

## F.W.&D.C. TO MARK 75th ANNIVERSARY OF ITS CHARTERING

On May 26th the Fort Worth and Denver City Railway will celebrate its diamond anniversary. It was 75 years ago on that day that the Texas Legislature granted the FW&DC a charter to construct a railroad "from some suitable point at or near Fort Worth, Tarrant County, Texas . . . thence in a northwesterly direction on the most practical route through the State of Texas in the direction of Denver City, Colorado . . ."

Actual construction of the road did not commence until early 1882 when General Grenville M. Dodge, one of the greatest railroad builders of his time, drove the silver spike which started the building of the line from a junction with the Texas and Pacific near Fort Worth. This line was completed to Wichita Falls in September of that year, and Wichita Falls remained the terminus until 1885 when it was extended to Harrold. In 1886 the road was extended to Quanah, and by 1888 the road had been extended to the state line at Texline, where it connected with the southward building Denver, Texas and Fort Worth Railway, later to become The Colorado and Southern Railway.

### Opened in 1888

The completed line between Fort Worth and Denver was opened for through traffic on April 1, 1888. In 1928 a 204-mile line was completed by the FW&DC westward from Estelline into Plainview and Lubbock and the South Plains territory, and in 1932 a line from Childress to Pampa was completed and placed in operation.

The FW&DC became affiliated with certain predecessor companies of The Colorado and Southern Railway about 1890, and in 1908 the Chicago, Burlington & Quincy Railroad Company acquired a stock interest in the Colorado and Southern.

The Texas Lines have been closely linked with the growth and development of the agricultural and natural resources of Texas. The 1100-mile system is a vital link in the north-and-south movement of raw materials and finished products between the Denver gateway and the Gulf ports.

In Texas the Burlington Lines have been foremost in the passenger travel field. The first Diesel-powered streamline train in Texas was the Sam Houston Zephyr, placed in service between Houston-Dallas-Fort Worth in October, 1936, and the first Diesel-powered overnight train between Texas and Colorado was the Texas Zephyr, introduced in 1940.

### Portland Office Moved

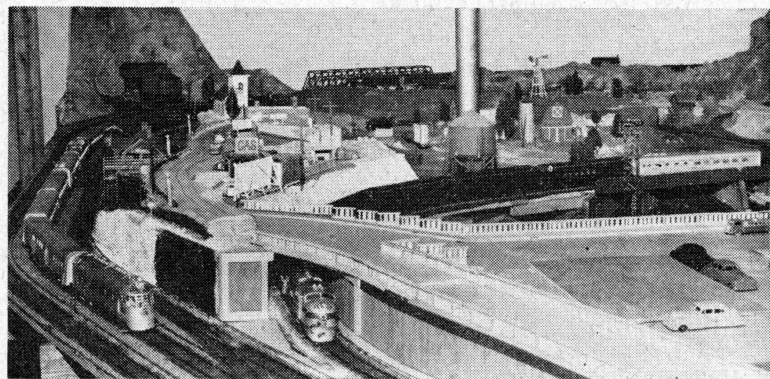
On March 1st the offices of Burlington Lines in Portland, Oregon, were moved to Room 911, Equitable Building, 6th Avenue and Stark Street. The Burlington offices formerly were in the American Bank Building.

## New Burlington R.P.O. Car



Second Assistant Postmaster General Paul Aiken tries his hand at sorting the mail in the new railway postoffice car while Vice President L. R. Capron of the Burlington beams his approval of the Postmaster's technique. The new Burlington RPO cars embody the latest improvements for the speedy and efficient handling of mail.

## Model Railroad Copies Burlington



Chicago, Burlington & Quincy, Jr., is the name of this extensive model railroad layout constructed by R. Techen and E. Hrejsa in the basement of Mr. Hrejsa's home in Cicero, Illinois. The model trains feature the famous Zephyr passenger and dependable freight equipment of the Burlington. Both men are enthusiastic railroad fans and have spent innumerable hours of painstaking labor in the construction of this model railroad. Mr. Techen is a police sergeant and Mr. Hrejsa is a mortician in Cicero.

## STAINLESS STEEL RPO CARS EMBODY NEW FACILITIES

The Silver Post, one of the two new railway post office cars recently received by the Burlington, embodying special interior arrangements for the speedy and efficient handling of mail, was placed on public exhibition at Chicago Union Station March 25. Second Assistant Postmaster General Paul Aiken was among the hundreds who examined the new car. The historic "St. Joe" car, the genesis of today's railway postoffice system, was also exhibited with the new car.

The new cars are constructed in accordance with recently revised specifications worked out by a joint committee of representatives of the railroads and the Post Office Department.

The new cars are 85 feet long and of stainless steel construction, providing improved riding qualities as well as additional convenient storage space for mail. The doors are 38 inches wide, compared with 30 inches in older cars, and designed for faster loading and unloading. Additional and improved lighting has been installed and heating is by fin-type radiation, thermostatically controlled for even temperatures.

Other unusual features for the benefit of the railway postal clerks include electric refrigerator and water cooler, steam cooker for heating food, large wardrobes which automatically light up when door is opened, and enclosed wash-room facilities.

The new streamline, stainless steel cars will operate in service between Chicago and Omaha.

## Burlington Wins Progress Award

"In recognition of outstanding achievement in progressive railroad passenger service" the Chicago, Burlington & Quincy Railroad Company was awarded the Federation for Railway Progress 1947 passenger service award at the organization's first anniversary dinner at the Hotel Waldorf Astoria in New York.

The award consists of a large metal plaque and will be presented annually to the railroad judged to have been most progressive in its passenger operations during the preceding year.

This year's judges were A. C. Kalmbach, Milwaukee, publisher of Trains Magazine, Dr. William N. Leonard, chairman of the Department of Economics, Rutgers University, and Robert M. Drysdale, Jr., treasurer of the F.R.P.

At the presentation of the award tribute was paid to the over-all excellence of Burlington's passenger service, including its many fast Zephyr trains, its Vista Dome cars, its modern stations, and its dining car service.