

# *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



5705 at Interbay, WA 6-2-1978. 5708 at Interbay 6-6-1977. -Brian Ambrose photos



5711 at Interbay.  
- Tony Raimondi photo.

# Friends of the Burlington Northern Railroad

PO Box 271, West Bend, WI 53095-0271

[www.fobnr.org](http://www.fobnr.org)

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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John Adams, MD; John McKenzie; Kent Charles;  
David Poplawski; Gary Seymour

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Regular membership is \$25.00/year; Sustaining 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.

*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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## Conventions

2010 - Galesburg, June 16-19

2011 - Gillette (tentative)

2012 - Pasco (tentative)

If you would like to help plan events for any of these upcoming conventions contact Dave Poplawski. The convention report for the 2009 Seattle convention will be in the January issue due to space constraints.

## Correction

In the July issue on page 12, the Book Review about "*The Last Train to Wymore*" was incorrectly credited to Dave Poplawski. **Doug Fast** actually wrote the review.

That mistake was on my part. I received the book review via email from Dave and assumed he wrote it.

-Editor

## Cover Photo

In August 1986, the 5498 and 5499 sit at 8th Street in Vancouver, WA with train #13.

-Roland Haynes photo

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# President's Message



Welcome to another year with the FOBNR! We are now post-convention for 2009, with only a slight change in leadership. Dave Poplawski and I have traded responsibilities, so you will now be stuck with President's messages from me. Gary Seymour continues his duties as Secretary, Jeff Hendricks as Treasurer and John McKenzie continues his work with the Archives. Our final Board member, Kent Charles will continue his work with adding new materials to the website.

At this time I would like to share with you several improvements you will note with our organization. First, we will be changing to a new digital format for printing the *Expediter*. This will cost the organization considerably less per issue which will allow us to provide more color features per issue. We hope to have at least some color in each issue and to devote even more color pages to the color issue in October. At the same time we will be using a digital format for pictures, which will require us to use higher resolution pictures. If you do want to contribute pictures to the *Expediter*, we would ask you to use the highest resolution available on your camera, so that we can have good quality pictures to use in the new format. If you have questions about this, you can contact Kris Johnson, our *Expediter* editor, who can help you with the details on suggested resolutions and formats.

Secondly, we have recently changed website hosts. Although the website should look and work the same for you, the new website home has expanded the amount of material we can put on our website greatly. This will allow us to put much more content on the website. In particular, you may notice that we are frequently adding more scanned timetables onto the website. We will also hope to add other material to the website as time goes on. With this change and the new additions onto the website we hope that this can be an ongoing resource for people doing research into the BN and BNSF. We also hope to use the website even more in the future for communication with the membership. You will also find that the FOBNR will contact you, the membership, more often by email, again saving postal costs.

Now, what can you as members do to help our organization? First, as always, we are looking for new members. If you have somebody who is interested in the railroad, encourage them to look at our website and look at the *Expediter*. If you can spark their interest and get them to join the FOBNR, our organization will become stronger over time.

Secondly, the *Expediter* will be only as good as the content that our members send in. All of us have useful information about the railroad, so please share this information with the rest of our membership. You don't need to be a professional writer or a literary genius, just send us the information as you can arrange it and we can always edit it for you. So please, whether it is a historical piece,

something about the modern BNSF that you have seen, or a modeling article, share it with the rest of us.

So, that's enough of having to read this – enjoy the rest of the *Expediter*, and enjoy our hobby as we look forward to another year. Oh, and mark the dates of June 16-19, 2010 to join us in Galesburg!

-John Adams

## O Scale Report

by Mike Kohl

Here is the list of items from the MTH 2009 Vol 2 catalog.

### RAILKING LINE

**#30-2941** BNSF (Swoosh) MP15DC w/ Proto Sound 2.0 (3-rail version only) \$299.95. **#30-74562** 50 Ft Modern Boxcar (mineral red w/ small "swoosh" logo and lettering in white) \$44.95.

### Premier Line

**#20-2956-1** 3Rail SD70MAC w/ Proto Snd 2.0 Green and cream w/ BNSF lettering (#9771 shown) \$429.95. **#20-2956-3** 3rail SD70MAC Non Powered to match above unit \$199.95. **#20-2957-1** 3rail SD70MAC w/ Proto Snd 2.0 "Swoosh" scheme (#8987 shown) \$429.95. **#20-2957-3** 3Rail SD70MAC non Powered Swoosh scheme \$199.95. **#20-20001-1** BNSF Swoosh NRE 3GS-21B Genset Diesel locomotive 3Rail \$429.95. **#20-20001-2** BNSF Swoosh NRE 3GS-21B Genset Diesel locomotive Scale wheels \$449.95. **#20-2945-1** Santa Fe Warbonnet 8-40CW 3-Rail w/ Proto Snd 2.0 \$429.95 *new tooling*. **#20-2945-2** Santa Fe Warbonnet 8-40CW Scale wheels w/ PS 2.0 \$449.95 *new tooling*. **#20-2945-3** Santa Fe Warbonnet 8-40CW Non-Powered \$199.95 *new tooling*. **#20-2952-1** 3Rail GP38-2 BN w/ PS 2.0 \$399.95. **#20-2952-3** 3Rail Non-Powered \$199.95.

*All above Premier Line locomotives can be converted from 3 Rail to 2 Rail operation.*

**#20-97237** BN ore car (Mineral Red w/ white logo and lettering) \$42.95. **#20-97240** BNSF Coalporter Hopper w/ rotating couplers (silver w/ black end panels and "B N S F" over 4 panels in black squares) \$54.95. **#20-95083** BN America Husky Stack w/ Swift Intermodal 48ft and 2 Hanjin 20 ft containers \$59.95. **#20-98702** BN Corrugated Auto Rack \$59.95.

*All above freight cars have Kadee 2-Rail Compatible mounting pad.*

**#20-91300** BNSF "Swoosh" Wide Vision Caboose \$59.95.

### Here are new releases from Atlas O

BNSF SD40 #6301 powered 3rail TMCC#1526-1, 2rail Gold#3526-1 \$499.95 MSRP for powered (3 and 2 rail). BNSF SD40 #6304 powered #1526-2, #3526-2. BNSF SD40 #6308 un-powered 3rail 31576-1, 2rail #2576-1 \$239.95 MSRP for un-powered (All three shown in "swoosh" scheme). Trinity 5161 cu.ft. Covered Hopper *New model!!* 3-rail #3001102 \$79.95, 2-rail #3002102 \$84.95 BNSF "swoosh" mineral red w/ white lettering. ACF 50Ft 6 in Box car BNSF mineral red w/ small round logo 3-rail #2001012 \$42.95, 2-rail #2001062 \$45.95.

# Burlington Northern Locomotive Chronicles: 1984

by Dave Poplawski

The economy, which began recovering in 1983, continued its upturn in 1984. On the BN, traffic began picking up and locomotives were returning to revenue service after being stored for a while.

1984 was not a big year for new locomotives. Only three new units arrived - B32-8's 5497, 5498 and 5499. General Electric was transitioning from its Dash-7 series of locomotives to the new Dash-8 series. The new locomotive series contained new revolutionary computer-control systems, had systems for managing wheel slippage, were designed to have better fuel efficiency and were easier to maintain. Having built one demonstration unit, GE was eager to get more experience with the model, so it built three for testing in revenue service and leased them to BN for one dollar a year each!

104 units left the roster in 1984. The two SL144's that were being tested in Minneapolis transfer service were returned to GE, even though the units had much lower fuel consumption than the switchers and GP's that were normally used in that capacity. All nine U23C's were sold, clearing that model from roster. Large numbers of U33C's and SD45's were also sold, beginning the purge of those models that would continue through 1987 when they would all be gone. Eleven SD40-2's were scrapped due to severe damage incurred in major wrecks in Wiggins, CO, Motley, MN, and Dalhart TX.

SD40-2 6812 was rescued from a wreck in Ranchester, WY, emerging from the shops as SD40-2B 7502. This was the third, and last, SD40-2 to be rebuilt as a cabless B-unit.

Continuing BN's penchant for experimentation, BN sent SDP45 6599 to EMD to have a experimental 4-axle radial guided truck installed on the rear of the unit. The hope was that the new truck would reduce track wear as well as increase adhesion.

The radial truck was constructed from two SD flexicoil 3-axle trucks. One of the axles was removed from each truck, the sideframe shortened and the remaining parts connected with a system of transoms and linkages that allowed the front two axles to be at a different angle relative to the rail than the back two. The new truck was longer than the original 3-axle, so the 5000 gallon fuel tank was replaced with a 4000 gallon tank to make room. Extra weight was added to the empty steam generator compartment immediately above the new truck. Finally the middle traction motor in the front truck was disconnected so the unit would still have just six, two in the front and four in the rear (making the axle designation A-1-A B-B), thereby avoiding changes to the unit's electrical system to handle an extra traction motor.

The modified unit was sent for testing on Stampede Pass (along with SD38-2 6261 and EMD SD45X 5740) for about two weeks in September.

It then ran off and on in general revenue service for almost three years before being converted back into its original axle configuration in 1987.

It certainly provided much data and experience that likely was influential in the design of the radial guided trucks that first appeared on the SD60MACs

and that are pretty much standard on modern EMD and GE units.

After a long hiatus, BN began experimenting with remote control locomotives again in 1984. The new second-generation Locotrol was highly improved over the first generation of the mid 70's, and BN wondered if 200 car coal trains could be run with head-end control and mid-train slaves. First experiments were with borrowed Canadian Pacific units in spring. Then BN SD40-2's 7260 and 7261 had Locotrol masters installed, and SD40-2's 7270 and 7271 were converted to remotes.

BN began running 200 car coal trains between Alliance and Lincoln using the new units. This line was considered a good testbed since there were long sections of double track between sections of single track, few too-short sidings, and hence plenty of places to get by or around the 200 car trains. There also were very few communities along the line, especially ones of any size, where such long trains could cause traffic delays.

Two 100 car trains would be joined by removing the caboose from the first train and coupling the second train to the rear of the first. The trains were split again at the other end of the line.

According to Earl Currie, Senior VP-Maintenance and Transportation in Overland Park, KS at the time, "It worked out very well from the technical standpoint. We had no break-in-twos or failure of the Locotrol equipment. Most crews considered it a challenge to their skill and made it work." However, due to complaints from residents along the line, trouble keeping brake pressure up, and, in deference to the employees charged with making the operation work who already had plenty of other things to do, the experiment was ended shortly after it started.

*Information for this article came from Robert Del Grosso's BN Locomotive Directory 1992 and BN 1980-1991 Annual, issues 80-82 of Extra 2200 South and personal communications with Earl Currie.*



7502 at Laural, MT 9-11-1993. -Bryan Griebenoe photo, K.M. Ardinger collection

6812 in Portland, OR 12-13-1980.  
-K. M. Ardinger photo



Close-up of 6599's 4-axle truck. Vancouver, WA.  
-Roland Haynes photo



## **New Locomotives:**

### **B32-8:**

5497-5499

## **Rebuilt Locomotives:**

### **SD40-2B:**

7502 from SD40-2 6812

## **Units Leaving the Roster:**

### **SW1:**

WWV104 Sold to Lamb Weston

### **SW7:**

100 Sold to General Metals  
120 Sold to Precision National

### **SW9:**

153 Sold to Independent  
Locomotive Services  
159 Sold to Precision National  
161 Sold to Ladish Malting

### **SL144:**

1101 Returned to GE  
1102 Returned to GE

### **GP9:**

1730 Disposition Unknown  
1755 Sold to Simon and Sons  
1781 Sold to Simon and Sons  
1808 Sold to Precision National  
1810 Sold to CM Railway  
1856 Sold to Iowa Northern  
Railroad  
1945 Sold to Chrome Chankshaft  
1972 Sold to Precision National  
1979 Sold to Precision National

### **GP20:**

2022 Sold to Precision National  
2061 Sold to SW Railroad

### **GP30:**

2235 Sold to Precision National  
2254 Sold to Precision National

### **GP35:**

2502 Sold to Simon and Sons  
2506 Sold to General Metals

### **U23C:**

5200 Sold to Azcon  
5201 Sold to Azcon

5202 Sold to Azcon  
5203 Sold to Azcon  
5204 Sold to Azcon  
5205 Sold to Azcon  
5206 Sold to Azcon  
5207 Sold to Azcon  
5208 Sold to Azcon

### **U30B:**

5470 Disposition Unknown

### **U33C:**

5700 Sold to Precision National  
5702 Sold to Precision National  
5703 Sold to Precision National  
5704 Sold to Precision National  
5705 Sold to Precision National  
5706 Sold to Precision National  
5707 Sold to Precision National  
5708 Sold to Precision National  
5709 Sold to Azcon  
5710 Sold to Azcon  
5711 Sold to Azcon  
5712 Sold to Azcon  
5713 Sold to Azcon  
5714 Sold to Azcon  
5715 Sold to Precision National  
5716 Sold to Precision National  
5717 Sold to Precision National  
5718 Sold to Precision National  
5719 Sold to Precision National  
5721 Sold to Precision National  
5722 Sold to Precision National  
5723 Sold to Precision National  
5724 Sold to Precision National

### **U30C:**

5914 Scrapped

### **SD9:**

6130 Sold to Precision National  
6137 Sold to Precision National  
6165 Sold to SW Railroad  
6201 Sold to Simon and Sons  
6229 Sold to SW Railroad

### **SD40:**

6319 Scrapped

### **SD45:**

6404 Sold to Hitchcock  
6408 Sold to J&J Services  
6410 Sold to Precision National  
6412 Sold to RC&L Inc.

6426 Sold to Precision National  
6431 Sold to Hitchcock  
6437 Sold to Hitchcock  
6439 Trade in on GP50  
6441 Trade in on GP50  
6446 Sold to Hitchcock  
6457 Returned to Leasor  
6458 Returned to Leasor  
6459 Returned to Leasor  
6460 Returned to Leasor  
6461 Returned to Leasor  
6462 Returned to Leasor  
6463 Returned to Leasor  
6464 Returned to Leasor  
6465 Returned to Leasor  
6466 Returned to Leasor  
6467 Returned to Leasor  
6469 Returned to Leasor  
6470 Returned to Leasor  
6471 Returned to Leasor

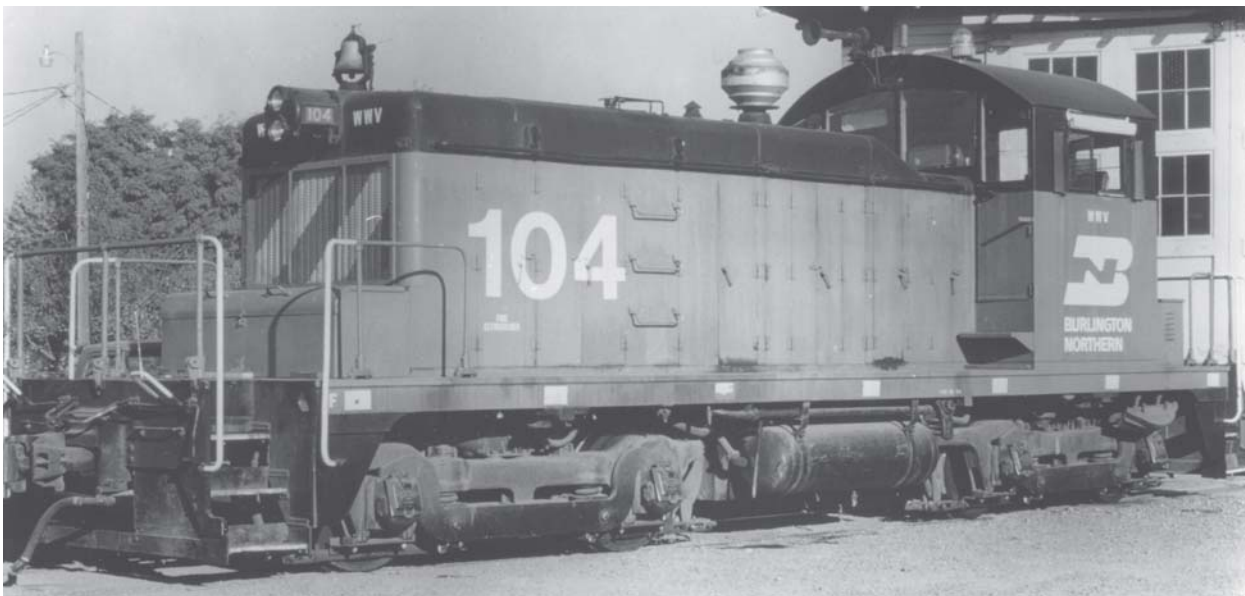
### **F45:**

6600 Sold to Schnitzer Steel  
6601 Sold to Sessler Inc  
6602 Sold to Schnitzer Steel  
6603 Sold to Schnitzer Steel  
6604 Sold to Sessler Inc  
6605 Sold to Schnitzer Steel

### **SD40-2:**

6714 Scrapped  
6760 Scrapped  
6765 Scrapped  
6800 Scrapped  
6922 Scrapped  
7019 Scrapped  
7241 Scrapped  
7820 Scrapped  
7899 Scrapped  
7907 Scrapped  
8043 Scrapped





104 in Walla Walla, WA in October 1978.  
- Keith Ardinger photo



100 at Portland, OR 11-27-1981. 120 in Creston, IA 5-28-1973. -K.M. Ardinger photos





6319 at Interbay, WA 3-19-1979. -Brian Ambrose photo.



6404 at Interbay, WA 6-17-1974.

6408 at Berne, WA 7-21-1984.

- Brian Ambrose photos.





6459 at Argo, WA 7-18-1979.



6460 at North Portal, WA 4-21-1980.

6463 at Interbay, WA 8-6-1979.  
- Brian Ambrose photos





6469 at Interbay, WA.

6470 at Interbay, WA.

-Tony Raimondi photos.



66011 at Interbay, WA 3-12-1980. -Brian Ambrose photo





6603 at Argo, WA 10-28-1980.

6604 at Auburn, WA 9-4-1980.

6605 at Seattle, WA 7-19-1977.

-Brian Ambrose photos

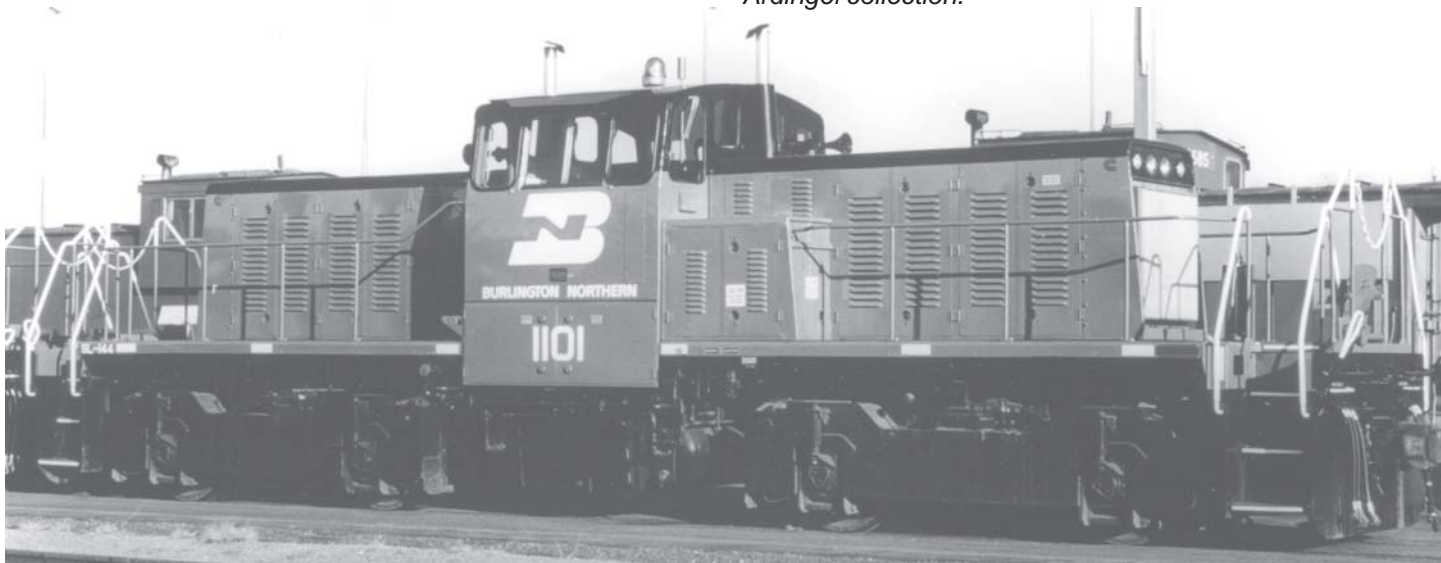


153 at St. Paul, MN 2-9-1980. -Roger Bee photo, K. M. Ardinger collection



161 in Scottsbluff, NE 10-12-1972. K.M. Ardinger photo.

1101 in Minneapolis, MN 11-28-1982. -Jim Shepard photo, K.M. Ardinger collection.





1755 at Pasco, WA 9-23-1979. -K.M. Ardinger photo.



1856 at Missoula, MT 9-15-1972. -K.M. Ardinger photo.

1979 in Portland, OR 8-23-1981. -K.M. Ardinger photo.





2061 in St. Joe, MO 7-4-1980. -Walter Evans photo, K.M. Ardinger collection.



2235 at Cicero, IL 6-25-1970. -L.A. Hastman photo, K.M. Ardinger collection.

2502 at Tacoma, WA 6-16-1984. -K.M. Ardinger photo.





5205 in Alliance, NE 10-16-1978.

- Bryan Griebenow photo, K.M. Ardinger collection.



5470 in Omaha, NE 4-9-1981.

- Jerry Bosanek photo, K.M. Ardinger collection

5700 in Portland, OR 4-5-1981.

- K.M. Ardinger photo





6165 in Denver, CO 4-18-1983.  
-K.M. Ardinger collection.



6229 in Cheyenne, WY 5-27-1982.  
-Jeff Prince photo, K.M. Ardinger collection.

6922 in Lincoln, NE 10-23-1982.  
-George Cockle photo, K.M. Ardinger collection.





6714 in Ogden, UT 6-28-1967. -K.M. Ardinger photo.

7820 in Pueblo, CO 12-9-1979. -Ed Fulcomer photo, K.M. Ardinger collection.

7899 at Skykomish, WA. -Tony Raimondi photo





5710 at Interbay, WA on 6-6-1977.

5717 at Argo, WA on 6-1-1977. -Brian Ambrose photos.





5713 at  
Interbay.  
- T o n y  
Raimondi  
photo.



5718 at  
Interbay.  
- T o n y  
Raimondi  
photo.

5724 at Interbay. -Brian Ambrose photo.

