



Lyon Farm entrance sign. - Bill Jelinek

## 2019 SPRING MEET - YORKVILLE, ILLINOIS

AS REPORTED BY GREG KOON



The Plano depot relocated at the Kendall County Historical Society's Lyon Farm. - Greg Koon

This year's Spring Meet started out as a thick foggy day as people left the Hampton Inn hotel to attend the festivities at Lyon Farm, home of the Kendall County Historical Society.

At the farm we were set up in their spacious meeting hall with registration, company store and the swap meet all in this area.

Also available for our enjoyment were the relocated Q Plano depot and Q waycar No. 13818. The Kendall County Historical Society folks and volunteers have done a wonderful job working on restoring both the depot and waycar. Both still have a way to go, but they are on the right "track."

A large golf cart was provided to the BRHS by a local business, GCP Sales of Yorkville, to ferry attendees between the meeting hall and depot/waycar.

The swap meet was large and well attended with many transactions and renewals of friends and acquaintances.

The Ladies Event began at Lyon Farm and travelled to Grace, a family-owned and café and wine bar located in Yorkville. There they did crafts, had lunch and enjoyed dessert. In the afternoon, shopping was available to all.

There were three clinics set up to fill out the afternoon:

- "History of Lines East Train Dispatchers' Offices" – Steve Holding.
- "Development of Tank Cars from Barrels on Flatcars to Today's Cars" – Bruce Winslow, Bill Hansen and Gary Zimmer.
- "An Overview of the Size and Make-up of the North American Railcar Fleet over the Decades" – Rick Grossman.
- "Freight Rank and File Operating Employees Panel" – Pete Hedgpeth, Steve Holding and Jim Palmer – Moderated by Leo Philipp.

After an afternoon of great

information gathering and discussion, it was time to change over to the banquet where the attendees were treated to a very tasty buffet.

The evening program was "Not In The Time Card – Real Events and Characters of the Fox River Branch," presented by our own Leo Philipp.

All in all, a great time was seen to be had by the 145 attendees of this year's Spring Meet.

Be sure to join us in further celebration of the 40th year of the BRHS and 170th year of the Chicago, Burlington and Quincy Railroad by attending the 2019 Annual Fall Meet being held this year in Sandwich, Illinois.

Plans are being finalized for yet another spectacular Meet!

But wait, there's more!!

Also come join your Society at this year's Trainfest held in Milwaukee, Wisconsin, where the CB&Q Railroad is this year's "featured" railroad. Come see the display of historical information being presented to the public to help promote our "Fallen Flag."

Page	LINE-UP Article
1-7	2019 Yorkville Spring Meet
8	President's Corner - New Mbrs
9-12	Archive Update
13	The Power of Photography
14-18	Recollections
19	Q in the Outback
20-23	Modeling a Vinegar Car
23	Last Call, Contributors, Shops
24	Where to Write, Call Board

# SPRING MEET IN PHOTOS



The Q's No. 13818 preserved at Lyon Farm. – Gary Olszewski



Very little has changed inside the 13818. – Greg Koon



Items preserved inside the Plano depot. – Greg Koon



Look out for that car, Leo! – Greg Koon



Ryan Smith of Yorkville brought his "Q" speeder for display. – Bill Jelinek



Our faithful registrars Scott and Nancy Stearns. – Greg Koon



Greg Koon's selfie with fellow BRHS officers Bill Jelinek and Laird Brown.

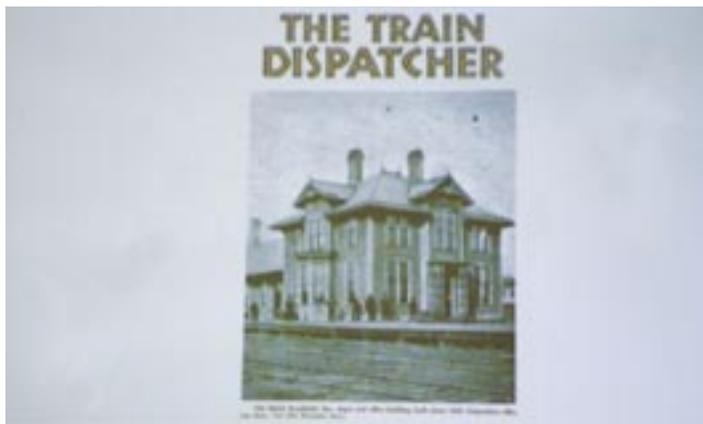


BRHS Company Store, clinic seating and swap area. – Greg Koon

## SPRING MEET IN PHOTOS



The swap area was packed with members and vendors offering all sorts of “temptations” for the meet attendees. – *Greg Koon*



The first clinic, “History of Lines East Train Dispatchers’ Offices,” was presented by retired dispatcher, Steve Holding. – *Greg Koon*



An Overview of the size and make-up of the North American Railcar Fleet over the decades was given by Rick Grossman. – *Greg Koon*



“Development of Tank Cars from Barrels on Flatcars to Today’s Cars” was presented by Bill Hansen, Bruce Winslow and Gary Zimmer. – *Greg Koon*



Freight Rank and File Operating Employees Panel, moderated by Leo Philipp with Pete Hedgpeth, Jim Palmer and Steve Holding. – *Gary Olszewski*

# SPRING MEET IN PHOTOS



Members attending the clinics. – Gary Olszewski



Greg Baumgardner's "Remembering Roger Miller" display included this framed memorial and a 2005 photo taken at the Moline Spring Meet of Jim Miller (left) listening to Roger Miller describe the models he brought to that meet for display. – Left, Bill Jelinek; right, Tom McIntosh



Roger's December 2000 *Model Railroading* article. — Bill Jelinek



Some of Roger's models displayed at the meet. – Greg Koon

# SATURDAY NIGHT BANQUET



A superb German-style buffet was served to us by Upper Crust Catering, Inc., and was enjoyed by all! – Greg Koon



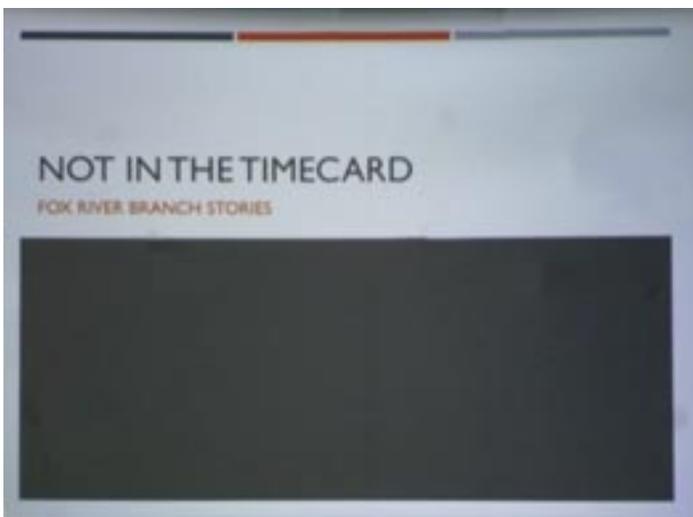
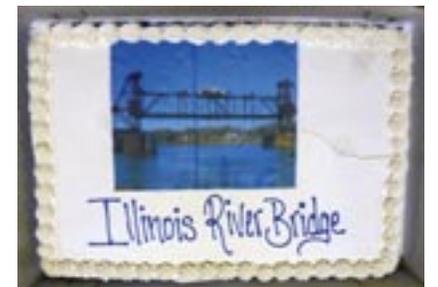
Dan Hollis, our Membership Vice President, is all smiles as he begins to fill his plate. – Greg Koon



Jim Palmer, a former engineer that participated in the employee panel, buying a 50-50 drawing ticket. The winner of the drawing was Darryl Van Nort. He then donated all but his initial ticket cost to the Kendall County Historical Society. It, along with other donations from attendees, totaled almost \$700.00! – Gary Olszewski



The evening's themed dessert cakes. – Greg Koon



Meet Host and BRHS Vice President of Education and Outreach, Leo Phillipp, was the after-dinner speaker. His presentation was "Not In The Time Card – Real Events and Characters of the Fox River Branch." – Greg Koon

# SPRING MEET RECOGNITION



President Whitt presenting the donated funds raised for their waycar restoration to Lyon Farm President, George Lee Holman (left), and Lyon Farm member, Jesse Martin. – Greg Koon



Nancy & Scott Stearns were recognized for their tireless efforts as the meet registrars. – Greg Koon



Glen Haug was recognized as the meet's "utility hitter," filling in at the depot, waycar and front door - basically where needed. – Greg Koon



Ryan Smith was recognized for bringing and displaying his Burlington-themed track speeder. – Greg Koon



Jon Habegger was recognized for his efforts organizing and running the swap meet. – Greg Koon



Jim Davidson was recognized for his work coordinating donations for the raffle and its execution. – Greg Koon



Wait a minute...this was a Burlington meet! Actually, this van belongs to BRHS member, Mike Carlson, who is also the President of the Rio Grande Modeling and Historical Society. Next year's Spring Meet will be a joint meet with the RGM&HS in Golden, Colorado, April 30th - May 2nd. Make plans now to attend the "Mile High Meet!" – *Bill Jelinek*

## RAFFLE DONORS

5th Avenue Car Shops  
 Accurail  
 Greg Baumgardner  
 Perry Bilotta  
 Broadway Limited  
 Mike Carlson  
 Jeff Cauthen  
 Bill Darnaby  
 Jaeger Products  
 Bill Jelinek  
 Kalmbach Publishing  
 Leo Phillipp  
 Q Connection  
 West Suburban Model RR  
 Tom Whitt  
 Woodland Scenics

# SPRING MEET THANK YOU'S

**Meet Hosts**  
 Leo Phillipp

**Door / Registration / Co Store**  
 Jon Habegger  
 Bill Jelinek  
 Nancy and Scott Stearns  
 Tom Whitt

**Clinics**  
 Rick Grossman  
 Bill Hansen  
 Steve Holding  
 Bruce Winslow  
 Gary Zimmer

**Rank & File Employee Panel**  
 Pete Hedgpeth  
 Steve Holding  
 Jim Palmer  
 Leo Phillipp

**Ladies Events**  
 Janice Sherwood  
 Suse Whitt

**Photographers**  
 Bill Jelinek  
 Greg Koon  
 Gary Olszewski

**AV Tech/Geek Squad**  
 Perry Sugerman

**Raffle**  
 Jim Davidson

**Dinner Program**  
 Leo Phillipp

**Tables**  
 Grand Rental Station - Yorkville  
 Jennifer Pommier

**Banquet**  
 Upper Crust of Yorkville  
 C.M. (Char) Anderson, Chef,  
 Mitch Morrell, Denise Allen and  
 Marybeth Sanders

**Hotel Accommodations**  
 Hampton Inn & Suites  
 - Yorkville, Illinois

**Kendall Couty Historical Society**  
 Jane Lauterbach, George Lee  
 Holman, Wayne Greenwood,  
 Jack Jenkins and Jessee Martin

**Ground Transportation**  
 GCP Sales of Yorkville  
 Pete Schag



## 2020 MILE HIGH MEET April 30th - May 2nd, 2020 Joint Meet with the Rio Grande Modeling & Historical Society



### Meet Hotel: Denver Marriott West

1717 Denver West Boulevard  
 Golden, CO, 80401-3144  
 (303) 279-9100

Standard Rooms blocked Thursday through  
 Saturday nights at \$133.00 plus tax.

Group Rate is available three (3) days pre- and post-  
 contracted dates based on space and rate availability  
 Block expires 4/9/2020.

Make reservations at:  
 (800) 228-9290 or (303) 279-9100.

Activities: The usual Clinics, Banquet & Speaker plus  
 extra fare tour(s) and layout tours to be determined.

A Ladies Event is to be determined.



## President's Corner



### OUR 40TH ANNIVERSARY YEAR CONTINUES

The Spring Meet in Yorkville was very successful and well attended by over 145 members and guests. The facility met our needs well and the catering service was excellent! Thanks goes out to Director Leo Phillip and his staff of volunteers for their efforts!

As we race through 2019, a few notable events are on the horizon to close out the year. September will be a busy month for the BRHS as we will again be manning our tent at the Sandwich Fair in DeKalb County, Illinois. As stated in previous *Zephyrs*, the Sandwich Fair is the last fair of the season and billed as the finest county fair in Illinois! Just a reminder that there is an operating 1/4 scale CB&Q steam engine which hauls thousands of passengers, young and old, every year and is operated by a few BRHS members. Our location will be the same as last year, just to the east of Fay's BBQ tent, adjacent to the tracks of the operating steam engine. A volunteer sign-up sheet is available on our web site, and members are encouraged to assist during the five day event from September 4 thru September 8, 2019. We need your help and participation!

Secondly, our 40th Annual Meeting in Sandwich, Illinois, at the Montcler Hotel & Resort (formally Timber Creek Inn and Suites), beginning on Wednesday, September 18, at the historic Plano depot for a welcoming cookout and train viewing from 12 noon to 5 p.m. There will be a welcome reception later courtesy of the Montcler Hotel at the host hotel.

Thursday will consist of an extra fare bus trip to visit several historic depots in Batavia, West Chicago and Lisle, along with a lunch stop at St. James Farm to view Waycar No. 14351. Friday is another extra fare event to Chicago Union Station via Metra from Aurora for a tour of Chicago Union Station and some of its hidden treasures. Saturday will consist of the

annual business meeting, swap meet, clinics, model/photo contests, evening reception and banquet. As mentioned previously, our special guests for the evening will be Zephyrette Cathy Moran von Ibsch and IRM Zephyrette Shelby Peteler! A great program is in store from Cathy on the history and experiences of being a Zephyrette. We will close out the Meet at the Cheap & Nothing Wasted layout in Oswego, Illinois, featuring the 7.5" scale layout operated by members Paul Andermann and Steve Farmer. Lunch will be provided, as well as a great time to ride and view the live steam and diesel trains of the layout!

November begins with a Live with Leo presentation for the Hinsdale Collectors Club at the Hinsdale Country Club on November 2nd. Watch the web site for further details of another informative historical presentation! The BRHS will be closing out the month of November with our attendance at Trainfest in Milwaukee, Wisconsin. This year the CB&Q is the "Featured Railroad" for the event, made possible in part by the BNSF Foundation, who has contributed financially to make this possible! The BRHS has been working tirelessly to make ready the 16 presentation boards about the history of the CB&Q, as well as audio-visual presentations, clinics and merchandise for the event. A special limited run freight car in N & HO scale will be available at Trainfest, as well as a limited lapel pin and plaque commemorating the event! Also available are limited quantities of the XM25-26 boxcar project and the newly available BRHS messenger bags.

The Board of Directors and Officers have been quite busy getting the events of this year as well as the next two years ready for the membership! Many model railroad and railroadiana shows have been attended by our staff in order to bring attention to our organization and to build our membership. Next year finds the BRHS in Golden, Colorado, with the Rio Grande Historical & Modeling Society for a three day Spring Meet, and in Duluth, Minnesota, for our Annual Meet. Directors Bryan Howell and Bill Jelinek have a great program in store for us in the Twin Ports! 2020 will take us to St. Louis for our Annual Meet with the Missouri Pacific Historical Society. This meet is in the early planning stages, so keep watch on the web site for updates as they occur.

A special anniversary *Bulletin* is in the works for 2019 in recognition of our accomplishments thru the years, and to say thank you to the membership for your loyalty and continued support of the BRHS! And for the first time, our 2020 calendar will be ready and available for purchase in November at Trainfest. Calendar Editor Paul Lindauer and VP of Publications Bryan Howell have been working hard over the past couple of years to improve the timeliness of our calendar

and are on track to meeting our goals!

In closing, as always, none of this would be possible without the members and the volunteers who work everyday to fulfill the mission of the BRHS! My thanks to all who participate at all levels of membership, and to the staff of Officers and Directors.

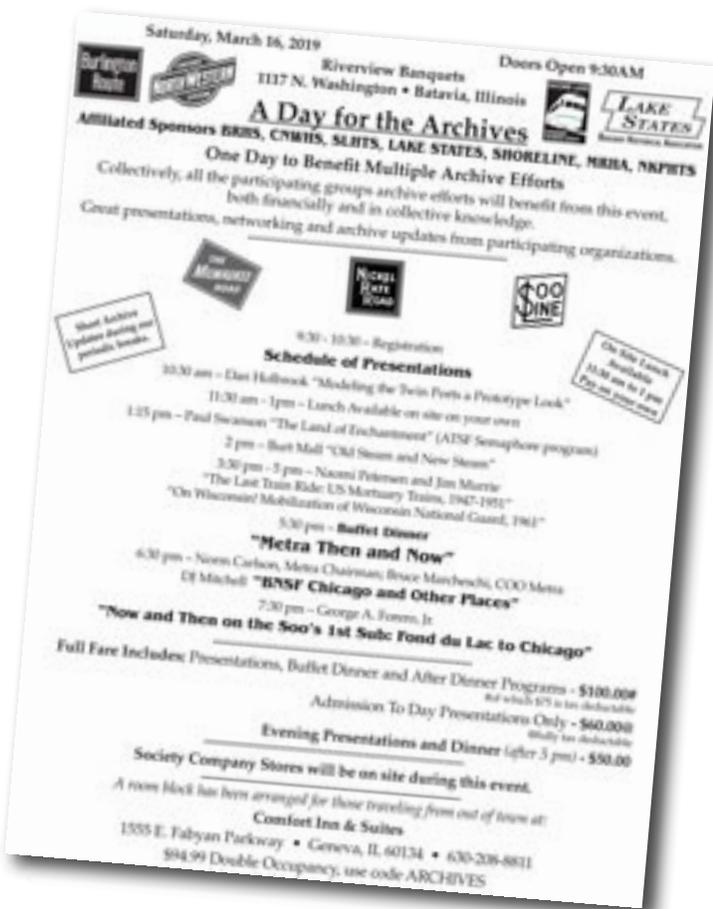
*Tom Whitt*

## WELCOME NEW BRHS MEMBERS

We are pleased to welcome aboard our new members who have joined since January 2019:

**JIM ALLEN  
TOM ANDERSON  
ROBERT ANDERSON  
BILL ANDERSON  
NICK BARMAN  
MATTHEW BOULTON  
KEN BUEHLER  
KEVIN BUSH  
JOHN C. CARSON  
WILLIAM CHALBERG  
GARY DANIELSON  
JOHN FELTHAM  
ALFRED FICKENSHER  
DAVID HELGESON  
DAVE HOWLAND  
MARK KIMBALL  
TOM KNOX  
ERIK KOLASINSKI  
JEROME LANDESMAN  
F. PAT MAKENS  
JAMES G. MARCINIAK  
WILLIAM NELSON  
RUSSELL PEARSON  
STEPHEN J. PETTITT  
MARK PRUITT  
MICHAEL RADER  
MICHAEL SCHULZE  
JOHN SEXTON  
ROBERT SIDEY  
ALAN SINCLAIR  
RAY STEPHENS  
BRUCE SWANSON  
DONALD THRIFFILEY  
VERNON TRACY  
JOHN UEHLING  
DAVID VIRTIS  
ROLPH WALKER  
C. E. WILLETT  
ROBERT WOODBURY**

We also have a new subscriber:  
**CRESTON/UNION COUNTY  
TOURISM**



Photos from the Day for the Archives held at the Riverview Banquets hall. The BRHS archive efforts were well represented and the Company Store sold our wares. – Both Dave Phillips, CNWHS, courtesy Jim Singer



On Saturday, March 16, 2019, the BRHS hosted “A Day for the Archives.” The BRHS Archive Committee organized the event and the BRHS provided initial funding for it. The proceeds from this event were divided among its affiliated sponsors: the BRHS, CNWHS, SLHTS, Lake States, Shore Line, MRHA, and NKPHTS. Presentations were given by members of the sponsoring organizations.

A total of 75 attended the day’s presentations and dinner. The event netted \$1,173.00 for the BRHS archives and provided additional funding for the affiliated groups’ archive efforts as well.



**Save the Date:** March 28th, 2020 at Batavia, Illinois, for “A Day for the Archives II.”



Two images of the Thursday, April 18th, work session at Baraboo. Left: VP of Operations Greg Koon and President Tom Whitt, armed with gloves, paper towels and cleaner, work on placing filing cabinets. Right, Dave Anderson and Glen Haug work on signal research. — Don Evenson LSRHA, courtesy Jim Singer

## What Does that Archive Group Do Anyway?

**A**l Kamm III is still hard at work on **A.B.R.A.I.N.**, the acronym for the present **B**urlington **R**oute Historical Society **A**rchives **I**nstructions and **N**otes. This is intended to govern the storage, indexing and retrieval of historical documents and material the BRHS Archives has in its possession. We currently have an accurate floor plan and have begun a locator drawing, with a system very much like the CNWHS locator system.

Jeff Eggert from the CNWHS has been a big help. Through visits to other archival institutions and reviewing standardization and best practices,

questions like this can be answered. When is a drawing not a drawing? When the drawing is in an AFE file or a geographic(subject) file. Why? Most likely the drawing has been modified for its new purpose showing changes or additions, thus it's no longer the original drawing so it remains in the file and does not move to the drawing files. The drawing is noted as being in the folder or file as a cross reference. How about a photo? When is it not a photo? A photo is always a photo (and stored with photos) and should be referenced to a file or folder via a cross reference.

Additionally, we have begun organizing our Members Only "From The Archives" material into phases and logical groups:

- Along the Burlington Route (geographic)
- Reports, Equipment, Plans (drawings and diagrams)
- People, Promotional items, and a listing of our holdings

We are awaiting addition to the Members Only area, but the Society is in need of a volunteer to be our Webmaster to get these things accomplished.



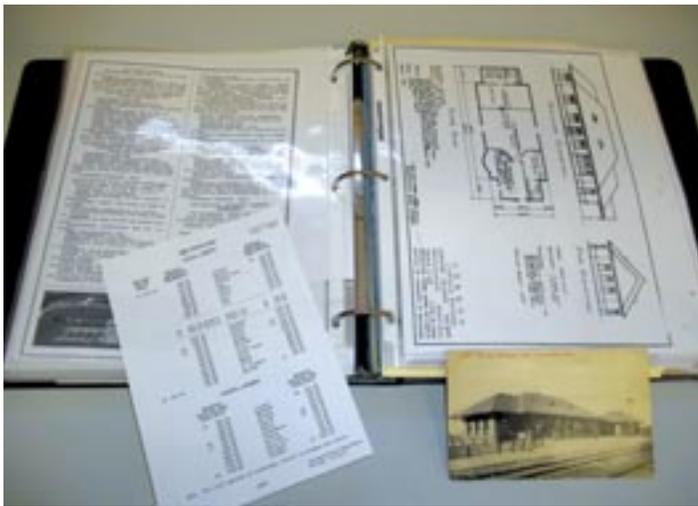
After a donation is received and acknowledged, we review for the possibility of that material fitting into our publication schedule of subjects or can it stand alone with some other archive material to become useful. – *Jim Singer*



Material is reviewed, organized, and scanned if it is deemed for use in a BRHS *Burlington Bulletin*, *Zephyr* or for the Members Only section of the BRHS web site. One of those images is shown below from the Irv Fierstein collection, scanned for an upcoming *Bulletin* photo essay on Hastings, Nebraska. – *Jim Singer*



The Lincoln wrecker, Bucyrus-Erie 204375, awaits the next call to service in November 1958. This unit and its sister, the 204376 assigned to Galesburg, were rated at 250 tons capacity. – *Irv Fierstein, Fierstein Collection-BRHS Archives*



Related material assembled to compliment the donated material. All from the Archives. Text written. Captions written. – Jim Singer



Our binders of material organized for future use as *Bulletin* or Members Only "From the Archives" – Jim Singer

### Upcoming Work Session Dates:

Tuesday August 20, 2019  
 Tuesday, September 17, 2019  
 Thursday, October 17, 2019  
 Thursday, November 7, 2019

Working hours are 11 to 5. We do not take a lunch break. Feel free to bring along lunch or a snack to get through the day. These dates have been added to the calendar in the Members Only section of the BRHS website.

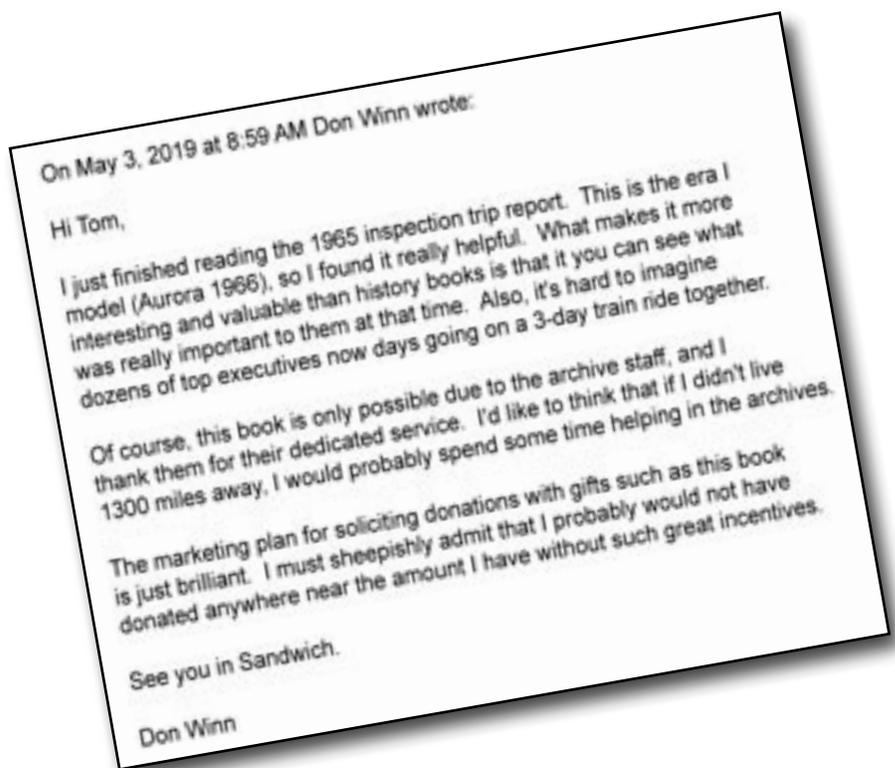
September to June 2019 on-site volunteer Archive hours per the log book. Over 465 on-site hours for our BRHS year to date.

Some of the noted listed Volunteers

Al Kamm III	38 1/4 hours
Glen Haug	27 1/4 hours
Dave Anderson	22 1/2 hours
Lloyd Rinehart	18 1/4 hours
Dick Kasper	17 hours
Jim Miller	15 1/2 hours
Tom Whitt	5 1/2 hours
Greg Koon	5 1/2 hours
Laird Brown	5 hours
Ken Tucek	4 hours
Mike Gruber	3 hours

Additionally, BRHS member Rich Pannier has been assisting in the Lake States Library and has logged over 220 hours during the September to June time period assisting the Lake States Library efforts! Atta boy Rich!!

Additionally Jerry Albin, Ray Buhmaster, Al Kamm III, Jerry Hamsmith, Jim Sandrin, John Szwajkart and Phil Weibler are involved in off-site archive efforts.



On May 3, 2019 at 8:59 AM Don Winn wrote:

Hi Tom,

I just finished reading the 1965 inspection trip report. This is the era I model (Aurora 1966), so I found it really helpful. What makes it more interesting and valuable than history books is that it you can see what was really important to them at that time. Also, it's hard to imagine dozens of top executives now days going on a 3-day train ride together.

Of course, this book is only possible due to the archive staff, and I thank them for their dedicated service. I'd like to think that if I didn't live 1300 miles away, I would probably spend some time helping in the archives.

The marketing plan for soliciting donations with gifts such as this book is just brilliant. I must sheepishly admit that I probably would not have donated anywhere near the amount I have without such great incentives.

See you in Sandwich.

Don Winn

### We still have a limited number of Soft Cover Books and CD's available for those interested.

CD Chicago Switching District Directory of Industries 11/1/59 128 pages	\$25
CD Lines East and West Coaling Stations diagram book over 110 diagrams	\$25
CD Alpha and Numerical list of Stations, Spurs, Sidings, etc. 1/1/53	\$20

### Soft Cover Books

Chicago Switching District Directory of Industries 11/1/59	\$25
Lines East and West Coaling Stations over 110 diagrams	\$25
Alpha and Numerical list of Stations, Spurs, and Sidings, etc. 1/1/53	\$20

Shipping flat rate \$6 per order.

### Check or money order made Payable to:

BRHS Archives  
 P.O. Box 456  
 La Grange, IL 60525

**First come first serve!!**



## BRHS, CNWHS and Lake States Joint Move

On April 15th, 2019, a joint move of donated archival material was performed that benefited the BRHS, CNWHS and Lakes States. Bonnie Meyer's donation of Bruce Meyer's remaining photo collection and drawings to Lake States, which included three filing cabinets to the BRHS and an equipment exchange between BRHS and CNWHS. Tom Szczesniak, a Southern Pacific guy, was of great assistance to Jim Singer by helping him move the cabinets out of Bonnie's basement two days before the move so as they would be pre-staged and ready to load. He has participated and supported our archive efforts previously. A couple thousand pounds up and out the basement! The move was made all in one truck, in one day and had three benefactors!



Flat file cabinet provided for the BRHS by the CNWHS. – Jim Singer



Banker boxes filled with part of Bruce Meyer's collection. – Jim Singer



Cabinets for the BRHS. – Jim Singer



Al Kamm III and Dave Phillips securing the load. – Jim Singer



Dave Phillips loads Newberry shelving uprights to benefit the CNWHS archive which is going to use this type of donated shelving in their new facility at IRM. – Jim Singer



Three boys shoveling zinc ore from car into a wagon, near Big Bonanza Mine, Aurora, Mo. Youngest boy is Robert Nichols, next larger is Hobart Crawford. They both go to school and work on Saturdays. The other boy works every day. – Lewis Hine, *National Child Labor Committee collection, Library of Congress, Prints and Photographs Division*

This photograph of three boys holding shovels in the doorway of a FW&D boxcar was found on the internet. I thought it was an interesting photo and one I had not seen before. I decided to do some research on it.

In the decades following the Civil War, the United States experienced what is now referred to as the Industrial Revolution due, in large part, to the vast abundance of resources, the availability of transportation, the development of new inventions and the presence of a large labor force.

As immigration continued to swell the labor force, business leaders found that wages could be kept low without it negatively impacting the numbers willing to work. As a result, it was often necessary for multiple family members to work in order supply an income sufficient to support the family and creating the need for children to work.

By the end of the 19th century, an estimated 1.5 million children under the age of 15 (and sometimes as young as 5) regularly worked instead of attending school. This number increased to 2 million during the early years of the 20th

century. Child labor became the norm in agriculture, mining, factories, mills and many other industries.

Supervisors and foremen liked employing children as their smaller hands and manual dexterity often made them more able workers than adults. Children could also be paid less than adults, making as little as 25 cents a day for the same work for which an adult would be paid 80 to 90 cents.

Lewis Hine was born in Oshkosh, Wisconsin, in 1874. He entered the work force at a young age to help support his family after the death of his father. After years working in different fields, Hine settled in as a teacher in New York City. He became interested in photography as an art form and as an educational tool using photo interpretations as a way to document the social condition.

In 1908, Hine went to work for the National Child Labor Committee (NCLC) with the mission to document the plight of children in the work force. He traveled extensively and, due to the threat of violence from employers, often gained access to his subjects through the guise of being a fire inspector, postcard vendor

or bible salesman. Business leaders believed the immorality of child labor was meant to be hidden from public view and Hine's work threatened this.

Hine's photography was published in magazines, pamphlets, books, slide lectures and in traveling displays. His photographs presented the everyday lives of these children as a stark world of oppression, poverty, and hardship. The resulting public outcry lead legislators to consider and pass new laws regulating the ages and hours of children in the work place. To see more of Lewis Hine's photography, go to:

[www.historyplace.com/unitedstates/childlabor/index.html](http://www.historyplace.com/unitedstates/childlabor/index.html).



Lewis Hine self-portrait.

## RECOLLECTIONS

### Five Seconds from Disaster

by Alan D. Tuma

It was a beautiful summer day, a long time ago, in the late 60s early 70s. However, the memory of this incident is as fresh in my mind as if it had happened yesterday.

I was paying my dues before becoming an engineer and that day I was the 1st shift switch engine hostler at the Clyde Roundhouse. For some unusual reasons, I managed to get the switch engines that were due to go to work on the 2nd shift because they were serviced and inspected sooner than usual.

I set out the switch engines on the track leading to the Eastbound Yard Office. It was late morning and I didn't have an engine available to use as a "rider" back to the roundhouse after leaving the switchers. Since it was such a beautiful day, I decided I would just walk back. By the time I got to the roundhouse, it would be just about noon and lunch was on my mind.

The noon whistle blew as I was walking west across the turntable. I noticed all the roll-up doors on the east end of the shop were open and it was eerily quiet as all the road units had been shut down. I was almost parallel to the east end of the shop building and some movement to my left caught my eye. A road unit was slowly creeping out backwards from the east end of the shop. Thinking my friend Jim (who was hostling the road units that day) wanted to put the engine on the turntable, I ran over to signal him to stay at the controls and I would line-up the turntable for him.

The rear door behind the engineer's control stand was propped open and when I looked up into the cab, there was nobody at the controls! But the unusual thing was, the diesel engine on the unit was not running!

Experience suddenly kicked in and as I was close to the hind end of the unit, I raced to it and turned the angle cock on the brake line to "big hole" the unit. Nothing! Not a single puff of air! All the air in the brake system had bled off. As fast as I was in those long-ago days, there wasn't the slightest chance of me running to the turntable cab in time and lining it up since the cab was on the east (opposite) end.

Now what? Of course, I raced to set the hand brake on this type of road unit (I think it was an SD-40) which had a large handbrake wheel instead of the usual "arm" that you had to pump. Suddenly, experience kicked in again. I remembered that setting the handbrake



CB&Q NW-1 switcher No. 9200 at the Clyde, Illinois, roundhouse on March 28, 1965. – Chuck Zeiler

GP7 No. 241 and GP30 No. 970 just outside the Clyde, Illinois, Diesel House on June 27, 1965. – Chuck Zeiler



on this particular type of unit took forever because the handbrake chain was very long. There wouldn't be enough time to get it set before the locomotive ended up in the bottom of the turntable pit with me still turning that wheel!

My heart pounding, adrenaline pumping, what do I do? Yes! I'll chock the wheels. There were always hardwood blocks around everywhere just for that purpose. I raced around – there wasn't a single block of wood anywhere. All hope was gone now. Then suddenly, just inside the roll-up door, I saw something that just might work – chains! There were two lengths of chain welded to steel rods made specifically for blocking wheels. I grabbed both and quickly whipped one of the chains under the rear wheel of the front truck.

There was a slight downward slope to the track and the unit was gradually picking up speed. I knew there was very little time left before it took a nosedive into the pit. Somehow the wheel "spit out" the chain on the greasy rail and the unit kept on rolling! As a last resort, I twisted the two chains together and whipped them both under the rear wheel of the front truck. The wheel bit into the twisted chains and started to slide. I held my breath – the skidding stopped – and the chains held!

Now that the unit was stopped, I ran to the hind end to set the hand brake. I had been right – it did take what seemed forever to get it set! Still shaken, I finally found two hardwood blocks in the old roundhouse and slammed them under the rear wheels of the rear truck. Only

then did I start to relax. I put my outstretched right hand on the knuckle of the rear coupler, and when I stretched out my left hand, it was just over the edge of the turntable pit. No exaggeration – it was that close!

At that point the thought hit me. If I had been literally five seconds later coming back from the Eastbound Yard Office, there is no doubt whatsoever that unit would have gone into the pit. Conversely, if I had literally been five seconds earlier, I would have walked past the east end of the shop building and never seen the locomotive out of the corner of my eye as it rolled toward disaster. What unbelievable timing!

What could have happened? I believe that the locomotive would at least end up with the rear truck in the pit, resting on its huge fuel tank. If the fuel tank had ruptured it would have possibly spilled hundreds of gallons of fuel on the ground around the engine and in the pit. Had scraping metal caused sparks hot enough to ignite the leaking fuel oil, the oil-soaked turntable would have caught on fire. It was entirely possible that ultimately the locomotive and the turntable could have been destroyed.

I had a great boss at the time (Road Foreman Dick Flaar) and was about to tell him what had happened when I realized someone could get into real trouble. So, I shut my mouth and went to lunch. Until this writing, I never told anyone this story. What amazes me to this day is that I arrived at the exact, perfect time and potential disaster was prevented.

## RECOLLECTIONS

### 50 Years ago on the Wymore Division by Pete Hedgpeth

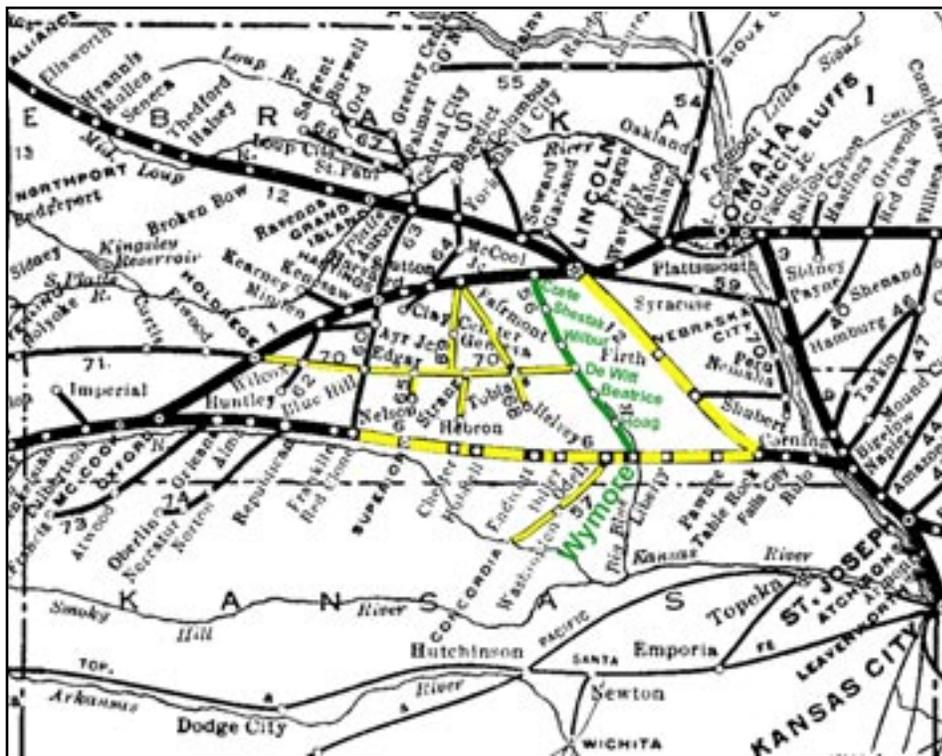
The Summer of 1958 was my last summer braking for the CB&Q, this time on the Wymore Division. The previous two summers of '56 and '57, I'd worked the Lincoln Division, but for some long forgotten, perhaps not even ever known, reason the Wymore Division was hiring that year before the Lincoln, or Omaha Divisions began. Al Goracke, the trainmaster's clerk at Lincoln asked me if I wanted to work off the Lincoln Extra Board or the Wymore board. I chose the Lincoln board since I already had a place to "flop" here in Lincoln.

If you'll recall from prior articles, my first "pay trip" was a round trip to St. Joe. Down on No. 80 and back on 61 with Conductor "Dinger" Daigh on June 3rd. The next trip was another round trip to St. Joe with "Dinger" on which the memorable "flagging incident" [covered in detail in *Zephyr 77*] occurred. On June 5th, I found myself the head brakeman on the Weed Spray Train [covered in detail in *Zephyr 78*] from Lincoln to Falls City.

Following these trips of relative ease and comfort came a 4 day "siege" on the Wymore Local Nos. 93-94. I must have caught it off the extra board rather than being forced on it, since it only lasted 4 days (this time). This job paid pretty good on the return trip since it involved 4-6 hours of overtime and sometimes a bit on the down trip. The overtime on the return trip was generated from 6-8 hours of switching at Crete. The normal "drill" was a call for 93 ranging from 2:30-4:00 a.m. We would get out of the Lincoln yard anywhere from 5:00-7:00 a.m., go to Crete and set out anywhere from 25-50 empties for the Crete Mills.

This was before the two auxiliary tracks were built west of Crete. There was never enough room and you would be just poking cars here and there until you got rid of what you had. Then it was on to Wymore with stops at Wilber, De Witt and Beatrice and sometimes Hoag.

I had a little "flagging episode" at Wilber one morning which I'll relate here. It was a bright summer morning and we had gotten out of Lincoln a bit later than usual (6:35 a.m.) and probably used up some inordinate amount of time getting our setout made at Crete. By the time we were approaching Wilber we were getting close to being "on the time" of No. 89.



The Wymore Division from the CB&Q's 1949 System Map. The green represents the line covered in this article, the yellow indicates the remainder of the Wymore Division.

There was no real siding at Wilber, just the elevator track on the east side and another track on the west side of the main track. I don't recall how much train we had, but it could have been considerable since it was getting into the wheat loading season and we would usually have 25-30 empty boxcars to setout at De Witt for the "Highline Local."

Our conductor that day was "Buck" Wilson. Buck was a fairly young "setup" conductor and probably had caught our

job off the conductor's extra board. I was the head brakeman and whether Buck thought that I could do less damage as flagman than I would on the headend making the Wilber set out or just wanted to give me flagging experience I don't know. Anyhow, Buck sent me back to flag 89. Those of you who know the territory are aware that the railroad is nearly straight from Shestak to Wilber so there wasn't much danger of me doing "short flagging" and not being seen.



A September 1979 view of the Crete, Nebraska depot. A portion of the Crete Mills can be seen located directly behind the depot. – D. W. Davidson

I took the flagging kit and started walking back north. I probably had gone about a mile or so which was "sufficient" distance under the circumstances. As I walked along, I could see 89's headlight approaching.

At that time No. 89-42's equipment was a heavyweight baggage car and an RPO with a conventional heavyweight coach pulled by the 9908 (shovelnose).

I lit a fusee, stuck it in a tie, unfurled my red flag and waved it slowly across the track in the prescribed manner. 89's engineer answered my flag with the requisite two shorts and coasted up to where I was standing. The shovelnose diesels operators cab sat very close to the ground and as I stood there beside the track as they stopped the old head engineer looked down at me. It wasn't very far, just a bit above eye level. He said, "Didn't ya have any torpedoes this morning, son?" He wasn't mad or trying to intimidate me, I don't think... I said "Yes, but I just got here and didn't have time to put them down." He said again, in a conversational tone as I climbed up behind him to ride down to our train, "Well when you go back to flag ALWAYS put down your torpedoes first, then if something should happen to you, your train will be protected." I thanked him for the advice.

I don't recall whether Buck had gotten our train in the clear or whether he put 89 in the elevator track and we backed up, but anyhow the matter of getting 89 by us was resolved without incident.

After doing whatever had to be done at Wilber we moseyed on down to De Witt. I don't ever remember doing any 'station switching at De Witt. That must have been taken care of by the Highline Local. That job left Wymore on Monday-Wednesday-Friday, traveled north to De Witt, then headed west for Fairmont via Strang and Geneva. The job returned to Wymore from Fairmont on Tuesday, Thursday and Saturday via Burress, Milligan, and Tobias.

As mentioned before, we usually had 25 or so "grain boxes" to set out at De Witt for the Highline Local. That setout was made on the siding which extended quite a ways south of the depot, almost to the Rock Island (RI) overhead bridge. Our conductor would always give me the "cut number" and as we pulled south, I would drop off at the south siding switch, count the cars, watching for the car to cut behind. To make the setout I signaled the engineer...easy...easy...stop. I made the cut and pulled down over the switch, lined the switch for the siding and gave



Train No. 42 at Lincoln, Nebraska, on August 10, 1957, with *Silver Charger* in the lead. The 9908 was assigned at this time to trains 42-43 between Lincoln and St. Joe, by way of Table Rock and Tecumseh, Nebraska. The locomotive is facing west at the Lincoln Depot. – *Bernard Corbin, Chuck Zeiler collection*



The Q's depot at Wilber, Nebraska, also showing the siding for the Farmers Elevator, taken on September 23, 1971. – *Photographer unknown, duplicate slide by Al Chione, Chuck Zeiler collection*



Postcard view of the De Witt depot and freight house taken in 1913. – *Photographer unknown, Chuck Zeiler collection*



Beatrice, Nebraska, showing the high waters of the Big Blue River flood of 1911. – Photographer unknown, Chuck Zeiler collection



Motorcar No. 9097 at an unknown date and location. Its front footboards, which were used in switching, have been removed in this view. Built by EMC-Pullman as No. 526 in August of 1928, it was renumbered 9526 in April of 1930, then renumbered again to 9097 in August of 1939. The unit was scrapped in April of 1957. – Photographer unknown, Chuck Zeiler collection



The large Wymore depot and offices in November of 1956. The large brick home behind the depot was occupied by road foreman O.W. Wells II, whose son, O.W. Wells III, was a Q conductor for many years. It was originally built for the division superintendent back in the day. – Photographer unknown, Chuck Zeiler collection

him a big backup sign, indicating that he was going to make a long shove and that the track was clear. We made the setout and got the south end in the clear and cut the engine off. After the cutoff was made, I stopped the engine and closed the angle cock on the rear (south end) of our setout. The conductor always reminded me to do that since "them guys (the Highline Local) pick 'em up from the north end and that way they won't have to walk all the way down there."

After making our setout at De Witt, we rolled on down to Beatrice and made our stop at Court Street in front of the depot. We usually had a meet with the Highline Local there and they would be in the clear on the first track over from the main track in front of the depot. The Beatrice switch engine, motorcar No. 9097, would be sitting someplace near the depot and its crew. "Coonie" Bott et al. would be out in the middle of Court Street with stomachs out and squirting tobacco juice flagging us across. All trains had to make a full stop and be hand flagged across Court Street. After a stop at the RI crossing, it was usually a non-stop run to Wymore with an arrival about noon.

At Wymore we would head around the west leg of the wye. We would usually just leave our train on the wye, and I would take the engine to the main track switch and then back east on the south side of the depot and send him down the roundhouse lead. Then it was a walk uptown to the restaurant for lunch. I think the restaurant was in a hotel, but don't have a specific memory of its location.

After a sumptuous repast of the daily blue plate special, our train crew would walk back down to the yard and find our waycar shoved down toward the old freight house. It was there we would get our rest awaiting our evening call for the run back to Lincoln. Said rest was that in name only. It was June/July and there was no shade and, need it be said, the waycar was not air-conditioned. The outside temperature would probably be around 90 degrees or so. We (the train crew) would lay on our bunks and sweat. Lloyd Stice was the rear brakeman. He was quite talkative and I was a good listener (in other words, gullible). One day during one of our long conversations the conductor finally had had enough and silenced us with "will you guys just shut up!" We silenced our conversation but that didn't help the environment and there wasn't much sleep to be had.

For the return trip on 94 we were usually called "on our rest," in other words, at least 8 hours from our tie up time. This would be from 7:30-9:00 p.m. Our train would be made up on the west leg of the wye and we would make our own air test and leave town about 15-20 minutes after our on-duty time.

First stop would be at the RI crossing at Beatrice where we would leave our train. Then, after the required stop at Court Street, we would make our pickup off the Union Pacific interchange track north of the depot. Seems like there was a coal yard and maybe a stock pen along there somewhere. Back across Court Street and the RI crossing, get our train, pull back up to Court Street, make another stop then head north.

Usually there would be a pickup at the fertilizer plant at Hoag. This operation was just getting under way and not nearly as active as it is now. At De Witt there was usually a couple of baggage truck-loads of Vice Grip pliers out of Peterson Manufacturing for us to load. Those little boxes about 1' X 1' X 1' must have weighed about 50 pounds or better each. We would just toss them into an empty boxcar without regard to any stacking or sorting. After handling two truckloads of these things you were well warmed up for an evening's work.

One night with Bill Robotham as conductor, we pulled up to the freight house at De Witt. Bill looked at the two or three trucks of merchandise. Bill said, "Oh hell...we don't want to load those things. I'll just tell em we didn't have no merchandise car. HIGHBALL!" And we did. So much for good customer service.

Wilber was next and usually we had a car or two of grain to pick up at the elevator. This didn't take long and if we weren't too late we would head on for Crete. Once or twice that summer we were going to be later than 10:00 p.m. when we got to Crete and since Dorsey's Cafe closed at 10:00 and didn't open till 6:00 a.m., we needed to eat now. Porky's Tavern was the place of choice and we would get a hamburger or whatever to tide us over.

Heading around the curve west of Crete we would see that the dispatcher (DS) had us lined up to pull out onto the mainline and into the siding north of the mainline. We would pull in just far enough to get the waycar in the clear. I would cut the engine off and wait for the conductor and rear brakeman to walk up and get on the engine. We would run up the siding and spot the engine directly across from the depot and the train crew

would walk over to the depot office and get the multi-page list of work to be done that night. I think that there was a railroad clerk on duty 24 hours at the depot since the Crete Mills was a 24-hour operation.

It was the duty of the rear brakeman to handle the list. Lloyd Stice was a former switchman and took great pride in his ability to switch with great efficiency. His pride was well-deserved and he was reasonably patient with a "scissorbill" such as I. The first thing to find out was what moves we had to make on the north side of the mainline. There was, if memory serves, the Mill Track, which curved sharply off the siding and ran to the north. There was also Track 2. These tracks were always jammed full of cars and, of course, any cars you needed were back in the middle or at the end of the track. If we had to make a fairly long pull I would have to call the DS to line us out onto the mainline at the east end of the siding and give us track and time so we could make our moves. When we had our north side work done, we would call the DS and tell him that we needed to come out of the siding and come over to the south side. There was a power switch at the east end of the siding but there was, and still is, a hand throw switch just east of the Main Street crossing. We would cross over and get into our mill switching. If we were there before 10:00 p.m., we would spot the engine and head uptown to Dorsey's for a meal before starting our work.

The conditions at the Crete Mills were far different at that time than they are now. The tracks were all light rail and down in the mud. There was always lots of spilled grain and feed that you had to wade through. In the rain, it was especially delightful and quite odoriferous. Everything then was in boxcars with only a few covered hoppers, which were spotted on the east end on the south side of the mill.

During the switching then, and now, the Main Street crossing had to be hand flagged for every move. That was the conductor's job. He stayed near the little shack just west of the crossing in relative comfort. If it was raining, he only had to come out when we were making a move over the crossing.

The switching at Crete, besides pulling out the loads of finished product, spotting empty cars and spotting loads of inbound corn, involved taking cars to the Missouri Pacific (MOP) interchange near the west end of the yard and pulling any cars they had brought in for us. Also, at that time, Fairmont Foods

was still operating to a limited extent in the old Fairmont Creamery building (now gone). We would sometimes have some cars of frozen foods to spot there.

If we were still working at 6:00 a.m., things would come to a halt while we walked up to Dorsey's for breakfast. During the night, as we switched any outbound loads or empties that went with us, we kicked them down the Wymore Main (the track immediately in front of the depot, between the depot and the mainline). When we were finished with our work, we would come off the Mill Lead, come west over the crossing and couple up our outbound cars and start pumping up the air on them.

Meanwhile, I would call the DS and tell him we were ready to come out of the Wymore Main, over to the siding and would be ready to come to Lincoln shortly. If he could let us out at that time, we would make that move and get back on our train and pump up the air. If he didn't have anything coming close, the DS would line us out and we would head for home. Sometimes there was a stop at Berks Siding at the top of the hill. This was during the time when the circuitous routing of lumber was in full swing and Berks, as well as other sidings, would be full of loads of lumber. We might have a message on a car or two to switch out and bring with us. Usually if the track was full you would need the 15th, the 25th and the 38th cars. If so, we might be another hour or so getting that done. Of course, we were on overtime by then, so it wasn't all bad.

After Berks it was down the hill, through Denton into the yard, down the running track to the roundhouse with the engine, put the engine on the inbound track, call the conductor at the yard office and tell him what time you tied up, get in the car, go to my plush room at the Theta Chi Fraternity house, take a shower and crawl into my bed on the third floor non-AC bedroom for a semblance of sleep, in preparation for doing it all over again the next night.

Well, we'll hold it up here until next time when we'll talk about a brief reprieve from 93-94 and a round trip to St. Joe on the *Pioneer Zephyr*.

*Everywhere  
West*

## Q IN THE OUTBACK

BY BRYAN J. HOWELL

Yes, you read that correctly. Everyone knows about the '36 *Denver Zephyr* sets and '36 *Twin Cities Zephyr/Nebraska Zephyr* set that ended up in Saudi Arabia, but lesser known is a piece of Q history in the Australian Outback. This is the story of how the *Silver Star*, built for the *General Pershing Zephyr*, found its way to Australia where it served for an additional 30 plus years before embarking on her third career.

CB&Q diner-parlor-observation car No. 301, the *Silver Star*, rolled out of Budd's Red Lion, Pennsylvania, plant in March of 1939 and entered service on the new *General Pershing Zephyr* on April 30 of that year. Starting from the front of the car, the *Silver Star* contained a kitchen and pantry, followed by a dining area for 24 at six tables. Next was the mid-car vestibule, men's and women's restrooms and a 22-seat parlor area with movable chairs at the rear of the car. The *GPZ* made a daily round-trip between St. Louis and Kansas City and was the first *Zephyr* to consist of non-articulated cars. Upon the United States' entry into WWII, the *GPZ*'s cars were placed in the Q's general passenger pool and as late as 1967, the *Silver Star* could be seen bringing up the markers on the *Ak-Sar-Ben Zephyr* and *American Royal Zephyr*. The car was then removed from service by the Q in 1968 and left the roster. It is unknown whether the car left the property, but it was not included in the BN merger, nor did it make it to Amtrak. However, her story does not end there.

Half a world away, the Mt. Newman Railway, located in the Pilbara region of western Australia, was hauling iron ore from a mine at Newman 265 miles to Port Hedlund, where the ore was then shipped to steel mills overseas. In 1974, the railroad had transported its first 100 million metric tons and, to celebrate this milestone, Mt. Newman's American partner AMEX purchased the *Silver Star* and shipped it to Port Hedlund, where it was presented to Mt. Newman Mining (now a part of BHP Billiton Iron Ore) in October, renaming it the *Sundowner*. Ian MacGregor, chairman of AMEX, was somewhat of a rail buff and thought the car would expand the contact and culture of the people of both Newman and Port Hedlund. (It should be noted that at this time, there was no paved road between the two locations and travel was limited.) The general manager of Mt. Newman Mining, I. C. Newman, noted on the occasion, "I am sure the 'Sundowner' will do more for the communities than just carry people between the two [centers]." Little did he know how right he was. The car was placed in weekly service between Newman and Hedlund, leaving from Newman on Friday to take families for a weekend of shopping or leisure in Hedlund or perhaps

The ex-Q *Silver Star*, in 2009, just outside BHP Billiton's railroad shops at Nelson Point Yard. This photo was taken shortly before the car was retired by BHP Billiton and its subsequent refurbishment and move to Port Hedlund. – Fred Kinch



Another 2009 view of *Sundowner* at the shop just prior to its move. – Leon Batman

The *General Pershing* tail car, now in Port Hedlund, was reopened as the *Silver Star Cafe*. – Leon Batman



taking one of the Newman sports teams to play other teams around Hedlund before returning home on Sunday. Other weeks the *Sundowner* would take people from Hedlund to Newman for the weekend. In addition to these regular trips, numerous specials were run with the car such as taking employee's wives on Wednesday trips, VIP trips and even Santa trains around the holidays. Most importantly, the car was air conditioned, which was essential in western Australia's warm climate.

The *Sundowner* was refurbished multiple times resulting in the kitchen being moved and the interior paneling redone in local Australian jarrah wood. Modifications to the running gear of the car were also necessary in order to be compatible with the mining trains it would run on. Eventually, the car was used less and less and a paved road was built linking Hedlund and Newman. By the early 2000s, it was only being used for VIP trains, anniversary trips and holiday trains. BHP Billiton wanted to

share the car with the Port Hedlund community and in 2009 moved the car from the railroad's shops at Nelson Point Yard to the western part of Port Hedlund where it was reopened as the *Silver Star Cafe* on October 26, 2010. Thus began the car's third career, one in which it continues today.

Through the power of Facebook, your author became acquainted with an engineer for BHP Billiton Iron Ore, Leon Batman. Mr. Batman shared these photos of the *Silver Star* that he and fellow BHP Billiton employee Fred Kinch took just before it moved to its new home and how it appears today. The BRHS and this author would like to thank Mr. Batman for the photos and for filling us in on the current status of the *Silver Star*, which lead to this article.

**Member's Bonus:** Enter the Members Only area of the BRHS web site to see a brochure with more details on the *Silver Star* move! Go to "Link to BRHS Resources" then to "Zephyr Addendums."

# MODELING A VINEGAR CAR

BY BILL GLICK

Here is my scratch-built model of the four vinegar cars that the CB&Q built at the Aurora Shops in 1909, Nos. 91950-91953.

The Master Car Builder's classification (1910-1928) for these cars is "TW" – Tank car having wooden tank, instead of steel, and used for water, pickles, etc. They were 40' outside length over sills, 8' 11" overall wide and 9,400 gal. / 80,000 lb. capacity, on No. 22 trucks per Q General Drawing No. 1736.

All four were listed in the May 1919 ORER, but only the 91950 in September 1920, with none by October 1921.

I found a drawing on page 108 of the 1920 Freight Car Diagram book. I enlarged it

120% to match the 40' length HO scale.

I started modeling with a one-inch diameter wood dowel about 5 inches long. I glued 25 or so wood planks around it (see photos 1&2). The planks are 1/8" wide by .030/.050" thick by 5 1/8" long. Leave about .030" past the dowel on each end, leave 4 to 6 boards off the bottom side so you will have a larger area to mount them to base.

Later after glue is dry, I cut the dowel in half to make the two barrels. On each end I mounted 5 vertical boards (photo 3). These boards are 1/16" wide x .030" thick.

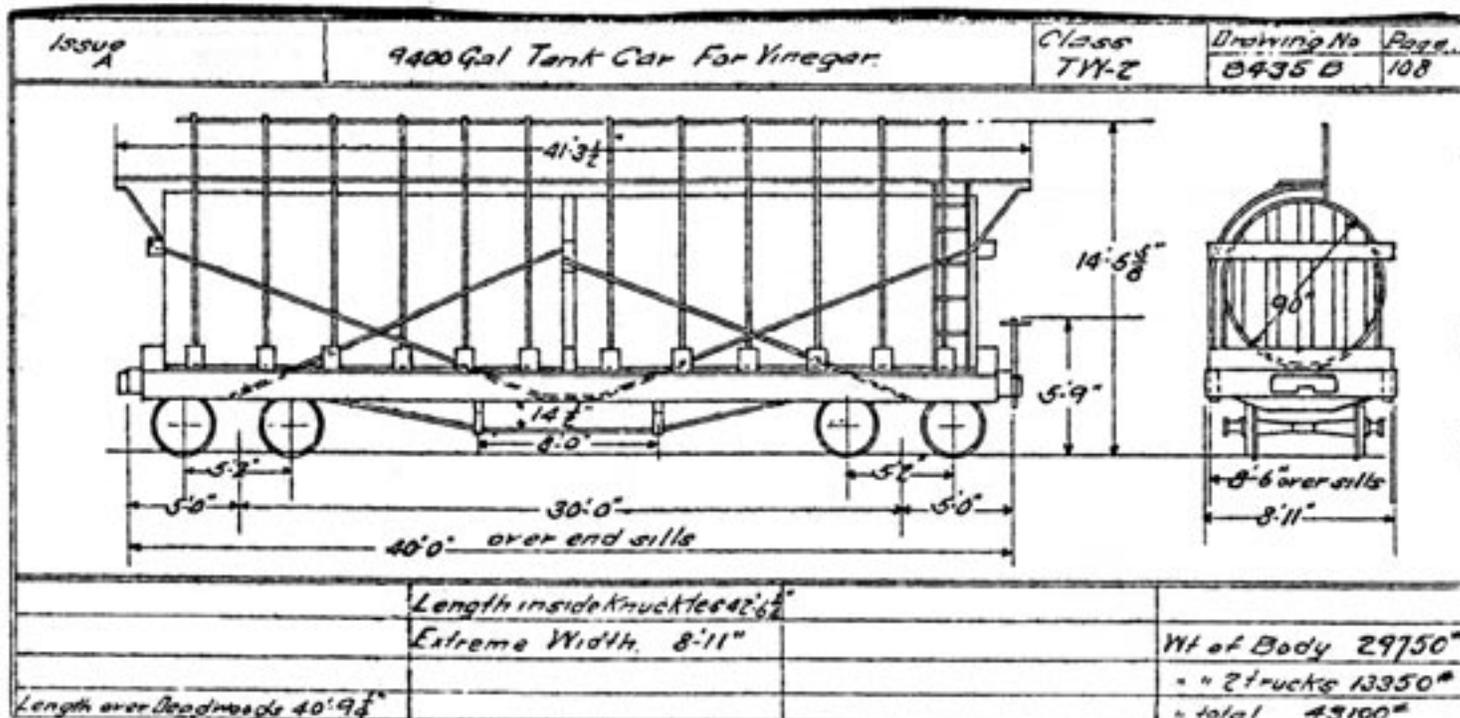
Then mount a horizontal board across each end, approximately .070" square about

5/16" from top (photo 3).

Now you need to mark where the hold down straps go on the cylinders before you wind nylon around the cylinders. (photo 8) I have 5 on each cylinder, the drawing has 6 on each cylinder.

Next, wind a nylon thread around the cylinders at 20 to 24 places. Here I did not follow the drawing as it has 12 straps holding cylinders down. I only have 10 straps which are added later.

When you wind the nylon around, there is one rotation on each side of the strap position. Do 20 to 24 of these depending on number of straps you choose. You may be



able to wind the straps around each cylinder 10 or 12 times before you attach them with the AC glue. Of course you will have to offset each strap each time you go to next rotation. After the straps are glued securely, cut off what is located where it mounts to floor base.

Next, create a flat car base (photo 4) made of a 1 1/16" wide x 1/8" thick x 5 1/4" long board.

Next, you need to mount two truss rod brackets on underside of floor base. (photo 4) After that, drill 4 holes 1 1/8" from each

end inline with the truss rod brackets.

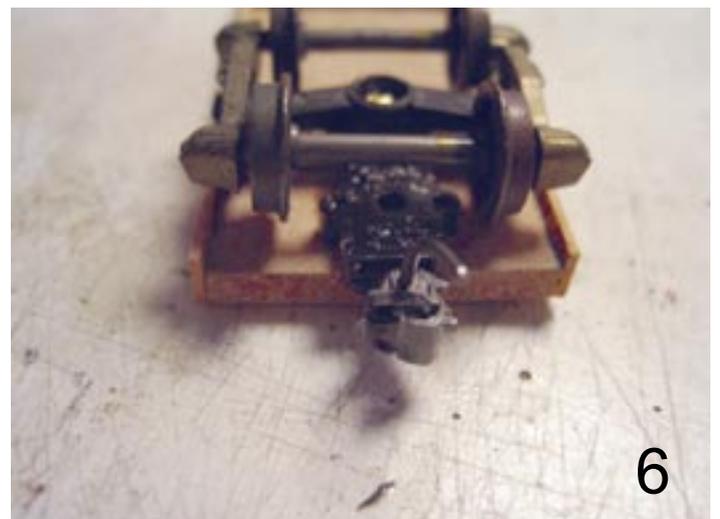
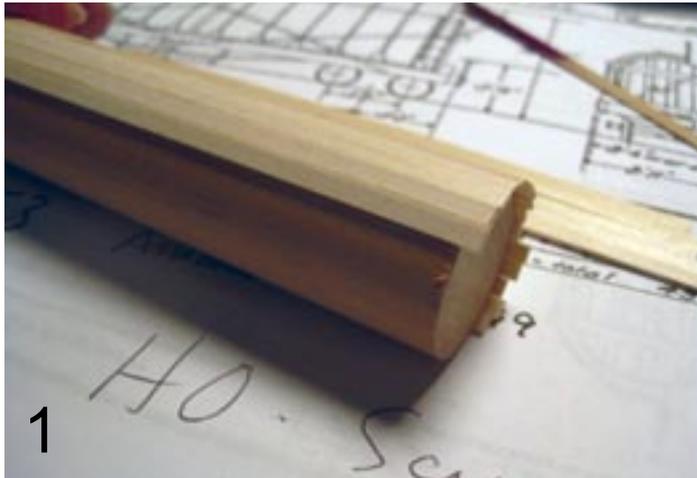
Now secure the truss rods thru the 8 holes. These may be made out of nylon thread or brass wire. (Your choice).

Now (or later) you need to provide some mounting bars for trucks, (photo 5). Each bar is .080" high x 3/16" wide and 1" long, about 5/8" from end of base.

Add a center piece .030" thick 1/16" square. I used "T" section trucks, but you may use arch bar trucks. Now is a good time to add the Kadee couplers. (photo 6).

Next I mounted the two dowel cylinders on the base (photo 7), by placing two 1/16 thick boards between the cylinders and added a wood bar on each end, 1/8" x 1/8" x 1 1/8" long. Make sure everything is centered as you wait for glue to dry. Some times I wait for a whole day before I do the next step.

Now it is time to mount the brass straps (.010" thick x .030" wide) around each cylinder between the nylon rods (photos 8&9). You will have 5 or 6 straps on each cylinder depending on if you follow the



drawing or do what I did. These straps will have to be carefully secured with AC glue!

Next, create a roof walk about 5 5/8" long using 3 boards about 1/16" x .030" thick (photo 11).

Now create a handrail like in the drawing using brass wire, drill 10 or 12 holes at each strap position next to roof walk (photo 14).

Now add the four "X" braces on each

side. (See photo 12 and drawing for placement.)

Then add a wood strip on each side 3/16" wide x 0.30" thick full length of car about 5 3/8" long (photo 10).

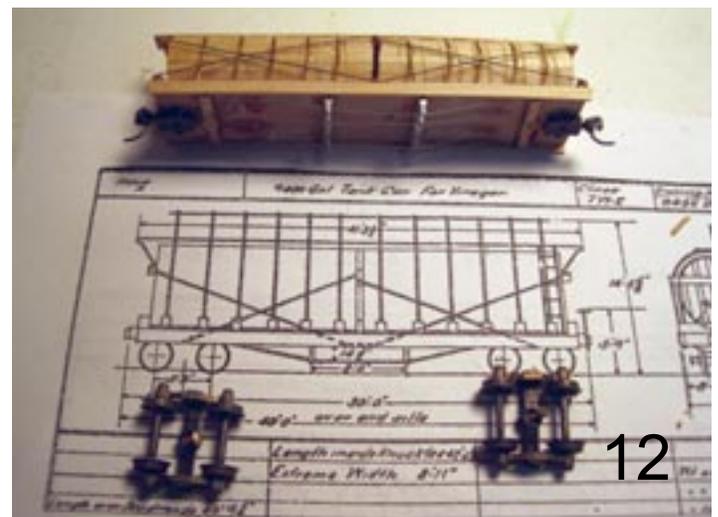
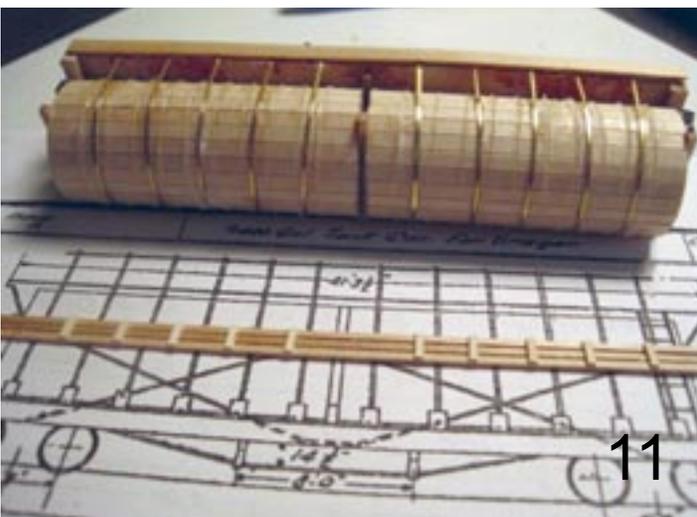
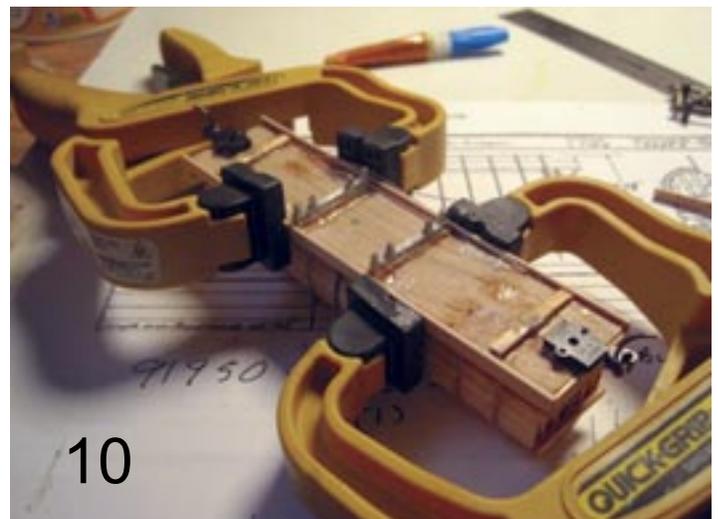
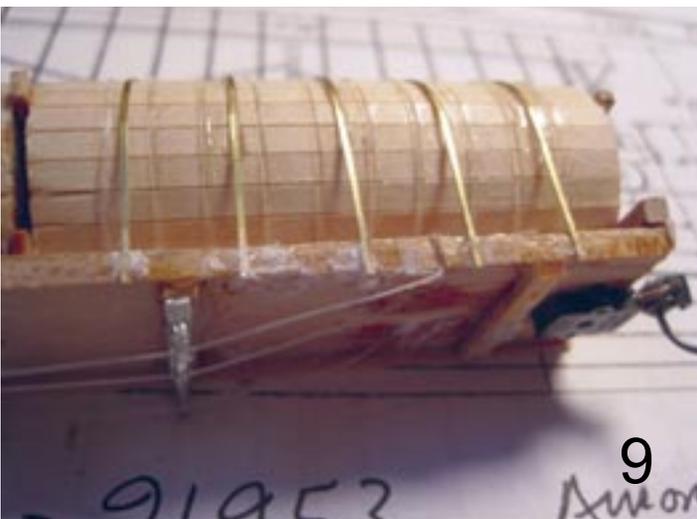
Now add pieces of 1/8" x 3/16" x .010" thick wood at each strap. (See finished car photo and drawing for placement.)

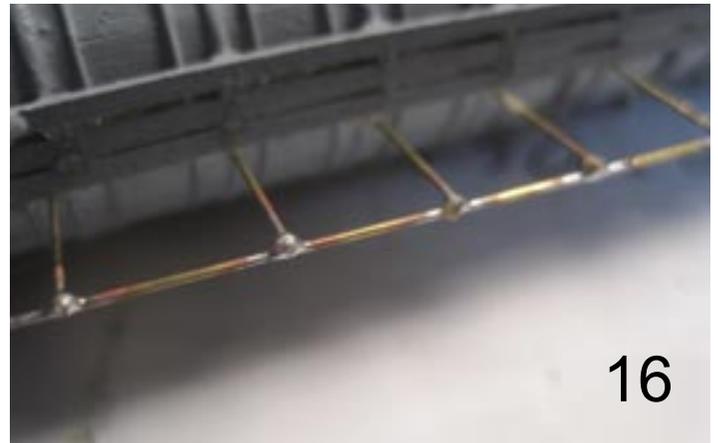
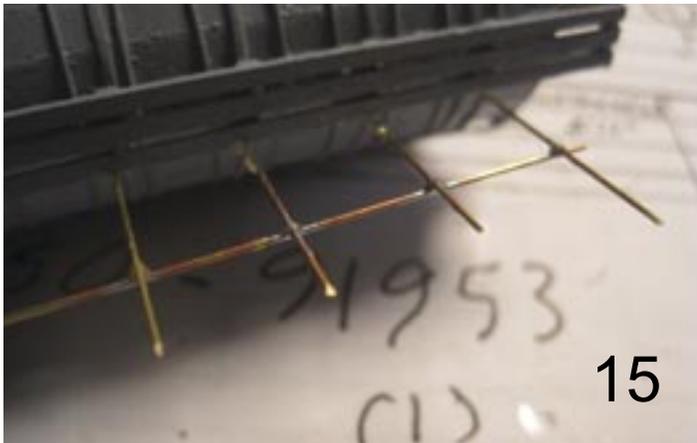
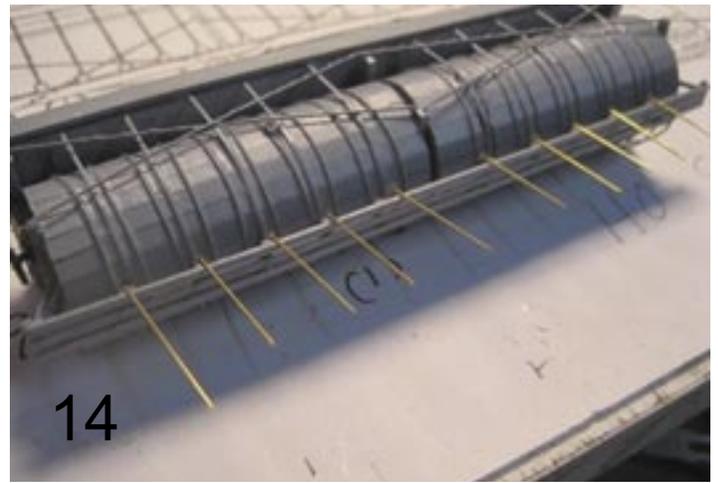
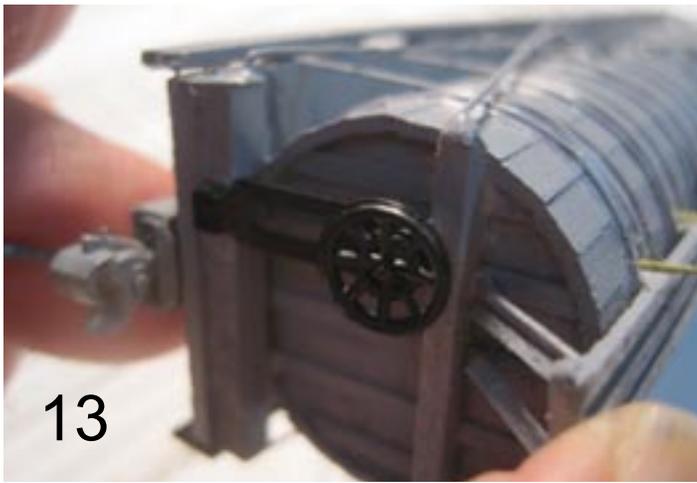
Add brake gear to one end and brake cylinder to bottom plus other additional

features you wish to add (photo 13).

Install extra long vertical rods (photo 14), then solder a horizontal rod about 9/16" up from the roofwalk (photo 15), then remove excess from vertical rods (photo 16). Now add a ladder on one side like drawing.

I painted the car silver and added black decals. The black Burlington Route herald is from an "N" scale decal set.





## LAST CALL

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

### Sharon Hendricks

Sharon A. Hendricks, 75, wife of long-time BRHS member Mel Hendricks, died on Monday, April 15, 2019. Born June 13, 1943, she married Mel on May 18, 1963, and for many years, ran the BRHS Ladies events, which were always thoughtful and well-planned with shopping, dining and sightseeing activities. In addition to her dedication to the BRHS, Sharon was a long-time active member of St. James Catholic Church in Rockford and was honored as their 2000 Woman of the Year. Sharon was very creative, was a wonderful baker and enjoyed arts and crafts. Sharon will be missed by all of us that benefited from her dedication to the BRHS!



G. W. Deucher 584R of Berea, Ohio  
 Donald Fowler, 2783S of La Grange, Illinois  
 Jeremy Johnson 2642R of Galesburg, Illinois

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

## SUPPORT RETAILERS THAT CARRY THE BURLINGTON BULLETIN

Caboose	10800 W. Alameda Ave.	Lakewood, CO
Caboose Stop Hobbies	301 Main Street	Cedar Falls, IA
Chicagoland Hobby	6017 N. Northwest Hwy.	Chicago, IL
Colorado Railroad Museum	17155 W. 44th Ave.	Golden, CO
Des Plaines Hobbies	1468 Lee St.	Des Plaines, IL
Hobby Haven	2575 86th St.	Urbandale, IA
House of Trains	8106 Maple St.	Omaha, NE
Hub Hobby Center	6416 Penn Ave. S.	Richfield, MN
Jim's Junction	811 16th St. W. Suite B	Billings, MT
Mike's Scale Rails	3008 N. Sterling Ave.	Peoria, IL
Q Connection	113 Magnolia Drive	Pooler, GA
Randy's Roundhouse	910 N. 70th St.	Lincoln, NE
Rails Unlimited	126 Will Scarlet In.	Elgin, IL
Scale Model Supplies	458 N. Lexington Pkwy.	St. Paul, MN
The Original Whistle Stop	2490 E. Colorado Blvd.	Pasadena, CA
Walt's Hobby Shop	2207 Plainfield Road	Crest Hill, IL



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!

## ZEPHYR NO. 79 CONTRIBUTORS

Greg Baumgardner	Greg Koon
BRHS Archives	Library of Congress
Leon Batman	Tom McIntosh
D. W. Davidson	Gary Olszewski
Don Evenson	Dave Phillips
Bill Glick	Jim Singer
Pete Hedgpeth	Alan D. Tuma
Dan Hollis	Don Winn
Bryan J. Howell	Tom Whitt
Bill Jelinek	Chuck Zeiler
Fred Kinch	

**ZEPHYR EDITOR** David Lotz

## WHERE TO WRITE

Your Society continues to strive to provide better service to our members. The following addresses should be used in order to provide you with quicker responses to your requests. Please enclose a large No. 10 SSAE for our response.

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

### For all correspondence pertaining to membership including renewals:

BRHS Membership Services  
P.O. Box 456  
La Grange, IL 60525  
Email: [Membership@BurlingtonRoute.org](mailto:Membership@BurlingtonRoute.org)

### Back Issue Sales:

BRHS Company Store  
Scott & Nancy Stearns  
P.O. Box 93  
Zumbrota, MN 55992  
Email: [CompanyStore@BurlingtonRoute.org](mailto:CompanyStore@BurlingtonRoute.org)

### For all matters pertaining to finances:

BRHS Treasurer at:  
P.O. Box 456  
La Grange, IL 60525  
Email: [Treasurer@BurlingtonRoute.org](mailto:Treasurer@BurlingtonRoute.org)

### BULLETIN Commercial Sales Information:

Gene Tacey:  
P.O. Box 485  
Sutherland, NE, 69165  
Email: [CommercialSales@BurlingtonRoute.org](mailto:CommercialSales@BurlingtonRoute.org)



### Material for publication in the BURLINGTON BULLETIN or the ZEPHYR:

BRHS Editor:  
David Lotz  
113 Magnolia Drive  
Pooler, GA 31322  
Email: [Editor@BurlingtonRoute.org](mailto:Editor@BurlingtonRoute.org)

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](http://BurlingtonRoute.org).

### Archives:

BRHS Archive Committee  
P.O. Box 456  
La Grange, IL 60525  
Email: [Archives@BurlingtonRoute.org](mailto:Archives@BurlingtonRoute.org)

A preview shot from the "Anniversary Celebrations" section in the next *Bulletin*. Here the 5632, at Aurora on May 20, 1964, pauses for the passing of the Chicago-bound *DZ*. - *Jim Weiland, Weiland Collection-BRHS Archives*

### BRHS DIRECTORS

(effective September 2018)

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

### OFFICERS (effective September 2018)

President . . . . . Tom Whitt  
Vice President, Archives . . . . . Jim Singer  
Vice President Education & Outreach...Leo Phillipp  
Vice President, Membership . . . . . Dan Hollis  
Vice President, Operations . . . . . Greg Koon  
Vice President, Projects . . . . . Greg Baumgardner  
Vice President, Publications . . . . . Bryan Howell  
Treasurer . . . . . Laird Brown  
Secretary . . . . . Bill Jelinek

