

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

The Friends of the Burlington Northern Railroad (FOBNR) was formed to gather, preserve, and share information about the history, current operations, and future development of the Burlington Northern Railroad and its successors. It follows the evolution of the railroad from its inception in 1970 with the merger of the Great Northern, Northern Pacific, Chicago Burlington, and Quincy, and the Spokane Portland and Seattle Railroads, along with the 1980 acquisition of the Frisco. We are a 501c(3) non-profit corporation.

The purpose of the FOBNR is educational. We wish to perpetuate the history of the Burlington Northern Railroad and its successors. We seek to collect and preserve any materials which help establish or illustrate the life, conditions, events, and activities of the railroad. We will disseminate this information through the publication of a newsletter, establishment of a web site, by maintaining an archive, and by conducting an annual convention somewhere along the lines operated by the railroad. We may also publish information in other media and may restore and operate historical railway equipment.

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The FOBNR is not supported by, nor affiliated in any way with, the Burlington Northern Santa Fe Railway Co., its subsidiaries or affiliates.

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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Authors Needed

The *BN Expediter* is currently looking for members to write articles for future issues. This 12-page issue should be a clear signal that more material is needed.

The *BN Expediter* needs one or two people who are experts (or those who want to become experts) on Burlington Northern's motive power to write articles covering a specific locomotive class.

Also need is someone to write articles on modeling the Burlington Northern and the BNSF Railway. Modeling topics can range from rolling stock to structures, from locomotives to layouts.

Photos

A couple things about submitting photos. First, all digital images need to be high resolution. If scanning slides/negatives, make the output file 8x10 inches at 300dpi. If your images come from a camera, it needs to be at least an 8 megapixel camera, with the camera set at the highest setting. For example a Nikon D80 needs to be set at 3872x2592 and a Canon EOS set at 3888x2592.

Images at 70dpi, or even 200dpi, look great on your computer screen, but they do not reproduce well in print.

Second, when sending photos you need to tell me the purpose of the photos, and tell me how-and-why it pertains to the history of the BN. Sending me a slide and expecting me to figure out how it fits into the scheme of things is not the way to go.

The best way thing to do is to create a use for your images. That means send several photos with text that explains the what, where and why it relates to the BN. Do not expect me to guess how to use your photos.

Lastly, be patient--I need to fill pages, in multiples of 4. If you send one photo and there is no room, it will have to wait until I have an issue where I have the room to use it.

-Editor

Cover Photo

On March 11, 1995, MRL 261 (ex-BN 6301) leads a westbound freight at Rochelle, IL.

-Dennis Pehoski photo

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President's Message



HISTORY

I'm half dozing in my 1974 Ford Mustang parked on a dirt road out in the countryside just off the old wooden bridge that takes Velvetleaf Avenue over the two track BN main line in a cut just west of Lockridge, Iowa. It's a beautiful spring morning, sun just coming up over the trees, dew on the grass, and what's left of a light fog suspended in the air over the tracks in the cut. My new, totally manual Nikkormat FTn 35mm SLR camera and 50mm lens, with 3X telephoto extender in between, loaded with Kodachrome 25, and timer and f-stop set, is by my side. The ideal shooting spot is marked with a big X in the dirt on the bridge. A pleasantly cooling light breeze is caressing my face as I drift into a light sleep. I'm waiting for the train. I'm waiting for history.

I'm 24 years old, not married, no kids. Spring term final exams are done. My summer job doesn't start for a week. I've got nothing better to do. Life is good.

I spent the previous night in the car at a rest stop just east of Ottumwa. Cheap but not comfortable sleeping. Got up at the first hint of light, drove into Ottumwa, and found the train parked and taking on a new crew. It was an eastbound, with a pure consist of three, yes three, Cascade green EMD F45's on the point. A wide-vision caboose was just visible way back on the rear. Heaven. I grabbed some roster shots, and shots of the crew climbing aboard. Then it was on to Velvetleaf Avenue, the old bridge, the wait for the perfect shot, and history...

It is now almost exactly 34 years later and I can still can remember that morning as if it were yesterday. The pictures in my mind are just as clear and sharp as the Kodachromes. Well, the pictures aren't all that clear and sharp, which you'd know if you ever used a cheap 3X extender instead of a real telephoto lens. But then at 58 maybe my mind isn't as clear and sharp as it was at 24. It doesn't matter though. The memories are priceless, even if the slides aren't.

A lot has changed since 1975, both in my life and on the railroad. The '74 Mustang is history. The Nikkormat is history. Kodachrome-25 is history. The 3X extender was history as soon as I got a job and could afford a real telephoto lens.

The Burlington Northern is history. Cascade green is history. The F45s are history, and so is the caboose. The train order dispatching system that authorized the train to move eastbound from Ottumwa is history. It's likely that a lot of the freight cars are history too. Same for some of the rail and many of the ties. The crew members are probably retired by now. I hope they aren't history yet.

... A rumble in the distance. Grab the camera, find the X on the bridge. Check the light meter, adjust the f-stop one last time, get the focus just right. Moving fast, gotta be quick. Heart's pounding. Click, advance film, refocus, click. Hustle to the other side of bridge, advance film on the way. Adjust f-stop, refocus. Click, advance film, refocus, click. Relax.

Four shots, two coming, two going. F45s, my favorites, and three of them. Obligatory shot of the caboose. Great morning light, nice scenery. Gotta wait a week to see how they came out.

History.



BN Covered Hopper

text/photos by Wade Griffis

Athearn has brought out a new covered hopper of interest to BN modelers. The lucky thing about this is that my plans to build some can be put away. The new car is a P-S2, 2604 cu ft car built in 1964 for BN predecessor Northern Pacific. The NP purchased these cars to handle phosphate traffic from their Phillipsburg, Montana branch. The cars were loaded at a load-out facility at Phosphate. Phosphate and Mullen Pass were the reasons BN maintained control of this section of track when Montana Rail Link first began operations.

The NP referred to the 2604 cu ft cars as the "tall cars". They were almost identical to the older P-S2 – 2003 cu ft cars except that they were "taller" - 14ft 8-9/16" vs. 13ft 1-7/16". They were really also slightly wider - 10ft 6-5/8" vs. 10ft 2-1/8".

The prototype cars served NP and BN for a long time. Casdorph's-BN color guide says that the NP received the cars in July 1964, but I have an April 1964 ORER that shows the 120 cars in NP series 76000 – 76119. The following roster data is obtained from ORDER's I have.

	Oct1976	Oct1981	Apr1994	Oct2000
NP 76000 - 76119	109	68	0	0
BN 430100 - 430219	6	44	75	0

Photos from various sources show the cars wearing the NP paint scheme as well as all three of the BN schemes. Known car numbers and schemes are:

NP 76026 - NP Color Guide by Sullivan

BN 430120 - Original BN scheme. - personal photo – Aurora, IL

BN 430170 - Three line scheme. - Fallen Flags web – site photo

BN 430188 - stealth (no herald) scheme – p photo – Everett, WA

BN 430193 - Original scheme - p photo – Aurora, IL

BN 430216 - stealth (no herald) scheme – Casdorph – BN color

BN 430217 - stealth (no herald) scheme – p photo – Everett, WA

The new Athearn car is really well done. This car compares very favorably with Kadее's 2003 cu ft cars. The scale accuracy is tremendous. The ladders are scale sizes as are the rungs and grab irons. The walk-ways and end-walks are thin see-through items. The car has full brake rigging and brake components. The anti-personnel bars are scale size. Athearn has modeled a brake retainer line that I do not find on any of my prototype photos, but the cars may have been modified over the years.

The only complaints I have involves the level of scale fidelity – it is to fine. The end steps are very delicate and easily broken (don't ask). In addition, the model comes with McHenry cat whisker couplers. I have had nothing but bad luck with these, so they will get swapped out for good old Kadее 5's. Another area I discovered by accident, involves the wheel sets. The truck side frames are really good looking – massive 100 ton roller bearings. The wheels are nice looking heavy metal castings put onto slippery plastic axles – here is the problem – the wheels slip off real easily. I discovered this while painting the wheel sets. I re-gauged the sets and set them with a little super glue.

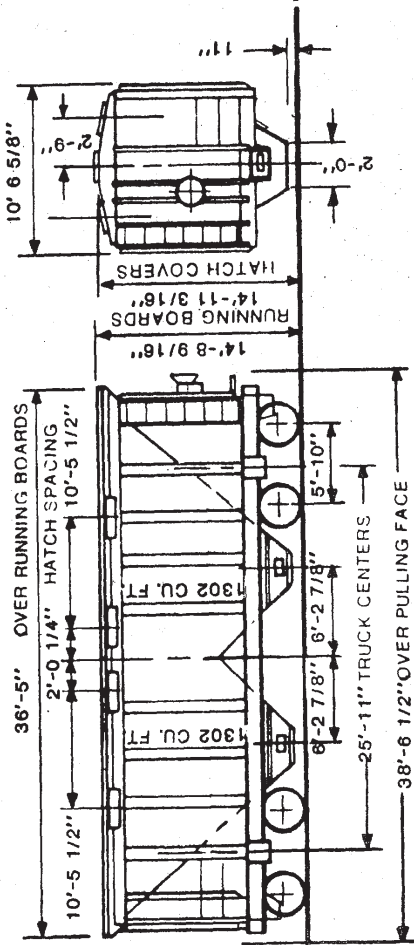
The Athearn part numbers and car numbers are as follows:

ATH95504	BN 430104
ATH95505	BN 430135
ATH95506	BN 430144

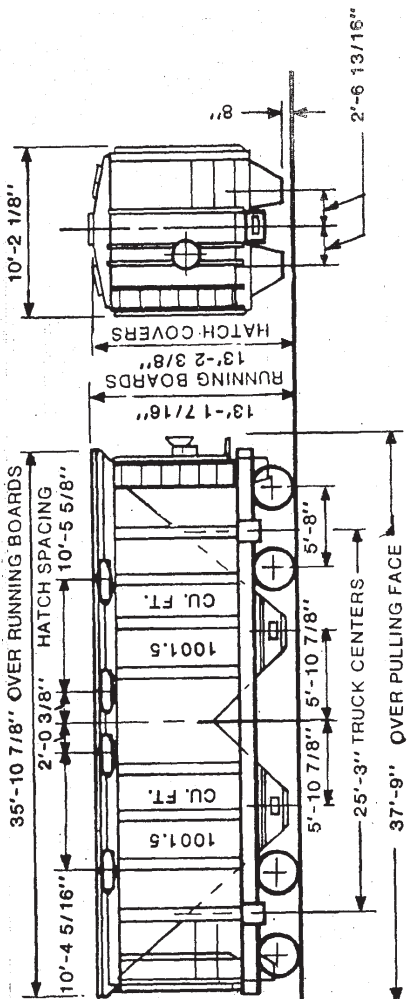
The following N.P. cars are supposed to be coming in March of 2008: ATH95534, ATH99535 and ATH95536 – the car numbers were not available at the time this is writing.



COVERED HOPPER BN 430100-430219 N.P. 76000-76119



COVERED HOPPER BN 424600-424699 N.P. 75200-75299



A.F.E.	56459	AIR BRAKE	ABC	SEE NOTE
WEIGHT LT. LBS.	56,458	TRUCKS	A-3	
CAPACITY NOM. LBS.	200,000	BRAKE BEAMS	SEE NOTE	
LENGTH (INSIDE AT TOP)	29'-11"	BRAKE SHOES	COMP.	
WIDTH (INSIDE AT TOP)	9'-11 1/8"	JOURNALS	R.B. 6 1/2" X 12"	
CAPACITY CU. FT.	2604	WHEELS	36"	
DRAFT GEAR	M-901	SNUBBER SUPP.	NONE	
COUPLER	TYPE E	SPRINGS	D-3, 2 1/2"	
COUPLER YOKE	BY-40			
DISCHARGE OUTLET NO.	2	CENTER OF GRAVITY		
DISCHARGE OUTLET OPG.	13" X 24"	CENTER PLATE DIA.	14"	
TYPE UNLOADING	GRAVITY	SIDE BEARING	2 ROLLER	
VIBRATOR CSTG.	EQUIPPED	HAND BRAKE GROUP	A	
LINING	NO	SLACK ADJUSTER	NONE	
ROOF HATCHES	8	CURVE NEG-UNCPL.		
ROOF HATCHES OPG.	2'-6" DIA.			
ROOF HATCH MAT'L.	STL.			

BUILT BY PULL STD. 1964
STYLE PS-2-CD

NOTE:
CARS 76000-76059 ARE EQUIPPED
WITH "WABCO PAC" BRAKE
ASSEMBLY.
CARS 76060-76119 ARE EQUIPPED
WITH A.S.F. UNIFRAT VARIABLE
LOAD BRAKE ASSEMBLY.

A.F.E.	50.950	AIR BRAKE	AB CYL. 10"X12"
WEIGHT LT. LBS.	50.950	TRUCKS	SCULLIN ✕ A-3
CAPACITY NOM. LBS.	154.000	BRAKE BEAMS	NO. 18
LENGTH (INSIDE AT TOP)	29'-3"	BRAKE SHOES	CAST IRON
WIDTH (INSIDE AT TOP)	9'-5 1/2"	JOURNALS	✕ PLAIN 6"X11"
CAPACITY CU. FT.	2003	WHEELS	33" 1 W.W.
DRAFT GEAR	M-901-E	SNUBBER SUPP.	NONE
COUPLER	TYPE E	SPRINGS	D-3, 2 1/2"
COUPLER YOKE	Y-40		
DISCHARGE OUTLET NO.	4	CENTER OF GRAVITY	
DISCHARGE OUTLET OPG.	13"X24"	CENTER PLATE DIA.	14"
TYPE UNLOADING	GRAVITY	SIDE BEARING	1-ROLLER
VIBRATOR CSTG.	EQUIPPED	HAND BRAKE GROUP	A
LINING	NO	SLACK ADJUSTER	
ROOF HATCHES	8	CURVE NEG-UNCPL.	
ROOF HATCHES OPG.	30" DIA.		
ROOF HATCH MAT'L.	STL.		

BUILT BY PULL STD. PS-2
LOT 8331-F (1957)
LOT 8443 (1959)*

* 75474-75498
HAS R.B. 6" X 11"



The following article is a reprint of Chapter 3 from "The Burlington Northern, an Operational Chronology, 1970-1995", written by John F. Strauss, Jr. PhD. If you find this article interesting, the work in its entirety (11 chapters plus bibliography) is available from the FOBNR Company Store for \$18 plus \$6 shipping and handling. Use the order form included with this issue, or order it on-line at: www.fobnr.org/bnstore/strauss.htm.

CHAPTER 3

BONANZA AT POWDER RIVER

1971

Hardly a day goes by but that somebody isn't here at the General Offices with a new proposal on coal.

—Louis W. Menk

On Merger Day the Burlington Northern inherited five contracted unit coal trains from its predecessor railroads: three former Burlington Route Southern Illinois trains, one train that was operated jointly by the former Great Northern and former Northern Pacific, and one former Northern Pacific train. By the end of 1971, it was operating 42 loaded unit coal trains per week for 15 electric power generating plant accounts. During the year mining centered around Cow Creek, which was known as Colstrip prior to 1968, and Big Sky, Montana, both located south of Forsyth, Montana, in Kleenburn, Wyoming, located just west of Sheridan, Wyoming, and in Southern Illinois. However, Southern Illinois coal was being phased out because of its high sulphur content, which exceeded the legal environmental protection limitations.

Because of its very low sulphur content, coal in Montana and Wyoming was preferred by the power generating plants, even though it was slow burning. Studies conducted during the year estimated that the low sulfur-content coal reserves in Montana and Wyoming were in excess of 36 billion tons. Therefore, the emerging bonanza in the Powder River Basin of Montana and Wyoming was in full swing, and by the end of the year the Burlington Northern had 11,540 high-side gondolas and open hopper cars, including several new cars, assigned to coal train service. Its coal tonnage had grown to 10.3 million tons during the year with two-thirds of the tonnage originated by mines in Montana and Wyoming.

This tonnage was transported in an average of 42 loaded unit coal trains per week with an equivalent number of empty unit coal trains returning to the mines. This sudden and dramatic increase in unit coal train traffic was described by one of the Alliance Division chief dispatchers. "Everyone and everything was so new, and no one knew what was going on. Everyone was at each other's throat. We were all so tired and frustrated by the seemingly endless problems and daily derailments. Most locomotive engineers had six months seniority or less, most conductors less than 30 days, and most brakemen were new. Daily coal train derailments were a fact of life. They piled up because the Alliance Division did not have the capability to handle heavy 100-car unit coal trains."

Southern Illinois Unit Coal Trains

Herrin, Illinois (Various Mines)-Chiles, Kentucky (Tennessee Valley Authority Power Plant). This power plant was located on the Ohio River across from the BN's Metropolis (Paducah) Yard.

North Benton, Illinois (Old Ben Coal Co. Mine)-Machens, Missouri (Union Electric Company Power Plant) This power plant was located 27 miles north of St. Louis. This unit coal train was operated via Shattuc and East St. Louis.

Sesser, Illinois (Old Ben Coal Co. Mine)-Milwaukee, Wisconsin (Wisconsin Electric Power Company Plant). This power plant was located a few miles south of Milwaukee. This unit coal train was operated via Virden, Illinois, where it was transferred to and from the Chicago and North Western Railroad.

Montana-Wyoming Unit Coal Trains

Big Sky (Peabody Coal Co. Mine)-Chicago (Commonwealth Edison Co. Plants). This unit coal train was operated via Forsyth, Staples, and Northtown.

Big Sky-Cohasset, Minnesota (Minnesota Power and Light Co. Plant). This unit coal train was operated via Forsyth, Fargo, and Grand Forks.

Big Sky-Northtown (Northern States Power Company Plant) This power plant was located in Northeast Minneapolis south of Northtown Yard. This unit coal train was operated via Forsyth and Staples.

Cow Creek (Western Energy Mine)-Billings (Montana Power Company Plant). This unit coal train was operated via Forsyth.

Cow Creek-Hammond, Indiana (Commonwealth Edison Power Plant). This unit coal train was operated via Forsyth, Staples, Northtown, and Eola, Illinois, and it was transferred to and from the Elgin, Joliet, and Englewood Railroad in Eola.

Cow Creek-Havanna, Illinois (Commonwealth Edison River Barge Facility). This unit coal train was operated via Forsyth, Northtown, Galesburg, and Peoria, and it was transferred to and from the Chicago and Illinois Midland Railroad in Peoria.

Cow Creek to Joliet, Illinois (Commonwealth Edison Power Plant). This unit coal train was operated via Forsyth, Northtown, and Congress Park, Illinois, and it was transferred to and from the Belt Railway of Chicago at Congress Park, and to and from the Gulf, Mobile, and Ohio Railroad west of its Summit station.

Decker (Big Horn Coal Co. Mine)-Havanna, Illinois (Commonwealth Edison River Barge Facility). This unit coal train was operated via Alliance, Lincoln, Galesburg, and Peoria, and it was transferred to and from the Chicago and Illinois Midland Railroad in Peoria.

Kleenburn (Big Horn Coal Co. Mine)-Chicago (Commonwealth Edison Power Plants). This unit coal train was operated via Alliance, Lincoln, and Galesburg.

Kleenburn-Havanna, Illinois (Commonwealth Edison River Barge Facility). This unit coal train was operated via Alliance, Lincoln, Galesburg, and Peoria, and it was transferred to and from the Chicago and Illinois Midland Railroad in Peoria.

Kleenburn-Kansas City (Kansas City Power and Light Co. Plant). This unit coal train was operated via Alliance and Lincoln.

Kleenburn-Northtown (Northern States Power Company Plant-Northeast Minneapolis). This unit coal train was operated via Alliance, Lincoln, and Willmar.

Along with other operational challenges, the Burlington Northern inherited the tremendous Northwest prairie and mountain winter season snows and extremely cold weather conditions. The 1970-1971 Winter Season proved to be one of the record-

breakers for the Burlington Northern and its predecessors.

The April, 1971, employee newsletter presented the following descriptions of winter season conditions in various areas. "Although the mountainous regions received their share of the season's furor, the Plain States were hit unusually hard this winter season. The two 65-mile per hour blizzards, one January 3 and the second February 21, dropped up to 18 inches of snow in Nebraska and Iowa that required extensive snow crew drift removal activities in the Omaha and Lincoln areas.

In Marias Pass the winter snows have accumulated to 310 inches (nearly 26 feet) at the Summit and 215 inches (nearly 18 feet) at Essex with snowplow trains in continuous operation from December through mid-March. Almost 485 inches (over 40 feet) of snow has fallen at Scenic, the west portal of the Cascade Tunnel in Stevens Pass, from November through April.

That's why the Cascade Mountains snow crews have an outfit car that serves as both a bunk house and dining hall in their wedge or dozer plow trains. In Stampede Pass the season's accumulation has amounted to over 500 inches (over 42 feet) at Martin, the east portal of Stampede Tunnel. Even though this winter season's snowfall has been more than typical, it has not been necessary to call out the behemoth rotary snowplows, but all of them stand ready should the need suddenly arise. Except for the Stampede Pass rotary, they have not been called to duty since the tremendous March, 1966, Blizzard experienced by our predecessor Great Northern and Northern Pacific in the Dakotas and Western Minnesota."

The remodeling of the Interbay "Long House" Locomotive Service Center in Seattle was completed and placed in service during January. This remodeling involved the raising of the service tracks that simplified the servicing of the growing number of locomotives assigned to Interbay.

The Complete Operations Movement Processing and Service System (COMPASS), a new computer network, linked all of the Burlington Northern's yard and freight sales offices with the St. Paul General Offices, and contributed to the improvement of freight train service systemwide. This computerized system also provided an inventory of the Railroad's locomotives and cars systemwide 24 hours a day.

Ground was broken in January for the construction of the new main line and Hangman Creek Bridge in Spokane. The new bridge was part of the project that relocated the Burlington Northern's main line through Spokane away from the projected World's Fair site. This new line also improved the connections with the former Northern Pacific main line between Spokane and Pasco via Sunset Junction and the former Great Northern Spokane-Wenatchee and the former Spokane, Portland, and Seattle Railway's Spokane-Pasco main lines via the new Latah Junction.

Hardly had the smoke from the impact of M-Day cleared than the Burlington Northern was faced with Amtrak Day 14 months later. The United States Department of Transportation announced its Basic System's 16 passenger train routes on November 30, 1970, and on January 28, 1971, added five additional routes.

Shortly thereafter, the Burlington Northern was informed by Railpax that it was going to be involved in the following routes: 1) Chicago-Denver-Salt Lake City-Oakland (San Francisco) with the Denver and Rio Grande Western and the Southern Pacific Railroads, 2) Chicago-Minneapolis-Havre-Spokane-Seattle with the Milwaukee Road, and 3) Seattle-Portland-Oakland (San Francisco)-Los Angeles-San Diego with the Southern Pacific and the Santa Fe Railway. On April 30 the Burlington Northern began payments scheduled over a three-year period on the \$33.4 million stipend that was required for the Burlington Northern to join Amtrak, renamed on April 19 from Railpax by the U. S. Department of Transportation, and to discontinue its own passenger train service effective on April 30.

Amtrak was scheduled to begin operations as of May 1 at which time this Federal agency, officially entitled the National Railroad Passenger Corporation (NRPC), contracted with the railroads to operate its passenger trains.

Effective on April 1, Mr. Budd retired and Mr. Menk became the Chairman of the Board and the Chief Executive Officer of Burlington Northern, Inc. Robert W. Downing was elected as President and Chief Operating Officer of "the BN Railroad". Mr. Budd continued to serve Burlington Northern, Inc. as Chairman of the Finance Committee that had been formed to complete the merger proceedings.

Since the U. S. Department of Transportation and Amtrak showed no interest in the United States mail and express traffic, the Burlington Northern inaugurated the high-speed PACIFIC ZIP, train #3, and also train #4, which was not named and which operated on a somewhat slower eastbound schedule, on April 24. They were scheduled between Chicago and Seattle via the Twin Cities, Fargo, Minot, Havre, and Spokane in order to protect the mail and express contracts that had been handled by the WESTERN STAR, trains #27 and #28.

Trains #3 and #4 provided Trailer-on-Flat Car (TOFC) and sealed mail car service for the United States Post Office Department and several express companies, and made connections to and from Portland at Spokane via Twin Cities-Portland Time Freights #197 and #190. With the inauguration of these two mail and express trains the Burlington Northern maintained the heritage it had received from the former Great Northern as "the Postman to the Northwest". The Seattle Times announced this new service: "A high-speed mail train between Chicago and Seattle will begin operating over the Burlington Northern Saturday (4/24/71). The new PACIFIC ZIP service, operating at passenger train speeds, will chip a day from the delivery time of parcel post, news publications, and other Second Class mail deliveries.

The first train, accompanied by U. S. Post Office Department and Burlington Northern officials, will arrive here 9:00 AM Monday. Welcoming ceremonies will be held at the Burlington Northern's South Seattle Yard at 9:30 AM." Even though westbound train #3's Chicago to Seattle schedule called for a run of 50 hours with guaranteed arrival in Seattle at 9:00 AM PST, right from its start the PACIFIC ZIP made the transcontinental run in 45 hours or less, arriving in the South

Seattle Yard around 4:00 AM. This 45-hour run duplicated the Great Dome EMPIRE BUILDER's westbound schedule from Chicago to Seattle.

In addition to the mail and express previously carried by the westbound WESTERN STAR, train #3 also gained the mail and express that originated in New York City, Philadelphia, Washington, DC, and other Eastern cities plus that originating in Chicago.

Train #3 also made pickups in the Twin Cities and Spokane, and it made setouts in the Twin Cities, Fargo, Minot, Havre, and Spokane. Train #4 was assigned a slower eastbound Seattle to Chicago schedule, since eastbound mail and express was lighter and had less priority. Its consist was usually filled out with other types of TOFC and COFC shipments and with empty TOFC flat cars and storage mail and express cars. Two or three high-powered SD45s and F45s in various combinations were assigned to trains #3 and #4 for their fast transcontinental runs.

All of the Burlington Northern's passenger trains that were still in service initiated their "last runs" on April 30. Most of these runs were also completed on that date with a few completed on May 1 and 2. Except for its Chicago-Aurora Commuter District, the Burlington Northern no longer operated its own passenger trains, but had contracted with Amtrak to operate some of its passenger trains.

Effective as of May 1, 1971, the Burlington Northern began operation of Amtrak's EMPIRE BUILDER from Minneapolis to Seattle via Willmar, Fargo, Grand Forks, Havre, and Spokane and the DENVER ZEPHYR-CITY OF SAN FRANCISCO between Chicago and Denver via Omaha and Lincoln.

The Milwaukee Road operated Amtrak's EMPIRE BUILDER between Chicago and Minneapolis via Milwaukee. The triweekly CITY OF SAN FRANCISCO was operated by the Union Pacific between Denver and Ogden and by the Southern Pacific between Ogden and Oakland (San Francisco). The Burlington Northern also operated Amtrak's triweekly CASCADE and two non-named passenger trains between Seattle and Portland via Tacoma. The CASCADE was also operated by the Southern Pacific between Portland and Los Angeles via Oakland (San Francisco) and by the Santa Fe between Los Angeles and San Diego.

Since the Federal District Court had imposed an injunction in response to appeals that had been filed opposing the termination of its Chicago-Quincy passenger train service, the Burlington Northern continued to operate its trains #5 and #6 between Chicago and Quincy via Galesburg. When the State of Illinois provided operating funds for this service a few months later, Amtrak assumed control of this service, named this train the ILLINOIS ZEPHYR, and the Burlington Northern continued to operate it for Amtrak.

Bowing to political pressure, particularly from the State of Montana, Amtrak returned the NORTH COAST LIMITED to triweekly service during June and renamed it the NORTH COAST HIAWATHA during November. The Burlington Northern operated this Amtrak passenger train between Minneapolis and Spokane. Through Chicago-Seattle cars that were carried in the EMPIRE BUILDER between Chicago and Minneapolis and

between Spokane and Seattle were also assigned to the NORTH COAST HIAWATHA's consists between Minneapolis and Spokane.

Effective with its November passenger timetables, Amtrak changed the name of the CASCADE to the COAST STARLIGHT between Seattle and Oakland and to the COAST DAYLIGHT between Oakland and Los Angeles. Amtrak also named its two Seattle-Portland trains the MOUNT RAINIER and the PUGET SOUND.

The Burlington Northern had stabilized its freight train schedules during the year and published those of 92 main line Time Freight trains in the June issue of the Official Guide. These published schedules included the stops that these Time Freight trains made where pick ups and/or set outs were completed. All of the transcontinental Time Freights also made stops in the Twin Cities, Minot, Havre, and Spokane for their required 500-mile inspections. These required inspections were also made in Lincoln and Laurel for the Time Freights, which were en route through these two yards.

The **BEEF EXPRESS**: Denver to Chicago (Friday only) (Lincoln and Galesburg)

The **PACIFIC ZIP, Time Freight #3, and Time Freight #4**, Chicago-Seattle (Twin Cities, Fargo, Minot, Havre, and Spokane)

Time Freight #60: Omaha to Chicago (Galesburg)

Time Freight #62: Denver to Lincoln

Time Freights #63 and #64: Chicago-Denver (Galesburg and Lincoln)

Time Freight #65: Chicago to Grand Island (California) (Galesburg)

Time Freight #66: (California) Grand Island to Chicago (Lincoln and Galesburg)

Time Freights #67 and #68: Chicago-Kansas City (Galesburg)

Time Freights #69 and #70: Chicago-Kansas City (Galesburg)

Time Freights #71 and #72: East St. Louis-Lincoln (Hannibal and St. Joseph)

Time Freights #73 and #74: East St. Louis-Kansas City

Time Freight #75: Kansas City to Portland (St. Joseph, Lincoln, Alliance, Billings, Laurel, Missoula, Spokane, and Vancouver, WA)

Time Freight #76: Portland to Kansas City (Vancouver, WA, Pasco, Spokane, and Laurel)

Time Freight #77: Lincoln to Laurel (Alliance)

Time Freight #78: Everett to Kansas City (Wenatchee, Spokane, Laurel, Alliance, Lincoln, and St. Joseph)

Time Freights FW&D/C&S/BN #77 and BN/C&S/FW&D #78: Houston-Seattle (Dallas, Fort Worth, Wichita Falls, Amarillo, Dalhart, Pueblo, Denver, Cheyenne, Casper, Laurel, Spokane, Wenatchee, and Everett)

Time Freight #79: Kansas City to Laurel (St. Joseph, Lincoln, and Alliance)

Time Freight #80: Twin Cities to North St. Louis (Savanna and Galesburg)

Time Freight #81: North St. Louis to Seattle

(Galesburg, Savanna, Twin Cities, Willmar, Minot, Havre, Whitefish, Spokane, and Wenatchee)

Time Freight #82: Seattle to Chicago (Everett, Wenatchee, Spokane)

Time Freights #83: Chicago to Seattle (Savanna, Twin Cities, Minot, Havre, Spokane, Wenatchee, and Everett)

Time Freight #85: Twin Cities to Auburn (Staples, Jamestown, Billings, Laurel, Missoula, Spokane, Pasco, and Yakima)

Time Freight #86: Auburn to Chicago (Pasco, Missoula, and Twin Cities)

Time Freight #88: Seattle to Chicago (Everett, Wenatchee, Spokane, Whitefish, Minot, Twin Cities, and Savanna)

Time Freights #93 and #94: Lincoln-Sioux City (Except Sunday)

Time Freights #95 and #96: Kansas City-Willmar (St. Joseph and Sioux City)

WEST COASTER, Time Freight #97: Chicago to Seattle (Minot, Spokane, and Everett)

Time Freight #98: Twin Cities to Chicago (Savanna)

Time Freight #100: Lincoln to Chicago (Galesburg)

Time Freight #101: Chicago to Omaha (Galesburg)

Time Freights #105 and #104: Peoria-Galesburg

Time Freights #107 and #106: Galesburg-Centralia, IL (Louisville)

Time Freights #109 and #108: Galesburg-Paducah (Beardstown)

Time Freights #121 and #122: Alliance-Denver

Time Freights #123 and #124: Minneapolis-Winnipeg

Time Freights #125 and #126: Minneapolis-Superior

Time Freights #127 and #128: Superior-Minot (Grand Forks)

Time Freight #130: Seattle to Twin Cities (Wenatchee, Spokane, Whitefish, Havre, and Minot)

Time Freight #131: Minneapolis to Grand Forks (Except Saturday) (Willmar and Fargo)

Time Freight #132: Fargo to Minneapolis (Except Saturday) (Willmar)

Time Freights #133 and #134: Vancouver, BC-Seattle (Everett)

Time Freights #135 and #136: Galesburg-Woodlawn, IL (Nashville)

Time Freights #137 and #138: Vancouver, BC-Bieber (Los Angeles) (Everett, Seattle, Tacoma, Centralia, WA, Vancouver, WA, and Klamath Falls)

Time Freights #139 and #140: Seattle-Bieber (Stockton) (Tacoma, Centralia, WA, Vancouver, WA, Portland, and Klamath Falls)

Time Freight #142: Laurel to Twin Cities (Billings and Staples)

Time Freights #143 and #144: Sumas-Auburn (Everett)

Time Freights #145 and #146: Seattle-Portland (Eugene, OR) (Tacoma and Centralia, WA)

Time Freights #147 and #148: Seattle-Portland (Tacoma, Centralia, WA, and Vancouver, WA)

Time Freights #149 and #150: Seattle-Portland (Eugene, OR) (Tacoma and Centralia, WA)

Time Freights #155 and #154: Minneapolis-Superior

Time Freights #157 and #158: Superior-Pasco (Staples, Fargo, Jamestown, Mandan, Glendive, Billings, Laurel, Helena, Missoula, and Spokane)

Time Freight #160: Portland to Seattle (W-Th-F-Su Only) (Tacoma)

Time Freight #163: Chicago to Denver (Galesburg and Lincoln)

Time Freight #165: Chicago to Grand Island (California) (Galesburg and Lincoln)

Time Freight #167: Chicago to Grand Island (California)

Time Freight #168: Grand Forks to Minneapolis (Fargo)

Time Freights #171 and #170: Spokane-Klamath Falls (Pasco)

Time Freight #173: Pasco to Portland (Vancouver, WA)

Time Freight #174: Auburn to Laurel (Yakima, Pasco, Spokane, and Missoula)

Time Freight #176: (California) Grand Island to Lincoln

Time Freight #182: Pasco to the Twin Cities (Spokane and Minot)

Time Freight #188: Seattle to Kansas City (Everett, Wenatchee, Spokane, Laurel, Alliance, Lincoln, and St. Joseph)

Time Freight #190: Portland to Twin Cities (Vancouver, WA, Pasco, Spokane, Whitefish, Havre, and Minot)

Time Freight #192: Twin Cities to Chicago (Savanna)

Time Freight #197: Twin Cities to Portland (Minot, Pasco, and Vancouver, WA)

The Burlington Northern's primary transcontinental freight trains were the "time sensitive" westbound Time Freights #97 and #197 and the somewhat slower eastbound Time Freights #82, #86, #182, and #190. Time Freight #97 was scheduled for a high-speed run from Chicago to Seattle, and Time Freight #197 made a high-speed run from the Twin Cities to Portland. Both trains guaranteed fourth morning delivery in Seattle and Portland of their "time-sensitive" Trailer-on-Flat Car (TOFC), Container-on-Flat Car (COFC), autorack, merchandise box car, and refrigerator car shipments. While both trains were in Minot's Gavin Yard, they exchanged those cars that were destined for terminals each served since Time Freight #97 did not pick up cars in the Twin Cities, but did have cars that were originated in Chicago en route to Time Freight #197's destinations. Also, cars originated in the Twin Cities that were destined for Time Freight #97's destinations were carried by Time Freight #197 from the Twin Cities to Minot. Both trains also received blocks of cars that had arrived in Minot from the Twin Ports (Duluth-Superior) and Grand Forks in Time Freight #127.

Time Freight #97 transferred its Inside Gateway (California) block to Time Freight #171 in Spokane and its Vancouver, British Columbia, block to Time Freight #138 in Everett. Time Freight #197 transferred its Yakima block to Time Freight #85 in Pasco, and the Southern Pacific's Oregon and California connections were completed in Portland.

The four eastbound transcontinental freight trains had slower schedules and usually had more cars and heavier tonnage in their "wheel reports" (consists) than did the westbound transcontinental Time Freights #97 and #197. Time Freight #82 was scheduled from Seattle to Chicago, and its entire "wheel report" was destined for Chicago and connections with Eastern and Southern railroads. Time Freight #86 was scheduled from Auburn to Chicago, and, when it departed the Twin Cities, its entire "wheel report" was also destined for Chicago and Eastern and Southern railroads' connections.

Although Time Freight #182 was scheduled from Pasco to the Twin Cities, it was routed via the new transcontinental main line. Before departing Gavin Yard in Minot, it was blocked for the Twin Cities and connecting Midwest railroads in the Twin Cities. Time Freight #190 was scheduled from Portland to the Twin Cities, and, while in Minot, it was also blocked for the Twin Cities and for the connecting Midwest railroads in St. Paul.

The Burlington Northern's unique BEEFEXPRESS made an overnight eastbound run once a week to Chicago from Denver. It departed Denver Friday evenings, and its "wheel report" was an all-TOFC manifest with refrigerated trailers loaded with meat products that originated in Denver, Lincoln, and Galesburg. The former Burlington Route inaugurated this TOFC "hotshot" from Denver to Chicago on December 12, 1969, less than three months before the merger, as its response to the competition provided by the non-regulated and highly subsidized trucking industry.

The Burlington Northern inherited several through transcontinental trains from the former Burlington Route that were operated to and from California terminals with the Union Pacific and the Southern Pacific via Grand Island, Nebraska. The primary “time sensitive” trains in this service were Time Freights #65, #66, and #167, and additional blocks of cars were handled by westbound Time Freight #165 and eastbound Time Freight #176. All of these trains were assigned combinations of Burlington Northern, Union Pacific, and Southern Pacific locomotives as they traveled to and from Grand Island.

Time Freight #163 was the most “time-sensitive” train from Chicago to Denver. Other trains scheduled between Chicago and Denver were Time Freights #63 and #64. All three of these trains made connections in Denver to and from the Denver and Rio Grande Western, which in turn connected in Salt Lake City with the Western Pacific, and made connections in Chicago to and from Eastern and Southern railroads.

Kansas City also had expedited service from and to Chicago provided by westbound Time Freights #67 and #69 and by eastbound Time Freight #68. Along with the slower Time Freight #70, all four trains made connections in Kansas City to and from various railroads serving the Southwest and Southern California terminals and in Chicago from and to various Eastern and Southern railroads.

The through freight trains that had been operated between the Pacific Northwest and California by the former Great Northern and former Spokane, Portland, and Seattle Railway in conjunction with the Western Pacific and the Santa Fe through the Inside Gateway were continued with Vancouver, BC-Los Angeles via Vancouver, Washington, Wishram, and Bieber, California, Time Freights #137 and #138 and Seattle-Stockton via Vancouver, Washington, Wishram, and Bieber Time Freights #139 and #140. Spokane-Klamath Falls via Wishram Time Freights #171 and #170 provided connecting service with Time Freights #137 and #138 and Time Freights #139 and #140 from and to Midwest and Eastern terminals.

Through train service was also provided from and to Louisville, Kentucky, in conjunction with the Southern Railroad, from and to Nashville, Tennessee, with the Chicago and Eastern Illinois and Louisville and Nashville Railroads, and from and to Eugene, Oregon, with the Southern Pacific Railroad. Time Freights #107 and #108 provided the through Louisville service via Centralia, Illinois, and Time Freights #135 and #136 provided the through Nashville service via Woodlawn, Illinois. Time Freights #145 and #146 and Time Freights #149 and #150 provided the through Seattle-Eugene service via Portland.

With its 1971 freight schedules reflecting adjustments initiated as a result of the merger, the Burlington Northern operated the longest scheduled freight trains in the nation in conjunction with its Colorado and Southern and Fort Worth and Denver subsidiaries between the Gulf of Mexico and the Puget Sound. They were the 2,670-mile Houston-Seattle Time Freights #77 and #78 that were operated via Denver, Laurel, and Wenatchee while making their seven day runs. They also transferred through Portland cars in Spokane and through Vancouver, British Columbia, cars in Everett to and from connecting trains.

In order to simplify locomotive assignments, to decrease turn-around time between loading, unloading, and reloading of its grain car fleet, and to compensate for the regulated rates structure in effect, the Burlington Northern reduced its unit grain trains to a maximum of 52 to 54 cars weighing from 4,500 to 7,000 gross tons. Although domestic grain traffic continued to be impinged by non-regulated carriers, foreign export shipments continued to grow. The Burlington Northern increased total bushels transported by 28 million over 1970, the equivalent of an additional 8,000 loaded grain cars with an average of 100 tons each hauled in an additional 148 unit grain trains with 54 cars each. Total grain tonnage had increased during the year to 22.23 million tons (over 778 million bushels).

The 1971 Annual Report indicated that Burlington Northern Inc. achieved its first “Billion Dollar Year” with \$1.029 billion earned in gross operating revenues.



David Hannah and his grandson stop for a photo-op after riding his SD60. David's was giving rides for the public with his diesel at the Houston Area Live Steamers track.

-David Hannah, III

New

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O Scale Report

Atlas announced their MP15DC will be offered in a FRISCO scheme. For those who model the transition period of BN, this may be of interest.

For the 3-Rail modeler, powered versions come in 2 road numbers: #1821-1 (#363) and #1821-2 (#365) with TMCC. MSRP is \$479.95 each. An unpowered version is available, #1871-1 (#364). MSRP is \$249.95.

For the 2-Rail Gold series modeler, #3821-1 (#363) and #3821-2 (#365) powered versions are offered at \$479.95 each, with the unpowered #2871-1 (#364) offered at \$249.95.

-Mike Kohl

Questions

Doug Kitchen has a question regarding the B9 Track Geometry car.

Doug found the article in the July 1996, V4N3, issue of *The BN Expediter*, and it mentions that the car is the B11 Roadway Maintenance Training Car. Doug is looking for any other reference, and any additional information on this car. He is in the process of finishing up his HO scale collection and wants to begin modeling the A and B series cars.

He would like to obtain a copy of a drawing or better yet, a photo if possible if this car actually existed.

Lastly, another car that he is interested in obtaining a copy of a photo, is the Round End Observation-lounge Car, Cathedral Mountain. It is listed in the 1975-1976 BN Annual, by F. Hol Wagner, Jr.

Doug wants to know if this car was actually painted into BN colors? Walthers released this car in BN colors as part of its Empire Builder series of passenger cars, but he has never seen a photo of it in BN colors.

Douglas Kitchen

bn_doug66@hotmail.com

Book Review

A good book should create a desire to read or learn more. *Last Train to Wymore: The Story of a Prairie Local* by David J. Doering succeeds by doing just that. I must admit that my interests lean more towards mainline railroading in the Pacific Northwest rather than branch line railroading in the Midwest. However, after reading *Last Train to Wymore*, I found myself wondering about the history of the Wymore Division extending all the way back to the days when the railroad was the reason a town existed.

The book chronicles the last few years of the Wymore local on the Beatrice Subdivision but also touches briefly on connecting rail lines, including Union Pacific's Beatrice Branch. The author introduces the crew members since the same railroaders usually ran the local. The story is told using mostly pictures but extensive captions explain details and history related to the photo. The photographs are nicely done and include sites of operational or scenic interest. There are also excerpts from BNSF timetables and maps of the Beatrice Subdivision. These are simple but clear.

I surprised myself and enjoyed this book very much. Beyond its obvious utility for anyone seeking to model the Wymore Division, this is the story of modern branch line railroading, regardless of locale. This book provides a glimpse of a part of railroading that has disappeared from many parts of the country especially in the plains where railroads crisscrossed virtually everywhere and connected every town. You need only change the scenery and industries to make this story fit your branch line or your town. All that remains of most of these lines is the scar left by the abandoned

right of way, if even that. Fortunately, although the Wymore local is gone and many of the connecting lines have disappeared as well, trains still serve the Beatrice Subdivision.

-Dave Poplawski

