

The BN Expediter

Volume 20, Number 4

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



Lincoln's new "Pinnacle Bank Arena" is taking shape on the site of a recently removed rail yard (BNSF's "Lower Yard", dating back to the days of CB&Q). Estimated completion date for the new 16,000 seat "Pinnacle Bank Arena" is set for August 2013. The recently built Amtrak station is located to the far left in the photo.

-Darrell D. Wendt photo



(above) BNSF 6480 (SD45-2) at Aberdeen, SD on June 12, 2012. Unit is on its way to CEECO in Tacoma, WA for possible ECO conversion.

(below) BNSF 7002 (ES44C4) at Aberdeen, SD on June 11, 2012. Built 4/12/2012, serial 60936. Unit has 43" wheels and meets Tier III. -both photos by Jeff Hendricks



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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2013 Convention

The 2013 FOBNR Convention will be held in Missoula, Montana June 19-22th.

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Front Cover

On April 19, 1987, the 2nd 100 passes by the east end of Cunningham, WA on the old NP mainline between Pasco and Spokane.

The two Oakway SD60s had only been on the BN roster for about six months when this photo was taken.

-Brian Ambrose photo

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President's Message



I think that people finally got tired of hearing me talk about how much I followed the MRL (and in its day the IMRL). Thus, when our membership meeting in Amarillo showed that there was interest in having a convention on the MRL it became "logical" to let me try to organize our next convention. I was also fortunate enough to have received an email during the Amarillo convention from the executive secretary of the MRL about a calendar photo contest, so I had the name of a contact person.

Now we are starting to see the first steps of the convention coming together for next June 19-22 in Missoula, Montana. We have had agreement from the railroad, and they have put me in contact with a retired engineer who hired on from the Milwaukee Road and retired 2 years ago from the MRL. He also has some potential contacts for speakers that may be very exciting. He himself will be available if the Milwaukee Road Historical Society is not meeting at the same time. The railroad has promised a tour of their headquarters and state-of-the-art dispatching center.

We will be meeting at the Ruby Inn, an independent motel/convention center complex in Missoula within walking distance of the MRL HQ. They will hold a number of rooms for our convention at a price of \$79/night for a single, \$89/night for a double. They will probably also host our banquet on Saturday evening (part of which may be outdoors weather permitting) and we will likely have one of the executives of the railroad as our banquet speaker.

I will be looking into industry tours, but the local industrial base has shrunk through the years. There are still some active wood and paper mills that may be an option.

There are a few model railroads in the area that might also be an option.

The real highlight will probably be rail fanning the MRL itself! I would see us having at least 1 day to follow the railroad, hopefully being able to see MRL trains in some beautiful Montana scenery.

We will also have time for our usual "slide" shows, although I assume most will be digital. Amarillo was indeed the first time we did not bring out the slide projector. We also will have empty tables around the edge of our meeting room. Now, Peter Ferch is planning to attend and bring "some" of his BN memorabilia, but there will still be LOTS of room for other people to bring BN, BNSF and MRL models they have worked on. While we probably won't have a specific contest, I would really encourage you to start planning now to bring some of

your modeling efforts to share with other Convention attendees.

We also have something of a tradition of an auction to end the Saturday evening banquet, and it would be fantastic if each member attending could bring 1 item to be auctioned off. We will also bring some items from the Archives that are duplicates, so bring some cash or checks with you!

Hopefully, that has whetted your appetite at least to save the date and look for some more information and specifics with the next issue of the Expediter, as well as on the website. My goal is to have registration and a tentative agenda ready by the January issue, so please save the date and watch for more information. Hope to see many of you in Missoula!

New Members

Ian Lisakowski 12-011
42 Renfrew St
Winnipeg, Manitoba
R3N 1J1
Canada

Robert Payne 12-012
1203 Florida Avenue
Port Huron, MI 48060-
2040

Benjamin Hucker 12-
013
1227 Vista Court Apt 3
Muscatine, IA 52761-
4649

Jay Foster 12-014
PO Box 606
Lake Zurich, IL 60047

Rob Mills 12-016
10 Douglas Ave
Langdon, Alberta T0J 1X1
Canada

Jim Goodall 12-017
30 Cliff St
Mt Vernon, OH 43050

Ali Shahriary 12-018
4820 Rhodes
St Louis, MO 63116

Eric Rissman 12-020
1161 Warwick Ln
Elk Grove Village, IL 60007-
4543

Locomotive Chronicles: 1986, Part I

by Dave Poplawski

1986 was an interesting year on the BN primarily because of two locomotive-related activities. The most interesting, and controversial, was the leasing of 100 Oakway SD60's according to a "power-by-the-hour" arrangement. The other was the rebuilding of SD40-2 6330 with a Caterpillar prime mover.

Normally when locomotives are leased the railroad essentially rents the locomotives much like a person rents an apartment, paying a certain amount for a certain length of time. The railroad takes responsibility for maintaining the units using its own maintenance facilities and employees. The locomotives are painted for the railroad, and the only way to tell that it is being leased is by a small sign on the frame naming the leasing agent.

BN decided to try a new way of leasing power by paying for the watt-hours of electricity generated by the prime mover (much like we all pay for electricity for our homes) and having the leasing company do all maintenance. In October, BN entered into an Electrical Power Purchase Agreement (EPPA) with Oakway, Inc., a subsidiary of Connell Finance Company, Inc. Oakway agreed to provide to BN 100 locomotives for which BN would pay for based on the number of megawatt-hours used by the units, using microprocessors installed on the locomotives to gather the information.

The agreement provided that BN would purchase a minimum of 240,000 megawatt-hours per six month period on a "take or pay" basis. Oakway would ensure that the locomotives were repaired and maintained. Oakway acquired 100 EMD SD60's, painted in EMD blue and white demonstrator colors and numbered 9000-9099, and sent them to the BN. Oakway contracted with the Electro Motive Division of General Motors to repair and maintain the locomotives at non-BN facilities using non-BN employees.

This plan did not go over well with BN's locomotive maintenance shop employees, and several unions representing them threatened to go on a nationwide strike against all railroads, not just BN. BN and other railroads filed an action in the United States District Court for the Northern District of Illinois to avoid the strike. The court agreed with the railroads and the strike was averted.

BN expected further union litigation however. In an effort to avoid it, BN formed a new wholly-owned subsidiary, Electro-Northern, Inc. to provide the work force and equipment for EMD to maintain the locomotives. Electro-Northern would began operations in 1988 at facilities leased from BN in North Kansas City, Missouri. Of the twenty-six employees constituting Electro-Northern's work force, thirteen were to be former EMD employees, and thirteen were to be former BN employees. Major repairs on the Oakway locomotives, such as overhaul work, would be performed at BN's major locomotive repair facility in West Burlington, Iowa.

The other major piece of locomotive news from the year was the repowering of 3000 hp SD40-2 6330 with a 3800 hp Caterpillar #3612 12-cylinder diesel engine. This was not a completely new idea as three such repowerings had already been completed - two by the C&NW and one by CSX. The idea was to get more horsepower while saving fuel.

BN's conversion was completed in late December and sported an SD45-like flared radiator at the rear of the hood. This was needed to handle the extra cooling required by the more powerful engine (and thus making the unit easy to spot). The unit was redesignated an SD40C.

Unfortunately the Caterpillar engine didn't generate as much savings as BN would have liked, and the costs of an extensive rebuilding program, of stocking whole new sets of replacement parts, and training shop forces to work on both EMD and Caterpillar engines spelled doom for the idea (at least until 1989 when a handful of GP20C's were created).

BN continued clearing many first and second generation locomotives from its roster. A whopping 240 units were sold, scrapped or returned to their leasor that year. All remaining EMD F45's were returned to their leasor, completely eliminating that type from the roster. By the end of 1987 several other types would be completely eliminated too.

Information for this article came from Robert Del Grosso's BN Locomotive Directory 1992 and BN 1980-1991 Annual, and issues 84, 85, and 86 of Extra 2200 South.

New Units:

Mfg. Model Numbers

EMD SD60 9000-9099 (Oakway)

Removed Units and Disposition:

SW7

| | |
|-----|---|
| 78 | Sold to Independent Locomotive Services |
| 115 | Sold to St. Louis Auto Shredding |
| 122 | Sold to St. Louis Auto Shredding |
| 132 | Sold to St. Louis Auto Shredding |

SW9

| | |
|-----|--------------------------------------|
| 151 | Scrapped |
| 152 | Scrapped |
| 155 | Sold to Wilson Railway |
| 156 | Sold to General Metals |
| 157 | Sold to Tulsa-Salpulpa Union Railway |
| 261 | Sold to Mississippian Railway |
| 262 | Sold to General Metals |
| 263 | Sold to St. Louis Auto Shredding |
| 264 | Sold to General Metals |
| 265 | Sold to St. Louis Auto Shredding |
| 267 | Unknown |
| 268 | Sold to St. Louis Auto Shredding |

SW12

| | |
|-----|------------------------|
| 175 | Sold to General Metals |
| 178 | Sold to Wilson Railway |
| 182 | Sold to Wilson Railway |
| 185 | Sold to CEECO |
| 190 | Scrapped |
| 191 | Sold to General Metals |

200 Sold to General Metals
 202 Sold to General Metals
 204 Sold to General Metals
 217 Sold to CEECO
 227 Sold to St. Louis Auto
 Shredding
 229 Sold to Wilson Railway
 232 Sold to Azcon

GP10

1412 Sold to Wilson Railway
 1421 Sold to Independent
 Locomotive Services

GP9

1704 Sold to GE Credit
 1719 Sold to Central Montana
 Railroad
 1723 Sold to Chrome Locomotive
 1737 Sold to Naporano Iron and
 Metals
 1738 Sold to CEECO
 1743 Scrapped
 1754 Sold to General Metals
 1766 Sold to GE Credit
 1767 Sold to St. Louis Auto
 Shredding
 1770 Sold to GE Credit
 1773 Sold to Chrome Locomotive
 1785 Sold to General Metals
 1786 Sold to GE Credit
 1822 Sold to GE Credit
 1853 Sold to CEECO
 1862 Sold to St. Louis Auto
 Shredding
 1864 Sold to Southwestern Railroad
 Car Parts
 1867 Sold to GE Credit
 1873 Sold to CEECO
 1880 Sold to Southwestern Railroad
 Car Parts
 1881 Sold to Chrome Locomotive
 1887 Sold to Naporano Iron and
 Metals
 1893 Sold to GE Credit
 1915 Sold to Independent
 Locomotive Services
 1928 Sold to Wilson Railway
 1932 Unknown
 1936 Sold to St. Louis Auto
 Shredding
 1941 Sold to Wilson Railway
 1947 Sold to Chrome Locomotive
 1952 Sold to CEECO
 1955 Sold to Naporano Iron and
 Metals
 1959 Sold to GE Credit
 1962 Sold to Great Western Railway
 1963 Sold to GE Credit

GP18

1994 Sold to Wilson Railway

GP20

2003 Sold to Indiana High Rail
 2004 Sold to Southwestern Railroad
 Car Parts
 2009 Sold to Naporano Iron and
 Metals
 2011 Sold to Naporano Iron and
 Metals
 2014 Sold to Naporano Iron and
 Metals
 2020 Sold to Southwestern Railroad
 Car Parts
 2023 Sold to Smith Brothers
 2026 Sold to Azcon
 2039 Sold to Southwestern Railroad
 Car Parts
 2040 Sold to Southwestern Railroad
 Car Parts
 2047 Sold to Smith Brothers
 2051 Unknown
 2052 Sold to Azcon
 2053 Sold to Wilson Railway
 2062 Sold to Southwestern Railroad
 Car Parts
 2064 Sold to Southwestern Railroad
 Car Parts
 2067 Sold to D&I Railroad
 2068 Sold to Southwestern Railroad
 Car Parts
 2070 Sold to Southwestern Railroad
 Car Parts

GP30

2209 Sold to Southwestern Railroad
 Car Parts
 2211 Sold to General Metals
 2227 Scrapped
 2238 Sold to General Metals
 2240 Sold to Southwestern Railroad
 Car Parts
 2245 Sold to Southwestern Railroad
 Car Parts

GP40

3003 Sold to Azcon
 3020 Sold to Azcon
 3031 Sold to Azcon

U28B

5457 Sold to St. Louis Auto
 Shredding

U30B

5475 Sold to St. Louis Auto
 Shredding
 5478 Sold to Southwestern Railroad
 Car Parts
 5481 Sold to St. Louis Auto
 Shredding

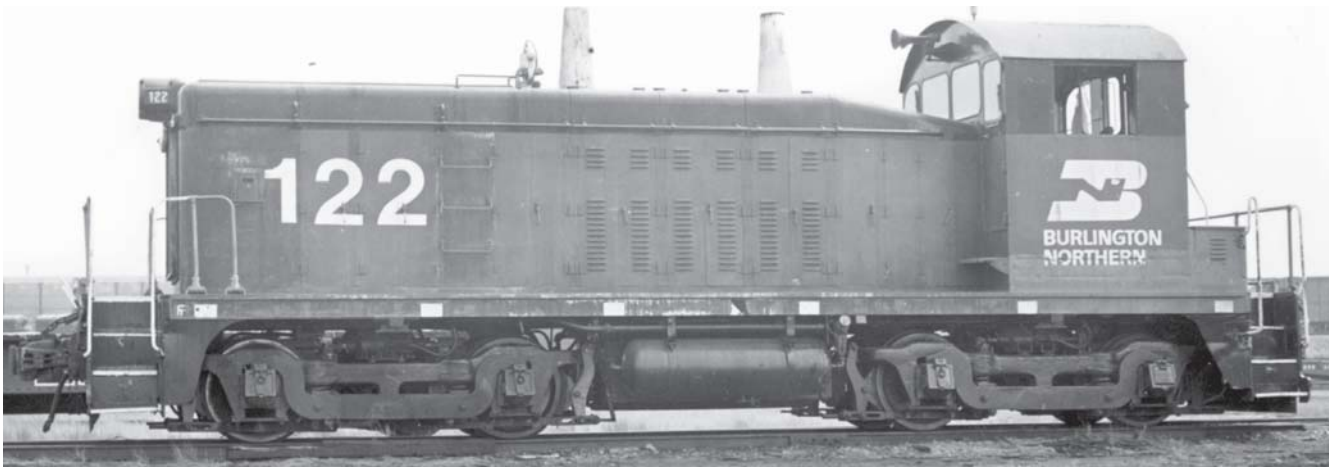
U30B

5775 Sold to St. Louis Auto
 Shredding
 5777 Sold to Southwestern Railroad
 Car Parts
 5779 Sold to St. Louis Auto
 Shredding

*Note: The six-axle units for 1986
 will be in Part II*

115 at Kansas City, MO 7-6-1970. -Ken Ardinger photo





122, 8-24-1981.
-Bryan Griebenow photo, Ken Arding collection.



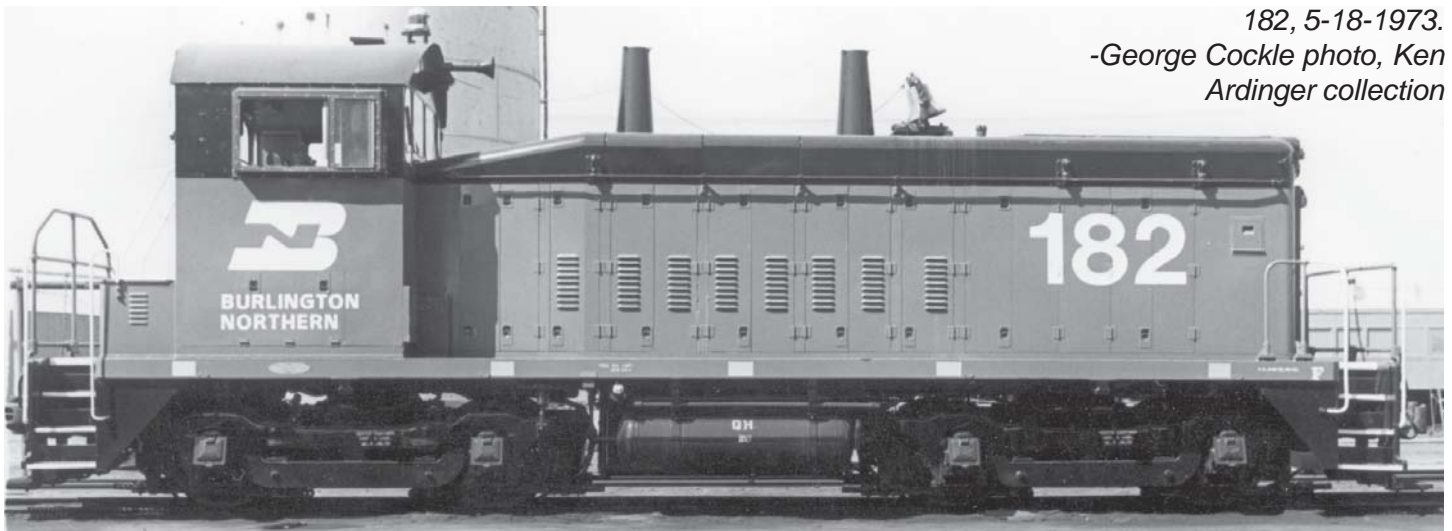
132, 6-10-1978.
-R.N. Strodz photo, Ken Arding collection.



156 at Interbay.
-Tony Raimondi photo



157 at Auburn, WA.
-Tony Raimondi photo



182, 5-18-1973.
-George Cockle photo, Ken
Ardinger collection



185 at Auburn WA..
-Brian Ambrose photo

190, 9-25-1981. -Walter R. Evans photo, Ken Ardinger collection



191 in Seattle.
-Brian Ambrose photo



202 in Seattle.
-Tony Raimondi photo



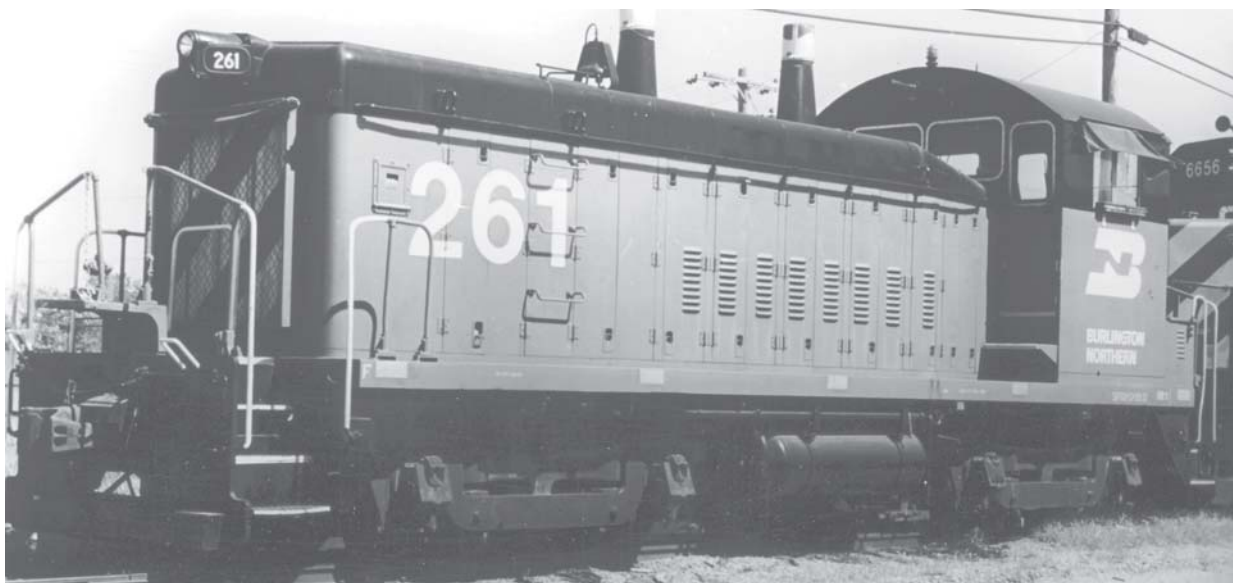
217 at Interbay. -Brian Ambrose photo





229, 4-2-1977.
-L.A. Marre photo, Ken
Ardinger collection

261, 9-16-
1985.
-Jeff Prince
photo, Ken
Ardinger col-
lection



1412, 2-28-1980.
-Jim Shepard
photo, Ken
Ardinger collec-
tion



1704, 9-30-1984.
-Ken Ardinger photo

1421 in Everett, WA.
-Tony Raimondi
photo



1723, 7-5-1985.
1766, 5-24-1982.
-Brian Ambrose both
photo



1770, 7-27-1975. -Ken Ardinger photo



1862, 7-5-1982. -Brian Ambrose photo



1880, 12-4-1982. -Ken Ardinger photo



1893, 7-8-1970. -Ken Ardinger photo



1936, 7-4-1982.
-Brian Ambrose
photo



1963, 9-9-1974. -Walter R. Evens photo, Ken Ardinger
collection.





1994, 8-26-1972.
-Bob Harmen photo,
Ken Ardinger collec-
tion



2009, 5-26-
1976.
- K e n
Ardinger
photo



2040, 10-
16-1987.
- B r y a n
Griebenow
photo, Ken
Ardinger
collection



2070, 10-25-1975.
-Jim Wilson photo, Ken
Ardinger collection

2051 at Interbay.
-Tony Raimondi photo



2209, 7-22-1975.
-Ken Ardinger photo



2211 at Interbay.
-Tony Raimondi photo



Page 16

2227, 6-17-1978.

-Ken Ardinger photo

2238, 4-15-1979.

-Ken Ardinger photo

2240, March 1985.

-Photographer unknown, Ken Ardinger collection

lection



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2245, 6-23-1980.

-Tom Lundeen photo, Ken Ardinger collection

3003, 4-5-1973.

-R.R. Harmen photo, Ken Ardinger collection

3031, Interbay

-Tony Raimondi photo





5481, 2-8-1973.
-George Cockle
photo, Ken
Ardinger collection



5777, 2-15-1981.
-George Cockle photo,
Ken Ardinger collection

5779, 6-23-1985.
-Brian Ambrose photo



AMARILLO CONVENTION REPORT

JUNE 2012

The attendees at the 2012 FOBNR Convention in Amarillo are now heading home, with great memories, photos and fellowship.

We arrived to actually beautiful North Texas weather on Wednesday and after registration was completed Dave Poplawski handed each member a list on convention attendees, along with their specific interests. This was a new feature and was much appreciated. We then headed to the Big Texan restaurant – home of the free 72 oz steak, but nobody had the courage to make that attempt. On our return we met to organize for Thursday AM and were also able to watch a vintage BN video presentation and see a number of excellent “slide” presentations. This was probably the first convention where we actually did not have any slides, using all digital presentations.

On Thursday morning we met to carpool to Borger, TX and our tour of the Panhandle Northern, a short line linking with the BNSF in Panhandle, TX and servicing a Chevron Refinery and two competing carbon black producers in Borger. We were able to tour the Panhandle Northern yard and were taken through the Refinery. We then drove to the carbon black plants, and while parked in the Orion facility parking lot so our host could point out the features, the plant manager came out to find out about all these picture taking people in his lot. After finding out that we were “safe” he was able to give us an excellent impromptu presentation about his plant, which was very interesting.

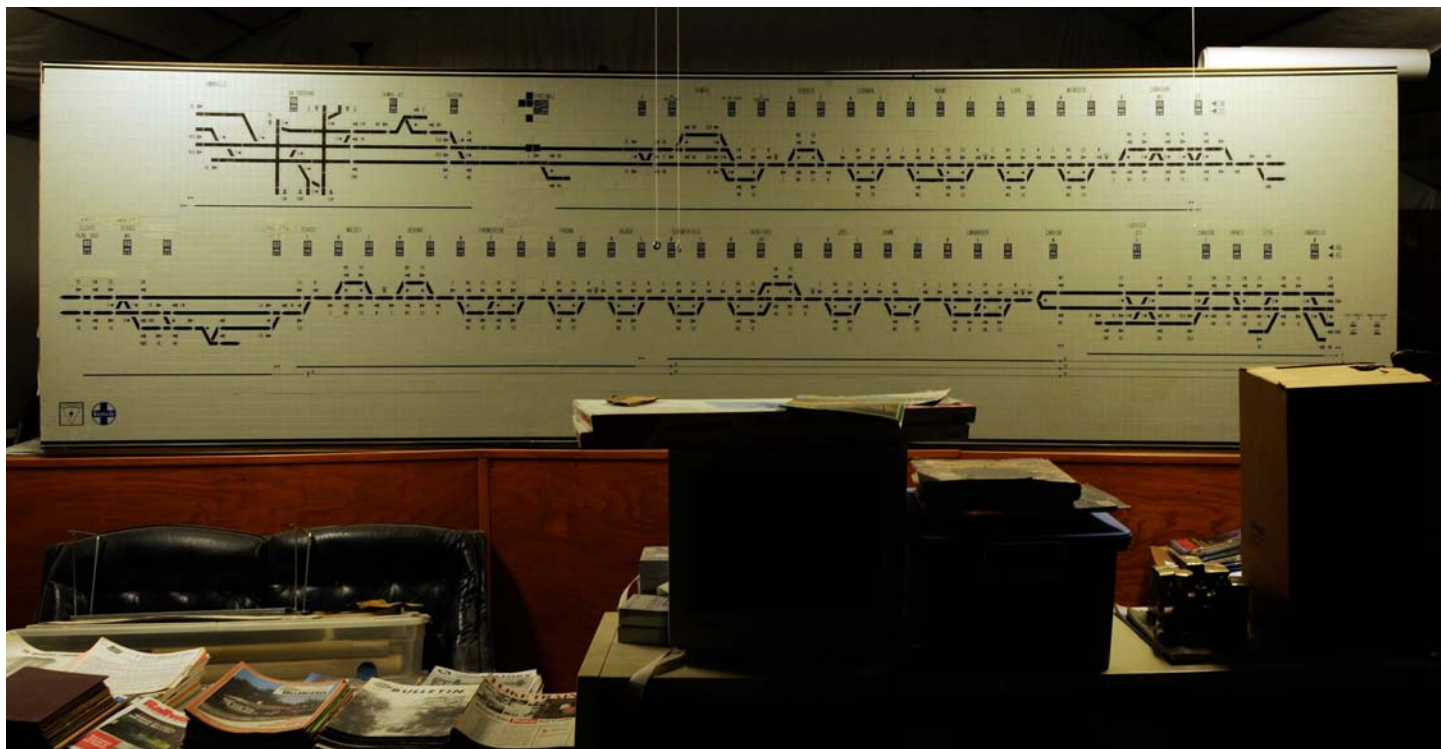
On Thursday afternoon we visited Canyon, TX and visited the BN HO layout of Fred Theiss and enjoyed his hospitality.

We then visited the Amarillo Railroad Museum and were able to see their HO layout under construction and hear an interesting presentation about the White Train, used during the Cold War to transfer nuclear weapons for the Amarillo based Pentex plant to different areas of the U.S. They now have a number of the cars used in this process, as well as a functioning Alco switcher, which we able to ride inside their layout grounds.

After dinner we had the Membership Meeting, and then again viewed slides, including 2 outstanding presentations by new attendee Mike Danneman, who also has been the Art Editor for Trains magazine and now is a free-lance photographer.

On Friday we again met as a group and headed for the BNSF Yards in Amarillo where we got a tour of both the North and South Yards, as well as the Yard Tower, now used only as a crew change point. After a quick lunch it was off to Progress Rail’s Amarillo facility. There we saw the process for repairing and updating rail cars. We were able to see their Plate F boxcar upgrade project, a project for shortening 48’ well cars into 40’ cars to haul international containers and a number of tank and covered hoppers being repaired and repainted. Friday evening was our Annual Board of Director’s meeting, followed by a slide presentation of the BN in Amarillo 1980-92, and a video of Mike Danneman’s excellent home layout.

The former Santa Fe dispatchers board. -Kent Charles photo





On Saturday we had the entire day to railfan – but were disappointed as it was a slow day on the BNSF through Amarillo with “only” 97 trains through town! With beautiful weather and trains ALL day – it was a BNSF fan’s delight! That evening we enjoyed our annual banquet and were able to listen to a presentation by Jason McBride, the Amarillo Terminal Superintendent and our morning guide. His presentation highlighted the improvements that this area has done in safety, lowering the number of cars in the yards and velocity of trains through the Amarillo area. He was also able to answer many questions, including our annual question to our speakers of what they would do to improve their facility with an unlimited budget. Jason’s answer was to move the crew change location, because the 3-4 10,000 foot trains that come through daily tie up the railroad too much with

an 8 minute average crew change downtown!

As we broke for the year, we all felt comfortable that we had enjoyed a great convention and that this was an unbelievable area to be able to see the BNSF at full stride!

(above) Group photo. -Jason McBride photo

(below) Tour of the fuel racks. -Dave Poplawski photo

