

The BN Expediter

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BNSF SM



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



(top) Hoyt St. roundhouse in Portland, OR 7-8-1985. -K.M. Ardingner photo.

(center) Cicero, IL 7-28-1985.
-David A. DeVene, Jr. photo, K.M. Ardingner collection.

(bottom) Hoyt St. roundhouse in Portland, OR 9-20-1992. -K.M. Ardingner photo.



(Cover) Forsyth, MT 9-20-1992. -Rich Gratzner photo, K.M. Ardingner collection.

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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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:

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Call for Photos

The *BN Expediter* is currently looking for photographs for the following projects:

1. New bridge built over Latah Creek in Spokane in 1972.
2. New connection built in Sandpoint at about the same time.
3. A good view of the new hump yard in Mpls. (Northtown).
4. Gavin Yard in Minot.
5. The Joint Line in the Powder River Basin in Wyoming.
6. Engineering schematics of line changes made on the former GN main line.
7. Photos of Mr. Robert Downing.

2011 Convention

Plans are being formulated to have the next FOBNR convention in Gillette, WY, starting June 8, 2011. We plan to ride the 1880's train in Hill City, SD, (a former BN line), and visit the South Dakota State Railroad Museum.

We also plan a tour of an operating coal mine with a possible visit to a second mine. We hope to watch the loading of a Coal Train, however this is subject to mine operations and is not guaranteed. Numerous opportunities to observe and photograph the fleet of empty and loaded coal trains abound.

Families are encouraged to attend because of the close proximity to Mt. Rushmore and Devil's Tower; Badlands NP and Minuteman Historical Site are also possible family vacation stops on the way to or from the convention.

Details will be forthcoming in the next issue of the *Expediter*.

New Members

Alex Engelke 10-018
360 S. 200 2 Apt D409
Salt Lake City, UT 84101

Don Augustine 10-023
920 Bilyeu Road
Pocahontas, IL 62275

Edward Sutorik 10-019
48 Eucalyptus Road
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Lakewood, CO 80228-4969

Rodney Dunshea 10-020
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Baulkham Hills, New South
Wales 2153
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Burnaby, British Columbia
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Locomotive Chronicles: 1985

by Dave Poplawski

In 1985 the U.S. economy was continuing to pick up steam, and BN was seeing increased traffic and the need for more power to move it. Older units were being brought out of storage, and new locomotives were arriving.

Liking the performance of its ten "Frisco" GP50s in intermodal service, BN purchased 53 new GP50s in 1985, with that number of older units (SW7s, SW9s, GP5s, GP9s, GP20s, GP35s, SD9s, SD45s and even one SDP45) going to EMD as trade-ins. BN also acquired 35 ex-Conrail GP38s that had come of their original leases, repainted and numbered them 2155-2189.

The highlight of the year was the new high-visibility "tiger stripe" paint scheme. BN had been concerned about the visibility of its locomotives at grade crossings for a long time. In February it re-painted SD40-2 8002 into the new scheme (see photos) at the Havelock, Nebraska shops and put it into service. Obviously happy with the new look, BN arranged for the entire order of GP50s scheduled for arrival later that year to look the same.

In the fall, EMD came out with three demonstration units of its new SD60 design. These came to BN for testing in coal service, with the option to purchase them after two years. They too came in tiger stripe paint.

BN immediately was impressed with the SD60, finding that even with only 3800 horsepower, versus 3000 for SD40-2s, two SD60's would perform almost as well as three SD40-2s.

The GP50s arriving in 1985 differed from the GP50s it inherited from the Frisco in 1980 in several ways. First there was the paint scheme. The earlier units (ordered by Frisco before the merger, but delivered to BN afterwards), were in the standard Cascade Green with white nose stripes. In addition, the new units had extended range dynamic brakes, a more angular looking traction motor blower duct, and old-style leaf sprung trucks. The new GP50s also were fitted with the necessary equipment to interface with fuel tenders as they were to be used on hot, cross-country intermodals where refueling time was to be reduced or eliminated altogether.

The last five new GP50s also differed from all the rest in one easily seen way. The cab was 23 inches longer than normal. Foreseeing the impending end of cabooses, BN decided to make room in the cab for those crew that normally occupied the caboose. The extra cab space provided room for extra seating and work areas. This gave the units a very stubby nose as the extra 23 inches were added to the front of the cab, taking that same length away from the nose.

Even though business was improving, BN could still afford to remove a lot of units from its roster. In addition to the 53 units traded in on new GP50s, 93 more old, tired or wrecked units were sold, scrapped or donated and no longer on the roster at the end of the year. 1985 saw the end of SW7s and SW9s on BN's books.

In other happenings, the radial truck SDP45 that had been in storage at EMD was returned to service on the BN. BN also converted ten more tank cars to fuel tenders. BNFT 30-37 were converted in St. Paul from ex-GN cars, and BNFT 40 and 41 were converted at Havelock from ex-NP cars.

In all, 1985 was an interesting year. But then all years are interesting on the BN. Coming up in 1986 - the Oakways.

Information for this article came from Robert Del Grosso's BN Locomotive Directory 1992 and BN 1980-1991 Annual, and issues 82, 83 and 84 of Extra 2200 South.

New Locomotives:

Mfg. Model Numbers

EMD GP50 3110-3157 (tiger stripes)
EMD GP50 3158-3162 (tiger stripes, extended cab)
EMD SD60 8300-8302 (tiger stripes)

Removed from roster:

SW1: 85 Sold to Potlach Forrest
SW7: 75 Sold to Southwestern Railroad Car Parts
76 Sold to Southwestern Railroad Car Parts
79 Trade in on GP50
107 Disposition Unknown
108 Trade in on GP50
109 Trade in on GP50
110 Trade in on GP50
112 Trade in on GP50
113 Sold to Great Western Railway
116 Sold to Southwestern Railroad Car Parts
118 Sold to Great Western Railway

119 Disposition Unknown
123 Sold to TSU Railway
124 Trade in on GP50
125 Trade in on GP50
126 Trade in on GP50
128 Trade in on GP50
129 Trade in on GP50
130 Trade in on GP50
134 Sold to Southwestern Railroad Car Parts
137 Sold to Southwestern Railroad Car Parts
139 Disposition Unknown
143 Trade in on GP50
SW9: 147 Sold to Unknown Individual
148 Sold to Northern Rail Services
154 Trade in on GP50
158 Trade in on GP50
160 Sold to SLG&W
167 Sold to Unknown Individual
168 Sold to Tital Railway Services
260 Sold to Southwestern Railroad Car Parts
GP9B: 603 Scrapped
GP5: 1350 Disposition Unknown
1351 Trade in on GP50

GP9:	1354	Trade in on GP50	SD9:	6104	Trade in on GP50
	1361	Trade in on GP50		6140	Trade in on GP50
	1363	Trade in on GP50		6155	Trade in on GP50
	1705	Scrapped		6169	Trade in on GP50
	1715	Trade in on GP50		6173	Trade in on GP50
	1716	Trade in on GP50		6175	Sold to General Metals
	1753	Sold to Coast Engine and Equipment		6222	Trade in on GP50
	1761	Sold to GE Credit	SD40:	6311	Scrapped
	1768	Scrapped		6342	Disposition Unknown
	1772	Trade in on GP50	SD40-2:	6376	Scrapped
	1778	Scrapped	SD40:	6396	Sold to Silverline Salvage
	1795	Disposition Unknown	SD45:	6406	Sold to Joseph Simon and Sons
	1796	Sold to Weyerhaeuser Timber		6407	Sold to Piolet Brothers
	1805	Disposition Unknown		6415	Trade in on GP50
	1809	Sold CM Rwy Inc		6427	Sold to Piolet Brothers
	1814	Sold CM Rwy Inc		6430	Donated to Lake Superior Transportation Museum
	1815	Scrapped		6432	Sold to Joseph Simon and Sons
	1817	Sold CM Rwy Inc		6443	Sold to Piolet Brothers
	1824	Sold CM Rwy Inc		6472	Returned to Lessor
	1838	Sold CM Rwy Inc		6473	Returned to Lessor
	1846	Sold to Coast Engine and Equipment		6474	Returned to Lessor
	1857	Disposition Unknown		6475	Returned to Lessor
	1891	Sold to Lloyds Construction		6476	Returned to Lessor
	1892	Trade in on GP50		6477	Returned to Lessor
	1907	Sold to Independent Locomotive Services		6478	Returned to Lessor
	1909	Sold to Lloyds Construction		6480	Returned to Lessor
	1919	Sold to Coast Engine and Equipment		6481	Returned to Lessor
	1933	Trade in on GP50		6482	Returned to Lessor
	1948	Sold to Wilson Railway		6483	Returned to Lessor
	1950	Sold to Precision National Corp.		6485	Returned to Lessor
	1953	Trade in on GP50		6486	Returned to Lessor
	1968	Sold to Wilson Railway		6487	Returned to Lessor
	1973	Sold to Wilson Railway		6488	Returned to Lessor
	1975	Donated to National Museum of Transportation		6489	Returned to Lessor
GP20:	2018	Trade in on GP50		6490	Returned to Lessor
	2024	Trade in on GP50		6491	Returned to Lessor
	2028	Trade in on GP50		6575	Scrapped
	2055	Trade in on GP50		6576	Scrapped
GP30:	2069	Sold SW RR Car Parts	SDP45:	6592	Trade in on GP50
	2071	Sold SW RR Car Parts	F45:	6606	Lease to Utah Railway
	2208	Scrapped		6607	Lease to Utah Railway
	2231	Scrapped		6608	Lease to Utah Railway
GP35:	2248	Disposition Unknown		6609	Sold to CN RR
	2520	Scrapped		6610	Sold to CN RR
	2553	Trade in on GP50		6611	Sold to CN RR
	2558	Trade in on GP50		6612	Sold to CR RR
	2563	Trade in on GP50		6613	Lease to Utah Railway
	2564	Trade in on GP50	SD45:	6651	Trade in on GP50
	2565	Trade in on GP50		6658	Trade in on GP50
	2566	Trade in on GP50		6670	Sold to Joseph Simon and Sons
	2567	Trade in on GP50		6672	Trade in on GP50
	2568	Trade in on GP50			
	2569	Trade in on GP50			
	2574	Trade in on GP50			
	2575	Trade in on GP50			
	2577	Trade in on GP50			
	2578	Trade in on GP50			
	2581	Trade in on GP50			
U28B:	5477	Sold to Joseph Simon and Sons			
U30B:	5781	Sold to General Metals			



(top) Minneapolis, MN 9-20-1974. -Bryan Griebenow photo, K.M. Ardinger collection

(center) Chicago, IL
4-27-1971
-Bill Raia photo, K.M.
Ardinger collection.



(bottom) Minneapolis,
MN 5-21-1971.
-Bill Kuba photo,
K.M. Ardinger collection





(top) Dillworth, MN 8-7-1978.

-Ed Fulcomer photo,
K.M. Ardinger collection



(center) Denver, CO 3-15-1981.

-C.N. Shankweiler
photo, K.M. Ardinger
collection

(bottom) Crookaton, MN 8-4-1978.

-Ed Fulcomer photo,
K.M. Ardinger collection





(top) Vancouver, BC. 5-13-1972. -Bryan Griebenow photo, K.M. Ardinger collection.
 (center) Portland, OR 4-25-1982. -K.M. Ardinger photo.
 (bottom) Missoula, MT 8-11-1982. -Joe Kubus photo, K.M. Ardinger collection





(top) Willmar, MN 9-11-1972.

-Walter Evans photo, K.M. Ardinger collection.



(center) Helena, MT 9-25-1973.

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

(bottom) Portland, OR 11-15-1980.

-K.M. Ardinger photo





(top) Galesburg, IL 5-11-1980.

-Tom Lundeen photo,
K.M. Ardinger collection.



(center) Lincoln, NE 9-10-1974.

-Walter Evans photo,
K.M. Ardinger collection.

(bottom) Portland, OR 4-28-1979.

-K.M. Ardinger photo



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(top) Portland, OR 4-14-1979.

-K.M. Ardinger photo.

(center) Pacific Jct., IA 5-22-1975.

-George Cockle photo, K.M. Ardinger collection.

(bottom) Sidney, MT 9-15-1974.

-Walter Evans photo, K.M. Ardinger collection.





(top) Portland, OR 7-29-1979.

-K.M. Ardinger photo.

(center) Omaha, NE 8-6-1982.

-George Cockle photo, K.M. Ardinger collection.

(bottom) Tacoma, WA 1986.

-K.M. Ardinger collection.





(top) Saunder, WI 9-15-1984. -Walter Evans photo, K.M. Ardinger collection.
 (center) Seattle, WA. -Anthony Raimondi photo.
 (bottom) Alliance, NE 5-6-1983. -Lynn Davis photo, K.M. Ardinger collection.





(top) Bridgeport, NE 10-12-1972. K.M. Ardinger photo.

(center) Seattle, WA 6-23-1984. K.M. Ardinger photo.

(bottom) Cicero, IL 12-24-74. -Jim Wozniczka photo, K.M. Ardinger collection.





(top) Spokane, WA 7-26-1973. K.M. Ardinger photo. (center) Tacoma, WA, 1986, photographer unknown, K.M. Ardinger collection.
(bottom) Seattle, WA. -Anthony Raimondi photo.





(top) Seattle, WA
7-27-1975. K.M.
Ardinger photo.



(center) Interbay,
WA. -Anthony
Raimondi photo.

(bottom)
Interbay, WA. -
Anthony
Raimondi photo.



(top) Spokane, WA
7-25-1975. -K.M.
Ardinger photo.

(center) Kansas
City, KS 3-6-1981.
-George Crockle
photo, K.M.
Ardinger collection.

(bottom) Seattle,
WA 2-3-1985.
-K.M. Ardinger
photo.



President's Message



As we approach Fall and the beautiful colors that will soon provide a dramatic background for our train watching we can reflect on the activities of the summer, plan for what to do in the upcoming winter months, and even start our planning for 2011.

The highlight for the FOBNR for summer of 2010 was the Galesburg Convention, which I think was really a good experience for those who attended. The problem was that a very small number, and your Board needs your help to find out what can be done to improve our attendance. In this regard, I would ask each of you to reflect on what reasons you may have had for deciding not to join us in Galesburg. I would ask that you email these reasons to me @ JohnBNMRL@aol.com, or mail them to my home address of: 3331 Putnam St, West Lafayette, IN 47906. It would also be helpful if you have activities that you want to see at an Annual Convention.

For summer 2011 preparations are underway to hold our next convention in Gillette, Wyoming. Kent Charles, who has offered to organize this convention, is working on an impressive itinerary, which will be included in the January issue. The January issue will be our "Annual Convention" issue; with highlights of the past Convention and information to help you plan for the upcoming Convention.

We also hope to expand the *Expediter*, with more pages and more color. One of the positives of technology is that the cost of publishing the newsletter has decreased somewhat with computerized formatting and printing. If we can increase the content provided to Kris by our membership we will be able to add more material for our members.

The other real technology improvement is the expanded ability of our website to hold more information. We have the hope that our organization will be THE location to gather information about the BN and BNSF. To that end we have uploaded much of the material, particularly timetables and maps, onto the website for the use of our members.

On the sad side of the news, our organization lost a long term member and supporter of the FOBNR this summer as we lost Robert Downing, who had been a past president of the Burlington Northern and a member for a number of years. Many of you have known Robert for a number of years and will certainly miss him.

Now, I want to end with a challenge. What we need from our members is information! If you have news about the BNSF, particularly in this era of change as ownership changes, please compile this and send this to Kris. If you have been hanging on to some interesting material- or even not so interesting-material about something that happened on the BN – send it along! And for my own personal interest, if you have a modeling skill or project you have been working on for a BN or BNSF model – send that along. And please don't feel you have to be an excellent author to do this, heavens, they even let me write this. Kris will be glad to help you with the editing, but he needs content if we are going to grow the *Expediter*.

And give some thought and planning to Gillette next June!

Robert Downing: 1914-2010

Robert W. Downing, age 96, died on August 2, while hospitalized in Spokane, WA. Mr. Downing and his family were long-time residents of St. Paul, from 1956 to his retirement in 1976, when he and his wife, Mary, moved to Spokane.

At the time of his retirement, Downing held the position of Vice Chairman and Chief Operating Officer of Burlington Northern. He served as President of BN from 1971 to 1973. In 1979, he retired from BN's Board of Directors. Prior to the merger that created BN in 1970, Downing had advanced to the position of Executive Vice President of the Great Northern Railway.

Downing was a graduate of Yale University. He began his railroad career in the Engineering Department of the Pennsylvania Railroad in 1935. In 1938 he was hired by the Great Northern and soon was appointed Roadmaster at Whitefish, Montana. During World War II he served in the U.S. Navy, reaching the rank of Lieutenant Commander. At the end of the war Downing resumed his railroad career in various operating positions at Great Falls and Glasgow, Montana, and Hibbing, Minnesota. In a few years Downing was named Division Superintendent at Minot, North Dakota. In 1956 he was promoted to Assistant to the President in the Great Northern Railway headquarters office in St. Paul.

Downing is recognized for his leadership role in preparing and successfully implementing the operating plan for managing the merger of the Great Northern, Northern Pacific, Burlington and the Spokane, Portland and Seattle railways. He is also credited for his leadership in undertaking many very large capital projects that were needed for expansion of BN's capacity to handle unprecedented tonnages of coal to be mined in Wyoming and Montana for electric power generation at many locations in the U.S.

Throughout his career, Downing was recognized for his knowledge and effectiveness in all aspects of railroad management. He was revered for being open and accessible to people in all departments and at all levels of the organization. He was regarded as a person of high values, integrity and ethical standards. Even after his retirement, he continued to serve as a coach and mentor to many people of the rail industry. Matthew Rose, President and CEO of BNSF Railway, said, "I was honored to have called Bob a friend, and on numerous occasions sought his counsel. Bob's contributions to our railroad and the industry are immeasurable. He truly had a hand in shaping our company as we know it today. He was a great leader and a wonderful mentor, and we will miss him."

Downing was active in sharing and documenting railroad history through the Great Northern Railway Historical Society. He was also a strong supporter of the Spokane Symphony and Northwest Museum of American Arts and Culture. He headed the Finance Committee of St. Stephen's Episcopal Church in Spokane for many years.

Downing was preceded in death by his wife, Mary. He is survived by his three children, Robert of Philadelphia, Nancy Anderson of Urbana, Illinois, and Susan Videen of St. Louis, five grandchildren and five great grandchildren.

A memorial service will be held on August 23 at St. Stephen's Episcopal Church in Spokane. -Earl J. Currie





(top) Interbay (Seattle), WA

(bottom) Seattle, WA. Anthony Raimondi photos.





(top) Toston, MT 7-13-1990. Brian Ambrose photo

(bottom) North Portal (Seattle), WA. Anthony Raimondi photo.

