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### FROM THE EDITORS

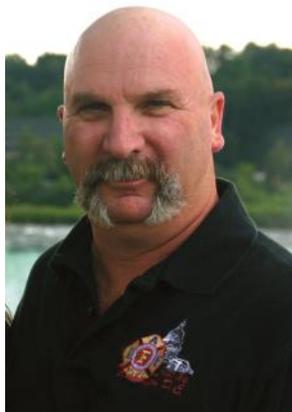
Welcome to *Zephyr* 83. There have been many things happening over the last year. As you all know, 2020 was a different year than we have ever experienced. However, many good things happened with the BRHS over the year.

In this edition of the *Zephyr*, we want to call out some of these good things. Make sure you check out the BRHS Company Store, the BRHS Flickr albums, the classified ads, and support your hobby stores. As always, if you have a suggestion or a correction, please contact Derek and Stephanie Dawdy at [zephyreditor@burlingtonroute.org](mailto:zephyreditor@burlingtonroute.org).

**PRESIDENT'S CORNER**

Greetings to all and Welcome to 2021!

I hope that this issue of the *Zephyr* finds everyone enjoying the new year so far, and yourself and families are well. Never in a 100 years did I ever think that a calendar year in our lives to be as crazy as it was in 2020, but in spite of it all we made it through. No railroad events, meetings or train shows, but the membership in the BRHS continues to grow. Though we have lost some memberships we are now at 1200 members! The Company Store remains steady in mail-in and online orders. Financially we are doing well as donations to the Society keep coming in to the General Fund and the Archive Legacy Fund.



The Society is actively planning our Spring Meet on April 17th in Yorkville, Ill., at Lyon Farm, as well as our Annual Meet on October 7-10th in St. Louis, Mo., at Union Station along with the Missouri Pacific Historical Society. Committees are actively making arrangements to have these two events, but will know more as we get into the new year and work with the CDC guidelines as they relate to COVID. Be sure to watch for updated information on the website, in publications and any notices which may be mailed.

As mentioned above regarding CDC guidelines, we are also hopeful for a return to local train shows and events where the Company Store will be able to showcase our newest publications to new members in waiting. Speaking of the Company Store, you can still help support the BRHS and your hobby by placing an order for expanded and reprinted Bulletins, merchandise and projects. Such projects include the sale of three CB&Q XM-25 and three CB&Q XM-26 cars with six individual number overlays! We realize that many of you previously purchased these cars upon the initial introduction. Therefore, extensive research was completed to ensure that the numbers provided are not duplicates to previously offered cars by other manufacturers and decal suppliers, for just \$72! Other projects include the limited run of CB&Q XM-32 No. 37000 boxcar that was specially prepared for Trainfest 2019 in HO and N scales. Our V.P. of Projects has other projects in planning, but we first need to clear out some of our inventory to support future projects.

Our V.P. of Education & Outreach, Leo Phillipp, is ready to continue with the ever popular presentations on the history of the CB&Q in Illinois once the CDC restrictions are lifted. If you are active in other community groups where you reside and wish for a presentation about the CB&Q relating to your area, please contact Leo for information at [education-outreach@burlingtonroute.org](mailto:education-outreach@burlingtonroute.org).

In closing, I wish to thank all for your continued support of the BRHS! I especially wish to recognize the members responsible for the BRHS Flicker collection in the Members Only area of the website as they have just recently exceeded 30,000 images! Congratulations and welcome to our newest member, Atty. Henry Kass of Naperville, Ill. Henry is our new attorney for legal matters and is the son-in-law of member Jim Davidson. Our heart felt thanks and congratulations goes to retiring Attorney Patricia Kelly of Inverness, Ill., who has represented our interests for 20 plus years. Thanks Pat, enjoy your retirement! And lastly to our administrative team of Directors, Officers, Editors, Archives and active volunteers who tend to the day-to-day operations the BRHS so that we all enjoy the history of the CB&Q!

*Tom*

**Burlington Route Historical Society**

*An Illinois Not-For-Profit Corporation*

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There is no better time or way to join or renew your membership in the BRHS than by visiting

[www.BurlingtonRoute.org](http://www.BurlingtonRoute.org)

**MEMBERSHIP INFORMATION**

Regular Membership—\$40.00  
 Sustaining Membership—\$80.00  
 Conductors Club—\$100.00



The *Zephyr* regular schedule and is included with membership in the Burlington Route Historical Society. Regular membership in the society is \$40.00 per year, Sustaining Membership is \$80.00 and Conductor's Club Membership is \$100.00. Single copies and many back issues of *The Zephyr* are available.

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# Welcome

## MEMBERSHIP TOPS 1,200 WITH 41 NEW MEMBERS

### WELCOME ABOARD

Richard Bein, Annandale, Va.

John Brewer, Stoddard, Wisc.

Jeff Carlson, Topeka, Kan.

Michael Connelly, Newport, Wash.

Mark Demaline, Westlake, Ohio

Martin Dugan, Manchester, N.H.

Michael Dunnington, Ballwin, Mo.

Rob Economos, Chicago, Ill.

William Franckey, Clyde, N.C.

Jerry Fullhart, Maple Grove, Minn.

John Gieske, Prescott, Ariz.

John Gleason, Lowell, Mass.

Bill Graham, Silvis, Ill.

Alban Hanson, Onalaska, Wisc.

John Howard, Columbus, Ohio

Walter Johnson, La Crosse, Wisc.

Michael Joynt, W. Des Moines, Iowa

Henry D. Kass, Wheaton, Ill.

Dan Kelleher, Trempealeau, Wisc.

George Kohlmeier, La Crosse, Wisc.

Rene LaVoise, Kirkwood, Mo.

Mark Lynn, St. Paul, Minn.

Allen Matter, Palm Desert, Calif.

Robert Moench, Black Mountain, N.C.

Mark Morehouse, Omaha, Neb.

Dave Morris, Holmen, Wisc.

Cale Muzzarelli, Irving, Tex.

Ron Palmquist, Cape Elizabeth, Maine

Kevin Perkins, Lake in the Hills, Ill.

Santiago Pineda, Doral, Fla.

Jack Purdy, Germantown, Tenn.

Richard Ralston, Omaha, Neb.

James Rustemier, San Jose, Calif.

Andrew Sharp, Montgomery, Ill.

David Staplin, Malvern, Penn.

Clark Stephans, Holmen, Wisc.

Kevin Stephenson, Canton, Ill.

John Schultz, New Braunfels, Tex.

Judeen Terrey, Phoenix, Ariz.

Thomas Thompson, Joliet, Ill.

David Weber, Ramah, Colo.

## LAST CALL

### Denny Anspach



Denny and Diane Anspach in 2017. — David Lustig

We received news that long-time BRHS member, Dr. Denny Anspach received his final call on Sunday, September 20, 2020, at the age of 86.

Anspach was born in Chicago in 1934 and lived at first on the city's South Shore, where his family's apartment looked out on the main line of the Illinois Central Railroad. The family later moved to the suburb of Riverside, where Anspach fell under the spell of the CB&Q's racetrack. This is where he also got started in the model railroad hobby.

Anspach graduated from Stanford University Medical School in 1960 and briefly worked for a physician in Spirit Lake, Iowa, before moving to Sacramento in 1966. There, he established a widely respected practice with Radiological Associates of Sacramento, a career that spanned 46 years.

He became a passionate promoter of Sacramento's railroad history and was a founder of the Sacramento Trust for Historic Preservation. He was a prime author of a 200-page master plan that set the stage for the 1976 creation of the California State Railroad Museum and was still serving on the CRSM Foundation's board when he died.

Anspach's work in railroad preservation did not go unnoticed. For in 2014 he was awarded the Gerald M. Best Senior Achievement Award by the R&LHS.

He is survived by his second wife, Rev. Diane Anspach, a son, and a daughter, as well as two grandchildren. Anspach's wife of 59 years, Carol Jacobs Anspach, a former school psychologist, died in 2017.

**LAST CALL (CONT.)****James David Ingles**

By Bryan Howell



James David (Dave) Ingles was born in Chicago on January 26, 1941, and grew up in south suburban Homewood, from where his late father John, a mechanical engineer for the Illinois Central (and also a railfan and model railroader), would commute to work at IC's general offices adjacent to Central Station in Chicago. Dave was introduced to the Q at an early age when visiting his mother's sister and her husband, Louise and Jerry Slouka, who lived with their two sons in Brookfield, Illinois, at 3831 Madison Avenue, which was the third house from where the street ended at CB&Q property at the east end of the yard at Congress Park. Visits to the Sloukas (via routes 83 and 45) for holidays and other family events were what first attracted Dave to the Q's "Racetrack," which in print he called "the greatest piece of railroad in the country." Dave's father became the chief mechanical officer of the Detroit, Toledo & Ironton in 1956 and moved the family to Dearborn, Michigan, but visits to the Sloukas continued, enabling Dave to take CB&Q slides as early as 1959. With his dad and friends, they drove to Chicago several times to ride Q steam excursions circa 1961-62.

Dave graduated from MacMurray College in downstate Jacksonville, Illinois, in 1965, and worked for two newspapers before joining *Trains* magazine's editorial staff in 1971. Jacksonville was located on the Q's Paducah line and Dave made frequent trips to Galesburg and Peoria to shoot the Q while living there. By the time of the BN merger, Dave had photographed CB&Q trains in 11 states, only missing South Dakota. Dave retired in 2018 from Kalmbach after a 47-year career with the publisher, including time as editor-in-chief of both *Trains* and *Trains Illustrated*. He continued to have a column in *Classic Trains* entitled "Ingles' Color Classics" and served as a contributing editor until his death.

Dave, or J.D. I. to the readers of *Trains* magazine, was a passenger train aficionado who enjoyed collecting rare mileage and meticulously documented his travels and photo locations in notebooks. He also amassed one of the largest and most complete collections of 35mm slides, which he graciously shared with the BRHS on numerous occasions, including the 2013 calendar in which he was the featured photographer. Dave was a longtime member of the BRHS and told me he greatly looked forward to our publications. Diesel locomotives were also a passion of Dave's and he was an early fan of them at a time when most were documenting the last of steam. Never one to miss a slide show, he attended the biweekly "Tuesday Night Slide Group" meetings of Waukesha-area railfans for almost 50 years.

Aside from his railroad interests, Dave was a big sports

fan, especially the St. Louis Cardinals. He made it a point to visit both major and minor league ballparks during his extensive travels. He also enjoyed football and basketball. In addition to photographing trains during his travels, he was intrigued by covered bridges and exploring remnants of US Route 66. Dave would travel with his wife of 47 years, Carol, who passed away in 2018. Together they visited 49 of the 50 states and much of Canada, much of it by train. They met while working together in Springfield, Illinois, at the *Illinois State Journal* and were married in 1971 when they moved to Waukesha, Wisconsin, after Dave was hired by Kalmbach. Together they raised a daughter, Suzy, who graced them with two grandsons, Carson and Sam. Dave passed away October 9, 2020, at the age of 79.

I first worked with Dave while creating the 2012 BRHS calendar. That year's featured photographer, Bob Bullerman, was friends with Dave and asked him to proofread and help with information for the captions. At the conclusion of this, I asked Dave to be the featured photographer for the 2013 calendar, which he graciously accepted. We then worked closely for the next year producing the calendar and he continued to serve on the calendar proofing team until his death. The entire time, I couldn't believe I was working with and learning from J.D.I. I grew up reading *Trains* magazine while he served as the editor and I was fortunate to receive his mentorship and guidance that improved my own proofing skills. His comments and notes vastly improved the 2021 calendar, which was about to go to press when I found out about his passing. Some of the grammatical things he taught me have already paid dividends on other projects and will continue to do so. I tried to meet up with him when my travels took me to the Milwaukee area so I could buy him dinner in thanks, but it never worked out. In honor and recognition of his contributions to the BRHS, the Society has made a donation to the Center for Railroad Photography and Art in his name.

High greens, Dave. Thanks for everything and thanks for being a friend.

**Robert A. Manley**

Rob at his Pan Pastels booth at a recent Trainfest show. – Jim Miller

Robert (Rob) A. Manley, age 68 of South Holland, Illinois, answered his final call on Monday, November 16, 2020. He is survived by his wife Beverly, sons Brian and Chris, and eight grandchildren. Rob was a long-time member of the BRHS, an excellent Burlington modeler, winning many of the BRHS contest categories he entered. Rob was a frequent participant in train shows going back to

the Little Q swap meets, BRHS meets and more recently Railroad Prototype Modelers meets. He played a big role in creating the modular concept of HO railroading as a member of the Mod-U-Trak group and later introduced his Pan Pastels to the model railroad industry.

**LAST CALL (CONT.)**

**Bob Knight**



Bob and his wife Laurie. –  
Photographer unknown

Bob Knight was a long-time BRHS member, a narrow-gauge enthusiast, a UP speeder owner, and a member and past president of NARCOA. Bob passed away in early December in West Virginia. Bob was also a current member of the Sandwich Lions and his church since coming to Sandwich in the mid-sixties.

Knight came to Sandwich as an industrial arts teacher after graduating from Northern Illinois University in DeKalb. That was

when Bob Turney was superintendent of Sandwich Schools. After teaching a while, Knight changed professions by working in the insurance field for Caywood and Associates, then establishing Knight Insurance Co.

Knight became involved in several community projects for which his work in the industrial arts field prepared him. With his drafting abilities, he helped the late Augie Otto build a larger miniature steam train by making patterns for the hand-made, built-to-scale miniature steam train runs every year at the Sandwich Fair, operated by Otto's sons, Allen and Norm, and their families.

**FlickR TEAM UPDATE**

The BRHS Flickr Team is proud to announce that as of January 2, 2021, over 30,000 Burlington Route images are now available to BRHS members via the Members Only portal at [www.burlingtonroute.org](http://www.burlingtonroute.org) for viewing and downloading.

The 30,000th image shows Class R-5 2-6-2 No. 2159 powering a work train in the middle of Suburban Territory at Hinsdale, Ill., on May 13, 1944. This image is particularly interesting as it shows an ancient Jordan plow, two steam ditchers, air dump

cars positioned on each end of the ditchers, a water tender tucked between the air dump cars and a waycar bringing-up the rear end. No. 2159, constructed at Brooks in 1907, had only three more years left as it was sold for scrap in May 1947.

The Flickr site's purpose is to collect and document as many images as possible of the Burlington Route, its subsidiaries and predecessor roads for placing in an easy-to-use central archive for BRHS members to learn from and enjoy. Happy New Year! The BRHS Flickr Team



The 30,000th photo added to the BRHS Flickr albums in the Members Only area. – Photographer unknown, BRHS Flickr collection

## MARK TWAIN ZEPHYR UPDATES

All photos are from the *Mark Twain Zephyr* [Facebook page](#).

Work continues at a rapid pace on the *Mark Twain Zephyr's* rebuild. To the right is a photo of two of the trainsets trucks after they had been moved an offsite shop to be rebuilt.

The best way to stay on top of the *Mark Twain Zephyr* restorations at the Wisconsin Great Northern Railroad is by signing up for their E-Newsletter on [MarkTwainZephyr.com](#). Sign up to get some exclusive details on what is ahead!

One of the coolest things about renovating the train has been uncovering original CB&Q writing that hasn't been since 1935!



Work continues on the interiors of the *Tom Sawyer* and *Huckleberry Finn* cars. (Photos to the left and below)



## RECOLLECTIONS

### TIME SPENT IN KEOKUK AND HANNIBAL

BY DICK WALLIN

I was quite pleased to find your recent *Bulletin* featuring Keokuk Union Depot. I'd speculate that I'm one of the few (or only) BRHS members to have enjoyed spending the night on the 2nd floor of this depot! First, I digress. In the fall of 1961, my company in Springfield, Illinois, had a one-man branch office in Hannibal, Missouri, and that person was going on a two week vacation, so they asked for a volunteer to work there during his vacation. I tried not to act over-eager to fill the job; no one else expressed any interest, so I was picked.

My ulterior motive was that I had a friend who was an engineman on Wabash's Hannibal-Keokuk local freight, and I knew a ride with him would be a slam dunk. This was an interesting operation in that it operated in three states (Missouri, Illinois and Iowa) and on three different railroads (Wabash, CB&Q & TP&W). It was named the "Hawkeye" and also the "Tri-State-Express." Little did I know that this would take a back seat to another railroad's Hannibal passage. Anyway, I got hold of my friend and soon was riding along on their GP7 with a train of about a dozen cars.

Coming into Quincy, all the crew members on the engine rushed to the fireman's side window, as the engineer made frequent blasts of the horn. It seems a young lady who lived near the tracks would often greet the train with a lifting of her blouse and a "topless salute." No luck that day, she apparently wasn't at home or in the mood. We eventually got to Keokuk and my friend said we'd be spending the night in the "Wabash bunk room" on the 2nd floor of the depot. After dinner, we went to

the 2nd floor; there was a small room with two big pieces of corrugated cardboard on the bare floor. My friend laughed and said, "Welcome to the Wabash bunk room." I was worn out, so it didn't take me long to doze off on my cardboard mattress. During the night, I occasionally woke, and could hear the ratta-tat of mice feet running across our beds.

On the way back to Hannibal the next day, the lady in Quincy still was not out to greet us. Dang my bad luck in timing! But as we came past the east side of the Hannibal business district, I prepared to step off the engine as I was staying at an old hotel across the street from the Q depot. As I swung off the engine, I glanced to the north and what should I see but the headlight of an early Burlington shovelnose *Zephyr* engine! After nearly having a heart attack from this sight, I quickly learned that the 9908 *Silver Charger* was the regular power on trains 1 & 44 between West Quincy and St. Louis (Carr Street depot). It was a late afternoon departure from West Quincy so each day I had to scout out locations that were open to the west to get full sunlight for photographs. The train returned northbound about 3 a.m. and I did get up one night to see what I could do with nighttime photography. I had no tripod, the train backed into the depot and there were no lights on the engine, so that was a lost cause. The train was always two cars, a baggage car and coach.

So that is how I spent most of my two weeks "working" for my company in Hannibal. The regular employee had left me a full load of work when he left, for which I was not happy, so I returned the favor and left him an even bigger workload when I was done. Fair enough I felt; after all who can resist a daily appointment photographing the *Silver Charger* in action?



*Silver Charger* at Keokuk in the early 1950s with one heavyweights baggage/RPO and a single coach. – Phil Weibler, colorized by MyHeritage

## MODELING A CB&Q SCALE TEST CAR BY NELSON MOYER

## MODEL PHOTOS BY THE AUTHOR



**Figure 1**

The finished version of the detailed Bachmann model painted with Tru-Color CB&Q Freight Car Red and decals applied. The entire car was airbrushed with Model Master Clear Flat Lacquer. Hi-Tech Details air hoses were added and hand painted. The model was then weathered and Kadee No. 153 whisker couplers were installed.

CB&Q scale test cars are covered in *Burlington Bulletin* No. 27. Several years ago Walthers offered an undecorated scale test car, stock No. 932-5650. This car is out of production and grossly overpriced on eBay. Recently Bachmann offered an undecorated scale test car, stock No. 160-74405, along with several railroad paint schemes, and the undecorated car was purchased.

### The Bachmann Model

The Bachmann undecorated car comes with modeler installed parts, but additional details must be added to produce a detailed model, and decals must be procured. Some lettering may be used from the Microscale MOW decal sheet or the BRHS MOW decal sheet, but the other lettering was unavailable until BRHS issued the new scale car decal sheet produced in multiple scales by Circus City.

The Bachmann car has cast-on grab irons and requires extensive upgrade work before adding detail parts. The scale placard and route card boards are missing from the model. The factory paint finish had granular defects, and the molded grab irons do not match CB&Q practice. These defects can be fixed with some effort by filing off the molded details and adding wire grab irons, uncoupling levers, and air hoses. Modeling the scale placard accurately would have been difficult so I chose not to model the placard or the route card boards.

### The Prototype

The Bachmann model represents the Southwark cast iron scale car CB&Q No. 204739. This car was acquired in 1936, followed by No. 204740 in 1944 and No. 204741 in 1948. All three were 40-ton cars (80000 lbs.). They were originally painted mineral red with white lettering, white herald, and the cars road on Timken roller bearing journals. Cars had bottom mounted uncoupling levers. They were repainted black at some point, and some may have been painted Omaha orange with black lettering, though no photos are known to exist. The full color herald and yellow grab irons and other color features were introduced in 1958.

### Operation

Cars were placed immediately in front of the waycar and transported in freight trains with no speed restriction other than the speed restriction of the freight train in which they traveled. The first mention in a rule book was in 1951 when the statement, "Short scale test cars must be handled next ahead of caboose with air hose Coupled." Scale cars did not have air brakes, so the train line simply passed air through the car to the waycar to maintain air brake pressure. The hand brake was of the vertical shaft and horizontal wheel type.

### Known Photographs

The earliest black and white photo shows CB&Q No. 204739 built in 1936. It appears to be painted mineral red on all surfaces. The calibration date is 5.28.36. Lettering is white Railroad Roman. The herald is white on a black background. This car has drop grab irons on the sides and straight grab irons on the slopes and ends.

The next black and white photo chronologically is CB&Q No. 204740, built in 1944, with a repack date of 3.7.48. The car appears to be painted mineral red on all surfaces when compared to CB&Q No. 207559 just behind the scale car. Lettering is white Railroad Roman, and the herald is white on a black background. This car has straight grab irons on the sides and slope and drop grab irons on the ends.

The next black and white photo is CB&Q No. 204739 with a repack date of 5.18.52. The car body appears to be painted black, and the grab irons, brake staff, brake wheel, and railing are painted a lighter color, probably white or yellow. Lettering is white Railroad Roman, and the herald is the three color version – red, white and black. The side foot holes appear to be painted black.

Another black and white photo of CB&Q No. 204739, taken in 1963, appears to have black body paint, with yellow foot holes, grab irons, brake staff, brake wheel, and railing. Lettering is white railroad Gothic for reporting marks and weight, and Railroad Roman for Scale Test Car. The herald is the three color version – red, white, and black.

CB&Q No. 204740 was photographed in 1964 with the black and yellow paint scheme and Railroad Roman lettering.



Figure 2 – Phil Weibler



Figure 3 – Phil Weibler

CB&Q No. 204741's color photos from 1962 and 1968 show the black and yellow paint scheme. The maintenance sign has white letters on a red background. Lettering is white Railroad Roman, and the herald is white on a black background. Couplers and uncoupling levers are painted red. The grab iron arrangement is the same as CB&Q No. 204739 – drop grab irons on the sides and straight grab irons on the ends. The railing is welded in lieu of using pipe fixtures.

The only other color photo is of CB&Q No. 204740 with a reweigh date of 4.29.69. The car body is painted black and the foot holes, grab irons and railing are painted yellow. The couplers and relief valve rod are painted red. Lettering is white Railroad Roman for the reporting marks and Railroad Gothic stencil font for the other side lettering. The calibration sign is white Railroad Roman on a black background. The maintenance instruction sign is yellow Railroad Gothic on a black background.

There is one additional three quarter view black and white photo of CB&Q 204739, but no repack or calibration dates are visible, so the date is unknown. The car body appears to be painted mineral red on all surfaces, with white Railroad Roman lettering on the sides and Railroad Gothic lettering on the ends. The herald is white on a black background.

The actual color of the cars in the black and white photos cannot be definitively determined. The 1936 and 1944 builds could have been painted mineral red originally. The 1948 build may have been mineral red, Omaha orange, or black. The 1948 photo of CB&Q 204740 appears to be mineral red or maybe Omaha orange, since all Lines East MOW equipment was painted Omaha orange beginning that year. CB&Q 204739 may have been painted black in 1952, but it is unknown when that scheme was adopted.

After writing the above, three photos of CB&Q 294740 taken at the same time were posted by Phil Weibler (Figures 2 and 3). These photos are especially helpful because one shows the right side, one shows the left side, and one shows a close-up of the maintenance placard. No end photo was taken at the same time. All other available photos show only the left side of the cars.

Decals were early Railroad Roman and the herald was the white stencil version. The paint appears to be mineral red or Omaha orange on all surfaces. The calibration is KC 5.11.53 and

the lubrication date is "HV 4.4.53." The recalibration data are stenciled on the right car side on a very dark, probably black, paint patch, and the remainder of the car is clearly not black. The scale placard is mounted at the same location on the left side of the car. The lubrication date is stenciled above the right foot hole on the left side and to the left of the foot hold on the right side. This car had Timken roller bearing journals, though the maintenance placard still refers to repacking. The word "SEALED" is stenciled under "Weight 80000LBS" on both sides of the car in a block stencil font. The foot recess on the sides appear black in the photo due to shadow, and are most likely painted the same color as the car body. Chalk marks are evident at several locations on both sides of the car. Journal box door covers are painted silver. There is no indication that the grab irons or rail was painted another color. Phil later confirmed that the car was indeed painted mineral red with white lettering.

### The Model

The molded grab irons were removed by filing, followed by polishing with 400, 600, and 1000 grit sandpaper. Custom bent grab irons and uncoupling levers were made using 0.010 in. (See Figure 4) Tichy phosphor bronze wire. The model was primed using Tamiya Fine Light Gray primer, then painted with Model Master Semi-Gloss Black enamel. The grab irons and rail were painted chrome yellow per the color photograph of CB&Q No. 204740, and decals were applied. After Phil Weibler posted his 1953 vintage photos of the 204740 in mineral red, I realized how much I hated the black and yellow paint scheme, and since no definitive information was available as to when it was first used, I decided to strip the model and start over. I soaked the model overnight in lacquer thinner and scrubbed the residual paint off with an old toothbrush. When I was ready to prime the model, I discovered that I had lost one of the side doors, probably down the drain while I was washing off the lacquer thinner with soap and water. Since I had the other door, I used it as a pattern to make a mold and cast a new resin door.

With that door installed, I photographed both sides of the car to look for defects to fix before priming and painting (Figures 5 and 6). After filling a few imperfections with Tamiya putty, I sanded the surface smooth, then primed as before and painted the car with Tru-Color CB&Q Freight Car Red. Decals were

Continued on page 10

Figure 4



Figure 5



Figure 6

applied, and the car was airbrushed with Model Master Clear Flat Lacquer. Hi-Tech Details air hoses were added and hand painted. Weathered Kadee No. 153 whisker couplers were installed, and the car was photographed again (Figure 1).

**Summary**

Overall, the Bachmann model is acceptable as delivered, however prototype modelers may wish to enhance the car to conform to CB&Q practice by replacing the cast on grab irons with wire grab irons, adding uncoupling levers, air hoses, and perhaps other details to enhance the model. The car body is a metal casting, so the car weight is sufficient to insure good tracking during operation. The new BRHS scale car decal sheet provided lettering and heralds in N, HO, S, G and O scale for

several of the scale test cars that have been photographed. Decals support both mineral red and black paint schemes and lettering styles.

Special thanks go to Phil Weibler for posting three photos of CB&Q 204740 showing both sides of the car circa 1953. Unfortunately, these photos were not provided until after the BRHS decal sheet was produced, so available lettering for 204740 are based upon earlier and later photographs.

**References**

*Burlington Bulletin* No. 27 has an article on scale cars. Additional photos appear in *Bulletin* No. 35, page 253 and No. 47, page 9.

**MODELING AN XM-32 BOXCAR  
IN FINE SCALE 1/48  
BY SANTIAGO PINEDA**

**ALL PHOTOS BY  
THE AUTHOR**



Based on an O scale brass model from Protocraft, this car represents a unique class XM-32 express boxcar built by Burlington's Havelock shops in the 1940s to carry package shipments in fast passenger trains.

One way to add variety to passenger train consists is by alternating head-end equipment. I'll show you the process of modeling a special express boxcar that served the Chicago, Burlington & Quincy during the 1940s. Occasionally seen in the *Exposition Flyer*, the class XM-32 boxcars were a variant of the 1937 AAR Standard Design boxcar. For an in-depth look at the history of this steel boxcar class be sure to check Hol Wagner's *Burlington Bulletin* No. 7.

Burlington's Havelock Shops delivered their first XM-32 boxcars in 1940. Within that batch, the first 50 were intended for head-end baggage, mail and express service. These cars, numbered 30000-30049, were equipped with steam and air signal lines to enable compatibility with passenger consists. To match their heavyweight companions, they were painted Pullman green in contrast to the standard freight mineral red. Although they were seldom assigned to passenger trains, they

Continued on page 12



Boo Rim built the AAR boxcar in a plethora of variations. Here, the bare brass body reveals a level of intricacy that is nothing short of spectacular. This Protocraft import was the perfect starting point for my XM-32 model.

served the CB&Q throughout the 1940s and 50s and all the way to the late diesel years. Most of my research material came from *Burlington Bulletin* No. 7 (published by the Burlington Route Historical Society), which provides in-depth information regarding XM-32 boxcars throughout the years.

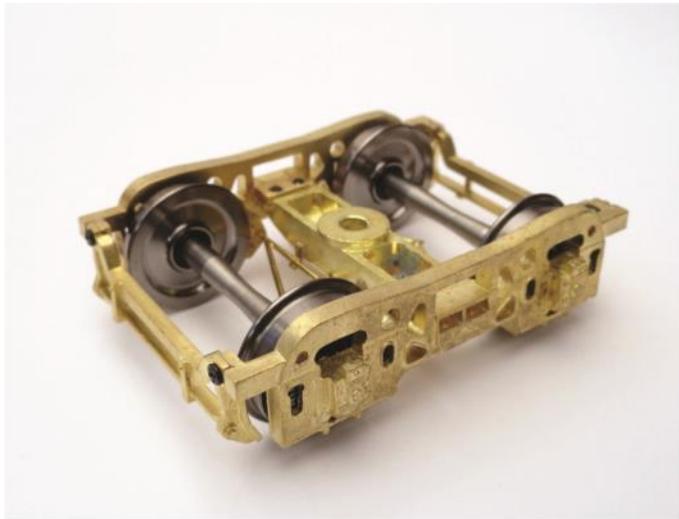
I strived to model this Burlington oddity using a standard O scale Protocraft 1937 AAR boxcar. Although Protocraft's offering may be considered the ultimate AAR boxcar in any scale, some adaptations were made to depict this particular version. First, the stock Bettendorf trucks were swapped with a pair of PSC allied full cushion ones. To do this, the car bolster was tapped with a size M3 x 0.5 tap drill. The outer brake shoes were removed, and the end cross bars were modified in order to get rid of the exposed screws.

Other additions include a steam signal line running along the under frame and correct stepladders at either ends of the car, both parts were brass castings from PSC. When it came to the

ownership plates, I modeled them using thin copper sheets and a raised detail decal from Tichy Train Group's builder plates set. For painting and lettering, I used Revell enamels and Microscale printed Protocraft decals. To minimize decal silvering, especially on larger pieces, distilled water is always recommended. Lastly, the car was clear coated with Micro Scale Satin finish.

It can be argued that in a passenger train, boxcars add interest due to their noticeable height when compared to heavyweight equipment. Moreover, XM-32s were always located directly behind motive power. And, these particular cars had the privilege of running behind some remarkable engines like the S-4 Hudsons, O-5As, E5s, F3s, E7s and even Rio Grande's M-68 and L-105 types.

I'm pleased to have completed this special project. This Havelock rarity is a welcome addition to my *Exposition Flyer* head-end equipment. One thing is certain, after putting it into service behind my E5s, it won't be long before this XM-32 takes on some road grime.



The Precision Scale (PSC) Allied full cushion trucks before and after modifications. Notice the conspicuous screws, and how they were removed at the end.



Close-up of the tapped bolster which now perfectly receives the intended PSC truck screw.



Using a combination of thin copper sheet and a Tichy Train Group raised decal, trust ownership plates were installed at the top left-hand corner of each side of the car between coats of paint.



The painted body awaits decals.



Using distilled water and a clean brush will prevent your decals from "silvering" over time.



The XM-32 joins my other *Exposition Flyer* equipment, which includes a factory painted PSC CB&Q BE-1 express car and a PSC custom detailed and painted Western Pacific Harriman baggage car.





The finished car next to a Poage Style 'H' water column imported by American Scale Models. This wheel type column could be regularly found on the Burlington system.



A chilly, overcast afternoon welcomes a post-war *Exposition Flyer* to Denver. The O scale E5 models are by 3rd Rail.

**HAWK-EYE-TEMS****PROVIDED BY BILL EWINGER**

Historical newspaper articles from Burlington, Iowa, newspapers.

**City Briefs—Burlington Hawk-eye**

*Burlington Hawk-eye* May 31, 1883

The route of the proposed railway to the fair grounds has been surveyed and on the return to Burlington of President Perkins of the Chicago, Burlington, and Quincy from the east, its construction will be definitely determined. The patronage it would receive during fair times would amply repay for expense the building of the line would necessitate. It would also largely increase the attendance at the country fair for people would be provided with cheap and ample means of transportation.

**IOP to Burn 60 Boxcars**

*Hawk-Eye Gazette* February 26, 1947

About 50 boxcars belonging to the Iowa Ordnance Plant, held unfit for general use, will be burned at the plant on or about March 1, according to Col. J. S. Jefferds, commanding officer.

He said the cars have been carefully examined by the inspection of the I. O. P., and it has been found that the sale to a commercial railroad or to the general public is impossible as they are contaminated with explosives which cannot be removed without burning.

Jefferds added that the cars were [no longer] in service [and] several are worn out and obsolete.

After wooden portions of the cars are burned all parts of the metal undercarriage will be sold as scraps.

**Farm Train Here March 3, 1947**

*Hawk-Eye Gazette* February 27, 1947

Schedule for a 12-car special train that will take Iowa Farm Bureau delegates on a tour of western Illinois and stop at Burlington March 3, was announced today by Burlington Route officials here.

The train will originate at Council Bluff and stop at all county seats on the main line on its trip east. It will lay over in Burlington the night of March 3 and on March 4 will continue onto Biggsville and Monmouth. On March 5 the train will take the delegates to Peoria and come back through Iowa March 6.

Local rail officials said approximately 290 Delegates are expected to ride the train with a group of 40 joining it at Burlington. The train will be made up of 10 sleeping cars and two dining cars.

**Special Train for Bankers Through City**

*Burlington Hawk-eye* June 4, 1937

Bankers from the south will pass through Burlington about 10:30 o'clock Sunday night enroute to the American Institute of Banking sessions in St. Paul, Minn., it was announced today at local offices of the Burlington railroad.

The Burlington will handle the train as a special from St. Louis to Burlington. It will be made up of seven cars, and aboard will be delegations from Jacksonville, Fla., Atlanta, Ga., Birmingham Ala., and Nashville, Tenn. The train will leave St. Louis at 4:30 in the afternoon, arrive in Burlington at 10:30 p.m. Here it will be turned over to the Rock Island, and will arrive in St. Paul the following morning at 9:30.

Annual shipments of California cherries to eastern markets have begun and specials loaded with the fruit are being handled through this city over the tracks of the Burlington.

**TIME CAPSULE – DINING CARS****PROVIDED BY RUPERT GAMLEN****Pacific Express**

This company now runs special dining cars on its Pacific Express westward from Chicago to Omaha. These cars are specially arranged and used for eating purposes only, and are very completely fitted up. They were used for the first time Aug. 9, when a number of invited guests were taken from Chicago to Aurora and back and handsomely entertained. *Railroad Gazette* 1876 vol. 8 page 365

**Dining car**

The new dining car "Windsor," of the Chicago, Burlington & Quincy, is said to be the most elegant ever constructed. It is 60 feet long and 8 feet 10 inches in width, and contains 12 sections for serving meals, beside a fine kitchen and pantries, fitted with every convenience. A novel and ingenious feature of the car is a little alcove at the head of each table, which contains the silver service or goblets, thus avoiding an over crowding of the tables. The handsome silver-plated lamps suspended from the ceiling are so arranged that the light falls directly on each table. The

silver, glassware, etc., has all been especially imported and manufactured for the car, and is all of superior quality. The waiters are all uniformed with black pants, white vests and white jackets, and a white cap of original and handsome design. *Railway Age* 1878 vol. 3 page 252

**Dining car rebuilt**

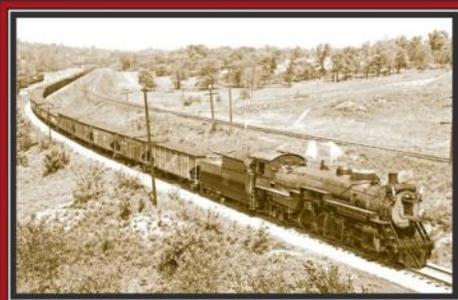
A dining car (the Brevoort) has just been rebuilt at Aurora shops and is substantially new in design. It is 60 ft. long, and to any one who has never seen such a car, it would seem impossible to concentrate so many conveniences for cooking and eating as may be found in the space which is available. *Railroad Gazette* 1878 vol. 10 page 567

**Christmas dining car menu**

The most artistic and tasteful bills of fare which have ever come under our notice are those which the general passenger agent of the Chicago, Burlington & Quincy, Mr. Perceval Lowell, has prepared for use on the dining cars of that road for Christmas and New Year use. Those exquisite souvenirs will be highly prized by all who are fortunate enough to secure one. The menu is in keeping with the elaborateness of the printer's art. *Railway Review* 1881 vol. 21 page 722

**NEW PRODUCTS**  
**BOOKS**

**A History of the CB&Q Peoria Branch**  
Including the Buda to Rushville Branch Line



by R. W. Linroth

Written by retired BNSF conductor and BRHS member Ralph W. Linroth, this new book covers the western portion of the Peoria & Oquawka Railroad from Galesburg to Peoria and the Buda to Rushville branch line. The 296-page hardbound book contains over 400+ color and black and white photographs, 69 maps and 100 timetables, post cards and train orders. Delivery is scheduled for mid-to-late February and customer shipping will start shortly thereafter. The retail price is \$65.00. See [http://quincybranch.com/Peoria\\_Branch.html](http://quincybranch.com/Peoria_Branch.html) for details.

**N SCALE MODELS**



Kato is re-releasing their Q EMD E5A and *Silver Streak Zephyr* six-unit set with five options priced from \$250 to \$405. To see details go to <http://katousa.com/N/SilverStreak/index.html>

**GALESBURG**

**CAPITAL OF THE BURLINGTON RAILROAD**



HISTORY, LEGEND, AND LORE

WILLIAM A. FRANCKEY

BRHS member William Franckey has written a book called "Galesburg, Capital Of The Burlington Railroad—History, Legend and Lore." He has a limited number of these available. So get your orders in! He says it is meant as a reference book thinly disguised as a coffee table work. Copies may be requested and confirmed via email: [williamfranckey@gmail.com](mailto:williamfranckey@gmail.com) The cost is \$75.00 (\$65 for the book and \$10 for shipping). Once you have placed your order and confirmed, he will work with you on how to send payment. He does not use PayPal.

**HO SCALE MODELS**



WalthersProto has released a ready to run -- CB&Q Jordan Spreader No. 203838. It retails for \$99.88 For details see: <https://www.walthers.com>

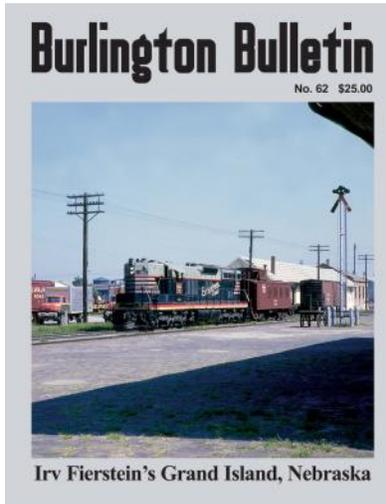


Q Connection has re-released their GATX Whalebelly hopper resin and etched kits appropriate for CB&Q, BN, Dragon, SAL, SCL, SBD and CSX. The kits retail for \$79.99. for details see: [www.QConnection.biz](http://www.QConnection.biz)

**BRHS NEWS**

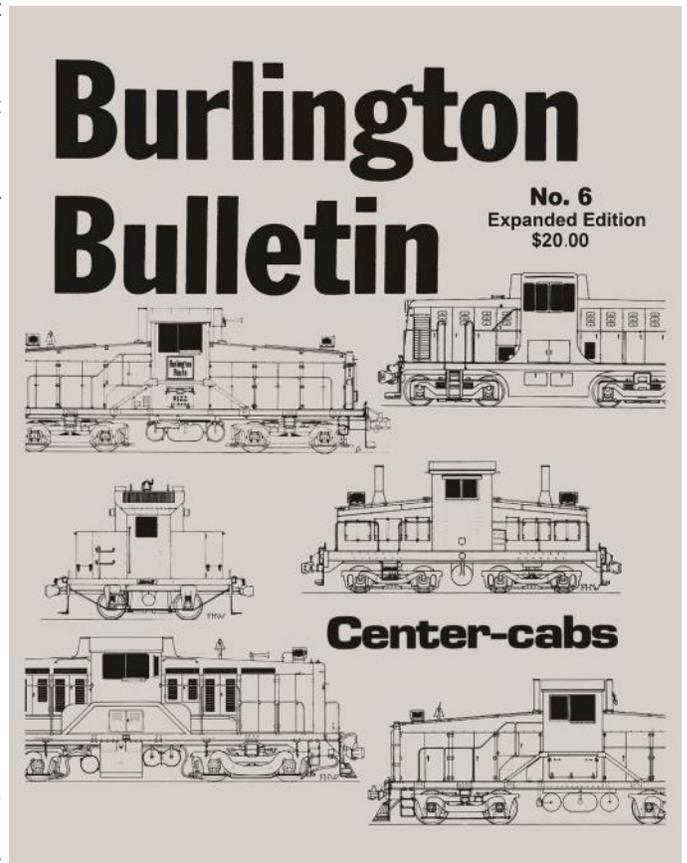
**USPS DELAYS DELIVERY OF *BULLETIN* No. 62**

Due to the overwhelming Christmas rush at the USPS, *Burlington Bulletin* No. 62, which was mailed from JPA in Pontiac on Monday, November 23<sup>rd</sup>, has yet to be received by many members. Reports are that some have been delivered in the St. Louis, Kansas City and eastern Iowa areas. Please remember that we mail the *Bulletin* using our not-for-profit bulk permit, which receives low priority at USPS handling points.



***BURLINGTON BULLETIN* No. 6 EXPANDED EDITION**

In our effort to bring back into print all of our long out-of-print issues, our first choice was *Burlington Bulletin* No. 14, on *Aeolus*. The latest issue that is available is *Burlington Bulletin* No. 6, but this is not just a reprint! The Editorial Staff sought out additional color photographs and advertisements and added them to the issue, expanding it from 28 pages, as printed in 1982, to a whopping 64 pages! The Expanded Edition includes 41 color photos not in the original, period articles, advertisements and much more! Available for purchase at the [BRHS Company Store](http://BRHS Company Store).



An example of the color photographs that replaced the original black and white images. Porter center-cab No 8902, originally the 9111, as the Galesburg tie plant switcher on May 30, 1958. – Bernard Corbin

## SPRING MEET

Mark your calendars and make plans to attend the 2021 BRHS Spring Meet. We are hoping to actually meet this year!

The Spring Meet is scheduled for **April 17, 2021**, at Lyon Farm, home of the Kendall County Historical Society. This is the same location as the 2019 Spring Meet. There will be more information coming soon.



## 2021 FALL MEETING JOINT MEET WITH THE MISSOURI PACIFIC HISTORICAL SOCIETY



Mark your calendars and make plans to attend the 2021 BRHS Annual Meet. We are hoping to actually meet this year!

The Fall Meet is a joint meet with the Missouri Pacific Historical Society in St. Louis. The dates are **October 7-10, 2021**. The timing of the meet will coincide with Missouri's bicentennial and will focus on the first two railroads that crossed Missouri. The host hotel for the meet is at St. Louis Union Station, which is a Hilton affiliate.

The address is:

1820 Market St.

St. Louis, MO 63103

The direct phone number to the hotel is: (314) 231-1234

The following link has been made available to reserve a room with the BRHS/MPHS discounted rate, which are good for 3 days before and 3 days after the meet:

<http://group.curiocollection.com/mphsbrhsmtg>

Activities being considered include a visit to the National Museum of Transportation, a TRRA excursion using Union Station's private car fleet, a tour of Gateway Rail Services, the Iron Spike Model Train Museum and Metro East Industries' locomotive repair facility. Some of the activities will be limited to a set number of participants. There will be more details coming soon.

## FROM THE STACKS

AS REPORTED BY JIM SINGER

### Thank You Department

The BRHS Archives wishes to thank Mr. and Mrs. Leon Ploger for their generous donation of models which were auctioned to benefit archive activities during the fall of 2020. Proceeds netted the Archive Legacy Fund, archive general expense, and equipment/supply about \$7,200. A second auction is now underway and will end February 15, 2021.

Gail Smeltzer, a friend of the society and avid sewing master, worked up three printer covers for our new printer bay at Baraboo. Gail's husband Mike helped dismantle the model layout and test equipment for the Ploger auction for the archives.

On November 4th, Al Kamm III and myself provided moving assistance to get Phil Weibler's Rock Island material to Lake States along with moving a relocated file cabinet and bookcase for the BRHS Archives. LSRHA was grateful for the coordinated effort and in turn donated a "like new" scanner from the Lee Hastman collection to the BRHS Archives. Lee was an original incorporator of the BRHS and LSRHA thought it was a great way to say thank you for facilitating the move.

Winter 2020-2021 Campaign donations to the archives totaled approximately \$6,300 to date and include significant donations by Jim Ehernberger and new Zephyr Club member Mark Hamre. We all thank them for their generous donations as well as all who have contributed.

### What's New

The BRHS Archives Team, Al and Jim, have worked approximately 25 internet requests since September 1st.

We assisted *Bulletin* Staff with finalization of Grand Island material for *Bulletin* No. 62 and additional prep work on the Wymore material. We hope you enjoyed the archive material in *Bulletin* 62. Due to the Covid-19 situation, minimal visits, limited travel and exposure has been recommended. So with that, the work sessions will be posted on the BRHS calendar and website. The March 10th work day is tentative at this point. Work sessions beyond that will be dictated by conditions moving forward.

Data Entry volunteers need to contact the archive working group for late spring remote volunteer work. You can do archive data entry from your home after some minor training without even traveling to Baraboo.

### Did You Know?

From 2014 to present, the following materials have been made available from the Archives through fundraising efforts:

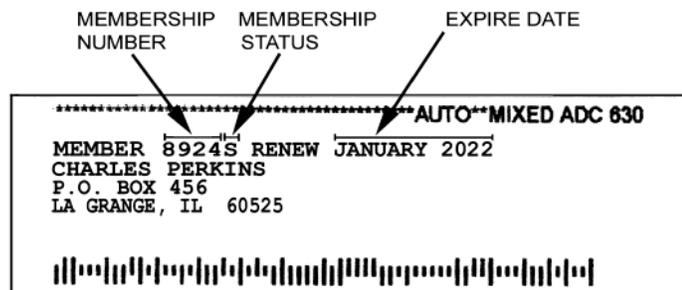
A total of 62 CDs and 22 softcover booklets encompassing over 450 drawings and approximately 4800 pages with more to come. This will be another project for our data entry volunteers to tackle.

## On a Personal Note

Archive supporter and one of my mentors, Dr. Denny Anspach, M.D., passed away on September 20th, 2020. Denny told me the many stories of growing up in Riverside, Illinois, along the CB&Q, riding the West Towns to La Grange to see a movie, and talked much of what I call "his" California State Railroad Museum. He truly was the "Founding Father" of that organization. Our condolences go out to his family on his loss. He will be missed.



## WHAT DOES MY MAILING LABEL TELL ME?



All you need to know about your BRHS membership status can be found on the computer-generated mailing label used to send our publications. The diagram above explains the contents of that label. Always check the label for accuracy and advise us of any discrepancy. Please notify the Society of any address change or correction on a timely basis. The Postal Service penalizes the Society (as a nonprofit mailer) three times the first class rate on pieces returned, which, in turn, have to be remailed at first class rates.

When joining the Society, you are assigned a membership number which remains constant as long as you are a member in good standing. This number and your membership status, (R)egular, (S)ustaining or (C)onductors Club, appears in the upper left corner of the label. If your membership is allowed to lapse, your number and membership record will be purged from the computer file; should you reapply, a new number will be assigned.

Memberships expire on a quarterly basis; thus renewals become due prior to January 1, April 1, July 1, October 1, depending upon the time you initially joined. Your expiration date appears in the upper right hand corner of the label. Under the terms of the Society's By-Laws, membership is terminated sixty (60) days from the beginning of the period for which dues were payable. The By-Laws do not have a provision for retroactive payment.

Please renew your membership on a timely basis prior to the expiration date! We send out renewal notices via first class mail approximately one month prior to your membership expiration date.

There are two ways to renew your membership. You may do it using a debit/credit card or PayPal online at:

[www.BurlingtonRoute.org](http://www.BurlingtonRoute.org)

Go to the BRHS home page and scroll down until you see the "Click Here To Renew" button on the menu shown here.

Or you may still renew by check or money order via the USPS. All USPS correspondence concerning membership matters, including dues payments, should be directed to:

BRHS Membership Services  
P.O. Box 456  
LaGrange, IL 60525

Be sure to include your membership number. You may also send an email to:

[Membership@BurlingtonRoute.org](mailto:Membership@BurlingtonRoute.org)

### ROUTE MAP

- ▶ HOME
- ▶ ABOUT BRHS
  - ▶ JOIN BRHS
  - ▶ MEETINGS
  - ▶ ARCHIVES
  - ▶ COMPANY STORE
- ▶ ABOUT CB&Q
  - ▶ ROSTERS
  - ▶ PHOTO LIBRARY
  - ▶ PUBLICATIONS LIBRARY/INDEX
- ▶ MEMBERS ONLY
- ▶ CONTACT US

Picture of the day



We Invite You to Become a BRHS Member

[Click Here To Join](#)

[Click Here To Renew](#)

## MOVED OR MOVING?

Please notify the Society as soon as possible if you have moved or are in the process of moving. Following each Society mailing, the Post Office returns several pieces as "not forwardable." The expense of retrieving such mail has increased dramatically of late and should a new address be obtained, additional expense is incurred in re-mailing. Address changes (including your membership number) should be directed to:

BRHS Membership Services  
P.O. Box 456  
LaGrange, IL 60525

- or -

Send an email to: [Membership@BurlingtonRoute.org](mailto:Membership@BurlingtonRoute.org)

- or -

When logging into the Members Only area of the BRHS website, make your address change when it asks you to confirm your membership information. That way the change is immediate!

## LOCKER RELOCATION PROJECT

Members Dan Hollis, Al Kamm III, Dick Kasper, Scott Stefek, Jim Singer, and Tom Whitt restructured two company store lockers into one in the Chicago Area over a six-week period during October and November.



Dick Kasper at the new BRHS consolidated storage unit at Safe-T-Stor in Downers Grove. — *Jim Singer*

## HOBBY SHOPS

### SUPPORT RETAILERS THAT CARRY THE *BURLINGTON BULLETIN*

CABOOSE STOP HOBBIES	301 MAIN ST	CEDAR FALLS, IA 50613
CHICAGOLAND HOBBY	6017 N NORTHWEST HWY	CHICAGO, IL 60631
COLORADO RAILROAD MUSEUM	17155 W 44TH AVE	GOLDEN, CO 80403
DES PLAINES HOBBIES	1524 LEE ST	DES PLAINES, IL 60018
HOBBY HAVEN	2575 86TH ST	URBANDALE, IA 50322
HOUSE OF TRAINS	8106 MAPLE ST	OMAHA, NE 68134
JIM'S JUNCTION	811 16TH ST W SUITE B	BILLINGS, MT 59102
Q CONNECTION	113 MAGNOLIA DRIVE	POOLER, GA 31311
RANDY'S ROUNDHOUSE	918 N 70TH ST	LINCOLN, NE 68505
SCALE MODEL SUPPLIES	458 N LEXINGTON PKWY	ST PAUL, MN 55104
WALT'S HOBBY SHOP	2207 PLAINFIELD ROAD	CREST HILL, IL 60403

## CLASSIFIED ADS —



Do you need or want some new to you models? Or do you want to sell some models or anything else CB&Q related? Email Derek and Stephanie at [ZephyrEditor@BurlingtonRoute.org](mailto:ZephyrEditor@BurlingtonRoute.org) to place an ad!

Please contact [Greg.palko@gmail.com](mailto:Greg.palko@gmail.com)

Please contact <a href="mailto:Greg.palko@gmail.com">Greg.palko@gmail.com</a>				
Nickel Plate	CB&Q	2-10-4 M-4	factory painted	\$340
Overland	CB&Q	2-8-2 O-4	undecorated	\$325
Daiyoung	CB&Q	4-8-4 O-5A	undecorated	\$325
Sunset Models	CB&Q	4-6-4 S-4	undecorated	\$350
Oriental Limited	CB&Q	2-8-2 O-1A	undecorated	\$375

These models are single owner, purchased by me. They have never been run and taken out of the box only to be put in display cases. Most were purchased in the late '70s or early '80s. They have been stored and kept in climate controlled areas of my residences. The packaging in one of the models had deteriorated and had to be replaced, otherwise models are in as near to original condition. All are in their original boxes as well. All prices listed are a starting price and can be negotiable. Please contact Greg Palko at [Greg.palko@gmail.com](mailto:Greg.palko@gmail.com) if you are interested in any of these items.

**BRHS PRODUCTS** (Note: Corrected prices on Trainfest Models)

**Burlington Route Historical Society** presents a decal set for versions of a CB&Q **Scale Test Car** in several scales. Currently scale test cars are commercially produced in N, HO and O scales, and the new decals are available in those scales. For those who model in S and G scales, decal sets are available, but must be special ordered. The decal sets are manufactured by Circus City Decals based on the research provided by BRHS member Bryan Howell. Information on the scale test cars can be found in *Burlington Bulletin* No. 27, *The O'Neill Branch*, and are available at the Company Store at [www.burlingtonroute.org](http://www.burlingtonroute.org) for \$8.00 plus shipping & handling.

The decals are available at the Company Store and priced as follows per set:

- N scale \$10
- HO scale \$12
- O scale \$20
- S scale \$16 Special Order
- G scale \$20 Special Order



Completed Bachmann model. - Bill Hirt

The **Burlington Route Historical Society** was the "Featured Railroad" at Trainfest 2019 in Milwaukee, Wisconsin. Featured products for the event were CB&Q XM-32 box car No. 37000, a commemorative pin, and a plaque. The prototype for the XM-32 was featured at the 1948 Chicago Railroad Fair and was the 100,000<sup>th</sup> freight car to be equipped with *Unit Trucks*. It is available in both N (Micro Trains) and HO (Accurail) scales for \$28.00 and \$19.00 respectively. The commemorative pin was fashioned after a metal button from a conductors uniform and is available for \$4.00 each. Lastly is the Participation Plaque featured the image of NE-12 waycar No. 13554 and are available for \$5.00 each. These and other great items are available by visiting the Company Store at [www.burlingtonroute.org](http://www.burlingtonroute.org).



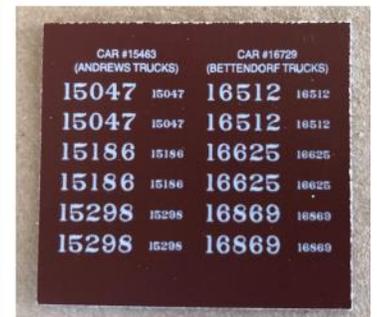
Model Photos - Dave Lotz



The **Burlington Route Historical Society** presents a sale on the **CB&Q XM-25** and **CB&Q XM-26** Accurail box car project. For sale are 6-car sets consisting of three CB&Q XM-25 and three CB&Q XM-26 box cars with six individual number overlays for \$72.00 plus shipping and handling. We realize that many of you previously purchased these cars upon the initial introduction. Therefore extensive research was completed by Director Jim Singer to ensure that the numbers provided are not duplicates to previously offered cars by other manufacturers and decal suppliers.

Special thanks goes out to member Bob Walker and his team at Accurail for providing the color matched overlays for the cars. The color matched overlays are designed to be applied directly over the existing car numbers. The numbers are as follows:

CB&Q XM-25	CB&Q XM-26
15047	16512
15186	16625
15298	16869



This is a limited offer of 50 sets of six cars each with the overlays. Individual cars of the XM-25 & XM-26 are still available with CB&Q reporting marks, as well as very limited quantities with FW&D and C&S reporting marks. These cars and other projects are available by visiting the BRHS Company Store at [www.burlingtonroute.org](http://www.burlingtonroute.org).

## 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)



Way of the  
Zephyrs

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)

Material for publication in the *BURLINGTON BULLETIN*

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113 Magnolia Drive  
Pooler, GA 31322

Email: [BulletinEditor@BurlingtonRoute.org](mailto:BulletinEditor@BurlingtonRoute.org)

Material for publication in the *ZEPHYR*

Zephyr Editors Stephanie & Derek Dawdy  
235 Echo Lane  
Racine, WI 53406

Email: [ZephyrEditor@BurlingtonRoute.org](mailto:ZephyrEditor@BurlingtonRoute.org)

Archives:

BRHS Archive Committee  
P.O. Box 456  
La Grange, IL 60525

Email: [Archives@BurlingtonRoute.org](mailto:Archives@BurlingtonRoute.org)

For all matters pertaining to finances:

BRHS Treasurer Laird Brown  
P.O. Box 456  
La Grange, IL 60525

Email: [Treasurer@BurlingtonRoute.org](mailto:Treasurer@BurlingtonRoute.org)

Education & Outreach

BRHS Education & Outreach  
P.O. Box 456  
La Grange, IL 60525

Email: [Education-Outreach@BurlingtonRoute.org](mailto:Education-Outreach@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)

BULLETIN Commercial Sales Information:

Gene Tacey:  
P.O. Box 485  
Sutherland, NE, 69165

Email: [CommercialSales@BurlingtonRoute.org](mailto:CommercialSales@BurlingtonRoute.org)

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*Zephyr*