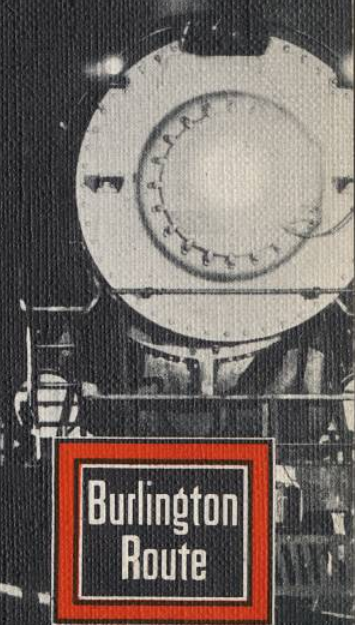
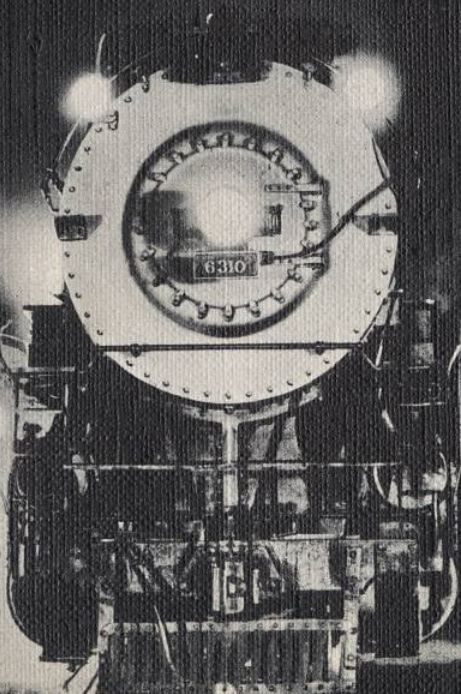


the Burlington...



Burlington
Route

SOUVENIR
OF THE
CHICAGO, BURLINGTON & QUINCY RAILROAD
AND ASSOCIATED LINES

PUBLISHED FOR THE OCCASION OF
A CENTURY OF PROGRESS EXPOSITION
CHICAGO
1 9 3 3

THE MANAGEMENT OF THE BURLINGTON
cordially invites all Century of Progress Exposition
visitors to see its two interesting and educational
exhibits. Well informed attendants are on hand to
welcome you and answer questions. There is no
admission charge.

All visitors may feel free to regard the Burlington's
fine six-car World's Fair passenger train as their head-
quarters; to relax and rest in its comfortable soft-
cushioned seats; to read the current periodicals
aboard the train; for the writing of letters and cards
for which free stationery is provided; and as a
meeting point with relatives and friends.



CHICAGO—that had its beginning in the year 1833, is one hundred years old; and the Burlington Railroad is eighty-three.

Chicago came into existence when a few crude buildings sprung up about a crude log fort near the edge of the big lake. To say that the city is rooted in the soil of Illinois is to speak literally, for the settlement was situated on a mud flat at the mouth of the river, and quite a few years were to pass before it climbed up to higher and drier ground.

There is a quaint little story which concerns the early Chicago mud, a Yankee banker, and the destiny of the Burlington Railroad.

The banker was John Murray Forbes of Boston, the financial genius who welded together several struggling little "one-horse" railroads to form the early Burlington System. In describing his experiences in Chicago in 1847 when he was here about the extension of the Michigan Central to Chicago, he said,

"On this trip Mr. W. B. Ogden drove us about Chicago and tried to coax us into rapid action by offering us land at low prices for which he was the selling agent. The land below the harbor on Lake Michigan was then a sand drift and might have been bought very low, but the cheapest purchase would have been the wet prairie lands within a mile of the hotel where we stopped, which were offered us at \$1.25 per acre. Owing to our prejudices against land we were proof against Ogden's seductions and none of us ever bought a foot of land in Chicago for ourselves, while the road was in the course of construction. My hotel bill of \$125.00 would have bought 100 acres that are now (1884) worth more than twelve million dollars."

Since we know that Michigan Boulevard occupies filled-in ground, perhaps the land which Banker Forbes "couldn't see" was located a little farther west—say along the present State Street from Adams to Randolph where the Fair, the Boston Store, Carson-Pirie-Scott, Chas. A. Stevens, Mandel Brothers, the Palmer House, and Marshall Field's Store are now located, and the land probably could not be bought now for a hundred million.



1850

Chicago's none-too-impressive start in life found a parallel in the beginning of the Burlington Railroad in 1850 at the neighboring town of Aurora, 38 miles to the west.

It was called the "Aurora Branch Railroad" and ran northward 12 miles to Turner Junction (now West Chicago) where it connected with the Galena and Chicago Union Railroad for entry into Chicago. With a track made of strap rails, a wheezy little second-hand wood-burning "iron horse," one passenger coach and two borrowed freight cars, the enterprise was set in motion.

Recall if you will the conditions in Illinois in those days, and perhaps it will give you a more hopeful outlook on life in our present "depression." Land then could be purchased at 80c an acre, corn sold as low as 8c a bushel, wheat as low as 20c a bushel, whiskey for 12c a gallon.

But the high productivity of the soil in northern Illinois was well known to everybody, and if the produce was of little value it was only because of the lack of means by which to get it to market, and it wasn't very long until the rails provided the means.

Thus the Burlington Railroad, from its very beginning has been identified and associated with Chicago, and a common bond which linked them together and accounted for a growth and development which is almost without parallel in history, was a supreme faith in the Illinois mud . . . the soil of the west . . . "the good earth."

* * * * *

In 1852 the Aurora Branch Railroad's name was changed to the "Chicago and Aurora;" the line was extended west-

ward to Mendota the following year, and the 12 miles became 57. As the "Central Military Tract Railroad" the line was built to Galesburg in 1854 and the total mileage was 137. The next year the name again was changed to "Chicago, Burlington and Quincy" and the road had crossed Illinois to the edge of the Mississippi River . . . total mileage 177.

A good many pioneers had settled on the Iowa side of the rich Mississippi Valley and they were just as fore-handed in their negotiations for a railroad as were their Illinois neighbors.

With the C. B. & Q. headed for the Mississippi just across from Burlington, citizens of that town, with the co-operation of C. B. & Q. interests started building the "Burlington and Missouri River Railroad" to the west in 1854 and save for interruption by the Civil War they kept going until the Missouri River was reached on New Year's Day 1870. The Burlington had crossed both Illinois and Iowa, and the strips of steel totaled about 500 miles.

The people in Missouri were thoroughly railroad-minded from the beginning of the railroad era. In 1830 the "Louisiana and Columbia Railroad" built 85 miles with flat rail, 15 pounds to the yard, on wooden stringers, but the panic of 1837 put a stop to such enterprises until 1846 when a revival of business stimulated railroad proponents to the point of a public meeting held at Hannibal in the offices of John M. Clemens, father of Mark Twain.

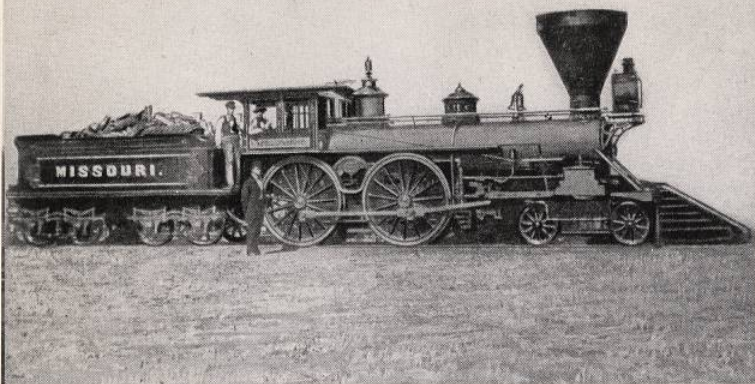
Straightway the "Hannibal and St. Joseph's Railroad" was formed, but for several years had very hard sledding. The company finally induced the Boston people represented

1933



*The
Union
Station

Burlington's
Chicago
Passenger
Terminal*



Mark Twain
Buffalo Bill Cody
and Jesse James
knew the
"Missouri" well

by John Murray Forbes and other C. B. & Q. interests to furnish money, and the road was completed across Missouri to St. Joseph in 1859.

The next year, competing with the stage coach and the steamboat for the handling of U. S. Mail across Missouri to a connection with the Pony Express, engineer Addison Clark, urged his little engine the "Missouri" from Hannibal to St. Joseph—206 miles—at an average speed of 50 miles an hour. Pretty good for a wood-burning locomotive over a railroad scarcely one year old.

Two years later the "Hannibal Road" had the unique distinction of inaugurating the first U. S. Railway Postoffice. Wm. A. Davis, assistant to the Postmaster at St. Joseph conceived the idea that if the mail could be assorted on the train it could be transferred to the Pony Express immediately upon arrival and thus permit an earlier start on the long overland race against time en route to Placerville in California. He was authorized to try out his plan. Two mail cars were built in the Hannibal & St. Joseph shops at Hannibal, Mo.; the assorting of mail in transit on this line between West Quincy and St. Joseph began on July 28, 1862 with Fred Harvey who later headed the great system of Railway Restaurants as one of the two mail clerks on the initial run. The new method immediately proved a great success; the Overland Coaches (which by then had succeeded the Pony Express) were able to start promptly . . . the great U. S. Distributing Railway Post Office Service had been born.

A reproduction of the original post office car in which mail was first assorted in transit forms a part of the Burlington's exhibit at A Century of Progress Exposition.

*"An iron rod through
the top of the car
for the mail clerks to
hang onto when the
train was off the
track."*



Crossing the Missouri River in those days, the traveler found himself in an almost uninhabited and seemingly uninhabitable country. In the village of Omaha one was told that to the west was nothing but sandhills. Much of the land around Lincoln wasn't worth 10c an acre and quarter sections could be entered upon under the Homestead Law for \$14.

But the pioneer Burlington Railroad pushed on. Its faith in the productivity of western soil had found vindication from the very beginning. It crossed Illinois; crossed Iowa; and in 1870 started building on westward. In twelve more years it had crossed the plains of Nebraska and reached the golden gulches of Colorado at Denver in 1882.

During this same period of construction and in the years that followed, the Burlington either built or acquired scores of branch lines tributary to its main lines "wherever farm crops would grow" until the best agricultural region of Northern Illinois was gridded with 1500 miles of C. B. & Q. track. Similarly its rails formed a net-work over the famous corn belt of Southern Iowa and Northern Missouri from the Mississippi River to the Missouri; and it was and is the same in the productive southeastern quarter of Nebraska with Burlington tracks "running every which way."

Large-scale railroad building eventually gave the Burlington a main line from Chicago to St. Paul and Minneapolis; another main line from Kansas City through St. Joseph and Lincoln to Billings, Mont.; they built a railroad through the "richest 100 miles in the world"—the Black Hills of South Dakota; and another railroad from Denver to Billings through Central Wyoming where the agricultural

development of the Bighorn Basin vied with the fabulous oil production of the Teapot Dome country.

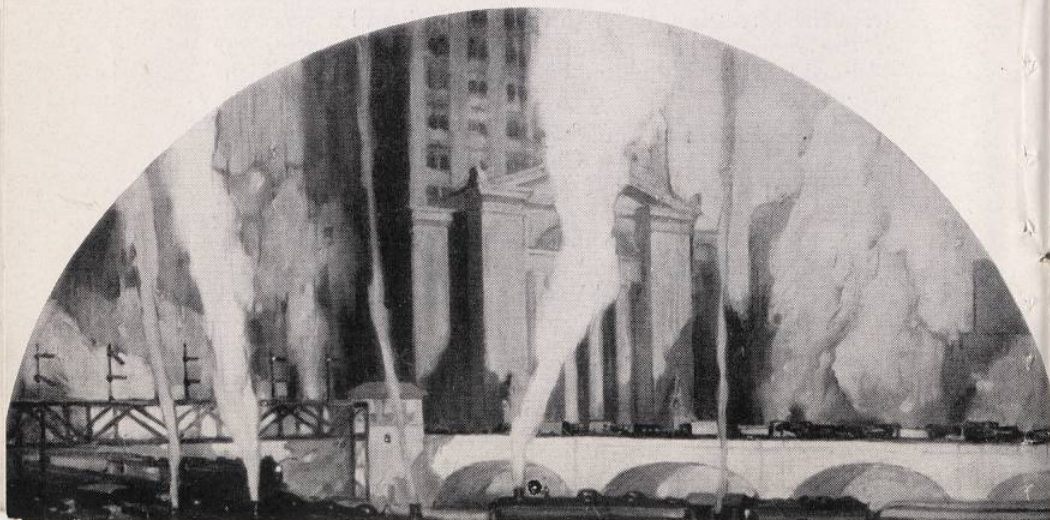
Today the Burlington's rails reach almost every important commercial center in the Middle West from the Great Lakes to the Rockies. It serves the great market cities along the Missouri River—Sioux City, Omaha, Council Bluffs, St. Joseph, Atchison, Leavenworth and Kansas City. It serves almost every one of the important industrial cities of the Mississippi Valley on both sides of the river from Minneapolis to St. Louis.

Chicago, Peoria, and St. Louis marking the eastern boundary of this area are the super-markets and the great crossroads cities between all the East and all the West. Denver, at the other end, is the gateway through which moves eastward the fruit and vegetables, the minerals, timber and a large share of the oil of the west.

Through the Colorado & Southern Lines from Denver to Galveston, and its connections at Billings with the Great Northern and Northern Pacific, this group of associated roads has a tidewater to tidewater line from the Gulf Atlantic to the Puget Sound Pacific—the only diagonal, trans-continental, through route in America.

* * * * *

Measure the success of the Burlington . . . the span of its development paralleling the growth and development of Chicago, and you have measured the swift growth of the great western empire which it helped to build. Here before the railroad came were open prairies, wilderness and desert waste. Today far more than half of the nation's food crops are produced on less than one-third of its land



*Union
Stock Yards,
Chicago,
1933*



area; the great manufacturing centers count their output in billions; a population of thirty millions only hesitates at the mark.

Thirteen hundred Burlington locomotives have replaced the "tea kettle" engine of Lincoln's day; 60,000 freight cars bear the middlewest's commerce; 1200 passenger cars carry ten million people in a year.

From a humble beginning Chicago grew up out of the Illinois mud to greatness. So did the Burlington Railroad, and identical factors influenced the result. Chicago attained the distinction of becoming the greatest live-stock market in the world. And the Burlington Railroad had the honor of bringing the first trainload of livestock into Chicago on the day when the great Union Stock Yards were opened for business—December 26, 1865.

The Chicago Daily News on May 6, 1933 said: "Of the 10,000 freight cars involved in wool movement into Chicago, about 5,000 entered from the west over the Chicago, Burlington & Quincy."

Starting life as a granger railroad, the Burlington reached the point of carrying more grain and more livestock than any other railroad; of becoming the largest food distributor in the world.

It is the second largest coal carrier in the West. During the busy season in the Southern Illinois fields it has loaded a thousand cars per day, and had an average of 20,000 coal cars in daily service on the road. It has handled more than 17 million tons of coal in one year.

Travel service was perfected to the point where this railroad attained a world's "on-time" record.



*They raced the Western
Prairies with the Govern-
ment Mail as the Stake*

One of the great romances of the Burlington is its Fast Mail.

As the volume of U. S. Mail increased with the wonderful development of the West, by 1884 the government was faced again—just as it was in 1862—with the problem of expediting the trans-continental postal service. And again it was the Burlington which played a leading role in the developments that followed.

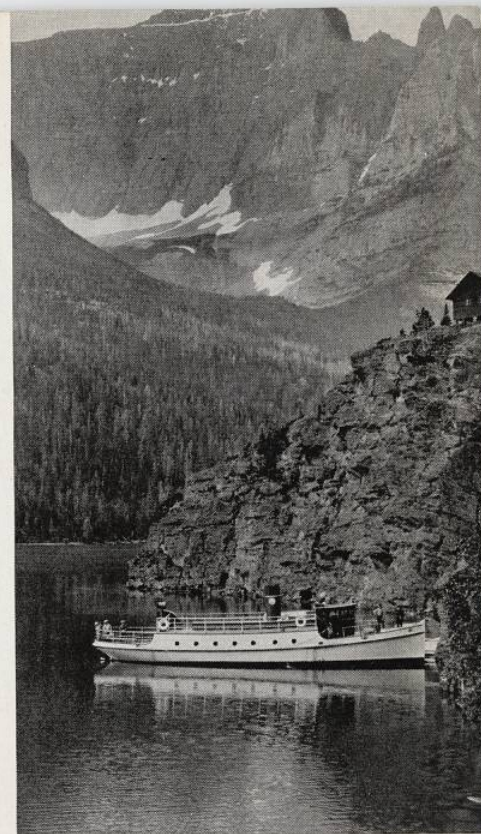
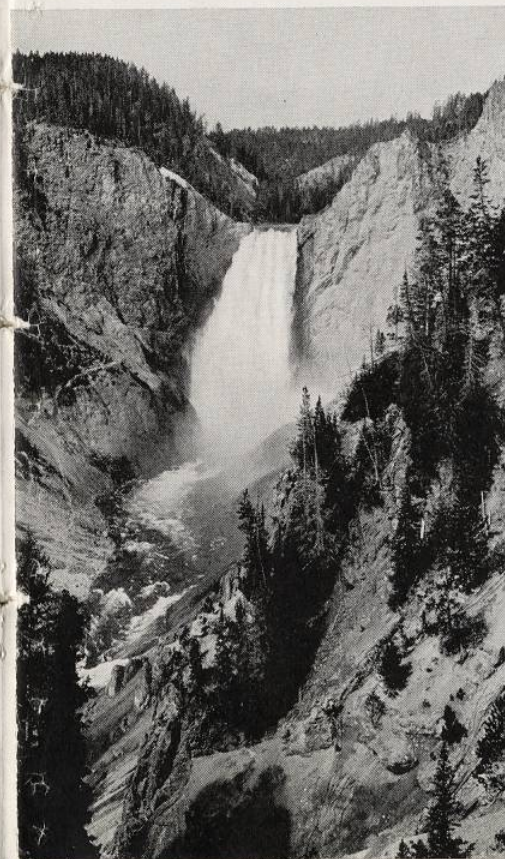
On the 9th of March, 1884, the Postmaster-General of the United States came to Chicago to consider the inauguration of a Fast Mail train upon which to concentrate all of the mail from the East destined for California and including the mail from England bound for Australia. Mr. Tom Potter, then Vice President of the Burlington, agreed to undertake the service for one year and when asked "When can this train start?" replied, "It will be ready tomorrow morning." At three o'clock the following morning the first solid Fast Mail train west of Chicago started on its flying schedule from Chicago to Omaha with a historic gentlemen's agreement that the service should be maintained as long as the Burlington continued it in a satisfactory manner.

How this railroad successfully met more than one challenge involving the transport of the California mail are other chapters in the history of the railway mail service—other stirring romances of the rails.

The Burlington has continued to carry the Fast Mail between Chicago and Omaha ever since March 10, 1884, day after day; sometimes for months on end without being late by a single minute—49 years without interruption.

The Burlington is ideally situated for handling of the tremendous movement of summer vacationers between the East and the Rocky Mountain recreation lands including Colorado Springs and the Pikes Peak Region, Denver and the Rocky Mountain National (Estes) Park, the Black Hills of South Dakota, the famous Wyoming and Montana Dude Ranches, the Yellowstone Wonderland, and Glacier National Park—the chain of unrivalled natural outdoor playgrounds of the Rocky Mountains. It is the largest carrier of summer vacationers to this region and with the Great Northern and the Northern Pacific, provides not only

*Great Fall
of the
Yellowstone*



*Glacier
National
Park*

fast, luxurious through service between the east and the inter-mountain vacationland, but likewise links up each with the other by virtue of its north and south lines that run alongside the Rocky Mountain Range from Trinidad and Pueblo, Colo. northward to the Canadian boundary.

In 1925 a method of group travel to one or several of the National Parks and the other great vacation regions all over the West was instituted under the name "Burlington Escorted Tours" Within seven years it had become the largest agency in America for the handling of directed vacation travel on the personally-escorted all-expense plan.



THE BURLINGTON AT A CENTURY OF PROGRESS EXPOSITION

On a 600-foot track immediately to the south of the colossal Travel & Transport Building, a deluxe passenger train consisting of giant locomotive and six ultra modern units of equipment stands as a primary World's Fair exhibit of the Burlington Railroad and the following associated lines:

Northern Pacific Railway
Great Northern Railway
Spokane, Portland and Seattle Railway
Colorado and Southern Railway
Fort Worth and Denver City Railway.

At the head of the train stands a great Leviathan of the rail—engine No. 3000—the most powerful 4-6-4-wheeled locomotive in the world.

Length	93 feet 2 in	Grate area of firebox	88 sq. ft.
Weight of engine and tender	718,000 lbs.	Tractive effort	59,400 lbs.
Diameter of boiler	8 feet	Horse Power	3,500
Dimensions of firebox	8x11 feet	Water capacity of tank	15,000 gal.
Height of drive wheels	6½ feet	Coal capacity of tender	24 tons
Length of boiler tubes	4,674 feet		

It has seen active duty since October 15, 1930, and up to the time it was withdrawn from service for exhibition at the World's Fair, had run 347,082 miles.

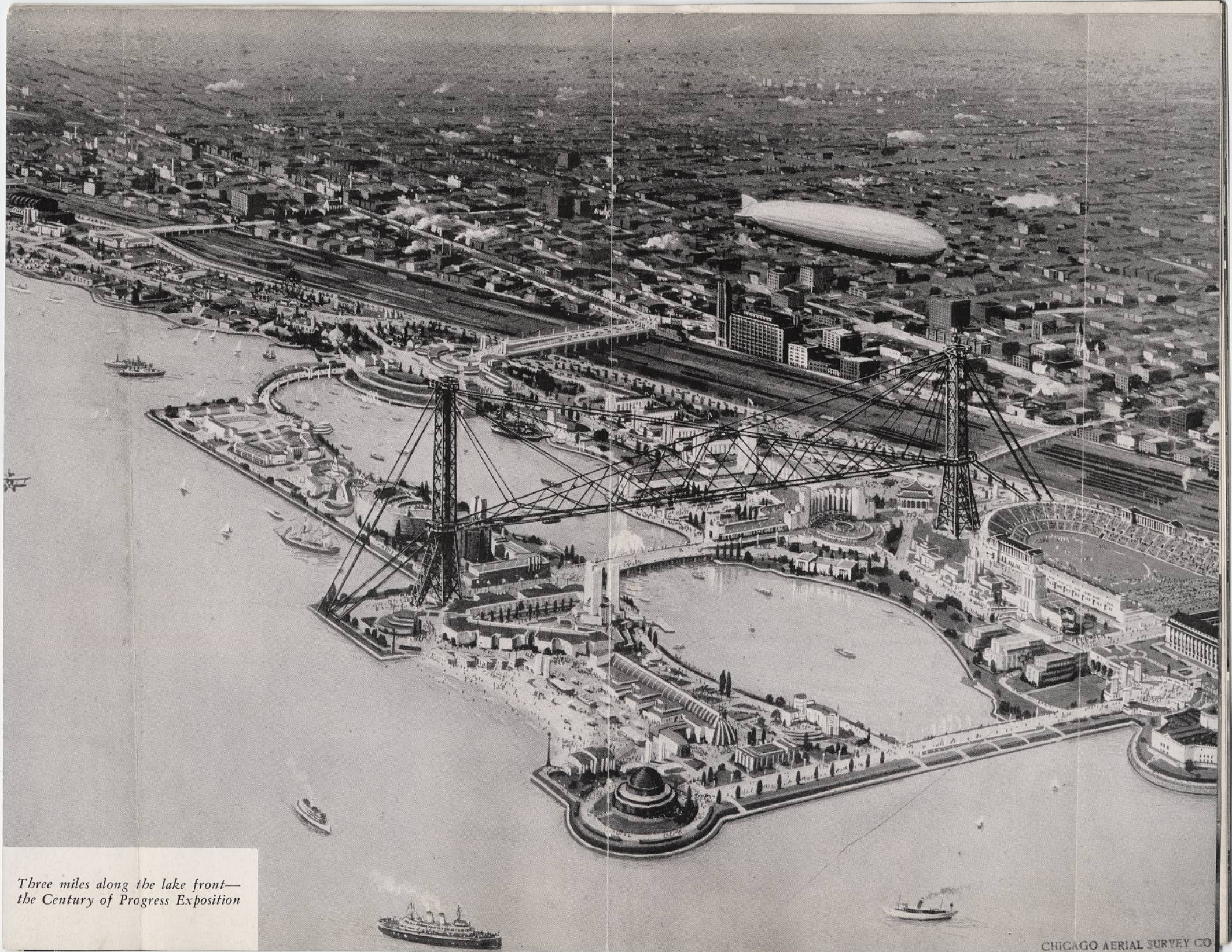
Next behind the giant engine is a standard 60-foot Railway Post Office Car of the most modern type, completely equipped and manned by government mail clerks explaining the actual method of sorting, classifying and distributing government mail in a traveling post office. Visitors may write post cards at the special public desk in this car and see them postmarked "while you wait."

Next is a chair car, beautifully ornamented, luxuriously appointed and demonstrating the latest style of chairs which are not only adjustable to different reclining positions, but also can be turned to face the windows. Its window frames are of brass and cushioned in rubber. The inside temperature is controlled automatically. The car is equipped for radio reception. It represents the "last word" in modern non-Pullman equipment, and exact counterparts are carried as regular equipment on the Burlington's crack Chicago-Denver train, the ARISTOCRAT.

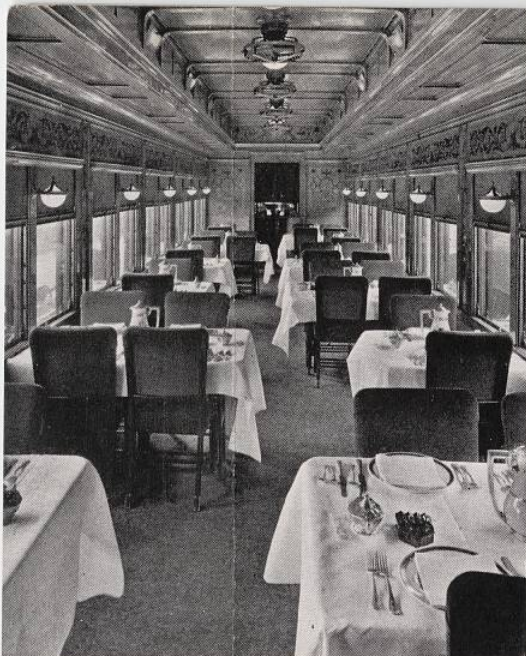
The third car in the train is a sumptuous dining car, beautifully decorated in gold, ivory and blue. It is one of the handsomest and most modern wheeled restaurants ever built, and was "borrowed" for this occasion from the



"Aristocrat type"
Chair Car on
the World's
Fair train



*Three miles along the lake front—
the Century of Progress Exposition*



*The Black Hawk
dining car on the
World's Fair train*

famous BLACK HAWK, the Burlington's peerless train that runs between Chicago, St. Paul and Minneapolis. Notice that instead of being arranged in straight rows, the tables are "staggered" resulting in more spaciousness; the seats easier of access and egress; more footroom for the waiters; avoiding traffic congestion down the center aisle; and giving patrons a more diverse choice of seats.

The BLACK HAWK diner is 83 feet long, weighs 175,000 pounds and has chairs for 36 guests. Its furnishings include 190 kitchen utensils, 660 pieces of china, 150 pieces of glassware, 600 pieces of silverware, 2200 pieces of linen.

Following the dining car is a Pullman of the salon-club type. One half of the car is devoted to the highest class of overnight travel accommodations including individual bedrooms with real beds; drawing rooms and compartments all of which are available either separately or ensuite. The other half of this car is a hospitable club-like little lounging room. It is equipped with the most comfortable of easy chairs, inviting divans, console tables and reading lamps, magazines and daily newspapers, writing desk and stationery, and its position next behind the diner makes it a restful place in which to read or smoke or take your ease while waiting for the breakfast or dinner call.

This car was built especially for regular service on the BLACK HAWK from which it was withdrawn for the

period of the World's Fair. An exact duplicate runs on the Burlington's fine Chicago-Omaha-Lincoln train, the AK-SAR-BEN.

The fifth car is another Pullman—the "New Colorado." It is of 14-section capacity and regularly operates on the ARISTOCRAT. In design and color treatment it matches the other equipment of that train and is typical of the Pullman equipment carried on all the top Burlington trains and those of the associated lines—the Great Northern's EMPIRE BUILDER, and the Northern Pacific's NORTH COAST LIMITED—both famed flyers which run between Chicago and the North Pacific Coast, and operate via the Burlington between Chicago, St. Paul and Minneapolis.

The last car on the World's Fair train is the "Omaha Club"—its full length dedicated to lounging purposes. It was built especially for the AK-SAR-BEN, although its exact counterpart is carried on the BLACK HAWK, and it is typical of the travel comfort exemplified by the lounge and club cars which are standard equipment likewise on the ARISTOCRAT, the NORTH COAST LIMITED, the EMPIRE BUILDER and the Burlington's fine Chicago-Kansas City-St. Joseph evening train the AMERICAN ROYAL.

This lounge car is a masterpiece in travel luxury, and its fine appointments rival those of the smartest town club . . . down-filled cushions, easy armchairs, foursome seats for card players, generous ash trays and electric cigar lighters, a separate and special room for the ladies; a radio; magazines and newspapers to read, a rear observation platform enclosed in glass, a well stocked buffet whence cooling refreshments, a midnight snack or light breakfast.

In addition to its other travel refinements, this car is more or less of a traveling department store in which the lounge car attendant serves as



*Matched Pullmans
on all the best
Burlington trains*

storekeeper. He handles an engaging and diversified line of easily-forgotten travel accessories including razor blades, tooth brushes, shaving cream, collar buttons, combs, brushes—even pajamas. His wares, plus valet service at moderate prices, are for the convenience of all passengers aboard the train. Seats in the lounge car and those in the salon-club car up ahead are for the free use of all Pullman passengers.

* * * * *

Alongside this composite train which exemplifies the class and quality of equipment regularly carried on the fine trains of the Burlington and associated roads, are two units of old-fashioned equipment having considerable historic significance.

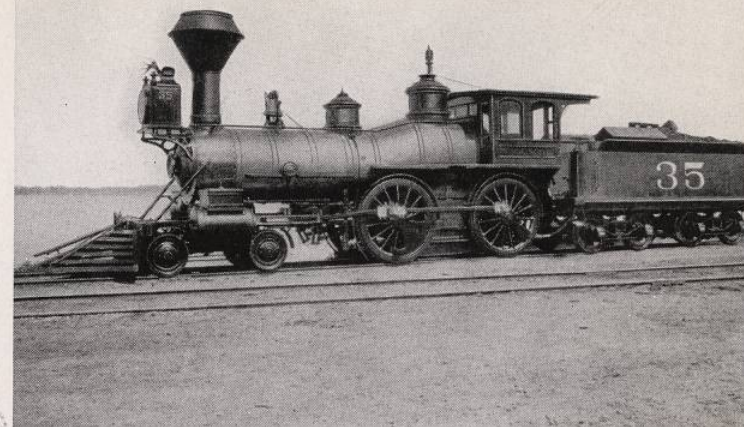
Directly opposite the great modern giant locomotive stands a little old "tea kettle" engine with elongated cow catcher and diamond smokestack—No. 35, the Pride of the Prairies in the early '80's. It is not by any means among the earliest models of American railroad locomotives, but a sturdy, thoroughly practical, and very efficient little "Iron Horse" that saw no end of active duty . . . that handled the commerce of the western empire no less importantly in its day, than the overpowering giant alongside.

Behind the stout-hearted little pioneer engine is a reproduction of a unit of railway equipment the significance of which could be hardly over-estimated. The original of



*The lounge car—
a masterpiece in
travel luxury*

*West of the
Missouri River
fifty years ago*



this car was the first one in which U. S. Mail was assorted in transit, and thus the actual starting point of today's extensive Railway Post Office service.

The car was reproduced for exhibition at the World's Fair after diligent research for authentic details in which the Post Office authorities of Washington and Chicago rendered invaluable aid, which is hereby and gratefully acknowledged by the management of the Burlington Railroad.

The little bob-tailed car—with its interesting wood-burning stove having a neat "built in" sand-filled cuspidor attachment of the latest 1862 model; the fancy water cooler of the teakettle type; the iron rod extending from end to end through the top of the car "for the mail clerks to hang on to when the car was off the track"; a platform and steps at either end but no end doors; the ornate, decorative scrolls at either end of the letter board—is and shall remain down the ages a treasured Burlington memento of early railroad days in the West, the history of the U. S. Mails and of the State of Missouri.

* * * * *

Paralleling the Burlington train on the east and sharing the same platform and train shed stands the Royal Scot—illustrious London-to-Edinburgh flyer of the London, Midland & Scottish Railway of Great Britain.



*The Rockies'
frosted skyline—
Colorado*

Another World's Fair exhibit of the Burlington and associated roads is situated in the extreme south end of the Travel & Transport Building.

Here are displayed in interesting detail, miniature relief models of four of America's most outstanding vacation areas served by this group of railroads; Rocky Mountain National Park in Colorado including Denver and the Pikes Peak region; Yellowstone National Park in Wyoming; Glacier National Park in Montana, and the Black Hills of South Dakota.

The models are built approximately to scale and they illustrate not only the character and topography of the country—the mountains, valleys, canyons, rivers, lakes, waterfalls and other major characteristics, but also portray in animated and fascinating manner the roaring geysers, colorful hot springs, and the Yellowstone Canyon including its Great Falls; the Indian camps and enchanting lakes of Glacier National Park, together with some of its glaciers; the rivers and lakes of real water, and the sky-scraping mountains in Rocky Mountain National Park; the Homestake Gold Mine, Deadwood Gulch, Spearfish Canyon and other attractions of the famous Black Hills . . . with tiny motor coaches operating over the famous Cody Road that winds through the great Shoshone Canyon and over the Absaroka Mountains on its way from Cody to Yellowstone Park.

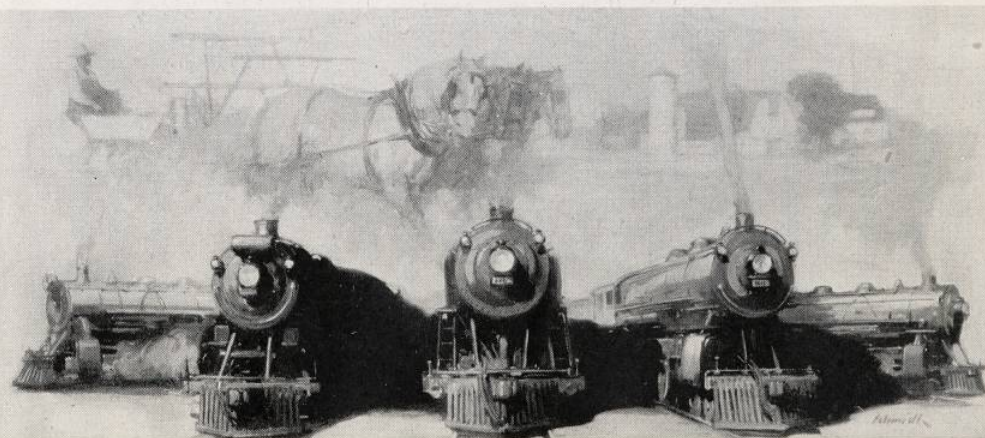
The Burlington has served Chicago and the Middle West for eighty-three years.

It started in life on September 2, 1850 with a rolling stock consisting of one diminutive wood-burning "tea-kettle" engine, one second-hand coach and two borrowed freight cars, and operated a distance of 12 miles over rails made of strap iron.

Today the Burlington has 250 miles of track in Cook County which is practically the City of Chicago, and its rails reach almost every commercial and industrial center in the middle west. With its subsidiary the Colorado & Southern Lines, it operates 12,000 miles of track throughout an empire of fourteen states extending from the Great Lakes to the Rockies; from Montana to the Gulf of Mexico. Through its connections and family association with the Northern Pacific and the Great Northern, it reaches every point upon those lines forming altogether a natural, comprehensive system for the transportation of passengers and the local, regional and long distance exchange of commodities across the continent from Chicago and St. Louis to the Pacific Coast—a total of 28,000 miles in 19 states.

So far as operation is concerned, the Burlington has been practically under the same management throughout its entire history. It is as conspicuous a case as there is in the United States of a railroad company with no fictitious capital. It never defaulted on its interest charges and no mortgage upon it was ever foreclosed. It went through the Civil War and the Panics of 1873, 1893, 1907, and through the "Depression" of 1930-33, but it never was in the hands of a receiver.

The history of its growth is the history of the progress of the territory it serves—the most productive region on earth.



BURLINGTON TRAIN SERVICE

— EVERYWHERE WEST —

ARISTOCRAT — Chicago, Omaha, Lincoln, Denver.

OVERLAND EXPRESS — Chicago, Omaha, Lincoln, Denver.

AK-SAR-BEN — Chicago, Omaha, Lincoln.

BLACK HAWK — Chicago, St. Paul, Minneapolis.

EMPIRE BUILDER — Chicago, St. Paul, Minneapolis.

NORTH COAST LIMITED — Chicago, St. Paul, Minneapolis.

MISSISSIPPI RIVERVIEW — Chicago, St. Paul, Minneapolis.

AMERICAN ROYAL — Chicago, St. Joseph, Kansas City.

NORTH COAST LIMITED — Chicago, Yellowstone National Park,
and the Pacific Northwest.

EMPIRE BUILDER — Chicago, Glacier National Park,
and the Pacific Northwest.

COLORADO LIMITED — St. Louis, Kansas City, St. Joseph, Denver.

OVERLAND EXPRESS — St. Louis, Kansas City, St. Joseph, Denver.

NIGHT HAWK — St. Louis, Kansas City.

OVERLAND EXPRESS between { Chicago and Omaha,
St. Louis and Kansas City } and { Black Hills,
Dude Ranches,
Yellowstone Park,
Glacier Park,
Pacific Northwest.

THE SHOSHONE { Denver, Cheyenne, Casper,
Thermopolis, Cody and Billings.

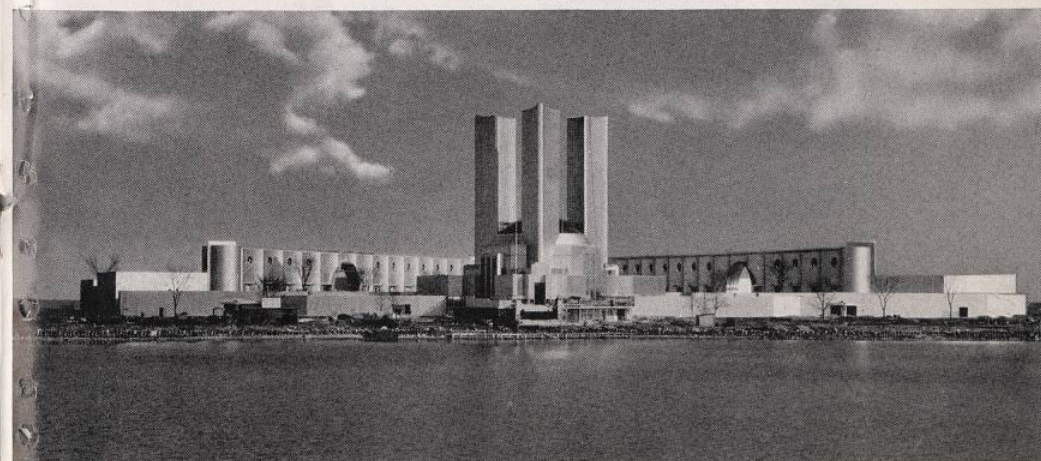


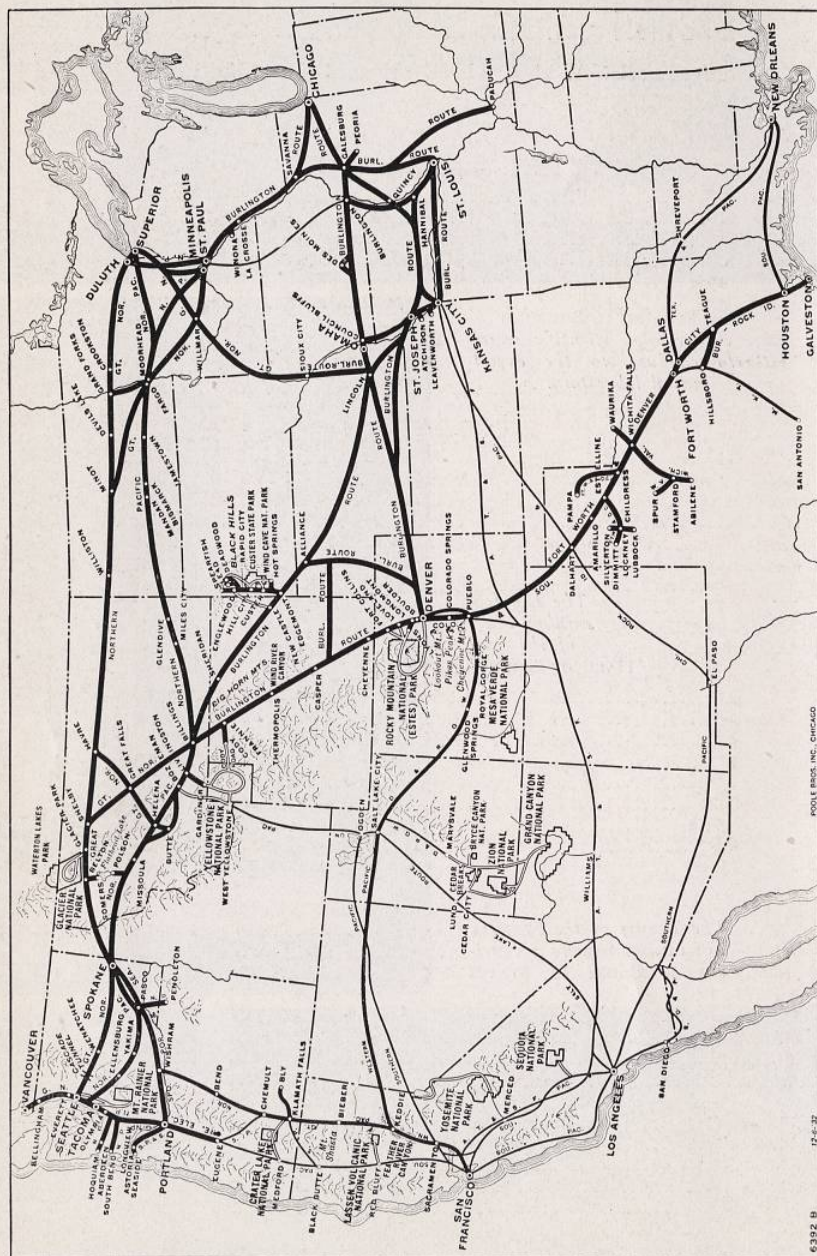
THE ELECTRICAL BUILDING
*Here are revealed scientific secrets
hitherto confined to the experi-
mental laboratory.*



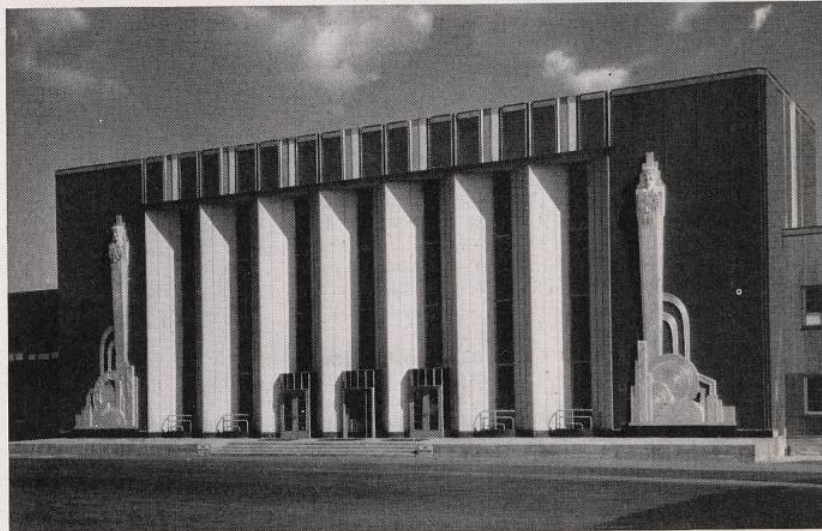
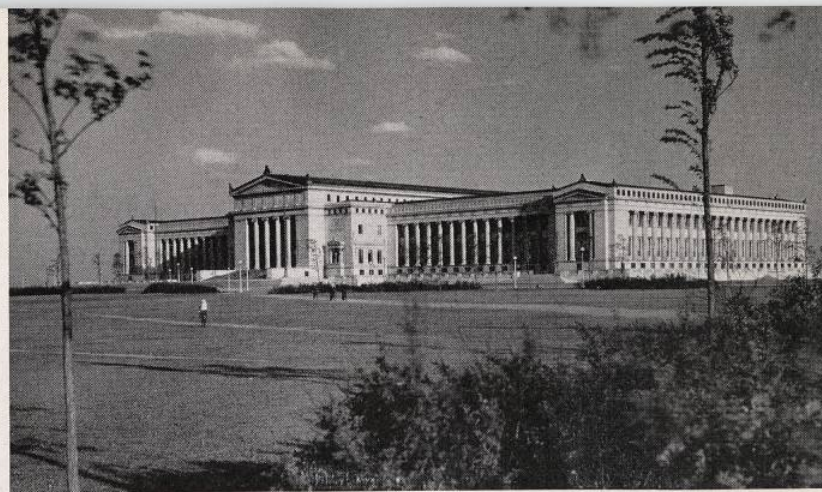
*The 176 foot
carillon tower
of the great
HALL OF SCIENCE*

*The Towers of the FEDERAL
BUILDING dominate the tri-
angular COURT OF STATES*





The FIELD
MUSEUM OF
NATURAL
HISTORY—one
of the world's
finest scientific
institutions—
adjoins the
Century of
Progress grounds.



Chicago, Burlington & Quincy Railroad Co.

General Offices—Burlington Building, 547 West Jackson Boulevard,
Chicago, Ill.

GENERAL OFFICERS

RALPH BUDD, President.....Chicago, Ill.
H. H. HOLCOMB, Vice-President.....Chicago, Ill.
E. FLYNN, Vice-President.....Chicago, Ill.
BRUCE SCOTT, Vice-President and General Counsel.....Chicago, Ill.
C. I. STURGIS, Vice-President, Secretary and Treasurer.....Chicago, Ill.
T. J. THOMAS, Assistant to President.....Chicago, Ill.
H. W. JOHNSON, Comptroller.....Chicago, Ill.
W. F. THIEHOFF, General Manager.....Chicago, Ill.
W. E. FULLER, Assistant to Vice-President.....Chicago, Ill.
F. G. GURLEY, Assistant to Vice-President.....Chicago, Ill.

PASSENGER

A. COTSWORTH, Jr., Passenger Traffic Manager.....Chicago, Ill.
J. R. VAN DYKE, General Passenger Agent.....Chicago, Ill.
T. P. HINCHCLIFF, Asst. General Passenger Agent.....Omaha, Nebr.
WM. TANZER, Asst. General Passenger Agent.....Chicago, Ill.
L. M. WHITEHEAD, Mgr. Mail, Baggage and Express Traffic.....Chicago, Ill.
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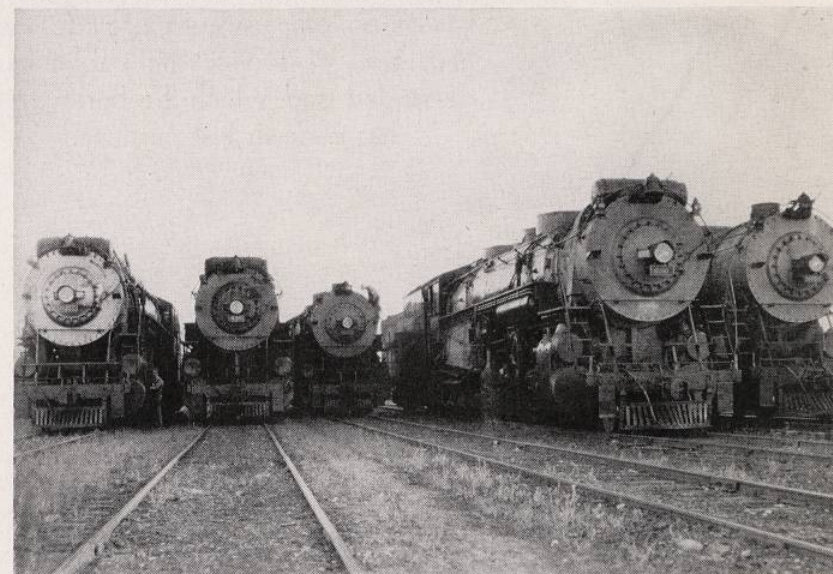
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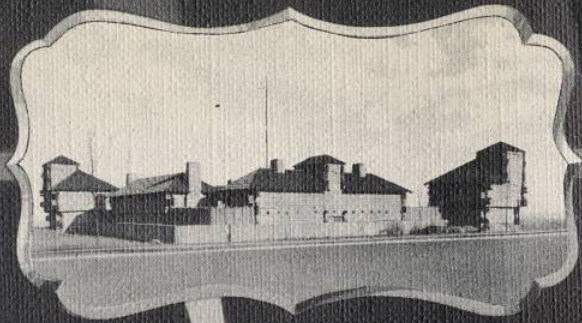


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