing trucks, CNC-Machined 33" Wheels, in CB&Q "Original Gray" paint and 6 Road numbers.



- SKU: 12020-01 #85200 SKU: 12020-02 #85214
- SKU: 12020-03 #85242 SKU: 12020-04 #85266
- SKU: 12020-05 #85279 SKU: 12020-06 #85283

MSRP \$44.95

DVD

Fred Crissey has two railroad DVDs in conjunction with C. Vision Productions. They are "Classic Burlington Northern" Volumes 1 and 2. Both 90 minutes long and cover 70s & 80s action on some former CB&Q/C&S/FW&D lines, GN, NP, as well as a bit of SLSF. Available for \$19.95 each at: <http://www.cvptrains.com>

S SCALE

State-Line "S" Gaugers are selling their 2017 Commemorative Cars, three American Models BREX reefers with silver roof, red ends, HiRail and AF type couplers, as a part of their 42nd Annual S Fest October 27-29. To find out more about the S Fest or to order the cars, go online to: <http://state-linesgaugers.org>. The car order form is the third page down the pdf.



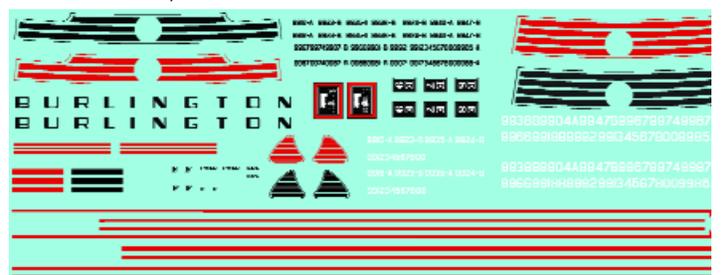
Single car #76250 price - \$55.00 + \$10.00 - S&H

3-car set (#76250, 76387, MNX 1915) price - \$155.00 + \$15 S&H

O SCALE

OBS-CALS has introduced a new "O" scale decal set for Burlington's "E" units. The set features all new, vector format, artwork and included both red and black nose stripes. The decal set sells for \$20.00, with a four set minimum order. Contact John Hagen at: Obs.cals@ameritech.net, or write:

John Hagen
21050 George Hunt Cir., Apt. 821
Waukesha, WI 53186



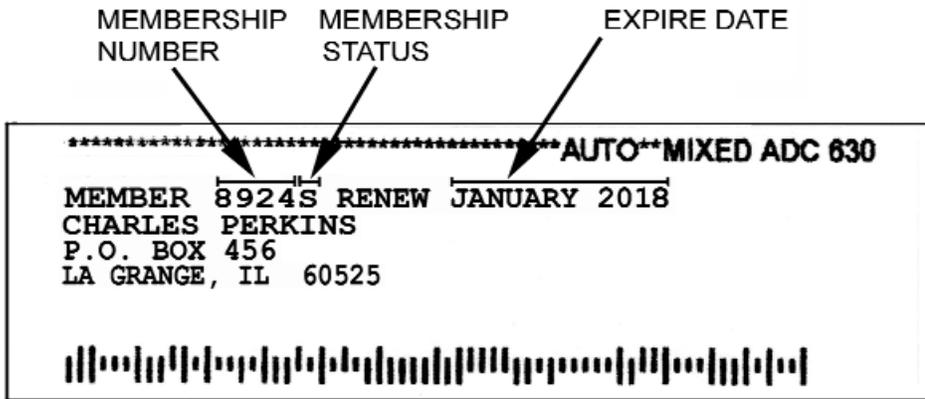
WHAT DOES MY MAILING LABEL TELL ME?

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 your membership status, (R)egular, (S)ustaining or (C)onductors Club, appears in the upper left corner of the label. If your membership is allowed to lapse, your number and membership record will be purged from the computer file; should you reapply, a new number will be assigned.

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.



BRHS 2017 FALL MEET ROCHELLE, ILLINOIS

The BRHS 2017 Annual Meet will be October 5-8 at the

Comfort Inn & Suites
1133 N. 7th Street
Rochelle, IL 61068 Phone: 815-562-5551

BRHS room rates are

- \$99.99 Two Double Beds, single or double occupancy
- \$94.99 One King Bed, single or double occupancy
- \$119.00 One King Bed, Junior Suite, single or double occupancy
- \$124.99 One King Bed, Hot Tub Suite, single or double occupancy
- \$139.99 2 King Bedroom, Hot Tub Suite, single or double occupancy

VP of Operations Greg Koon reports that Leo Phillipp and his crew have an exciting and fun-filled weekend planned for the attendees. The details of the weekend and 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.org.

Right: GP 35 No. 984, leads a 2nd GP35, a GP30, and an SD24 on Train 97, the daily Saint Paul Merchandise through Rochelle on 12/23/1964. Below: The Rochelle Depot in October 1981. - Both: Chuck Zeiler

MOVED OR MOVING?

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 La Grange, IL 60525, or emailed to Membership@BurlingtonRoute.org.

MEMBERSHIP RENEWALS

Membership renewal dates are January 1, April 1, July 1 and October 1. Your renewal date is printed in the upper right corner of the address label used in mailing our publications. Under the terms of the Society's By-Laws, membership is terminated sixty (60) days from the beginning of the period for which dues were payable. The By-Laws do not have a provision for retroactive payment. Please make a point of renewing on a timely basis. All USPS correspondence concerning membership matters, including dues payments, should be directed to BRHS Membership Services, P.O. Box 456, La Grange, IL 60525. Be sure to include your membership number. You may also send an email to Membership@BurlingtonRoute.org and renew online at BurlingtonRoute.org.



CANDIDATES FOR BOARD ELECTION

This fall, two positions on the Board of Directors are up for election. Any member wishing to run for the Board should send a statement of interest and a brief autobiography to the BRHS P.O. Box in La Grange or via email to President@BurlingtonRoute.org. We need these as soon as possible for ballot preparation. Candidates must understand that Board positions have working responsibilities and are not purely advisory.

CONDUCTORS CLUB

Membership V.P., Dan Hollis reported that as of July 18, the membership in the BRHS Conductors Club reached 100 members! In round numbers, that adds up to \$2,000.00 in additional funds for the treasury of the Society. Thank you to all who are members of this generous group!

MEMBER'S LAST CALL

It is with sadness we report that we have received notice that the following BRHS members have received their final call:

Tom Forst of La Grange Park, Ill., May 2017.

Alan Pettet of Stockton, California.

Ransom D. "Ran" Varney of Broken Bow, Neb., died Jan. 8, 2017, at age 78.

We will report members deaths in this new column only when the VP of Membership is informed of their passing.

ERRATA

James Davis wrote to us and tells us that the images in *Zephyr* 1-17 of the Motor Car winners are not identified correctly. James' Motor Car, No. 9780, should have been shown as the First Place winner and the 1922 Mack Railcar should have been the 2nd place winner, but was also mis-identified as James' model, which he tells us it is not. The records from the contest have unfortunately been destroyed, so no verification can be attempted. We apologize for this error.

Rupert Gamlen writes "On page 14 of *Zephyr* 74 relating to the steam inspection car, I incorrectly stated at the bottom of the first column that "there was no means of inspecting track other than on foot or by using a locomotive". Since the *Zephyr* was printed, I have been advised that there were, at that time, man-powered vehicles used on some roads for track inspection. My apologies for this error."

2018 SPRING MEET April 7, 2018

Meet Hotel: **Comfort Inn & Suites**
1555 E. Fabyan Parkway
Geneva, IL 60134
Phone: 630-208-8811
Rooms blocked Wednesday through
Sunday night at \$92.99 plus tax
Block Expires 3/28/18

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

Activities: Swap Meet for Membership
Clinics, Banquet & Speaker

SUPPORT RETAILERS THAT CARRY

THE BURLINGTON BULLETIN

Caboose	10800 W. Alameda Ave.	Lakewood, CO
Chicagoland Hobby	6017 N. Northwest Hwy.	Chicago, IL
Colorado Railroad Museum	17155 W. 44th Avenue.	Golden, CO
Des Plaines Hobbies	1468 Lee St.	Des Plaines, IL
Hobby Haven	2575 86th St.	Urbandale, IA
Hub Hobby Center	6416 Penn Avenue. S.	Richfield, MN
Jim's Junction	811 16th St. W. Suite B	Billings, MT
La Grange Hobby Center	25 S. La Grange Rd.	La Grange, IL
M-A-L Hobby Shop	108 S. Lee St.	Irving, TX
Q Connection	113 Magnolia Drive	Pooler, GA
Randy's Roundhouse	910 N. 70th St.	Lincoln, NE
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

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ZEPHYR EDITOR David Lotz

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Burlington Bulletin Subjects:

1956 *Denver Zephyr* (Send Immediately)
Keokuk and the Burlington
Sterling Motor Car E5's
Disaster in the Suburbs Q and the Military
Aurora Freight House Aurora Storehouse
Montgomery Wreck of 1943 Mail Baggage & Express
Music & the Q (photos of Q bands, choruses, etc)

Zephyr Subjects:

Avery Creek Bridge Relocation Modeling Articles
Line Abandonments Ghost Signs

Authors Wanted!

Your society depends upon volunteers who write the articles you enjoy. Interested writers should contact:
Dave Lotz, BRHS Editor (email: Editor@BurlingtonRoute.org)
113 Magnolia Drive
Pooler, GA 31322

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 Editor and he will get you in contact with the appropriate author.

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.org

For all correspondence pertaining to membership including renewals:
BRHS Membership Services
P.O. Box 456
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Email: Membership@BurlingtonRoute.org

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