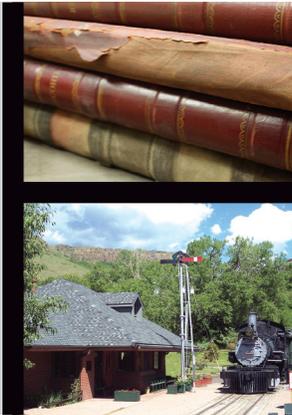


Robert W. Richardson Railroad Library

Built in 1997, the Robert W. Richardson Railroad Library at the Colorado Railroad Museum is designed to look like a small town depot and contains one of the most comprehensive railroad reference libraries in the United States. From timetables to employee records, photographs to engineering documents, maps to books, it offers a wealth of information on railroads across the nation and around the world.



Brochure Contents From:

Iron Horse News Issue #217 article "Chicago, Burlington & Quincy Railroad Office Car No. 96" by F. Hol Wagner Jr. with updates by Bob Jensen, Chicago, Burlington & Quincy Car 96 100th Anniversary mailer by Hol Wagner 1986 and *Vintage Rails* article "Life Upon A Business Car" by Steve Patterson September/October 1999.

Photographs are from the Colorado Railroad Museum collection and *Iron Horse News* Issue #217

Artifacts:

The Colorado Railroad Museum has many artifacts related to the Chicago, Burlington & Quincy (CB&Q) including:

China, Uniforms, Brakemen Lanterns, Bulletins, Legal Documents, Letters, Locomotive Reports, Vouchers, Retired Equipment, Freight Car Parts Drawings, Diesel Locomotive Parts Drawings, Steam Locomotive Parts Drawings, General Correspondence and Locomotive records.

Mission Statement

To acquire, preserve and exhibit to the general public, railroad equipment, artifacts, paper records, books, artwork and photographs emphasizing Rocky Mountain area railroads, to explain and interpret the role of railroads in the history of this region from the 1860s to the present by means of exhibits, a reference library, educational programs, publications and information sharing with other historical groups. Furthermore to provide incentives that will enhance interest in railroads and railroading history.

Colorado **RAILROAD** Museum®

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CHICAGO, BURLINGTON & QUINCY BUSINESS CAR NO. 96



Business cars, built for railroad executives, were the equivalent of traveling on today's private jets. Used for more than just business transportation, these rolling offices served as conference room, restaurant and living quarters for the executive and his crew.

Barney and Smith built No. 96 in 1886 for the Chicago, Burlington & Northern (CB&N) as No. B-99. The car was renumbered Chicago, Burlington & Quincy (CB&Q) No. 90 in 1902. And, in 1906, it was completely rebuilt by CB&Q and received its final number—No. 96.

Retired in 1962, No. 96 was sold to the Intermountain Chapter of the National Railway Historical Society in Denver. The Chapter ran the car over 25,000 miles, attaching it as an excursion car to the Denver & Rio Grande, Union Pacific and other railroads.

With the introduction of Amtrak, No. 96 no longer met the mechanical standards of modern railcars, and in 1972 was placed permanently on display at the Colorado Railroad Museum. In 2006, the Intermountain Chapter donated No. 96 to the Museum, where today it is used to entertain guests and host small meetings.

Business Car

INTERMOUNTAIN
CHAPTER - N R H S



A Few Good Men

Business Cars were a home away from home for the railroad executive and his secretary, chef and porter.

This all male crew had one purpose—to make the executive's job as easy as possible while out on the rails.

In preparation for a trip, the secretary, who worked the closest with the executive, would notify the chef and porter so they could arrange for needed supplies. He also scheduled meetings with local superintendents, dispatchers and railroad employees along the route and in their final destination.

The chef acquired provisions for dining and the porter ensured the car was rail-ready.

While traveling, the secretary kept the executive organized and accompanied him at all meetings, track inspections and dinners. During the trip, he would take careful notes at the onboard typewriter located in the dining room's rolltop desk.

The chef, in most cases, was hand-selected to cater to the executive's tastes and dietary needs. He spent the majority of his time in the kitchen creating exquisite meals such as lamb, stuffed pork chops and Cornish hens.

Keeping the business car in top shape was the porter's main responsibility.

In addition to housekeeping, the porter would also care for No. 96's dining room inventory. He would ensure chipped china was replaced, maintain high polish on all table settings and keep linens in impeccable condition. He also served as waiter for the executive and his dining guests.

Maintaining focus on the business of the railroad was easy for the executive when his crew stayed on top of their duties.



Designed to Impress

Entering from the rear railed observation platform, local superintendents, employees and shippers would join the executive for meetings in the comfort of the observation parlor. Designed to impress, the parlor included meticulously crafted Honduran mahogany woodwork, Pintsch gas fixtures and luxurious furniture one would expect to find in an executive's office and conference room.

In the center of the car are two staterooms and the dining room. Decorated in high style, these staterooms have English quarter sawn oak inlays, intricate stained glass clerestory windows and sumptuous upholstered seats. Each stateroom featured its own washroom facilities and upper and lower bunk beds.

The magnificently decorated dining room was complete with a table and chairs for six, a buffet and glassware cabinet displaying the custom-designed No. 96 china. Used for entertaining guests and serving everyday meals, the dining room was also designed with work in mind. Tucked in the corner was a rolltop desk and bookcase, complete with typewriter and communications equipment.

Meal preparation took place in the front section of No. 96 in the small 1900s state-of-the-art stainless steel galley with range, oven, pantry and refrigeration. Next to the kitchen was a small crew quarters with two bunks and a washroom for the porter and chef.



Self-Contained

The car was self-contained, including heat, which was supplied by steam from an on-board "Baker Heater." Refrigeration and air conditioning depended on ice carried in bunkers under the floor. Batteries and a generator under the car supplied electric power. A generator belt was connected to an axle and recharged the batteries when the car was moving.

