

THE Zephyr

Burlington
Route

BRHS NEWSLETTER

ISSUE I-19 NO. 78

2018 BRHS ANNUAL MEET IN QUINCY, ILLINOIS

as reported by Greg Koon



The Friday tour gang pose in front of the S-4 Hudson, No. 3003 and sanding tower just north of the Burlington, Iowa, depot. – John Frank

On Thursday, September 20th, 2018, 114 BRHS members and guests gathered in Quincy, Illinois, for the Fall Annual Meet hosted by Chuck Fitch, Greg Baumgardener and Jeremy Bubb.

The weekend started Thursday with our very own “M.M.R’s” (Masters of Meet Registration) Scott and Nancy Stearns setting up a registration table at the Kessler Park Pavilion, where early arrivers were also able to partake of fine grilled delights cooked by our Master Griller and BRHS President, Tom Whitt.

Thursday was a beautifully warm day with the pavilion right on the Mississippi River. You could almost hear the riverboat crews of the bygone era sounding out the measurement, “mark twain.”

After gathering and feasting there were many railfanning opportunities along the Burlington Junction Railway,

which was right by the picnic area. Following this, approximately 15-20 members met at Jim Keller’s home to operate on his Milwaukee Road layout. Jim’s HO scale layout is set along the Mississippi River and includes the towns of Red Wing, Winona and LaCrosse. After a brief orientation, the gang got down to the business at hand and, by all reports, a grand time was had by all!

Friday, September 21st, found 60-plus members boarding the tour bus at 8:00 am for an 8:30 am, on time, departure to visit Keokuk, Fort Madison and Burlington areas. At Keokuk we were treated to wonderfully led tours of the Keokuk Union Depot by Steve and Carla Celenia, Sandra Seabold and Leon Erlandsen. The restoration of this vintage depot is quite miraculous and ongoing, and it will be good to see the work continued to its fruition.

After leaving Keokuk, our bus full of travelers descended on Fort Madison,

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Iowa, where we visited the museums in both the CB&Q and Santa Fe depots. We also were provided a fine Hy-Vee box lunch along with more railfanning at this location.

Both museums were open for our enjoyment and during lunch (outside at the AT&SF depot) we were regaled with railroad stories from the area by Mr. Andy Andrews.

After our lunch and museum visits, we found that there was plenty of time to take in an unscheduled but important stop. We were able to stop and have a quick tour of the CB&Q's Burlington, Iowa, depot. We were met by Tony Dixon and Sharon Fangman of the Friends of the Burlington Depot group and they gave us an update on the depot restoration along with information on the progress of the Grier's Diner project. Following our tour, and right before we boarded the bus for our return to Quincy, we were able to get a group photo in front of CB&Q Hudson No. 3003.

While we were out and about on our tour, the ladies were on a tour of their own hosted by Meg Fitch with shopping and a trip to the Quincy History Museum.

Friday's activities were punctuated with a model railroad open house at the

fine layout of the Quincy Society of Model Engineers.

Saturday, September 22nd, started at 6:00 am with vendor set up for the swap meet till 8:00 a.m. when the BRHS annual business meeting began.

At 8:45, the ladies departed for their tour of historic Hannibal, Missouri.

After the close of the business meeting at 9:30, the swap meet was opened with selling and deals galore.

During the swap meet there was meeting and greeting, lunch on your own and a general all-around good time. There was time to check into the model contest room to look at, critique and vote on the splendid models that had been brought for competition.

Starting in the early afternoon, there were four clinics presented for our enjoyment: "Early Quincy Railroad History" and "Growing up with the CB&Q in Quincy - Part 1," presented by Chuck Fitch, followed by "Growing up with the CB&Q in Quincy - Part 2," presented by Terry Ulrich. Next was the presentation "The Mark Twain Zephyr" by Dave Lotz. Peter Everett closed out the clinic sessions with his program "A Brits Eye View - Wyoming and the C&S in HO - Why and How." A video of Dave's clinic and Peter's power point

presentation may be seen at the BRHS website in the Members Only section.

The pre-banquet happy hour began at 6:00 with a special guest this year – Mark Twain who regaled us with his renowned stories and witticism.

At the banquet was the food and talk of the day's events, awards and raffle. The evening's presentation was on the "History of the CB&Q Quincy Branch" by R.W. "Bud" Linroth.

Sunday, September 23rd, closed out an eventful weekend with a morning breakfast banquet and the banquet hall set up as a Grier's Diner, complete with a Grier's menu and post card souvenir for members to take with them. The presentations during breakfast were "A Brief History of Grier's" presented by Greg Baumgardner and "Phil's Favorite Shots" presented by Phil Weibler.

Thanks again to our hosts Chuck Fitch, Greg Baumgardner and Jeremy Bubb for yet another outstanding Fall Meet!!

Be sure to set your calendars and watch for upcoming information on the Spring Meet April 6th, 2019 and the Annual Fall Meet September, 18th, through the 22nd, 2019. They will be GREAT!!

THURSDAY RIVERFRONT BBQ



Thursday's BBQ at the Kessler Park Pavilion along the Mississippi. – Jack Schroeder



Grillmaster Tom Whitt hard at work! – Larry Stoll



Burlington Junction's SW1500 No. 1513A and slug No. 1513B. – Bill Jelinek



Grilled to perfection! – Larry Stoll

THURSDAY NIGHT OP SESSION / LAYOUT TOUR - JIM KELLER



Jim Keller giving the operators final instructions. – *Bill Jelinek*



Operators getting their positions for the night. – *Larry Stoll*



Working and admiring the yard. – *Larry Stoll*



Milwaukee Road mainline running. – *Larry Stoll*

FRIDAY BUS TOUR - KEOKUK, IOWA



Then and now. Hanging in the Keokuk depot is this photo of the 9908 on train No. 1, the *Fast Mail*. At the right, our tour bus for the day. – *Bill Jelinek*



The unique canopy and a portion of the unfinished roof. – *Jack Schroeder*



The west end of the Burnham and Root designed depot. – *Bill Jelinek*

FRIDAY BUS TOUR - KEOKUK, IOWA



Inside the great hall of the depot. – Jack Schroeder



Inside the operator's bay. – David Lotz



The arched baggage room window. – David Lotz



The clock tower trackside. – Larry Stoll



Our local guides at the Keokuk depot from L to R: Carla Celia, Steve Celia and Leon Erlandsen. Not pictured was Sandra Seabold. – Larry Stoll



Pioneer Railcorp (Keokuk Junction Railway) GP20u 2003, 2040 and 2035 building an eastbound train in the Keokuk yard. – Bill Jelinek



Even though Keokuk's yard is no longer filled with Burlington equipment, these BRHSers are still railfans at heart. – Jack Schroeder

FRIDAY BUS TOUR - FT. MADISON, IOWA



The Burlington's depot at milepost 202 on the K-line. – *Bill Jelinek*



The interior is filled with loads of Q memorabilia. – *Bill Jelinek*



The operator's bay, still in use as an office for the museum. – *David Lotz*



Now in fresh yellow paint, No. 13171 in the baggage room. – *David Lotz*



The Santa Fe depot in Ft. Madison is also now a museum. – *Bill Jelinek*



Freshly painted caboose open for inspection at the ATSF depot. – *Bill Jelinek*



A very delicious box lunch was catered by a local Hy Vee and was enjoyed while listening to Andy Andrews tell stories of railroading past. – *Larry Stoll*



Many Santa Fe relics were on display inside the depot. – *Jack Schroeder*



Even fire fighting equipment was on display. – *Jack Schroeder*



The CTC panel that controlled traffic over the ATSF's bridge. – *David Lotz*



The only traffic we saw on the K-line during our visit! – *Bill Jelinek*



Traffic was heavy on the BNSF (ex-ATSF) Transcon. – *David Lotz*



A second eastbound manifest followed the stack train. – *Bill Jelinek*



Chicago bound Amtrak No. 4, the *Southwest Chief*. – *Bill Jelinek*



Shortly after No. 4 was this power heavy intermodal train. – *Bill Jelinek*

FRIDAY BUS TOUR - BURLINGTON, IOWA



A last minute addition to our trip was to the Burlington depot. – *Bill Jelinek*



We were welcomed by Tony Dixon and Sharon Fangman. – *Bill Jelinek*



The great hall looking towards the Grier's restaurant. – *Bill Jelinek*



New display case with BB 23 prominently displayed. – *Jack Schroeder*



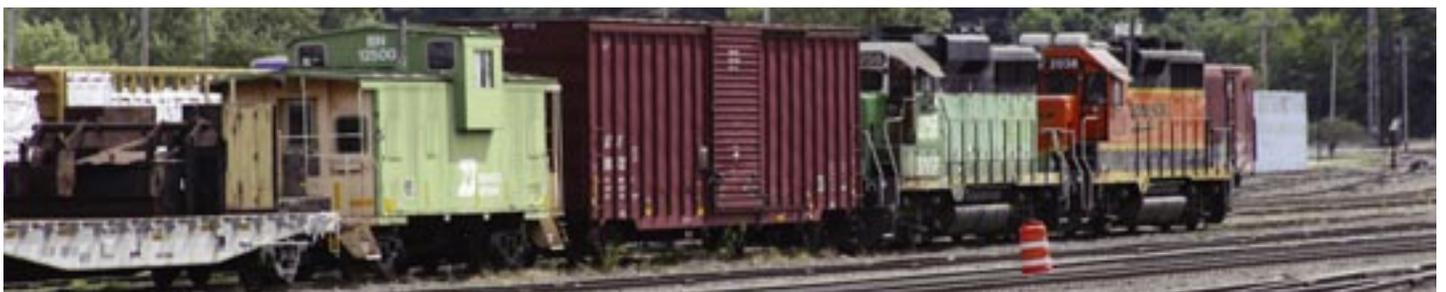
Fully restored phone booths. – *Bill Jelinek*



One-of-a-kind vending machine. – *Bill Jelinek*



The 3003 and sand tower. – *Bill Jelinek*



In the Burlington yards was a surviving BN waycar, No. 12500, used in work train service along with GP39-2 2756 and GP38-2 2038. – *Bill Jelinek*

FRIDAY - QUINCY HISTORICAL MUSEUM



The Quincy Historical Museum was open for us. – *David Lotz*



Checking out the gift shop in the museum. – *Larry Stoll*



On display is a scale model of the old Quincy depot. – *Larry Stoll*



Preserved here is the weather vane from the old depot. – *Larry Stoll*

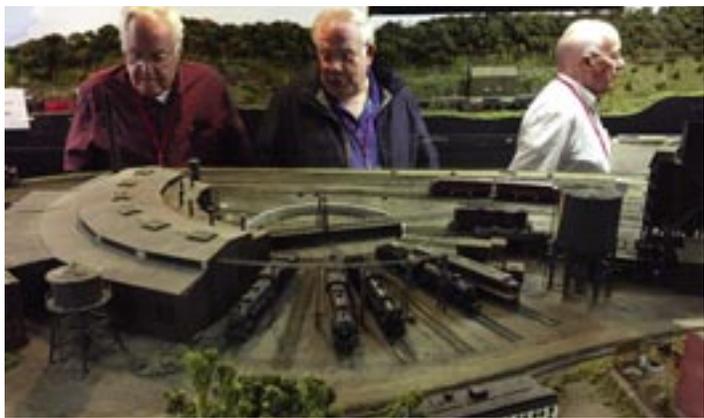
FRIDAY NIGHT - QUINCY SOCIETY OF MODEL RAILROADERS



Overall view of the large QSME layout room. – *Bill Jelinek*



Motive power line-up. – *Bill Jelinek*



Working the yard and admiring the roundhouse area. – *Bill Jelinek*



Dispatcher's control panels. – *David Lotz*

LADIES EVENTS - "A DAY OUT WITH MEG"



Doing sand painting on Friday. – *Suse Whitt*



Group photo at the entrance to the Mark Twain's boyhood home in Hannibal. – *Suse Whitt*

QUINCY MEET IN PHOTOS



BRHS members attending Saturday morning's annual business meeting to hear officer and director reports and to vote for this year's board positions. – *Jack Schroeder*



Dan Hollis and Jeremy Bubb manning the BRHS Company Store. – *Jack Schroeder*



Clinicians Terry Ulrich, Dave Dulaney and Chuck Fitch. – *Larry Stoll*



(L) Clinician Dave Lotz. – *Jack Schroeder*



(L) Clinician Peter Everitt – *Jack Schroeder*



Gandy Dancer awards were presented to Bill Hirt (L) in recognition of his scanning the CB&Q's *Burlington Bulletins* for our CD, John Habegger (M), for his tireless volunteering at the BRHS booth at the Sandwich Fair and Bill Jelinek (R) for his ten years as BRHS Secretary. – *Jack Schroeder*



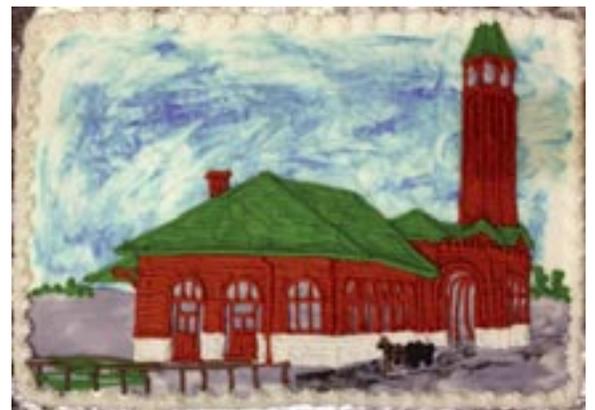
The Saturday night banquet is always a highlight of the weekend.



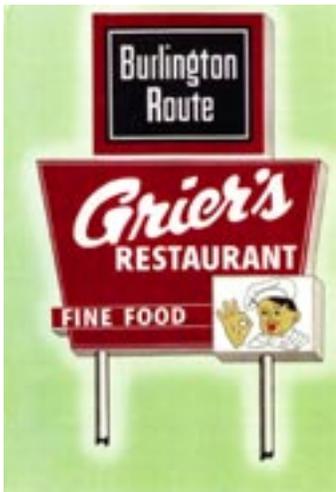
Bud Linroth (R) was the evening's keynote speaker. – Jack Schroeder



Special guest Mark Twain (Jim Waddell) by the large reproduction route map of the Zephyr named in his honor. - Jack Schroeder



Hand decorated cakes commemorating the Mark Twain Zephyr and the old Quincy depot. - Bill Jelinek



Sunday morning we were treated to a "Breakfast at Grier's" with reproduced menus, postcards and a talk by Greg Baumgardner. - Jack Schroeder

AWARDS & RECOGNITION



LIFETIME MEMBERSHIP AWARDED

NEW SINGER ARCHIVE AWARD



The Board of Directors recognized Tom Whitt's major contributions to the BRHS as its Director and President over the past 7 years by awarding him a lifetime membership. – *Bill Jelinek*



The Board of Directors initiated the "George and Norma Singer Annual Achievement Award" to recognize outstanding contributions to the BRHS Archive. The first recipient of this award was a unanimous choice, Jim Singer. – *Jack Schroeder*

2018 FUKA-MIEKISZAK AWARD

CONTEST AWARDS



This year's Fuka/Miekiszak Award honoree, J. W. (Bill) Schultz, was recognized for his accomplishments as a Burlington Railroad historian and author of several published *Burlington Bulletin* articles with the latest pair covering the 1936 and 1956 *Denver Zephyrs*. – *Shirley Schultz*



Jim Singer accepts the David Beck Memorial Award for the Best of Show in the Model Contest on behalf of the team. – *Jack Schroeder*



Phil Weibler once again receives the Photo and Slide Contest Best of Show plaque for his winning photo. – *Greg Koon*



This year's Stewart Passenger Car Award was presented to Warren Hanson. – *Jack Schroeder*

RAFFLE DONORS

5th Ave Car Shops
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 Daniel Moons
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 Q Connection
 Rix Products
 Ron's Books
 Jim Singer
 Andrew Sisk
 South Platte Press
 Tangent Scale Models
 White River Production
 Tom Whitt
 Phil Weibler



FALL MEET THANK-YOUs

Meet Planning Committee

Greg Baumgardner
 Jeremy Bubb
 Chuck Fitch
 Larry Stoll
 Tom Whitt

Registration

Scott & Nancy Stearns

Model/Photo Contest

Peter Korsching

Clinics

Dave Dulaney
 Peter Everitt
 Chuck Fitch
 Dave Lotz
 Terry Ulrich

Evening Program

Bud Linroth
 Jim Waddell as Mark Twain

Sunday Morning Program

Greg Baumgardner

Layout Tours

Jim Keller
 Quincy Society of
 Model Engineers

Ladies Events

Meg Fitch
 Suse Whitt

Company Store

Jeremy Bubb
 Dan Hollis
 Bill Jelinek

Tech

Larry Stoll

Special Thanks to:

John Frank & Great River Bus Lines
 Fort Madison Museum &
 Santa Fe Depot Museum
 Andy Andrews
 Friends of the Burlington Depot
 Tony Dixon
 Sharon Fangman
 Grillmaster Thomas Whitt
 Keokuk Union Depot Guides
 Steve and Carla Celenia
 Sandra Seabold
 Leon Erlandsen
 North Lee County Historical Society
 Quincy Historical Museum

Hotel Accommodations & Convention Headquarters

Quality Inn & Suites - Quincy

Photographers

Bill Jelinek
 David Lotz
 Jack Schroeder
 Larry Stoll

2019 FALL MEET September 18-22, 2019

Meet Hotel: Timber Creek Inn & Suites
 3300 Drew Avenue
 One Redberri Plaza
 Sandwich, IL 60548
 Phone: (630) 273-6000

Group Room Rate: \$129 per night
 Block Expiration date is TBD

Activities: Wednesday:
 Meet & Greet cookout trackside at the
 Plano Depot
 Thursday and Friday:
 Tours to Chicago Union Station, Lisle,
 West Chicago and Batavia Depots
 A lunch at the Aurora Roundhouse
 Saturday:
 Annual Business Meeting
 Swap Meet for Membership
 Clinics, Banquet & Program
 Ladies activities
 Sunday morning:
 A day at the Illinois Railway Museum

2019 SPRING MEET April 6, 2019

Meet Hotel: Hampton Inn & Suites
 310 East Countryside Parkway
 Yorkville, IL 60560
 Phone: 630-553-9805
 Rooms blocked Wednesday through
 Sunday nights at \$99.00 plus tax
 Block expires 3/13/2018

Meet Location: Lyon Farm
 7935 Illinois Route 71
 Yorkville, IL 60506

Activities: Swap Meet for Membership
 Clinics, Banquet & Speaker

2018 QUINCY MODEL/PHOTO 1ST PLACE ENTRIES

All models pictured are HO scale unless otherwise noted. All images taken by Bill Jelinek unless otherwise credited. All the other contestants' models may be viewed on the Members Only area of the BRHS website under 2018 Contest Entries.

COMPLETE TRAIN OR CONSIST

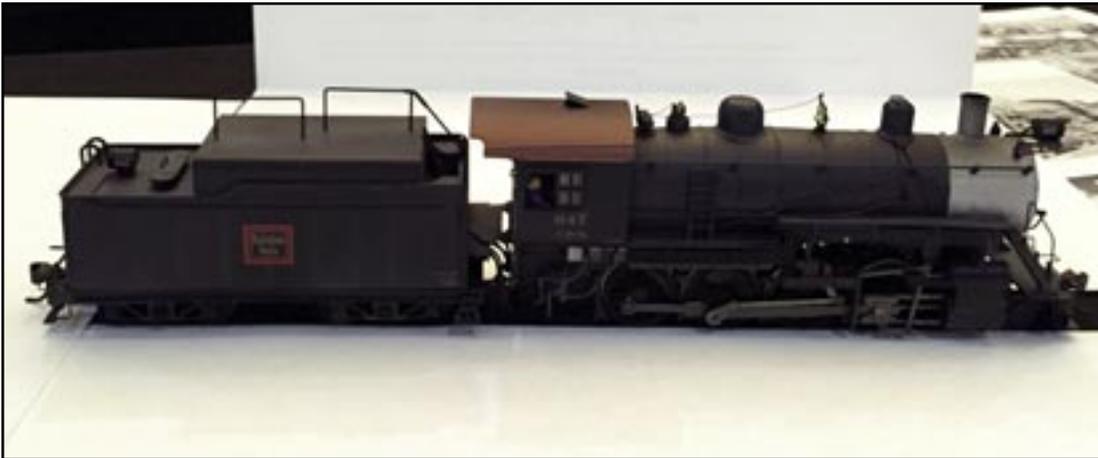
Best of Show



Branchline train to Marblehead, circa 1953. Joint modeling effort from Jerry Hamsmith, Steve Lorenz, Ed Rethwisch and Jim Singer.



STEAM



Peter Everitt: C&S B4R-1, 2-8-0 No. 647. Highly modified Bachmann model with many Cal Scale and scratch-built detail parts – too many to list here. To see the complete list, check out his entry sheet on the Members Only area.

FREIGHT DIESEL



Jim Davis: CB&Q SD-45 No. 430 painted and decaled Bachmann model for the 1968 pre-merger paint scheme. Details were added to the cab – window shades and nose headlight and hand-painted the hand railings.

PASSENGER CAR



Dan DiSantis: O scale, scratch-built Burlington combine built in 1871 at the Galesburg, Ill., shops. This car was developed from a picture in Bill Glick's book on Passenger Car Drawings (page 81). Some artistic license was employed, but it is a close resemblance of the picture.

FREIGHT CAR



Alan Brotherton: CB&Q "Palace Stock" car No. 618990 from a slightly modified LaBelle kit with Irv Griffin decals. – Jack Schroeder

WAYCAR



Kenneth Martin: CB&Q waycar No. 14249 with complete interior details.

MAINTENANCE OF WAY



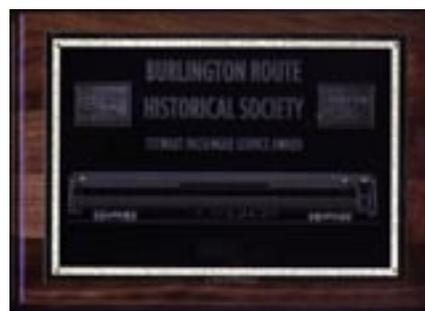
Jim Singer: CB&Q Flat car No. 212645 with load rebuilt from an Athearn model.

STRUCTURE



Jim Davidson: Superior Gear Factory built using Korber modular components, Walthers roof details, Woodland Scenics roof gravel and Microscale decals.

STEWART PASSENGER SERVICE AWARD



Stewart Passenger Service Award: Warren Hansen: "300 Miles of Smiles!" The diorama depicts the meeting of the *Morning Zephyrs*. Due to space limitations, only a few cars were used to create the meeting of the Zephyrs.

DIORAMA



Greg Baumgardner: "Son-of-Ahh-B*TCH" This diorama depicts a derailment of the lead truck on the boxcar being spotted and the fictional Wynot grain elevator.

OTHER



Jim Davidson: Company service trucks and flatbed trailers.

PHOTOS - COLOR PRINT POST-MERGER



First Place: Phil Weibler - "Three bridges at Quincy 2005." Led by BNSF S40-2 No. 6830, CSX SD40-2 No. 8113 and Norfolk Southern C44-9W in the 9900 series head east across the mighty Mississippi.

PHOTOS - B&W PRINT PRE-MERGER

Best of Show



First Place: Phil Weibler – “On the Move,” CB&Q O-5A No. 5623 at West Quincy, Missouri, 1952.

PHOTOS - B&W PRINT

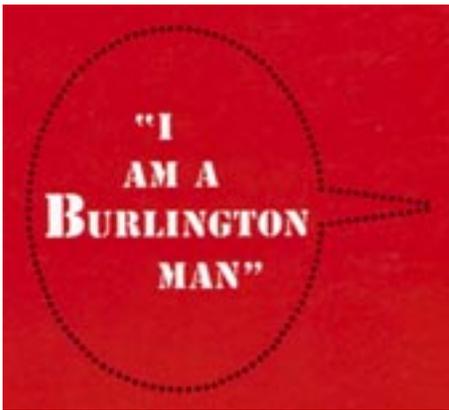


First Place: Phil Weibler – Train No. 41 with a sole, steam boiler equipped GP-7, No. 228, crossing the lower Bay Bridge into Quincy in 1952.

PHOTOS - COLOR PRINT PRE-MERGER



First Place: Phil Weibler – Passenger F-3 A-B-A set No 9962 on what appears to be the five-car *Kansas City Zephyr* ascending the grade out of Quincy in 1953.



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

However, in early 1939, the Chief Clerk to the Aurora Division Supt. offered me a job on the Clerk's Extra List, which I accepted. I worked at many different jobs- Yard Clerk at Eola, station helper to agents at various locations in suburban territory, Aurora Baggage Room, Yard Clerk at Streator. etc. In early February 1940, I was promoted to Operator and worked wherever an Operator wanted some time off. I worked almost every Interlocking Tower from Congress Park to Galesburg, also the C.T.C. at Rochelle.

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

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



matters for Operation Dept. employees on Lines East of the Missouri River.

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

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

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

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

The Suburban Services Department was established on June 1, 1969, and I was appointed as Manager. I, and my department, reported to Ted. I was given authority to pick whatever staff I needed from the Passenger Dept. I knew Dave Hoffman from the Passenger Dept. was interested in commuter service and knew how to prepare schedules that were good

Beginning with this issue of the *Zephyr*, we will be including from time to time, this new article featuring a BRHS member and why they are a "Burlington Man." The BRHS Board of Directors would like to encourage everyone in the Society to submit their story for publication here.

We had scheduled Forester DuSell's biography for this issue, unfortunately Forester passed before it got to print. Therefore, we will include our usual In Memorium column here as well.

for our customers and the railroad, so I was very pleased when he agreed to come to our new department. Dave selected another person from the Passenger Dept., Jack Anderson, and on June 1, 1969, the Suburban Service Department was formed, with me as Manager.

IN MEMORIAM

Forester J. DuSell "Fory," 97, of Geneva passed away December 22, 2018. He was born May 20, 1921, in Aurora, son of the late Claude and Mary DuSell.

Forester served his country in World War II with the 770th Railroad Operating Battalion. He rose to the rank of Master Sergeant and had been offered a commission which he declined in order to return to the railroad industry.

After his retirement from what had become Burlington Northern, Forester was tapped to become San Diego Trolley's first Manager of Operations, tasked with establishing its initial operating organization and train service, on the first modern light rail service in the U.S. He spent several years in San Diego before again retiring and returning to the Chicago area, where he and wife, Jean, built a home they had long planned in Geneva, Ill.

In his post-railroad life, Fory stayed active as a consultant, serving as Senior Advisor to PTSI Transportation. He was a member of Metra's Citizens Advisory Board, and traveled extensively in Europe, observing railway operations in several nations.

Fory is survived by his wife, Jean, several nieces and nephews and by countless millions of passengers transported safely and comfortably under his leadership. As D.J. Mitchell, Vice President- Passenger Operations of BNSF Railway remarked, "Fory lived a long life in the service of lots of people who never met him."

Services have been held and burial took place at Mt. Olivet Cemetery, Aurora, Illinois.

RECOLLECTIONS

Working the Weed Spray train on the Wymore Division in the Summer of 1958

by Pete Hedgpeth

The day for this story was Tuesday, June 5th. I had just made my first Lincoln - St. Joe round trip and tied up at 6:15 a.m. June 4th. This was the trip when I was awarded my "Excellence in Flagging degree Summa Cum Laude" (covered in *Zephyr 77*).

The phone rang about 5:30 a.m. "Called for the Weed Spray 7:00 a.m." I don't actually remember whether the caller told me that it was the weed spray or just an Extra East. Anyhow, I went to the roundhouse to get the engine, which was always the task of the head brakeman. As the junior man on the train crew, I was the head brakeman that morning. I read the bulletins, compared and registered my watch and "signed the book."

About that time, Conductor Don Cheney, whom I had not met before, came into the register room. I introduced myself to him thinking, why is he here? Usually, in those days, you didn't see the conductor until you had put the engine on the train, when he would come over with the train orders and any messages.

He and I walked outside and he pointed over at one of the departure tracks where I saw, what I now know was, the weed spray train. The train was made up with the spray car on the east (front) end, followed by several tank cars and the engine (a GP7) on the rear with a waycar behind it.

As we walked over toward the train, Cheney pointed over at the spray car and said "Your job is OVER THERE." He then, without further adieu, handed me the orders and walked off toward the rear end of the train. That was the full extent of the instructions I received.

I walked over to the spray car, a "twin" to the one shown in the photographs accompanying this account. After walking around the front end of the train, I climbed into the "cab" of the sprayer where the operator handled the valves and levers which controlled the actual spraying equipment

Already in place were three men; the "Operator," an employee of the company contracted by the Q to do the spraying, whose job was to regulate the "on and off" of the spray as well as its volume and direction, his "helper," who took care of all the miscellaneous duties required to keep the chemical properly mixed and pressurized and the Q Roadmaster.



Advertisement for the Chipman Chemical Company, manufacturer of the weed sprayer that was used on Pete's train. – Pete Hedgpeth collection

I, of course, had not yet met the roadmaster. I introduced myself to him (he was not what some might call "loquacious" and probably not overjoyed to see that he was going to have to deal with a "rookie" brakeman). I asked him what I thought was the obvious question, "How do we control this thing?" He smacked my upper right arm with his hand and said, "With that." NO RADIO, NO COMPUTER, NO COMMUNICATIONS WHISTLE. It was "Hand signals only time." I didn't say so at the time, but I thought, "These guys, conductor included, must think I know what I'm doing." Well, it did appear that this job was something I could handle. As always, I was very much concerned about not screwing up. I wanted to be

considered competent and trustworthy even though new.

Time out here for a little enlightenment as to the technique and history of weed control. Back in the day when the railroads began to use a liquid chemical spray for weed control rather than the ancient methods of cutting along the right of way with a scythe and/or burning, the chemical used for killing the weeds was extremely toxic and was known as "Poison Weed Killer." The railroads were required to put up warning signs along the right-of-way warning the "public" that the weed killer was POISON and to keep cattle and humans away. I have personal memories of seeing these signs and the very pungent and very recognizable



Fairmont speeder No. 13797 in weed control service at Naperville, Illinois, on July 15, 1963. There was a CB&Q maintenance train parked near it, consisting of a former steam loco tender and a few former Pullman sleepers or coaches assigned to MOW service. They are parked on the setout track for Boecker Fuel, which usually received loads of coal, and slightly above and to the right was Kroehler Mfg. Co., the large building in the distance. – Chuck Zeiler



Operating through Naperville, just crossing Loomis Street on Main No. 1, NALX 115 was owned and operated by the National Aluminate Corporation (NALCO). It was equipped with a gasoline engine that powered pressurizing mixing equipment that combined the weed-killing chemical with water. The diluted mixture was then forced it through the sprayer bars mounted just below the coupler on the front and extended from both sides of the unit. Note that the dome covers are open on the tank cars, likely to prevent negative pressure as the chemicals were used up. And the gentleman on the ground was a crew man on the East End Way Freight, which was switching in Naperville as the weed train passed. The spray train consist shown here on July 8, 1963, has the NALCO spray car in the front followed by eight tank cars carrying the chemical and water and an unidentified shingle-sheathed Q boxcar, all shoved by GP7 No. 242, followed by NE-4 waycar No. 14672. – *Both, Chuck Zeiler*



odor of the spray chemical. On the Rock Port Langdon & Northern, we sprayed weeds with the same poison chemical as the CB&Q at that time by use of steel pressurized tank mounted on a flat car.

Of course it was “desirable” to keep employees as far away from the spray and its attendant “drift.” And this “desire” resulted in an agreement between the railroads and the Brotherhood of Locomotive Firemen and Enginemen (BoFLF&E) that there would always be, while spraying, eight cars between the locomotive and the spray car. These things were discussed in the cab of the spray car while we waited for the air test and other “pre departure” activities. Since that day I’ve

made a point to observe, in any picture I see of a spray train, the number of tank cars between the engine and the spray car. It is, without fail, always eight. Of course, like most other things on the railroad, changing conditions and the fact that the spray material is no longer poison didn’t always (or ever) change the agreements. Therefore, even long after poison was not the issue, the required spacing continued.

I don’t recall how we found out when it was time to go. I guess the roadmaster and the operator told me that they were ready. I think that there was a “pot” signal leaving and it was green. We had a “running order” as well as whatever we needed on opposing trains. Hence it was time to go. I got into position at the

door of the right side of the cab, stuck my arm out and waved a “come ahead” signal. The hoghead “whistled off,” we got an OK from the rear end crew and away we went. At age 22, I was inexperienced but eager and delighted to be in charge of all things on the head end of this operation.

As we traveled along, the roadmaster would tell me when he wanted to slow down or speed up. Mostly he yelled at me that we were going too fast! He would turn the spray on and off as he observed the vegetation growth along the way. He was limited as to the amount of chemical that he could use and sometimes he would think we were going too slow and sometimes too

fast...mostly too fast.

I guess I should have said earlier that the territory we were spraying was what is now known as the "Coal Line" from Lincoln to St. Joseph via Table Rock, Falls City and Napier. Our day consisted of a repetition of slow downs and speed ups. I don't think that we ever stopped and backed up for a repeat.

Someplace along the line (likely Tecumseh) we stopped to eat. We did not spray any "auxiliary" tracks such as sidings, house tracks, etc.

It was a long day, good for overtime! When we arrived at Falls City at 8:00 p.m., we put our train away on a house track and tied up at 8:05 p.m. Fourteen hours and five minutes on duty, translates to 214 miles. All pay calculations in those days were based on miles run (100 miles or 8 hours was a days pay) That comes to an average of 12.5 miles per hour. Overtime commenced after 8 hours on a run of 100 miles or less. On runs of more than 100 miles, time after 8 hours was calculated at 12.5 mph X 1.5. That's enough detail for here. My pay at the then trainman's local rate which was something like \$16.39 per 8 hours = 100

miles, 14:05 hours on duty turns into 214 miles and gave me \$37.21 for that day.

Next morning we went on duty at Falls City at 7:00 a.m. We had to do a little switching to get the waycar on the other end of the train for our run back to Table Rock. We would have pulled the spray outfit behind the engine back west to Table Rock, since we had sprayed that piece of track on the eastward trip.

After reassembling our train at Table Rock, we headed around the north leg of the wye and started west to Wymore via Pawnee City, Burchard, etc.

On the way over to Wymore from Table Rock, there was on and off discussion as to whether we were going to spray the yard tracks at Wymore. It seemed to be "iffy" as to whether that task belonged (under the union contract) to the Wymore switch crew or whether we, as a road crew, were allowed to do it. Not that it made any difference, but it was the general consensus that we really didn't want that yard spray job, since if we did it, we would miss our opportunity to deadhead back to Lincoln on No. 90 that was due out of Wymore about 2:30 p.m. If spraying the yard was the case, we

would have had to ride back on No. 94 with an "all night" overnight at Crete, since there were no other trains scheduled from Wymore to Lincoln that afternoon. (No, you new guys, Armadillo and/or Railcrew Express were many years in the future.

As it turned out, we arrived at Wymore at 2:15 p.m. and were told that we were not going to spray the yard. We tied up at Wymore for 7:05 hours - on duty equals 100 miles and my pay was \$17.39.

We boarded No. 90, it was the Pioneer Zephyr at that time, at 2:30 p.m. and deadheaded to Lincoln, arriving at 4:30 p.m. Two hours on duty - deadhead pay for me \$5.25.

As I recall, it was a very hot day and riding the "cushions" on the PZ was a refreshing and comfortable air conditioned respite from standing on the front of that spray car.

That's my "Weed Spray Tale." I had several memorable and enjoyable experiences that summer and the Weed Spray train was high on my list of favorites.



NALX115 frequented the Burlington, here spraying the station platform at Leland, Illinois on July 1, 1963. – Marty Bernard

EXTINCT AS THE DODO - THE MAIL TRAIN

by Stan Rhine

We have become accustomed to receiving instant messages from across the country and around the globe on our insistent palm-sized electronic devices. But it was not so long ago that the pace of information exchange was measured not in milliseconds, but in days. Most readers remember when railroad trains were a multi-faceted part of America's transportation network, daily delivering not only freight, but throngs of passengers, their baggage and trunks to thousands of cities, towns and villages nationwide.

And back then, passenger trains had a vital ancillary role – delivering the US mail. Indeed, mail was not just supplementary, but an integral part of most passenger trains.

Railway mail service dates back to July 28, 1862, when Burlington predecessor, Hannibal & St. Joseph, inaugurated the first Railway Post Office (RPO) car. This rail mail served the growing nation well, and quickly spread throughout the land.

The legend:

**UNITED STATES MAIL
RAILWAY POST OFFICE**

was proudly stenciled on the sides of these cars, and the Post Office mandated stringent criteria for the design and maintenance of these important RPO cars. Trained and tested clerks aboard the cars sorted bags of mail as the trains sped onward, pitching penny postcards, letters, envelopes, packages, newspapers and magazines into hundreds of pigeonholes and mail bags to be dropped off at their destinations down the line. Mail slots on the sides of the cars accepted letters and postcards from the public at station stops.

Premier trains racing past the smaller towns snatched loaded bags from mail cranes on station platforms. A clerk simultaneously flung a bagful of mail out the door of the flying mail car. A staple of many major roads was the ballast-scorching *Fast Mail*, an RPO and a string of mail storage cars, typically with a single “rider coach.” tacked on the end. It accommodated some deadheading railroad employees and a few adventurous passengers who relished sleeping on a coach seat, being jolted awake as mail cars were switched in and out at major stops, and who were satisfied to arrive at their destinations at odd hours of the day and night.

Communities located away from the thrumming mainlines also had mail trains, but operating at a far more sedate pace; they were what you might call the



The Q's replica of the first Hannibal & St. Joe mail car. It traveled the system with CB&Q No. 35 in the 1960s and is now at the Patee House Museum in St. Joe. – *Courtesy Louis Zadnichek*

slow mail. Rarely hitting that legendary mile-a-minute pace between their many stops, they halted frequently to exchange mail sacks and observations about the weather with the local station agent and postmaster before moving on to the next town, village or crossroads with a post office. Nor were these Maury Klein's “magnificent gateways,” elegant stone stations of major cities, but often lonely, edge-of-town clapboard structures. Branchline trains also helped bind the nation together with daily (except Sunday) mail deliveries to such burghs.

In those grand times when railroads operated multitudes of their own passenger trains, most carried an RPO car right behind the engine where busy clerks sorted mail on the fly. They inked the stamps on letters, cards and packages with cancellations specific to each run. And while all numismatists dote on stamps, some specialize in collecting these varied and prized postmarks clearly attesting to that mail having been sorted and delivered by train. These rail mail services constituted the vital backbone of the U.S. Post Office.

Even with the universal presence of the telegraph and telephone, important documents continued to be sent by mail well into the 20th century. Oral messages were confirmed in writing, sped to distant recipients by train. Day and night this busy scene ceaselessly played out in hundreds of RPOs skimming along shiny rails from Oceanside, California, to Bar Harbor, Maine, and from Tacoma, Washington, to Tampa, Florida.

As a train drew to a halt at a depot, brakemen and porters locked the doors back, lifted traps and wiped handrails so passengers could descend (“Watch

your step!”) the high steps of coaches and Pullmans. Other eager passengers, suitcases in hand, waited their turn to board. They were unaware that a different, and much more frenzied-appearing train existed just a few cars ahead.

The Head End

Up behind the impatiently idling diesels, postal clerks and baggagemen heaved sacks of mail, LCL (less-than-carload lots of freight), express and cans onto waiting baggage carts for distribution from that station. Platform agents scurried about with more carts piled high with mail and express to be loaded into the cars. As this head-end choreographed chaos continued, the two extremities of the train seemed quite separate entities, unaware of each other, but mutually dependent.

Focused on their own travel, passengers were, surely, oblivious to the critical role these hundreds of trains played in the nation's daily commerce and communication. The public was quite unaware of this symbiosis of rail passengers and rail mails.* For a century, gleaming steel rails bound these 48 contiguous states together with passenger, mail, express and freight carriage. Railroads engaged in interstate commerce realized that melding passenger and mail services yielded the profits necessary to keep these trains rolling off the miles.

* A short version of a part of this paper was presented to a mostly retirement-age writers' group. All of them were astonished to learn that such a comprehensive rail mail service had once existed under their very noses.

But the 1950s found railroads beset by increasingly beguiling competition from airways and highways. Railroad

visionaries confidently predicted the demise of passenger trains. Yet, despite those alarming prognostications, railroads clamored for more brilliantly painted diesels, streamlined RPOs, baggage cars, coaches, dome cars, diners and sleepers. Given this enthusiastic re-equipping of passenger trains, it seemed impossible to credit the dire warnings that this complex webwork of passenger and mail trains was about to vanish. But the augurs of doom were correct.

Like a lightbulb that flares brightly just before burning out, America's railroad-owned passenger trains were enjoying a brief incandescence before extinction.

The Night Crawler

In those distant pre-Amtrak times, passenger and mail trains were fixtures on American railroads. In addition to the streamlined name-trains speeding long distances between major cities, a host of secondary trains served minor cities, small towns and tiny flag stops. Though much alike in many ways, each of them had its own distinct character. One secondary Burlington train from Alliance (Nos. 42 and 43) terminated in Montana's largest city, Billings, on the Northern Pacific's mainline.

Another trod south from Billings on Burlington's Wind River Canyon line to Wendover, Wyoming, the junction with the Colorado & Southern to Denver, Colorado. The C&S/CB&Q ran two passenger trains daily between Denver and Billings. The day trains, Nos. 31 and 32, ran a faster schedule, later operated only Billings-Wendover, with the C&S connection from Denver by bus before it was eventually discontinued, but the night trains, Nos. 29 and 30, continued until September 2, 1967.

The latter was affectionately known far and wide as the "Night Crawler." Why the *Night Crawler*? From Denver north to about the middle of Wyoming, and south from northern Wyoming almost to Denver, the journey was in darkness. And like so many similar trains across the land, it was the antithesis of the *Fast Mail*. Behind fleet-footed E-units from Burlington's *Zephyr* pool, the train did zip along on this well-maintained track between its many stops. However, its primary role as a mail train necessitated frequent halts to deliver and receive sacks of mail – and the occasional passenger – at 28 regular stops between its terminals, an average of one every 23.8 miles.

A couple of townfolk often lounged around the depots to absorb the daily excitement as the train eased to a stop. The local postmaster was on hand to exchange his outgoing for incoming mail.



Laden with holiday mail and packages on December 21, 1965, No. 29 negotiates Wind River Canyon, Wyoming, behind two SD-9s substituting for the usual single E-unit. Several mail cars have already been dropped off at four major stops in Colorado and Wyoming. What remains here is a BA-10 Jeep, Havelock baggage, RPO and the usual 4500-series modernized coach. – *Stan Rhine*



On July 30, 1967, after a meet with No.30, northbound No. 29 eases through Fromberg, Montana, about 20 miles south of Laurel, where the Q track joins the NP mainline. With a green block there, 29 will make an exciting 15-mile, run-8 dash into Montana's largest city, Billings, where it terminates. – *Stan Rhine*



Passengers back on board after a brief dinner stop at Worland, Wyoming, No. 30 accelerates out of town on June 30, 1967. Darkness will soon overtake the fleeting Night Crawler, the sun not to be seen again until a couple of hours out of Denver tomorrow morning. – *Stan Rhine*



The northern route of trains 39 and 40, highlighting locations of photos in this article. The northern route of trains 29 and 30 between Alliance, Nebraska, and Billings, Montana, via Sheridan, Wyoming, is also shown. Taken from the large CB&Q 1949 wall map. – David Lotz collection

Meanwhile, the brakeman pulled a pair of coveralls over his blue serge uniform and opened the wide baggage door to accept outgoing shipments and offload merchandise from the enticingly presented bounty spread across the illustrated pages of the Montgomery Ward or Sears & Roebuck's mail order catalogs. After a final friendly exchange with the agent, the conductor waved a highball, and the train was off to its next stop. Averaging only 34.2 mph, the *Night Crawler* took 19½ hours to run off the 668 miles between Denver and Billings.

Nos. 29 and 30 handled heavy loads

of mail north from Denver and south from Billings. Leaving Denver with a coach, an RPO-baggage car and several mail storage cars, the train began shedding its mail storage cars at its second stop, Boulder, only 28 miles out. The penultimate storage car was dropped at Casper, Wyoming. Those cars would be unloaded for delivery throughout their broad local areas.

Arrival in Billings typically saw No. 29 reduced to the single E-unit, one mail storage car, the RPO-baggage car and coach. No. 30 reversed the process, picking up the emptied, reloaded and

locked cars in Casper, Cheyenne, Fort Collins and Boulder for delivery to Denver.

The annual glut of holiday mail saw cars added to the train, with pairs of them being uncoupled at most major municipalities. A pair of 12-cylinder 567 engines aboard the single E5 to E9 variously assigned to the train were not adequate for those heavier loads, so the train was temporarily assigned two of Burlington's steam-generator equipped SD9s.

The *Night Crawler's* heavyweight mail-baggage car was still in its

traditional green paint, as were most of the mail storage cars. The train was book-ended by a silvery E-unit and a modernized heavyweight, silver-painted, 6-wheel trucked coach. Steam-heated in winter and air-conditioned in summer, the coach featured traditional widely spaced, deep cushioned, reclining seats, with ample room in which to extend even a basketball center's legs. Airlines now cram at least two cramped seats into

the space taken by one of the *Night Crawler's*. And there was never a shortage of open seats. Pullman service was cut back in 1957, the last segment dropped in 1964.

Railfans' favorite post was the breezy, noisy rear platform, listening to the rapid-fire clickety-clack of wheels over jointed rail, the chant of those 567 prime movers a few cars ahead, inhaling clear mountain air, tinged with traces of diesel fumes, and admiring the passing Rocky Mountain scenery. The upper halves of the rear pair of dutch doors were invariably locked open in good weather and a flimsy accordion gate across the rear platform doorway offered a mesmerizing view of the track clattering out from beneath the car.

Staying east of the Continental Divide, and dodging mountains from 5,280-foot-high Denver to 3,124-foot-high Billings, the train passed through rocky canyons, verdant river valleys, scattered irrigated bottomland farms, and arid upland plateaus. Most of that was thinly populated. Some of those miles drifted past with barely a hint of human occupation.

Meals Not on Wheels

Mail trains offered the usual railroad amenities, antimacassars on seat backs and restrooms in which, stepping on the pedal opened the contents of the toilet onto the ties whizzing past below, filling the cramped space with the loud clickety-clack of jointed rails. One-gulp paper cups were dispensed next to a water cooler on the restroom wall. But these trains never boasted such luxuries as dining cars. Passengers could pack their own provender, or wait until a station stop offered a fleeting chance to dash across the street to grab some quick grub – no oodles of fast food emporiums in those days – followed by a panicked gallop back to the train.

But reminiscent of the 19th century pre-dining car era, the schedule of many such trains conveniently accommodated those needs for sustenance. Schedules varied somewhat over the years, but northbound, the *Night Crawler* arrived in Casper, Wyoming, about 6:20 a.m. As the engine moved over to the refueling rack, the local switcher removed another mail storage car. This provided adequate time for crew and passengers to amble across the street for a sunrise breakfast, topped off with steaming cups of Casper coffee served in hefty (nearly indestructible) white cups.

Lunchtime came just before 11:00 a.m. at Worland, Wyoming, in one of the red-checked-tablecloth cafés right across from the station. But like breakfast, this was not an opportunity to dawdle. A brisk 40 minutes were usually scheduled for each meal. Fortunately, the eateries offered quickly prepared dishes, quickly consumed. When the crew took that last gulp of coffee and stood up, it was time to go. Yellow flypaper slapped against the screen door as the handful of passengers and crew headed back to the train.

Southbound, No. 30 left Billings around 1:30 p.m., with an evening meal stop in Worland. The sun would soon be setting behind the Absaroka Range, not to be seen again until an hour or two out of Denver. Arrival there was scheduled for around 7:30 am, perfect for a leisurely breakfast perched on one of the long row of stools at Denver Union Terminal's lunch counter.

The End of the Mail Trains

Then as the Postal Service diverted ever-increasing tons of mail to airways and highways, mail trains became an endangered species. RPO cars valiantly served their important functions on fewer and fewer trains. Burlington's

Denver - Casper - Cody - Billings									
Application pending to discontinue Trains 29 and 30 between Denver and Billings. Consult agent.									
READ DOWN					READ UP				
Bus	29	Mls.	Table No. 7	30	Bus				
Daily	Daily			Daily	Daily				
Mountain Time Colorado & Southern Ry.									
AM	PM				AM	PM			
10 30	3 30	0	OLV Denver, Colo.	5183	7 35	3 25			
		14	Broomfield	5250	7 07				
		19	Louisville	5331	6 58				
		28	Lv Boulder	5337	6 46				
11 30	3 39	40	Longmont	4947	6 19	2 20			
Estes Park (Rock Mt. Natl Pl.)									
11 51	7 05	51	Berthoud	5025	5 55	2 07			
12 01	7 17	57	Loveland	4982	5 40	1 50			
12 05	7 21	71	Fort Collins	4982	5 23	1 30			
		82	Wellington, Colo.	5204	4 54				
		116	Ar Cheyenne, Wyo.	6087	4 15				
			Lv Federal	6766	4 01				
		136	Horse Creek	6510	3 33				
		149	Farthing	6323	3 13				
		159	Chugwater	5288	2 54				
		223	Wheatland	4737	2 23				
		211	Dwyer	4832	1 39				
		227	Wendover	4445	1 18				
		4 00	Chicago, Burlington & Quincy R. R.		1 03				
		238	Lv Wendover	4445	1 00				
		4 02	Cassa	4491	12 37				
		246	Glendo	4717	12 28				
		4 25	Orin	4700	12 09				
		4 44	269						
Natural Bridge									
		4 59	284 Douglas	4816	11 54				
		294	Orpha	4881	11 45				
		313	Glencroft	4998	11 13				
		337	Ar Casper	5115	9 55	3 28			
		337	Lv Casper	5115	9 55	3 28			
		348	Bishop	5271	9 33				
		358	Bocksum	5426	9 21				
		376	Powder River	5694	9 03				
		387	Loz	5869	8 50				
		395	Arnoldo	6019	8 41				
		419	Lynsite	5255	8 10				
		440	Honerville	4790	7 40				
Wind River Canyon									
		472	Thermopolis	4320	6 52	12 48	8 55		
		504	Ar Worland	4049	6 06	12 07	8 22		
		523	Manderson	3803	5 25	11 50	8 09		
		532	Basin	3859	5 03				
		540	Ar Greybull	3788	4 51	10 57	7 56		
		577	Lv Lovell	3814	4 35	10 45	7 44		
		583	Cowley	3956	4 20	10 45	7 24		
		589	Ar Deaver	4108	3 42	10 06	6 46		
		589	Lv Deaver	4108	3 19	9 47	6 30		
		595	Ar Powell	4221	2 55	9 21	6 15		
		623	Ar Cody	4987	2 22	8 16			
		629	Lv Cody	4987	2 17	8 10	1 35		
		635	Ar Powell	4108	2 00				
		642	Ar Deaver	4108	1 47				
		652	Ar Deaver	4108	1 30				
		657	Ar Billings	3124	1 30				

Page 15 from the Q's Passenger Timetable that took effect June 1, 1967, the last schedule of trains 29 and 30. – David Lotz collection

Night Crawler, like all of those other mail trains that once brought us our copies of the *Saturday Evening Post*, *Colliers*, *Popular Mechanics* and letters from Aunt Sally, are now as extinct as the dodo. The *Night Crawler's* final arrivals in Billings and Denver came on September 2, 1967. A cascade of trains, no longer economically viable after the loss of mail contracts, also sadly left behind only traces in the timetables – “Freight Service Only.”

With little public notice, the curtain rang down on the 115-year tradition of rail mail. Postal clerks stamped their last cancellations on the final run of RPO cars on the New York-to-Washington run aboard Conrail train No 73 on July 1, 1977. A few RPO cars made their last runs to museums, there to join the buggy whip and the cardboard-capped glass milk bottle as vanished relics of a distant, more languidly paced past. Today, when monster Tier-3 and 4 BNSF diesels glide

along with their mile-long double stack trains, mail trains sound as quaint as wind-up cylinder phonographs.

A Ride on the “Night Crawler”

Readers whose appetites have been whetted for a ride through the wide-open west from Denver to Billings a half-century ago, may wish to step aboard a “virtual” *Night Crawler* for a ride back in time with the help of an article in *Classic Trains*, Vol 12, No. 1, “Burlington's Night Crawler.”



Close to midnight on September 1, 1967, No. 29 arrives in Ft. Collins, Colorado, drops off a mail car, picks up a couple of passengers and departs for Billings for the last time ever. Our author rode the last run and recorded scenes along the way on the here and on the facing page. Soon its melodious chime horn will be heard echoing across the high plains as the train scoots off to its next stop across the border in Cheyenne, Wyoming. – *Stan Rhine*

Standing in the open dutch doors of the modernized coach, Stan captured the train passing through the scenic Wind River Canyon, a few miles south of its next stop at Thermopolis, Wyoming. Tomorrow's timetable will, alas, read, “Freight Service Only.” – *Stan Rhine*



No. 29's first stop after passing through the Wind River Canyon was at Thermopolis, Wyoming. Only Yellowstone National Park, about 100 miles to the northwest, has more colorful thermal springs and seeps than Thermopolis. From here it's only a little more than a half-hour along the banks of the Big Horn River to the lunch stop at Worland. For this last run, someone chalked this message on the bottom of coach 4523's diaphragm, “THE END, GOOD BYE FOREVER - 29,” which can be seen in several photos on the next page. – *Stan Rhine*



Worland was the lunch stop for No. 29's passengers. – *Stan Rhine*



Next stop on this trip was Basin, Wyoming. – *Stan Rhine*



Fueling stop at Greybull, Wyoming. – *Stan Rhine*



Frannie, Wyo., junction with the Q's line to Cody. – *Stan Rhine*



Above and below, the final stop at Billings, Montana. A plethora of baggage carts were available to offload the last mail. – *Stan Rhine*



CHICAGO UNION PASSENGER AGENTS

by Jim Christen

Let's preserve a little Q history by me telling about the depot passenger agent's job in the Chicago Union Station. I was one of the Assistant Depot Passenger Agents in the early 1960s.

The Q Passenger Agents were different from the other passenger agents. We were young bucks on our way up with the railroad. The Pennsylvania Railroad and Milwaukee Road's passenger agents were either old guys waiting for their retirement, or guys who knew their passenger agent's job was probably the last one they would have with the railroad. The GM&O's passenger agent was different. He thought he had the best job in the world, and would not have exchanged it to be the president of the GM&O. No one could remember his first name because he always addressed himself as GM&O and his surname.

What would be obvious to all is the answering of passengers' questions at the passenger agent's window. It certainly was, but here were some of the other responsibilities we had:

1. Inspecting trains before passengers loaded.
2. Getting coach passenger counts from non-reservation trains.
3. Getting inbound passenger counts from the conductors off the DZ and sending it immediately to the General Office.
4. Placing newspapers and magazine in lounges and parlor cars of outbound trains.
5. Acting on Transportation Notices (TNs) or Special Attentions (SAs) that dictated action.
6. Acting on all Meet and Assist (M&A) wires coming from conductors or Zephyrettes.

Answering Passenger Questions at The Window

These were mostly simple questions, but extended to resolving reservation situations with the Reservation Bureau and handling tight connections of passengers coming off of Q trains to other railroads. The connection of CZ's passengers to the NYC's *New England States* train to

Boston at La Salle Street Station, and passengers off No. 24 to Illinois Central's Train No. 1 to Memphis and New Orleans at Central Stations are still prevalent in my mind.

Meet and Assist Wires from Inbound Trains

These were mostly tight connections situations or getting the Travelers Aid Society involved. You never knew if the situation was routine or a real barn burner. I can still remember the details of my one barn burner. I especially liked getting M&A wires from Zephyrettes because I thought I could impress them by handling their little problem. I was a complete failure at this because I never got a date with a Zephyrette.



Passengers lined up at the Chicago Union Station ticket counter in May of 1948. – Esther Buble, Newberry Library [Granger31]

Transportation Notices (TNs) and Special Attentions (SAs)

These came from the General Office (G.O.) and were second in priority, only to handling of passenger situations as they evolved in Union Station. They were the clerical function of the passenger agents, as the had to be marked up and put in chronological and train time order. About 50% dictated action, 50% did not, but required knowing what was flowing through the stations, and reasoning

things out. About a dozen a day came from the G.O. You read them through, put the most recent date and train number in the upper right-hand corner. The later date and train number of action or no action was put in the upper left-hand corner. Then you filed them in chronological order on the work board. TNs and SAs could be for the next day or a month out. Correct placement on the work board was a must. You would determine if you were going to be on duty at a date and time. You had time to think about how you would handle a situation, unlike the meet and assist wires when you had to handle any situation which fell into your lap. The marking up and filing of TAs and SAs was usually done by the night passenger agent.

Organization of the Depot Passenger Agents Office

The Depot Passenger Agent's office was comprised of the appointed DPA and two assistants. The DPA at my time was Harold Weiler, who was in charge of the two assistant DPAs. One was the night agent, the other the swing shift man. Mr. Weiler's duties were Monday through Friday, 7 a.m. until 3 p.m., but he often came in on off days and times when extra trains were operated. He had an excellent grasp of everything within his station responsibilities and was a good manager of his young buck assistants. The Q knew how to select their managers. My job was on duty when Mr. Weiler wasn't, plus Mondays, and when night DPA had his days off. I worked Saturday, Sunday and Monday 7 am until 3 pm. On Tuesday and Wednesday,

3 pm until No. 24 came in and any passenger situations from No. 24 were resolved. I left my car in Aurora and rode No. 7 out of Chicago.

Mr. Weiler went up a notch or two as did all of us ADPAs. I went to the General Office as a Traffic Tip Clerk and later, Military Movements Clerk. My ADPA time at Chicago Union Station was the biggest learning experience of my life. Having Thursdays and Fridays off was a little awkward, but it came with the job.

MODELING THE BRISTOL, ILLINOIS, DEPOT IN S SCALE

by John J. Mann, photos by the
author unless otherwise noted

I first noticed this station when I bought my copy of "Burlington In Transition" way back when. There is a picture of it on page 197. Someone said that it was a boxcar originally. There is very little left of the boxcar in my opinion. Anyhow, I always had it on my "to do" list. Sadly, by the time I found Bristol, Ill., this station was gone. Interestingly, the original Bristol depot is still in Bristol. It has been turned into a residence. It is very similar, if not the same, as the Batavia station. That's another project.

I was able to find a couple of pictures online. (Thanks Marty Bernard!) They date from around 1965 or 1966 and show it painted white while the Corbin picture appears to be Indian Red. I chose white. I couldn't locate plans, however.

What to do? Since I wanted close not exact, I had some leeway. One of Marty's pictures showed 4960 next to it. From a plan of 4960 I was able to determine the height to the top of 4960's number plate on the boiler front was ten feet. Since this station was supposedly a boxcar, I assumed the width without the bay was also ten feet and the length was around 36 to 40 feet. I then played around with a scale rule and paper until I came close. I only had pictures of three sides, so I assumed the backside showed boxcar. I may be right or I may be wrong. This process could be done with a drawing program and computer also.

Then it was on to the scrapbox. I found some S scale doors and a set of HO bay windows, both by Grandt Line, that filled the bill. Tichy makes similar ones. I also had scribed siding and styrene strips by Evergreen in the appropriate sizes. Everything I needed was on hand. It was the day after Christmas. All the kids were gone and I had some time. Off to the races! The pictures show the progress. Start to finish was four days. Did I mention it is S Scale? No matter, it could be done in any scale.



The tiny, utilitarian Bristol, Illinois, depot with barely enough room for the operator's facilities or for mail and freight storage. – Bernard Corbin



The east end of the Bristol depot can be seen in this March 20, 1966, photo of the 4960 fan trip to Zearing. – Rick Burn, Marty Bernard collection



The west end of the depot as seen in *Burlington Bulletin* 56. The eastbound Rock Falls way freight at Bristol on Friday, September 6, 1965. – Marty Bernard

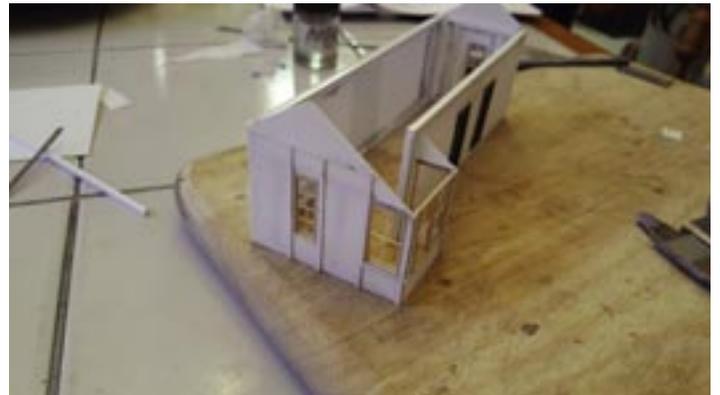


Above: Using Rick Burn and Marty Bernard images, I was able to determine basic measurements and prepare an S-scale sketch of the depot before I began construction.

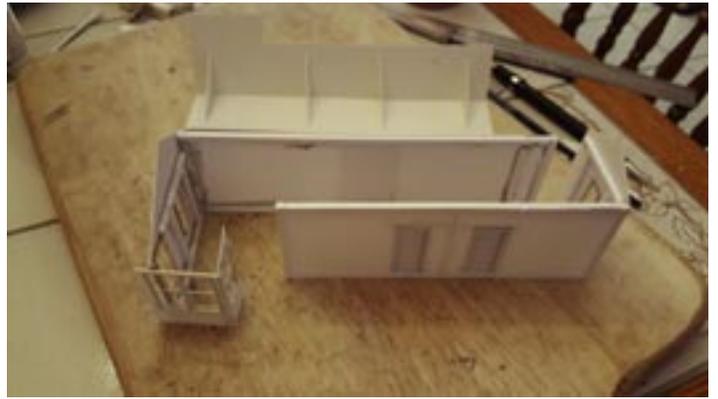
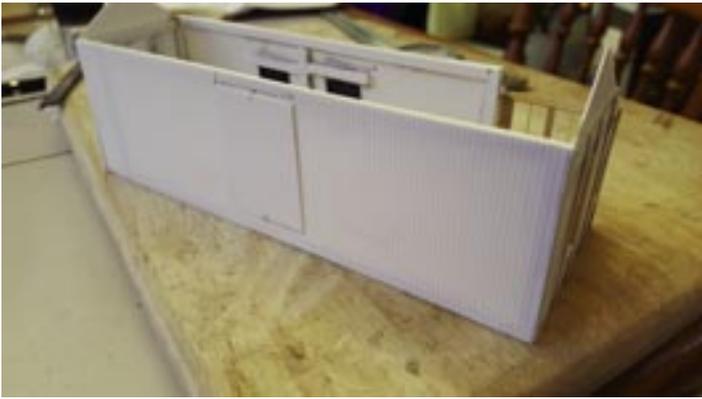


Left: This is the Evergreen styrene that was used to construct the depot. (#124, #176 and #2060. Remember, this is for S Scale.)

This is the west end of the depot under construction.



This shows the south, or track, side of the depot.



Clockwise from above:
 North end with boxcar door still in place.
 All the sub-assemblies painted white.
 The Grandt Line parts that were used and the roof added.
 How the depot sign was made using Microscale alphabet set.
 Depot sign in place.



John's completed S scale model of the depot.

BURLINGTON "HAWKEYE-TEMS"

Here are more historical newspaper articles, this time from the *Daily Hawk Eye Gazette*.

January 2, 1941

Pioneer Zephyr will leave 20 minutes later beginning Tuesday, January 7. The *Pioneer*, K-Line train now leaving Burlington at 3:30 p.m. for St. Louis, Mo., will leave at 3:50 p.m., Burlington Route officials announced today.

Changes on the mainline of the Burlington Railroad tentatively scheduled for Jan. 7 have not yet been released.

The *Zephyr-Rocket* overnight service between the Twin Cities & St. Louis will start Jan. 7 as announced two weeks ago.

Passenger service on the Burlington this year has compared favorably with other recent years, the division passenger agent's office reported. Heavy traffic is anticipated this weekend when students & teachers return to their schools. Baggage mail service was especially heavy this holiday season it is said.

January 7, 1941

ZEPHYR-ROCKET IS DUE AT 10:15 THIS EVENING

Headed for the Twin Cities on its inaugural run from St. Louis, the first *Zephyr-Rocket* is scheduled to arrive in Burlington at 10:15 this evening. It will leave St. Louis at 5:30 p.m. and arrive St. Paul 7 a.m. Wednesday and Minneapolis a half hour later.

The new *Zephyr-Rocket*, which will operate between St. Louis and the Twin Cities via the Burlington Route and Rock Island Lines on a daily overnight schedule, are streamline trains consisting of a 2,000 horsepower diesel electric locomotive, baggage-mail-express cars, a deluxe chair car, a special designed Pullman and a dining-observation-parlor car.

The train which will pass through Burlington this evening was christened at St. Louis at 11:30 this morning by Miss Gladys McRee, queen of the Veiled Prophet.

The first southbound *Zephyr-Rocket* will arrive in Burlington at 1:10 a.m. Wednesday and leave at 1:30 a.m.

January 29, 1941

Looking back 25 years ago

Announcement was made of the proposed enlargement of the West Burlington Shops. The machine and erecting capacity was to be doubled at an expenditure of from \$750,000 to \$1,000,000.

February 28, 1941

Burlington will be on the route of a 15-car special train carrying 302 Navy men for the eastern states to San Diego, Cal. The train is scheduled to arrive here about 1 p.m., March 5, from Chicago, Ill., where the New York Central Railroad will turn it over to the Burlington.

March 3, 1941

A special train carrying men from Camp Grant at Rockford Ill., to Ft. Lewis, Washington, passed through Burlington about 5 p.m., March 1, 1941.

March 10, 1941

Effective today, The *Zephyr-Rocket* trains running between St. Louis, Mo., and the Twin Cities are carrying an additional sleeper each to take care of increased traffic on the recent-inaugurated overnight service, J. J. Teeter division passenger agent for the Burlington Railroad announced this morning.

March 10, 1941

Local Briefs

An eight-car special train carrying 216 Selective Service draftees and officers will go through Burlington about 6 p.m. today. The train is on its way from Chicago to Fort Francis E. Warren, Wyo.

March 27, 1941

REPLACE ST. LOUIS ZEPHYR WITH STEAM TRAIN APRIL 7th

Effective April 7, until further notice, the *Pioneer Zephyr*, now running between Burlington and St. Louis will be replaced by a steam train, the division passenger agent's office announced this morning.

The change is occasioned by the removal for repairs of the *Mark Twain Zephyr* from service between St. Louis and Kansas City, Mo., and the substitution on that run of the *Pioneer Zephyr*.

March 31, 1941

DIESEL-ELECTRIC SWITCH ENGINE IS BEING USED HERE

A diesel-electric switch engine of 360 horsepower and weighing 44 tons, is now at work in the Burlington Railroad yards, here on a trial basis. It is understood that a larger diesel locomotive will be tried out later.

Similar engines are being widely used all over the Burlington Route, official report. Business establishments located near the railway right-of-way are said to favor the new engine because of the lessened smoke and noise nuisance. Engineers report the diesel locomotives as being more maneuverable.

BY BILL EWINGER

October 25, 1941

No. 4, New Train, Goes Into Service on Sunday Morning

Train No. 4, a local between Burlington and Chicago, will go into service beginning Sunday Oct. 26. It will leave Burlington at 5:45 a.m., arrive in Chicago at 11:25 a.m. This train formerly operated only between Galesburg and Chicago.

Other time-card changes on the Burlington effective Sunday include:

Eastbound No. 8 will arrive here at 1:32 a.m., arrive Chicago 6 a.m.

Eastbound No. 30 will arrive here at 4:12 a.m., arrive Chicago 8 a.m. This train formerly No. 40.

Eastbound No. 6 will arrive here 3:20 p.m., arrive Chicago 8:30 p.m.

Westbound No. 5 will leave Chicago 6 p.m., arrive Burlington 10:53 p.m.

Westbound No. 9 (formerly No. 11) will arrive here 3:15 p.m.

Westbound No. 3 will leave Chicago 10:30 p.m., arrive Burlington 4 a.m., same as present, but will be consolidated here with mail train No. 7 and leave at 6:25 a.m.

Northbound train No. 43 will leave St. Louis 9:15 a.m., arrive Burlington 3 p.m.

Southbound No. 44 will leave Burlington 4 p.m., arrive St. Louis 9:28 p.m.

Northbound No. 15 will leave St. Louis 5:30 p.m., arrive Burlington 10:25 p.m. This is the *Zephyr-Rocket*.

December 30, 1941

DENVER ZEPHYR IS DERAILED

Chariton, Ia., -(AP)-Officials of the Burlington railroad said today that sabotage was not responsible for the derailment of the westbound *Denver Zephyr* streamliner at the west edge of Chariton last night.

The official explanation was that an axle broke on the second of two Diesel power units. The broken truck tore up the track for several yards.

The majority of the cars, including the baggage and mail car, two coaches, a diner and two sleepers, ran across the broken rails safely. However, the two rear sleepers and the lounge car derailed.

The cars did not overturn nor leave the roadbed. No one was injured. Officials said the train was going only 35 miles per hour at the time. They said traffic was routed around the derailed cars and the passengers were sent on to

President's Corner



OUR 40TH ANNIVERSARY

Welcome 2019, the year of the Anniversary!

February 12, 1849, the Aurora Branch Railroad was chartered - 170 years!

March 20, 1949, the *California Zephyr* was inaugurated - 70 years!

October 17, 1979, the Burlington Route Historical Society was formed - 40 years!

As you know, the BRHS was preceded by the Burlington Modelers Association, founded on April 11, 1973. It was soon replaced by the CB&Q Historical Society in November of 1976 and it was reorganized into the BRHS in 1979. The rest is history.

For those of you who have been along for the ride from the beginning, to those who are just joining and receiving your first *Zephyr*, thank you for your support and interest in the CB&Q Railroad! A special thank you goes out to our Conductor Club members who have now surpassed the number of Sustaining Members, and, in less than two years! You make me proud. Thanks to both groups and all members for your dedicated and continued support of the BRHS!

2019 will be a great year for the BRHS with our Annual Spring Meet being held at Lyon Farm in Yorkville, Illinois, on April 6. Lyon Farm is home to the Kendall County Historical Society, which is the caretaker for the original 1850 Plano, Illinois, depot as well as the 1918 Aurora Shops-built wood waycar No. 13818. These two pieces of CB&Q history will be open for viewing during the day.

Our Annual Meeting will be held in Sandwich, Illinois, at the Timber Creek Inn & Suites from September 18-22,

adjacent to the Galesburg mainline and in close proximity to the Aurora Branch and the Fox River Branch lines. The tentative schedule starts on Wednesday with an afternoon cookout at the Plano Depot alongside the Galesburg Mainline, where eight Amtrak and numerous freight trains pass daily.

The Plano depot will be open for viewing and for restroom facilities. Thursday and Friday will consist of tours to Chicago Union Station and local CB&Q depots including Batavia, West Chicago, Lisle and hoping for lunch at the Aurora Roundhouse. Saturday will consist of the Annual Meeting, swap meet, clinics and banquet with evening programs. Sunday will be a day at Illinois Railway Museum to view their CB&Q and other collections, as well as a ride on the *Zephyr*.

In conjunction with the Annual Meet, we have invited the Zephyrettes to attend in honor of their Anniversary as well. The Zephyrettes first appeared on the *Denver Zephyr* and the *Twin Cities Zephyr* in 1936 until WWII. They resumed serving on the *California Zephyr* from 1949-1970. We have a very special treat planned with the Zephyrettes for your enjoyment!

2018 was a great year of progress for the BRHS, hosting many educational presentations courtesy of Director Leo Phillipp. Our first appearance at the Sandwich Fair in Sandwich, which is the oldest running county fair in Illinois, is where the Company Store sold publications and took in 11 new memberships. Many other train shows from La Crosse to Galesburg and even St. Louis, a second very successful year at Trainfest in Milwaukee, Wisconsin, where we sold donated brass and

plastic engines and freight cars, publications, as well as signing up 14 new memberships!

Many members contributed to these efforts throughout the year, Larry Owen, Steve Little, Bill Jelinek, Dave and Diana Lotz, Jim Singer, Dick Kasper, Al Kamm III, Ray Buhmaster, Greg Baumgardner, Ron Hatch, Harold Ziehr, Leo Phillipp, Jon Habegger, Jim Davidson, Stephanie and Derek Dawdy, Warren Hanson, Ron Wigton, Dan Hollis, John and Ryan Smith, Scott Mulliner, Jeremy Bubb, Charles and Meg Fitch, Suse Whitt, Larry and Barbara Stoll, Dan Holbrook, Norm Carlson, Jerry Hamsmith, Jerry Lundeen, Laird Brown, Denny Edwards, Perry Bilotta, Rich Gortowski, Greg Koon, Bryan Howell, Bill Hirt, Phil Weibler, Mike Ferris, David Wilson, Peter Korsching, Jack Schroeder, Tim Schubert, Archive Workers and others I can't remember, and let's not forget Mark Twain!

Operationally, thanks goes out to the Officers and the Board of Directors for the continued tireless efforts to keep our "engine" well oiled and stoked at all times! A new officer has been added to our staff. Director Leo Phillipp has a new title of VP of Education and Outreach and Greg Baumgardner has been appointed to the position of VP of Projects.

In closing, I wish to thank each and every member for the humbling experience of receiving a Life Membership. There are not very many times in my life in which I have been speechless, but that left me struck with much gratitude. My goal is to guide the BRHS into the future and to never let go of the profound history of the CB&Q RR.

Tom Whitt



The borrowed locomotive that started it all. Originally the Chicago & Galena Union's "Pioneer," it pulled the first train (one C&GU coach) over the Aurora Branch Railroad from Turner Junction (later West Chicago), to end-of-track at Batavia and back. This event, the beginning of regular service on the Aurora Branch, occurred on September 2, 1850, at 6:30 a.m. The locomotive is now preserved in the Chicago History Museum. – David Lotz



ZEPHYR CARS ON THE MOVE



The newest addition to the 261 fleet of historic and restored passenger cars is Vista-Dome lounge Silver Palace. After March 1970, the car joined Auto-Train Corporation fleet. After the Auto-Train's demise, the car was sold into private ownership and passed through several owners. The car was extensive remodeled as a lounge car for Merle Haggard but was then sold once again to the Algoma Central Railway in Canada. The car was acquired by the Friends in December 2017, shown here at Minneapolis Junction September 8, 2018. – *Don Crimmin*



Ex-CZ cars, *Silver Peak*, *Silver Rapids*, *Silver Lariat* and *Silver Solarium*, heading east on Amtrak train No. 4 near Flagstaff, Arizona on September 11, 2018. They were enroute to the Cuyahoga Valley Scenic Railroad in Peninsula, Ohio. CVSR already owns another CZ car, the *Silver Bronco*. – *Barry Sprofera*



Due to Amtrak's new restrictive policies, John Caestecker's family has sold ex-DZ dome *Silver Buckle*, now named *Silver Splendor* to the CVSR. They headed east on November 17th, 2018. Shown here in Denver on April 23, 2015. – *John Caestecker*



On January 10, 2019, ex-CZ *Silver Horizon* was relocated to its new home, only three blocks away, in Maricopa, Arizona, to make way for new highway overpass. The car was purchased from Pinal County by the Maricopa Historical Society for \$1. – *Used by permission Jim Headley/InMaricopa*

SOCIETY NEWS



Members Only!!

Another important benefit of membership is access to the BRHS Members Only area of the web site. We have already loaded out of print material, Quincy clinic videos, and most recently a link to a Flickr site, created by long-time members, Bill Barber, Louis Zadnichek and Chuck Zeiler, that contains over 16,000 CB&Q images!



Freight Car Project Selling out Fast!

Don't wait to order cars from the latest freight car project, HO scale XM-25/26 Single Sheathed Boxcar Kits. These may be purchased online and, if any are left, at the Spring Meet. Here are the four cars:

- XM-25 CB&Q No. 15463 w/Andrews trucks
- XM-25 FW&D No. 7648 w/Andrews trucks
- XM-26 CB&Q No. 16729 w/Bettendorf trucks
- XM-26 C&S No 13952 w/Bettendorf trucks



The BRHS was represented at Lyons Farm on September 30, 2018, by Jim Davidson, Dennis Edwards, Jon Habegger, Larry Owen, Leo Phillip and Tom Whitt, shown here recruiting a future member. – *Suse Whitt*



Thanks to Tom Whitt and Leo Phillip for the great booth at this year's Sandwich Fair. Thanks to those who manned the booth: Jim Davidson, Larry Owen, Jon Habegger and afternoon coverage from the Archive Committee: Ray Buhrmaster, Dick Kasper and Al Kamm III. – *Jim Singer*

ARCHIVE UPDATE FROM THE STACKS

AS REPORTED BY JIM SINGER

Thank You for Your Support !

Sustaining Members and all those contributing at the Conductor's Club Level over and above that. We have raised about \$115,000 and incurred about \$15,000 in fund raising costs with additional donations to Lake States and C&NWS in the last 4 years.

Sustaining Support by Year

Year	Income	Net Exp.	Sust. Donations
2014	630	6800	7000
2015	115	7400	10200
2016	320	7000	10300
2017	2300	6800	*15500
2018	3000 est.	5900 est.	*15000 est.

* Includes Conductors Club



Another load bound for Baraboo! – Jim Singer

Archive Effort Expended Sept 1, 2017 to Aug 31, 2018.

Premiums / Banking / Fund Raising/ Planning/Administration / Publication Work /Scanning / Etc.

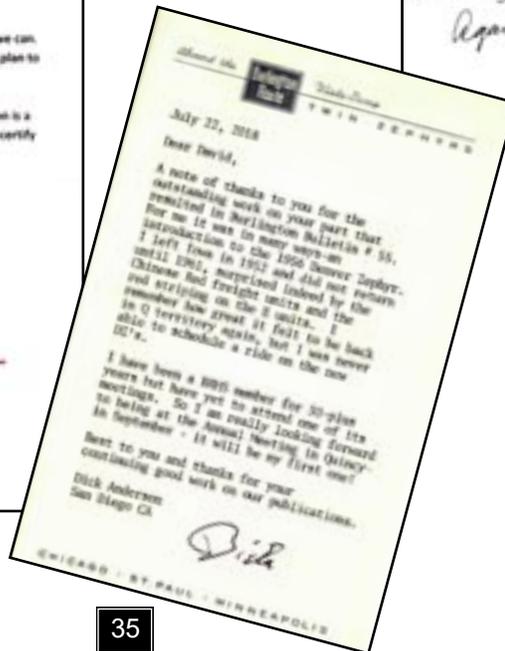
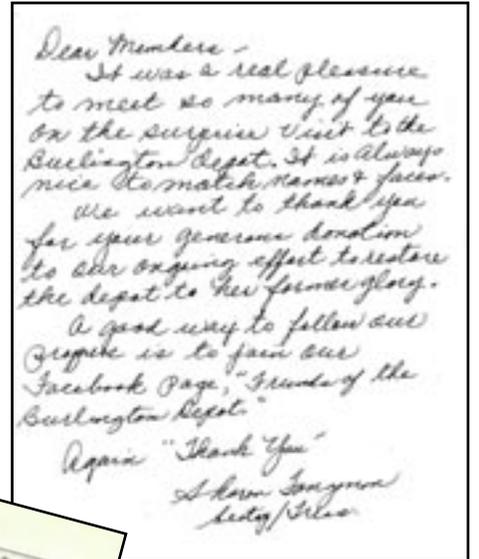
- 55 Visits to Baraboo plus
- 19 One-Day Round Trip Visits
- 373 On-Site Man Hours
- 300+ Transit Hours (via Car)
- 350+ Local (Chicago Area) Man Hours

Upcoming Archive Work Dates

- Wednesday, March 20th
- Thursday, April 18th
- Tuesday, May 21st
- Wednesday, June 19th
- Thursday, July 18th

All work day hours are 11am - 5pm

CORRESPONDENCE RECEIVED AT P.O. BOX 456



WELCOME ABOARD NEW BRHS MEMBERS!

We are pleased to welcome aboard 58 new members who have joined since August 15, 2018:

JOHN GALLEN
ROBERT BACH
CHARLES BILLESBACH
KELLY BOLES
WILLIAM H. BOORMAN
DAVE BRAGDON
FRANK CHEEK
JAMES DAVIS
JEFFERY DONALDSON SR.
JOHN DRAKE
DON ELLISON
DARREN FERRETER
FRED FOSS
JOHN FRANK
JOSEPH GALDI
PATRICK GOLDEN
DAVID GREENE
SARAH GRIESSENBOECK
BLAINE HADFIELD
DIRK HALL
TOM HAMMER
DAVID HEINZ
JEFFERY HERMACH
C. K. KECK
TIM KEIERLEBER
CORY KENNEDY
GREGORY KEPKA
WILLIAM KING
KEVIN KIZER
JOHN H. LEHMAN
JOHN MANN
MICHAEL MCCULLOCH
JOEL MCCURRY
BRAD MEYER
RICK MORPHEY
JOHN MOSHER
MICHAEL NOLAND
TERRY NORTON
LYNN PEHLKE
PETER ROME
TED ROTH
WAYNE ROWLEY
PAUL SCHNEBLE
RUSTY SCHRAMM
RICHARD K. SCHULTZ
JEROME SHOEMAKER
JOHN W. SHOENER
RANDY SMITH
JEFF SPODEN
ANTHONY J. TOMERA
KEN TYRRELL
ANNE VONHOF
RADFORD WALKER
WILLIAM WASZAK
SCOTT WELCH
PAUL WHATLEY
ED WIESBROOK
JONATHAN ZOOK

QUESTIONS AND ANSWERS

Q18-01 Chuck Zeiler asks if anyone knows more information about this car, the 209365 (best guess on road number) at Princeton, Illinois, circa 1940, photograph by Duncan Bryant, Marshall Pochay collection.



A18-01 Joe Douda's Company Service Roster lists the 209365 under Company Service Passenger Cars and Way Cars as being 45 ft. long and weighing 60,000 lbs. No indication of what it was rebuilt from but it is noted that it was scrapped at Galesburg on 10-31-49.

It has standard small waycar windows and wide end doors as originally applied to 28 ft. waycars and a two window per side narrow cupola which perhaps suggests conversion prior to 1880. Only one other car is the same length (211619) and it was built in 1869 and weighed 80,000 lbs. and its pedigree is also not recorded.

It looks like it could have been rebuilt from a boarding car. It differs from the drawing having one less window and no clerestory or "Possum Belly" storage box under the floor within the truss rod structure.



Q18-03 Ken Howard asked, "I believe that the CBQ started painting depots all white at some point. Not being the greatest painter it would be an easy paint scheme to do. Can someone tell me if they did use all white and, if so, when it would have started."

A18-03 From a review of photos, it appears that the Burlington started painting depots and outbuildings in white with green trim in the early-to-mid-1960s. There has yet to be an exact date when this began.

Q19-01 Hol Wagner recently picked up this undated red border Kodachrome slide on eBay. It's by far the best view of a shadowlined SSS car we've yet encountered, but of course the car number is obscured. It is, however, one of the three PB-21 coaches from 6161-6163 series and appears to have been photographed not very long after its 1954 conversion/modernization. Any guesses as to the location?



Q19-02 Ken Martin copied the following image when at the Galesburg Railroad Museum and is trying to identify the the first boxcar shown. He wonders if it might be a narrow gauge car on standard gauge trucks. The image was taken in 1910 in the Galesburg stock yard at the west end of the Galesburg yards. The first number may be an 8, which would make it 8370, which is a 28 ft car by the 1910 ORER. The stock car is definitely No. 12030. In the 1904 ORER it lists stock cars as 12000 - 12999 even numbers 29' 11 1/4" inside length, but they are gone by the 1907 ORER.



Q19-03 Brian Ehni shared this image of CB&Q No. 7112 at Aurora Station on March 6, 1938. It is from the W. Gorman scan collection and asks what the covers over the trucks are for?



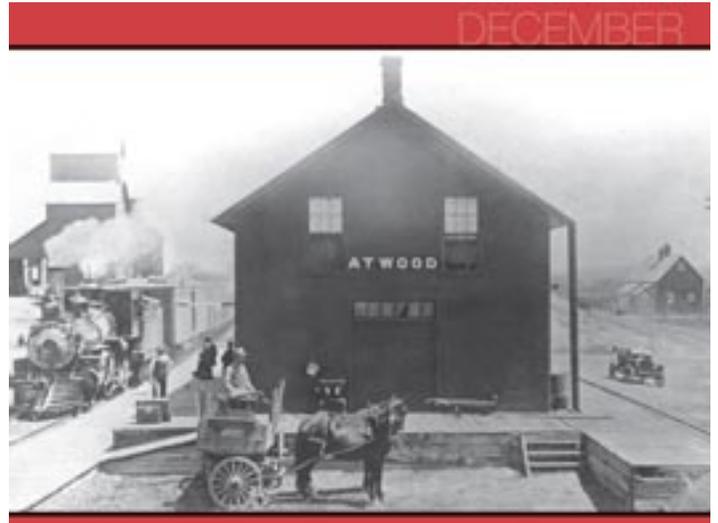
Q19-04 Bryan Howell asks, does anyone know where the following photo was taken? And perhaps a better estimate on the year. The only information we have says it is possibly Atchison, Kansas, during the 1950s.



Q19-04 We believe the photo to be from December, 1935, at St. Joe, Mo., for multiple reasons. The first is that the front of the train is nearly immaculate. The 9900 was introduced in 1934 and it didn't take long for it to get dinged and dented once placed in service, so this photo had to be from very early in its career. Above the conductor, a green flag is visible in the flag holder of the train. This indicates that a second section is following. Given the snow on the ground, heavy package traffic during the weeks leading up to the holidays is a likely explanation. With that said, this would be CB&Q Train No. 20.

Q19-05 I can't remember where I heard this; but it was to the effect that the Shortline that was operating on the old CB&Q St. Francis Branch had ceased operations on the line and was going to pull up the tracks. Do any of you have any information on this?

A19-05 Hol Wagner wrote a considerably longer caption than appears with the photo from Jim Ehernberger's collection that is the December photo in the 2019 BRHS calendar and shows passenger local No. 189 pulling up at the Atwood, Kan., depot about 1915. The caption was way too long for the space available and had to be cut substantially. The image and complete caption is shown below.



The St. Francis Branch was one of the so-called Kansas wheat branches, built in the 1880s to tap the agricultural output of northern Kansas. It extended 134 miles from Orleans, Neb., southwest to St. Francis, and at the time of this circa 1915 view was served by five-days-a-week freights 177-178 and daily-except-Sunday passenger trains 189-190. The latter trains began and ended their runs at Oxford, Neb., 13 miles west of Orleans and junction of the St. Louis-Kansas City-Denver route with the Chicago-Denver mainline. This photo finds No. 189 pulling into Atwood, Kan., 91 miles down the line from Orleans, for its scheduled 1:06 p.m. arrival. Having left Oxford at 5:45 a.m., the little three- or four-car train will finally reach St. Francis at 7:35 p.m. And since its eastbound counterpart, No. 190, left St. Francis at 1:00 p.m., two trainsets were necessary to serve this lengthy branch. Typical of the period, today's No. 189 is pulled by a class A-1 4-4-0, and the first car behind it is one of the ten 51-foot wooden-body, arch-roof cream cars with fishbelly steel underframes built at Plattsmouth in December 1910 as CB&Q 920-929. On the westbound run the car carried empty cream cans being returned, while the eastbound trip will pick up full cans of cream for delivery to mainline trains that will take it on to one of the big Nebraska creameries (Beatrice or Fairmount) for processing. A dray wagon waits at the depot to carry today's mail to the post office and any express shipments to the consignees. Luggage on the wooden platform indicates that at least one passenger will board for a journey farther west, likely to McDonald, Bird City or all the way to St. Francis. Atwood's 1910 population of 680 swelled to 919 in 1920 before peaking at 1,658 in 1980. Today it's down to around 1,200, but after BNSF turned the branch over to the Nebraska, Kansas & Colorado Railway, authority to discontinue service was granted effective Sept. 7, 2017, though no trains had traversed the trackage in over two years. – Postcard from James L. Ehernberger collection

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

LIVE WITH LEO HISTORICAL PRESENTATIONS

CURRENTLY SCHEDULED FUTURE PRESENTATIONS:

May 2nd, 2019, "History of the Burlington in Downers Grove"

Time: 7:30 p.m., Will be longer and more in depth than prior Downers Grove presentation.

Sponsors: Downers Grove Museum and Downers Grove Historical Society as part of Founders Day week long event.

Nov. 2nd, 2019, "Early History of the Q, the History of the East End and a Focus on Hinsdale Industry and Freight house."

Time: 6:30PM Location: Hinsdale Country Club.

Sponsor: Hinsdale Collectors Club

Other possible presentations being discussed: Aurora, Ill., Oregon, Ill. and La Salle County, Ill., Illinois Div. NMRA 2020 Regional Meet

PAST PRESENTATIONS:

		Audience	New/renews	Pub.Sales.	Honorarium
Chgo. Union	11/14/18	38	0	\$ 5	\$50
DuPage Div. NMRA	11/04/18	42	1/0	\$180	
Dixon, Ill.	8/13/18	55-60	1/1	\$75 -100	
Aurora, Ill.	5/02/18	30	?	\$15 - 20	
Westmont, Ill.	4/22/18	42	?	?	\$50
Batavia, Ill.	3/25/18	85	?	?	
Oswego, Ill.	2/17/18	30	?	\$20-30	\$50
Chgo. Union	10/20/17	24	?	?	Dinner
Yorkville, Ill.	8/15/17	26	?	\$40-50	\$50
La Grange, Ill.	5/21/17	12	?	\$25	
Chgo. Union.	4/21/17	30	?	?	Dinner
Aurora, IL.	3/23/17	92	1+	\$300-400	\$250
Lisle, IL.	1/22/17	65	?	\$400	\$50
Chgo. Union	9/16/16	28	?	\$50-75	Dinner
Oswego	2/28/15	100+	?	Zero	

BRHS PRESENTATIONS:

Fall 2017, Rochelle "The Qs Rochelle Characters"

Spring 2016, Batavia "The Fox River Branch"

Fall 2013, Mendota "The Eola Based Wayfreights"

Spring 2004, Oregon "Hand Signs on the Q"

Spring 2000, Rochelle "Hand Signs on the Q"

NEW PRODUCTS

HO SCALE

In Stock! Accurail has a run of 50' Havelock-built CB&Q boxcars with Superior doors in the mineral red, Damage Free paint scheme. Build date is 9-55. These have riveted sides with roofwalks and high ladders and brake wheel. MSRP \$17.98



Stock No. 5507 single car

Bowser has announced a new run of 70-ton offset hopper cars. Ready to Run. Features: Crisp details and sharp painting and printing, metal wheels and knuckle couplers. Estimated delivery summer 2019. MSRP \$27.95



Stock No. #42287 Road #170508

#42288 Road #170529

#42289 Road #170533

In Stock! Sunset Models has all-brass CB&Q O-5 4-8-4 models in three road numbers. Equipped with QSI "Titan"



DC/DCC, dual 30mm speakers, Kadee coupler on tender, working Mars and red light in Mars casting (DCC controllable), 30" radius operation, fully detailed backhead, sprung drivers (rubber tired driver available separately (\$30 each), directional lighting, glazed windows, Canon motor. MSRP \$1,395.00

HO O5a Open Cab #5614 Coal Tender

HO O5a/b Closed Cab #5629 w/ convertible tender

HO O5a/b Closed Cab #5632 w/ convertible tender

BOOK

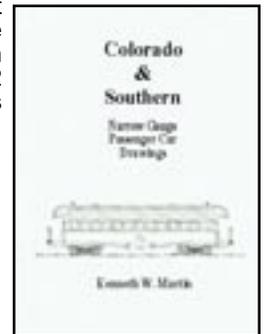
C&S PASSENGER DRAWINGS

Ken Martin has produced the first comprehensive book of drawings of the passenger cars of the Colorado & Southern narrow gauge. The book contains 42 pages of HO scale drawings of cars, plus trucks and other information.

Price is \$25.00 plus \$5.00 Shipping

Order from:

Ken Martin
7421 Mar Vista
Citrus Heights, CA 95621



CD / VIDEO

PETE'S CB&Q STORIES AND EXPERIENCES

Pete Hedgpeth is offering a CD video featuring: Burlington steam in revenue service, early diesels and motorcars on obscure Nebraska, Iowa, and Missouri branch lines. Also featured are action scenes of Rock Port, Langdon, and Northern in 1941 depicting former Burlington 4-4-0 No. 440 pulling a Jordan ditcher. Wreck scenes are included - two on the St. Joseph Division. There is live action in the clearing of these wrecks including Burlington officials in "full dress uniform" directing operations. The video runs 1 hour and 28 minutes.

Price of the video is \$24.99 plus \$3.99 shipping.

You may order via email at:

Lincoln.Railfans.Club@gmail.com



MEMBER'S LAST CALL

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

Robert Barr
Dave Bruns
Forester J. DuSell

ERRATA

Member Mike Dunning was searching the BRHS website for photos of the Hollywood Station (in Brookfield, Ill.), and one of the links pointed to the index on the BRHS site which referred to *Burlington Bulletin* No. 52. The lower photo on page 15 is identified as being taken at Hollywood, Ill., however, it has been confirmed that the eastbound train is passing the Brookfield Station.

CLASSIFIED ADS

FOR SALE:

- Overland / Ajin OMI #1470
CB&Q F-2 0-8-0 Switcher, #550-557. Slight tarnish on cab roof, smokebox, and both sides of tender. Box and foam packing in near new condition. \$400.00
- Hallmark / Samhonga
Baldwin VO-1000 Switcher. Late version, with four exhaust stacks. Unpainted. Box and foam packing in very good condition. \$225.00
- Oriental Limited / Samhonga
EMD E-7A CB&Q version. Plated. Box and foam packing in very good condition. \$250.00
- Oriental Limited / Samhonga
EMD E9-A CB&Q version. Plated. Box and foam packing in very good condition. \$250.00
- Oriental Limited / Daeki
CB&Q DL-3 Pullman Solarium Observation W/O A/C Cat. # 01002 NIB slight tarnish. \$300.00
- Oriental Limited / Daeki
CB&Q Modernized Coach #4520-4527, with original decal sheets. Built exclusively for members of the BRHS. Box and foam packing in very good condition. \$300.00
- Aurora Shops Ltd. / Daeki
Burlington Std. Steel Passenger Car. 70 ft. Coach. Mechanical A/C. Box and foam packing in very good condition. \$350.00
- Aurora Shops Ltd. / Daeki
Burlington Std. Steel Passenger Car. 60 ft. RPO. Box and foam packing in very good condition. \$300.00
- Tenshodo #133
USRA 0-8-0 Switcher. Late 1950's vintage. factory paint, with graphite paint on smoke and fire box. Tender in separate box. Boxes, cardboard packing, and model in good condition \$125.00

All models, unless notated are in new in box condition. Prices listed are a starting point for negotiation. If you need any more information, please feel free to contact me. Thank you.

Jim Amsbury. BRHS 2915R. Dawgbref3@comcast.net



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!

SUPPORT RETAILERS THAT CARRY THE BURLINGTON BULLETIN

Caboose	10800 W. Alameda Ave.	Lakewood, CO
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Chicagoland Hobby	6017 N. Northwest Hwy.	Chicago, IL
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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

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

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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.

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Postcard showing the 3007 when it was displayed on Quinsippi Island. The timing was just right to catch a tow boat headed upstream under the Q's new Mississippi River bridge. - Dave Lotz Collection

