

# The BN Expediter

Volume 1, Number 1

January 1993



Welcome to the first issue of **THE BN EXPEDITER**, the official publication of the **Friends of the Burlington Northern Railroad** (formerly the BN Historical Society). The old Historian and newsletter have been combined, the society has a new name, but the purpose is just the same - to gather, preserve and share information about the history and current operation of the Burlington Northern Railroad.

Given that this is Volume 1, Number 1, we decided to grace the cover with a photo of the BN-1, Burlington Northern's Executive F9A-2, as it appeared in Spokane on March 26, 1992 at the downtown depot after bringing in a shipper's special from Whitefish. For the record, it began service as NP #7002C in 1954, became BN #9800, then #766 after being regeared for freight operation, and then spent 8 years as rotary snowplow power unit #972573 before being rebuilt in West Burlington as BN-1. It is now used for directors specials, inspection trains, and other public relations activities. (Photo by Robert C. Del Grosso)

THE OFFICIAL PUBLICATION OF THE  
**FRIENDS OF THE BURLINGTON NORTHERN RAILROAD**  
THE HISTORICAL SOCIETY FOCUSED EXCLUSIVELY ON THE BURLINGTON NORTHERN RAILROAD



# Friends of the Burlington Northern Railroad

Rt. 4, Box 627A, Bonners Ferry, ID 83805

A Not-For-Profit Corporation

The **Friends of the Burlington Northern Railroad** was formed to gather, preserve and share information about the history and current operation of the Burlington Northern Railroad. It follows the development of the railroad from its inception in 1970 as the merger of the Great Northern, Northern Pacific, Chicago, Burlington and Quincy, and Spokane, Portland and Seattle Railroads, up to the present, and into the future.

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John Becker, David Casdorff, Robert Del Grosso  
Jeff Hendricks, David Poplawski

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The **Friends of the Burlington Northern Railroad** is not supported by, nor affiliated in any way with, the Burlington

## *The BN Expediter*

*The BN Expediter* is published four times a year and is included with membership in the **Friends of the Burlington Northern Railroad**. Manuscripts, photographs and information are solicited for publication. Materials are submitted with the understanding that no monetary compensation will be paid upon publication.

Anything published in *The BN Expediter* (including the classifieds), must be **focused** on the Burlington Northern Railroad, from the 1970 merger on. Information and/or pictures that give historical perspective or context are acceptable (e.g., pre-merger road numbers). The disposition of a locomotive, other piece of equipment or property is also acceptable. Further information is available from the Editor.

Send material for publication to:

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A complete set of the first four *BN Historians* is available for \$15. (while they last). Send a your name, address and a check to the **Friends of the Burlington Northern Railroad**, Rt. 4, Box 627A, Bonners Ferry, ID 83805.

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## Incorporation

We announced in our last newsletter the new name of the society as the Burlington Northern Railroad Historical Society. Unfortunately, approval for use of that title was made erroneously and has since been withdrawn by BN. Various other titles using the corporate name of Burlington Northern Railroad were negotiated, and the mutually acceptable title **Friends of the Burlington Northern Railroad** was agreed upon as serving the interests of both parties. We have signed a new Trademark License Agreement, and the process of becoming a non-profit corporation should be complete by the time you read this.

Plans are to continue in developing future goals of the organization so little time is lost in bringing our group together. The April issue of *The BN Expediter* will contain more information about those goals

## First Annual Convention and Meeting

Our first annual convention and meeting will be held in Galesburg, IL, from Friday through Sunday, June 11-13. These dates coincide with Galesburg's annual Railroad Days, a weekend of events and activities oriented around Galesburg's role as a rail center.

A business meeting, dinner, tours of nearby rail facilities, model contests, slide shows, discussions and presentations are being considered. How about an auction? Swap meet? Topic presentations? How about becoming part of the agenda too? It's your convention, so please let us hear from you. To volunteer, contact Bob Del Grosso (Rt 4., Box 627A, Bonners Ferry, ID 83805).

By April we will have information packets available that will contain more details about the event, including a registration form (registration will be \$20), where in Galesburg the meeting will be held, how to reserve accommodations (expect to pay about \$40-\$48, double occupancy), an agenda, tourist info, etc. To request a packet, send Bob a postcard. He'll mail you the packet when we get everything finalized.

## From the Editor

Only a few votes were received, but *The BN Expediter* was the clear winner for the name of the newsletter (The BN Zip was a distant second). Thanks to all of you who did send in your vote. Thanks also to all who have been sending in things for publication.

The page count of *The BN Expediter* is a function of the number of members (i.e., money) and the amount of material received for publication. So, if you would like to see more stuff on the BN, help us find more members and keep sending in the information, photos, etc.

# Passenger Service on the BN

by John F. Strauss, Jr. PhD

(Part 1)

It is easy to overlook the role that the Burlington Northern played in the transition from private railroad operation to Federal operation of the nation's passenger trains. Since the Burlington Northern was in operation for only 14 months prior to Amtrak Day, we are more inclined to think in terms of the Chicago, Burlington, and Quincy, the Great Northern, the Northern Pacific, and the Spokane, Portland, and Seattle Railway as the railroads which passed on their passenger service to Amtrak. Further support for this assumption is that most of the passenger cars Amtrak purchased or leased from the Burlington Northern were still wearing CB&Q, GN, NP, and SP&S colors. In fact, Great Northern's cars wore three color schemes: *Empire Builder Colors*, *Big Sky Blue*, or *Merger Cascade Green*, and some of the Northern Pacific cars had been repainted in *Merger Cascade Green* during the Burlington Northern's short passenger train period of operations.

Between Merger Day (March 3, 1970) and the day before Amtrak Day (April 30, 1971) the Burlington Northern operated an extensive passenger service between Chicago and Denver and the Pacific Northwest. Although it was a facsimile of what its predecessor railroads had operated during the Streamline and Postwar Eras, it was considerably more comprehensive than that which the nation's other railroads offered. However, many passengers and employees were concerned about the future of Burlington Northern's passenger train service. John M. Budd, the former Great Northern's president and the Burlington Northern's chairman of the board, had stated on several occasions that all of the named trains' equipment needed to be replaced or upgraded if the Burlington Northern was going to continue to offer quality service. There were rumors circulating throughout the railroad's passenger traffic offices and on its trains that, as a hedge should the Railpax Legislation (Amtrak) fail, the Burlington Northern had submitted a proposal and application for Federal subsidies to capitalize new passenger cars and to support the operation of its passenger trains which were achieving significant net losses despite relatively good passenger loads, particularly on its four premier streamliners. Responding to a reporter's question during the press conference when the **CALIFORNIA ZEPHYR'S** discontinuance was announced, but directing his answer more to the Federal Government than to the reporter, Budd said: "We wish there could be a happy answer to this, but at the present time it isn't in the cards. The enormous deficit incurred by expensive-to-operate, poorly-patronized passenger trains is a major problem in our industry. Their losses to Burlington Northern's predecessor lines last year amounted to more than \$38.0 million on a solely-related cost basis. No one loves the romance and nostalgia of the steam cars more than railroad men, but the sad fact is that they are going the

way the stage coach went in the approaching heyday of the passenger train. We still run some of the best passenger trains in the country: the **DENVER ZEPHYR**, the **EMPIRE BUILDER**, and the **NORTH COAST LIMITED**. But to try to absorb such losses much longer would threaten the health of even such a vigorous railroad as Burlington Northern. It can only be just a matter of time until these trains, too, come to the end of the line."

Beginning with Merger Day the Burlington Northern operated four premier trains which were the envy of the passenger traffic industry: the Chicago-Oakland (San Francisco) via Denver and Salt Lake City Vista Dome **CALIFORNIA ZEPHYR**, trains 17 and 18, with the Denver and Rio Grande Western and the Western Pacific, the Chicago-Denver via Galesburg, Burlington, Omaha, and Lincoln Vista Dome **DENVER ZEPHYR**, trains 1 and 2, the Chicago-Seattle and Portland via the Twin Cities, Willmar, New Rockford, Havre, and Spokane Great Dome **EMPIRE BUILDER**, trains 31 and 32, and the Chicago-Seattle and Portland via the Twin Cities, Staples, Billings, Butte, and Pasco Vista Dome **NORTH COAST LIMITED**, trains 25 and 26, plus several supporting and connecting trains.

## SECONDARY TRANSCONTINENTALS

The **WESTERN STAR**, Trains 27 and 28  
St. Paul--Seattle  
via Minneapolis, St. Cloud, Grand Forks, Havre and  
Spokane

The **MAINSTREATER**, Trains 29 and 30  
St. Paul--Seattle  
via Minneapolis, Staples, Billings, Helena, and Pasco

## SHORT HAUL TRAINS

The **AK-SAR-BEN**, Trains 3 and 4  
Chicago--Lincoln  
via Galesburg, Burlington, and Omaha

*The Quincy Local*, Trains 5 and 6  
Chicago--West Quincy  
via Galesburg

The **MORNING TWIN CITIES ZEPHYRS**, Trains 7  
and 8  
Chicago--Minneapolis  
via Savanna, LaCrosse, and St. Paul

The **AFTERNOON TWIN CITIES ZEPHYRS**,  
Trains 9 and 10  
Chicago--Minneapolis  
via Savanna, LaCrosse, and St. Paul

Note: Trains 8 and 9 were consolidated with trains

25/31 and 26/32 between Chicago and St. Paul, except train 9 operated separately on Fridays and Sundays.

*The Omaha Local*, Trains 11 and 12  
Chicago--Omaha  
via Galesburg, Burlington, and Council Bluffs  
Note: Trains 5/11 and 6/12 were consolidated between Chicago and Galesburg

*The Morning Missouri River Local*, Trains 15 and 36  
North Kansas City--Omaha  
via St. Joseph and Council Bluffs

The **AMERICAN ROYAL**, Trains 19 and 20  
Chicago--North Kansas City  
via Galesburg, West Quincy, and Brookfield  
Note: Trains 3/19 and 4/20 were consolidated between Chicago and Galesburg

*The Vista Dome Streamliner*, Trains 21 and 22  
Spokane--Portland  
via Pasco and Vancouver, WA

The **RDC Connection**, Trains 33 and 34  
Havre--Great Falls

*The Afternoon Missouri River Local*, Trains 35 and 16  
North Kansas City--Omaha  
via St. Joseph and Council Bluffs

The **GOPHER**, Trains 39 and 40  
Superior--St. Paul  
via Sandstone, Coon Creek, and Minneapolis  
Note: Bus Connection from and to Duluth

*The Billings Local*, Trains 41 and 42  
Omaha--Billings  
via Lincoln, Alliance and Sheridan

*The Winnipeg Connection*, Trains 47 and 48  
Grand Forks--Winnipeg  
via North Crookston and Emerson

The **BLACK HAWK**, Trains 51 and 52  
Chicago--Minneapolis  
via Savanna, LaCrosse, and St. Paul  
Note: Through Chicago--Seattle Slumbercoach to and from the **MAINSTREETER**, Trains 29 and 30

The **BADGER**, Trains 53 and 54  
Superior--St. Paul  
via Sandstone, Coon Creek, and Minneapolis  
Note: Bus Connection from and to Duluth

The **INTERNATIONAL**, Trains 193 and 194  
Vancouver, BC--Seattle  
via Bellingham and Everett

*Coast Pool Train*, Trains 195 and 196  
Seattle--Portland

via Vancouver, WA and Tacoma

*Coast Pool Train*, Trains 199 and 198  
Seattle--Portland  
via Vancouver, WA and Tacoma

Mixed Train 1269/1264 and 1268  
Wishram--Bend

Note: It was nicknamed the *Deschutes River Sportsman* by fishermen and hunters

In addition to its passenger trains, the Burlington Northern operated or recommended several bus service connections with its main line trains throughout the system, and published their schedules in its two passenger timetables issued during the 14 months of passenger train operations.

Unfortunately, 19 days after Merger Day the Vista Dome **CALIFORNIA ZEPHYR**, "the most talked about train in the country", ceased operation. The final departures of America's most popular train from Chicago and Oakland occurred on March 22, 1970. The Interstate Commerce Commission had approved the Western Pacific's application to discontinue even though the **CALIFORNIA ZEPHYR** carried at or near capacity passenger loads. However, the cost of operation greatly exceeded gross passenger revenues. The forecast for all passenger train service was not positive, particular when the nation's most popular passenger train did not pay its own way. The Burlington Northern and the Rio Grande Western, however, were required by the Interstate Commerce Commission to continue to provide tri-weekly, *across-the-platform* connecting service with the Milwaukee Road--Union Pacific--Southern Pacific's tri-weekly **CITY OF SAN FRANCISCO** at Ogden, Utah. The Burlington Northern operated the **CALIFORNIA ZEPHYR** daily from March 23 through September 30 with a reduced consist between Chicago and Denver, however, and then renamed this train *California Service* and renumbered it trains 15 and 16. The *California Service* was consolidated with trains 5/11 and 6/12 between Chicago and Galesburg and with trains 11 and 12 between Galesburg and Omaha. Between Omaha and Denver the *California Service* operated as trains 15 and 16 where Rio Grande Western took over between Denver and Ogden via Salt Lake City. The Rio Grande Western named its portion of the trip the **RIO GRANDE ZEPHYR** and it retained its previous train numbers 17 and 18.

The summer consist assigned to *California Service* included a Chicago--Denver dining car, a Chicago--Ogden Vista Dome Coach (Line CS-20), a Chicago--Ogden 10 roomette--6 double bedroom sleeping car (Line CS-11), and a Chicago--Salt Lake City Vista Dome buffet-lounge-observation car (Line CS-10) which contained the popular *California Room* and three double bedrooms and a drawing room. When the Vista Dome *Chuck Wagon* buffet-lounge-dormitory cars were released from the **DENVER ZEPHYR** during the winter season, they replaced the Chicago--Denver dining car in the

*California Service's* consists. This resulted in three Vista Dome cars assigned to this successor of the Vista Dome **CALIFORNIA ZEPHYR**. All space was reserved and was individually assigned in advance. Westbound *California Service* departed Chicago on Sundays, Wednesdays and Fridays, and it departed Denver eastbound Sundays, Tuesdays, and Fridays. The Burlington Northern did not charge an extra-fare, but the Rio Grande Western and the Southern Pacific did between Denver and Oakland. Between Chicago and Galesburg trains 5/11/15 and 6/12/16 were assigned one or two Chicago--West Quincy coaches plus two Chicago--Omaha coaches, one of which was a Vista Dome Coach, in addition to the *California Service* four-car consist. On those days when *California Service* did not operate, trains 5/11 and 6/12 were assigned a Chicago--Omaha dinette-coach which replaced one of the Chicago--Omaha coaches in each consist.

The Burlington Northern continued to operate the Vista Dome **DENVER ZEPHYR**, the Great Dome **EMPIRE BUILDER**, and the Vista Dome **NORTH COAST LIMITED** in excellent fashion even though most of the assigned cars were getting tired. These three trains' consists dated back to the middle 1950s when they received their last new cars. However, upon close examination of their schedules and consists, it was evident that all three domed streamliners were first class, long distance trains. A passenger could ride in comfort between Chicago and Denver and between Chicago and Seattle/Portland despite the absence of the Pullman Company which had ceased its operation of sleeping cars just prior to the merger.

The Vista Dome **DENVER ZEPHYR**, trains 1 and 2, provided overnight Chicago--Denver service featuring fabulous all-direction dome sightseeing, the *Chuck Wagon* which surrounded the passengers in a Colorado cattle drive atmosphere, and the *Colorado Room* which presented a Western Colorado Gold Rush Era club atmosphere for the First Class sleeping and parlor car passengers. All space on the Vista Dome **DENVER ZEPHYR** was reserved and individually assigned at the time passengers purchased their tickets. Effective with the October 25, 1970 passenger timetable, a coach seat reservation charge was applied. This charge ranged from 75 cents between Chicago and Omaha and \$2.00 between Chicago and Denver. There was no coach seat reservation charge applied between Chicago and the Illinois station stops including Burlington, Iowa. The following consist was assigned during the 1970 summer season:

**DENVER ZEPHYR**  
1970 Summer Season

Storage Mail-Express Car	
Vista Dome Coach-Coffee Shop-Dormitory	DZ-40
50 Seat Flat Top Coach	DZ-39
Vista Dome or Flat Top Coach	DZ-38
Vista Dome Coach	DZ-37
Vista Dome or Flat Top Coach	DZ-36

Vista Dome or Flat Top Coach	DZ-35
50 Seat Flat Top Coach	DZ-34
Vista Dome Buffet-Lounge-Dormitory Car featuring <i>the Chuck Wagon</i>	
Dining Car	
10 Roomette-6 DBR Sleeping Car	DZ-10
Slumbercoach	SC-9
Slumbercoach	SC-8
10 Rmte-6 DBR Sleeping Car	DZ-2
10 Rmte-6 DBR Sleeping Car	DZ-1
Vista Dome Parlor-Buffet-Lounge-Obs Car featuring 11 Parlor Seats and <i>the Colorado Room</i>	A

**Notes:** 1) Lines DZ-38, DZ-36, and DZ-35 which were either Vista Dome Coaches or 50 seat flat-top coaches were included when one or more additional coaches were needed to meet the summer season or Christmas holiday traffic. While stainless-steel coaches were desirable, former Great Northern and Northern Pacific dome and flat-top coaches were recorded on consist reports leaving Chicago and Denver.

2) Line DZ-40 which was the former **KANSAS CITY ZEPHYR--AMERICAN ROYAL ZEPHYR** Vista Dome Coach-Coffee Shop-Dormitory Car was assigned to the consist when the number of coaches exceeded five or six for a given trip. In addition to having intermediate haul coach passengers assigned to its coach section, this car also provided food and beverage service along with *the Chuck Wagon* since over 300 coach passengers were on board.

3) Lines DZ-34, SC-9, DZ-2, and DZ-1 were usually withdrawn from the consist during the winter season. However, they were also assigned as needed during the Christmas holidays. DZ-2 and/or DZ-1 were also deleted if summer First Class traffic was light for a given trip.

4) The Vista Dome *Chuck Wagon* Buffet-Lounge-Dormitory Car was released to Trains 15 and 16 during the winter season except during the holiday period.

5) The Vista Dome Parlor-Buffet-Lounge-Observation Car was moved behind the dining car and ahead of the sleeping cars during the winter season when the Vista Dome *Chuck Wagon* was not in the consist.

During the summer season the usual consist often reached the assigned maximum of 16 cars when all of the lines were assigned. The winter season consist was assigned between eight and nine cars depending upon traffic demand, and reached as high as 16 cars during the Christmas holidays. The consist was assigned three or four E Series road passenger locomotives depending upon the size of the consist and weather conditions. The Vista Dome **DENVER ZEPHYR** continued to be a high-speed streamliner with a westbound Chicago to Denver schedule calling for a 17:15 hour run with 19 regular and two conditional stops, while the eastbound train 2 traveled the distance even faster in 16:50 hours with 21 regular and three conditional stops. These historic fast schedules were maintained even though several additional station stops had been added during the recent years just before the merger.

The Vista Dome **DENVER ZEPHYR's** changing

day-to-day assignments illustrate in practice a directive which was sent to all of the Burlington Northern's regional managers--passenger sales. It emphasized the need for flexibility in the handling of the railroad's passenger traffic. W. F. (Bill) Burke, director of passenger services, and R. J. (Ray) Class, passenger traffic manager--Lines East, wrote: "We must be open to the needs of the traveling public. Therefore we have to be in a position at our departing stations where we are able to add and subtract cars almost up to the leaving time of one of our trains. To the best of our ability and the availability of appropriate cars we must provide for anticipated summer and holiday traffic and for groups going to the Colorado Rocky Mountain vacation areas, the National Parks, and the Pacific Northwest for skiing, tours, and other recreational and sightseeing activities. We must also be aware of operational costs compared to revenues generated by the extra cars we request. Likewise, if the expected traffic is not there on a given day, we need to release cars from the consists as soon as possible in order to reduce costs of operation. Again we emphasize--flexibility is the key."

The Great Dome **EMPIRE BUILDER**, trains 31 and 32, operated between Chicago and Seattle--Portland via the Twin Cities, the Willmar Line, the Surrey Cutoff, Havre, and Spokane as it had prior to the merger with one minor routing change. Instead of running between Fargo Junction and Nolan via Vance, North Dakota, trains 31 and 32 followed the new Burlington Northern main line between Fargo Junction and Nolan via Casselton. The westbound schedule called for a Chicago to Seattle run of 45:00 hours with an eastbound Seattle to Chicago run of 45:30 hours. There was a considerable station dwell time assigned to St. Paul and Spokane in order to handle the switching of cars and the storage of mail. Therefore, the running times between Chicago and St. Paul and Seattle were still considerably faster than would be expected when considering the overall Chicago--Seattle schedules. Effective with the October 25, 1970 timetable, the Chicago to St. Paul westbound (northbound) running time was 7:15 hours, while eastbound (southbound) the run was a faster 7:00 hours. The **EMPIRE BUILDER**'s westbound running time between St. Paul and Seattle excluding the Spokane station dwell time was a fast 36:30 hours while train 32's eastbound running time from Seattle to St. Paul was 37:05 hours. The 1970 summer season consist assigned to this very impressive train included the following:

**THE EMPIRE BUILDER**  
1970 Summer Season

Storage Mail Car, Chicago--Seattle		
Storage Mail Car, St. Paul--Spokane (westbound only)		
Baggage-Dormitory Car, St. Paul--Seattle		
60 Seat Flat-Top Coach	100	200
Great Dome Coach, Chicago--Seattle	101	201
Great Dome Coach, St. Paul--Seattle	102	202
<i>The Ranch Car</i> , St. Paul--Seattle		
48 Seat Flat-Top Coach, St. Paul--Seattle	103	203
48 Seat Flat-Top Coach, St. Paul--Seattle	104	204

Great Dome Coach, Chicago--Portland	105	205
Great Dome Lounge Car, Chicago--Seattle		
Dining Car, Chicago--Seattle		
6 Rmte-5 DBR-2 Cmpt Sleeping Car, Chicago--Seattle	314	324
7 DuRmte-6 DBR-1 Cmpt Sleeping Car, Chicago--Seattle	315	325
6 Rmte-5 DBR-2 Cmpt Sleeping Car, St. Paul--Seattle	316	326
6 Rmte-5 DBR-2 Cmpt Sleeping Car, Chicago--St. Paul	317	327

Notes: 1) Line 100-200 was assigned St. Paul--Seattle during the winter season except for the Christmas holiday period.

2) Lines 102-202, 103-203, 104-204, 314-324, and 316-326 were removed from the consist during the winter season although one or more of these cars were added to a consist during the Christmas holidays.

3) *The Ranch Car* was deleted from the consist during the winter season except during the Christmas holidays when it was assigned as additional coaches were added.

Lines 104-204, 105-205 and 317-327 were assigned to through Portland service connecting with the Vista Dome Streamliner, trains 21 and 22, at Spokane. The westbound consist totalled 16 cars, and eastbound it was 15 cars between St. Paul and Spokane during the summer season. All space on the Great Dome **EMPIRE BUILDER** was reserved and was individually assigned in advance with a coach seat reservation charge applied west of the Twin Cities which ranged between 50 cents and \$2.00. There was no charge made for coach seat reservations between Chicago and the Twin Cities. The popular dinner by reservation program which was inaugurated by the Great Northern in 1947 when the **EMPIRE BUILDER** began streamlined service was continued, unexcelled Great Dome sightseeing was still featured, and tape-recorded scenic announcements and music were played from the Great Dome Lounge Car at appropriate times throughout the train. *The Ranch Car* with its Montana ranch lodge atmosphere and cattle drive memorabilia, and the Great Dome Lounge Car which featured North Pacific Coast Indian Nation art, the Upper Deck Lounge, and the Lower Club Lounge along with 57 dome sofa seats continued to be the two most popular cars assigned to the Great Dome **EMPIRE BUILDER**. These assigned consists were led by combinations of the E Series, Passenger F's, and SDP road passenger locomotives. During the winter season Lines 105-205 and 317-327 were assigned to through Portland service, and St. Paul--Spokane westbound and eastbound consists numbered 10 and 9 respectively except during the Christmas holidays when several of the lines were restored as needed to each consist.

... to be continued in a future issue of The BN Expediter. John describes the remaining transcontinentals and the short haul trains, and concludes with the transition to Amtrak and the end of BN-run passenger operations.

If you have any BW photos of the trains described in this article, please contact the Editor of *The BN Expediter*.

## Information for Modelers

The following new products are either available or will be shortly.

From Walthers

1. EMD SW1 Switchers in 2 numbers, 93 and 97. Box numbers 932-1355 #93 and 932-1356 #97. \$79.98 each.
2. GSC Commonwealth 53' 6" flat cars, 932-3756, in three different numbers. This car can be made into 4 versions: early or late piggyback, bulkhead, or standard regular flat.
3. 100 ton 49 quad hopper cars in standard black lettering scheme in several different numbers, 932-4902.
4. FGE-style RBL insulated box cars, in standard green with standard lettering scheme, in three different numbers. \$9.98 each.

From Stewart Hobbies

1. EMD F9. 691-9330. More information later.

From McKean, four versions of centerbeam lumber cars:

1. 63' Thrall lumber car w/opera centerbeam. 475-1701. \$12.95 each.
2. 63' Thrall lumber car w/open centerbeam. 475-1751. \$12.95 each.
3. 74' Thrall lumber car w/opera centerbeam. 475-1901. \$14.95 each.
4. 74' Thrall lumber car w/open centerbeam. 475-1951. \$14.95 each.

MDC has released a 50ft FMC covered hopper in 12 different numbers for BN. This is a new kit from MDC and they did a great lettering job. They go together nicely. Box number 3521.

One correction to the July "Info for Modelers", item number 4, *BN soft mill gondola* should read *BN 50ft mill gondola*.

I will begin covering N and maybe O scales, but my sources of information for them is not as good as for HO. I will do my best.

Tom Flemming

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## 1992 BN Annual

Authored by Robert Del Grosso and published by HyRail Publications, P.O. Box 55, Denver, CO 80201. Feature stories include the BN-Frisco merger, a current caboose roster, a detailed look at Pasco Yard, BN's Iron Range operations, a motive power survey over the past year including SD60MACs and natural gas fueled locomotives 7149 and 7890. The traditional unit-by-unit motive power roster as of September 30, 1992, and dispositions during the same period fill the rear third of the book. Scheduled for publication during January 1993. 144 pages with 16 in full color. \$36.95. Order directly from the author for \$33.25, fourth class postage paid, at Rt. 4, Box 627A, Bonners Ferry, ID 83805.

## BNQ&A

No questions received this time, but here is one of my own, plus answers to some of last issue's questions.

**Q:** When in Havre, MT this summer I was told that BN no longer allows railfans to sign a release to be on company property to take photos. What's up?

**Q:** Did BN have its own 85' or 89' flat car, or did Trailer Train ever lease them with BN reporting marks? If BN had their own, what color are they?

**A:** (from Tom Flemming) Yes, they had their own, but not all are used in TOFC/COFC service. I don't think they are or ever were leased from Trailer Train. They are ex Northern Pacific and Great Northern flats, with NP the larger fleet. According to the April, 1982 Official Railway Equipment Register, BN had 5 85' and 5 89' flat cars in trailer service, and, believe it or not, they also had 50 53' flats in COFC service. I have seen two NPs on my railfan trips on fast moving trains, and I am quite positive they were painted green.

BN number series in April 1982

85' Flats TOFC	635406-635407 (2 left)
85' Flats TOFC	635409-635483 (3 left)
89' Flats TOFC/COFC	635602-635809 (4 left)
89' Flats COFC	636608
53' Flats COFC	636000-636055(50 left)

**Q:** Who does BN lease "Husky Stacks" from, and do they have any of their own?

**A:** (from David Bontrager) Husky Stacks are built by Gunderson, Inc. Gunderson, Inc. and Greenbrier Intermodal are part of the same corporation with Gunderson being the manufacturer and Greenbrier being the marketing and leasing agent. It can only be assumed then that BN leases the Husky Stacks from Greenbrier Intermodal. All of the BN Husky Stacks are bright red. All of these that I have seen are three units that drawbar together. A friend of mine in Ohio claims he has seen single stand-alone red BN cars on the Norfolk Southern.

**Q:** (... on the status of fuel tenders)

**A:** As of 12/1/92, BN still has 23 fuel tenders. They are used on unit coal trains that do not allow for inroute fueling, helper service, and hauling deisel fuel.

Unit coal trains are (even #- loaded, odd #- empty):

CT040 & CT041: Girard, IL to Dunfermline, IL

CT094 & CT095: Girard, IL to Sommer, IL

AT120 & AT121: Converse Jct, WY to Platte River, CO

DF070 & DF071: Dry Fork Jct, WY to Moba, WY

RR070 & RR071: Rawhide Jct, WY to Moba, WY

Helper service is out of Essex, MT, in the Belle Ayr and Sheridan, WY area, and at Crawford, NE. Spare fuel tenders usually haul fuel out of Laurel, MT to Sheridan or Guernsey, WY or Alliance, NE. Power used is the 7200 series and 8163-8181 group of SD40-2's.

## Items of Interest

BN SD40-2 #7151, the ARES/LARS equipped locomotive, and first painted with the 2" reflective stripe between the black and green, was seen at the Northtown yard with what appeared to be long, thin lights, about 2-3 inches wide, 3-4 feet long, two between the air reservoir and the fuel tank, and one each below the frame above each truck. The lights were not bright, and only lit when the engine accelerated, going off again when it coasted. Does anyone have more information on yet another BN quirk?

Six ex-METRA (Chicago Commuter) E9s were spotted in Enola, PA on Conrail, apparently headed for the Washington, DC shops of MARC (Maryland Area Rail Commuters). Rumor has it that they were purchased by MARC for \$100,000 each. The numbers were 9902, 9905, 9906, 9907, 9908 and 9911.

Four or five scenes of the BN around Memphis, TN appear in the music video called *Rock Me* by Deborah Allen.

GP38-2 #2075 (the Pacific Pride) was rebuilt at West Burlington on 10/14/92 after an engine fire caused it to be stored unserviceable early last year. Dash-2 electrical cabinet from wrecked and scrapped GP40E #3555 was used.

Robert Del Grosso is currently writing *A Railfan's Guide to Stevens Pass*, scheduled for publication in early February, 1993. It will be a detailed railroad history of the pass, including switchbacks, the first Cascade tunnel, snowsheds, the second Cascade tunnel, and a complete guide to today's operations and the best spots to photograph trains and explore what remains of the glory days. To be priced at about \$15.00. To get on the mailing list, send a postcard to GNP Publications, Rt 4, Box 627A, Bonners Ferry, ID 83805.

## Archives

A committee is currently being formed to establish an archives of BN publications and technical references. The idea is to establish a single point where members may write and acquire information. The source for gathering materials will be donation, photocopying hard to get references from members, and some purchases later on. Receipts for the reasonable value of items donated will be issued for personal tax deductions.

Once a library is established, a list of references will be published with the newsletter and a list of those surplus items for sale to the membership. For surplus items, a member may simply purchase them, with proceeds going to the treasury. For others, a reproduction service would be available where copies could be provided for a reasonable fee. Please submit your ideas on how to improve on this idea as plans are to get the archives functional by Spring.

## Locomotive Labels Project

David Bontrager has volunteered to be a collecting point for photos and data pertaining to labels that are relatively unique to BN locomotives (ARES, LARS, Havre Star, American flag, etc.). Any label/decal/etc. that is fairly unique to BN, from 1970 on, is needed. He will compile everything for a future article.

Dave asks that you organize all material sent to him and label it carefully. If possible, indicate where on the locomotive each label appears, the approximate time frame it was applied, which locomotives had it, and the intent and/or purpose of it. Send your material to Dave at P.O. Box 13649, Denver, Colorado 80201-3649. And remember - don't venture onto railroad property to get a photo without permission from the railroad.

## Classifieds

Please send all items to the Editor by the 15th of the month prior to the publication date of the newsletter (i.e., by December 15, March 15, June 15 or September 15). Anything later may not make it in. Please **type** or **print clearly exactly** what you want to appear.

**For Sale:** Overland Brass models, mint condition, original boxes. SPS&S C636 (became BN 4360-4369) \$325, SP&S E7A (became BN 9900), \$250 two GN SDP45s (became BN 6592-6599) \$275 each, two C&S SD45s (became BN 6570-6576) \$275 each, iron range caboose (BN 11470 - GNX 321) \$90. Prices include insured UPS shipping. Dennis Popich, 43 Dineff Road, Lemont, IL 60439.

**Wanted:** BN caboose diagram book. Either an original or photocopy. If you have one, or are willing to reproduce a copy of it, please advise and name your price. Contact Robert Del Grosso, Rt. 4, Box 627A, Bonners Ferry, ID 83805.

**Wanted:** I am looking for information on the Spokane Division's, 6th Subdivision between Spokane, WA and Whitefish, MT. Need photos and slides of Flathead Tunnel and any other interesting trackside structures. Any other information would be appreciated. Mark J. Herrick, P.O. Box 196, Windham, CT 06280.

**Wanted:** Photos of all sides of BN AMERICA containers. Prefer slides, but prints are acceptable. Also, someone with kitbashing experience to build, detail and paint HO locomotives. Write for details. Jeff Hendricks, P. O. Box 9224, Rapid City, SD 57709.