

2018 SPRING MEET BATAVIA, ILLINOIS, REFLECTIONS

AS REPORTED BY BOB HANMER, GNRHS, NPRHA

Another fun and educational Burlington Route Historical Society Spring Meet was held this past April 7 in Batavia, Illinois. This year was preceded by two days of Archive Fund raising activities, which are documented elsewhere in this *Zephyr*. Similar to the past couple years, members of the Great Northern Railway Society and the Northern Pacific Railway Historical Association were invited and several attended.

This year's event was hosted by Al Kamm III, Dick Kasper, Leon Ploger and Jim Singer, who did a fine job pulling together a program that had something for everyone. As always, many people volunteered to help out to make this event a success. Al Kamm III, Nancy and Scott Stearns processed the registrations. The Stearns staffed the registration desk for much of the day. Tim Schubert ran the Chinese Auction again this year, with the drawing shortly after dinner. Tickets are distributed by purchasers into cups for the various items and at the end of the evening the winning tickets were drawn for each container. This is a method to ensure people have a chance for the auction items they are most interested in.



The Batavia Depot Museum at the relocated ex-CB&Q Batavia Depot. - David Lotz

The morning started with a swap meet which included the Company Store selling back-issues. Glen Haug, Jon Habegger and Tim Schubert set up the tables prior to the swap's opening. Bill Jelinek ran the company store as he has done at all of the eight Batavia Spring Meets. Many bargains and topics for conversation were to be found at the swap meet.

During the morning, photos from the two previous day's archive trips and archive photos from the Paul Vasich Collection entertained attendees on the wall at the front of the room. Perry Sugerman provided technical support for this material and throughout the day's programs.

After a short interlude, the swap was removed and the chairs reconfigured for the afternoon program. As usual, the Riverview Banquets staff offered economical (i.e. large) sandwich options for those wishing to partake.

The afternoon program started with a talk by the GNRHS's Ken Middleton entitled "Wood and Heavyweight Cars on the Burlington and Great Northern." He presented photos of typical cars and discussed modeling options. Local modeler Chris Vanko followed this with a

talk on weathering using oils, chalks and paints.

Russ Repetto was a Burlington conductor who was an avid photographer around his workplace and he was Dan Holbrook's father-in-law. Dan entertained and educated the audience with a few of Russ's photos including commentary about the situation or place or time in Russ's life that occasioned the photo.

The "Famous Passenger Panel" had its 6th incarnation at this year's Spring Meet. Participating this year were Mike Farris, Dave Hoffman, Art Anderson and Don Fowler. The main topic this year was stories of the *Denver Zephyr*. Within that topic, the focus was on extra sections of the *DZ* to transport the large number of fans traveling to Colorado Springs for the 1964 Notre Dame versus Air Force Academy football game. The panel members showed relevant Q paperwork supporting the movements and they actually remembered this special movement! (For those interested, Notre Dame won 34-7.)

The programs then continued following a tasty dinner prepared by the staff of Riverview Banquets. Mike

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Schafer presented and moderated a multimedia program (ala Winterail) of Mike's and Craig Willett's favorite Jim Boyd photographs. Mike, Craig and Jim all grew up around Dixon, Illinois, and chased trains together.

Norm Carlson, the Chairman of Metra, provided the nightcap presentations. Scott Lothes, from the Center for Railroad Photography, had planned to show some sample images of the CB&Q from the Center's collection. However, Scott was unable to attend, so Norm filled in and moderated this program.

Norm followed this with his planned program "Sunday with Dad - Riding the Q Fan Trips." Norm got an early start on the Q and showed slides and told us about his experiences. Following Q&A about the fan trips, Norm enlightened us about many programs and initiatives currently underway with Metra. These ranged from the former "Rocket House" car shops in Chicago that are rebuilding Metra bilevel cars to Metra's suicide prevention efforts.

The Spring Meet continues to be a great success and a great bargain - swap meet, an afternoon and evening of programs, and dinner included for a very moderate price. Total attendance was over 175 with 135 staying for dinner and the evening program. In conjunction with the Saturday events, the nearby Comfort Inn and Suites in Geneva provided a hospitality room on Friday evening for the attendees staying overnight at the hotel.

As one of the GNRHS and NPRHA members that attends the BRHS spring meet, I've enjoyed the programs over the years, especially the interesting topics about the Q in Chicagoland and the intersection between the Q and the GN/NP. It's always fun during the slides to see the *Empire Builder* on its easternmost legs, or to see GN F-units sitting in Clyde yard.

Thanks to all the organizers, presenters and attendees for another great Spring Meet.

SPRING MEET IN PHOTOS

All photos on this page -
Greg Koon



Glen Haug (center) and Terry Ulrich (right) assist Tom Whitt in setting up the Company Store.



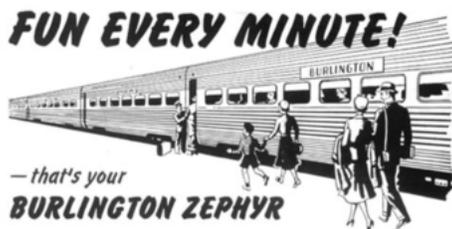
The 9:00 am to 1:00 pm swap session is in full swing.



The swap session from the opposite end of the hall.



Happy hour finds raffle tickets being sold and selectively placed at the prizes to the right.



SPRING MEET IN PHOTOS

All photos on this page -
Greg Koon



Ken Middleton taught us on wood and heavyweight cars of the Q & GN.



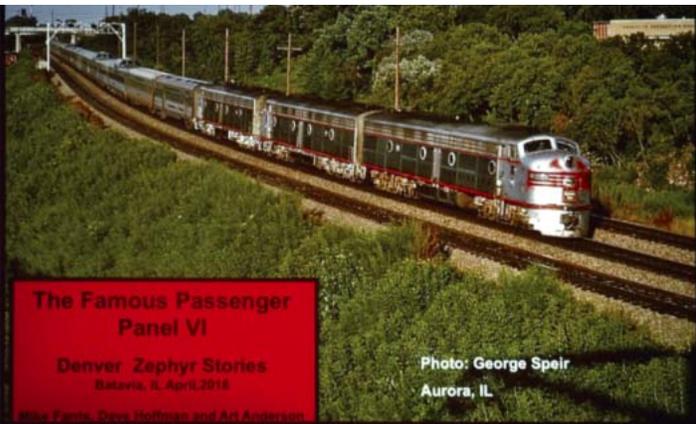
Chris Vanko presented a weathering clinic on oils, chalk and paints.



Dan Holbrook shared 40 years of Russ Repetto's photos.



Special recognition for volunteers Scott and Nancy Stearns.



Opening slide for The Famous Passenger Panel VI on the DZ.



Dave Hoffman introducing the panel of Q passenger experts.



Panel members Art Anderson, Don Fowler, Dave Hoffman and Mike Farris.



Bryan Howell gave an update on North Shore Scenic RR's Silver Club.

SPRING MEET IN PHOTOS

Photos on this page by *Greg Koon* (unless otherwise noted).



Models displayed by Ed Rethwisch.



Customized Walther's CB&Q Airslide Hopper.



Great Northern models by Ken Middleton.



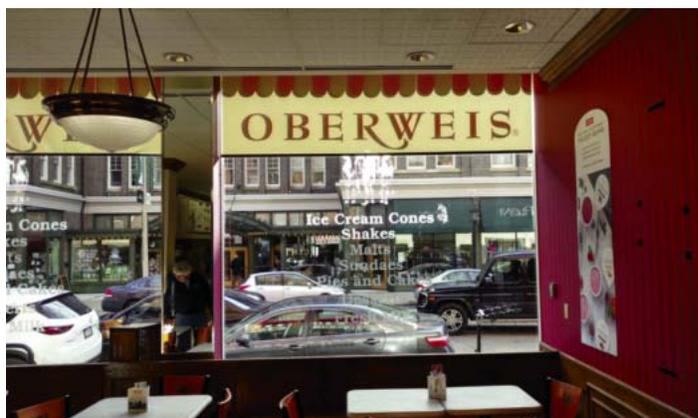
Custom painted and weathered CB&Q freight cars by Chris Vanko.



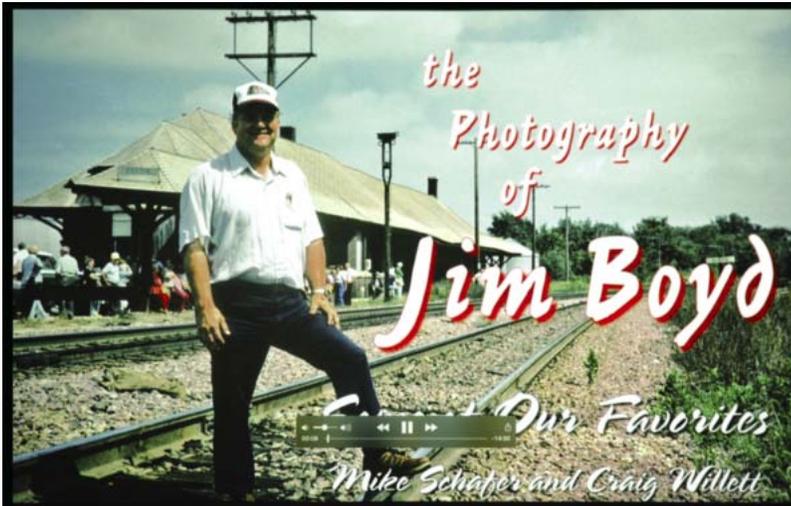
Phillip Dahl's 122.5 scale wood waycar.



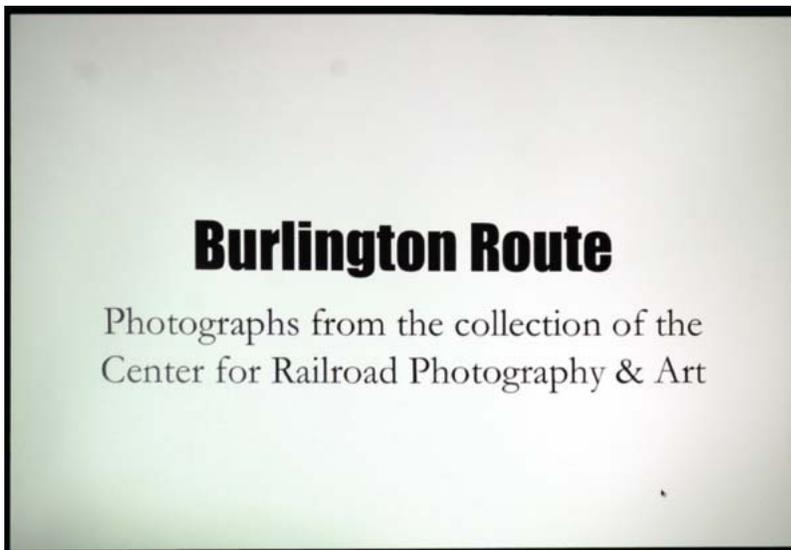
This year's banquet cake featuring the 1956 *Denver Zephyr*.



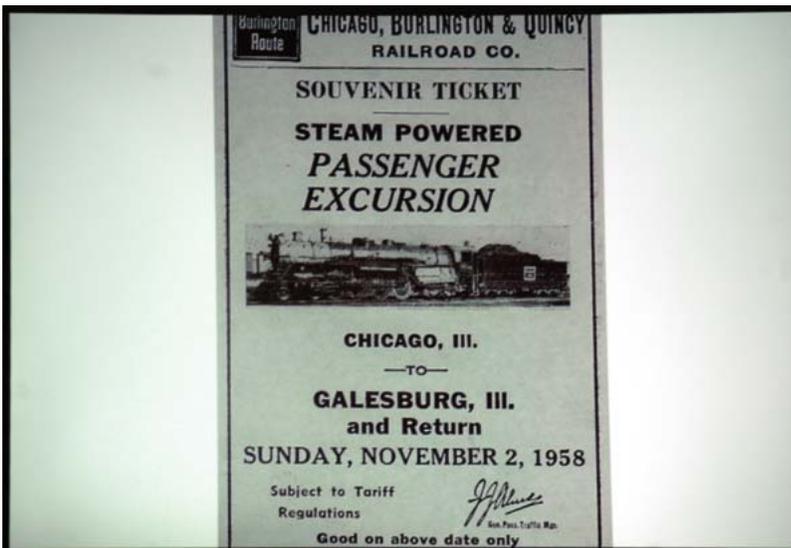
A Friday, pre-meet, side trip was taken by several BRHS members. Lunch at Superdawg and dessert at Oberweis. - *Dave Lotz*



The after-dinner program was kicked off by a presentation of Jim Boyd's photography prepared by Craig Willett and Mike Schafer. Mike gave the presentation and is seen at the right accepting a thank you plaque from Jim Singer.



Scott Lothes prepared a sampling of Burlington Route photos from the Center for Railroad Photography and Art (CRP&A) with CRP&A Director, BRHS member and Metra Chairman Norm Carlson giving the presentation in Scott's absence.



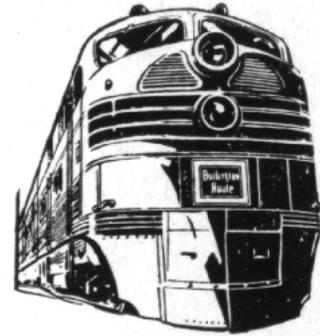
Norm Carlson then presented his program, "Sunday with Dad - Riding the Q Fan Trips." Norm is shown at the right receiving his thank you plaque while Jim Singer accepts the plaque for Scott Lothes.



The food prepared by the Riverview Banquet folks again was fabulous and a great time was had by all, especially the lucky recipient (below) of the Ladies raffle gift basket.



Tom accepted Suse Whitt's recognition for hosting the ladies.



SPRING MEET THANK YOUS

Meet Hosts

Al Kamm III
Dick Kasper
Leon Ploger
Jim Singer

Door / Registration / Co Store

Jon Habegger
Bill Jelinek
Tim Schubert
Nancy and Scott Stearns
Tom Whitt

Clinics

Dan Holbrook
Ken Middleton
Chris Vanko

Passenger Panel

Art Anderson
Mike Farris
Don Fowler
David Hoffman

Ladies Events

Suse Whitt

Archive Shorts

BRHS Archives
From the Collection of Paul Vasich

Photographers

Bill Jelinek
Greg Koon

Dinner Program

Mike Schafer
Craig Willett
Scott Lothes
Norm Carlson

AV Tech/Geek Squad

Perry Sugerman

Extra Board

Bryan Howell
Dave Lotz
Tom Whitt

Hotel Accommodations

The Comfort Inn & Suites
- Geneva, IL

Riverview Banquets

Harmony, Tony and the Great Staff



RAFFLE DONORS

5th Avenue Car Shops
Accurail, Inc.
Ace Hardware - Aurora, Illinois
Jerry Albin
Perry Bilotta
Brass Car Sides
BRHS Archives
Ray Buhmaster
Steve Conner
Jim Davidson
Gerald Hamsmith
Steve Hile
Bryan Howell
Kato, USA, Inc.
Lake States Railway Historical
Association
David Leider
Dan Moons
Leo Phillipp
The Photographic Depot
Q Connection
Clayton Rattin
Ron's Books
Jim and John Shilt
Jim Singer
Norma Singer
Soo Line Historical Society
Bob Walker
Tom Whitt
Sandy Willett
Woodland Scenics

Last year I wrote about the Chicago to Quincy Archive fundraiser. It was so popular and successful that the Archive committee, under Jim Singer, decided to do it again.

This year it was on Thursday, April 5. It was subtitled the 2nd Annual Milner's Birthday Trip. The \$200 ticket provided for an opportunity to support the BRHS Archives at Lake States and also an opportunity to upgrade your level of support to Zephyr Club status. Unlike last year, the day began sunny and bright, although there was an early April chill in the air.

Retired Amtrak hosts George Forero and Craig Willett boarded in Chicago. I boarded in La Grange, 14 miles out of Union station. I was joined by Glen Haug, Dave Phillips, Tom Sczesniak, Scott Given and Jim Singer. We were equipped with coolers, bags and boxes of treats for our trip.

The train was a delightful blend of the old and new. The new was the engine. It was pulled by IDTX Amtrak SC-44 No. 4609, a new Siemens Charger Locomotive. The Siemens Charger is a family of diesel-electric passenger locomotive designed and manufactured by Siemens Mobility for the North American market. There are two models: the SCB-40 and the SC-44. The first production SC-44 unit was unveiled on March 26, 2016, and the first unit went into Amtrak revenue service on a Hiawatha Service train on August 24, 2017.

The Charger is powered by a Cummins 16-cylinder QSK95 4-stroke high speed diesel engine, which is designed to meet EPA Tier IV emissions standards that took effect in 2015. Power output varies by model; the SCB-40, designed for Brightline, produces 4,000 hp (3,000 kW), while the SC-44 produces 4,400 hp (3,300 kW).

As for the old, Jim was once again able to get car 10031, the last remaining dome car in Amtrak service for our trip. 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. 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 from steam heat to HEP in 1985 and renumbered 9300. It was used in daily service on the Amtrak Auto Train to and from Washington, DC, to Orlando,



Amtrak SC-44 No. 4609 with our train as it passed the Congress Park station. - John Szwajkart

Florida, through 1994. It was 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. The car is equipped for food service on the lower level and the entire dome section consists of lounge tables and comfortable seating, making visiting with friends easy.

After boarding, I helped organize the food and supplies in the lower level before finding a seat at the end of the car. We arrived in Naperville in no time where more attendees boarded. Among them were Bill and Ray Buhmaster, Nancy and Scott Stearns and many more. Dick Kasper met the train with coffee, but did not make the trip as he was under the weather. President Tom Whitt brought on additional coffee at Plano and Rich Gortowski added additional supplies at Mendota. We were well stocked!

After an enjoyable 258 miles, we arrived in Quincy just before noon. It gave us an opportunity to stretch our legs before we boarded a deluxe motor coach to lunch. We sped off to the Pier Restaurant. It was built on an old Q Lower Bay bridge pier overlooking the southern end of the Lower Bay. Larry and Barb Stoll met the group at Quincy to assist taking Mr. Willett and Mr. Forero back to the train at West Quincy after it had been wyeed. Before lunch, I had a few craft beers and networked with the guest speaker, Nick Fry, and several others.

Mr. Fry gave an interesting presentation called "The Railroad Comes to Quincy" that began with Illinois statehood and showed the importance of

the river towns to Illinois and their relationship to Illinois' railroad history. Lunch only attendees were Chuck Fitch, Larry and Barb Stoll, Jay Hainline and August and Verna Jacobs.

After the presentation, we had an opportunity to go outside and see the Burlington Junction Railroad shoving some cars in the yard. Soon our bus appeared and we loaded for the trip back to the depot. Our bus driver was very knowledgeable about Quincy history and was kind enough to take the bus down several streets in the historic district, past mansions and homes from the turn of the century. Once back at the depot, we waited several minutes before it was time to re-board our train for Chicago. Approaching Chicago, storms had moved in and sleet and freezing rain pelted the dome car, but we were safe and warm. Travelers came from as far away as Richard Shook of Fletcher, North Carolina, Dave & Diana Lotz of Pooler, Georgia, and Glen Haug of Woodenville, Washington.

The trip committee adds a very special note of thanks to Chris Jagodzinski, Asst. VP System Operations, Randal Barrow and Necho Terry of Amtrak and Craig Willett and George Forero, both former Amtrak employees. Thanks to Nick Fry for his informative program, Perry Sugerman for his IT support, Harold Krewer for his trip guide and to Richard, Ryan and the staff at the Pier Restaurant in Quincy, along with Dennis at Great River Bus Lines.

Archive Host Committee members are: Ray Buhmaster, Dick Kasper, David Leider, Jim Singer.



Sunny, but cold waiting for the train at Naperville. - *Bill Jelinek*



A six-car Metra dinky on track 3 and our train on track 1. - *Bill Jelinek*



"All Aboard" for Quincy. - *Bill Jelinek*



The view of the 4978 at the Mendota station stop. - *Mel Finzer*



Dave Leider passing out route guides from the Archives. - *Mel Finzer*



This trip provides time for conversation and railfanning. - *Mel Finzer*



Detraining upon arrival at the Quincy station... - *Bill Jelinek*



...and immediately boarding our bus to the Pier Restaurant. - *Mel Finzer*



The Pier Restaurant, built on an original CB&Q bridge pier. - *Bill*



The President's table inside the Pier. - *Mel Finzer*



The Editor's table. - *Tom Szczesniak*



Nick Fry, of the Barringer Library, and his opening "Quincy" slide. - *Mel Finzer*



Receiving thank you plaques were Perry Sugerman, Craig Willett, and Jim Shilt. - *Left & center, Tom Szczesniak; right Mel Finzer*



Burlington Junction action on ex-CB&Q trackage. - *Bill Jelinek*



Turned on the wye and approaching for boarding. - *Tom Szczesniak*

A DAY WITH METRA

BY DAVE PHILLIPS - C&NWS ARCHIVES CHAIRMAN

One of the highlights of the 2018 BRHS Spring gathering was the opportunity to participate in the BRHS Archive Committee's "A Day with Metra" portion of the meet on Friday, April 6. This provided a special opportunity, not only to see and visit one of the major shop facilities of Metra, the Chicago area's commuter rail operation, but it also gave those in attendance the opportunity to hear from, and ask questions of, many of the individuals that are involved with the day to day operation of Metra. It also gave the participants the opportunity to visit a portion of Union Station that much of the traveling public is not given the opportunity to experience.

Some 35 individuals participated in the Friday outing. While most were BRHS members, there were about a dozen or so non-members that participated as well. With the meeting set to begin at 10:30AM, it allowed for many of the participants to appropriately travel to Union Station aboard one of the many BNSF "Dinkys", traversing the famous "Racetrack" between Aurora and Chicago. Many of the participants had traveled with the group to Quincy the previous day, so this gave them the opportunity to visit both the "C" end and the "Q" end in 2 days.

The presentations were held in the Founders Room at Chicago's Union Station. Located in the former barber shop, this room is part of the area that is normally reserved for use of Amtrak's premium customers. Norm Carlson, Chairman of Metra, welcomed everyone to Chicago during his opening remarks. Our first presenter was D.J. Mitchell, Asst. VP Passenger Operations BNSF, and he talked about the development of CB&Q's suburban operations starting in the 1950s and brought us up to date through the RTA, BN and to the current BNSF/Metra operations. Following a lively question and answer session, Jim Derwinski, Executive Director/CEO of Metra, took to the podium and gave all of the attendees quite the education on the history of Metra as well as discussing the current operations. After a lunch break, he continued with discussion on some of the future plans of Metra as well as discussing many of the current funding issues that plague not only Metra but many of the other public transportation rail operations in the United States.

Following Jim Derwinski's presentation, it was time for all of the attendees to leave Union Station and



Metra action on the triple-track speedway from the back of the bi-level cab car. - Bill Jelinek



Mr. D.J. Mitchell giving his talk in the Founders Room at Chicago Union Station. - Mel Finzer

take a brisk six block walk over to Metra's La Salle Street station for the second portion of our day, our visit to Metra's 49th Street Shops - better known as the "Rocket House." What better way to travel to the shop than via a scheduled Metra equipment move from La Salle Street Station to the shop! Using the trip guide provided by Harold Krewer, all of the out-of-towners, and many of the locals as well, were able to understand the significance of many of the sites that we passed on our trip south.

The 1903 La Salle Street station was the passenger terminal used by the Rock Island, the New York Central, the Nickel Plate, and, for a short while, the C&EI. The station also housed the

offices of the Rock Island Railroad. The original building was torn down in 1981 and Metra moved its operation about 2 blocks south of the former station building. Metra uses this new terminal for all of their Rock Island District train service. Plans are in the works to build a connection near 75th Street on Chicago's south side to allow for Metra's Southwest Service (operating over the former Wabash to Manhattan, Ill.) to terminate at La Salle Street as well. This will put more commuter traffic through a facility that can easily handle the increase in passenger traffic and at the same time help free up space at Union Station.

While Metra's 49th Street Locomotive Shop is the most well-known



Presentation of thank you plaques (L to R) Jim Singer, Jim Derwinski, Benjamin Bergland, Norm Carlson, D. J. Mitchell and Bill Jelinek. - *Bill Bergland*

of the facilities located in the complex of buildings, it is actually only one of the facilities that make up the complex. The other two are the 49th Street Coach Shop and the 51st Street Coach Yard. Both the Locomotive Shop and the Coach shop perform heavy repairs to Metra locomotives and cars, including wreck damage and rebuilding. The 51st Street Coach yard is the primary downtown layover and servicing facility for trains on the Rock Island District. Additionally, construction has begun to expand the layover yard to accommodate the SouthWest Service equipment when these trains begin service to La Salle St Station as well as an expansion of the Coach shop to allow Metra to increase the output of rebuilt cars.

The 49th St. Locomotive shop was built in 1947 and was designed to repair and service Rock Island's diesel fleet used in passenger service. This is the largest and most modern locomotive facility that Metra inherited from its predecessor railroads and quickly became the go-to facility for heavy repairs and overhauls of the Metra locomotive fleet. In addition to fueling and maintaining the locomotives assigned to the Rock Island District, this shop is also handling the heavy overhaul and modifications to the entire MP36 fleet of locomotives.

Not only did the coach shop repair Rock Island's passenger equipment, but it was also used to rebuild a large portion of their caboose fleet. This facility is the primary facility in the Metra system for overhauls, rebuilds and wreck repairs of passenger equipment. Metra is rebuilding, in house, the 7400 series coaches and 8400 series cab cars built

by both MK and Amerail in the mid-1990s. Over a period of 4 weeks, a car is removed from its trucks, completely stripped of the interior, and then re-equipped with new flooring, new seating, updated electrical and other mechanical improvements. At any one time there are four cars undergoing rehab, each in a specific location for a specific job to be done. Every week, one rehabbed car is released back to the fleet. A smaller, but similar, rehab program is begin done with Metra's Budd car fleet at the KYD shop located along the Metra Electric District.

Additionally, the coach shop has been tasked with the installation of the federally mandated PTC equipment into the cab control units within the Metra fleet. These units are the 8400, 8500 and 8600 series cab cars as well as the entire fleet of the Metra Electric cars recently built by Nippon Sharyo and Sumitomo. Each installation requires about a week to fully complete. This project is a massive undertaking as the Metra fleet has about 185 cab cars for the diesel hauled fleet and 186 MU coaches for the Metra Electric fleet.

For several hours, the Metra personnel guided us around the facilities in small groups, and provided answers to all questions raised. In the coach shop, they put the equipment out that is required for an entire PTC installation in either a locomotive or control cab so that the group could see it and showed us how the PTC system will work. For those in attendance, it was quite the learning experience. We had the opportunity to visit with the employees in the air brake shop and all left with a much better understanding of what is involved with repairing and testing air brake equipment. At the locomotive

shop, we had the opportunity to see just how thorough of rebuild project Metra is performing on their MP36 fleet as we were able to stand inside the shell of a MP36 completely stripped of its prime mover, inverter and electrical panel.

All too quickly it was time to board an equipment move and head back to La Salle Street Station. A special thank you to Norm Carlson, Jim Derwinski, and all of employees at the Metra shops for making all of this possible. Thanks also to D.J. Mitchell from BNSF and Jamie Janeczko from CUS for their assistance as well. Jim Ehernberger and Jim & John Shilt graciously sponsored both the Founders Room as well as the lunch fare. Perry Sugerma provided the technical expertise and Paul Schuch provided the technical rail expertise through his family's connection with the Rock Island that was such a large part of the presentations. We can't forget Scott & Nancy Stearns for their handling both the name badges as well as the entire check in process so ably. Without the assistance of these individuals, this "A Day with Metra" could not have been possible.

On a personal note, on behalf of the Chicago & North Western Historical Society, I wish to thank Jim Singer and all of the participants on this trip for a donation, on behalf of the BRHS Archives Committee, in the amount of \$500 for the C&NWS Building Fund drive for our new permanent archive building to be located on the grounds of the Illinois Railway Museum. While the C&NW and the CB&Q themselves were certainly competitors, both of our organizations exist to preserve the history of our respective railroads. By working together on projects such as



Aboard the Metra train to the 49th St. Shops. - Mel Finzer



Receiving important safety instructions and equipment. - Mel Finzer



Inside Metra's ex-CRI&P 49th Street Shop building. - Bill Jelinek



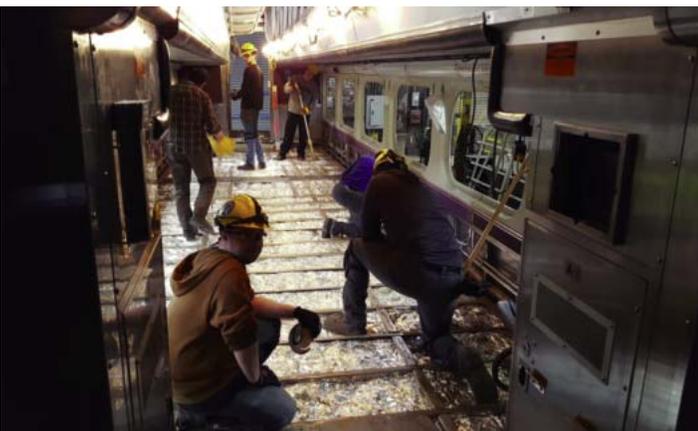
One of our youngest members, Benjamin Bergland approves. - Bill Bergland



One of Metra's MP36 locomotives being rebuilt. - Mel Finzer



Metra bi-levels undergoing repairs or rebuilding. - Mel Finzer



The interior of a bi-level commuter coach being rebuilt. - Bill Bergland



Inside the engineer's cab of a bi-level cab car. - Mel Finzer

ARCHIVE UPDATE FROM THE STACKS

AS REPORTED BY JIM SINGER



This spring's Quincy and Metra trips netted the Archive Fund approximately \$10,000 after expenses. Due to that success, the BRHS Board of Directors later approved donation of another \$1,000 to the Lake States group to apply towards their mortgage pay down. BRHS President Tom Whitt (right) presents our check to Bob Ristow, LSRHA President and annual banquet co-chair (left), and Ken Breher, LSRHA Treasurer (center). - *Lake States Railway Historical Association*



In addition to the Lake States donation, \$500 was donated to the Chicago and North Western Historical Society's building fund for a message of support via their Brick program. Exact wording for the bricks is to be worked out. Frank Carlson (center) Dave Phillips (right).

Volunteer hours spent on site at Baraboo since last September are at 325+ not including any travel to and from the facility.

Our estimate for 2018 year end is to provide archive income of approximately \$3,000.00, a plus to the Archive Legacy Fund of approximately \$18,000.00 and a net archive expense of approximately \$6,000.00 for the year.



Jim Singer working in front of the almost full archival shelving.

From the Family of Norma Singer, a former CB&Q commuter (1948-1953), BRHS Supporter and Zephyr Club Donor.

Thank you for your support of the Spring Archive Fundraisers. Additionally thank you to: John and Kathy Bauer, Barb DeRouin, Jerry Hamsmith, Mel and Sharon Hendricks, Al and Barb Kamm, Dick and Roni Kasper, Leon and Sandy Ploger, and Edward and Betty Robinson and the BRHS Board for donations to:

The BRHS Fuka/ Miekiszak Fund
 The BRHS Archive Legacy Fund
 Ascension - Dr. Kate Hospice
 North and South Twin Lakes Riparian Association

In the name of Norma Singer as memorials and the amount is now up to over \$800.

Thank You,
 Jim Singer



Jim Miller (seated) and Al Kamm at the June 20th work session.

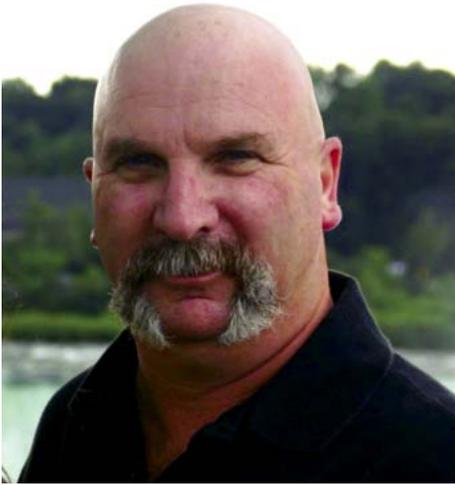


April 29th Lake States Open House with Fred Ash, Dave Leider and Matt Theroux.



Greg Koon's delivery of CB&Q material from the NPRHA archives in May 2018.

President's Corner



TAIL OVER HER BACK...

What a great year so far and with more to come! We started out with an outstanding Spring Meet including two extra fare events for the Archives, a second dome car trip to Quincy and a day tour of the Metra 49th Street Shops. The swap meet was full of vendors and buyers, the clinics were excellent and the banquet and evening programs were outstanding thanks to the efforts of Director Jim Singer and his team. Two new projects were released during the meet; the XM-25 and XM-26 box cars in CB&Q, C&S and FW&D paint schemes, and the reproduced system-wide No Trespassing Poster. These items are available at the Company Store if you missed the opportunity to get yours!

We are looking forward to the 2019 Spring Meet to be held at Lyon Farm in Yorkville, where attendees will have the opportunity to tour an Aurora-built CB&Q waycar and the original Plano depot.

The 2018 Annual Meet at Quincy is just around the corner! Co-chairmen Chuck Fitch, Greg Baumgardner and Jeremy Bubb have an exciting four day event planned including local layout tours, a bus trip to Keokuk and Fort Madison, an exceptional Saturday including a swap meet, clinics, model/photo contests, banquet and some special guest appearances. Also a Thursday riverside cookout, two fun filled ladies programs and Sunday morning breakfast at Griens are planned! Registration materials have been mailed and are available online as well.

Director Bryan Howell and his publications team have been hard at work. How about *Bulletin 55*?! Wow, what a great issue to round out the history of premier passenger service on the 'Q'! First the *Exposition Flyer*, then the 1936 *Denver Zephyr* and now the 1956 *Denver Zephyr*! Our thanks again to author Bill Schultz for his manuscript, Editor Dave Lotz for his hard work and to all others who contributed to making this issue possible. Bryan's team is currently working on the 2019 calendar consisting of a photo of the CB&Q in 14 states in honor of the 170th Anniversary of the railroad and to celebrate our 40th year as

the BRHS. Photos from some states are still needed, so please contact Bryan (publications@burlingtonroute.org) if you have photos which can be used!!

The Society has been busy attending train shows and railroadiana meets to increase our membership and to present our publications. Some of the places that we have attended are Trainfest and La Crosse in Wisconsin, Boone and Davenport in Iowa, Collinsville, Galesburg, La Grange, and St. Charles in Illinois, and Nailsea, UK! A special thanks goes out to Terry Ulrich, Peter Everitt, Jerry Lundeen and Treasurer Laird Brown for their time and efforts in manning a booth in their communities! Along with an increase in our commercial sales and promotions, our publication sales have been rising. New memberships have been on the rise as well, with each show producing at least 1 and up to 5 memberships, many at the Sustaining and Conductor Club levels!

Director Leo Phillip has been doing an exhaustive job at his presentations to bring awareness and history of the CB&Q to Illinois historical societies and community organizations such as Aurora, Batavia, Lee County, Oswego, Westmont and the Shortline Club of Chicago! As always, the Company Store with selected publications as well as membership applications are available to attendees through the assistance of local BRHS members. This has been a very effective effort to bring attention and membership to our organization! Be sure to follow "Live with Leo" on the website for upcoming presentations.

Director Jim Singer and the Archives team have been busy sorting and cataloging donations into our system. The two fund raising events associated with the Spring Meet were very successful and again exceeded our expectations, which allowed the BRHS to donate \$1,000 to Lake States Railway Historical Association to be used to pay down their mortgage for the second year in a row!

At the LSRHA Annual Meeting and Banquet, BRHS member Phil Weibler was presented the 2018 Lifetime Achievement Award for his efforts in saving historical documents of the Rock Island Railroad and donation to Lake States. Congratulations Phil!

The Sandwich Fair at Sandwich, Ill., is rapidly approaching and the BRHS has acquired a 12'x12' enclosed tent in which to promote the Society, and increase membership and publication sales.

We need your help in staffing the tent for five days from 8 a.m. - 10 p.m. The fair runs from September 5th thru September 9th. Member Jon Habegger has volunteered to sign-up members for two hour time slots. Information can be found on the website for availability and to volunteer. Please remember, we are taking on these events to improve our membership and our future! This cannot be accomplished without your help, here is your chance to participate. You don't have to write, edit, photograph or build anything, just

volunteer to come out and support the Society by talking about the CB&Q!

Lastly is my personal thank you to you, for supporting the BRHS through your membership. A special thanks goes out to the Sustaining Members and especially the approximately 153 Conductor Club Members! All that the Society is, is accomplished by volunteers and your financial contributions. As always, my special thanks to the Board of Directors and Officers for the tireless work they do to serve the membership of the BRHS and to help make this one of the premier historical societies of our time.

Hope to see you in Quincy!

Tom Whitt

WELCOME NEW BRHS MEMBERS

We are pleased to welcome aboard our new members who have joined since February 2018:

Dave Blish
Barry Boyce
Christopher Brimley
James V. Burt
Jeff Cauthen
Kenneth Currie
Stephanie Dawdy
Shari Dayton
Jeffery H. Dirks
Kenneth J. Ford
Malcolm Gauld
Bill Gwodz
Chilton Hagan
Chet Hollister
Stephen Hoover
Allan Huskins
Thomas Johnson
Robert Jones
Cliff Kierstead
Alan Kline
Robert Knight
Terry Lehmann
Larry Marek
John McCulloch
Joe R. McMillan
Merlin Nelson
Roger Patelski
Todd Pearson
Henry Pfeiffer
Robert J. Platz
Dennis R. See
Howard Shapiro
Vernon E. Simpson
William Wagner
Kenneth L. Weaver
Douglas G. Wuest

OVERNIGHT EVERY NIGHT ACT II - SECOND SECTION

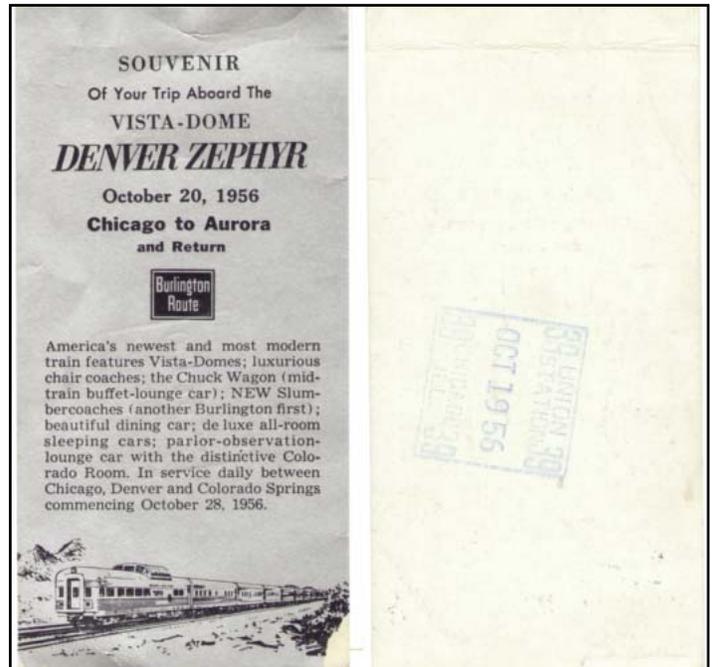


Louis Zadnichek sent this image of his father, M.L. Zadnichek, who was at the time the Assistant Omaha Division Superintendent, posed with E5 No. 9915 and one of the *Denver Zephyr* exhibition train sets on one leg of a long wye at Ashland, Nebraska, during 1956. The original photograph was taken by a news photographer with WOW-TV and given to Louis' dad. After several conversations on the CBQ@groups.io list, it has been determined that the train was posed on the west leg of the wye at Ashland, Nebraska. Ashland is about 25 miles east of Lincoln on the Chicago-Denver mainline. At Ashland, the mainline divides into three routes – one line runs north from Ashland to Sioux City, another line runs basically northeast through Gretna and Ralston through South Omaha to Omaha and a third line is a continuation of the Denver to Chicago main and runs pretty much straight east from Ashland via Louisville-Oreopolis-Plattsmouth-Pacific Junction-Red Oak, etc. The west leg of the wye where the train stands connects the Sioux City line with the eastbound main track through Ashland to Lincoln and beyond. The east leg connects the Sioux City line to either the line NE to Omaha or the freight line heading for Oreopolis. - WOW-TV Photo, M.L. Zadnichek Collection

Our apologies to Louis Zadnichek, as we mistakenly published his father's name in *Burlington Bulletin* 55 as Martin instead of his correct name, Marvin.



Pre-service dining car tent. - Gerald Edgar collection



Ticket for a DZ exhibition trip out of Chicago. - David Lotz collection

July 20, 2018

Burlington Route Historical Society

The Burlington Bulletin on the 1956 Denver Zephyr is a beautiful book and tremendous work of scholarship. I commend John Schultz and the Burlington Route Historical Society, and I can see that I'm going to spend a few hours reading through it.

One addition tidbit of information. Page 50 has pictures of several menus used on the Denver Zephyr that feature wildflower paintings on their covers. The text says the paintings were done by "an anonymous artist."

Actually, the paintings were done by Kathryn Fligg, an artist who graduated from the Pennsylvania Academy of Fine Arts in 1951 and was commissioned by Budd (probably through the Paul Crét architectural firm) to do paintings and murals in several of its trains. She did murals for the Kansas City Zephyr and I believe she did some murals in other Burlington trains such as the Twin Cities Zephyr and California Zephyr when those trains came in for reshipping.

But the Denver Zephyr was her finest work, at least for Budd. The five wildflower menu covers shown on page 50 only hint at her achievement. According to an email she sent me, she in fact produced 115 wildflower paintings for the train. The original paintings were hung in the bedrooms and compartments of the Denver Zephyr sleeping cars.

In the email, Fligg told me she didn't think the roomettes got paintings. But I don't know where to put 115 paintings if the roomettes didn't get any. Bulletin 50 indicates there were 30 roomettes, 24 bedrooms, and 5 compartments per train, so for two trains that makes 58 bedrooms and compartments or 116 bedrooms, compartments, and roomettes. So it sounds like the roomettes probably got them as well (and perhaps her memory of doing 115 paintings was off by one).

The paintings on the front (and back) covers of the dinner menus (as well as on the Colorado room beverage menu) were replicas of a few of those 115 paintings.

Fligg (now Kathryn Fligg Lee) has at least two different web sites, but the work displayed doesn't look anything like the work she did for Budd.

I've wondered if any of the surviving Denver Zephyr sleeping cars still have some of her original paintings. If anyone knows, please let me know. It would be nice to document those paintings.

Best,
Randal O'Toole



John Mummert submitted these photos he took in Ft. Collins, Colorado, in June of 1965. The westbound *Denver Zephyr* has just passed through the North Yard and is just north of the Colorado & Southern depot, getting ready to cross College Avenue and the UP Branch to the local cement plant. This train had been rerouted via Cheyenne due to flooding in the Denver area. It passed through Ft. Collins at about 3:30 p.m., about eight hours late, putting its arrival in Denver around 5 p.m. - *John Mummert*

1956 DENVER ZEPHYR EQUIPMENT DISPOSITIONS

BY BRYAN HOWELL

Car No./Name Disposition

48-place dining car

- 201 Silver Chef to BN, sold in 1971 to Amtrak No. 8054, converted in December 1979 to HEP No. 8503, wrecked 8/94 Batavia, NY on Train No. 49, to Broadway Dinner Train late 1994, to Branson Scenic Railroad 1999, in service
- 202 Silver Tureen to BN, sold in 1971 to Amtrak No. 8055, converted in December 1979 to HEP No. 8501, retired 3/07, to Gateway Rail Services, for sale

Vista-Dome 11-chair parlor/5-seat drawing room/buffet/25-seat lounge/blunt-end observation

- 235 Silver Chateau to BN, sold in 1971 to Amtrak No. 9330, wrecked 1-6-77, retired 11/77, to Tuman Demolition 1979 used as an office and later scrapped
- 236 Silver Veranda to BN, sold in 1971 to Amtrak No. 9331, retired 3/93, to BN 5/93 stored, refurbished 2015 to BNSF No. 35 "Canyon View", in service

Vista-Dome buffet/8-seat lunch counter/23-seat lounge/dormitory

- 253 Silver Cup to BN, sold in 1971 to Amtrak No. 9813, retired 10/81, to Al Nippert 1/82, to Roaring Fork RR/Denver Railcar, to Carolina Leasing/Robert Menzies 6/99, to Illinois Transit Assembly/Gateway Rail 4/03, sold to unknown buyer 6/04, scrapped 10/14/11 due to extensive fire damage
- 254 Silver Kettle to BN, sold in 1971 to Amtrak No. 9814, retired 10/81, to Al Nippert 1/82, to VIA No. 518 in 1987 stored/stripped, to Ben Butterworth/Gateway Railcar 1/07, for sale

6-double bedroom/5-compartment sleeping car

- 453 Silver Swan to BN, sold in 1971 to Amtrak No. 2203, retired 7/81, scrapped
- 454 Silver Pelican to BN, sold in 1971 to Amtrak No. 2204, converted to HEP No. 2222 10/83, sold 12/95 to American Orient Express No. 800755 "Yellowstone Park", to Grandlux Rail Journeys 4/06, to Xanterra 2010, deemed surplus and sold to Michigan Dinner Train, status unknown

10-roomette/6-double bedroom sleeping car

- 485 Silver Terrain to BN, sold in 1971 to Amtrak No. 2670, cancelled conversion to HEP (2871), burned by vandals Niagara Falls, NY, 1984, sold 5/85, scrapped
- 486 Silver Plateau to BN, sold in 1971 to Amtrak No. 2671, cancelled conversion to HEP (2872), for sale 9/91, to Dirk Lenthe, West Fargo, ND, as RETX 2671, stored
- 487 Silver Hollow to BN, sold in 1971 to Amtrak No. 2672, cancelled conversion to HEP (2873), for sale 9/91, to Monad Railway Equipment, stored
- 488 Silver Boulder to BN, sold in 1971 to Amtrak No. 2673, cancelled conversion to HEP (2874), for sale 9/91, to Monad Railway Equipment, stored
- 489 Silver Channel to BN, sold in 1971 to Amtrak No. 2674, cancelled conversion to HEP (2875), for sale 9/91, to Ben Butterworth/Mid-America Railcar No. 800575, for sale
- 490 Silver Vale to BN, sold in 1971 to Amtrak No. 2675, cancelled conversion to HEP (2876), for sale 9/91, to Gold Coast Railroad Museum, on display
- 491 Silver Ravine to BN, sold in 1971 to Amtrak No. 2676, cancelled conversion to HEP (2877), for sale 9/91, to Dirk Lenthe, West Fargo, ND, as RETX 2676, stored
- 492 Silver Basin to BN, sold in 1971 to Amtrak No. 2677, cancelled conversion to HEP (2878), for sale 9/91, to Ben Butterworth/Mid-America Railcar, for sale
- 493 Silver Ridge to BN, sold in 1971 to Amtrak No. 2678, cancelled conversion to HEP (2879), for sale 9/91, to private owner, to IRM 2004, operates

46-seat Vista-Dome chair car

- 4735 Silver Buckle to BN, sold in 1971 to Amtrak No. 9457, retired 1991, to Illinois Transit Assembly 5/93, to John Caestecker 6/97, refurbished to No. 800604 "Silver Splendor," operates
- 4736 Silver Brand to BN No. 4688, sold in 1971 to Amtrak No. 9458, to Frank Dowd Jr. 5/93, to Aberdeen, Carolina & Western RR No. 948 in 1996, operates

50-seat chair car

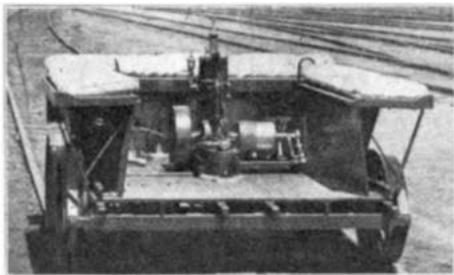
- 4737 Silver Bit to BN, sold in 1971 to Amtrak No. 5014, converted to cafeteria/HEP No. 8711 6/85, to diner No. 8531, stored 4/18 to BN No. 5085, sold in 1971 to Amtrak No. 5015, converted to cafeteria/HEP No. 8715 10/85, stored 7/94, to MRLX No. 8715? Rail Adventures - Cincinnati, to Ben Butterworth/Mid-America Railcar - wreck damaged, to Texas A&M "Disaster City" training facility as of 12/11
- 4739 Silver Halter to BN, sold in 1971 to Amtrak No. 5016, converted to cafeteria/HEP No. 8716 11/85, to diner No. 8532 11/08, stored 9/17
- 4740 Silver Cinch to BN, sold in 1971 to Amtrak No. 5017, sold to VIA ???, sold to ? early 2000s, status unknown
- 4741 Silver Rein to BN, sold in 1971 to Amtrak No. 5018, converted to cafeteria/HEP No. 8712 6/85, stored 6/94, to Tshietin Rail Transportation TSH-1000, operates

24-single room/8-double room Slumbercoach

- 4900 Silver Siesta to BN, sold in 1971 to Amtrak No. 2020, converted in 1980 to HEP No. 2086, burned by vandals in Sunnyside Yard, NY and scrapped ~1984
- 4901 Silver Slumber to BN, sold in 1971 to Amtrak No. 2021, converted in 1980 to HEP No. 2085, for sale 9/96, to Gold Coast Railroad Museum, on display
- 4902 Silver Rest to BN, sold in 1971 to Amtrak No. 2022, converted in 1982 to HEP No. 2094, for sale 9/96, to Monad Railway Equipment, stripped and scrapped February 2000
- 4903 Silver Repose to BN, sold in 1971 to Amtrak as No. 2023, converted in 1980 to HEP as No. 2095, for sale 9/96, sold circa 1998 to Illinois Transit Assembly, to Tennessee Central RWY Museum as TC 2095 late 90s, operates

TIME CAPSULE

First Motor Car



A letter to the Editor of *Railway Age* in October of 1928 –

To the Editor:

As a matter of possible interest, I am sending you a photograph of the first gasoline-propelled hand car, to the best of my knowledge and belief, made in this country, which was built in 1893. I used this hand car for inspection purposes, as at that time I was superintendent of the St. Louis division of the Chicago, Burlington & Quincy.

The engine was built by a small company located at Buda, Ill. The ignition system consisted of a Bunsen burner, the flame of which was centered on a small capped pipe screwed into the head of the cylinder. This was enclosed by a jacket and when the pipe became red hot, the piston, at the top of its stroke, touched a trigger which opened a port at the bottom of this pipe and the compressed gas was thereby ignited.

We used a leather belt extending from a pulley on the shaft to a pulley on the axle. The gear shift was accomplished by a loose pulley and on a grade the belt was shifted over onto the loose pulley sufficiently to allow the speed of the engine to continue with such adhesion as could be obtained by slipping on the tight pulley.

W. G Besler
Chairman of the Board, Central
Railroad of New Jersey

Political Pressure for Passes

The Burlington faced many problems during its illustrious existence, including threats of receivership over its refusal to issue a free pass to a politician.

In January 1913, a letter written on the notepaper of the Illinois Public Utilities Commission was sent to Chester M. Dawes, general counsel of the CB&Q, and signed with the name of State Senator John T. Denvir, who was a member of the Commission. The letter asked if it would be compatible “to furnish me with annual transportation over your

lines for 1913, on account of legislative public utilities commission.”

Mr. Dawes replied, “I regret to say that I will be unable to grant your request for pass over our lines for the ensuing year. The company issues no free transportation, state or interstate, and I can make no exception to the rule.” To have done so would have breached the interstate commerce regulations.

A week after the first letter, Mr. Dawes received another letter, again signed with the senator’s name, which

As chairman of the public utilities commission, you can look for legislation that will work hardship on your company, and I wish to assure you that when our commission gets through with you that you will find your road in the hands of a receiver, for you certainly are violating the laws of the state in a great many respects and we know it [and] a thorough investigation of your gross negligence with regard to your methods of procedure will be well to adopt at the next meeting of the senate.

Hoping that you see fit to favour our commission’s request,

I am, as ever, faithfully yours!

said:

Mr. Dawes’ response was rather mild: “I shall carefully preserve your letter for future reference as shall be desirable, and am glad to be advised of the methods which control the attitude of an important public servant.”

Later that year, the correspondence was produced to the Interstate Commerce Commission which was examining the issue of free passes to politicians and others. The senator testified that he had not written the letters and believed them to be either a forgery or a joke. However, he did not explain how Mr. Dawes’ initial reply, which had been sent directly to the

BY RUPERT GAMLEN

senator’s home, had got into the hands of the forgers or jokers!

The following year, the I.C.C. warned that the issuing of free passes to politicians would not be ignored when railroads next applied to increase their rates, and Senator Denvir’s threats received special mention. In the meantime, the Colorado & Southern and a number of other roads were each

Coal Storage

The unusual demands for coal during the early spring of 1912, in anticipation of a coal strike, required the storage of about 250,000 tons of coal in the Burlington’s Hawthorne Yard, just outside Chicago.

A trestle about 2,000 feet long and about 12 feet high had been used previously for elevating bottom dump cars, but labor was required to move the coal away from the trestle. It was decided to raise the effective height of the trestle, thereby increasing its capacity.

Once the trestle had been filled with coal, a string of 50-ton flat cars was placed on it and a track laid over the decks of these cars with a run-off at one end blocked with timbers. This track was further raised about 3 feet above the decks of the cars on 12 x 12 timbers, making the top of the rail on the elevated track about 19 feet above the ground. Between the blocks supporting this track flat wooden chutes made of one inch boards were spiked, to spread the coal over the whole face of the pile.

The coal was dumped from the cars ahead of clamshell bucket cranes, operating along tracks on each side of the trestle, which were used to transfer the coal onto adjoining piles. When the coal had been dumped, the decking was removed and the flat cars were pulled out.



Class R-3 locomotive No. 1827 pulling an SM-9 stock car No. 69416 and SM-6 stock car off the flat car ramp after the coal was unloaded. This is the only known photo of a class SM-9 car. - *Railway Age Gazette*, July 1912, courtesy Rupert Gamlen

BURLINGTON “HAWKEYE-TEMS”

BRHS member Bill Ewinger of Burlington, Iowa, has been gleaning historical newspaper articles from the *Burlington Hawkeye Gazette* and other Burlington papers. He has been sharing them with the *Zephyr*. We found them to be interesting and even humorous at times, so we'll be sharing them here from time to time.

May 22, 1854

Reported the *Daily Telegraph*, “At a meeting of the Directors on Thursday last, David Rohrer, Esq., was elected Attorney and Fritz Henry Warren, Esq., Treasurer, Burlington and Missouri River Railroad Company.”

June 15, 1895

The T.P.W. railroad abandoned its terminal freight house here. The business to be handled by CB&Q. The freight depot is located east of Main Street between Angular & Spruce.

April 28, 1904

A train of 43 double deck cars containing 1,200 sheep passed through Burlington this afternoon on the CB&Q. This is one of the biggest hauls of sheep ever made over the road.

January 12, 1920

The boiler on a CB&Q freight locomotive exploded a mile east of Danville fatally scalding the engineer, the fireman and brakeman. Low water in the boiler caused it. The fireman was killed instantly, the engineer died shortly after that. The brakemen held on for another day. Six cars of the train were derailed by the force of the explosion.

June 22, 1945

Train number 9 had the first Dome Car on it's test run Aurora to Ottumwa.

April 16, 1954

Burlington Engine No. 5600 Awaits Future at Creston

Creston, Iowa (AP) Engine No. 5600 is a locomotive and has no heels to cool but it is here awaiting word of its future, just the same.

It belongs to the Burlington Railroad which was mighty proud of No. 5600 back in 1939 when it was the first of CB&Q's well known O-5 engines.

From American Locomotive Works in Philadelphia, No. 5600 came to Creston soon after its completion. It has spent most of its useful life on the Creston Division of the railroad.

No. 5600 is in good condition. At least it was able to haul a 90-car freight train into Creston as recently as Wednesday night.

But alas, the 90 cars went on from here east – behind a diesel.

No. 5600's future is limited. Railroad men say it will go from the roundhouse here either to Denver where a big steam engine is still appreciated on mountain runs, or to Sterling, Ill. That's the scrap heap.

April 23, 1954

Train Schedule Changes Listed

Some minor changes have been made in schedules by the Burlington Railroad and will become effective Sunday.

Train 32 from the west, which previously left Burlington at 2:56 p.m., and arrived in Chicago at 6:30 p.m., has been rescheduled to terminate at Burlington shortly after 2 p.m.

The train will then be consolidated with train 6 into Chicago at 7:40 p.m. Train 6 formerly arrived here about an hour later, and has been stepped up to a fast train in western Iowa.

May 14, 1954

855 to Board Train Here

4,000 Ride Special Trains

Saturday for Chicago Tour

Chicago will be a classroom Saturday for nearly 4,000 children from Iowa and Illinois including 855 school people who will board a special train here at 4:04 a.m. (CST).

Other specials will leave Mount Pleasant, Ottumwa and Galesburg.

Teachers also will take the educational trip sponsored by the Burlington railroad.

The special trains, numbering from 36 to 39 cars each, will be equipped with a total of eight diesel locomotive units, 55 passenger coaches and 15 dining cars.

Children will be aboard from Ottumwa, What Cheer, Delta, Batavia, Fairfield, Lockridge, Mount Pleasant,

Albia, New London, Danville and Burlington in Iowa; Galva, Galesburg and Monmouth in Illinois and road representatives will supervise the tour.

This planning and organization will be demonstrated in the pre-dawn hours when dining car personnel begin serving breakfast in the diner to this huge party.

At 9:15 a.m. (Daylight Time), the first train in the caravan will roll into Chicago Union Station and the invasion will be under way.

The other three specials will arrive in 15-minute intervals – 9:30, 9:45, and 10 a.m.

* * *

After arriving in Chicago, the children will board a fleet of 75 CTA busses for a tour of the city. The busses will take divergent routes to avoid congestion at any one point.

Along a 12-mile route, the children will see all the traditional landmarks and points of interest. They will take a two hour visit at the Museum of Science Industry, in Lincoln Park, they will stop to see the Zoo, the bird sanctuary, and the flower conservatory.

Satisfying 4,000 appetites at lunch time will be a grand scale operation in which the children will move through Fred Harvey's in the Union Station from noon to 2:45 p.m.

After a full day of seeing Chicago, the children's army will begin its withdrawal at 6:30 p.m. (Daylight Time) when the first train leaves for Ottumwa. At 7:30 p.m., the last of the special trains will leave Union Station carrying the young visitors homeward.

On the journey home, all 4,000 of the travelers will have dinner in the diner, a mass feeding operation rarely equalled on rails.



The 5600 at Galesburg, Illinois, on November 15, 1953. Number 5600 was built by Baldwin in August 1930 (c/n 61443), and sold for scrap in May 1960, six years after the AP report. - Photographer unknown, print by Don Gruber, Chuck Zeiler collection.

RECOLLECTIONS

Excellence in Flagging by Pete Hedgpeth

It was in June of 1958 and my third summer stint as a brakeman on the CB&Q at Lincoln, Nebraska, had just begun. The previous two summers, while a student at the University of Nebraska, I had worked on the Lincoln Division. This summer the Wymore Division began hiring first, so after the requisite physical exam, I “marked up” on the Wymore extra board at Lincoln. My first “pay” trip was made on June 1, and establishing my seniority date on June 3rd.

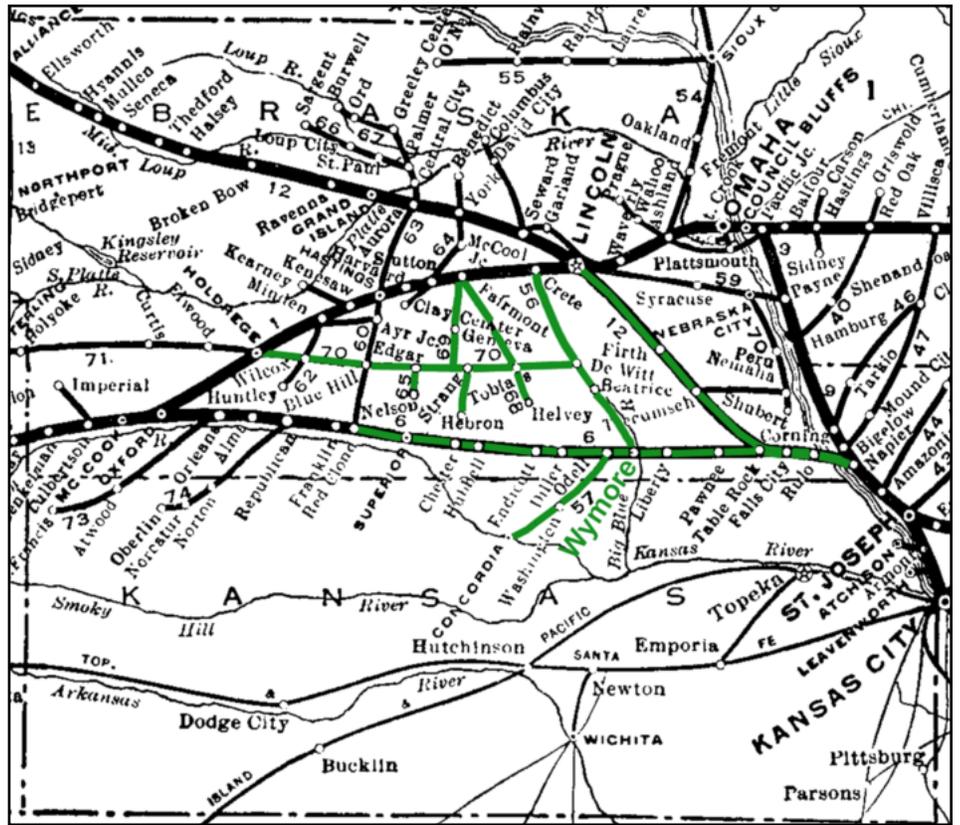
The first trip was a quick turn to St. Joe, Missouri – down on No. 78 and right back on No. 61 the same night. On June 5th, I worked a weed spray train (that’s another tale for another time) to Falls City, working back to Wymore on Friday, June 6th, via Table Rock, Burchard, Pawnee (City) - the railroads dropped the City part - and Liberty. We “tied up” at Wymore at 2:15 p.m. June 6th, boarded No. 90 (the *Pioneer Zephyr* at that time) at 2:30 p.m. and deadheaded back to Lincoln, tying up at 4:30 p.m.

Sunday, June 8th, at 7:30 a.m., the phone rang at the Theta Chi fraternity house where I roomed for the summer for only \$5.00 a week. It was the callboy, “Hedgpeth...you’re called for No. 78, nine o’clock on duty, Conductor Daigh (pronounced Day), you’re on the head end.” “OK,” said I, “I’ll be there.”

At that time the head brakeman reported for duty at the roundhouse and took the engine out to wherever the train was made up. I arrived at the roundhouse engine dispatcher’s office about 8:45 a.m., which was my custom, read the bulletins and notices, signed off on the bulletins, compared time with the standard clock, and registered my watch, noting it’s variation from said clock, the maximum allowable was 30 seconds.

Being brand new I didn’t know many of the engine crews, so I would just stand around until a “likely suspect” showed up who might be my engineer and then introduce myself to him. This morning said likely suspect, upon my introduction, identified himself as “Tiny” Darnell. The fireman, whose name has melted away in the passing years showed up shortly thereafter.

In those days, most railroaders had nicknames which normally related to some aspect of his physical appearance, sometimes emphasizing that aspect or, in most instances, demeaning their appearance by



The Wymore Division highlighted in green from the CB&Q’s 1949 System Map.

implying the opposite of said appearance. Thus someone whose moniker was “Tiny” would most likely be a 300 pounder. This Tiny was a very ordinary size man, perhaps a bit smaller than average, slim of stature and in his mid 40s or thereabouts.

After Tiny and his fireman had completed their registering out, the three of us walked out to the ready track to find out what our power for the trip was. This had become the usual for these two through their operation of freight trains together between Lincoln and St. Joe. The “power set” (it wasn’t

called that in those days) was the usual four unit ABBA F3 “lashup” with an SD9 spliced between the center B units. Thus, we had 5 units.

Prior to leaving the roundhouse office, I had called the yard office to find out that our train was made up on one of the departure tracks on the south side of the Hobson Yard. I had also called Carling Tower to let him know that 78’s power would be coming off the ready track with the 127A (or whatever it was. I wasn’t writing down engine numbers at that time), and that our train was on Departure No. 2.



A similar lashup to that of Pete’s train No. 78 out of Lincoln. A quartet of CB&Q F units led by F3 No. 130A and an SD unit spliced in between them at Clyde Yard in Cicero, Illinois, on May 18, 1958. - Joe Douda photo, Hol Wagner collection

We pulled down over Salt Creek and the Carling operator lined us back west onto our train. I made the joint and coupled up the air hoses, turning the air into the first car, which turned out to be a car of livestock.

A word now about our crew. "Dinger" Daigh was the conductor, and his rear brakeman was Frank Tebo. These guys were both in their mid-sixties, perhaps older. (Everybody over 30 seems old when you're 22). They were both "old and heavy," sometimes creating doubt as to whether they might need assistance getting on and off the waycar. Frank was what was referred to commonly as a "drone," i.e. a brakeman who had either "forfeited" his conductor's rights or had been stripped of such rights. They were what could be charitably termed "retired on the job." They were among many "old heads" of that day enjoying riding up and down the railroad in "pool" freight service, perhaps occasionally catching an extra or a work train, but normally it was back and forth between Lincoln and St. Joe with little or no work to do.

As we waited in the hot, early summer sun for the air to "come up" for the air test and train inspection to be completed, either Frank or Dinger came over with the train orders and a message. The message was instructions pertaining to the car of livestock on the head end of our train. It told us that the car was for Humboldt, Nebraska, about 70 miles east of Lincoln, and the first station east of Table Rock, where the Republican Valley line joined the Napier, (Missouri) line. The instructions told us that the car was to be spotted for unloading on the Stock Track at Humboldt. I don't recall that there was any discussion of this work at this time.

Attached to the Clearance Form A were a number of train orders, one of which read like this, "Order No. 123 To: C & E Number 78 at Hobson (the official name of the Lincoln yard). No. 78 Motor No. 127A meet No. 61 Motor No. 125A at Humboldt. Number 78 take siding at Humboldt." Since "Trains eastward are superior to trains of the same class westward" it was necessary that the order direct us to "take siding." If this had not been the case this little "tale" would not have been written.

Dinger or Frank, whoever brought the orders over then "repaired" to the waycar to await departure. While we awaited the completion of the air test and inspection the fireman entertained Tiny and me, by enlightening us on the finer points of "running" concrete. This was a project he had been engaged in the day before, assisting his neighbor in paving his driveway. Tiny commented that "running" concrete was a difficult job and was pretty hard to do. The fireman said "Yeah...you've got to drink a lot of beer and get right in there and sweat and fart." You see now that I was paying careful attention to all the details of my job and absorbing every bit of information that came my way.

After a few more minutes of more or less enlightening conversation, some relating to the job and some which didn't, the cab radio came to life. At that time train radio was in its infancy on the Q. Most all engines had radios and a few of the "mainline" waycars did too. However, the range for transmission was quite limited. You were lucky if you could talk to your own train's rear end. Even the base stations, which were few and far between, had only a range of a few miles. Over the radio came the voice of the Lincoln Train Dispatcher, located

about a mile away on the second floor of the Lincoln Depot.

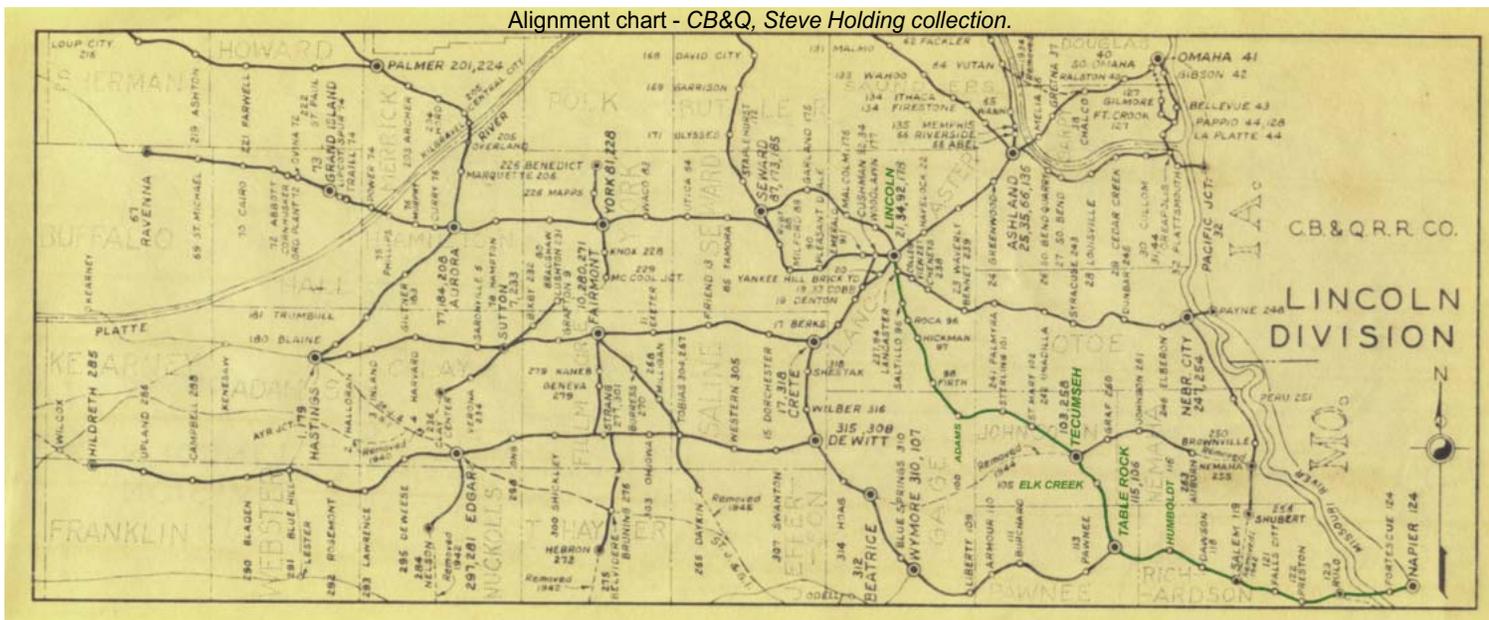
"Lincoln dispatcher to the head end of Number 78." Tiny picked up the handset and answered. "This is 78, go ahead Dispatcher." The Dispatcher replied, "Let me know right away if you have any trouble and I'll change that meet." Tiny then said, "OK, we'll do that."

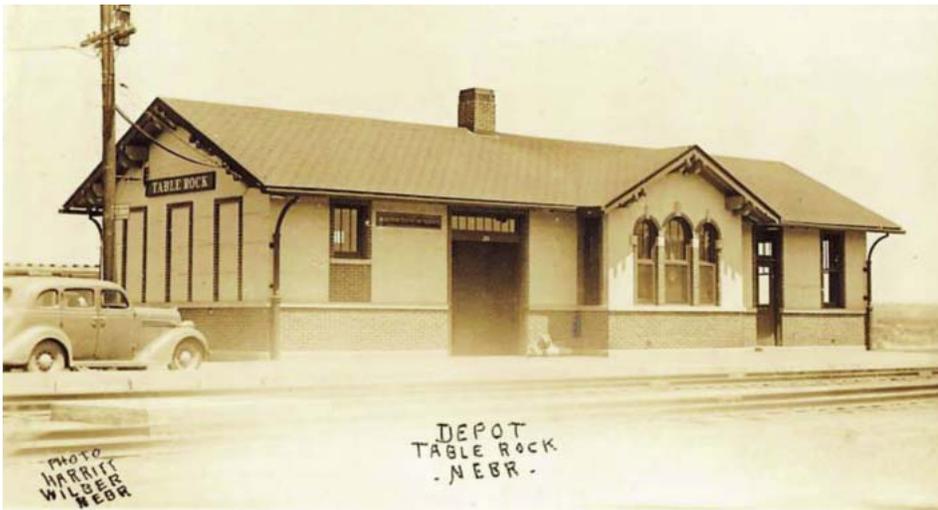
My time book shows that we "pulled" at 10:05 a.m., curving around and onto the "A Street Corridor" down through the "South Bottoms" across the UP's Lincoln-Beatrice line and began the climb up Firth Hill, through Adams, Tecumseh and Elk Creek. All of these stations, at that time, had an Agent-Operator, but no Sunday hours so we were just out there all by ourselves.

Eight miles beyond Elk Creek, 55 miles from Lincoln, was Table Rock, the Junction of the Republican Valley Line for Wymore, Red Cloud and points west, a "continuous" train order station (i.e. it was open 24-7 as we would say today). You could usually expect to pick up a train order at Table Rock, especially on a Saturday or Sunday or at night when the other on line offices were closed.

The Table Rock depot is located on the outside of a long sweeping curve to the left or east as you approach with an eastbound train. The track west of Table Rock is running in a northwest to southeast direction, and through Table Rock it's curving around to an almost straight east direction. The train order office is located about a quarter of the way around the curve on the outside or right or engineer's side. Also at Table Rock, is the beginning of Automatic Block Signal (ABS) territory which extends to Napier (Mo.) where the railroad joins the St. Joe-Omaha

Alignment chart - CB&Q, Steve Holding collection.





The Burlington's Table Rock depot as it appeared from 1928 to 1988. - Harritt Wilber photo, Table Rock Historical Society Collection

Missouri River Line. The line from Lincoln to Table Rock was "dark" territory in 1958.

As we approached Table Rock we could see that the train order signal was clear, indicating that there were no train orders for us, however, we could see that the operator was on the platform with a "hoop" indicating that he had a message for us. I got off my brakeman's middle seat, moved behind Tiny, opened the door, took my usual "pick up train order stance" grabbing the overhead handgrip above the door, putting one foot down on the outside ladder with my inside leg bent nearly double, knee resting on the cab floor, and right hand extended to catch the message.

Since the curve is without speed restriction Tiny held her right on the 50 mph mark as I successfully scooped up the message. I pulled myself back into the cab, extracted the note from the string and handed it to Tiny. The

message read..."61 by Napier at (time)". This was just a little "help things along gesture" by the operator, and was typical of the cooperation among the railroaders at this time. Since the radios didn't have the range to communicate any information to us as to whether we might expect some delay when meeting 61 at Humboldt and there were no open offices along the way this just gave us a little "heads up."

After we had passed Table Rock and Tiny had read the message, he looked at me and motioned me to come and stand beside him. He said..."Now here's what we're gonna do when we get over to Humboldt" (about 8 miles).

A note about the track arrangement at Humboldt is necessary to understand Tiny's instruction. Approaching Humboldt from the west the railroad is running almost straight east and west. The Humboldt depot lies on the north side of the east-west main track. Just

east of the depot the railroad begins a wide sweeping curve to the right bringing the track into an almost north-south configuration at the tangent point of the curve a mile or so east of Humboldt. The terrain is flat and somewhat swampy through this area and the view across the curve is restricted by some high growing vegetation and trees growing across what would be the cord of the curve.

The siding begins about 100 yards east of the depot and runs on the north side of the main track behind the depot, and parallels the main track all the way around the curve on the north side, and comes back into the main track at about the tangent point of the curve about a mile east of the depot.

Just a few yards east of the depot is a highway crossing which serves as the main street of the Town of Humboldt. On the south side of the railroad is a feed mill which, at one time was a significant shipper on the CB&Q.

Now here's the key point to make: The stock track is located about a quarter mile east of the depot just about where the railroad begins the wide curve to the south. It's a trailing point switch for eastbound trains so it's right for us to set the stock out. The stock track is 100 or so yards long and the stock chute is located about half way down the track...probably about 50 yards from the clearance point.

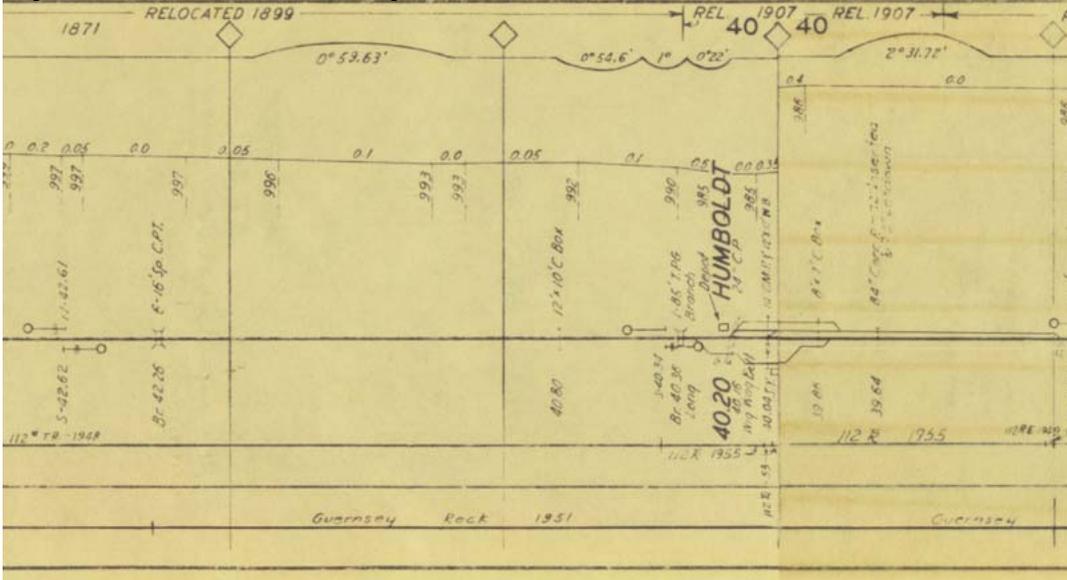
Under the rules and the provisions of our train order regarding the meet with 61 we had no right east of the west siding switch at Humboldt until 61 had been met.

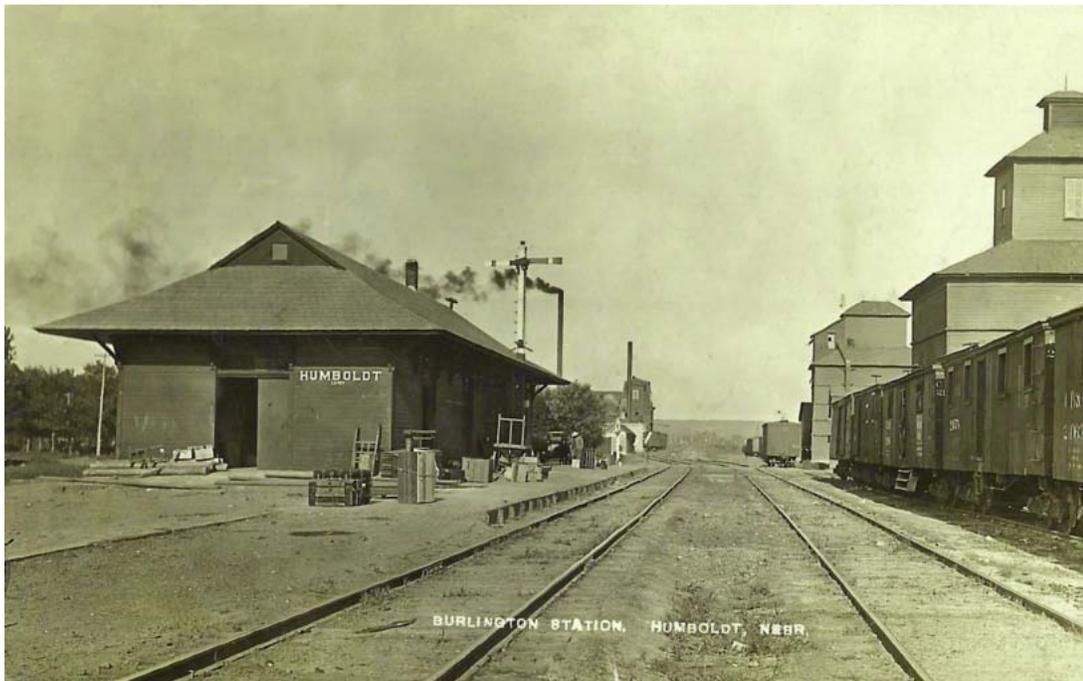
Under normal conditions with no "creative thinking" on the part of the train crew, we would have headed in on the siding and pulled down to the far east end and waited until 61 had passed us. Then we would have cut the car of stock off, pulled out at the east siding switch, left our train on the siding, and come all the way back to the stock track, set the car out and then gone all the way back to the east end, coupled onto our train and headed out. This maneuver would probably have cost us 45 minutes or better.

Tiny had a better idea. Now, as they say...back to our story.

After calling me over and telling me, "Now here's what we're gonna do when we get over to Humboldt."

Alignment chart - CB&Q, Steve Holding collection.





Mainline through Humboldt, Nebraska, looking east as it appeared on a postcard circa 1910. - David Lotz Collection

Jerking his thumb over his shoulder, pointing it to the rear of the train, he said, "We ain't gonna get any help from back there"...meaning neither Frank nor Dinger would be over to assist in the move.

"I'll stop back of the siding switch...He'll (indicating the fireman) drop off over here and cut the stock off. You stay right up here with me...we'll pull down over the stock track switch. When I stop "YOU GET YOUR ASS UP THE TRACK WITH A FLAG!". "He'll (the fireman) spot the stock." That's all he said, but I got the picture.

As we slowed for the stop I went down in the nose of the engine and got the flagging kit, making sure that there was sufficient torpedoes, fusees and a red flag. Actually, I had ascertained that as part of my responsibilities, before we left the ready track at the Lincoln Roundhouse.

When we stopped past the stock track switch I dropped off the ladder with the flagging kit and began to walk rapidly "up the track with a flag" toward the east siding switch. Now, I began to think, how am I going to know when Tiny gets the stock set out, gets back on the train and starts back into the siding. Until he does it's solely my responsibility to flag 61 before he gets into us on the mainline east of the west siding switch - I've got to listen for certain whistle signals which will tell me what's happening. Let's see...I thought how would it go...First, I thought, after he sets the stock out and heads back to get the train, he'll whistle for the road crossing east of the depot...that's...two

longs, a short and a long...When he couples onto the train he'll call in the flag from the rear of our train...Flagman return from west or south..That's 4 longs. When he thinks Frank is on (won't be long, he's probably leaning on the drawbar) he'll "whistle off"...That will be two longs. As he heads in on the siding and comes by the depot he'll whistle two longs, a short and a long for the road crossing east of the depot. Then when he's well into the siding I'll hear that one key whistle for me that my flagging job is done. That will be 5 longs. Flagman return from east or north. OK I've got it...now I've got to keep my ears open as well as watch out for 61.

I walked quite rapidly along the main track around the curve until I could see the east switch of the siding and hustled right along till I reached the switch. Then I thought...I better put down some torpedoes "just in case." Rule 108 says "In case of doubt or uncertainty the safe course must be taken." I took the safe course and walked a few rail lengths beyond the switch and put down two torpedoes about two rail lengths apart on the engineer's side, then walked back to the switch keeping my flag unfurled. I was ready for anything.

Well, to avoid excessive repetition, the events took their course just as I had rehearsed in my mind. I mentally recorded each whistle blast. At last came the long awaited 5 longs calling me in. I looked across the curve and could see our train on the siding heading for me.

I looked to my rear and saw in the distance 61's headlight approaching... Well, I said to myself...self you might as well pick up those torpedoes...So I hustled back down the track, pulled the "guns" off the rail and walked back to a point near the switch stand, being careful to stand on the opposite side of the track from the switch stand, keeping in mind that rule which states, "employees must not go closer than twenty feet from the switch for the purpose of attending switch when meeting an opposing train until said train has passed."

As 61 approached I put my flag behind my back to avoid the engineer having any doubts about whether he was being flagged. The head end passed me as the engineer was slowing to "reduced speed" until he saw that we were in the clear.

I squatted down as the train passed, giving the proper inspection as required by the rules, and as the waycar passed, I highballed the rear end crew on the back platform of the waycar as they rolled by.

When 61 cleared the switch, I walked over, unlocked the lock and lined the switch for us to head out and gave Tiny a come ahead sign as he rolled along the siding. He blew a couple of "shorts" to acknowledge my sign. I walked rapidly toward our approaching engine to get on as quickly as I could so we could minimize our delay time.

I was about at the clearance point when I met the engine. As I swung onto the ladder and climbed up, Tiny reached behind him and opened the door. This was always helpful, especially when you had a flagging kit or lantern in one hand and needed to hang onto the grab iron with the other. I ducked into the cab, set the kit down and grabbed a paper cup and gulped down about 3 cups of water. When I put the cup down, Tiny turned to me and said, "That was a damn good job a flaggin', kid!"

I earned \$27.44 for that trip, and about the same coming back, but I'd a done it for nothing for a compliment like that. Those old railroaders didn't hand out many in those days, and I was pleased beyond measure to have one directed at me.

WHAT'S IN A PHOTOGRAPH?

BY JOHN W. SCHULTZ

Study the April photograph in the Society's 2018 calendar (shown again to the right) and what do you see? Mel Patrick's evocative portrait of inbound and outbound *California Zephyrs* at Chicago Union Station reveals more than meets the eye. Upon close inspection of the E-unit's nose door, we see that the placement of the headlight casing doesn't match the three bottom horizontal stripes. Further examination reveals that an approximate 2 3/4-inch-deep crescent-shaped portion of the Burlington Route emblem has been removed to enable it to fit between the bottom of the headlight casing and the bottom of the door. It's becoming clear that the location of the nose door headlight is an anomaly; the rectangular Burlington herald didn't require such modification for any other Q E-unit. (Ah, but for a handful of F3As, it did). Now observe that the nose immediately beneath the number board has received replacement sheet metal as evidenced by the intersecting horizontal and vertical welds, evidence of accident repair may explain what led up to this "one-off."

The diameter of the nose-door's headlight appears (and comparison photographs confirm) that it is larger than normal for an E8/9, but appears to be consistent with the after-market placement of nose-door-mounted headlights applied to Phase II F3As 116A, D - 121A, D. That required application of a vertically-condensed Q emblem (as did the predecessor FTs which received after-market nose-door headlights). Subsequently, the original nose-door emblems were replaced with correctly-proportioned Burlington Route emblems, but which required the same crescent-shaped cut-out illustrated in the April 2018 calendar image. A review of the dozens F3As so-equipped reveals



The April image of two *California Zephyrs* at CUS for the BRHS's 2018 calendar. - Mel Patrick



Fuel tank skirts and pilot-mounted coupler-cover doors have been removed, the forward-facing single-note horn has been replaced with a Leslie two-chime horn, and spark arrestors, radio antenna, grab irons atop the nose, and modification for front-coupled multiple-unit operation (note the four hose connections immediately above the anti-climber) are all after-market additions, but 9943B's factory-applied nose door and nose-door headlight are on display at Lincoln, Nebraska, on April 2, 1961.- J. C. Seacrest, J. W. Schultz collection

9943B again, here in Billings, Montana, in November 1967. In addition to the non-standard (for E units) nose door headlight, a large patch extends from the bottom of the number board to the top of the anti-climber, and the bottom of the pilot is different from the preceding image, indicative of partial or total replacement. - Vollrath collection, courtesy J.W. Schultz



that by the end of 1965, seven were off the roster - five as trade-ins to Electro-Motive, and two (119A, 119D) having gone to the Colorado & Southern in July 1960. Of the five that remained, four left the roster in 1966 (117D in May, 121D in August, and 116D and 118D in December), followed by 117A in March 1967. By the mid-1960s, it seems unlikely that replacement E-and-F-unit nose doors - with or without headlights - could still be obtained from Electro-Motive (or if still available cost a princely sum), and fabricating a new replacement nose door in the company shops - particularly one with a headlight casing - would be equally expensive. The cost-effective solution: replace the damaged nose door with a second-hand replacement. Chicago Union Station neighbors GM&O and Pennsy, whose E-units sported a single nose-top headlights and came from La Grange with plain nose doors, each replaced an E-unit's plain nose door with one sporting a headlight casing (with both railroads blanked-out). So we'll hypothesize that the E-unit in the April 2018 calendar portrait received its relatively low-cost replacement nose door from a donor Q F3A about to be stricken from the roster, and West Burlington tried to match the E-unit nose ornamentation as best it could.

But which motor? The light reflecting off the surface on the numberboard in the calendar photo hides the identity, but a November 1967 black-and-white portrait made in Billings, Mont., reveals the mystery motor to be E8 9943B. The exact date of the modification remains unknown; the rust along the weld lines of the nose patch haven't begun to emerge, so that the repairs appear to have been recently-performed, presumably coinciding with the retirement one or more of the five F3As. The writer meekly confesses that when he photographed the E8 in Denver in August 1969 (and in the ensuing decades since), he took no notice of 9943B's unique countenance. (A mid-April passing glance at the Society's 2018 calendar caught his attention and piqued his curiosity.) It appears 9943B's non-standard nose door/headlight/emblem ensemble lasted beyond the Burlington Northern merger.

At some point, the 10 F3As exchanged their vertically-compressed Burlington Route emblems for standard, full-sized emblems, as evidenced by 116D at Eola, Illinois, in May 1964. - *Photographer unknown, J. M. Gruber collection, courtesy J.W. Schultz*



Displaying the cab units' as-built (single headlight) appearance, four-unit F3 set 120 bores eastward through Aurora, Illinois, with a mostly perishable consist on the trailing motor's drawbar during July 1948. - *John Krause, J. W. Schultz collection*



Seven years hence, (August 1955) 118A posed between runs at the Clyde (Cicero, Illinois) diesel shop, the F3's nose door sporting the slightly-oversized (as compared to factory-applied) after-market headlight that mandated a vertically-compressed Burlington Route emblem. - *Photographer unknown, courtesy J.W. Schultz*





Three-unit F3s 160-161 also received after-market nose-door headlights (but the F3As of the 162 set came from the factory with dual headlights). The 161 set entertains Chicago-bound commuters as it rolls eastbound through Hinsdale, Illinois, with what is believed to be symbol freight PU, the Savanna-Cicero “Clyde Pick-Up” on a circa-1965 weekday summer morn. - *Photographer unknown, J. W. Schultz*



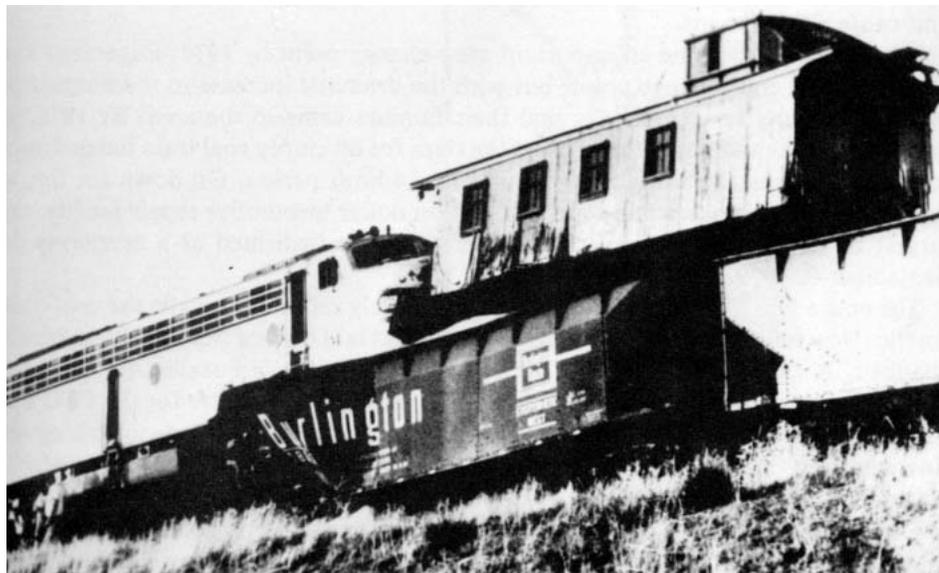
Inexplicably, the 10 F2As – built in July 1946 – were delivered with dual headlights, while the 16 F3As within four-unit F3s 116-121 and three-unit F3s 160-161 built during October-November 1947 reverted to a single headlight. Burlington’s FTs all received after-market nose-door headlights (and vertically-compressed nose door emblems). Comprised of an FTA-B renumbered from 103A-B in July 1946 and joined by a 1,350 h.p. F2A to form a three-unit FT-2 locomotive, motor 156 illustrates the disparity with (top) the FT cab leading westbound tonnage through Aurora and (bottom) the F2A emerging from what is believed to be the Denver car and locomotive washer. - *both, Tom Klinger collection, courtesy J.W. Schultz*



The replacement of drawbars with couplers mandated the addition of A, B, C, and D suffixes to individual unit numbers. 161A idled between runs at Cicero (Clyde), Ill., on August 24, 1967. Better than most, the photograph clearly shows the base of the nose-door's headlight casing meeting the nose door surface at a right angle compared to the upper (Mars) headlight's sculpted EMD version that made the headlight casing's one with the carbody or nose door.
 - William A. Raia, J. W. Schultz collection



Overlooking those subtle characteristics that gave the 9943B a unique countenance when he stepped off the Denver Zephyr to record this view in Denver on August 24, 1969, the photographer remained blissfully unaware for nearly 49 years thereafter (and would likely have remained so but for a passing glance at BRHS's 2018 wall calendar. - J. W. Schultz



In Rick Mill's book, *Making the Grade; A Century of Black Hills Railroading*, this grainy photo appears of an E8, its front third having over-ridden and come-to-rest atop a loaded three-bay hopper. The two crew members in the waycar must have had quite a ride when train No. 43 shoved them onto the hoppers filled with gravel. The collision, just west of Gillette, Wyoming, on May 25, 1965, was due to their train not pulling completely into the siding. The E-unit's number is obscured, but it is easily identified as an E8 by its fabricated grills. It appears that the engineer's side of the nose is caved-in below the number board, consistent with the patch applied to 9943B. From the photo, the waycar's rear coupler would be at about the top of the E8's nose door. Regrettably for the latter-day historian, the Interstate Commerce Commission evidently chose not to investigate this incident as no accident report appears in the Department of Transportation's on-line data base, and any attempts to find anything online in Wyoming newspapers has come-up empty handed. Regardless, it is strongly suspected that this is the reason that 9943B received the replacement nose door/headlight. - Ed Marty, courtesy J.W. Schultz

Restored dynamometer car unveiled

NRM features former CB&Q inspection unit for assessing locomotives

By TOM MARSH
Cowcatcher Magazine

GREEN BAY, WI — An important if obscure railroad technology has been made accessible to the public with the completion of a three-year restoration of Chicago, Burlington & Quincy dynamometer car No. 30 at the National Railroad Museum in Green Bay. It is now a featured exhibit in NRM's Lenfestey Center.

The car was built in the

CB&Q's Aurora, IL, car shop in 1929-30 to plans provided by the New York, Chicago & St. Louis Railroad, more commonly known as the Nickel Plate Road. CB&Q successor Burlington Northern donated the car to the NRM in 1971.

The \$10,000 restoration was funded in part with a grant from the National Railway Historical Society.

Dynamometer cars were fitted with instruments to gather and record locomotive drawbar pull,

horsepower and other information primarily related to locomotive performance. The concept dates to railroading's earliest days in Great Britain, although the cars did not become fixtures on U.S. railroads until the late 1800s.

No. 30's specialized equipment includes at its heart a Baldwin Locomotive Works dynamometer that records data on special chronograph paper supplied in long rolls by the Hobart Paper Co. The bright red

No. 30 operated with a crew of six and cost about \$65,000 to build, according to NRM.

Because many "were on the road for extended periods, dynamometer cars included a galley and berths so the crew could stay on board when necessary.

Modern electronics rendered the mechanical data recording equipment used in No. 30 obsolete. Cars these days, generally called "test" or "research" cars, gather a wider range of locomotive data.



Cowcatcher article by Tom Marsh and all images courtesy of the National Railway Museum.



SPECIAL EVENTS - ED ROBINSON'S 75th BIRTHDAY TRIP

REPORTED BY BRYAN HOWELL

On June 25th, 2018, BRHS Directors Bryan Howell, Bill Jelinek and Jim Singer participated in a special birthday train trip, on the North Shore Scenic Railroad, celebrating BRHS member Ed Robinson's 75th birthday. Ed is the retired Chief Financial Officer of the Red River Valley & Western and Twin Cities & Western railroads and is the president of the North Shore Scenic Railroad.

The consist for the special was Duluth Messabi & Iron Range (DM&IR) SD18 No. 193, a generator box car LSRX No. 1001, two ex-CB&Q cars; CZ's *Silver Club* and *Empire Builder* diner *Lake of the Isles*, DM&IR combine W-24 and DM&IR business car *Northland*. The trip, taken by Ed's family and friends, was from Duluth to Two Harbors and return.

A popular car on the trip was the recently refurbished *Silver Club*. The North Shore Scenic is the owner of ex-CB&Q car No. 250, which began its career as a Vista-Dome/Buffer/Lounge/Dorm on the *California Zephyr*. After being passed to Amtrak, the car was purchased by a private party before coming to the North Shore Scenic Railroad.



L-R; BRHSers Bill Jelinek, Bryan Howell, Ed Robinson, Jim Singer and George Forero pose on the observation platform. - Decha Robinson



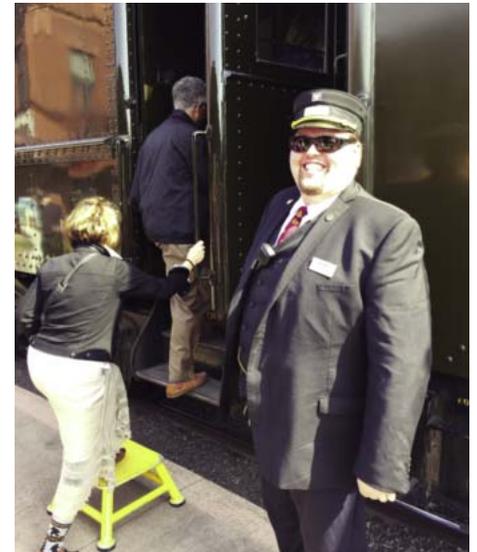
Silver Club outside the Two Harbors depot. - Jim Singer



The ex-crew dormitory area has been converted to be a lounge. - Jim Singer



The former coffee shop area beneath the dome. - Jim Singer



Conductor B.J. Howell in his pseudo CB&Q/DM&IR uniform. - Bill Jelinek



A view of the special train rounding the bend into Palmers. - Bill Jelinek



Passengers enjoying the view from *Silver Club*'s dome. - Bill Jelinek

NEW PRODUCTS

N SCALE



Broadway Limited has released CB&Q E7 & E9 locomotives!

3598 - E7 #9917-A, Stainless Steel w/ Red Stripes w/DCC Sound
 3599 - E7 #9919-A, Stainless Steel w/ Red Stripes w/DCC Sound
 3617 - E9 #9985-A, Stainless Steel w/ Red Stripes w/DCC Sound
 3618 - E9 #9985-B, Stainless Steel w/ Red Stripes w/DCC Sound
 Paragon 3 DC/DCC Sound MSRP - \$239.99



Broadway Limited has released Q F3 Phase II locomotives!

3481 - #116-A/116-B, "Greyback" Freight Scheme w/DCC Sound
 3488 - #116-D, "Greyback" Freight Scheme w/DCC Sound
 3617 - #116-C, "Greyback" Freight Scheme w/DCC Sound
 Paragon 3 DC/DCC Sound MSRP - \$229.99

HO SCALE

Available from the **BRHS** - 4 different XM-25/26 box cars in CB&Q, FW&D and C&S road numbers. Pricing: 1 car \$24, 2-3 cars \$23 each, 4-8 cars \$22 each.



XM-25 CB&Q No. 15463 XM-25 FW&D No. 7648
 XM-26 CB&Q No. 16729 XM-26 C&S No. 13952

Announced by **Athearn** - 50' Single Sheathed Boxcar RTR in mineral red paint and 3 Road numbers. Auto ends and double steel doors. ETA May 2019.



ATH90066 #46638 ATH90067 #46640 ATH90068 #46649
 MSRP \$29.98

Announced by **ExactRail** - GSI 53'-6" Bulkhead Flat Car in th 1967 as delivered paint and 9 Road numbers with return stenciling to the U.S. Gypsum facility in Sperry, IA.



EP-81901-1 #95200 EP-81901-2 #95201 EP-81901-3 #95213
 EP-81901-4 #95215 EP-81901-5 #95222 EP-81901-6 #95228
 EP-81901-7 #95234 EP-81901-8 #95237 EP-81901-9 #95240
 MSRP TBA

CB&Q ANNIVERSARY TRAINS

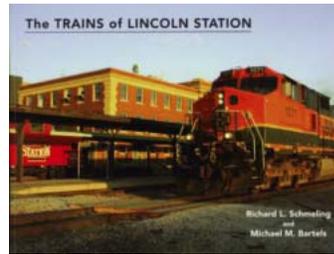
Announced by **The Coach Yard** - The Burlington's 80th Anniversary Trains. Offered in 8-car sets, two additional cars for each train set, along with a number of individual cars, all factory pro-finished: lettered and painted per prototype in HO scale. See your dealer for specific details and make your reservations now!



2410 - Aristocrat 8-car set
 2412 - New Blackhawk 8-car set
 2414 - Ak-Sar-Ben 8-car set

BOOKS

The Trains of Lincoln Station Review by David Lotz



Lincoln, Nebraska, since the days of the Burlington & Missouri River Railroad's arrival in 1870, has been an important station stop for the collective "Burlington" railroads. This new softcover book from South Platte Press provides a brief, but fairly comprehensive history of the Burlington Box Lincoln Station, the trains that served it and its many special

visitors.

There are ten chapters, six of which provide mostly larger-format color images of the CB&Q, with the last three covering the BN era, Amtrak and the BNSF era. Unfortunately, quite a few of the CB&Q images appear underexposed and darker than I would have hoped for. There are, however, some very nice shots of Havelock-built equipment that make up for its photo quality issues.

Despite its photographic shortcomings, I still recommend adding this to the libraries of CB&Q, BN and BNSF historians and railfans.

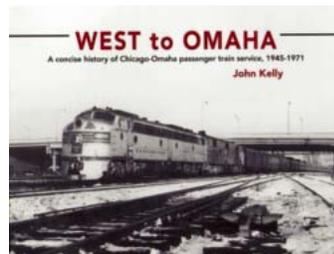
Soft-cover, 64 pages, 66 Color and B&W illustrations
 Authors: Richard L. Schmeling and Michael M. Bartels

Price: \$24.95 plus \$6.00 Shipping. Nebraska residents should add 5.5% sales tax.

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

Email: railroads@windstream.net

West to Omaha Review by David Lotz



Author Kelly has assembled an interesting publication for South Platte Press that documents the four midwestern railroads that provided service to, and beyond, Omaha from the Windy City. The book focuses on the 1945-1950 post-World War II era and then into the 1960s. Each road covered has a single page of text followed by photographs of the trains.

There are five chapters covering the Union Pacific/Chicago & North Western, the CB&Q/BN, the Rock Island, the Chicago Great Western/Illinois Central and the Milwaukee Road/Union Pacific.

The larger-format black and white photographs are expertly reproduced and some ephemera for each road is sprinkled in for variety.

While the Burlington only has fourteen pages of coverage, there are some unusual shot that will make adding this to the libraries of Burlington railfans desirable.

Soft-cover, 64 pages, 65 B&W illustrations
 Author: John Kelly

Price: \$19.95 plus \$6.00 Shipping. Nebraska residents should add 5.5% sales tax.

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

Email: railroads@windstream.net

SOCIETY NEWS



On August 3, 2017, the ex-CB&Q *Silver Meadow* was torched by arsonists on the Morristown and Erie Railroad in East Hanover, New Jersey.



BRHS member Phil Weibler (right), was awarded the Lake States 2018 annual achievement award by LSRHA President Bob Ristow.



In late June and early July, our Chicago area storage space was equipped with surplus archive equipment to help organize our storage of company store overstock.



On June 26th, our back up overstock of BB55 arrived at Baraboo via pallet shipment. It is ice to have space and equipment to handle these type of shipments!

UPCOMING ARCHIVE WORK DATES

Tuesday August 28th
Thursday September 27th
Wednesday October 24th

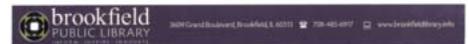
The Burlington Railroad and Brookfield



Wednesday June 20 @ 7 p.m.

In celebration of Brookfield's 125th, longtime Brookfield resident and railroad enthusiast, John Sz wajkart will be presenting a visual history of the connection between Brookfield and the Burlington Railroad.

-Please Register-



On June 20, 2018, BRHS member, John Sz wajkart, gave a presentation at Brookfield's 125th anniversary celebration about the Burlington Railroad.

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:



John Kamacher

John was one of the original five directors serving with: Jerome Albin, Mike Dunning, Lee Hastman and Jim Singer. John served a one year term from October 1979 to October 1980 and was invaluable in setting the society up as a 501(c)3 with his experience in the early formation of the CNWHS. We always referred to him as the

"on loan" Director from the CNWHS and was a fine man. He was a longtime friend of Ed DeRouin and Lee Hastman, worked for the *Chicago Tribune* and set the type for the first BRHS bylaws.

James Bolan of Burr-Ridge, IL
Richard L. Corrin Jr. of Glenview, IL
Stanley J. Dobek of Rockford, MI
Burdett S. Dunbar M.D. of Houston, TX
Ralph E. Erts of Webster City, IA
John H. Shilt of Rittman, OH
Pat Stafford of Hudson, WI
John D. Stockton of Tucson, AZ

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

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 Ave.	Golden, CO
Des Plaines Hobbies	1468 Lee St.	Des Plaines, IL
Hobby Haven	2575 86th St.	Urbandale, IA
House of Trains	8106 Maple St.	Omaha, NE
Hub Hobby Center	6416 Penn Ave. 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 In.	Elgin, IL
Scale Model Supplies	458 N. Lexington Pkwy.	St. Paul, MN
The Original Whistle Stop	2490 E. Colorado Blvd.	Pasadena, CA

ZEPHYR NO. 77 CONTRIBUTORS

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ZEPHYR EDITOR David Lotz

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 No. 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
 La Grange, IL 60525
 Email: Membership@BurlingtonRoute.org

For all matters pertaining to finances:
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If you shop on Amazon, go to Amazon Smile first and select the BRHS as the selected non-profit to receive their .5% contribution. It may not seem like much, but if all of our members who shop Amazon do this, it will add up quickly!



Back Issue Sales:
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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 \$40.00 per year; sustaining membership is \$80.00 per year. A Conductor's Club membership is available at the \$100.00 per year level. 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 at BurlingtonRoute.org.

BRHS DIRECTORS

(effective October 2017)

Bryan Howell
 Bill Jelinek
 Greg Koon
 David Lotz
 Leo Phillipp
 Jim Singer
 Tom Whitt

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(effective October 2017)

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Music & the Q (photos of Q bands, choruses, etc) - Send immediately
 Keokuk and the Burlington Earlville Turn - Caterpillar
 Disaster in the Suburbs Q and the Military
 Aurora Freight House Aurora Storehouse
 Montgomery Wreck of 1943 Mail Baggage & Express

Zephyr Subjects:

Avery Creek Bridge Relocation Any Modeling Articles
 Line Abandonments Ghost Signs

Authors Wanted!

Your society depends upon volunteers who write the articles you enjoy. Interested authors 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