

The BN Expediter

Volume 19, Number 3

2011



The official publication of the *Friends of the Burlington Northern Railroad*, the historical society focused on the Burlington Northern Railroad and the BNSF RAILWAY

Bridge 110.9

In August 1997, the BNSF added a second track on the Marshall Subdivision in southwest Minnesota. The bridge at MP 100.9 needed to be rebuilt to allow the second right-of-way to be put in place.

The photographs on page 2-4 and page 16 show the various stages of the bridge during its construction. Mr. J.R. Keers photographed the entire project from start to finish.

-FOBNR 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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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 BNSF 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

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Photos Needed

The *BN Expediter* is currently looking for photographs of the Yellowstone division from 1970 to the mid-1980s.

Need photos of regular freight, grain and coal trains. Need photos taken in and around all major yards and terminals within the division.

-Editor

New Members

Keith Ross 11-012

8872 Country View Drive
Sparta, MI 49345

Jesse Aguire 11-014

2157 N. Melvina
Chicago, IL 60639

Vasyl Domashevsky 11-013

P. O. Box 34919
Chicago, IL 60634

Craig Wilson 11-015

1807 Manchester Way
Corinth, TX 76210

Correction

In the April 2011 issue, on page 8, the credit for the photo should have gone to Mr. John Langlot.

-editor.

Front Cover

In October 1987 an eastbound empty grain train meets a westbound at Skamania, WA.

While he sat in the siding on a beautiful autumn day in the Columbia River Gorge, engineer Roland Haynes got out his camera to photograph this meet; the GP50 "Tiger Stripe" locomotive is only two years old.

Skamania is located on the former SP&S line about 43 rail-miles east of Portland, OR.

-Roland Haynes photo

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Skykomish Town Center

Skykomish, Washington is located on U.S. 2, on the west slope of the Cascade Mountains. It has been a railroad town for over a hundred years. For many years Burlington Northern stationed helper locomotives in Skykomish, pushing eastbound trains to Wenatchee. Westbound trains would cut-off their helpers at "Sky" and wait for the next eastbound.

In 1992 Burlington Northern demolished the old GN power station used during the electrification era. The following year the Washington State Department of Ecology discovered oil in the ground water. The contamination had come from the old GN roundhouse, dating back to the 1890s. This summer will be the fifth and final in the excavation of contaminated soil in the town of Skykomish.

During the five years of excavation, twenty-two buildings were temporally relocated and moved back to their original location. More than 300,000 gallons of oil was removed, along with lead and arsenic. Tons of soil have been removed, transported by rail to eastern Washington, and replaced with clean soil. To date the company has spent \$100 million on the project.

Now that the town can see the light at the end of the tunnel, the mayor has revealed an ambitious plan to revive this cute little town.

The mayor has announced a plan for the "Skykomish Town Center." This new town center will be located on the south side of the BNSF main line at the site of the old GN roundhouse. The old GN Skykomish depot will be the centerpiece, and will incorporate a Visitor Center parking area with five locomotives on display, which will include a GP7, GP30 and SD45 in *Empire Builder* colors, an SD40-2 and caboose in BN Cascade green and GN steam locomotive No.1246.

There will also be a park and ride area for skiers headed to Stevens Pass Ski Area, shuttle service to the Pacific Crest Trail, and a live steam railway circling the Visitor Center for kids and adults to ride on.

The plan also calls to reactivate rail service to the town. Skykomish has sent an application to Amtrak to add a stop for the *Empire Builder*. The westbound *Builder* No. 7 station stop would be at 7:30 A.M. The eastbound *Builder* No. 8 would leave Seattle at 4:45 P.M. and arrive at Skykomish at 6:45 P.M. The BNSF Railway has been very supportive of this plan and is assisting Skykomish with all these efforts.

-Editor

In July 2009 the Skykomish Hotel is bordered up and ready to move. Cross-bracing has been added to help the old building survive it's short journey.

-text & photo by editor





BNSF 2911

by Hugh Hornstien

Having a daughter and her family living in Naperville, IL, I frequently have the opportunity to visit West Eola and the west end of the Eola yard there.

While the traffic level is not what it has been in years past — longer trains but fewer of them, occasionally an interesting one shows up. On occasions it will be a Ferromex unit, then again it may be a unit still sporting the classic old BN livery rather than the BNSF scheme.

This past January I found a bonus unit, not just still in the Cascade green and black scheme, but one with, to me at least, an oddball number scheme. The number, 2911 in a green within a white oval, on the cab. Never seen one before.

Being a BN fan this was a real find for me.

In January 1997, the 2911 was the first locomotive to be re-numbered into the new BNSF numbering plan. The newly formed BNSF Railway needed to renumber all of its locomotives--there were three sets of numbers (BN, ATSF and new locomotives) to deal with. These duplicate numbers could cause confusion if two different locomotives with the same number were pulling different trains.

For example, engine 8120 could have been Burlington Northern SD40-2 or Santa Fe C30-7, both built in June 1980. A policy was quickly adapted that both dispatchers and train crew would say "BN" or "ATSF" when giving their lead unit number.

Until the Railway could come up with a new logo and paint scheme, the white oval with the unit number would be in place. Only three locomotives ever received this patch. -Editor



Burlington Northern Food and Beverage Service

By John F. Strauss

Burlington Northern inherited twenty-three passenger trains on March 2, 1970. Ten came from the former Burlington Route, eight were former Great Northern trains, three passenger trains were former Northern Pacific and two were operated by Spokane, Portland & Seattle Railway. During the fourteen months of operation prior to the arrival of Amtrak on May 1, 1971, Burlington Northern replaced its *California*

Zephyr with its tri-weekly *California Service* as of March 21, 1970, between Chicago and Denver. Burlington Northern also terminated its overnight Chicago-Twin Cities *Black Hawk* as of April 12, 1970, its overnight Chicago-Lincoln *Ak-Sar-Ben* on August 8, 1970, and its Twin Cities-Twin Ports southbound *Badger* and northbound *Gopher* during September 1970.

From March 1970 through April 1971,

Burlington Northern assigned various types of cars that provided food and beverage service on most of its passenger trains. The following list of Burlington Northern passenger trains provides the specific cars that offered this food and beverage service. Four Burlington Northern menus, which had been published by the Dining Car Department, have been included with this article. The two *Breakfast Menus* describe *a la carte* and *breakfast club* selections as provided by Burlington Northern's dining cars.

The *Beverage List* and *Wine List* display beverage choices provided in Burlington Northern café, coffee shop, dinette, dining and lounge cars. The second *Breakfast Menu* was in effect for Burlington Northern's eastbound *Empire Builder's* last run leaving Seattle April 30, 1971.

It is signed by Williams Hesis, (see page 12) the dining car steward, and by R.F. Rodice, train conductor from Seattle to Spokane. This was the last eastbound run to the Twin Cities and Chicago prior to Amtrak's takeover on May 1, 1971.

Chicago-Omaha-Kansas City-Denver

Train Numbers

Train 1 / 2

Train Name / Terminal

Denver Zephyr, Chicago-Denver via Omaha.

It was assigned a dining car and a dome parlor *Colorado Room* cocktail lounge-solarium car from March through May 1970 and from October 1970 through April 1971. During the 1970 summer season between June and September, a dome café-coach-dormitory car, a dome *Chuck Wagon* coffee shop-dinette-dormitory car, a dining car, and a dome parlor *Colorado Room* cocktail lounge-solarium car were assigned. Additional cars were assigned, when the *Denver Zephyr* was operated in two sections between Chicago and Denver.

Dome Café-Coach-Dormitory Cars

CB&Q 320-Silver Garden

CB&Q 321-Silver Patio

One of these cars was assigned to a 1970 Summer Season *Denver Zephyr* consist when it had more than four coaches. These two cars were also assigned to the *Black Hawk's* consist until it was terminated on April 12, 1970.

Dome *Chuck Wagon* Coffee Shop-Dinette-Dormitory Cars

CB&Q 253-Silver Cup

CB&Q 254-Silver Kettle

Dining Cars

CB&Q 197-Silver Feast

CB&Q 198-Silver Cuisine

CB&Q 199-Silver Inn

CB&Q 200-Silver Manor

CB&Q 201-Silver Chef

CB&Q 202-Silver Tureen

Dome Parlor *Colorado Room* Cocktail Lounge-Solarium Cars

CB&Q 235-Silver Chateau

CB&Q 236-Silver Veranda

Train Numbers

Train 3 / 4

Train Name / Terminal

Ak-Sar-Ben, Chicago-Lincoln via Galesburg and Omaha.

No food service car was assigned. It was combined with the *American Royal* between Chicago and Galesburg until it was terminated as of August 8, 1970.



Train Numbers

Train 5 / 6

Train Name / Terminal

Quincy Local, Chicago-West
Quincy via Galesburg.

It was combined with the *Omaha Local* between Chicago and Galesburg. A food service car was not assigned on most days between Galesburg and West Quincy.

Train Numbers

Train 11 / 12

Train Name / Terminal

Omaha Local, Chicago-Omaha
via Galesburg.

It was combined with the *Quincy Local* between Chicago and Galesburg. A café-coach, whose attendant served snacks and beverages, was assigned between Chicago and Omaha via Galesburg, when it was not combined with the tri-weekly *California Service*.

Café-Coaches

CB&Q 340-Silver Parlor

CB&Q 341-Silver Chair

CB&Q 342-Silver Top

CB&Q 343-Silver Mine

CB&Q 344-Silver Spur

Two or three of these cars were also assigned to the *Student Specials*, when they were combined with the *Quincy*

Local or when they were operated as passenger extras between Chicago and West Quincy via Galesburg.

Train Numbers

Train 15 / 16

Train Name / Terminal

California Service, Chicago-Denver via Omaha (Tri-weekly).

It replaced the *California Zephyr* as of March 21, 1970, and it was operated tri-weekly. It transferred through cars in Denver to and from Denver & Rio Grande Western's tri-weekly Denver-Ogden via Salt Lake City *Rio Grande Zephyr*, which connected in Salt Lake City with Union Pacific's *City of Los Angeles* and in Ogden with Southern Pacific's tri-weekly *City of San Francisco*. It was combined with the *Omaha Local* and *Quincy Local* between Chicago and Galesburg and with the *Omaha Local* between Galesburg and Omaha three days per week.

The tri-weekly *California Service* was assigned a Chicago-Denver dining car during the 1970 summer season between June and September. It was assigned a Chicago-

Here is the cover (page 8) and inside of a breakfast menu.
-FOBNR collection

"As you travel over this bountiful land of ours, may you be ever reminded of the grace Almighty God has bestowed upon us. Let us acknowledge our debt to Him with prayers of thanksgiving."

A LA CARTE SELECTIONS

When writing check please specify "A la Carte"

FRUIT AND JUICES

Half Grapefruit 50 Steamed Prunes 50
Orange Prune Apple Grapefruit Tomato 40

EGGS, MEAT, Etc.

Eggs—Fried, Boiled or Scrambled (2) 85
Sausage or Bacon and Eggs 1.65 with Ham 1.95
Sausage or Bacon 1.35 Ham 1.65
Wheat Cakes—with Syrup—Butter 95
Hash Brown Potatoes 50

BREADS

Dry Toast 40 Sweet Roll 35 Doughnuts (2) 35

CEREALS

Hot or Dry Cereal with Cream 60

BEVERAGES

Tea Hot Chocolate Sanka Per Pot 40
Cup Coffee 20
Ind. Skim, Sweet or Buttermilk 25

CHILDREN'S MENU

(For Children under 12 Years only)

No. 1 — \$1.35

Hot or Cold Cereal
1 Egg with Bacon or Sausage 2 Wheat Cakes—2 Strips Bacon
1 Slice Buttered Toast Syrup and Butter
Milk or Hot Chocolate Milk or Hot Chocolate

No. 2 — \$1.15

Chilled Orange Juice
Syrup—Butter

No. 3 — 95¢

Chilled Juice
Hot or Dry Cereal
1 Slice Buttered Toast
Milk or Hot Chocolate

CLUB BREAKFAST

Breakfast Served Until 11:30 A.M.

No. 1 — \$2.05

Choice of Fruit or Juice or Cereal
Grilled Ham with two Eggs (as desired)
Buttered Toast—Jelly
Coffee Tea Milk or Hot Chocolate

No. 2 — \$1.90

Choice of Fruit or Juice or Cereal
Bacon or Sausage with two eggs (as desired)
Buttered Toast
Coffee Tea Milk or Hot Chocolate

No. 3 — \$1.65

Chilled Fruit Juice
Minced Ham and Scrambled Eggs or Two Eggs (as desired)
Buttered Toast
Coffee Tea Milk or Hot Chocolate

No. 4 — \$1.80

Chilled Orange Juice
Wheat Cakes—Sausage or Bacon
Syrup—Butter
(If Ham is desired 40¢ extra)
Coffee Tea Milk or Hot Chocolate

J. W. KIRBY—Director Dining and Sleeping Car Dept.
W. F. BURKE—Director Passenger Service

Form 2821-B—6-71

Denver dome coffee-shop-dinette-dormitory car from March through May 1970 and from October 1970 through April 1971. A through Chicago-Salt Lake City via Denver dome sleeper-cocktail lounge-observation car was assigned from March 1970 through April 1971. This car was transferred in Denver along with other through Chicago-Ogden via Salt Lake City cars to and from the tri-weekly *Rio Grande Zephyr*.

Dome Coffee Shop-Dinette-Dormitory Cars

CB&Q 250-Silver Club

CB&Q 251-Silver Lounge

CB&Q 252-Silver Chalet

(Note: The *Silver Chalet*, CB&Q 252, former WP 831, replaced retiring the *Silver Roundup*, CB&Q 252)

Dining Cars

CB&Q 193-Silver Café

CB&Q 194-Silver Diner

CB&Q 195-Silver Restaurant

Dome Sleeper-Cocktail Lounge-Observation Cars

CB&Q 378-Silver Lookout

D&RGW 1145-Silver Sky

Train Numbers

Train 17 / 18

Train Name / Terminal

California Zephyr, Chicago-Oakland [San Francisco] via Denver.

Terminated as of March 20, 1970. Until terminated, each consist was assigned a dome *Cable Car* coffee shop-dinette-dormitory car, a dining car, and a dome sleeping *California Room* cocktail lounge-observation car between Chicago and Oakland via Denver and Salt Lake City.

Train Numbers

Train 19 / 20

Train Name / Terminal

American Royal, Chicago-North Kansas City via Galesburg.

No food service car was assigned. It was combined with the *Ak-Sar-Ben* between Chicago and Galesburg until the *Ak-Sar-Ben* was terminated August 8, 1970.

Train Numbers

Train 35 / 36

Train Name / Terminal

Missouri River Local, North Kansas City-Omaha via St. Joseph.

No food service car was assigned.

*This is another breakfast menu offered on some trains.
-FOBNR collection*

"As you travel over this bountiful land of ours, may you be ever reminded of the grace Almighty God has bestowed upon us. Let us acknowledge our debt to Him with prayers of thanksgiving."

A la Carte Breakfast Service

When writing check please specify "A la Carte"

FRUIT AND JUICES

*Baked Apple 65 Half Grapefruit 55
Sliced Orange 45
Stewed Prunes 55 Preserved Peaches or Pears 50
*When Available

Juices — Grape Prune Tomato Apple Grapefruit Orange 40
Double Orange 55

CEREALS

Hot Cream of Wheat or Oatmeal 60
Corn Flakes Wheaties Special K Grape-nuts
Bran Flakes 60

EGGS, MEAT, Etc.

Eggs — Fried, Boiled, Scrambled or Shirred 85
Poached on Toast 1.05 Plain Omelet 85
Sausage or Bacon 1.50 Ham 1.75
Bacon or Sausage and Eggs (2) 1.75 with Ham 1.95
Broiled or Pan Fried Filet of Fish 2.25

POTATOES

Hash Brown or Lyonnaise 50

CAKES, BREADS, Etc.

Dry or Buttered Toast 40 Muffins 40 English Muffin 40
Wheat Cakes 1.25 Assorted Breads 40 French Toast 1.25
Milk Toast 1.10

BEVERAGES

Coffee Tea Hot Chocolate Sanka Per Pot 40
Ind. Skim, Sweet or Buttermilk 25

A service charge of fifty cents is made for each adult person served outside of dining car. This service is subject to delay when dining car is busy.

J. W. KIRBY — Director Dining and Sleeping Car Dept.
W. F. BURKE — Director Passenger Services

CHILDREN'S MENU

For Children under 12 Years only

No. 1 — \$1.35

Chilled Fruit Juice or Cereal
One Egg — Two Strips Bacon
Buttered Toast
Milk or Hot Chocolate

+

No. 2 — \$1.15

Chilled Orange Juice
Wheat Cakes — 2 Strips Bacon
Syrup — Butter
Milk or Hot Chocolate

+

No. 3 — 90¢

Chilled Juice
Hot or Dry Cereal
One Slice Buttered Toast
Milk or Hot Chocolate

Club Breakfast Service

GOOD MORNING
May This Day Bring You Bountiful Joy
"A Demi Tasse" compliments of the Burlington Northern

No. 1 — \$2.35

Choice of Fruit or Juice or Cereal
(From A la Carte Selection)
Grilled Sugar Cured Ham with two eggs (as desired)
Hash Brown Potatoes
Choice of English Muffin or Toast or Fresh Baked Muffins
Coffee Milk Hot Chocolate or Tea

No. 2 — \$2.20

Choice of Fruit or Juice or Cereal
(From A la Carte Selection)
Sausage or Bacon with two eggs (as desired)
Fresh Baked Muffins or Toast
Coffee Milk Hot Chocolate or Tea

No. 3 — \$2.05

Choice of Fruit or Juice
(From A la Carte Selection)
French Toast or Wheat Cakes — Bacon or Sausage
(With Ham 45 Extra)
Hot Syrup or Jam — Butter
Coffee Milk Hot Chocolate or Tea

No. 4 — \$1.70

Chilled Juice
(From A la Carte Selection)
One Egg with 2 strips Bacon or Sausage or Two Fried Eggs
(as desired)
Dry or Buttered Toast
Coffee Milk Hot Chocolate or Tea

+

LOW CALORIE — \$1.65

Half Grapefruit
Two Eggs Poached or Boiled
One Slice Whole Wheat Toast
Coffee Tea or Milk

A choice of Jams from the Server with the above meals with our compliments. The steward will appreciate any errors or omissions in service being called to his attention.

Form 2886-B-1-71

Chicago-Twin Cities

Train Numbers	Train Name / Terminal
Train 7 / 10 and 2 nd 9	Westbound <i>Morning</i> and Eastbound <i>Afternoon Zephyrs</i> , and Westbound <i>Afternoon Zephyr</i> (Friday/Sunday only), Chicago-Minneapolis via St. Paul.

These *Zephyrs* were assigned baggage-buffet-refreshment cars. Their crews served light meals, snacks and beverages.

Baggage-Buffer-Restaurant Cars

CB&Q 800-*Silver Buffet*

CB&Q 801-*Silver Salon*

Train Numbers	Train Name / Terminal
Train 9 / 8	Westbound <i>Afternoon</i> and Eastbound <i>Morning Zephyrs</i> , Chicago-Minneapolis via St. Paul.

These two *Zephyrs* transferred several through Chicago-Pacific Northwest cars in St. Paul to and from the *Empire Builder* and *North Coast Limited*. During the 1970 Summer Season between June and September, these two *Zephyrs* were assigned a *Ranch* coffee shop-dinette car, a dining car, and a dome lounge car, which were transferred in St. Paul to and from the *Empire Builder*.

They were also assigned a *Travelers' Rest* coffee shop-tavern-lounge car, a dining car and a dome *Lounge-in-the-Sky* sleeping car, which were transferred in St. Paul to and from the *North coast Limited*.

From March through May 1970 and from October 1970 through April 1971, these two *Zephyrs* were assigned a dome lounge car, dining car, and a dome *Lounge-in-the-Sky* sleeping car. The dome lounge car and dining car were transferred in St. Paul to and from the *Empire Builder*, and the dome *Lounge-in-the-Sky* sleeping car was transferred in St. Paul to and from the *North Coast Limited*.

Refer to the *Empire Builder* and *North Coast Limited* for the specific food and beverage cars that were assigned.

Train Numbers	Train Name / Terminal
Train 51 / 52	<i>Black Hawk</i> , Chicago-Twin Cities

Each consist was assigned a dome café-coach-dormitory car (CB&Q 320-*Silver Garden* and CB&Q 321-*Silver Patio*) until the *Black Hawk* was terminated as of April 12, 1970. Each car's crew served evening refreshments and Continental breakfast

Twin Cities-Pacific Northwest

Train Numbers	Train Name / Terminal
Train 25 / 26	<i>North Coast Limited</i> , St. Paul-Seattle via Minneapolis and Butte.

A *Travelers' Rest* coffee shop-tavern-lounge car, dining car and a dome *Lounge-in-the-Sky* sleeping car were assigned. These three cars, which were in service between Chicago and Seattle during the 1970 Summer Season from June through September, were transferred in St. Paul with other Chicago-Pacific Northwest cars from the westbound *Afternoon Zephyr* and to the eastbound *Morning Zephyr*. From March through May 1970 and from October through April 1971, the *Travelers' Rest* coffee shop-tavern-lounge car and dining car were assigned between St. Paul and Seattle. The Chicago-Seattle dome *Lounge-in-the-Sky* sleeping car was transferred in St. Paul along with other Chicago-Pacific Northwest cars from the westbound *Afternoon Zephyr* and to the eastbound *Morning Zephyr*.

<i>Travelers' Rest</i> Coffee Shop-Tavern-Lounge Car	
NP 494-498	CB&Q 499

Dining Cars

NP 462 (renumbered during February 1971 as BN 1296)

NP 459-463

CB&Q 458

Dome *Lounge-in-the-Sky* Sleeping Car

NP 375-379

CB&Q 380

Train Numbers	Train Name / Terminal
Train 27 / 28	<i>Western Star</i> , St. Paul-Seattle via Minneapolis and Havre.

A diner-lounge car was assigned to each consist. Its crew served meals, snacks and beverages.

Diner-Lounge Cars

GN 1150-*Lake Superior*

GN 1151-*Lake McDonald*

GN 1152-*Lake Chelan*

GN 1153-*Lake Josephine*

GN 1154-*Lake Michigan*

GN 1156-*Lake Pepin*

Train Numbers	Train Name / Terminal
Train 29 / 30	<i>Mainstreeter</i> , St. Paul-Seattle via Minneapolis and Helena.

An economy buffet-lounge car was assigned to each consist. Its crew served light meals, snacks and beverages.

Economy Buffet-Lounge Cars

NP 450-455

Train Numbers

Train 31 / 32

Train Name / Terminal*Empire Builder*, St. Paul-Seattle
via Minneapolis and Havre.

A dome lounge car and a dining car, which were in service between Chicago and Seattle from March through May 1970 and from October 1970 through April 1971, were transferred in St. Paul along with other Chicago-Pacific Northwest from the westbound *Afternoon Zephyr* and to the eastbound *Morning Zephyr*.

During the 1970 Summer Season between June and September, a *Ranch* coffee shop-dinette car, a dining car, and a dome lounge car, which were in service between Chicago and Seattle, were transferred in St. Paul along with other Chicago-Pacific Northwest cars from the westbound *Afternoon Zephyr* and to the eastbound *Morning Zephyr*.

Ranch Coffee Shop-Dinette CarsGN 1240-*Crossley Lake*GN 1241-*Running Crane Lake*GN 1242-*Hidden Lake*CB&Q 1243-*Iceberg Lake*GN 1244-*White Pines Lake*GN 1245-*Whitefish Lake***Dining Cars**CB&Q 1250-*Lake of the Isles*GN 1251-*Lake Wenatchee*GN 1252-*Lake Ellen Wilson*GN 1253-*Lake Union*GN 1254-*Lake Minnetonka*GN1255-*Lake of the Woods***Dome Lounge Cars**GN 1390-*Glacier View*GN 1391-*Ocean View*GN 1392-*Mountain View*GN 1393-*Lake View*GN 1394-*Prairie View*CB&Q 1395-*River View***Train Numbers**

Train 33 / 34

Train Name / Terminal

RDC, Havre-Great Falls.

Food and beverage service was not provided. When the *Ak-Sar-Ben* was terminated during August 1970, this RDC was renumbered as Train 3 and 4.

Train Numbers

Train 39 / 40

Train Name / Terminal*Gopher*, Twin Cities-Superior
(Duluth).

Snacks and beverages were provided by Train Sales Service. Connecting bus service was available between Superior and Duluth. The northbound afternoon *Gopher* was terminated during September following the 1970 summer season. The southbound afternoon *Gopher* connected in

Minneapolis to the westbound *Empire Builder* and *North Coast Limited*.

Train Numbers

Train 47 / 48

Train Name / Terminal*Winnipeg Shuttle*, Grand Forks-
Winnipeg via Crookston.

A dinette-coach was assigned, and its attendant served snacks and beverages.

Dinette-Coaches

GN 1073

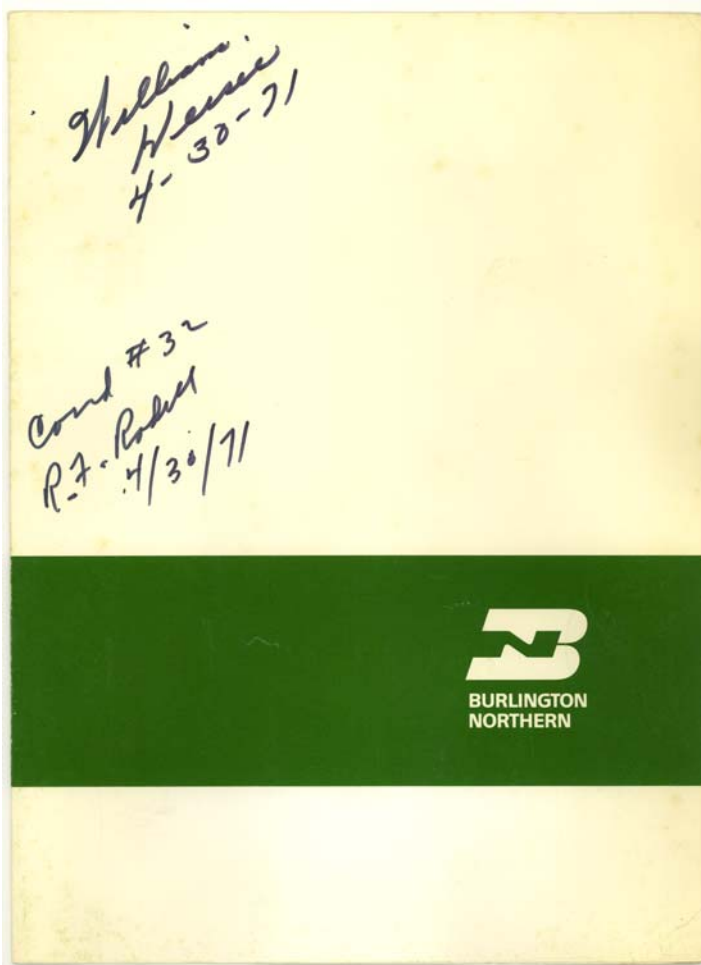
GN 1074

Train Numbers

Train 53 / 54

Train Name / Terminal*Badger*, Twin Cities-Superior
(Duluth).

Snacks and beverages were provided by Train Sales Service. Connecting bus service was available between Superior and Duluth. The southbound morning *Badger* was terminated during September following the 1970 Summer Season. The northbound morning *Badger* connected in Minneapolis or St. Paul from the eastbound *Empire Builder* and *North Coast Limited*.



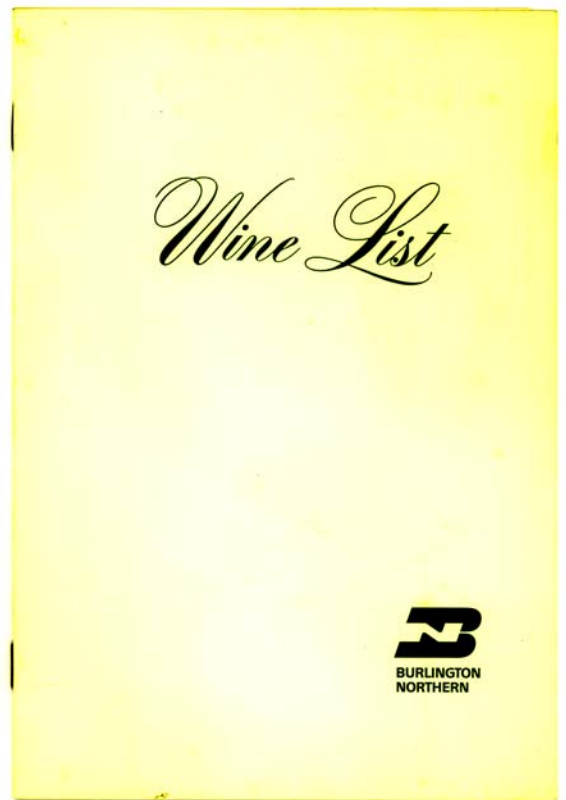
(page 12) The cover of a breakfast menu from the last run of the eastbound Empire Builder, train No.32, on April 30, 1971.

The top autograph is the dining car steward and the lower one is the Seattle to Spokane conductor.

-FOBNR collection

(page 13) Here are the front cover, back cover and inside of a Burlington Northern wine menu from 1970.

-FOBNR collection



For you who enjoy a fine wine with a meal we offer this select choice. Any wine that pleases you is right with any food. The suggestions that follow are meant only as a helpful guide. One of our half-bottles usually is ample for one person and may suffice for two.



Red Wines *At their best with red meats, game or cheese. Served at room temperature.*

White Wines *Recommended with white meats, fowl, all fresh water fish and seafood. Served cold.*

Sherry *In place of a cocktail before your dinner or with your soup. Served slightly chilled.*

Rosé *A delightfully light and rose-colored wine. Good with all foods, excellent with Ham or Pork or Veal. Served chilled.*

Sparkling Burgundy *Before your meal, with your entree or dessert. Served chilled.*

Champagne *Before your meal, with soup or salad, with your entree, whether meat, fish, or fowl or with your dessert. Excellent at breakfast with scrambled eggs. Served chilled.*

Sherry

Amontillado (Spain). Half-Bottle 2.50

Red Wines

Bordeaux, ST. EMILION (France).
Half-Bottle 2.00

Bordeaux, ST. JULIEN (France).
Half-Bottle 2.00

Burgundy, CLOS De VOUGEOT
(France). Half-Bottle 3.95

Chianti (Italy). Half-Bottle 2.00

Cabernet Sauvignon (California).
Half-Bottle 1.75

Pinot Noir (California). Half-Bottle . . . 1.95

White Wines

Chablis (France). Half-Bottle 2.65

Sauterne (New York). Half-Bottle . . . 1.75

Liebfraumilch (Germany).
Half-Bottle 2.50

Sauvignon Blanc (California).
Half-Bottle 1.75

Rosé

From California. Half-Bottle 1.75

Sparkling Burgundy

From New York. Half-Bottle 3.50

Champagne

Piper Heidsieck (France). Extra Dry.
Half-Bottle 4.75

American, Extra Dry (California)
Half-Bottle 4.00

American, Brut (New York).
Half-Bottle 4.00

Dessert Wine

Cream Sherry (Spain).
Half-Bottle 3.75

Pacific Northwest

Train Numbers

Train 21 / 22

Train Name / Terminal

Empire Builder/North Coast Limited Portland Section,
Spokane-Portland via Pasco.

A diner-coach was assigned from March through May 1970 and from October 1970 through April 1971. Its crew served evening refreshments and breakfast westbound and afternoon refreshments and dinner eastbound.

During the 1970 summer season from June to September, a dining car and a sleeper-buffet-lounge car were added. Through coaches and sleeping cars were transferred in Spokane from and to the *Empire Builder* and in Pasco from and to the *North Coast Limited*.

Diner-Coaches

GN 1145

GN 1146

Dining Cars

SP&S 405-*Columbia*

SP&S 406-*Willamette*

Sleeper-Buffet-Lounge Cars

SP&S 600-*Mount Hood*

SP&S 601-*Mount St. Helens*

Train Numbers

Train 23 / 24

Train Name / Terminal

"Local", Spokane-Portland via Pasco.

No food service car was assigned. This mail, express and coach-only "Local" connected in Spokane from and to the *Western Star*. Train 23 connected in Pasco from the westbound *Mainstreeter*, but Train 24 did not connect in Pasco to the eastbound *Mainstreeter*.

Train Numbers

Train 193 / 194

Train Name / Terminal

International, Seattle-Vancouver, BC via Bellingham.

Snacks and beverages were provided by Train Sales Service from its buffet-parlor-lounge-observation car.

Buffet-Parlor-Lounge-Observation Cars

GN 1293-*Cathedral Mountain*

GN 1295-*Little Chief Mountain*

Liquors

BONDED BOURBON	1.6 oz.	1.20
STRAIGHT BOURBON	1.6 oz.	1.10
BLENDED BOURBON	1.6 oz.	1.10
CANADIAN WHISKY	1.6 oz.	1.20
SCOTCH WHISKY	1.6 oz.	1.20
GIN	1.6 oz.	1.00
GIN—Imported	1.6 oz.	1.20
VODKA	1.6 oz.	1.00
RUM	1.6 oz.	1.00

Price of liquor selected does not include mix.

BEER	.55	ALE	.60
MICHELOB			.60

Cordials

Individual Bottles

BENEDICTINE	1.25
BENEDICTINE and BRANDY	1.25
CREME DE COCOA	1.25
CREME DE MENTHE, Green	1.25
IMPORTED BRANDY, COGNAC	1.25
BRANDY—Domestic	1.25

For your protection, liquor and cordials are served in original individual bottles, which employees are required to open in your presence. The sale of liquor in individual bottles to be carried away is prohibited by law.

We stock most standard brands of beer and liquor but storage limitations prevent our carrying all brands on each car.

IOWA ALCOHOLIC TAX
WINE .04¢ Tax per Ounce
WHISKY .10¢ Tax per Ounce

Form 2813 — 6-70

Cocktails and Mixed Drinks

GIBSON	1.00	VODKA COLLINS	1.30
MANHATTAN	1.00	RUM COLLINS	1.30
MARTINI	1.00	TOM COLLINS	1.30
VODKA MARTINI	1.00	GIN and TONIC	1.30
OLD FASHIONED	1.00	GIN and BITTER LEMON	1.30
WHISKEY SOUR	1.00	VODKA and TONIC	1.30
VODKA and ORANGE or TOMATO JUICE	1.30	VODKA and BITTER LEMON	1.30

Mixed Drinks with Imported Gin 20¢ extra.

Soft Drinks

COCA COLA, 12 oz. Can	.30	QUININE WATER, Split	.30
SEVEN UP, 12 oz. Can	.30	CLUB SODA, Split	.30
BITTER LEMON, Split	.30	DIET COLA, 12 oz. Can	.30
GINGER ALE, 12 oz. Can	.30	FRESCA, 12 oz. Can	.30

Miscellaneous

BURLINGTON NORTHERN SOUVENIR PLAYING CARDS		CIGARETTES	
Bridge Set	2.00	Regular, King or Filter	.55
Single	1.00	BROMO SELTZER	.15
PINOCHLE PLAYING CARDS	1.00	ALKA SELTZER	.15
SALTED PEANUTS, 4 oz. Can	.40	CIGARS, Price indicated on box	
		POSTAGE STAMPS	
		IND. CAN OF TOMATO OR ORANGE JUICE	.30

BURLINGTON NORTHERN INC.

J. W. KIRBY, Director, Dining and Sleeping Cars

W. F. BURKE, Director, Passenger Services

SAINT PAUL, MINNESOTA

Train No.	Train Name
195 / 196	Coast Pool Train, Seattle-Portland via Tacoma.

An economy buffet-lounge car and a buffet-parlor-lounge car were assigned. The first car's crew served light meals, snacks and beverages. The second car's attendant served beverages.

Economy Buffet-Lounge Cars
NP 456
NP 457

Train No.	Train Name
199 & 198	Coast Pool Train, Seattle-Portland via Tacoma.

Snacks and beverages were provided by Train Sales Service.

Note: Union Pacific "Coast Pool Train" 457 and 458 was scheduled with trackage rights over Burlington Northern between Portland and Tacoma. It was assigned a café-lounge car, and its crew served light meals, snacks and beverages.

This is the inside (page 18) and outside (page 19) of a beverage menu from June 1970. Notice all of the state regulations listed on the back of the menu.

To convert what these menu prices would be in 2011 dollars, multiply each value by 579% to adjust for inflation (ie, \$1 in 1970 has the same buying power as \$5.79 in 2011). -FOBNR collection.

