

The BN Expediter

Volume 18, Number 1

January 2010



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



(above) In September 1991, the 1419 is at Missabe Jct. in Duluth, MN.

(below) The Ranger Rocket is tied-up at Kelly Lake, MN in September 1990. -Dennis Pehoski photos

Front Cover

In August 1990, an ore train departs the ore yard at Allouez for the Iron Range.

-Dennis Pehoski photo



Friends of the Burlington Northern Railroad

PO Box 271, West Bend, WI 53095-0271

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.

Directors

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

Officers

President.....John Adams, MD
Vice President.....Dave Poplawski
Secretary.....Gary Seymour
Treasurer.....Jeff Hendricks

Editor

Kristopher Johnson

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.

Send material for publication to:

The BN Expediter

PO Box 898

Duvall, WA 98019-0898

kristopherandlori@msn.com

Copyright 2010 by the **Friends of the Burlington Northern Railroad**. All rights reserved.

From the Editor

The *BN Expediter* has made some changes over the past few months. First, we have switched to a new printer. Emerald Falcon Printing (www.EFPrints.com) of Duvall is now publishing our newsletter and doing the mailing. Second, we have gone back to digital printing. We tried digital printing a few years ago and the results were not very good; the quality of the *Expediter* was noticeable.

The advantage of digital printing over the traditional offset printing is cost—digital printing is roughly half the cost. This new digital printer used by Falcon Printing produces the same quality as offset printing. At the Seattle convention I passed around two samples of the same issue. One was done with an offset printer and the other was a sample done on the new digital printer. Everyone agreed it was hard to tell them apart. The October issue was the first issue to be digitally printed by the new company.

Because of the lower cost, the *Expediter* will now have color in every issue. Starting this year, the January, April and July issues will have 4 pages in color, and the October issue will be full color.

Now that we will be doing more color, the *Expediter* will need more color material to print. I will not be printing color just to be printing color. For example, if an issue is mostly text or contains mostly black and white photos, it will be printed as a black and white issue.

You have probably seen my requests in past issues calling for members to submit article and photos. Now more than ever I will need material to fill issues. If you have photos from the BN years and would like to see them published in color, don't be shy about sharing them with the group.

-Editor

New Members

Tom Woxland 09-031
3644 Stone Creek Lane
Fort Worth, TX 76137

Paul Bernath 10-002
1499 S. Reed St
Lakewood, CO 80232

Jack B. Borders 09-032
P.O. Box 6690
Ocean Isle Beach, NC
28469

Michael Round 10-003
13234 Long Street
Overland Park, KS 66213

Hal Van de Vord 10-001
551 Old Moscow Road
Pullman, WA 99163

In This Issue

Questions & Answers	4
2010 BoD Nominations	4
Today's Mesabi Division	6
2009 Convention Report	17
BN Survivors, SD60M	19

Question & Answers

In the April 2009 issue, a question was asked if any of Burlington Northern's Alco S2s were painted in Cascade Green.

Answer: The only unit painted in BN colors was the 902; it was scrapped in May 1973. All of the other S2s and S4s worked out their days in NP paint.

In the July 2009 issue, Doug was looking for information on the B-9 Track Geometry car and Cathedral Mountain car.

Answer: Car B-9 was a track "measuring" car (later it was called a track "geometry" car). This car was used to identify track irregularities. It was the former GN-1083; it lasted until 2003 when BNSF retired it.

Car B-11 was a Road Maintenance Training car, it was used to train employees on how to maintain the track. This car was the former GN 60-seat coach numbered 1210. It was converted to company service in 1976. It is now owned by a private individual in Roy, Oregon.

The Cathedral Mountain was the former GN-1293 and at the merger time was painted in the experimental GN "hockey stick" scheme. It was assigned BN number 1202, but it was never applied; it was subsequently sold and now resides in Walla Walla, Washington in Empire Builder colors.

Jason asks, "Where did BN have its MOW locations. What types of buildings and tracks did these locations have? Do you have any plans available for any of the MOW locations."

Answer: If his question was; Where are the major rebuilds to MOW machines done? Brainerd, Minneapolis, Galesburg all have rebuilt MOW machines, I would think there is at least one out west also?

If he is talking about just the machines being around a major facility, they were in all the large yards and he could review the yard maps for the locations of MOW tracks.

Brainerd is a very large facility, 10-15 tracks, and lots of MOW machines, all arriving/departing on flatcars (there are only about 5 trains on the Brainerd line a day). Minneapolis just does minor repairs now at the Lilydale shops. Galesburg does major overhauls also and Kansas City maintains the passenger cars, not the MOW fleet.

-Peter Ferch

Board of Directors Election Request for Nominations

The current terms of office of John Adams and Gary Seymour on the FOBNR Board of Directors will expire at the annual meeting this summer.

In accordance with the bylaws of the FOBNR and Board policy, nominations are hereby solicited by March 1, 2010 for candidates for these positions. All positions are for two years.

Any FOBNR member can nominate him or her self, or be nominated by another person (the nominee will be contacted and must then accept the nomination). All nominees will be asked to write a short autobiography and a statement of why they should be elected.

A list of nominees, their supporting information, and a ballot will be sent via a special mailing in early June. Voting will take place by mail.

All details of the election will be handled by Lawrence Stephens. Send nominations, or names, addresses and supporting information to him at:

613 Mooreland Place
Elmira, NY 14904-1622

Lawrence must receive all nominations by March 1, 2010.

Substaining Members

The Board of Directors would like to take this opportunity to thank our Sustaining Members for 2009. 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, Robert Bach, John Baker, Joseph Beasley, Tom Bentley, R.L. Blaisdell, William Brotherton, Jay Burkgart, Ken Caddick, Bill Chapple, Kent Charles, Gayle Christen, Earl Currie, William Davey, Charles Davis, Duane Durr, Trevor Dysland, Doug Fast, Peter Ferch, Wade Griffis, David Hannah III, Mark Herrick, Lorna Hunter, Kristopher Johnson, Jesper Kaae, Steve Koberstein, James Kreger, Mark Lembersky, Dennis Lutz, William McCafferty, Donald McKenzie, John McPhee, Alan Meyer, William Miotek, Allen Moore, Sterling Moore, Train Mountain Railroad, Gary Muehlius, Stephen Myers, David Obetz, Jerry Pitts, Dave Poplawski, Emery Rahm, Anthony Raimondi, Richard Rehn, Gary Reich, Kim Saign, Gary Seymour, Dennis Shogren, Patrick Slater, David Smith, Joe Snider, Lawrence Stephens, John Titterton, Aric Van de Vord, Konstantin Wacker, Anthony Wassell, Gary Wlodarczyk.

The BN Expediter, V17N2, April 2009

Additions, Corrections and Revisions

Page 16, Left Column:

Transition in Seattle: BN to Amtrak on BN

Burlington Northern's International,...Saturday, April 30, 1971. The International and UP No. 457 and 458 were discontinued.

Burlington Northern's eastbound...on April 30, 1971.

Burlington Northern's westbound...were discontinued.

Burlington Northern's westbound...arrived for the last time...in the morning. The North Coast Limited...discontinued.

Amtrak's eastbound... on May 1, 1971. It was en route with a revised schedule...and Milwaukee.

Amtrak Cascade, its new...on Monday, May 2, 1971.

Amtrak's westbound Empire Builder, No. 31, which had departed Chicago on May 1, 1971...on Tuesday, May 3, 1971.

As shown in the Amtrak Schedules below,...as of May 1, 1971. All of Amtrak's passenger trains,...main line tracks.

Although referred to in this column's last paragraph, Seattle's King Street Station Amtrak Schedule: effective as of May 1, 1971, which are shown below, were not included.

Seattle's King Street Station

Amtrak Schedules: effective as of May 1, 1971

Arrive	Leave	Train and Origin or Destination
7:40am		Empire Builder , No. 31, from Chicago, Milwaukee, Minneapolis, Havre, Spokane, and Pasco.
	9:30am	No. 199 , Ar Portland at 1:00pm via Tacoma.
11:30am		No. 198 , Lv Portland at 8:00am via Tacoma.
	12:15pm	Cascade , No. 11, Ar Portland at 4:00pm (M-Th-Sa), to San Diego via Oakland (San Francisco) and Los Angeles.
	2:15pm	Empire Builder , No. 32, to Pasco, Spokane, Havre, Minneapolis, Milwaukee, and Chicago.
5:15pm		Cascade , No. 12, from San Diego via Los Angeles and Oakland (San Francisco), Lv Portland at 1:30pm (M-Th-Sa).
	5:30pm	No. 195 , Ar Portland at 9:00pm via Tacoma.
8:30pm		No. 196 , Lv Portland at 5:00pm via Tacoma.

Page 16, Right Column:

Coast Starlight replaced the **Cascade** as of 11/14/1971.

Mount Rainier replaced by the **Cascadia** as of 10/29/1995.

Page 17, Left Column:

Coast Starlight departed King Street Station at 11:50am

North Coast Hiawatha departed King Street Station at 6:00pm

Pacific International departed King Street Station at 6:16pm

Page 18, Left Column:

Amtrak Schedules: Effective October 29, 1995.

Page 18, Right Column:

Empire Builder: Its 80th anniversary of continuous service occurred on 6/11/2009.

Page 19, Left Column:

Seattle's King Street Station, effective October 7, 1999
12:15pm, Cascade, No. 750, from Eugene, Lv Portland at 8:45am.

Seattle's King Street Station, effective June 7, 2004
12:15pm, Cascade, No. 500, from Eugene, Lv Portland at 8:45am.

Add: The Sounders were operated daily, except Sa & Su.

Page 19, Right Column:

Add: 5:35pm, Sounder, No. 1706, Ar Everett 6:34pm.

Amtrak 377 and BN 4243 at the fueling rack at Interbay.

-Keith Ardinger photo



TODAY'S MESABI DIVISION

written by Earl J. Currie

photos by Dennis Pehoski

NOTES

The material in this brochure has been compiled from meetings I have had with BNSF Railway operating officers at the Superior and Allouez terminals, various reference sources, my observations of current operations, and knowledge I gained during my years of employment with Burlington Northern.

Although I have had the benefit of visits with railway people who are very knowledgeable on current BNSF operations, I assume full responsibility for any errors or omissions.

I am grateful to the following individuals for sharing their time and knowledge: Richard Ebel, General Manager, BNSF Twin Cities Division. Peter Hamell, Superintendent Operations, Superior. Stan Ujka, Terminal Manager, BNSF, Superior. Frank Christopherson, retired Locomotive Engineer, Great Northern Railway and Burlington Northern. Dave Schauer, rail historian and photographer. Larry Mattison, Division Trainmaster, Superior.

I also received good assistance from Treasure Bay Printing and Photo Express Company in Grand Rapids, MN, in getting the text, photos and drawings prepared for printing.

There is a wealth of information available on new developments in mining and manufacturing on Minnesota's Iron Range. You are encouraged to locate it through the internet and the Iron Range Resources Board's newsletter and other forms of public information.

The Mesabi Division was among the strongest blocks in the foundation of the Great Northern Railway. With today's prospects for further growth and development, BNSF will continue to benefit greatly from the resources on the Range, the quality of the railway built, maintained and operated under James J. Hill, John F. Stevens and C.O. Jenks, and the dedication and skills of railway people who have established roots on the Range and in the Superior-Allouez area.

(Earl J. Currie)

TODAY'S MESABI DIVISION

The heavy movement of high tonnages of iron ore on the Great Northern's lines on the Mesabi Range contributed greatly to the company's success. Railway companies produce their best results when they move high tonnages over their network. The economies of railroading are most favorable with a high density of traffic and intensive utilization of assets, i.e., cars, locomotives, roadway and labor. Together with a strong team of operating managers, these factors enable a railway company to produce good results at the bottom line. With the heavy tonnages of coal and taconite that continue to be moved into Superior, this part of BNSF remains a very important point of contribution to revenue and profitability.

In addition to its iron ore traffic, the Great Northern's Mesabi Division handled large volumes of grain at the elevators in Duluth and Superior, and numerous other commodities that moved on the Great Lakes. To some, the Mesabi Division may not have been as glamorous, interesting or exciting as the GN lines running through scenic areas in Montana, Idaho and Washington. But from the business perspective, the Mesabi Division was a real money-maker for the GN.

This paper contains a summary of the operations of today's BNSF in northern Wisconsin and northeastern Minnesota. It was put together with input from BNSF's operating managers in the Duluth-Superior area and news items about current developments on the Iron Range and in the Duluth-Superior port.

BNSF TRAIN OPERATIONS BETWEEN SUPERIOR AND MINNEAPOLIS (NORTHTOWN YARD)

Currently, BNSF operates one "general" freight train in each direction daily. These trains perform no local work except to

In August 1987 a loaded taconite train is at Saunders, WI.



setout grain at Hinkley for movement to a mill at Rush City, located on the St. Paul-Duluth line of the former Northern Pacific. The line to Rush City is operated by a shortline railway company. Currently, it is out of service awaiting major bridge repairs.

A local train is operated on a five-day basis between Northtown and Hinckley. Its main work is handling LPG (liquefied petroleum gas) for a customer at Cambridge, beer for the Anheuser Busch distribution center at Andover and interchange with the short line in Hinckley. Crews based at Northtown man this train.

Coal trains loaded at the Antelope Mine in the Powder River Basin in Wyoming for the Midwest Energy facility in Superior are operated on this line. This amounts to three or four loaded trains per week. Most of the coal for Midwest Energy is run via McGregor (former Northern Pacific line between Staples and Carlton), generally three to four loaded trains per day. With the track changes made at Carlton following the 1970 merger, trains moving on the line from Staples use the former GN line between Carlton and Superior. Coal moves year-round, even during the three months or so in the winter when the ports and locks are shut down.

To overcome an area of bad soil conditions and difficulty in maintaining line and surface where the line crossed the Nemadji River, Burlington Northern constructed a major line change in 1988. The west end of the new construction is at MP 24.5, just east of Foxboro. Four miles east of there, BN built track on the grade of a line the Soo Line had abandoned. This acquisition included two large steel trestle bridges, one over the Black River (1,600 feet long) and the other over the Nemadji River (1,440 feet long).

TRAINS OF FOREIGN LINES OPERATING ON BNSF BETWEEN MINNEAPOLIS AND SUPERIOR

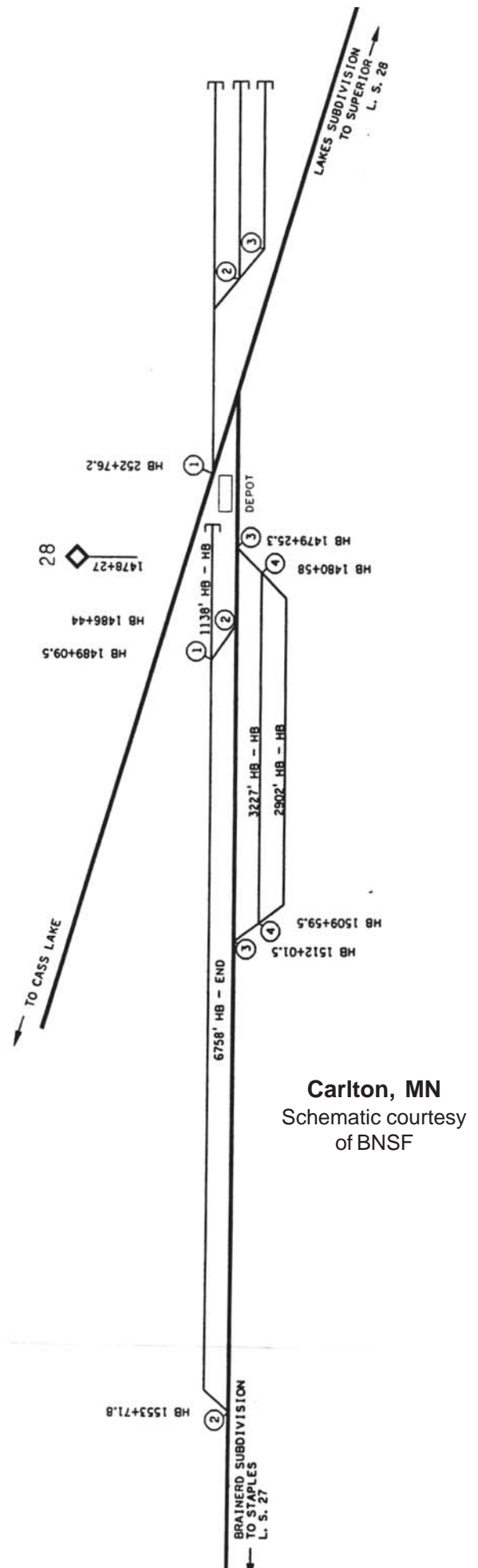
Union Pacific runs one or two coal trains per week into the Midwest Energy plant from mines in Colorado and Utah. UP also runs one, and sometimes two manifest trains daily into Superior. One is delivered directly to the Canadian National at the former DW&P yard at Pokegama. The other train runs into UP's Itasca Yard.

Canadian Pacific generally operates trains three days per week in each direction on this line. CP also runs unit grain trains on this line on a fairly regular basis.

TRAIN OPERATIONS ON THE MINNESOTA IRON RANGE

BNSF serves two taconite plants, Hibbing Taconite (Hib-Tac) near Kelly Lake and Kee-Tac at Keewatin. The plant at Keewatin now owned by U.S. Steel was shut down in December, 2008, due to economic conditions. Prior to the shut down Kee-Tac loaded six trains per week. After reducing production levels through the spring, Hib-Tac also shut down its plant in mid-May. When operating at capacity, Hib-Tac loaded a train every 18 hours. In April, with its reduced output the interval between trains was extended to 24 hours and later, to 48 hours between trains. As a result the "ore pool" (the group of crews set up to man the taconite trains) was first reduced from five crews to two crews, and now, there are no active crews in the ore pool.

With the forecasted level of economic activity for the rest of this year, Hib-Tac expects to produce 2.75 million tons this year. Its capacity is 8.3 million tons.



The road switcher assignment based at Kelly Lake makes one trip per week to deliver bentonite to the Minorca Mine on the Canadian National near Virginia. No taconite had ever been loaded for BNSF at Minorca until late March when one "test" train was loaded. To date, no regular movement on BNSF has been started.

Coal for the Minnesota Power and Light Company plant north of Keenan moves on the Brainerd Subdivision (former NP line) to the siding at Chub Lake, just east of Carlton, where the train reverses direction. From Chub Lake, it is moved back to Carlton and then to the Iron Range on the former GN line. This move averages one or two trains per week.

OPERATION OF "ALL-RAIL" TACONITE TRAINS

In 2008, approximately 20 unit trains of taconite per month were operated to the U.S. Steel plant at Fairfield, Alabama. These trains were loaded at the Minntac plant on the CN. As of April, trains were being run at a rate of 10 to 15 per month. However, the plant was shut down in May and June due to economic conditions. It is expected these shipments will resume yet this summer.

During the winter of 2007-2008, 15 unit trains of taconite were operated to both the Edgar Thompson Works at Pittsburgh, with interchange to the Norfolk Southern at Chicago, and to the Gary Works in Gary, Indiana, with interchange to the EJ&E at Eola, Illinois. When the plant in Fairfield, Alabama, was shut down this spring, two or three trains were diverted to the Gary Works. All of these trains originated at the Minntac plant.

Before the shutdown at Kee-Tac in November, four trains per week were loaded on BNSF for the mill at Granite City, Illinois. The remaining two trains per week were delivered to the BNSF taconite facility at Allouez.

United Taconite (located on CN) at Eveleth began shipping taconite to a steel mill in Mexico in February of 2008. These

trains were routed to BNSF at Keenan and delivered to the FXE Railway at Eagle Pass, Texas. These trains continued running until the economic downturn this past winter.

TRAIN OPERATIONS BETWEEN CASS LAKE AND SUPERIOR

Two trains per week are being run in each direction. Before the current economic downturn, three trains were being run each week, in addition to occasional unit grain trains.

The Superior-Grand Rapids turnaround local train handles bentonite clay to Brookston where it is set out for movement on the Kelly Lake road switcher to the taconite plants. Bentonite originates in Wyoming and is used as a binding agent in the production of taconite pellets. The "Rapids" local also handles shipments to and from the paper mills at Grand Rapids and Cloquet. Westbound, about 100 cars of lime rock are moved per week from Superior to sugar plants in North Dakota.

Coal trains for the electric power plant at Cohasset (located about five miles west of Grand Rapids) are moved to Fargo, then to Grand Forks, and then east to Cass Lake, where a crew from Superior takes over. Generally, five trains per week are unloaded at Cohasset. These trains consist of 135 cars and about 19,000 tons. Crews are transported from Superior by highway to get in position to handle these trains, unless there happens to be a rested crew at Cass Lake when the coal train arrives. The crews are operated on a turnaround basis between Cass Lake and Cohasset. When the unloading has been completed and the empty train returned to Cass Lake, the crew will be transported back to Superior unless the timing is good for them to handle an eastbound train back to Superior.

A seven-day road switcher assignment is based in Grand Rapids to handle the switching at the UPM Blandin paper mill. This "outside job" is manned by an assigned crew for five days, and by crews called from the extra board at Superior for the regular crew's days off.

BRAINERD LINE

In addition to unit coal trains, a local is run three days per week between Superior and Brainerd. This line was part of the

In October 1984 an empty taconite passes through Carlton, MN



former Northern Pacific Railway. The local is run mainly for service to a paper mill at Brainerd.

CHAIN GANG CREWS AT SUPERIOR

Traditionally, crews handling “through freight” trains (commonly called the “chain gang” on the Great Northern) have worked on a rotating first-in, first-out basis. Under this system, their work schedule is irregular, with no specified working hours or days off. A few years ago, the unions representing the crews at Superior made an agreement for them to work 10 consecutive days, followed by five days off. During the 10 day period, their time at home between trips was reduced enough to maintain the level of earnings they would have had under the old system. The new method has worked out well, as the employees know when they will have time off, and are better able to make plans for family activities and to take care of personal business.

CARS AND LOCOMOTIVES USED ON TACONITE TRAINS

The 105 new cars acquired in 2008 are rated at 286,000 pounds gross weight, compared to 270,000 pounds for the previous generation of cars acquired for taconite service. With a length of 42-feet and longer axle spacing, these cars can be handled on a variety of routes used for all-rail moves. Additional cars of this type were acquired in 2009. Older 35-foot cars were restricted from some of the all-rail movements due in part to bridge weight restrictions. To handle the longer cars, modifications to the indexer at Allouez are underway in the Old Car Dump. The 35 foot and 42 foot cars cannot be mixed in a train. Some of the 35 foot cars have 1,600 cubic foot capacity while others have 1,800 cubic foot capacity. The new 42 foot long cars have 2,300 cubic foot capacity.

Also, in 2008, 200 new H6 cars equipped with three-bay bottom doors were acquired. These cars are also used in all-rail moves, mainly to Fairfield, Alabama. On their return trip, they are sometimes loaded with coal for the Chicago area. Any

time that cars can be loaded in both directions the economics are highly favorable.

Taconite trains operated between the Iron Range and Allouez are run at 180 cars, at about 25,000 tons. These trains are restricted to 45 MPH. The very favorable grades on which the Great Northern was built make it possible to run trains of this tonnage and with a low horsepower per trailing ton ratio.

Trains operated to Granite City, Illinois, are held to 160 cars due to siding lengths and grades.

Taconite trains are generally powered with C44-9, AC4400, SD70MAC or new SD70ACE power. Two units are placed on the head end, and one unit is placed on the rear of the train in a distributed power mode.

DULUTH/SUPERIOR TERMINAL OPERATIONS

Before the economic downturn began, three yard engines per shift were operated daily in Superior and two assignments per shift handled work in Duluth. The Duluth jobs also handled switching at Allouez and the Murphy Oil Refinery. As of mid-June, 13 yard jobs were working per day.

Road crews deliver coal trains directly to Midwest Energy. An indexer then moves the train one car at a time for unloading, requiring about four hours and 30 minutes to complete unloading. Midwest Energy typically unloads five trains per day, and occasionally, six trains. Current train length for trains going into Midwest Energy is 123 cars, and about 17,000 gross tons.

Yard crews deliver the 110-car grain shuttle trains to the CHS, General Mills and the former Peavey elevators in Superior. CHS can unload two shuttle trains per day. These elevators are not set up to unload trains while in motion. The Cargill Elevator in Duluth is switched by the Canadian Pacific and is equipped to handle shuttle trains as well. All elevators own or lease switcher-type locomotives and perform their own switching.

In September 1989 a Taconite train for National Steel passes through Boylston, WI.



TRACK IMPROVEMENTS PLANNED FOR 2009

At Superior, the rail on two yard tracks will be relaid, as well as the lead between 28th Street and Winter Street. On the Brainerd Subdivision, 12 miles of the remaining jointed rail will be relaid. The rail to be replaced is mainly 115-lb. jointed (conventional bolted) rail laid new in the late 1960's, and four miles laid between 1954 and 1958. Also, one of the two main tracks between Boylston and Saunders will be relaid. The rail to be taken out is 132-lb. laid in 1980. The new rail will be 136-lb. Other rail relay work is scheduled for the Casco Subdivision and on the loop track at Hib-Tac.

SAFETY

Safety is a key aspect of all of BNSF's operations. Employees working in the Superior area experienced one reportable injury in the first half of 2009. This is commendable, considering how severe the working conditions can be in the winter months on this part of the railroad.

DULUTH/SUPERIOR PORT OPERATIONS

1. Midwest Energy Resources and Co. (a wholly owned subsidiary of Detroit Edison Co.) Handles coal for transshipment from unit trains to lake freighters for plants owned by Detroit Edison, and other power companies in the U.S., and several plants in Canada. Detroit Edison electric power plants receive about nine million tons of coal per year and the Canadian plants, about 7.4 million tons.

An additional 5.5 million tons are shipped to the power plants of other companies in the U.S. The first boat load of coal was shipped from this facility in 1976. Development of the facility originated with the Clean Air Act of 1970 that mandated the reduction of sulfur dioxide and nitrogen oxide emissions from coal-fired power plants.

Tonnages handled:

early 1980's	4 million (average tons per year)
1989	11 million
1994	13 million
1997	15 million
2004	19 million
2008	22.9 million

Tonnage of inbound trains – 17,000 gross tons with 123 cars. Requires 4.5 hours to unload (single car rotary dumper) Vessels are loaded at a rate of 5000 tons per hour. Midwest maintains eight separate piles of coal, according to quality characteristics of the coal. "Practical" maximum capacity of the facility – 25.5 million tons per year. Record number of trains unloaded in one month – 148 (September, 2008). A n n u a l records: 481 vessels loaded (2008), 1,521 trains unloaded (2006).

2. Grain Elevators

Seventy percent of bulk grain arrives by rail. CHS, General Mills and the former Peavey elevators in Superior and Cargill in Duluth are equipped to handle BNSF's grain shuttle trains. In addition, General Mills and the former AGP elevators in Duluth along with Hansen Mueller in Superior receive shipments ranging from a single car up to units of 27 cars.

3. Allouez Taconite Facility

Employment (before current recession) – 70 employees to operate and maintain the unloading facility, the conveyer system and to load lake vessels.

There are two separate unloading and stockpiling systems at Allouez. The "old" system opened in 1966, and the "new" system in 1977. Each system has its own car dumper and conveyer system. Operation of old car dump – designed to dump one car at a time, requiring eight hours to unload an entire train.

Operation of new car dump – designed to dump three cars at a time. Requires three minutes and 55 seconds to cycle three cars when using two feeders to empty the holding bins below the cars onto the conveyer system. Dump time is four hours for an entire train. Trains consist of 180 cars, about 25,000 gross tons. Car capacity – 105 tons of taconite.

Road crews spot the unit trains onto either the new loop track or the old loop track and isolate the locomotives. Once released to the taconite facility, the car dump operator engages the car indexer and the train is moved forward one car length at

The Transfer job approaches the BN yard in Duluth in July 1989.



a time on the old loop or three car lengths at a time on the new loop. Car door openers automatically open the bottom dump doors, allowing the taconite to flow from the cars into the car dump pit and onto conveyor belts. Once the cars are empty, the door openers close the doors and the train is indexed forward to spot the next car(s) for unloading.

When the train has been unloaded, a switch crew is transported by van to Allouez to pull the train from the loop track to an inspection / staging track and then the Mechanical Department inspects the train. Any bad order cars are switched out of the train, replacement cars are added, and the train is already pointed west for its next departure. The train stays intact throughout the unloading process. Locomotives are removed from the train only when they are due for servicing or refueling.

Road crews depart from Allouez, operating to either the Kee-Tac or Hib-Tac plants, load the train and return to Allouez within their twelve hours of service. Trains are then unloaded in four to eight hours and are prepared for their next trip.

In 2008, BNSF unloaded nearly 600 trains of taconite, loaded 260 boats and moved 9,183,000 tons through the Allouez facility. Three grades of taconite are handled. Hib-Tac produces both a standard pellet and a high compression pellet, while Kee-Tac produces only a standard pellet. Separate stockpile areas are designated on both the old loop stockpile area and new loop stockpile area for each of the three types of pellets.

As of March 2009, 74 railway company employees worked at Allouez. Fifty-seven employees operate the machinery for unloading the trains, stockpiling, reclaiming and loading the boats. Thirteen electricians are employed to maintain electric motors and other equipment. The facility is equipped with two stackers, three crawler-mounted bucket wheel reclaimers and three transfer conveyers.

The dock at Allouez consists of 36 concrete silos, in two rows of 18. Each silo can hold 2,000 tons of taconite or 72,000 tons total. All of the taconite moves to the dock via conveyor belt. Once a boat is in position, shuttle conveyor belts extend over the cargo holds and the taconite flows from the dock and into the boat. If the dock is full of taconite when a boat arrives, a 1,000-foot Laker can be loaded with 50,000 tons of taconite in four hours.

FACTS ON MINNESOTA IRON MINING

Minnesota's six iron mining and processing plants produce two-thirds of the iron ore used to make steel in the U.S.

Capacity of plants:

Hibbing Taconite	8.1 M tons
Keewatin Taconite	5.3
Minntac	16.0
Mittal Steel (Minorca)	2.8
United Taconite	5.4
Northshore Mining	5.3

As recently as October 2008, steel mills and taconite plants in the U.S. were operating at 95 per cent of capacity.

Employment and economic activity on the Iron Range in Minnesota declined greatly from its peak years in the early

Car dumper at Allouez in September 1989.



1950s. The Great Northern moved the last of the “natural” (also called “red”) ore from the mines it served in 1956. In the 1950s and 1960s, eight taconite processing plants were built on the Range, including three on the GN. Employment in the taconite plants was at 15,000 in 1979. From then until 2003, two plants were closed and employment dropped to 4,000. Taconite production hit a 15-year low of 13.6 million tons in 2001. Beginning in 2006, world-wide demand for iron ore and taconite increased greatly. All of the plants on the Iron Range were operated at capacity until the start of the economic decline in 2008.

Since then, all plants have greatly reduced their output, with some shutting down for indefinite periods. Thus, the historical cycles of boom and bust continue in the mining industry. However, there are several major new mining projects underway which give a great deal of hope for the long run. These projects are in various phases of planning, design and construction. It appears that all of them can be financed, their products will be needed in the market place, and that they will be completed. They hold the potential to build a strong economic base and provide good career opportunities for hundreds of area residents.

Following is a summary of major projects currently underway:

Mesabi Nugget – to be located on the site of the former LTV Steel Mill at Hoyt Lakes (located on CN) that was shut down in 2001. The plant will produce a nugget with 96 per cent iron (also called direct-reduced iron). Will be marketable to newer-generation electric arc furnaces used by the mini-mills. Taconite can be used only in the older technology blast furnace steel mills.

Minnesota Steel Industries (owned by Essar Steel of India) – is constructing a new plant to produce taconite and eventually

steel slabs on the site of the former Butler taconite plant near Nashwauck that was served by GN and BN and closed in 1986. The new plant will be served by both BNSF and CN. Essar will also build a finished steel plant (slab mill). Completion of the steel mill is scheduled for 2013. The taconite plant will be in operation by late 2010.

KeeTac – before the current economic decline, KeeTac (at Keewatin on BNSF) announced plans to reopen an idle processing line, and to conduct a major modernization program to improve productivity. Capacity will be increased from six million to 9.6 million tons per year.

Northshore Mining (located at Silver Bay) – to add 800,000 tons per year to its capacity.

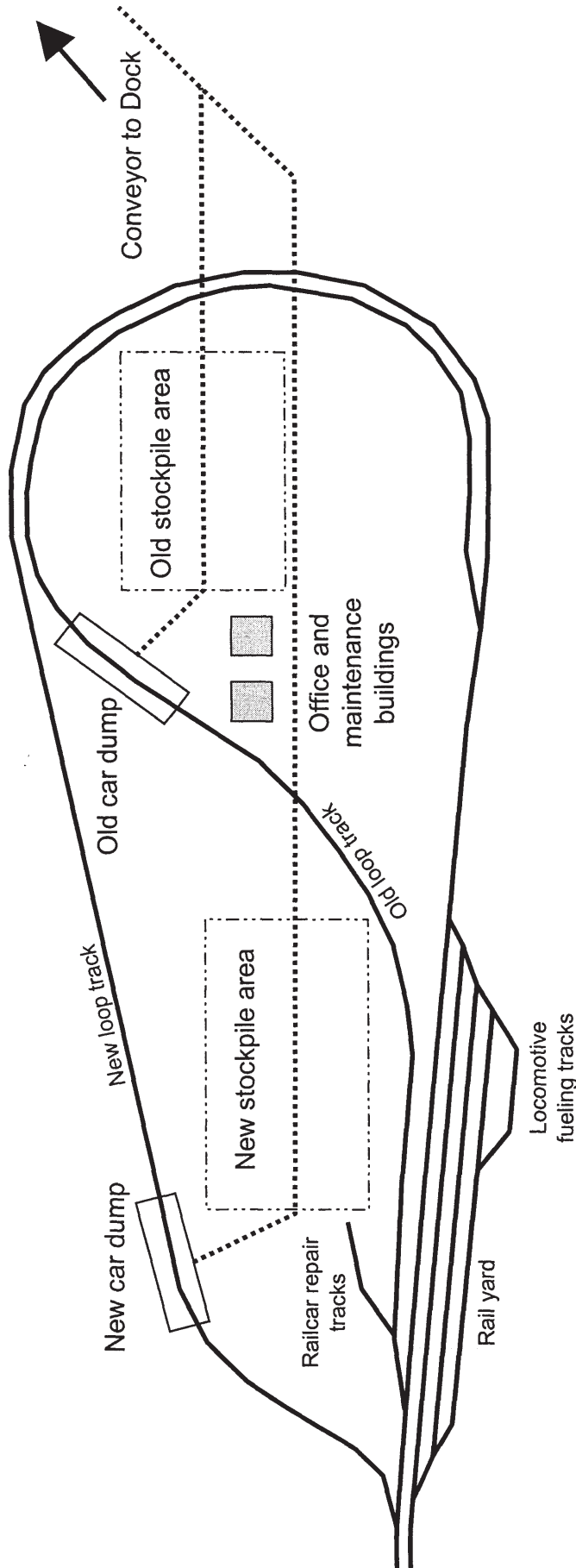
Magnetation, Inc. – reclaiming of iron found in old mine tailings. In February of this year, Magnetation began processing tailings from old natural ore mines near Keewatin with a mobile unit. The tailings have an iron content of 30 to 45 per cent, compared to about 65 per cent in taconite pellets and good quality natural ore. The portable unit can produce 225,000 metric tons of iron concentrate per year. The concentrate is used to produce slab steel or iron nuggets. Magnetation will be supplying iron concentrate to Mesabi Nugget to enable it to churn out nuggets until the latter can begin mining operations.

Natural ore mines used density separation to sort iron from pulverized waste rock. A fair amount of iron slipped through and wound up in the tailings. Most of that ore is hematite that is only slightly attracted to magnets. However, Magnetation Co. claims to have developed a process for separating hematite with magnets. The taconite plants use weaker magnetic fields to remove iron oxide (in the form of magnetite) from the ore they process. However, they do not capture hematite, since it is not drawn to conventional magnets. This means the tailings from taconite operations still have iron oxide of 12 to 18 per cent

The yard office at Allouez in July 1984.



Allouez Taconite Facility Superior, WI



BNSF Railway's Allouez Taconite Facility has two loop tracks with railcar unloading sheds and conveyors leading to separate stockpile areas. Taconite pellets can be stockpiled and then reclaimed or pellets can be sent directly from railcar to the boat loading dock on Allouez Bay. The facility unloads an average of two 184 car taconite trains per day. In 2007, this facility loaded 312 boats and shipped over 11 million tons of taconite pellets. The combined stockpile areas can contain approximately 5 million tons of taconite. There are 74 full time employees involved in railcar unloading, pellet stockpiling, reclaiming, boat loading, cleaning and maintenance. 184 car trains can be unloaded on the new loop in four hours. The trains are then inspected, serviced and depart back to the mines for the next load.

———— Railroad Track

..... Conveyor Belt

remaining. Someday, Magnetation Co.'s system might be integrated into the process that creates taconite pellets.

(Source: summarized from "Mining Mining's Leftovers," by Peter Passi, Duluth News-Tribune, June 10, 2008)

United Taconite – will be upgraded to expand output by 13 per cent.

Polymet and Glencore – A partnership established to commence production of copper, nickel and platinum in 2010 at the site of the former LTV Steel Mining Co. Plant at Hoyt Lakes (on CN). Annual production rates are projected to be 36,000 tons of copper, 7,700 tons of nickel, 360 tons of cobalt and 7,200 tons of platinum, palladium and gold.

Excelsior Energy – proposal to build a coal gasification plant at Taconite (on BNSF and CN) and possibly at Hoyt Lakes, for generation of electricity. This plant would burn low sulfur coal mined in Wyoming and Montana. This project has been highly controversial due to fears of additional pollution to lakes and streams in the area. Excelsior has not yet been able to get Excel Energy to agree to purchase the power produced by its new plant. Finally, it appears that financing would be possible only if the federal government agrees to guarantee the loans Excelsior would need to finance the project.

So far, I have seen only one report as to the amount of business BNSF or CN may be able to obtain from any of these new developments. The projected volume over a nine-mile spur to be built by the Itasca County Regional Rail Authority between the station of Taconite and the new Essar steel mill is said to be 30,000 carloads of taconite pellets and steel slabs per year.

GUNN LINE OUT-OF-SERVICE

In February 2004, the Gunn line had to be taken out of service due to embankment erosion on the part of the line owned by CN. The problem was caused by the rising level of water in the Canisteo Pit which was shut down in 1986. For many years, this line had been used only by BNSF. With the

line out of service, taconite trains loaded at the plant at Keewatin have had to make a three-mile reverse move to Kelly Lake and then headed east to Allouez on the Casco Subdivision.

Note: Please note the map on page 15 showing the line segment between Kelly Lake and Gunn. Gunn is the junction with the line between Superior and Cass Lake of 31.3 miles. BNSF holds trackage rights on CN-owned track for 4.5 miles.

Before the interruption, empty taconite trains moved on the Casco Subdivision from Brookston through Kelly Lake to Keewatin. The loaded trains continued west to Gunn, connected onto the Lakes Subdivision to return to Brookston and then onto Allouez. Trains loaded at Hib-Tac moved east on the Casco Subdivision toward Brookston. Bentonite clay and coal for plants on the Iron Range was set out at Gunn and then moved to Keenan for delivery to the CN.

The rising water in the Canisteo Pit is a threat to the town of Bovey. A number of residents report having water in their basements, allegedly due to a higher water table induced by the high level of water in the Canisteo Pit. As the water level rose, so did the danger. The water level surpassed the bedrock, and began to push against the higher, less stable material that erodes under pressure. It was this danger that made it necessary to take the rail line out of service.

The new steel mill being built by Essar near Nashwauk is to be served by both BNSF and CN. This will require putting the Gunn line back in service from the Kelly Lake end. A turnout will be installed at MP 18.86 to allow BNSF access to the plant. CN's access will be through a turnout at MP 19.82, located on its ownership. Getting access to the new plant will not require getting the line back in service at the location of the embankment erosion.

In 1980, a law was passed by the Minnesota Legislature requiring mining companies to restore mined areas and resolve other issues such as undesired buildup of water, pit wall erosion or uncontrolled flooding. In the case of the Canisteo Pit,

In August 1998 the Kelly Lake local waits for a taconite train at Gunn



large scale mining ceased long before the passage of that law. That leaves the State with the problem of designing and financing a remedy. Some small scale "scram mining" continued after the passage of the Reclamation Act. However, since that kind of mining removed material only from the floor of the pit, and not the pit walls, the mining operators have no legal responsibility for the problem. And, since the large scale operators shut down long before the passage of the Act, they have no liability. That has left responsibility for a fix to public funds.

Once the mine was shut down and the dewatering stopped, the water level in the pit rose to depths of 300 feet or more. By the fall of 2007, the water level reached 1,311.5 feet. The rate of inflow has been about two feet per year in recent years. The overflow point is estimated at 1,324 feet.

In 2008, the Legislature approved an expenditure of \$3.5 million and assigned responsibility for corrective action to the Department of Natural Resources (DNR). Over the years, engineering consultants and various governmental agencies have prepared plans for solution of the problem. As of this writing (May 25) the DNR has not decided which design or plan it will adopt. The "preferred plan" proposes a siphon to pull water from the Pit to Trout Lake, and a second siphon to move water from Trout Lake to the Swan River. The water would be lowered 13 feet in five years, which would be below bedrock. (Source: "Water Keeps Rising" by Beth Bly, Business North, April 5, 2007) Recently, reports have surfaced that with inflation of recent times, the project may cost \$4.0 million or more.

The taconite plant at Essar is scheduled to begin operation in 2011.

ISSUES INVOLVING TRAFFIC MOVING THROUGH THE DULUTH / SUPERIOR PORT

Other business issues affecting the movement on BNSF to and from the Duluth-Superior Port:

First, the volume of grain handled through the port has decreased over the past several years. Grain volume is in part dictated by world supply and demand for various grains along with the cost of ocean shipment from various ports to different

destinations. For these reasons, grain moving toward the Far East (China, Japan, etc.) tends to move from west coast ports while grain moving toward the Middle East tends to move from Gulf Coast ports. Also, the Port of Duluth-Superior tends to handle mainly wheat, barley, oats and beet pulp pellets, while other ports tend to handle other grains. Due to strikes by dockworkers some years ago, service through elevators at Duluth-Superior has been judged unreliable and costly by some parties in the international grain market.

Second, below average levels of rain and snow have resulted in lower draft levels in the harbor and in the St. Mary's River, a connecting channel at Sault Ste. Marie. This causes coal loading in the "1,000 footer" vessels to be reduced by about 4,500 tons, equal to 6.5 per cent of their carrying capacity. Midwest Energy and other users of transportation service on the Great Lakes are pressuring Congress and the Army Corp of Engineers to allocate enough money to restore the lakes and harbors to what is termed "project depth."

GREAT NORTHERN IRON ORE PROPERTIES

It is likely you have heard or read the story of how James J. Hill transferred the ownership of a large amount of land he owned on the Iron Range to a trust, Great Northern Iron Ore Properties (GNIOP). Mr. Hill directed the shares in GNIOP be transferred to stockholders of the Great Northern Railway. The engineering office of GNIOP is located on Howard Street in downtown Hibbing.

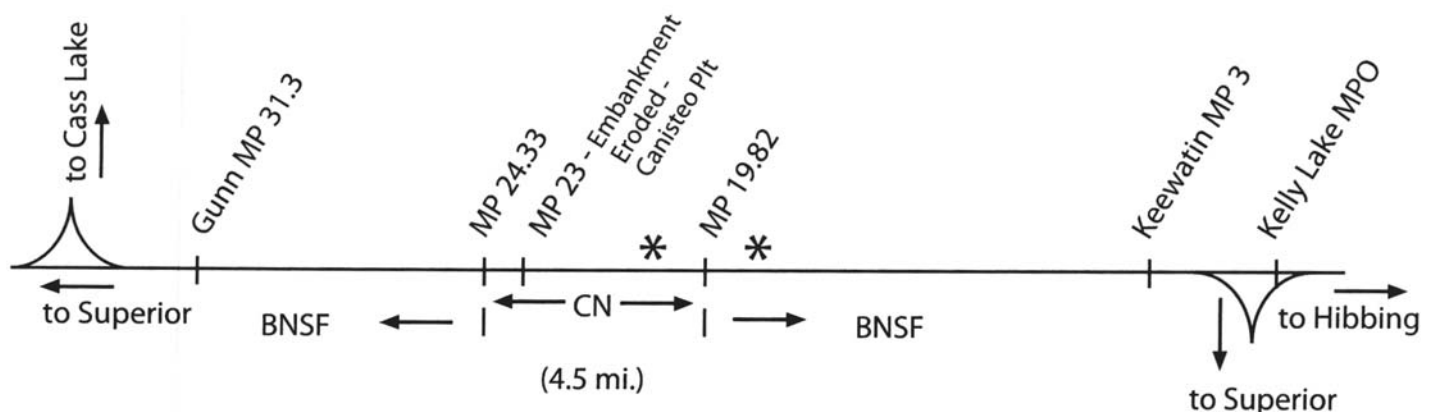
GNIOP continues to produce excellent returns to its stockholders, year after year. In 2008, it paid a dividend of \$11.70 per share. On May 22, the date of this writing, the stock sold for \$80. Of course, the earnings and dividends are certainly to be lower in 2009 due to the decline in demand for iron ore.

The Trust is set up to dissolve on April 6, 2015. At that time the assets remaining in the hands of the Trustee will be transferred to the reversioner, Glacier Park Company, now a wholly-owned subsidiary of Conoco Phillips. It seems unfortunate that the Burlington Northern Railroad Company was not designated the reversioner by Burlington Northern Incorporated (BNI) at the time BNI put Glacier Park Company under

Gunn-Kelly Lake line

*Connections for access to the new Essar Steel mill will be built at MP 18.86 (on BNSF) and MP 19.86 (on CN).

-Diagram by Earl Currie



Burlington Resources, a company spun-off in the last reorganization carried out by BNI in the late 1980s.

Later, Burlington Resources was acquired by Conoco Phillips, which has taken GNIOP a long ways from its roots. One might wonder how James J. Hill would view this “crown jewel” being turned over to an entity having no association with the railway company.

RELOCATION OF BUST OF JAMES J. HILL

(Note: The following item is based on the author's recollection of what led to the relocation of the bust of James J. Hill to a site adjacent to the BNSF's 28th Street office building in Superior. It was not possible to reach Fred Rutt to confirm the details. Any errors or omissions are the responsibility of the author).

In 1926, a bust of James J. Hill was placed on a high pedestal in a prominent location near the main entrance of the high school in Superior. One would have expected that monument to survive the test of time and remain in place forever, as with the Egyptian Pyramids and the Stone Arch Bridge. However, we found that was not to be one day in September 2003 when Fred Rutt, then the BNSF Terminal Manager in Superior was notified by a city administrator that the old school building was to be town down. The administrator further advised the bust of Mr. Hill would be scrapped or broken up and moved out within a very short time unless the railway company made a quick move to take possession of it.

Fred wasted no time, arranged for a crane to lift the bust, load it on a truck and move it to the 28th Street Yard Office. He gathered the resources necessary to build a new pedestal to support the bust and to build a small park around it and to display the US and BNSF flags around it. What Fred accom-

plished is indeed an example of resourcefulness and courage in the face of a threat to destroy an important part of Mr. Hill's legacy on this part of the Great Northern Railway.

On the day the bust was rededicated another city officer and city historian chastised Fred for taking and redeploying an asset they thought was rightfully theirs. In view of the city's threat to take a torch to Mr. Hill, it is reassuring to know that he is back in good hands, on property of the railway he built.

We should all be grateful to Fred for getting things lined up to erect this fitting monument to Mr. Hill's accomplishments and the foundation he laid for the GN and its successors. Fred was transferred to a position with BNSF in Denver in 2005. He now holds a senior management position with Omni Trax.

Port of Duluth-Superior Marine

Tonnage Report, 2008 and 2007

(major quantities only)

(millions of short tons)

	<u>2008</u>	<u>2007</u>
Coal shipped to Canada	7.4	6.9
Coal - domestic shipments	14.5	13.8
Iron Ore shipped to Canada	5.9	5.7
Iron Ore – domestic shipments	12.4	14.1
Grain – overseas exports	0.6	2.1
Grain – domestic shipments	0.2	0.4
Limestone – domestic receipts	2.8	2.9
Total waterborne commerce*	45.6	47.9

* includes smaller categories of business not listed above The St. Lawrence Seaway now operates at about 60 per cent of its capacity (source: “Canadian Geographic,” June, 2009, page 79).

The BN ore dock in Superior, WI in June 1982.



2009 FOBNR CONVENTION REPORT

Wednesday

Our 2009 Convention began Wednesday afternoon with registration. We then headed for dinner at Outback, followed by the Membership meeting. At the membership meeting we discussed the Expediter and how it may evolve with new printing techniques, as well as our expanded website. We also discussed a number of alternatives for future convention sites.

Thursday

Planning started early in the morning for a day of train watching, but we met a number of challenges from the start. Stevens Pass was closed for a steel gang and Stampede Pass had only 1 train scheduled for the day. Because of this we opted to head south to Tacoma to search for trains there.

We began at Tacoma's D Street overpass, where we just missed a Talgo, but did get some shots of the yards and engine terminal. We then headed for the 21st Street overpass and were able to watch some track work at the site of a recent derailment. Unfortunately it was the MOW crew that informed us of "Bloody Thursday", where the Longshoremens struck for the day to honor their comrades who had been injured on the job.

With word of the strike and a long MOW window we decided to head further south and took off for Centralia, where there was another yard facility. It was in Centralia where we found lots of trains, watched a locomotive pickup and were able to get some great shots of BNSF, UP and Amtrak trains. On the way back we stopped at Steilacoom. Here we found several trains, plus some beautiful scenery, including a view of the Tacoma Narrows Bridge.

Then it was back to Tukwilla, a quick carry-out dinner and the Board Meeting.

After the Board Meeting, we had an excellent presentation by John Strauss who worked with the passenger service out of Seattle, both for the GN and BN, changing to a career in education at the inception of Amtrak. John was able to explain the passenger service from the Pacific Northwest and indeed across the entire BN system from the times of the predecessor roads right to the present. John also regaled us with some excellent stories of his years on the railroad, including a fantastic hunting story of how the engine crew on the Empire Builder in the GN era actually used an open nose door on the lead unit, judicious use of the horn and a large sack to catch enough pheasants to feed the crew and passengers.

He also told us how crew members lived on the trains, and sometimes got left behind if they strayed from the train,

even for company business. John told us of the controversies surrounding many of the GN, BN and later Amtrak trains on the BN lines. For example, I was able to find some interesting history of the Illinois Zephyr on Amtrak that I was unaware of, despite watching the train for years. John is a wealth of information about passenger service, and operations in general. If you haven't read his Chronology, it is truly worth ordering from the Company Store.

John was also able to answer several questions. He felt that after several BN presidents who were opposed to passenger trains, Mr. Grinstein really changed the corporate culture by adding the Amtrak desk in Fort Worth. Since that time passenger service on the BN and BNSF has always been given an important place. He pointed out that the Empire Builder is the only Amtrak train to run throughout the Amtrak era with the same day, and that the 40 trains per day from King Street Station is now the most trains EVER in Seattle, even going back to the heyday of passenger service.

Friday

On Friday we arose early to drive to Seattle and take a ride from Seattle to Tacoma and return on Sounder for \$9.50 round trip. The ride quality was very good (much better than several years ago in Dallas/Fort Worth). I was surprised that the "reverse commute" still not very popular. After our return we drove to Burr Stewart's home. He has a HO BN layout set in the transition period. We were able to operate on his layout and had a lot of fun! We really appreciated his efforts, as this was the biggest operating session he ever hosted. Then we went on to the Boeing Club layout – an HO model of the BN in the Cascades. We found it to be a very nice layout with gracious hosts.

BN's International on Stewart's layout.

-Kristopher Johnson photo



Saturday

On Saturday morning we again set off early in an attempt to navigate around the Seattle Marathon to arrive at Interbay Yard. We successfully arrived early and were able to do some great train watching off one of the nearby bridges. Then we had a great tour of the Interbay facility by Jeff Bergman, a local BNSF employee, with enough freedom to visit the Roundhouse, shops, dead line, and service facilities. We were able to see "Pacific Pride II", now really faded, as well as a lot of stored serviceable SD75s and SD60s. As you will note, we were able to have our annual group picture on an ex-GP30, now a GP39. Then it was off for a run to the local hobby shops, where we diligently endeavored to support the local economy.

On Saturday evening we had our annual banquet. After dinner we listened to Brad Anderson, the Assistant Terminal Superintendent in Seattle, who continued our run of excellent speakers from the Railroad. As usual for these people, Brad is a well seasoned traveler for the railroad, starting his career in Dilworth, then Minneapolis, Fort Worth, Chicago and then to the Kansas City Joint Dispatching Center. After that he went to Wishram, WA, followed by Birmingham, AL and then back to Argentine Yard in KC as Terminal Mgr. There he went to work on the process of standardizing procedures to move cars through the terminal more efficiently. He has continued bringing that Best Ways Standardized Process to the Seattle terminal to once again improve their efficiency. He went through examples of how by developing processes for handing off tasks, the dwell time on locomotives dropped from 17 hrs to 9 hrs, and how on-time departures of trains increased from 35% to the present 90%

He went on to share with us how the railroad plans to service the local industries in Seattle which provide many of the carloads that proceed to move across the nation. By planning how people will handle these cars, the terminals become more efficient and the road freights take care of themselves. When these plans become the norm, all employees, despite their abilities or experience, are able to show similar results.

Brad went on to answer questions, sharing his projection that the economy will improve in the 3rd quarter. He sees hope that Seattle Terminal 18 may become busier. He also felt the reopening of Stampede Pass was a good thing, but feels it definitely must have clearances for double-stacks if it is to be a viable alternative in the future. When asked where he would invest money in the railroad, he felt the 2 crucial areas were safety and the salaries of the lower grade supervisors who really determine the day to day success or failure of operations.

After thanking our speaker, the Convention ended with a huge thanks to everyone who worked to make the convention a success again this year. We particularly need to thank Kris Johnson and Aric Van der Vord, who did all the onsite work to make the convention a reality, Jeff Bergman from the BNSF for our Interbay Tour, and Dave Poplawski for once again taking the responsibility to pull everything together. Realizing I am the organizer for 2010 means I have really big shoes to fill, but plan to meet us in Galesburg next June 16-19!

-John Adams

Group photo at Interbay



BN Survivors

looks pretty good for its age. As of this writing all of the former BN SD60M's are in storage including the 8175. Time will tell if it returns to service on the BNSF.

text and photos by Brian Ambrose

On the morning of Thursday, January 15, 2009, I photographed BNSF SD60M 8175 on a southbound freight at Everett, WA. I did not realize that this was a former BN SD60M as it passed by.

It was built as the BN 9275 in February 1991 and was used primarily in coal train service when purchased.

I photographed it 16 years earlier at Seattle's Interbay yard back on June 9, 1994. There is a coal train in the background so I believe it must have come to the engine facility for servicing.

After the 1995 BNSF merger the 9275 was repainted into H2 colors on May 18, 2001.

With new BNSF GE's soon to be delivered in the 9200 series SD60M 9275 was renumbered 8175 in January of 2008.

Seeing it that Thursday with it's new number and colors I did not recognize the 8175 as once being the BN 9275.

This SD60M is almost 19 years old when photographed, but it still





*In August 1996 a taconite train approaches Boylston, WI.
In July 1989 a loaded eastbound crosses the Black River. -Dennis Pehoski photos*

