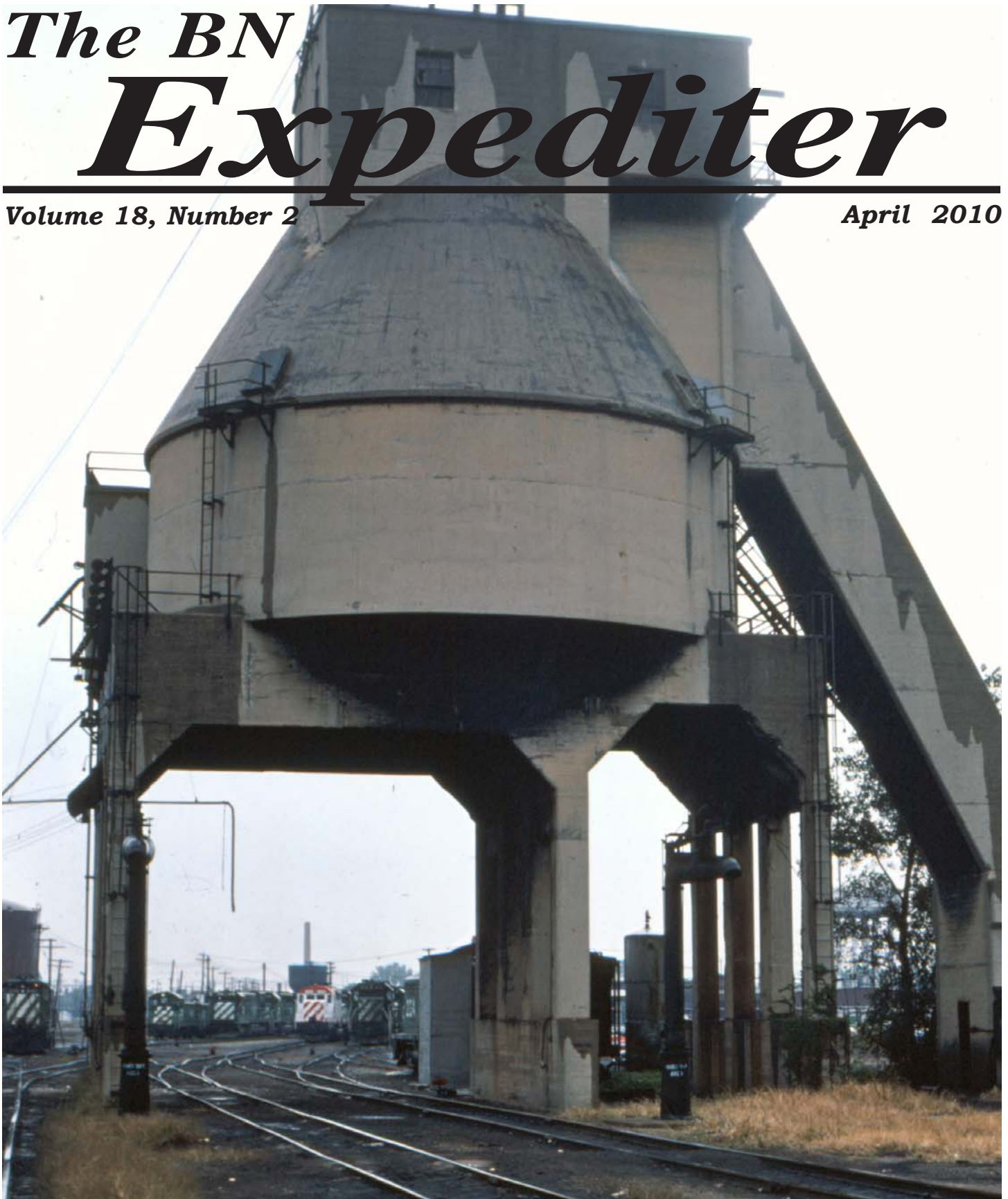


The BN Expediter

Volume 18, Number 2

April 2010



BNSFSM



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

Galesburg, II

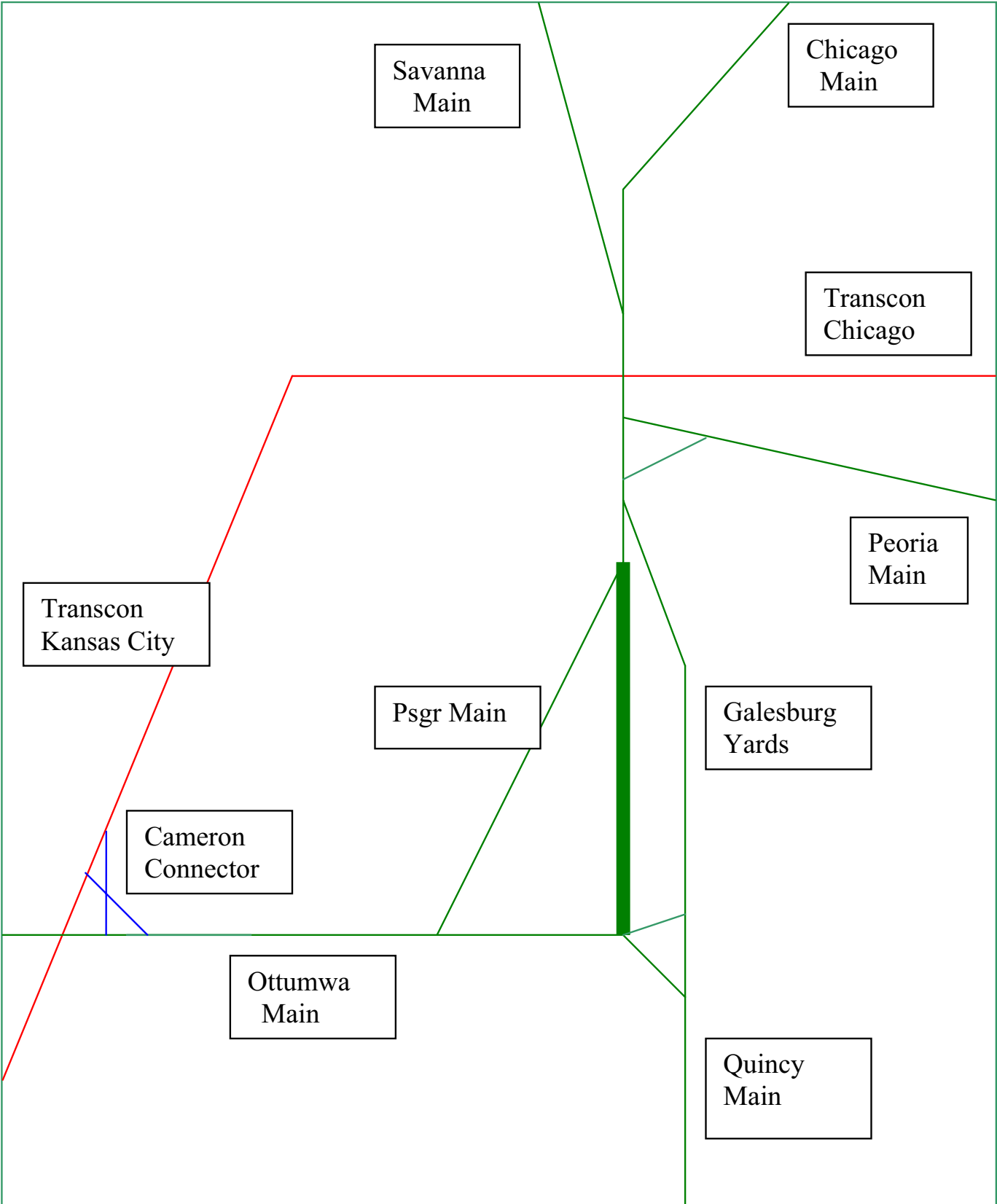


Diagram drawn by John Adams



(above) In June 1993 an empty ribbon-rail train moves through the yard at Galesburg. -Dave Poplawski photo

(below) Four years later in June 1997 the yard is much bigger. -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.

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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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January Issue

During the printing process of the January issue, the imaging unit went out causing a yellow stripe along the bottom of some of the issues. This seems to vary from a very slight to very noticeable.

We don't know how extensive this problem was, so if your copy has this problem, please send an email to our editor, Kristopher Johnson at kristopherandlori@msn.com

As soon as we understand how widespread this problem is we will send you a replacement. If there are a lot of bad copies, we'll get another batch printed, which will take a little while. If only a few, then we'll mail replacements from our normal stock of extras.

Please accept our apologies for this problem. We will work to get you a quality issue as soon as possible.

-Dave Poplawski

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Brian G. Shedd 10-006
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Front Cover

Galesburg engine terminal in October 1976.

-Dave Poplawski photo

Rear Cover

8103 at Galesburg in June 1997.

-Dennis Pehoski photo

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Marias Pass Book

E-Book Dedicated to Glacier
National Park's Centennial: 1910-
2010!

INCLUDES BNSF GUIDE!!!

Way back in 1996, "A wonderful little book" was written about the Great Northern Railway's arrival in northwestern Montana. The book relayed factual historical information as well as colorful true tales about the subsequent development of the High-Line towns/places, and the idea for the creation of Glacier National Park! It sold out quickly.

This book was not and is not just a railroad history book. It is much, much more! Many interesting true stories about the time and places on this untamed frontier brings to light the drama, humor, sadness and glory days of the wild northwest!

MARIAS PASSBOOK HIGHLIGHTS: History/Creation/Birth of Glacier National Park, History of the "High-Line" (Northern Montana), History of the Great Northern Railway, Condensed Histories of places/towns/mileposts from Shelby to Whitefish across Marias Pass; Hill Haters! (James J. Hill, founder of Great Northern Railway); Montana's Most Famous World Heavyweight Championship Boxing Match; "Smokin' em up!" on the Turkey Trail Trains; Sabotage!, Train crash kills engineer; Rootin' Tootin' shooting!; Cowboy kills chair; County Splitters cause fistfights!; My town is especially better than your town!; "Drowning" adversaries into submission; A tale of adventure: Find the "hidden pass" (Marias) in the dead of winter, in sub-zero cold; When the "boom" should have been lowered; "The toughest and meanest town in the world!"—McCarthyville; How not doing your job saves your life; Buried alive and gone forever!; Death of a steam shovel; Ambush in the canyon!; Where are the waterfalls?; The fur-bearing fish duel; Being Polite to stumps; and Blowing the safe! And more, more, more!

Information contained in the newly created electronic version (CD) of this original soft cover book also includes an extensive History of the Blackfoot Tribe.

This electronic book is packed "cover to cover" with a delightful and wide assortment of information sure to entertain and inform people who come to the area for the centennial celebration. There is something for everyone!

The new updated electronic version contains updates and many, many more pictures than the original! In addition, fifteen digitally reproduced Great Northern Railway original and historic Blueprints have been attached as a separate file on the CD.

Some Blueprints are quite large/detailed and include the towns of: Cut Bank, Blackfoot, East Glacier, Essex, West Glacier, and Columbia Falls, and there are other smaller blueprints which included places like: Virden, Arklow-Cataract, Kilroy, Kipp, and others. All of these original/historical Blueprints have been donated to and will be displayed at the Izaak Walton Inn, by May 2010. The CD also includes the original BNSF Guide for rail-fanning; included in the original softbound version.

The Glacier National Park Centennial Celebration is an absolutely ideal time to once again offer this book, as this book describes in detail the reason for the creation of GLACIER NATIONAL PARK, and outlines the great efforts of those involved to make it become a reality.

This CD is an ideal keepsake, souvenir and/or gift for visitors, families and friends! This is a huge value—an entire book on CD—for less than the price of the original, with many extras not included in the original. This is an absolutely incredible value for an entire book! This will be the steal/deal of the Glacier National Park Season and celebration!

For the past several years people have inquired about obtaining a copy of the soft bound book which has long been out of print. Used outdated copies may still be found on sites on the Internet ranging from \$23 to \$60 some odd dollars per copy plus shipping.

Suggested retail price for the electronic copy CD would be \$19.99. **For FOBNR members, a single copy of this new, improved, updated, revised CD is only \$14.99, which includes free shipping.** The CD comes in a plastic jewel case that has colorful, attractive designs on both the front and back cover.

To order send email to John Coy, gnbook@hotmail.com. I will respond with my address where a check or money order for \$14.99 may be sent—free shipping included to US addresses only. Respectfully,

John Robert Coy

FOBNR

Expense Report

For period ending December 31, 2009

Balance on hand, beginning	
January 1 st	6,362.96
Revenue:	11,035.80
Expenses:	8,900.98
Balance on hand, end:	8,497.78

Revenue	Year To Date
Dues	
Regular:	4,500.00
Sustaining:	3,000.00
Youth:	10.00
Donations:	1,041.10
Company Store:	1,047.70
Single Issue Sales:	48.00
Convention:	1,310.00
Misc.:	80.00
Total:	11,036.80

Expenses	
Expediter	
Printing:	4,190.74
Postage:	683.06
Postal Permit:	
Honorarium:	800.00
Misc.	203.06
Board of Directors	
Meeting:	38.53
General	
Printing:	203.20
Postage:	311.22
Box Rent:	70.00
Misc.:	339.84
Supplies:	288.85
Company Store:	173.75
Election:	18.40
Convention:	1,159.60
PayPal Fees:	175.69
Website Provider:	244.34
Total:	8,900.28

Assets	
Cash:	14,233.90
Office Equipment:	243.64
Prepaid Expenses:	280.80
Checks to be Deposited:	125.00

Liabilities	
Unearned 2010 dues:	5,325.00
Unearned 2011 dues:	625.00
Unearned 2012 dues:	375.00
Society Equity:	8,558.34

Jeff Hendricks, Treasurer

Galesburg, Illinois

by John Adams, MD

My path to volunteering to organize the 2010 FOBNR Convention has been a long one, but a very enjoyable one. I feel fortunate to have followed the multitude of changes that have occurred in Galesburg.

Galesburg has been an important junction for the railroad since its days with the CB&Q. It is an important junction where the main line from Chicago splits to send lines to Ottumwa, IA and on to Denver, CO; Savanna, IL and on to Mpls/St. Paul, MN where it connected with the GN and NP; Quincy, IL and on to Kansas City, and a branch to Peoria, IL, with a further branch off that line to Paducah, KY. In the early days of the BN it became an important hump yard, classifying trains for many destinations. That importance has only increased over the years and with the BNSF merger.

I first “found” Galesburg when I moved to Elmwood, IL, about 25 miles east of Galesburg on the Peoria line. At that time Elmwood was a junction of a sub-branch from the Peoria Main to Brimfield, IL, used to service a heavy equipment manufacturer (not Caterpillar) and had an impressive wood trestle (long since removed) to bridge a small but deep creek in Elmwood. At that time I found that Galesburg was hosting

a Railroad Days each June and I started attending as often as possible.

In those days (late 70’s) Galesburg was still emerging from the days of steam. From the very large, very old and very decrepit passenger station in town, you could stand on the platform and see the old coaling tower and a large roundhouse. At the Depot, the remnants of the multiple tracks necessary for the many daily passenger trains that stopped in Galesburg in CB&Q days still remained, but were obviously unnecessary for the 4 daily Amtrak trains. The Depot itself was scary; huge, old, dark and empty. Using the restrooms prompted haste lest those ceiling cracks suddenly enlarge. The railroad felt the same about the Depot, but more importantly about the entire physical plant in the Galesburg Terminal area. The problems with the old yard layout were most obvious by watching the BN send the new coal trains from the Ottumwa main down the “Passenger main” to get to Peoria, where two power plants and a rail-water transfer station required a continual supply of coal. Since all freights had to entered the yard, these tracks were the only bypass around the yard facilities. Unfortunately, there was no direct connection between the passenger main and the Peoria branch, so the coal trains would have to run through downtown Galesburg toward Chicago, then reverse and back across 4 mains back into the yard down the Quincy main, past the wye to Peoria,

Just after Railroad Days 1993. -Dennis Pehoski photo



then reverse direction and head to Peoria. You can only imagine being a driver through Galesburg watching those trains slowly pull through the downtown grade crossings, only to stop and reverse directions. I watched this process on a Saturday evening when a unit taconite train with a broken wheel was ever so slowly transferred back into the yard. Obviously, this not only tied up vehicle traffic in town, but everything on the railroad. Needless to say, some upgrades were necessary for an efficient post merger and post deregulation railroad.

During this time the railroads' hospitality was certainly at a high level. For Railroad Days, both the BN and ATSF would display modern motive power, GE and EMD would alternate exhibiting their newest power, and the BN would usually have a display of maintenance of way equipment, often with contests in spike driving, etc... The locomotives were set up so you could walk through them, sit in the cabs and have a great time. One year, Amtrak displayed several of their new Superliner cars, allowing visitors to walk through the cars. This, however, required a stationary F40PH to provide head-end power for air conditioning, and remember those had to be in Run 8 to provide HEP. As impossible as it seems in this era of litigation, Amtrak allowed visitors to climb up into the running F40PH and walk through the operating engine compartment! And no steel-toed boots or even hearing protections was required! I am sure my daughter still remembers 25 years later being carried



(above) GE demonstrator 808 on display at Railroads. Burlington Northern never purchased any of the B40-8, but did lease the B39-8.

(below) GE 8000, the Super7-30C at Railroad Days. -John Adams photos



through the heat, noise and oil of that locomotive! And after you visited the displays you lined up to go on riding tours through the yard complex. BN provided flat cars with benches and railings for rides in the open air (and sometimes rain) to be pulled by an end-cab switcher through the yard with a BN employee doing narration.

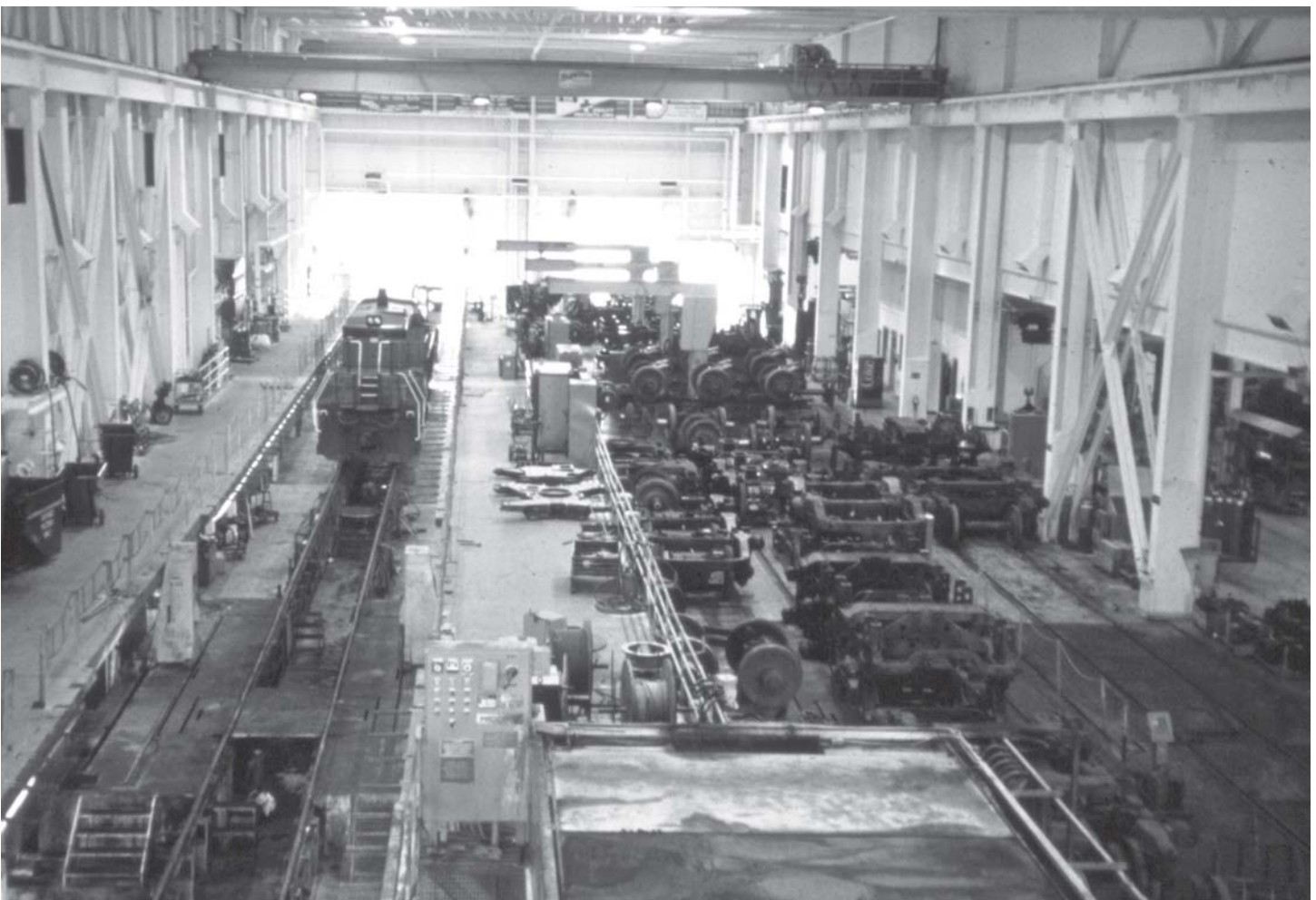
In the early 80's word came out that a major upgrade of the Galesburg facilities was coming. Several tracks were removed from the Depot area, and suddenly one year, the week before Railroad Days, an Amshack appeared on the end of the platform. The Amtrak office had been moved there by the railroad in the middle of the night and before 6 AM the wrecking crews started to demolish the old station. Fortunately the railroad saved a number of the beautiful old benches to provide seating in the new Depot, Port-A-Potty's replaced the scary old bathrooms for RR Days! A new Depot was soon erected on the old site, and was very appropriate in both size and architecture.

Next to go was the Roundhouse, as a new Diesel shop and Diesel service area was built in the new yard area. Later the tracks leading to the yard were rationalized, and eventually the Coaling Tower area could be bypassed and finally demolished. Then a new flyover bridge at the south end of the yard was built to provide a direct connection from the Ottumwa main to the Quincy Main and on to Peoria. Soon the old double hump yard was replaced by a modern single hump yard with multiple

receiving and departure tracks. And most importantly, Knox County Route 10 was relocated with a new bridge directly over the yard throat from the north end of the yard complex (although an east-west railroad, Galesburg's facilities are actually oriented north-south). And some wonderful planners made it a 4-lane bridge with parking lanes on either side made for Railfans! A more wonderful spot for watching a yard operation is hard to find!

During these years Railroad Days began to "mature". During construction of the new yard complex, the yard tours were cancelled, and when the new tours began they were on Commuter Galley cars brought out from Chicago and later on buses. After the merger BNSF just brought one display and the manufacturers would bring literature. At some point the whole community became more involved with Railroad Days and moved some of the displays to the local Junior College. Unfortunately, they also began having a street fair with RR Days, which led to major changes in the event. At first the street fair was held downtown, but the city felt they could move it near Knox College in town and leave the "downtown" unobstructed. Unfortunately this brought the street fair right next to the tracks in an open area. BNSF warned they didn't want it there for fear of people taking shortcuts across the

Inside the locomotive shops. -Gary Seymour photo



tracks, and when people visiting the fair indeed trespassed across the yard tracks the railroad's participation ended. Now RR Days is a community event, mostly at the Junior College, and it is for this reason, and the difficulty of railfanning during the busy weekend, that we planned for our Convention the week preceding RR Days.

In terms of what you can see in Galesburg, you will find a great venue for watching the operation of a large terminal facility. If you want to watch trains entering and leaving the yard, the Highway 10 Bridge is still a tremendous location, spanning the arrival and departure tracks and just in front of the Diesel Shops and engine servicing facility. All the incoming power leaves their trains and are serviced in this facility. With run-through power often parked it becomes a rainbow of locomotives. Watching the Diesel Shop is also interesting to see what the available power is being used for. The Galesburg Diesel Shops seem to have more lives than the average cat. Since opening the Shops have served as a minor repair facility, then mothballed, then made a subsidiary shop to Burlington Shops in charge of rebuilding trucks and wheelsets. Then it went again into mothballs, then became a warranty repair facility for GE, and I think now back to running repairs. The hump is visible nearby from a county road, but only from

the side. Since the Northtown facility in Minneapolis has been downgraded, there is even more importance on blocking trains both east and west from Galesburg. Trains are now pre-blocked eastbound for different Chicago connections, and sorted to many destinations westbound. Trains are often parked in several locations ready to depart, and are quite photogenic from public access. Coal power will rarely be refueled on the main before heading east to Chicago. The only real loss has been the Hub Center, which used to be just under the east side of the Highway 10 Bridge. Here it was possible to watch trailers and containers being loaded and unloaded for many Midwest highway destinations. Now, only the Hub Center sign still remains.

Galesburg also hosts the crossing of the previous BN and ATSF mains, as the ATSF crosses the BN right under the junction between the Chicago and Savanna mains, complete with a nearby park. Unfortunately, the trains on the Transcon are moving fast, and the trains on the old BN are on a raised roadbed, but you can soon become saturated with trains. Another crossing occurs nearby in Cameron, where a new connector was built in the late 90's to allow trains to move back and forth easily between the former BN and ATSF mains. A steady stream of BNSF and even UP trackage right trains can be seen utilizing the numerous possible routes between Kansas City and Chicago. The Cameron Connector also allowed all the Amtrak trains through Galesburg to use the former BN

The intermodal ramp at Galesburg. -John Adams photo



depot: the old ATSF depot was torn down. Along with the addition of a second daily round trip between Chicago and Quincy, this has doubled the passenger trains at the Downtown Depot.

For those more interested in history, there is a nearby railroad museum as well as static displays of a CB&Q steam locomotive and caboose located near the Depot.

But for all there are great things to do in Galesburg. Whether it is standing at the Depot admiring the steamer and

watching trains arrive and depart from the east and north, standing on the Highway 10 Bridge watching yard action (which up until recently included SD-9's), watching the hump or driving to Cameron to observe the interchange of trains between the two mains, Galesburg will keep you involved for as much time as you want to spend.

A former C&S SD40-2 poses under a classic CB&Q cantilever signal in June 1996. -Dennis Pehoski photo





(above) In June 1989 a "Tiger Stripe" passes through Galesburg. -John Adams photo

(below) In June 1994 a TEBC6 / SD38P work the yard in Galesburg. -Gary Seymour photo



