

The BN Expediter

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The official publication of the **FRIENDS OF THE BURLINGTON NORTHERN RAILROAD**, the historical society focused on the BURLINGTON NORTHERN RAILROAD and the BURLINGTON NORTHERN SANTA FE RAILWAY

Friends of the Burlington Northern Railroad

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www.fobnr.org

A Not-For-Profit Corporation
Registered in the State of Idaho

The *Friends of the Burlington Northern Railroad* was formed to gather, preserve and share information about the history and current operations 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 the Spokane, Portland & Seattle Railroads, up to the present and into the future.

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Regular membership is \$25.00/year; Substanting membership is \$50.00/year; Junior membership (16 and under) is \$10.00/year. The Membership year is from January 1 to December 31. Send a stamped, self-addressed envelope to the address above for more information.

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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 welcomed for publication. Materials are submitted with the understanding that no monetary compensation will be paid upon publication. Items will be returned only if requested. Otherwise they will go into the archives.

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.

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The BN Expediter

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2009 Convention Seattle, WA

Don't forget the 2009 FOBNR Convention will be in be held in Seattle, Washington **June 24th-27th**.

There will be lots of train activity, and lots of places to visit. Stevens Pass, Stampede Pass and the Scenic Subdivision along Puget Sound are just a few of the paces to go.

If you live in the Seattle area and would like to be on the convention planning team, please contact Dave Poplawski at pop@mtu.edu.

Question

Zach has a question about the BN 912. The locomotive is an ALCo S2. He has the following information: Builder Date, Date Number Built, Retired 912 NP 107:1 NP 700 - 77940 Dec 1949 May 1973.

I have not been able to find pictures of it, other than a model locomotive made by AHM. My Question is, are there any pictures of it, and were the S2s ever painted Cascade Green like the rest of the BN fleet?

Thankyou.

zachofhazzard11@yahoo.com

Front Cover

In January 2000, a westbound intermodal train emerges from Tunnel 17 at South Portal in Seattle.

-Kristopher Johnson photo

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President's Message



I awoke this morning, February 28th, just 18 hours short of March 1st, to a temperature of 14 below zero. Yesterday it was the same. We set two consecutive all time records for lowest temperature in my hometown in Michigan's upper peninsula.

Across the northern tier of states, from Washington to Wisconsin, home to most of the Burlington Northern (actually, all of it if you don't count the C&S and FW&D, and prior to the Frisco merger), its been much of the same. Record low temperatures, record snowfalls, blizzards, whit-eouts. It sure has been a cold winter. Tough railfanning, tough railroading, tough living.

Hopefully by the time you read this in mid April it will have warmed up a little. We'll still have a little snow on the ground up here, that's normal for us. But hopefully your grass will be green, your trees will have leaves, your flowers will be blooming, and many of you will have already started your gardens. Perhaps even the economy will be starting to show signs of life after months near death, on life support. Hope springs eternal. Why do you think they call it spring?

I'm certainly hopeful for the future of the Friends of the Burlington Northern Railroad. In my last message in the January issue I expressed concern about, and hope for, our membership count. I can tell you that as of the end of February we have 215 members, which I consider to be pretty good everything considered. We also have a lot of new sustaining members, who, with their extra dues amount will help our finances tremendously. We finished 2008 with

250 members, so we were only 35 short of getting back up to that number. By now we certainly will be closer. Again, my sincere thanks to all of you who have "re-up'ed".

I'm really looking forward to our convention at the end of June in Seattle. We were there once before back in 1996, and it was a great convention. We even got to keep the orange BN hardhats we were given to wear during our tour of Interbay. We have some great things planned, including a tour of Interbay, although I'm not counting on getting another free hardhat, a couple of great speakers, and some railfanning tours up into the mountains. I'd love to see you there, especially if you live in the area.

Let me also encourage you to check out our web site. New content is being added all the time. More and more timetables are being scanned thanks to the efforts of Kent Charles, Dean Ogle and Ted Pope. Peter Ferch continues to supply new information and photos about BN passenger and freight cars.

The web site has become THE source for new members. It has been rare to receive a new membership that was not done on-line or used the on-line printable form. As a result we want to continue to enhance and improve it. Perhaps you can help too. If you have any sources of historical information about the BN or BNSF that you'd like to make available, let us know. You don't have to know how to make web pages - we can do that for you. But we need your information.

FOBNR Expense Report

For period ending December 31, 2008

Balance on hand, beginning	
January 1 st	5,925.08
Revenue:	10,073.30
Expenses:	9,635.42
Balance on hand, end:	6,362.96

Revenue	Year To Date
Dues	
Regular:	4,840.00
Sustaining:	2,750.00
Youth:	20.00
Donations:	927.21
Company Store:	667.00
Single Issue Sales:	44.00
Convention:	815.00
Misc.:	10.09
Total:	10,073.30

Expenses	
Expediter	
Printing:	5,359.66
Postage:	451.29
Postal Permit:	180.00
Honorarium:	800.00
Misc.	192.34
Board of Directors	
Meeting:	10.79
General	
Printing:	263.50
Postage:	287.77
Box Rent:	69.00
Misc.:	30.98
Supplies:	257.95
Company Store:	546.03
Election:	23.00
Convention:	919.64
PayPal Fees:	
110.48	
Website Provider:	132.99
Total:	9,635.42

Assets	
Cash:	9,080.11
Office Equipment:	243.64
Prepaid Expenses:	191.33

Liabilities	
Unearned 2009 dues:	3,185.00
Unearned 2010 dues:	300.00
Unearned 2011 dues:	100.00
Society Equity:	5,930.42

Jeff Hendricks, Treasurer



Seattle Washington

text by Kristopher Johnson

Seattle is rich in railroad history; over the years the operations and physical infrastructure have changed in many ways. It is hard to find anything from the pre-merger days, and as each year goes by it is getting harder to find remnants from the Burlington Northern years.

The last time the Friends of the Burlington Northern were in Seattle, the Burlington Northern railroad was winding down. Today the BNSF train activity in Seattle is very diverse, just like it was when Burlington Northern was around. There are plenty of intermodal trains, general merchandise, unit trains of all types. To add to the excitement, there are now more coal trains moving through Seattle, manned helpers working the mountain grades, and of course more passenger trains. When attending the convention this summer there will be more places to go and more things to see than time will allow.

Seattle is the convergence of two mainline subdivisions. It is MP 0.0 on the Scenic Subdivision and MP 0.0x on the Seattle Subdivision. The only branch lines in the Seattle area, is the spur going to the Boeing 747 Assembly plant in Everett, and the 5 mile long spur going to the Boeing 737 Assembly plant in Renton. By the time the convention begins this summer, what is left of the Woodinville Subdivision will belong to the Port of Seattle.

Looking south from the Olympic Sculpture Park is the M-VANINB at North Portal.
-Kristopher Johnson photo



Scenic Subdivision

The Scenic Subdivision (or Stevens Pass line) begins at King Street Station. At the north end of the platform at MP 0.1 is CP South Portal, at MP 0.15 is the south portal of Tunnel 17. There use to be a trainorder office at this interlocking. The best place to photograph a train exiting the tunnel is from the sidewalk of S. Jackson Street and S. Main Street. From S. Main Street you will need a wide angle lens to get both the train and the city skyscrapers in the photograph. The sidewalk along 4th Avenue is another good location. This area does have homeless people living on the sidewalks, they can give you trouble.

Tunnel 17 is 5,141 foot long, with two 4 degree curves mid-bore. Tunnel 17 passes directly underneath the old Seattle Public Library main branch; the book shelves down in the basement had guards mounted on the front. They stopped the books from falling off caused by the vibration of a train in the tunnel.

The north portal of the tunnel is directly underneath the Alaska Way Viaduct which carries Highway 99. From King Street Station, go 4 blocks west on King Street to Alaska Way S. and turn right. Go north on Alaska Way S. about a mile until you reach Pine Street. Look for a place to park. Along Alaska Way you will see a railroad track on the right side. This was Northern Pacific's main line to Interbay and to the industrial area along Lake Union.

Walk along the path, and between the condo buildings you will see a pedestrian overpass at Lenora Street. Before the condos were built, you could get some nice photos of trains at CP North Portal. Walk back down to the bike path, and walk north to the next overpass at Bell Street. Both the upper level and lower level of the overpass at Bell Street offer excellent views of CP North Portal at MP 1.4. The sidewalk along Alaska Way is another location to watch train activity. CP North Portal is where the Northern Pacific main line crossed over the Great Northern mainline. There was an interlocking tower located here.

Continue north on the sidewalk to Broad Street. Here you will find the Olympic Sculpture Park; it's the new addition to the Seattle Art Museum. The overpass at the museum offers another great view of CP North Portal with the city skyline in the background. You will need a long lens from this location. Looking north you will see the grain elevator where all the grain trains terminate.

Walk back to your car and drive north on Alaska Way. At Broad Street the road makes a sharp right turn—turn left at Elliott Avenue, the first light past the railroad track. Continue north on Elliott Avenue until you reach the intersection of Western Avenue W. Turn left and continue north for about a mile or two until you reach Galer Street. You will



see a sign for Pier 90 and 91 and for the Magnolia Bridge. Turn right at Galer Street and immediately get in the left lane. The road will make a 180 degree turn and go over the railroad tracks. At the stop sign, turn right, and then turn right at the second stop sign. Follow the road a short distance and back into one of the parking stalls along 16th Avenue.

Walk back up to the Galer Street overpass where you get a great view of the CP Galer Street interlocking (MP 3.4). This is where the Scenic Subdivision goes from a two-main track, to a one-main track through Balmer Yard and Interbay. The official end of two-main tracks is MP 3.42.

Galer Street interlocking is the south end of Balmer Yard. Many trains will make setouts here and trains leaving the yard will enter the main line off the Dock Lead or "A Apple". The track on the far right is the NP Main. Currently there is a crew working on installing a second main line through Balmer Yard. The old NP Main will become the new Main 2. There are four places between Seattle and Everett where the Scenic Subdivision is single-main track. Sound Transit paid BNSF \$258 million to remove all four sections; last summer the first section to

have a second main-line installed was between MP7 and MP8. A new control point called Blueridge was installed at milepost 9.

On the east side of the tracks there is a set of stairs down to street level. Walk north along the back of the AAA office and Staples® to the Magnolia Bridge viaduct over the tracks. A set of stairs will take you up to the side walk. From here there is a good shot looking south with the Space Needle and city skyline as a back drop. Be very cautious here, this is a popular place for transients to sleep after hopping off a freight train.

Walk back to the Galer Street overpass to cross over the tracks, and walk north along the bike path. This path will take you north, all the way to the crew office at Balmer Yard. Along the way you will see the old GN era "talk-back" intercom system

used by switchmen and Carmen in the yard, the system was used up until the early 1970s. You can tell if cars are being pushed over the hump by listing for retarders—they make a chiming sound.

Walk back to Galer Street to retrieve your car. Go over the overpass and around the 180 degree curve. Turn right back onto

(above) In September 2005, the circus train passes through the plant at Galer Street. This view is looking south from the Magnolia Bridge.
-Brian Ambrose photo

(below) In October 2006, SD9 1711 works the hump at Balmer Yard. This view is from 20th Ave.
-Kristopher Johnson photo



Elliott Avenue and proceed north. Elliott Avenue turns into 15th Avenue West. Follow the road north for about 2 miles until you see a sign for the Discovery Park and the Ballard Locks, or Hiram H. Chittenden Locks as they are officially called. Stay in the right lane as it goes “up” to W. Dravus Street. Turn left onto W. Dravus Street and proceed west until you cross over Balmer Yard. Turn left onto 20th Avenue West, which is the light located at the west end of the bridge.

About 1 block south, the road will turn to the right where it changes over to Thorndyke Avenue, turn left onto 20th Avenue. The road goes down to the Balmer Yard office and crew change building. You can park along the road or go to the end of the road and park in front of the City of Seattle Public Works building. This area is best for afternoon photography. It is a great place to photograph the SD9 working the hump yard. Other power can be found sitting along 20th Avenue. At the end of 20th Avenue is the bike trail that will take you back to Galer Street.

Drive north and head back to the intersection with W. Dravus Street. Continue north through the intersection and park along 20th Avenue. Walk back to the Dravus Street overpass where you can photograph Interbay to the north and Balmer Yard to the south.

Follow 20th Avenue north and you will pass by the car shop at Interbay. The road then turns into Gilman Avenue West. You can park on the other side of the road and photograph any units parked outside the diesel shop. Prior to January 1991 the fueling facility could be viewed from this area and was a great place to get roster

shots. After January 1991 the new fueling facility moved to the other side of the roundhouse and is out of view.

At the 4-way stop intersection is West Emerson Place which goes over the Scenic Subdivision at MP 5.14. On the north side of the overpass is a sidewalk which gives you a view of CP MP5.4, this is where the Scenic Subdivision goes back to two-main tracks. The south side of the overpass does not have a side walk but does offer a great view of the roundhouse.

Proceed north on Gilman Avenue W. from the 4-way stop for about a half mile and take the next right which is W. Fort Street. The road goes over the Scenic Subdivision at MP 5.76, park along the right side of the road. The bridge has no sidewalks but traffic is light. Looking south you get a closer view of CP MP5.4. When the double track project is complete, this control point will be gone and replaced with a new cross-over.

From the bridge, go about 50 yards to the next intersection, turn left onto 27th Avenue West and go about one hundred yards to the next stop sign. Turn left onto West Commodore Way and travel about a mile west on the road. This will take you to Bridge 6 (during the BN years it was Bridge 4). You can park along the road under the bridge, or park in the small parking lot for the Ballard Locks.

If the bridge is open, no trains are around, but if the bridge comes down a train is approaching. Scanner reception is not very good at this location. You can walk over to the locks for more views of the bridge.

In September 2003, a westbound stack train passes through Interbay. This photo was taken from the north side of the Dravus Street bridge. With a long lens you can get photographs of locomotives at the fuel rack and going through the wash rack. This part of the Scenic Subdivision should be two-main track by time the convention starts. -Brian Ambrose photo





(above) In March 2003, an eastbound stack train departs Interbay with a very colorful consist. This view is looking south from the West Emerson overpass.

(below) On September 21, 2003, Amtrak #8 crosses Bridge 6 at the Ballard Locks. This is where the fresh waters from the Cascade Mountains meet the salt waters of Puget Sound. -Brian Ambrose photos



Along the Sound

From Bridge 6 the Scenic Subdivision follows the shores of Puget Sound for about 25 miles to Everett. Most beach access is on private property and views of the tracks are limited to the handful of parks along the Sound. Golden Gardens is just north of the Ballard Locks but does not offer any worthwhile views.

The next park is Carkeek Park owned by the city. It has a pedestrian overpass at MP 10.17 to access the beach and is a popular place for local railfans to capture images of trains with the Olympic Mountains in the background. This park is not easy to get to and it is not possible to pace a train as it travels along the Sound.

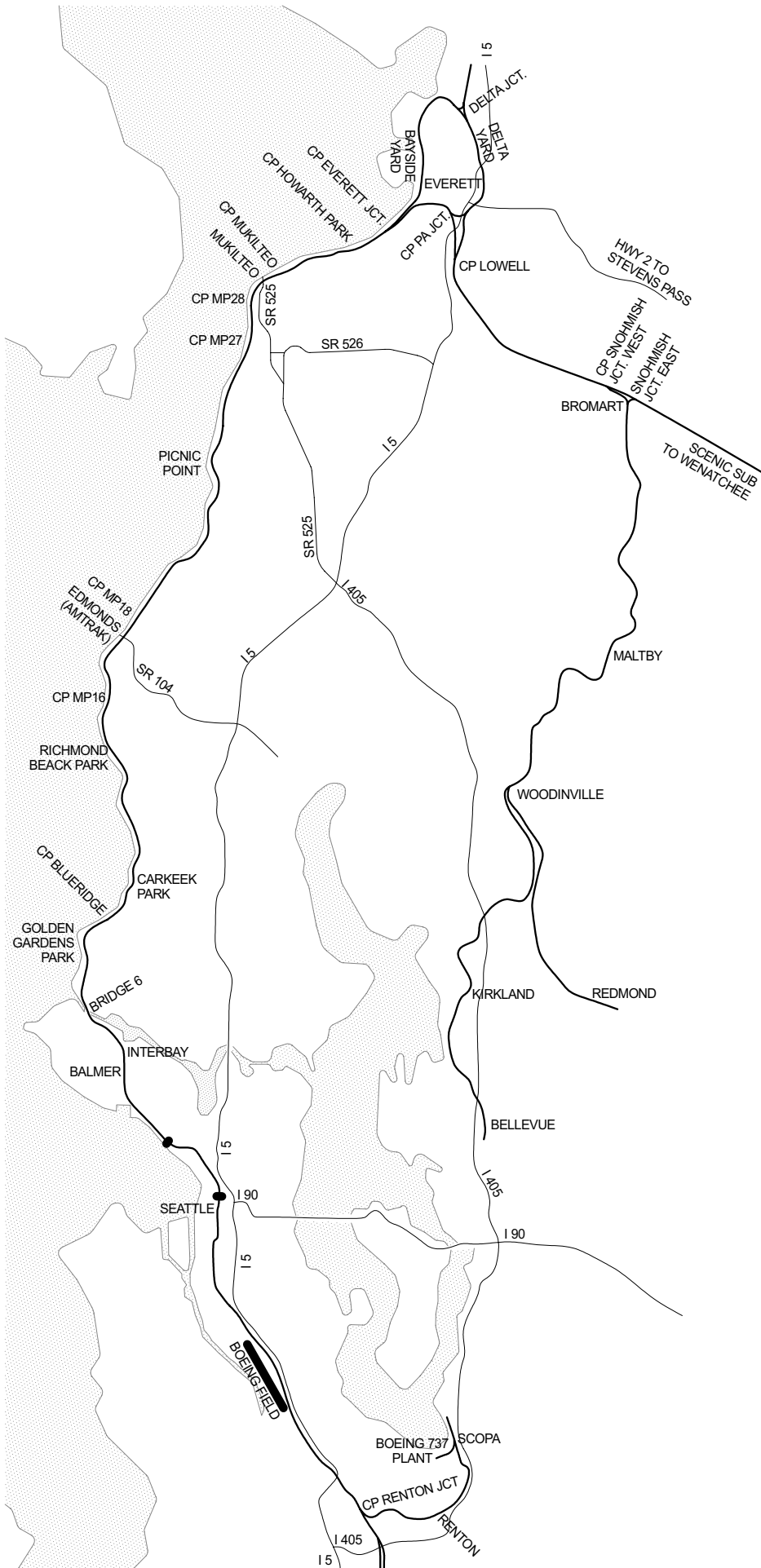
The next location along Puget Sound is King Counties, Richmond Beach County Park. It too has an overpass for beach access at MP 14.14. The chain-link fence makes photography very tough, and this park has a very high car break-in rate.

The best place to go along Puget Sound is the Amtrak station in Edmonds. There is plenty of free parking near the marina, plenty of places to eat, and the old GN depot provides a great backdrop to your photos. Just north of the depot you can park along Sunset Avenue, right above CP MP18. The Scenic Subdivision is single track between MP16 and MP18. This is a very popular place for railfans. From here you can see a westbound train at Mukilteo, 10 miles to the north and Mt. Baker can be seen in the distance.

Farther north at MP 23.3 is Picnic Point County Park. The pedestrian overpass provides some photographic opportunities.

The next town is Mukilteo (Muk-ill-tea-o) at MP 28.3. To get there take Interstate 5 north to exit 182 and take SR525 north; keep following it until you reach the tracks. If you miss the exit, continue north to SR526, the Boeing Freeway, and follow that to Mukilteo. Both SR525 and SR526 meet in Mukilteo. The SR525 overpass in Mukilteo has a sidewalk on both sides for train viewing and the new Sounder station is another great place to watch trains. Mukilteo State Park is a great place to watch trains as well. If there is a low tide you can walk southward to CP MP 28. The final section of single track is between MP27 and MP28.

Don't forget to stop at Ivar's Fish Bar for lunch; they have the best fish and chips. All of these places in Mukilteo are within sight of each other and close enough for walking. A few miles north at Everett the line turns east and heads straight for Stevens Pass.



Seattle Subdivision

The Seattle Subdivision was known as the 3rd Subdivision during most of the Burlington Northern years. It begins at King Street Station, at MP 0.0x (the milepost between Seattle and Tacoma are followed by an 'x' because they start at zero again in Tacoma) and ends 176.7 miles to the south in Vancouver, Washington.

The sidewalk along 4th Avenue provides a great place to photograph Amtrak and Sounder trains at the station. The October 2008 (V16N4) issue explains all about the construction going on at the station. On the other side of 4th Avenue is the old Seattle Union Station where Union Pacific and Milwaukee Road passenger trains once called home. Now it is the headquarters for Sound Transit.

Just south of the station at MP 0.42x, is the first grade crossing, Royal Brougham Way. From 4th Avenue turn right, then turn left before the tracks onto 3rd Avenue South, park anywhere along this road. The stadium on the north side of Royal Brougham is Quest Field, home of the Seattle Seahawks and the stadium on the south side with the retractable roof is Safeco Field, home to the Seattle Mariners. On Wednesday the 24th the Mariners have a seven o'clock game and a one o'clock game on Thursday the 25th which means parking along 3rd Avenue will not be possible. Save this area for Friday or Saturday when the Mariners are on the road.

You can walk to the Quest Field parking garage and go up to the first floor for an excellent view of the construction at King Street, or you can walk south to the Atlantic Street overpass. This overpass has sidewalks on both sides. From the south side you get a great view of the Amtrak Coach Yard.

The next grade crossing is South Holgate Street at MP 0.84x. From the sidewalk on the north side you can get some roster shots of Amtrak locomotives and Sounder locomotives, along with the wash rack. The new main lines are right next to 3rd Avenue, the old main lines are over by 2nd Avenue.

From Holgate Street the Seattle Subdivision turns right and goes behind the Seattle School District's headquarters. South Lander Street is the next grade crossing; from here you can get photographs with the city skyline in the background, but do not walk behind the buildings on the west side of the tracks. The Special Agents cover the area frequently.

From the grade crossing at Lander Street go one block west to Occidental Avenue South and turn left. Three blocks south you will run into Horton Street, turn left. Horton Street is MP 1.66x, there is not many places to park and this area is not safe when dark. The Rabanco Transfer Station is located here and this is where the containers are loaded with trash for the trip to Roosevelt, WA located out in the Columbia River Gorge. Job 120 does all the switching here; they take the loads back to Balmer Yard where the trash heads south on garbage trains U-INBROO. The inbound U-ROOINB will set out their train on the Mud Track at CP Stadium and head to Interbay light power.

The next crossing south of here is Spokane Street at MP 1.85x, CP Spokane Street (MP 2.1x) is just south of the grade crossing. There is no place to park in this area. From Horton Street head west to 1st Avenue and turn left. Head south for a few blocks and turn left on South Dakota Street. Drive to the tracks and find a place to park along 2nd Avenue. This will give you a better view of CP Spokane

This view is looking north from the Atlantic Street overpass. Parking along 3rd Ave (seen on the right) is free and available--if there is no sporting events at the stadiums. -Kristopher Johnson photo

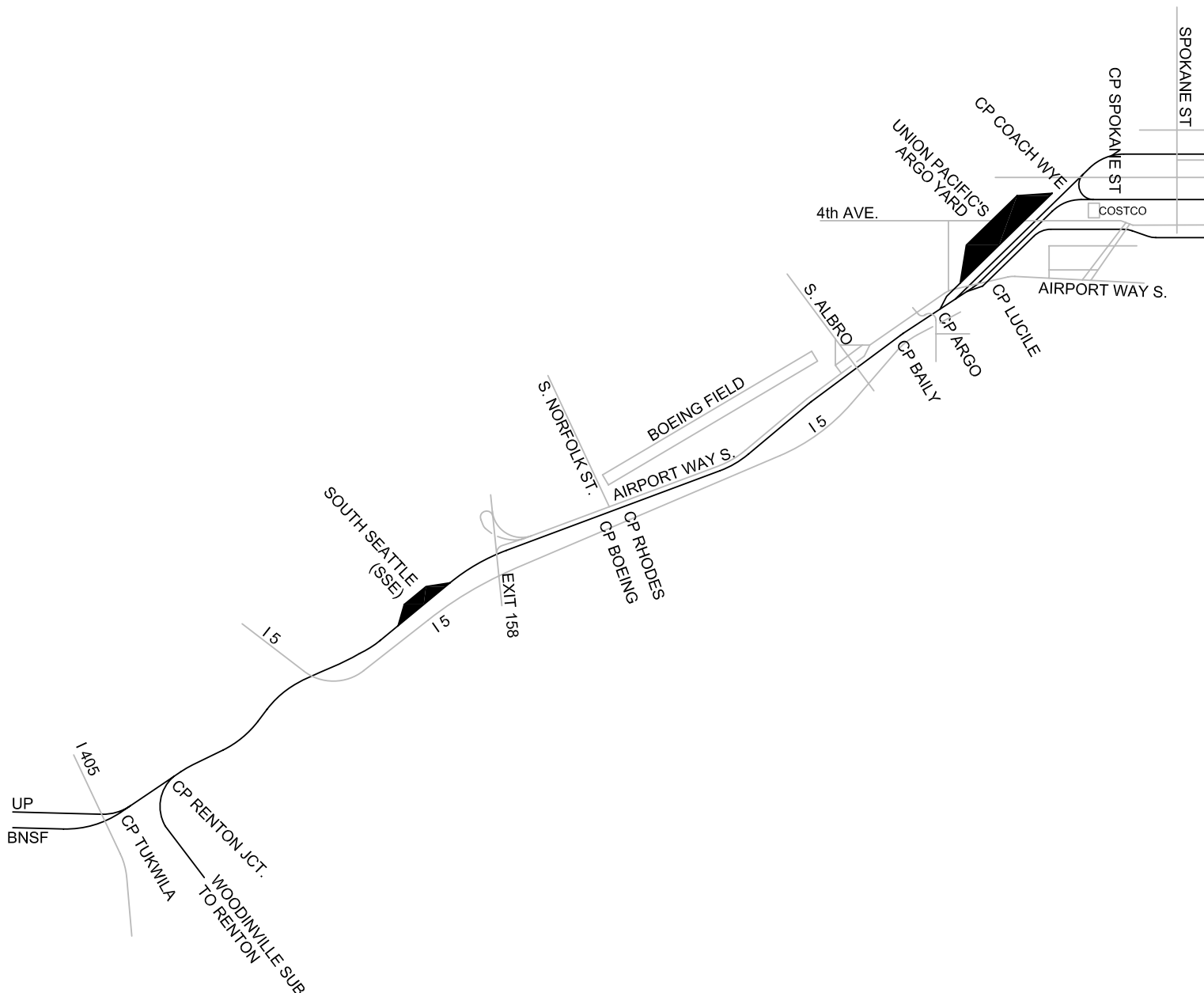


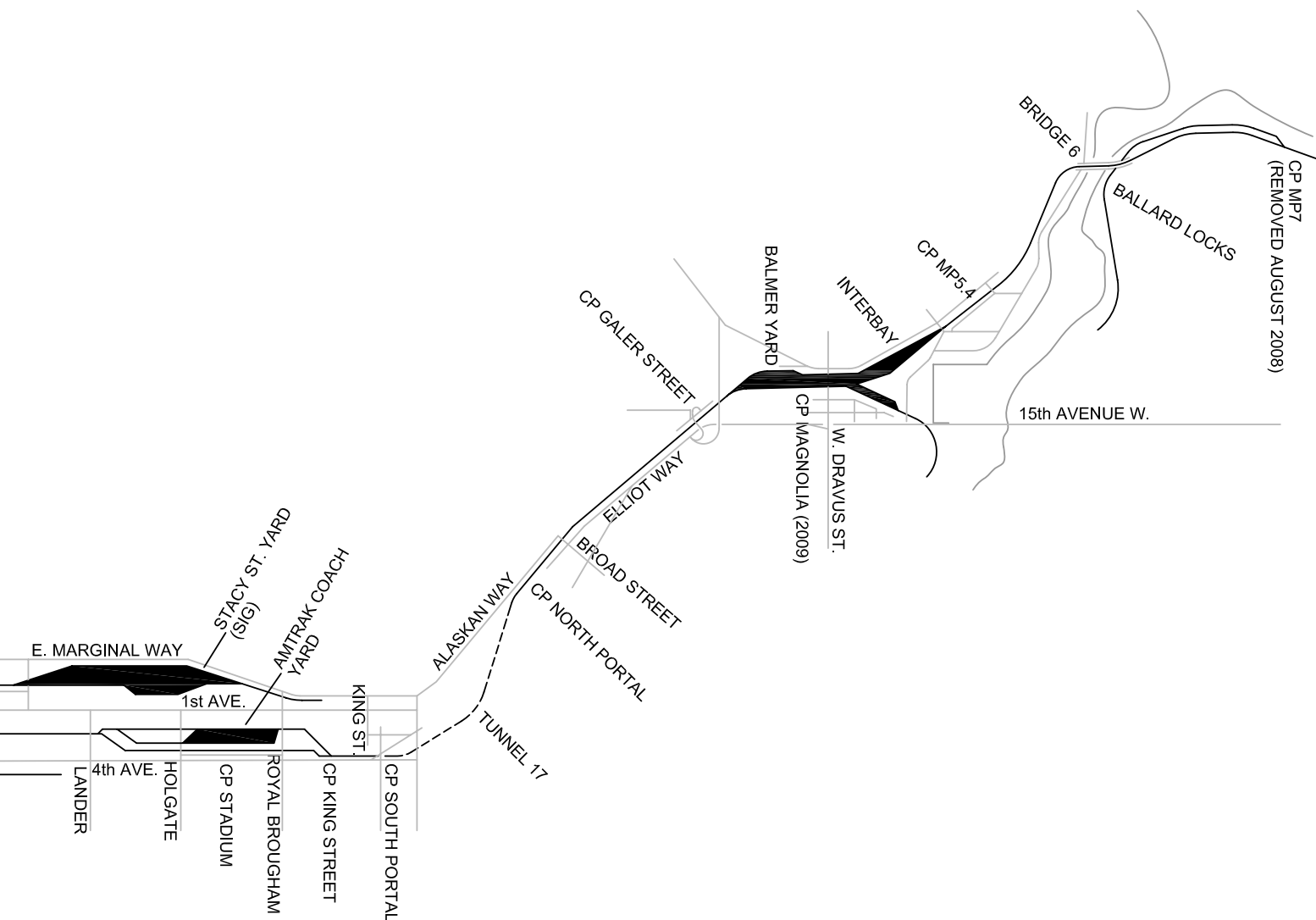
CENTRALIA NORTH DS
TUKWILA TO TACOMA

ROAD: 8787 161.415
SWITCHING: 6666 161.100
SWITCHING: 7676 161.250
PBX: 5959 160.995

SEATTLE TERMINAL DS
TUKWILA TO BLUERIDGE

ROAD: 7070 161.160
BALMER YARD: 8080 161.310
STACY ST. YARD: 4848 160.830
SWITCHING: 3636 160.650
6060 161.101
7676 161.250





SEATTLE EAST DS BLUERIDGE TO WENATCHEE

ROAD: 6666 161.100
BALMER YARD: 8080 161.310
PBX: 3434 160.620
PBX: 6868 161.130
REPEATER: 1818 160.380
REPEATER: 2626 160.500

NORTH BRANCH LINE DS STAMPEDE PASS

ROAD: 7676 161.250
PBX: 3737 160.665
PBX: 5959 160.995
PBX: 6868 161.130

Street and CP Coach Wye. This is where Amtrak 14 and Amtrak 7 go around the wye when turning their train.

Head north on 2nd Avenue and go back to Spokane Street, turn right. Turn right on 4th Avenue and head south to Costco. This Costco was the first one to open back in 1983. The Costco parking lot is right next to CP Spokane Street but the tall chain-link fence makes photography impossible. Park along 4th Avenue (Costco will have you towed) and walk south to where it goes over the Seattle Subdivision. From the sidewalk you can see CP Coach Wye (MP 2.5x) on the Lander Main. The utility wires make for a difficult shot.

Turn around in Costco's parking lot so you can turn left onto 4th Avenue at the traffic light at Costco. From 4th Avenue, turn right at the first light which is South Industrial Way. The tracks you cross are the former Milwaukee Road mainline to Union Station. The concrete base for the centenary can be seen between the tracks. Head east to the second stop sign and turn right onto Airport Way South.

Head south until the road goes over the Seattle Subdivision at CP Lucile, MP 3.2x. If you want to get a shot from the overpass it is best to park along South Alaska Street next to the Fed Ex building and walk south to the overpass.

Continued south on Airport Way over the tracks, at the second intersection turn left onto South Lucile Street. The street goes up over the tracks, then under I-5. Park along 12th Avenue, and walk back to the overpass. The sidewalk on the north side offers an excellent view of the interlocking. This area use to be called Argo, now it's three control points in tandem. CP Lucile is the north control point where the Lander Main ties into Main 1 and where the Colorado Main heads to Stacy Street Yard (SIG). Then there is CP Argo, MP 3.3x, where Union Pacific enters the Seattle Subdivision. CP Bailey, MP 3.6x, is the south control point, this is where Main 3 begins.

This location is the choke point of the Seattle Terminal. Three mains converged down to two, Union Pacific trains and switch jobs want to cross over to their yard at Van Asselt. Westbound intermodal trains make their setout here for Stacy Street Yard. With 26 passenger trains on the weekdays, it can get quite busy.

Get back on Lucile and go back down to Airport Way. Turn left. Travel down Airport Way until you reach South Hardy Street, turn right. Turn right on Stanley Avenue South and park. You can walk to the South Albro overpass and get more views of CP Bailey. To the south you can get Mt. Rainier in the background.

Once back to your car, head north through the intersection with South Albro, turn right at the next intersection. Then turn right again onto Airport Way South. Heading south on Airport Way the Seattle Subdivision will be on your left and Boeing Field will be on your right. There is no parking along this road. If you park at the airport you will be ticketed or towed very quickly.

Continue south until you reach the south end of Boeing Field; at the light is South Norfolk Street. If you turn on South Norfolk you will see a large gravel area next to the chain-link fence—do not park here, Boeing Security will have you towed in short time. Make a u-turn on South Norfolk and park on the right-hand side of the street near by the pine tree at the traffic light. You can park along Airport Way South.

The cantilever signals are for two control points; CPRhodes, MP 6.3x, is the north control point and CP Boeing, MP 6.6x, is the south control point. Both have #24 turnouts between all three mains. Boeing is the control point where all Z trains originate and terminate at the South Seattle intermodal ramp (MP 7.9x). The SD9 that switches South Seattle sometimes makes it way to Rhodes for some decent roster shots. There are two storage tracks where road power is stored waiting to take the next Z train east.



(page 12) A southbound empty grain passes through CP Lucile and CP Argo on Main 2 while an inter-modal train makes a setout on the Colorado Main. This view is from the Lucile Street overpass.

(top) In August 2007 an empty coal train heads north on Main 3 (ex-UP, ex-Milw) at CP Bailey. Sometimes empty coal trains will go via Stevens Pass, and sometimes via Stampede Pass. This photo was taken from the Albrow Street overpass. The original main lines are on the far right.

(bottom) Another busy place on the Seattle Subdivision is the South Seattle Intermodal yard. This view is looking north from the S. Boeing Access Road (exit 158 on I-5). Outbound Z trains will enter the main line at CP Boeing. -Brian Ambrose photos

Further south is CP Renton Jct. at MP 9.5x on Main 3, and CP South Seattle, MP 9.6x on Main 1. Next is CP Black River at MP 10.0x, this is the south end of Main 3. Renton Jct. is where the old Woodinville Subdivision ties into the Seattle Subdivision. This is where the Renton Rocket will take 737 fuselages to the Boeing assembly plant in Renton. The Seattle Terminal DS's territory ends at CP Tukwila, MP 10.3x and the Centralia North DS takes over. CP Tukwila is where Union Pacific trains enter and leave the Seattle Subdivision.

This area is difficult to drive around, the tracks are not visible from any road and photography is not worth the effort. Your time would be better spent up north. The only decent place to photograph CP Tukwila is from the sidewalk on the Grady Way overpass; it is within walking distance of the hotel.



Other Places in Seattle

The only branch line near Seattle is the old Woodinville Subdivision. The widening of I-405 in Bellevue required a tunnel to be removed, thus cutting the branch line two. This brought an end to the Spirit of Washington Dinner Train in July 2007. The south end is still used to access the Boeing plant; the north end was sold to the Port of Seattle and is operated by the Ballard Terminal Railroad.

Back in Seattle, get on 1st Avenue South and head south from King Street Station. You will pass by Starbucks headquarters on the right, 2 blocks south you will come to South Hanford Street, turn right and go 2 blocks. When you reach the railroad tracks turn left onto Colorado Avenue South and park. From the sidewalk on Hanford you get a great photo of the Seattle Internal Gateway (SIG) intermodal yard. You can get the city skyline in the background including the Space Needle. Watch out for trucks bringing in containers—they don't stop for anyone.

If you continue west on South Hanford Street to the light, you will reach East Marginal Way. Turn right and the road will take you along the old Milwaukee Road yard; there is no place to park here. You can turn right on South Atlantic Street and then turn right on 1st Avenue to take you back around.

If you turn left onto East Marginal Way and go to the next light this will be Spokane Street. Turn right, after going over the waterway take the next right. You are now on Harbor Island and while there is lots of train activity on the island there is no public access to see it. After taking the right, stay in the left lane and follow the road to the left under the West Seattle Bridge. Park in the gravel area. The drawbridge is from the NP area. The bridge tender will talk to the Stacy Street switch jobs when they need to cross; only Union Pacific stack trains use this bridge.

Stevens Pass

The Scenic Subdivision is the line over Stevens Pass. Highway 2 follows it all the way to Wenatchee. To railfan Stevens Pass you will need a full day to make the trip worthwhile. You will need hiking boots, power bars, water, a good map of the area, and a Forest Service

Pass (\$5). Bring a light jacket and a fleece; the weather can be windy and cold in June. In June 2008 it snowed on Stevens Pass.

The most common places for newcomers to go are Skykomish, Scenic (west portal) and East Portal. There are many other locations to visit, but they require hiking in and hiking back out. Robert Del Grosso's book "Railfan Guide to Stampede and Steven Passes" is a great reference guide to bring along if you plan to visit the pass.

Stampede Pass

Stampede Pass is harder to railfan than Stevens Pass for two reasons—less traffic and less access. The Stampede Subdivision starts in Ellensburg on the east side of the Cascades and ends in Auburn where it connects with the Seattle Subdivision.

On the west side of the pass there are no roads that parallel the tracks—Palmer Jct. is as far as you can go. From here the Stampede Subdivision enters the Green River Water Shed and then the Cedar River Water Shed; both are off limits to the public as they supply water to the City of Tacoma, the City of Seattle, and other communities in King County.

Like Stevens Pass, Stampede Pass will require a full day. The best course of action is to head east on Interstate 90, go over Snoqualmie Pass until you reach Easton at exit 70 or 71. Both will take you into Easton. Here you might find the helpers (symbol K-ELLELL) parked here, if not there're in Ellensburg. Ellensburg is another 40 miles east and a crew change point. The DS will give out a track warrant when a westbound leaves town.

To reach Martin you will need a four wheel drive truck. If the snow is gone and the "roads" are dry a car might make it part way. If you are going to spend time on Stampede Pass I recommend you bring Robert's book mentioned earlier, or get a copy of the new railfan guide, "Stampede Pass, BNSF's Comeback Route" by Sonrisa Publications. Both of these books will help you make the most of your trip and assist you in finding the right location.

Remember, with Stampede Pass your photography is geared around quality--not quantity.

I want to thank Brian Ambrose, Ken Ardinger, Mark Gillings, and Earl Curry for assisting with this article. I also want to thank John Strauss for all his work in providing the passenger train information.

This is the SIG Yard from Hanford Street. This was NP's main yard back in the day. -Kristopher Johnson photo



Seattle's King Street Station Burlington Northern Passenger Trains

March 2, 1970 to April 30, 1971
by John Strauss

Empire Builder

Chicago-Seattle via Twin Cities, Havre and Spokane

International

Seattle-Vancouver, BC via Everett and Bellingham

Mainstreeter

Twin Cities-Seattle via Helena, Spokane, Pasco

North Coast Limited

Chicago-Seattle via Twin Cities, Butte and Pasco

Western Star

Twin Cities-Seattle via Havre, Spokane, Wenatchee

195 & 196

"Coast Pool Train", Seattle-Portland via Tacoma

199 & 198

"Coast Pool Train", Seattle-Portland via Tacoma

UP 457 & 458

"Coast Pool Train", Portland-Seattle's Union Station via Tacoma

Notes

1. The *Empire Builder* and *North Coast Limited's* through Chicago-Portland cars were transferred in Spokane and Pasco respectively to and from Spokane-Portland via Pasco numbers 21 and 22.

2. The *Mainstreeter* and *Western Star* connected in Spokane and Pasco respectively with Spokane-Portland via Pasco numbers 23 and 24.

3. The *International* continued to provide parlor car service between Seattle and Vancouver, BC.

4. Although operated by Union Pacific, passengers holding BN tickets could ride UP trains 457 and 458 between Portland and Seattle's Union Station. Also, passengers holding tickets issued by Union Pacific could ride trains 195/196 and 199/198 between Seattle and Portland.

Seattle's King Street Station

Effective as of October 25, 1970

<u>Arrive</u>	<u>Leave</u>	<u>Train and Origin or Destination</u>
7:30am		Empire Builder , No. 31, from Chicago and Twin Cities via Havre
8:00am		International , No. 194, Ar Vancouver, BC at 11:45am
8:05am		"Coast Pool Train" , No. 199, Ar Portland at 12:05pm via Tacoma
8:45am		North Coast Limited , No. 25 from Chicago and Twin Cities via Butte
12:15pm		"Coast Pool Train" , No. 195, Ar Portland at 4:00pm via Tacoma
2:30pm		"Coast Pool Train" , UP No. 457, Lv Portland at 10:45am via Tacoma (Arrived Seattle's Union Station)
2:30pm		North Coast Limited , No. 26 to Twin cities and Chicago via Butte
3:45pm		Empire Builder , No. 32 to Twin Cities and Chicago via Havre
4:45pm		International , No. 193, Lv Vancouver, BC at 12:55pm
5:30pm		"Coast Pool Train" , No. 198, Lv Portland at 1:30pm via Tacoma
5:30pm		"Coast Pool Train" , UP No. 458, Ar Portland at 9:30pm via Tacoma (Departs Seattle's Union Station)
7:15pm		Mainstreeter , No. 30 to Twin Cities via Helena
8:45pm		"Coast Pool Train" , No. 196, Lv Portland at 5:00pm via Tacoma
10:00pm		Western Star , No. 28 to Twin cities via Havre
10:30pm		Western Star , No. 27 from Twin cities via Havre
11:45pm		Mainstreeter , No. 29 from Twin Cities via Helena

Amtrak 418, BN 9945, BN 9949 at King Street Station June 1973.

-Tom G. Acheson photo, Ken Ardinger collection



Transition in Seattle Burlington Northern to Amtrak on BN

Burlington Northern's International, Number 193 & 194, and "Coast Pool Trains" Number 195 & 196, number 199 & 198, and Union Pacific train 457 & 458, made their "Last Round Trips" on Saturday April, 30, 1971. The International and UP trains 458 & 458 were discontinued.

Burlington Northern's eastbound North Coast Limited, number 26, Empire Builder number 32, Mainstreeter number 30, and Western Star number 28 departed for the last time on April 30, 1971.

Burlington Northern's westbound Western Star number 27, and Mainstreeter number 29 arrived for the last time as "Passenger Extras West" on Sunday May 1, 1971, at night. Both trains were discontinued.

Burlington Northern's westbound Empire Builder number 31, and North Coast Limited number 25 arrived for the last time as "Passenger Extras West" on Monday May 2, 1971, in the morning. The North Coast Limited was discontinued.

Amtrak's eastbound Empire Builder, number 32, departed Seattle for the first time on May 1, 1971, it was en route with a reversed schedule to Chicago via Pasco, Spokane, Havre, Minneapolis and Milwaukee.

Amtrak's Cascades, its new through tri-weekly train service as Numbers 11 and 12 between Seattle and San Diego via Portland, Oakland (San Francisco), and Los Angeles, departed southbound from and arrived northbound in Seattle's King Street Station for the first time on Monday May 2, 1971.

Amtrak's westbound Empire Builder, number 31, which operated Chicago on May 1, 1971, and which had been en route with a revised schedule via Milwaukee, Minneapolis, Havre, Spokane and Pasco, arrived Seattle for the first time on Tuesday May 3, 1971.

As shown in the Amtrak Schedules below, Amtrak number 199 & 198 and Amtrak number 195 & 196 were assigned revised schedules between Seattle and Portland via Tacoma as of May 1, 1971. All of Amtrak's passenger trains, which arrived in and from Seattle's King Street Station beginning on May 1, 1971, were operated by Burlington Northern train crews over Burlington Northern main line tracks.

Amtrak Trains on Burlington Northern May 1, 1971, through December 31, 1995

Cascade

Seattle-San Diego via Portland 5/1/1971 to 11/13/1971.

Cascadia

Seattle-Portland, replaced the Mount Rainier as of 10/29/1995.

Coast Starlight

Seattle-San Diego via Portland, replaced the Cascades as of 11/14/1971, and became Seattle-Los Angeles via Portland as of 1/10/1972.

Empire Builder

Chicago-Seattle via Milwaukee, Twin Cities, Havre and Spokane. First with "Superliner" consist as of 10/28/1979, and Chicago-Portland car service via Spokane as of 10/25/1981.

EXPO '74

Spokane-Seattle via Wenatchee. In service for Spokane World's Fair from 5/19/1974 to 9/14/1974.

Mount Adams

Seattle-Portland, inaugurated on 4/1/1994 with "Talgo" consist.

Mt. Baker International

Vancouver, BC-Seattle, inaugurated 5/26/1995 with "Talgo" consist.

Mount Rainier

Seattle-Portland via Tacoma. Replaced Amtrak number 195/196 as of 11/14/1971 and replaced by the Amtrak Cascades as of 10/29/1995.

North Coast Hiawatha

Chicago-Spokane via Milwaukee, Minneapolis and Butte as of 11/14/1971. Through Seattle cars to and from Empire Builder in Spokane, through Chicago-Seattle service as of 6/11/1973, and terminated as of 10/8/1979.

North Coast Limited

Minneapolis-Spokane via Butte, 11/6/1971 to 11/13/1971.

Pacific International

Seattle-Vancouver, BC, inaugurated 4/29/1973, terminated as of 10/25/1981.

Pioneer

Salt Lake City-Seattle via Portland, inaugurated 6/7/1977.

Expanded to Denver-Seattle via Portland as of 6/16/1991, and Chicago-Seattle cars in Denver from and to Amtrak's Zephyrs.

Puget Sound

Seattle-Portland via Tacoma. Replaced Amtrak 199/198 as of 11/14/1971, and replaced by the Pioneer as of 6/7/1977.



Seattle's King Street Station

Amtrak Schedules: effective as of April 25, 1976

<u>Arrive</u>	<u>Leave</u>	<u>Train and Origin or Destination</u>
8:00am		North Coast Hiawatha , No. 9, from Chicago, Minneapolis, Butte, Spokane and Wenatchee
	8:30am	Puget Sound , No. 795, Ar Portland at 12:15pm via Tacoma
11:15am		Empire Builder , No. 7, from Chicago, Minneapolis, Havre, Spokane and Pasco
11:20am		Pacific International , No. 793, Lv Vancouver, BC at 6:50am
	11:50pm	Coast Starlight , No. 11, Ar Portland at 3:30pm to Los Angeles
12:20pm		Puget Sound , No. 796, Lv Portland at 8:30am via Tacoma
	1:15pm	Empire Builder , No. 8, to Pasco, Spokane, Havre, Minneapolis and Chicago
5:20pm		Coast Starlight , No. 14, from Los Angeles, Lv Portland at 1:20pm via Tacoma
	5:30pm	Mount Rainier , No. 797, Ar Portland at 9:20pm via Tacoma
6:00pm		North Coast Hiawatha , No. 10, to Wenatchee, Spokane, Butte, Minneapolis, Chicago
6:15pm		Pacific International , No. 794, Ar Vancouver, BC at 11:00pm
9:20pm		Mount Rainier , No. 798, Lv Portland at 5:30pm via Tacoma

Seattle's King Street Station

Amtrak Schedules: effective as of April 25, 1982

<u>Arrive</u>	<u>Leave</u>	<u>Train and Origin or Destination</u>
8:00am		Pioneer , No. 26, Ar Portland at 11:50am to Denver
9:15am		Empire Builder , No. 7, from Chicago and St. Paul
	11:00am	Coast Starlight , No. 11, Ar Portland at 3:00pm to Los Angeles
11:50pm		Mount Rainier , No. 796, Lv Portland at 8:00am via Tacoma
	4:50pm	Empire Builder , No. 8, to St. Paul and Chicago
	5:30pm	Mount Rainier , No. 797, Ar Portland at 9:20pm via Tacoma
6:30pm		Coast Starlight , No. 14, from Los Angeles, Lv Portland at 2:30pm
9:30pm		Pioneer , No. 25, from Denver, Lv Portland at 5:40pm

(page 16) Amtrak 219 at King Street Station in April 1978. Note the steam coming out of the trailing units.

-Keith Ardinger photo

(below) In August 1977, train #11 departs King Street Station.

-G.J. Bolinsky photo, Ken Ardinger collection



Seattle's King Street Station

Amtrak Schedules: effective as of April 25, 1995

<u>Arrive</u>	<u>Leave</u>	<u>Train and Origin or Destination</u>
	7:15am	Mt. Baker International , No. 760, Ar Vancouver, BC at 11:30am
	7:30am	Pioneer , No. 26, Ar Portland at 11:25am to Denver, Su-Tu-Th
	8:30am	Coast Starlight , No. 11, Ar Portland at 12:40pm to Los Angeles
10:35am		Empire Builder , No. 7, from Chicago and St. Paul
	11:30am	Mt Adams , No. 753, Ar Portland at 3:25pm via Tacoma
12:45pm		Cascadia , No. 750, from Eugene, Lv Portland at 8:50am
	5:00pm	Empire Builder , No. 8 to St. Paul and Chicago
	5:10pm	Cascadia, No. 751, Ar Portland at 9:05pm to Eugene
6:35pm		Pioneer , No. 25, from Denver, Lv Portland at 2:40pm Tu-Th-Sa
7:55pm		Coast Starlight , No. 14, from Los Angeles, Lv Portland at 3:40pm
9:50pm		Mt Adams , No. 752, Lv Portland at 6:00pm via Tacoma
10:15pm		Mt Baker International , No. 761, Lv Vancouver, BC at 6:00pm

On June 20, 1992, the westbound Empire Builder is at King Street Station. On the other track the southbound Coast Starlight is about to leave with the SP 7309 leading.

-John T. Kennedy photo, Ken Ardinger collection

Amtrak & Sounder Trains on Burlington Northern Santa Fe

January 1, 1996, through December 31, 2008

Cascades

Seattle-Portland and Eugene, replaced Cascadia and Mt Adams, inaugurated with leased "Talgo" consist as of 5/17/1998 and with new "Talgo" consist as of 1/11/1999.

Cascades

Seattle-Vancouver, BC, with new "Talgo" consist as of 2/25/1999 and replaced Mt Baker International.

Cascades

Seattle-Bellingham, with new "Talgo" consist as of 9/2/1999 and may be expanded to and from Vancouver, BC during 2009.

Cascadia

Seattle-Eugene, OR via Portland, terminated as of 5/16/1998

Coast Starlight

Seattle-Los Angeles via Portland and Oakland (San Francisco)

Empire Builder

Chicago-Seattle and Portland via St. Paul and Spokane. 80th Anniversary of continuous service on 6/1/2009

Mount Adams

Seattle-Portland with "Talgo" consist, terminated as of 5/16/1998

Mt. Baker International

Vancouver, BC-Seattle, terminated as of 2/24/1999

Pioneer

Denver-Seattle via Portland, terminated as of 5/11/1997

Sounders

Seattle-Tacoma, inaugurated as of 9/18/2000 with two commuter trains in each direction, and increasing gradually to eight commuter trains in each direction as of 9/22/2008

Sounders

Seattle-Everett, inaugurated as of 11/22/2003 with one commuter trains in each direction, and increasing gradually to four commuter trains in each direction as of 9/22/2008



Seattle's King Street Station

Effective as of October 7, 1999

<u>Arrive</u>	<u>Leave</u>	<u>Train and Origin or Destination</u>
	7:30am	Cascade , No. 751, Ar Portland at 11:00am
	7:45am	Cascade , No. 760, Ar Vancouver, BC at 11:40am
	9:45am	Coast Starlight , No. 11, Ar Portland at 1:55pm to Los Angeles
9:55am		Empire Builder , No. 7, from Chicago and St. Paul
12:15am		Cascade , No. 750, from Eugene, Lv Portland at 8:45am
12:45pm		Cascade , No. 761 Lv Bellingham at 10:15am
	1:45pm	Cascade , No. 753, Ar Portland at 5:15pm
4:00pm		Cascade , No. 752, Lv Portland at 12:30pm
	4:45pm	Empire Builder , No. 8 to St. Paul and Chicago
	5:20pm	Cascade , No. 755, Ar Portland at 8:50pm to Eugene
	5:30pm	Cascade , No. 762, Ar Bellingham at 8:00pm
8:35pm		Coast Starlight , No. 14, from Los Angeles, Lv Portland at 4:05pm
9:45pm		Cascade , No. 754, Lv Portland at 6:15pm
9:55pm		Cascade , No. 763, Lv Vancouver, BC at 6:00pm

Seattle's King Street Station

Effective as of June 7, 2004

<u>Arrive</u>	<u>Leave</u>	<u>Train and Origin or Destination</u>
6:45am		Sounder , No. 1500, Lv Tacoma at 5:45am
7:20am		Sounder , No. 1502, Lv Tacoma at 6:20am
	7:30am	Cascade , No. 501, Ar Portland at 11:00am (Ex Su)
7:39am		Sounder , No. 1701, Lv Everett at 6:40am
7:45am		Sounder , No. 1504, Lv Tacoma at 6:45am
	7:45am	Cascade , No. 510, Ar Vancouver, BC at 11:40am
	8:00am	Cascade , No. 503, Ar. Portland at 11:30a (Su only)
	10:00am	Coast Starlight , No. 11, Ar. Portland at 2:05pm, to Los Angeles
10:20am		Empire Builder , No. 7, from Chicago and St. Paul
12:15am		Cascade , No. 500, from Eugene, Lv Portland at 8:45am
12:45pm		Cascade , No. 513, Lv Bellingham at 10:25am
	1:45pm	Cascade , No. 507, Ar Portland at 5:15pm, to Eugene
4:00pm		Cascade , No. 506, from Eugene, Lv Portland at 12:30pm
	4:45pm	Empire Builder , No. 8, to St. Paul and Chicago
	4:45pm	Sounder , No. 1501, Ar. Tacoma 5:45pm
	5:10pm	Sounder , No. 1503, Ar. Tacoma 6:10pm
	5:13pm	Sounder , No. 1700, Ar. Everett 6:12pm
	5:25pm	Cascade , No. 509, Ar. Portland at 8:52pm, to Eugene
	5:30pm	Cascade , No. 516, Ar Bellingham at 7:55pm
	5:40pm	Sounder , No. 1505, Ar. Tacoma 6:40pm
8:30pm		Coast Starlight , No. 14, from Los Angeles, Lv Portland at 4:05pm
9:45pm		Cascade , No. 508, Lv Portland at 6:15pm
9:55pm		Cascade , No. 517, Lv Vancouver, BC at 6:00pm

Notes: Southbound Cascades No. 501, was operated daily, except Sunday, from Seattle to Portland.

Southbound Cascades No. 503, was operated Sunday only from Seattle to Portland.

Seattle's King Street Station

Effective as of September 22, 2008

<u>Arrive</u>	<u>Leave</u>	<u>Train and Origin or Destination</u>
5:59am		Sounder , No. 1500, Lv Tacoma at 5:00am
6:10am		Sounder , No. 1501, Ar. Tacoma at 7:08am
6:39am		Sounder , No. 1502, Lv Tacoma at 5:40am
6:44am		Sounder , No. 1701, Lv Everett at 5:45am
6:50am		Sounder , No. 1503, Ar. Tacoma at 7:48am
7:14am		Sounder , No. 1703, Lv. Everett at 6:15am
7:19am		Sounder , No. 1506, Lv. Tacoma at 6:20am
7:30am		Cascade , No. 501, Ar Portland at 11:00am
7:40am		Cascade , No. 510, Ar. Vancouver, BC at 11:35am
		Sounder , No. 1705, Lv. Everett at 6:42am
		Sounder , No. 1508, Lv. Tacoma at 6:50am
		Sounder , No. 1707, Lv. Everett at 7:12am
		Sounder , No. 1510, Lv. Tacoma at 7:20am
		Sounder , No. 1512, Lv. Tacoma at 8:00am
9:45am		Coast Starlight , No. 11, Ar. Portland at 1:50pm, to Los Angeles
10:20am		Empire Builder , No. 7, from Chicago and St. Paul
10:55am		Cascade , No. 513, Lv Bellingham at 8:35am, Lv Everett at 9:55am
	11:20pm	Cascade , No. 513, Ar Portland at 3:00pm
12:15pm		Cascade , No. 500, from Eugene, Lv Portland at 8:45am
	2:20pm	Cascade , No. 507, Ar Portland at 5:50pm, to Eugene
	3:35pm	Sounder , No. 1507, Ar Tacoma at 4:34pm
3:55pm		Cascade , No. 506, from Eugene, Lv Portland at 12:15pm
	4:05pm	Sounder , No. 1700, Ar Everett at 5:04pm
	4:20pm	Sounder , No. 1509, Ar Tacoma at 5:19pm
	4:33pm	Sounder , No. 1702, Ar Everett at 5:32pm
	4:45pm	Empire Builder , No. 8 to St. Paul and Chicago
	4:45pm	Sounder , No. 1511, Ar Tacoma 5:44pm
	5:05pm	Sounder , No. 1704, Ar Everett 6:04pm
	5:10pm	Sounder , No. 1513, Ar Tacoma 6:09pm
	5:30pm	Cascade , No. 509, Ar Portland at 9:00pm, to Eugene
	5:42pm	Sounder , No. 1514, Lv Tacoma 4:45pm
	5:55pm	Sounder , No. 1515, Ar Tacoma at 6:54pm
	6:20pm	Cascade , No. 516, Lv Portland at 2:50pm
	6:34pm	Sounder , No. 1516, Lv Tacoma 5:35pm
	6:40pm	Cascade , No. 516, Ar Everett at 7:31pm, Ar Bellingham at 9:05pm
	6:45pm	Sounder , No. 1517, Ar Tacoma at 7:44pm
8:45pm		Coast Starlight , No. 14, from Los Angeles, Lv Portland at 4:20pm
9:45pm		Cascade , No. 508, Lv Portland at 6:15pm
10:05pm		Cascade , No. 517, Lv Vancouver, BC at 6:00pm, Lv Everett at 8:54pm

Note: Southbound commuters en route from Everett and Edmonds can ride Amtrak Nos. 513 and 517. Northbound commuters en route to Edmonds and Everett can ride Amtrak Nos. 510 and 516.

All Sounder commuter train operate daily except Saturday and Sunday. Trains are used on weekends when Seahawks and Mariners have afternoon home games.

New Members

Friends of the Burlington Northern RR
PO Box 271
West Bend, WI 53095-0271
www.fobnr.org

Dennis Shogren 09-001
17806 30th Dr SE
Bothell, WA 98012

James Bradley 09-013
363 West 880 North
Logan, UT 84321

Robert Bach 09-006
609 South Holly Ave.
Sioux Falls, SD 57104

Bob Ingraham 09-014
36 East Foothill Drive
Phoenix, AZ 85020

Jim Kurtz 09-010
416 Varnum Way
Fairview, TX 75069

Andrew Koetz 09-015
185 Maria Avenue
St. Paul, MN 55106

David Doering 09-011
1403 South 5th Street
Beatrice, NE 68310

Call for Photos

Work is currently being done on the Locomotive Chronicles for the year 1984. If you have roster shots of locomotives from that year, send me an email and I can give you more details on what specifics are needed.

-Editor

Call for Photos

The *BN Expediter* is looking for photographs of BN's P-S2, 2604 cu covered hoppers.

These cars are numbered 430100 thru 430219.

-Editor

For Sale

On sale now is the new Friends of the Burlington Northern Railroad ball point pen available at the FOBNR Company Store. Check it out at:

<http://www.fobnr.org/bnstore/pens.htm>

Substaining Members

The Board of Directors would like to take this opportunity to thank our Sustaining Members for 2008. Their extra contributions to the finances of the FOBNR has helped us to continue bringing you the quality and quantity of BN/BNSF related information.

John Adams, Doug Andreasen, John Baker, Joseph Beasley, Tom Bentley, R. L. Blaisdell, Charles Breese, Jay Burkgart, Ken Caddick, Bill Chapple, Kent Charles, Bill Chilcote, Gayle Christen, Earl Currie, Charles Davis, Mark Dennis, Robert Downing, Duane Durr, Trevor Dysland, Peter Ferch, Darrell Gagnon, Wade Griffis, David Hannah III, Mark Herrick, Gordon Hovde, Kristopher Johnson, Jack Keers, Steve Koberstein, James Kreger, Mark Lembersky, Dennis Lutz, William McCafferty, Donald McKenzie, Alan Meyer, William Miotek, Sterling Moore, Stephen Myers, David Obetz, Jerry Pitts, Dave Poplawski, Emery Rahm, Richard Rehn, Kim Saign, Gary Seymour, Dennis Shogren, Patrick Slater, Joe Snider, Martin Spindler, Lawrence Stephens, Aric Van de Vord, Anthony Wassell, Jeffrey Wellhoefer, Gary Wlodarczyk,

New Book

Last train to Wymore

There is a new book out dealing with a portion of the BNSF in Nebraska. It's "BNSF: Last Train to Wymore. The Story of a Prairie Local," by David J. Doering. This pictorial effort tells about the last seven years of service by BNSF to the southeast Nebraska railroad town of Wymore, once an important division point on the Chicago, Burlington & Quincy between Lincoln, Denver and Kansas City.

The final decline is documented mainly from the viewpoint of the BNSF's Wymore Local, a daily-except-Sunday local freight job that operated out of Lincoln until the line between Wymore and Beatrice was abandoned in 2002. The author, who also took the book's photographs, documented the BNSF employees who worked the local, its variety of motive power, and the fate of the remaining BNSF trackage in the vicinity of Wymore. This book serves as sort of a sequel to an earlier book, "The Wymore Story," by Richard C. Kistler, which told in detail about Wymore's rich CB&Q rail history. "Last Train" is an informative look at the end of a railroad town and the demise of the once-common local freight peddler.

The 56-page, soft cover book includes text, a map and 78 nicely-reproduced photos, the majority in color. It is \$24.95 plus \$5.00 shipping from South Platte Press, P.O. Box 163, David City, NE 68632. Nebraska residents should add 5% state tax. The book is otherwise available on-line at www.southplattepress.com