

Friends of the Burlington Northern RR

2015 Convention

Minneapolis, Minnesota



BNSF
RAILWAY
Twin Cities Division



Please Do Not Copy or Duplicate.

Contains Copyrighted Material.

Advance Slides by Mouse Click.

PowerPoint slides and Photos by Patrick Lana, MMR unless otherwise noted.

Photos have been compressed to reduce file size so quality may vary.

Friends of the Burlington Northern RR 2015 Convention Minneapolis, Minnesota



Introduction

The Friends of the Burlington Northern Railroad (FOBNR) historical society was chartered in 1993 to gather, preserve, and share information about the history and the current operations of the Burlington Northern Railroad. In 1996, following the merger between Burlington Northern and Santa Fe, the group voted to follow the Burlington Northern from 1970 to 1995 and the BNSF from 1995 to the present. The Group's quarterly publication, The BN Expediter, is the voice of the organization that shares news about the group's activities, BN historical data, and current operations of the railroad. The society also has an annual convention at some location on the BNSF system with programs, tours, displays, a banquet with a keynote speaker, and a business meeting. Continued:

Friends of the Burlington Northern RR 2015 Convention Minneapolis, Minnesota



Introduction

Continued:

This PowerPoint presentation highlights the June 24-27, 2015 Friends of the Burlington Northern RR (FOBNR) annual convention in Minneapolis, Minnesota.

Four of us Coloradans attended the 2015 FOBNRR convention in the Twin Cities. Travis Searls and I rode with Rodney Black from his home in Louisville, CO. John Parker drove separately as he visited relatives in Minneapolis where he grew up. The three of us left approximately 7am from Rodney's house on June 23. Naturally, we rail-fanned across CO, NE and IA to MN and the Twin Cities.

N-Joy!

Patrick Lana, MMR

Friends of the Burlington Northern RR

Tuesday, June 23, 2015



BNSF 3014 and 2809 in Aurora, NE.

This was not the first photo taken on June 23 but it is two former BN engines which I thought was an important way to start a FOBNR slide show! We had left the UPRR main & US 30 at Grand Island, NE for US 34 & the BNSF main East to Lincoln, NE.

According to Kent Charles, BNSF 3014 is a former GP40, ex-BN 3515, ex-BN 3012, ex-CBQ 182; rebuilt by M-K 11/13/89 to GP40-2 standards; to BNSF 9/25/98. BNSF 2809 is a former GP-30, ex-BN 2809, ex- UP 829 – remanufactured by M-K to GP39-2 standards on 2/28/89; to BNSF 2809 on 4/11/01.

Friends of the Burlington Northern RR

Tuesday, June 23, 2015

**Right:
Meet West of North Platte, NE on
UPRR Mainline.**

**The power, communication and signal
lines and poles are still up here even
though they are not used so I wanted to
get some photos before they are removed.**



**Left:
UP DD40X #6900
on display in Kenefick Park
overlooking the Missouri River.
This is my last photo of the day
as we passed through Omaha, NE
on our way to Council Bluffs, IA
where we stayed the night.**



Friends of the Burlington Northern RR

Wednesday, June 24, 2015

**Wednesday was a great day
for eating!**

Right photo: Rodney (left in photo) and I about to dig into the famous cinnamon rolls of the Machine Shed in Urbandale, IA. It sure beat the Super 8 breakfast in Council Bluffs but poor Travis was watching his weight so did not partake of this very large culinary delight. To work off some calories, we stopped at Hobby Haven in Des Moines, IA before heading North.



Photo by Travis Searls



AmericInn Hotel

Left Photo: We arrived at the Mounds View, MN hotel about 4pm where the convention was held.

Friends of the Burlington Northern RR

Wednesday, June 24, 2015

"All Aboard Dinner"

The welcome dinner was held at the Exchange in New Brighton, MN. More good food and a chance to meet old friends and new acquaintances with whom we would enjoy the next 3 days together at the convention!



North Metro Model Railroad Club

After dinner we toured this club in Coon Rapids, MN. The Club leases a 5,000 sq ft basement for its huge but well detailed HO scale layout. Above photo shows the Club's quarry scene. Photo to the right is their Beaver Pond scene. More Club info is available at <http://www.nmmrc.org/>.



Both Photos by Gary Seymour

Friends of the Burlington Northern RR

Thursday, June 25, 2015



On The Road Again!

Thursday morning found us carpooling to the BNSF St. Croix Subdivision with Rodney (left) driving and Travis (right) navigating. We are following John Adams car. Just barely visible in the rear view mirror is our local guide, John Parker, who now lives in Colorado but grew up in Minneapolis. No, that is not a police motorcycle escort.

Friends of the Burlington Northern RR

Thursday, June 25, 2015



Above: FOBNR railfans doing what they do best as Eastbound (EB) oil train passes through Prescott, WI.

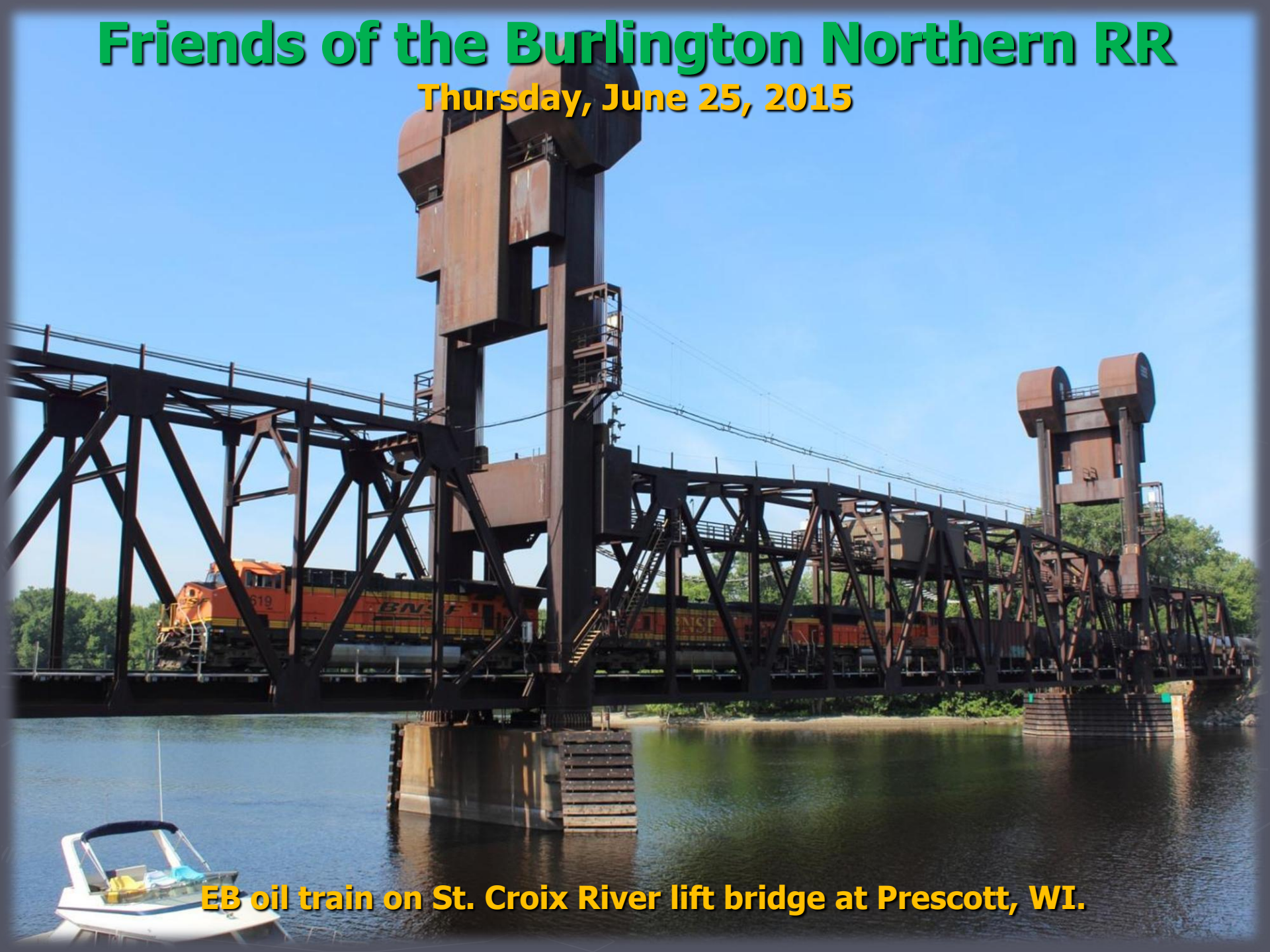
Right: EB oil train emerging from the St. Croix River lift bridge in Prescott, WI.

Both photos by Dave Poplawski



Friends of the Burlington Northern RR

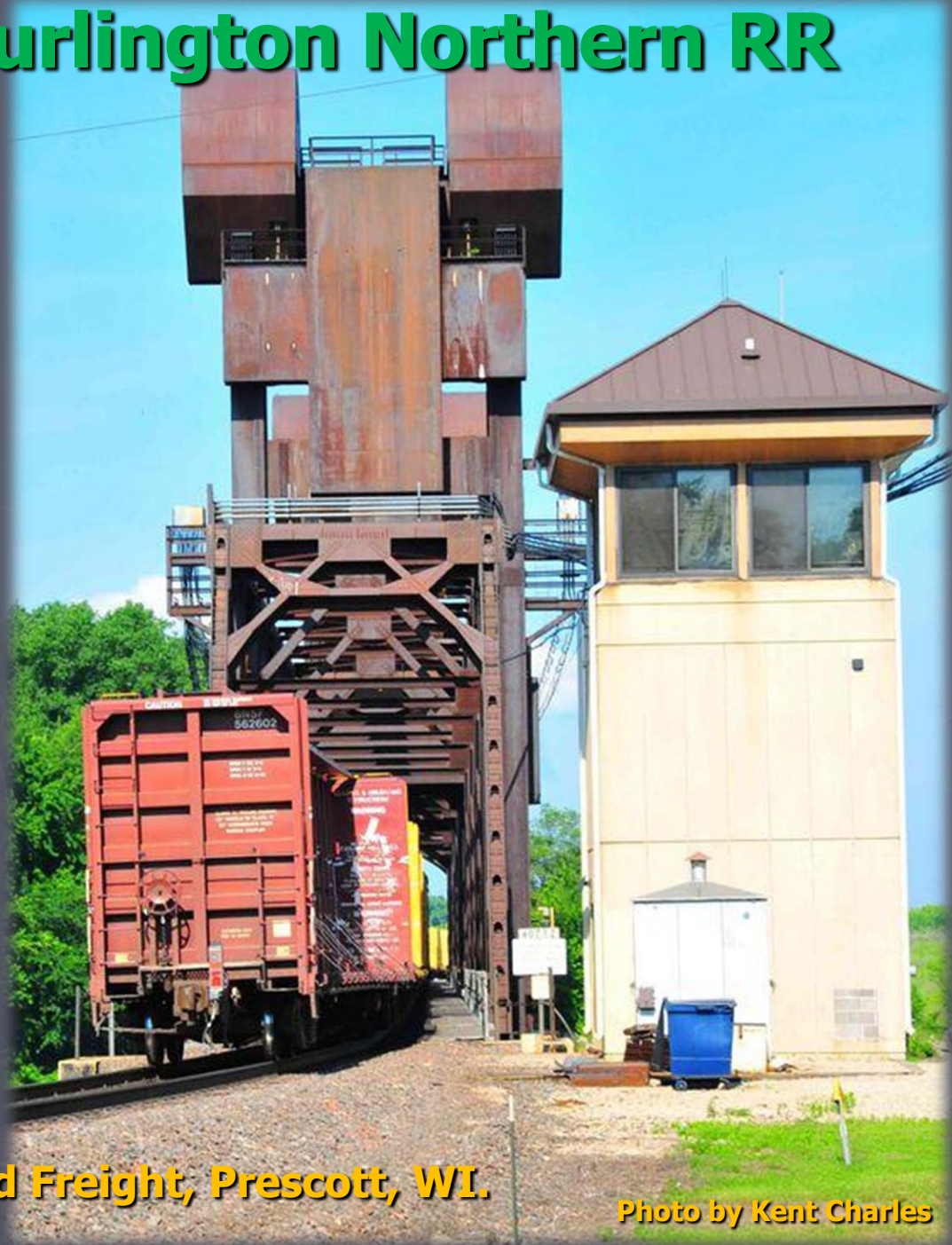
Thursday, June 25, 2015



EB oil train on St. Croix River lift bridge at Prescott, WI.

Friends of the Burlington Northern RR

Thursday, June 25, 2015



West Bound Freight, Prescott, WI.

Photo by Kent Charles

Friends of the Burlington Northern RR

Thursday, June 25, 2015



Photo by Kent Charles

Railfanning at Diamond
Bluff Siding, WI.



Photo by Gary Seymour

Friends of the Burlington Northern RR

Thursday, June 25, 2015



Maiden Rock ,WI
We ate our box lunches in the Maiden Rock Park which is between the railroad tracks and the river—
A great railfan location.



Photo by Gary Seymour

Friends of the Burlington Northern RR

Thursday, June 25, 2015



Photo by Kent Charles

Flat Pennies in Bay City, WI provided our box lunches.

After lunch we split up to railfan to Alma and then back to St. Paul.

Some of us even took in the Twin Cities Hobby shops of Scale Model Supplies and Hub Hobby.

We found some real treasures.

Friends of the Burlington Northern RR

Thursday, June 25, 2015



After dinner on our own, we meet
at Northtown Yard and University
Ave. to relax and railfan some
more.

Insert photo by Kent Charles.

Friends of the Burlington Northern RR

Thursday, June 25, 2015

**Northtown Yard from
St. Anthony Pkwy.
Bridge.**

**Upper photo looking North.
Insert photo looking South.**



Friends of the Burlington Northern RR

Thursday, June 25, 2015



Northtown Yard from 44th Ave. Bridge.
Downtown Minneapolis is in the background. Note Hump to left.

Friends of the Burlington Northern RR

Thursday, June 25, 2015



Back at the hotel for the evening events

Vasyl Domashevsky had set up a display of his custom painted BN models (shown) while Peter Ferch had set up a multilevel display of his BN memorabilia. Both displays were first class and very interesting. *Thank you!*

Photo by Gary Seymour

Friends of the Burlington Northern RR

Thursday, June 25, 2015



The FOBNR Membership Meeting began at 8PM.

You can tell from the board members present that it was a long, exhausting but enjoyable day.

Friends of the Burlington Northern RR

Friday, June 26, 2015

THE JAMES J. HILL HOUSE

The population of St. Paul expanded dramatically during the 1880s, and many business and civic leaders began building fashionable homes along the bluffs overlooking the city. Forty-six new houses were constructed on Summit Avenue between 1882-1886. James J. Hill tore down the first house ever built on Summit Avenue to construct a house that symbolized his success and suited him, his wife Mary and their large family.

The red sandstone mansion was designed in the massive Richardsonian Romanesque style by Boston architects Peabody, Stearns and Furber. Completed in 1891, the 36,000 square foot residence immediately became the largest and most expensive house in Minnesota. The interior featured carved oak and mahogany woodwork, stained glass, gilding and crystal chandeliers. A two-story skylit art gallery at the east end of the first floor showcased Hill's extensive collection of French paintings. Innovative technical systems provided central heating, gas and electric lighting, plumbing, ventilation, security and communication.

Mary Hill maintained a watchful eye over the household, raising the children, hiring and managing servants, and hosting numerous social events, including a reception for President William McKinley in 1899. After her death in 1921, the children gave the house to the Archdiocese of St. Paul, and until 1978 it was used as a school,

residence, and office building by the church. Designated a National Historic Landmark in 1961, the James J. Hill house is now a historic site operated by the Minnesota Historical Society.



ERECTED BY THE MINNESOTA HISTORICAL SOCIETY
1997

JAMES J. HILL

"Most men who have really lived have had, in some shape, their great adventure. This railway is mine," wrote James J. Hill to the Great Northern Railway employees upon his retirement in 1912. Throughout his long working life Hill remained a titanic force in the economic transformation of the Northwest as his railroads encouraged immigrant settlements, agricultural development and commercial expansion.

Hill was born in southern Canada in 1838 and began his career in transportation as a 17-year-old "mud clerk" on the bustling St. Paul levee. He spent 20 years in the shipping business on the Mississippi and Red rivers, and in 1878 along with several other investors he purchased the nearly bankrupt St. Paul and Pacific Railroad. Hill toiled ceaselessly during the next two decades to push the line north to Canada and the west across the Great Plains and Rocky Mountains to the Pacific Ocean. "When we are all dead and gone," Hill declared of the renamed Great Northern Railway, "the sun will shine, the rain will fall, and this railroad will run as usual."

"Empire Builder" Hill pursued a vast network of related businesses: coal and iron ore mining, electric and waterpower development, Great Lakes and Pacific Ocean shipping, agriculture and milling, banking and finance. Hill supported many educational institutions and built the St. Paul Public Library along with the reference library that bears his name. He spoke at countless county fairs and civic organizations on scientific agriculture and sound business practices. Presidents sought his financial support and economic advice on national and international concerns.

After amassing a personal fortune of \$63 million, James J. Hill died in his Summit Avenue home on May 29, 1906, one of the wealthiest and most powerful figures of America's gilded age.



ERECTED BY THE MINNESOTA HISTORICAL SOCIETY
1997

After a hearty breakfast at the Hotel, we were up and at 'em by 8:30am. Our first stop was the James J. Hill Mansion.

Friends of the Burlington Northern RR

Friday, June 26, 2015



Front View of the James J. Hill Mansion.

Friends of the Burlington Northern RR

Friday, June 26, 2015



Rear View of the James J. Hill Mansion.

Mr. Hill was known as the "Empire Builder" for his role in the westward expansion of the railroads.

Friends of the Burlington Northern RR

Friday, June 26, 2015



"Wannabe Empire Builders"

The FOBNR Attendees on the front Portico of the James J. Hill Mansion.

Photo taken by Mansion Tour Guide

Friends of the Burlington Northern RR

Friday, June 26, 2015



The Organ in the Picture Gallery of The James J. Hill Mansion

This was the most submitted subject when I asked for highlight photos from each day of the convention. Alas, none of us knew how to play the organ plus I doubt the tour guide (at right in photo) would have let us play!

Friends of the Burlington Northern RR

Friday, June 26, 2015



Leaded Glass Window in Hall



Portrait of the "Empire Builder"



Dining Room- Leather Walls & Gold Ceiling



Library Couch



Preparing to leave via the Kitchen Porch

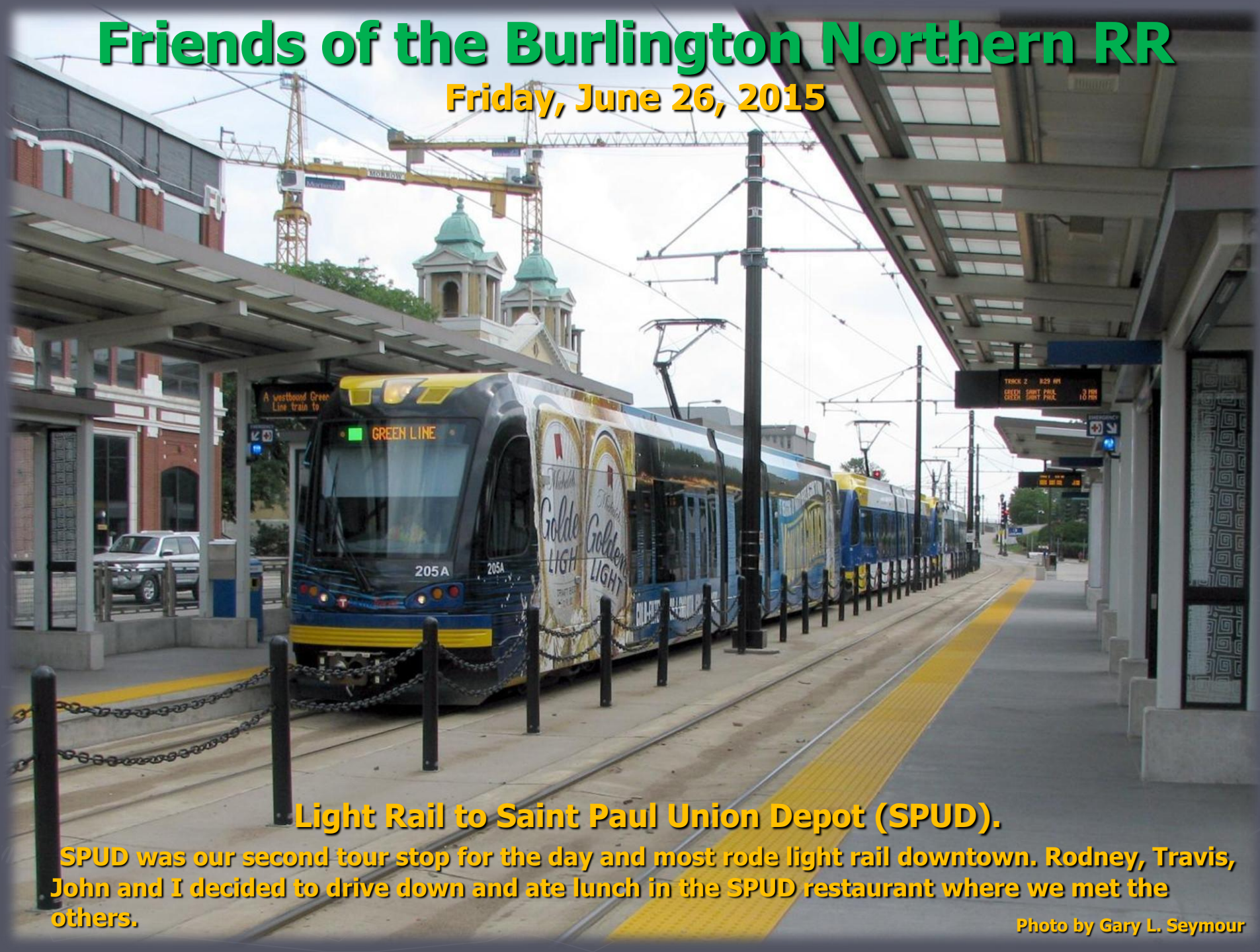


House Guard Rabbit
Photo by Kent Charles

At The James J. Hill Mansion.

Friends of the Burlington Northern RR

Friday, June 26, 2015



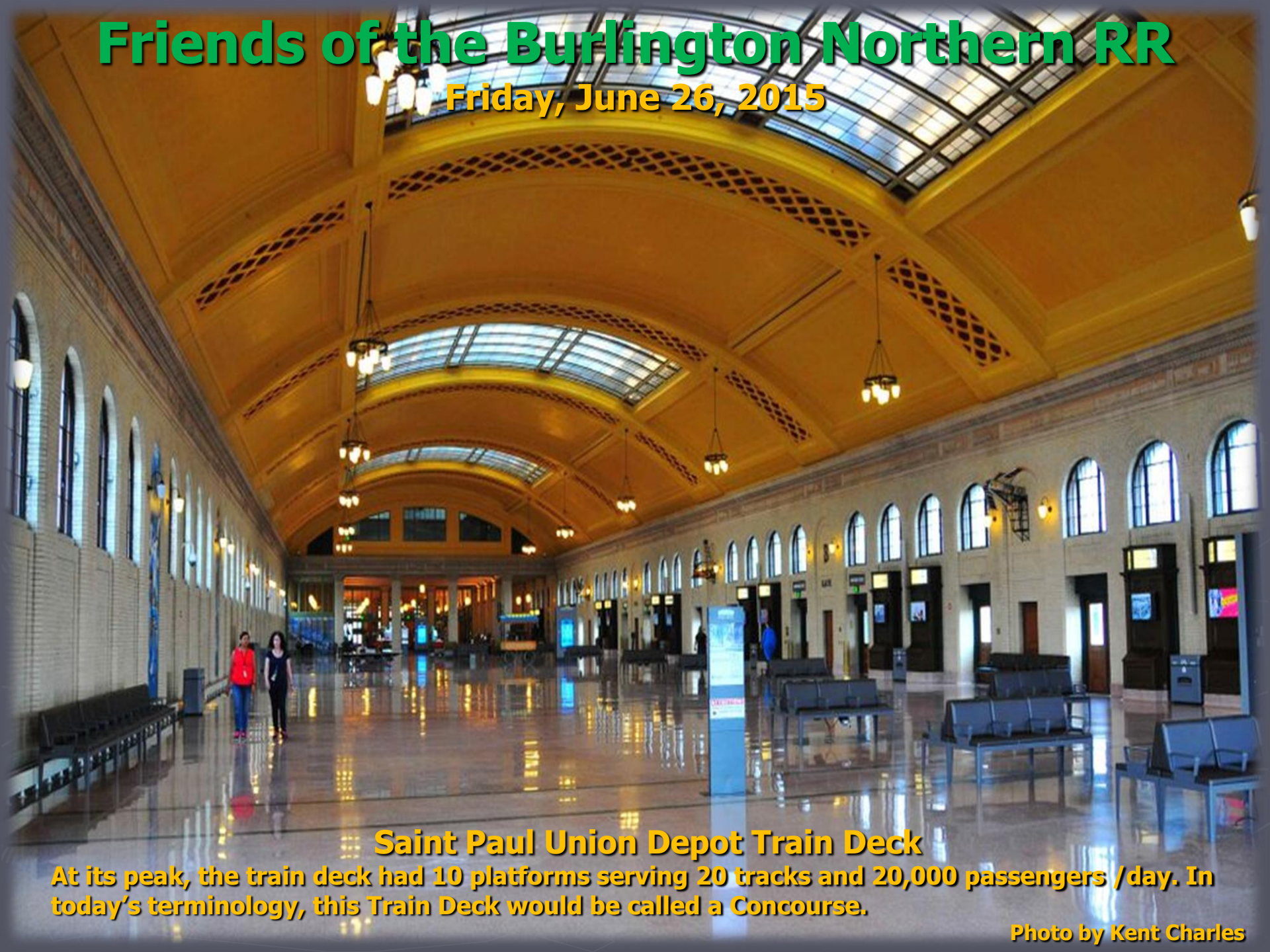
Light Rail to Saint Paul Union Depot (SPUD).

SPUD was our second tour stop for the day and most rode light rail downtown. Rodney, Travis, John and I decided to drive down and ate lunch in the SPUD restaurant where we met the others.

Photo by Gary L. Seymour

Friends of the Burlington Northern RR

Friday, June 26, 2015



Saint Paul Union Depot Train Deck

At its peak, the train deck had 10 platforms serving 20 tracks and 20,000 passengers /day. In today's terminology, this Train Deck would be called a Concourse.

Photo by Kent Charles

Friends of the Burlington Northern RR

Friday, June 26, 2015

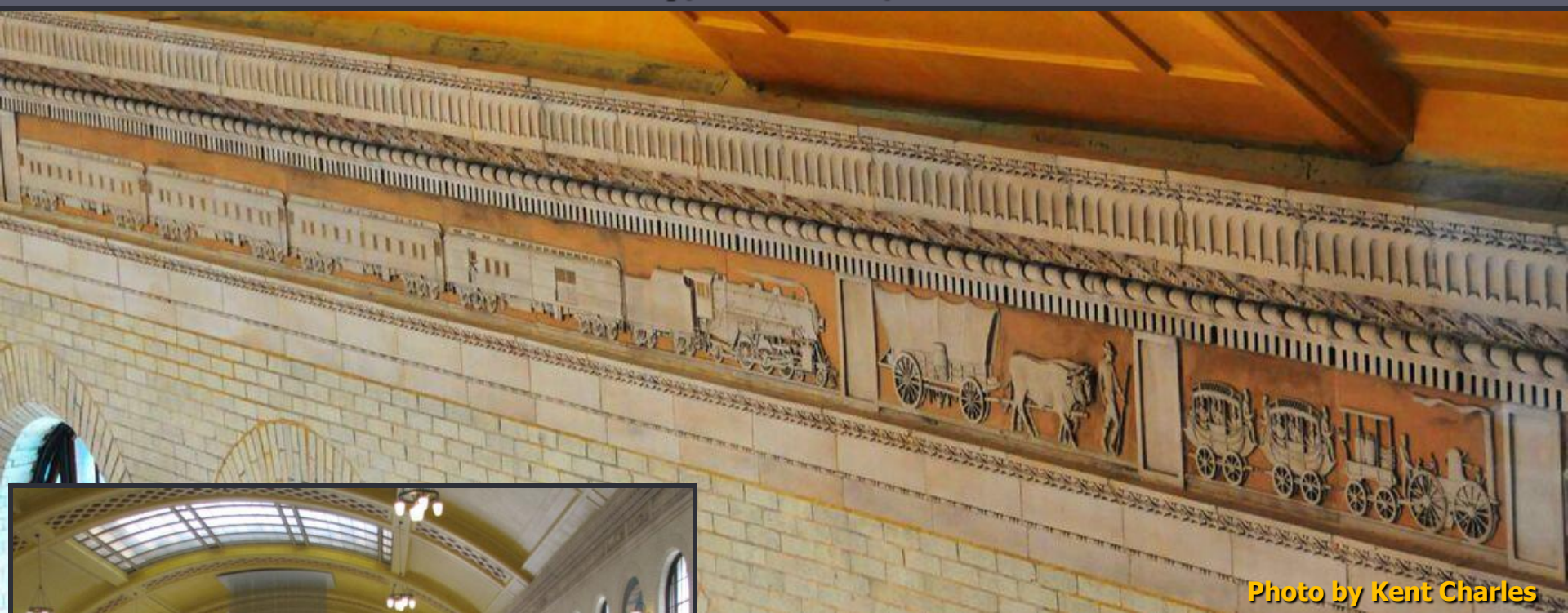


Photo by Kent Charles

Above and below: Saint Paul Union Depot Train Deck Detail



Photo by Kent Charles

Left: Dave and John playing Ping Pong on Train Deck



Photo by Gary Seymour

Friends of the Burlington Northern RR

Friday, June 26, 2015

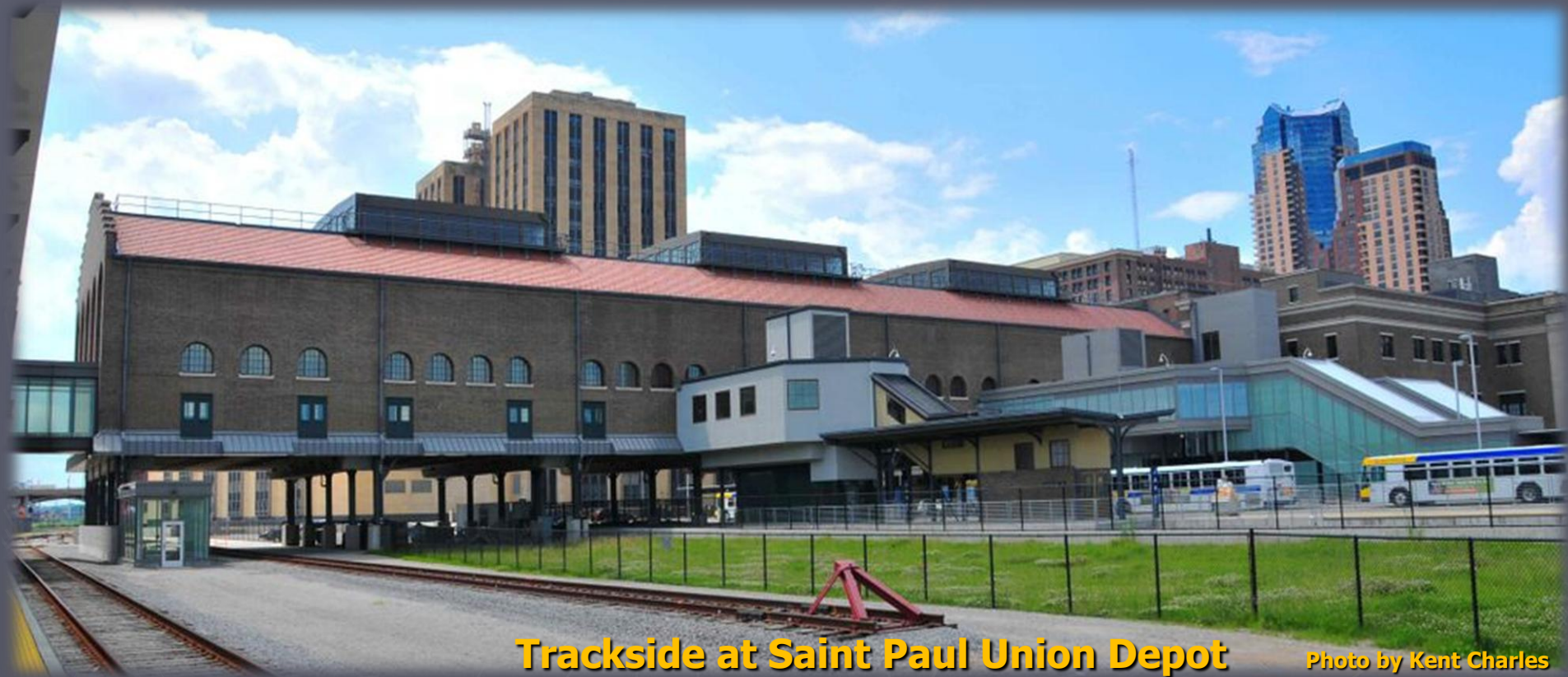


Looking South from Saint Paul Union Depot

Photo by Kent Charles

Friends of the Burlington Northern RR

Friday, June 26, 2015



Trackside at Saint Paul Union Depot

Photo by Kent Charles



**Additional Information on the Saint Paul Union Depot can be found on their website:
<http://www.uniondepot.org/>**

Friends of the Burlington Northern RR

Friday, June 26, 2015



Group Photo at Saint Paul Union Depot

Photo by Tour Guide
and posted on SPUD
Facebook page.

The tour guide also
presented us with a
poster and book on
SPUD to be
auctioned at our
Saturday evening
FOBNR Auction.

Thank you, SPUD!



Following the group
photo, we were off
to our third tour of
the day: The
Jackson Street
Roundhouse.

Our train is to leave at 2:25PM?!

Friends of the Burlington Northern RR

Friday, June 26, 2015

The Jackson Street Roundhouse Entrance.

Already tired from the high excitement of previous tours, two of our group found the benches quite comfortable!

We had tour guides for our 1-1/2 hour visit. It was impossible to see everything and I missed the inside of one building.

Jackson Street Roundhouse



Friends of the Burlington Northern RR

Friday, June 26, 2015



Some highlights around the Jackson Street Roundhouse.

After shooting this sequence of photos, I suddenly realized I was alone as the tour guide and group I was with had disappeared. I quickly returned to the roundhouse but missed seeing the equipment in the building out back!

Friends of the Burlington Northern RR

Friday, June 26, 2015



Some highlights Inside the Jackson Street Roundhouse.

I soon found John also without a group. So we kept looking on our own until we caught up with another group.

Friends of the Burlington Northern RR

Friday, June 26, 2015



Northern Pacific Railway Caboose No. 1264

Built in 1901 and on the NP's roster for 68 years, its original number was 1144. This was changed to number 1264 in May 1942. When this car was retired in 1969 it was the oldest caboose still in service on the railroad. This is one of my favorite caboose styles; 26' long with wood bodies and underframes. More information can be found at <http://www.mtmuseum.org/#>

Friends of the Burlington Northern RR

Friday, June 26, 2015



Earl Currie Presentation

At 7pm Friday evening, Mr. Currie (standing) gave a very interesting and informative two hour slide presentation on the Twin Cities after the BN merger. Now retired, he was BN Terminal Manager when BN Twin Cities yards were combined into an effective and efficient system. Mr. Currie has also written for the FOBNR Expeditior.

The presentation was followed by an FOBNR Board meeting and then Bob Koetz's slides presented by Andy Koetz, Bob's son. The slides lasted into the wee morning hours. Friday was another long and exhausting but fun day!

Friends of the Burlington Northern RR

Saturday, June 27, 2015



Riding the Northstar Corridor

On the road again
at 8am Saturday
and headed for Big
Lake, MN which is
the NW end of
line. It is 40 miles
to Target Field in
Minneapolis.

Photo by Kent Charles



BEGIN
C.T.C.

Friends of the Burlington Northern RR

Saturday, June 27, 2015



Riding the Northstar Commuter Rail

We boarded this cab car which is the front of the train as we head to Minneapolis, each of us grabbing a window seat (insert) on the upper deck for the trip downtown and back.

Both Photos Kent Charles

Friends of the Burlington Northern RR

Saturday, June 27, 2015



Kent Charles took this photo from the Northstar train, not sure of exact location. BN 12373 was built by International Car Div., PACCAR in July 1980. Internet reports it is used as a shoving platform for the 11 mile run to the power plant in Monticello and in local freights.

Friends of the Burlington Northern RR

Saturday, June 27, 2015



Riding the Northstar

For the return trip to Big Lake, we all moved to seats facing the direction of travel.

Friends of the Burlington Northern RR

Saturday, June 27, 2015



Riding the Northstar

A view of another train set as we approached the Big Lake Station. Photo taken from our train looking NW.

Friends of the Burlington Northern RR

Saturday, June 27, 2015



Northstar Train 888

Loading at the station in Big Lake, MN for its next run downtown. More information on the Northstar Commuter Rail can be found at <http://mn-getonboard.com/ncda.html>.

Friends of the Burlington Northern RR

Saturday, June 27, 2015



Red Dinosaur at Big Lake Gas Station.

After Riding the Northstar Commuter Line, we again split into carpools to railfan, with some heading to St. Cloud and others heading back to the Twin Cities. Rodney decided to refuel in Big Lake so I had to have a photo of what must be the red cousin of Sinclair's green dinosaur.

Friends of the Burlington Northern RR

Saturday, June 27, 2015



BNSF Manifest Freight WB at St. Cloud, NM.

Even though I was not there, I had to use this beautiful photo by Gary Seymour.

Friends of the Burlington Northern RR

Saturday, June 27, 2015



Stone Arch Bridge

I so badly wanted to get photos of Pig's Eye Yard in St. Paul so that is where we headed. Unfortunately, we could not get close enough to get any photos. So we went to the Stone Arch Bridge over the Mississippi in Minneapolis. It is the only arched bridge made of stone on the entire length of the Mississippi River.



Friends of the Burlington Northern RR

Saturday, June 27, 2015



During the "happy hour" prior to the 6pm FOBNR Banquet, we had a chance to reminisce about the day and the convention.

Friends of the Burlington Northern RR

Saturday, June 27, 2015



After the excellent FOBNR Banquet,
Mr. Jan Ruby, BNSF's Northstar Suburban Terminal Manager spoke on the
Northstar Commuter Rail.

Friends of the Burlington Northern RR

Saturday, June 27, 2015

The FOBNR Auction followed Mr. Ruby's presentation and was lead by Auctioneer Dr. John Adams (standing right) with the able help of his trusty Secretary, Mr. Gary Seymour.

BN Memorabilia and other items were auctioned off. Items not sold will be placed on eBay.



Friends of the Burlington Northern RR

Saturday, June 27, 2015



Some items I purchased at the Auction.

All are now on my memorabilia shelves in my Train Room. The Auction concluded the FOBNR 2015 convention and having said farewell to our FOBNR Friends, the next day we would hit the road for home.

Friends of the Burlington Northern RR

Sunday, June 28, 2015



A last look at downtown Minneapolis and the Stone Arch Bridge.
Again on the way home, I was relegated to the back seat as Rodney drove and Travis relaxed in the front seat.



Friends of the Burlington Northern RR

Sunday, June 28, 2015



**EB UPRR Stack Train somewhere in Western Iowa.
On the way home, we again railfanned across MN, IA, NE and CO.**

Friends of the Burlington Northern RR

Sunday, June 28, 2015



Grand Island, NE

As usual, we just barely missed getting a once in a lifetime photo of the BNSF head end power crossing over the UP head end power at Grand Island, NE. These are the rear DPUs of each coal train.

Friends of the Burlington Northern RR

Sunday, June 28, 2015



As the sun sets in the western sky, I catch this last shot of the day from the rear seat of the car.


We will overnight at a Super 8 (where Rodney again takes the rollaway) and have supper at a Penny's Diner in North Platte, NE. It looks and feels a lot like Penny's Diner in Bill, WY which we ate at coming home from the 2011 FOBNR convention in Gillette, WY. In Googling "Penny's Diner", I find there is also a Penny's Diner in Glendive, MT where the 2016 FOBNR convention is to be held!

Friends of the Burlington Northern RR

Monday, June 29, 2015

A man in a yellow shirt and blue jeans stands in a field, holding a camera to his eye, looking towards a train of empty coal cars. In the background, there are large industrial silos and a water tower.

Travis shooting WB Coal Empty.

A long train of coal cars is stopped at a station. A yellow locomotive is visible at the front of the train. In the background, there are large industrial silos and a water tower.

EB stack in Hershey, NE.

The last day of the trip found us railfanning West from North Platte to Brule, NE on the UPRR Mainline.



EB Coal from Powder River Basin at Nebraska Wye waiting to enter UP Transcon.

Friends of the Burlington Northern RR

Monday, June 29, 2015



BNSF 2625 and BNSF 2897 at Hudson, CO.

And the last photo of the trip is of a BNSF local switching the industries. Hey, even though it is a poor quality photo shot at 75mph, it does show a BNSF loco in BN colors!

BNSF2897 GP39-2R is Ex-BN2897 GP39M; Ex-SP6607 GP35; Ex-SP7710. Former model GP35 Built Dec 64 and remanufactured to -2 standards by Morrison-Knudsen, Boise ID. Redesignated from GP39M to GP39-2R by BNSF In Dec 07. The "R" indicates that the unit is powered by a 16 cylinder engine instead of a standard 12 cylinder. —Robert C. Del Grosso

BNSF2625 GP39-3 (some sources call it a -3R) is Ex-BNSF2554 GP35/ATSF2854:2 /ATSF3354 /ATSF 1354 Built Apr 65, Kent Charles is not sure who did the rebuild to -3 standard. This is at least the third rebuild of this locomotive.

Friends of the Burlington Northern RR

2015 Convention

Minneapolis, Minnesota



Credits

My Thanks to:

- **Peter Ferch and John McKenzie** for organizing this great convention.
- **The contributors (Rodney Black, Kent Charles, Dave Poplawski, Gary Seymour, Travis Searls)** who provided excellent material to use in this presentation.
- **Kent Charles** for identifying various locomotives in the presentation and for sharing a hotel room during the convention.
- **Dave Poplawski** for posting this on the FOBNR Website.
- **and most of all, to the Officers and Board Members who keep the FOBNR running well.**

Great Job, Guys!

Some Final Trip Notes:



Rodney figured we put about 2,275 miles on his car and averaged 37 mpg. Of the five days we were on the road, the weather was good and the railfanning was great. I managed to take just under 300 photos so what you see here of my photos is only a sample.

And the story on the BN playing cards used during this presentation? Dave Poplawski was about to get the cards at an incredibly low price from the FOBNR Auction so I tripled his bid as the auctioneer said "Going twice...". After all, the FOBNR Auction was a fund raiser! Dave was able to bid me up later on another item in the auction, *"extracting a modicum of revenge."* Great fun!

**Hope to see you in Glendive, MT
for the 2016 FOBNR Convention!**

Patrick F. Lana

