

The BN Expediter

Volume 21, Number 1

January 2013



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



(above) On February 19, 1981, the 1947 and two other GP9s lead an eastbound coal train at Hensler, MN.

(below) On February 22, 1982, the 2738 pulls some BN business cars in St. Paul, MN. -Al Christianson photos.



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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John Adams, MD; John McKenzie; Larry Stephens;

David Poplawski; Gary Seymour

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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:

The BN Expediter

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Duvall, WA 98019-0898

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Classifieds

The BN Expediter will print non-commercial classified ads free of charge. Please send all items to the Editor. **Please type exactly** what you want to appear and provide all contact information.

For Sale: 35mm slides, approximately 15,000 mostly from the early 1980s. Majority were taken around the Twin Cities area, Minnesota.. Some taken in North Dakota, Kansas, Colorado and other places. Have both action and roster of BN, Milw, Soo Line, MNS, CNW, Rock, UP & WP.

If you would like to make an offer contact Al Christianson at: adakotaskye@gmail.com.

Editor's note: the photo on the front cover, page 2 and rear cover are just a few samples from Al's slide collection.

New Members

Jorg Willer 12-021

PO Box 731532

Fairlands, Johannesburg

2030

SOUTH AFRICA

Michael Ridout 12-022

135 Riverdale Terr W

Lethbridge, Alberta T1K

7S9

CANADA

Front Cover

In August 1981, an A-B-A-A (774/771/770, 8xx) lash up lead train #123 at Beacker, MN

-Al Christianson photo

Back Cover

(top) In August 1981, a U30C, C30-7, U30C (5812/5598/5911) lead an empty coal train west of Mullen, NE

(bottom) In August 1981, a C30-7, two U30c and two SD40s lead a coal train through Alliance, NE.

-Al Christianson photos

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President's Message



Today I want to greet my fellow FOBNR members and hope that you all have had a safe and happy Holiday season. I also want to encourage you once again to Save the Date for the 2013 FOBNR Convention in Missoula, MT June 19-22!

We will be meeting @ Ruby's Inn & Convention Center in Missoula. This property looks like a great venue for us and is within walking distance of the MRL. Room rates for those that reserve early will be \$79/night singles and \$89/night doubles. There will be more information to follow on this. I have also learned that it is possible to fly directly into Missoula, but flying into Spokane and renting a car from there may be less expensive.

I am still in the process of making arrangements, but so far we do know we will be railfanning for at least 1 day, and have a tour arranged for the MRL headquarters and dispatching center. I am attempting to arrange some industry tours, as well as some sessions about the history and operations of the MRL. We will be making more available information in the upcoming months as plans become firm.

We also have word that Peter Ferch will be bringing his collection, or more accurately, part of his collection of BN memorabilia.

I would also like to encourage people who model the BN, BNSF or MRL to plan to bring some of their modeling efforts to share with others. A personal goal of mine is to have the FOBNR also become a modeling organization, as many of the other historical societies encourage these activities. If we could share some of these efforts it would be a great starter for more modeling activities and possibly modeling articles in the Expediter, clinics at the Convention, etc. Please give this some thought – you still have plenty of time to get things ready by June.

Please plan to attend, not only as these Conventions a great opportunity to share with other members, and the organization's leadership, but I have NEVER had a bad time at any Convention!

Board of Directors Election Request for Nominations

The current terms of office of Dave Poplawski, John McKenzie and Larry Stephens on the FOBNR Board of Directors will expire at the annual meeting this summer.

In accordance with the bylaws of the FOBNR and Board policy, nominations are hereby solicited by March 1, 2013, for candidates for these positions. All positions are for two years.

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

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

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

2113 Robinwood Avenue
Schenectady, NY 12306-4217

John must receive all nominations by March 1, 2013.

Sustaining Members

The Board of Directors would like to take this opportunity to thank our Sustaining Members for 2012. Their extra contributions to the finances of the FOBNR has helped us to continue bringing you the quality and quantity of BN/BNSF related information.

John Adams MD, Doug Andreason, John Baker, Joseph Beasley, Tom Bentley, Joe Boeltl, James Bradley, Charles Breese, William Brown, Jay Burkgart, David Burns, Robert Carlson, Bill Chapple, Kent Charles, Gayle Christen, Craig Connell, Charles Davis, Mark Dennis, Rodney Dunshea, Duane Durr, Peter Ferch, Roger Field, John Flodin, Wade Griffis, Gerald Grossman, Thomas Hawley, Mark Herrick, Kristopher Johnson, Jesper Kaee, Mike Keefer, Steve Koberstein, James Kreger, Mark Lembersky, Joe Lewis, William McCafferty, Alan Meyer, Rob Mills, William Miotek, Allen Moore, Gary Muehlius, David Obetz, Robert Payne, Dave Poplawski, T Michael Power, Emery Rahm, Anthony Raimondi, Richard Rehn, Kim Saign, Gary Seymour, Patrick Slater, Bryan Smith, David Smith, Joe Snider, Lawrence Stephens, Thomas Synovec, John Tenerowicz, Aric Van de Vord, Jorg Willer, Gary Wlodarczyk, Dick Worth.

Locomotive Chronicles: 1986, Part II

Removed Units and Disposition:

U30C

5398 Sold to Southwestern Railroad
Car Parts
5399 Sold to St. Louis Auto Shredding
5726 Sold to St. Louis Auto Shredding
5727 Sold to St. Louis Auto Shredding
5734 Sold to St. Louis Auto Shredding
5736 Sold to St. Louis Auto Shredding
5740 Sold to St. Louis Auto Shredding
5745 Sold to St. Louis Auto Shredding
5746 Sold to St. Louis Auto Shredding
5747 Sold to St. Louis Auto Shredding
5748 Sold to St. Louis Auto Shredding
5752 Sold to Consolidated Coal
5756 Sold to St. Louis Auto Shredding
5757 Sold to St. Louis Auto Shredding
5758 Sold to St. Louis Auto Shredding
5761 Sold to St. Louis Auto Shredding
5764 Sold to St. Louis Auto Shredding

SD9

6105 Sold to General Metals
6112 Sold to St. Louis Auto Shredding
6128 Sold to Naporano Iron and Metals
6129 Sold to Naporano Iron and Metals
6132 Sold to St. Louis Auto Shredding
6151 Sold to Naporano Iron and Metals
6170 Sold to Naporano Iron and Metals
6172 Sold to St. Louis Auto Shredding
6180 Sold to Southwestern Railroad
Car Parts
6187 Sold to St. Louis Auto Shredding
6189 Sold to Naporano Iron and Metals
6206 Sold to Naporano Iron and Metals

SD45

6402 Sold to Southwestern Railroad
Car Parts
6403 Sold to Naporano Iron and
Metals
6415 Sold to Chrome Locomotive
6416 Sold to Southwestern Railroad
Car Parts
6419 Sold to Chrome Locomotive
6423 Sold to St. Louis Auto Shredding
6424 Sold to St. Louis Auto Shredding
6429 Scrapped
6440 Sold to St. Louis Auto Shredding
6442 Sold to St. Louis Auto Shredding
6444 Scrapped
6447 Sold to St. Louis Auto Shredding
6492 Sold to St. Louis Auto Shredding
6495 Sold to St. Louis Auto Shredding

6498 Return to Leasor
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6502 Return to Leasor
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6537 Return to Leasor
6538 Return to Leasor
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6541 Return to Leasor
6542 Return to Leasor
6571 Sold to St. Louis Auto
Shredding
6573 Sold to St. Louis Auto
Shredding
6574 Sold to St. Louis Auto
Shredding

SDP45

6595 Sold to Southwestern
Railroad Car Parts
6598 Sold to General Metals

F45

6614 Return to Leasor
6615 Return to Leasor
6616 Return to Leasor

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6644 Return to Leasor
6645 Return to Leasor

SD45

6650 Sold to St. Louis Auto Shredding
6652 Sold to Southwestern Railroad
Car Parts
6653 Sold to Chrome Locomotive
6654 Sold to St. Louis Auto Shredding
6656 Sold to Chrome Locomotive
6661 Sold to St. Louis Auto Shredding
6666 Sold to Chrome Locomotive
6669 Sold to St. Louis Auto Shredding
6673 Sold to St. Louis Auto Shredding
6674 Sold to St. Louis Auto Shredding
6676 Sold to Chrome Locomotive
6679 Sold to General Metals
6682 Sold to St. Louis Auto Shredding
6684 Sold to St. Louis Auto Shredding
6685 Sold to St. Louis Auto Shredding
6687 Sold to St. Louis Auto Shredding
6688 Sold to St. Louis Auto Shredding
6693 Scrapped
6696 Sold to St. Louis Auto Shredding

5398 in Livingston, MT, September 1980. Keith Ardinger photo

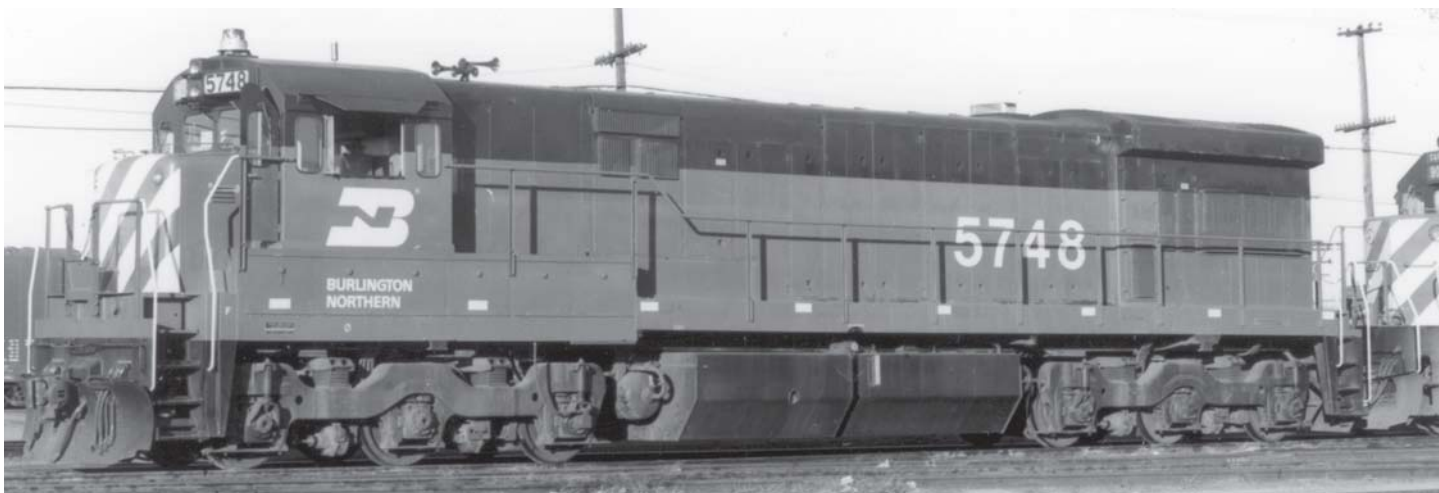


5726 in Whitefish, MT, July 1975. Keith Ardinger photo



5740 Missoula, MT, July 1975. Keith Ardinger photo





5748 in Pueblo, CO, April 1972. R.R. Harmen photo, Keith Ardinger collection

6128 N. Kansas City, MO, August 1974. L.A. Marre photo, Keith Ardinger collection



6170 Pacific Jct., IA, July 1975. Walter Evans photo, Keith Ardinger collection





6178 Galesburg, IL,
August 1972. Larry
White photo, Keith
Ardinger collection.



6403 Spokane, WA,
July 1975. Keith
Ardinger photo.

6419 Portland, OR,
March 1979. Keith
Ardinger photo.



6424 at Interbay, WA. Anthony Raimondi photo



6447 at Interbay, WA. Anthony Raimondi photo



6506 in Portland, OR, June 1978. Keith Ardinger photo





5474 in Portland, OR, October 1981. Keith Ardinger photo.



6595 in Portland, OR, August 1980. Keith Ardinger photo.

6698 at Interbay, WA. Anthony Raimondi photo.





6616 in Spokane, WA September 1970. Keith Ardinger photo.



6619 in Seattle, WA. Anthony Raimondiphoto.

6621 in Spokane, WA September 1970. Keith Ardinger photo.





6622 in Seattle, WA. Anthony Raimondi photo.

6623 at Interbay, WA. Anthony Raimondi photo.

6626 at Interbay, WA. Anthony Raimondi photo.





6629 at Interbay, WA. Anthony Raimondi photo.
 6633 at South Seattle, WA. Anthony Raimondi photo.
 6635 in Seattle, WA. Anthony Raimondi photo.





6637 at Interbay, WA.
Anthony Raimondi
photo.



6640 Portland, OR,
June 1982. Keith
Ardinger photo.

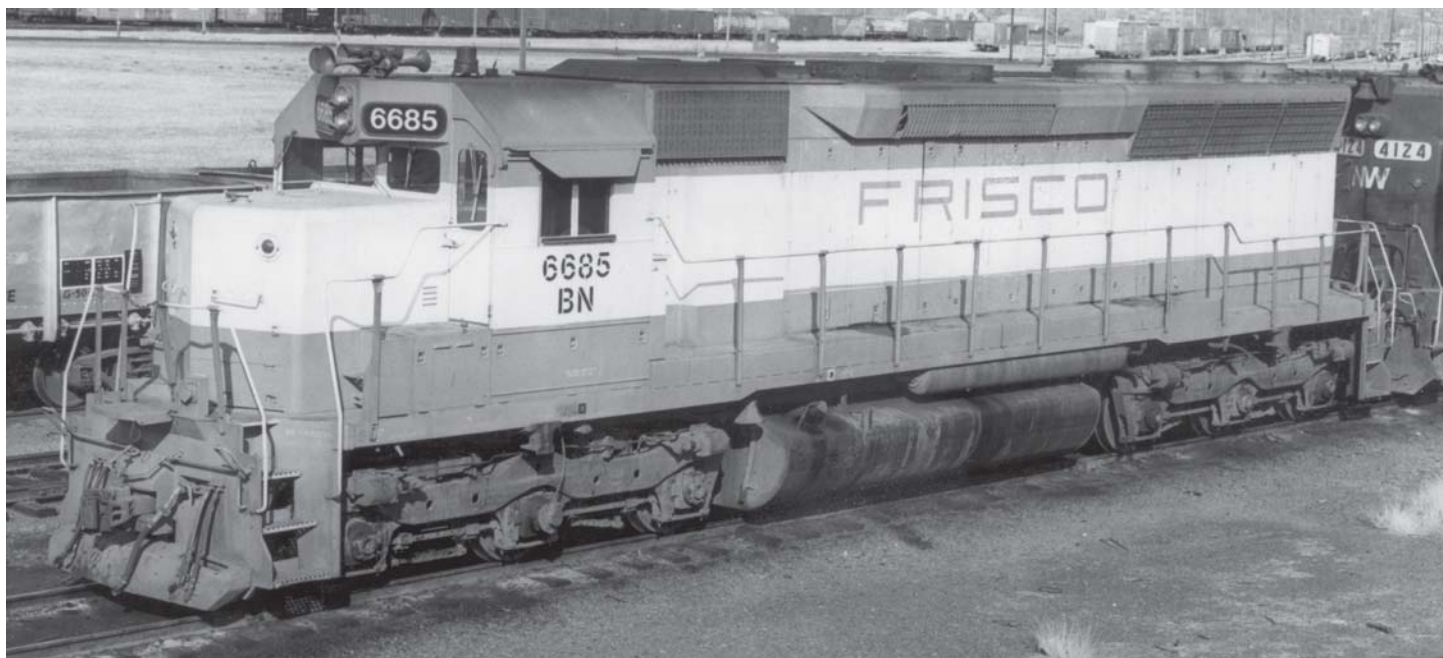
6656 Portland, OR,
August 1984. Keith
Ardinger photo.



6676 in Seattle,
WA. Anthony
Raimondipho.

6682 Springfield,
MO, February 1981.
George Cockle
photo, Keith
Ardinger collection.

6685 Council
Bluffs, IA, April
1981. George
Cockle photo, Keith
Ardinger collection.



Lakewood Sounder Extension

by Aric Van de Vord

Sound Transit commuter rail began revenue service on a new 8-mile southern section on Monday, October 8th, adding two new stations - South Tacoma and Lakewood - with five trains running each direction on weekdays during commuting hours, with the northern end of the runs at Seattle's King Street Station. An additional four northbound runs from Tacoma Dome Station per day are accommodated by cycling train sets through the day.

The trains travel on BNSF tracks from Seattle to Reservation (Tacoma), where a short connector track was constructed to elevate the trains to the former Milwaukee Road line to the Tacoma Dome Station (aka Freighthouse Square). This line is currently operated for freight service by Tacoma Rail and turns south past the site of the old Milwaukee Tacoma depot. To extend the Sounder service further southward, an approximately one mile long right of way was constructed westerly from this station crossing Pacific Avenue to connect with the former Northern Pacific "Prairie Line" which had been severed in downtown Tacoma when Sound Transit's Tacoma Link light rail was completed in 2003. The BNSF Lakeview Subdivision running through Lakewood and Dupont to Nisqually, was sold by BNSF to Sound Transit in 2003, with BNSF retaining a freight easement so BNSF could continue to serve customers in South Tacoma and Lakewood. In recent years, BNSF brings trains from the mainline up the hill from Nisqually and interchanges with Tacoma Rail, whom switches the customers on the line to the north. Long term plans are to extend Sounder service to Dupont.

Another long range plan is to move the Amtrak trains off of the BNSF Seattle Sub due to a bottleneck at the Nelson Bennett and Ruston Tunnels under Point Defiance, and run them on Sound Transit's line across the hill, cutting off miles, curves, and congestion with freights at the tunnel pinch point. Before this can happen, Sound Transit will have to upgrade the tracks southwest of Lakewood Station, where the "American Lake Line" breaks from the "Prairie Line", which was the original mainline between Tacoma and Tenino. The NP "American Lake Line" headed from Nisqually toward Hoquiam via Olympia and Gate. The portion beyond Nisqually toward Olympia is now part of the "Point Defiance Line" Seattle-Portland mainline.

Sounder test trains began running on the line August 8th, testing track, signals, and crossing apparatus. The 7-car passenger trains started out at maximum speed of 40 mph, eventually increasing to test speeds of 60 mph in the "flat"

stretches. A layover yard for overnight staging was created just north of Lakewood Station to hold five train sets.

On Saturday October 6th, Sound Transit held open houses at the three stations on the new line extension, with three round trips free to the public. Festivities started at Lakewood Station with speeches from transit and other government representatives, followed by a ribbon-cutting ceremony. Artist J. Craig Thorpe unveiled "Lakewood Sounder Extension" oil on canvas, and presented autographed prints at his popular booth. Lunch

was provided, along with other handouts from transit agencies, and there were other public displays from the fire and police departments. As the first train from the layover yard pulled into the station to take on giddy passengers, blue, white, and teal confetti was blasted into the air as the locomotive reached the platform. Some of the paper stuck to the intake grills of the locomotive and passenger cars.

Regardless, the trip was smooth and fast to the South Tacoma Station, where there were more food booths, live music, and children's games and face painting. The train continued past the



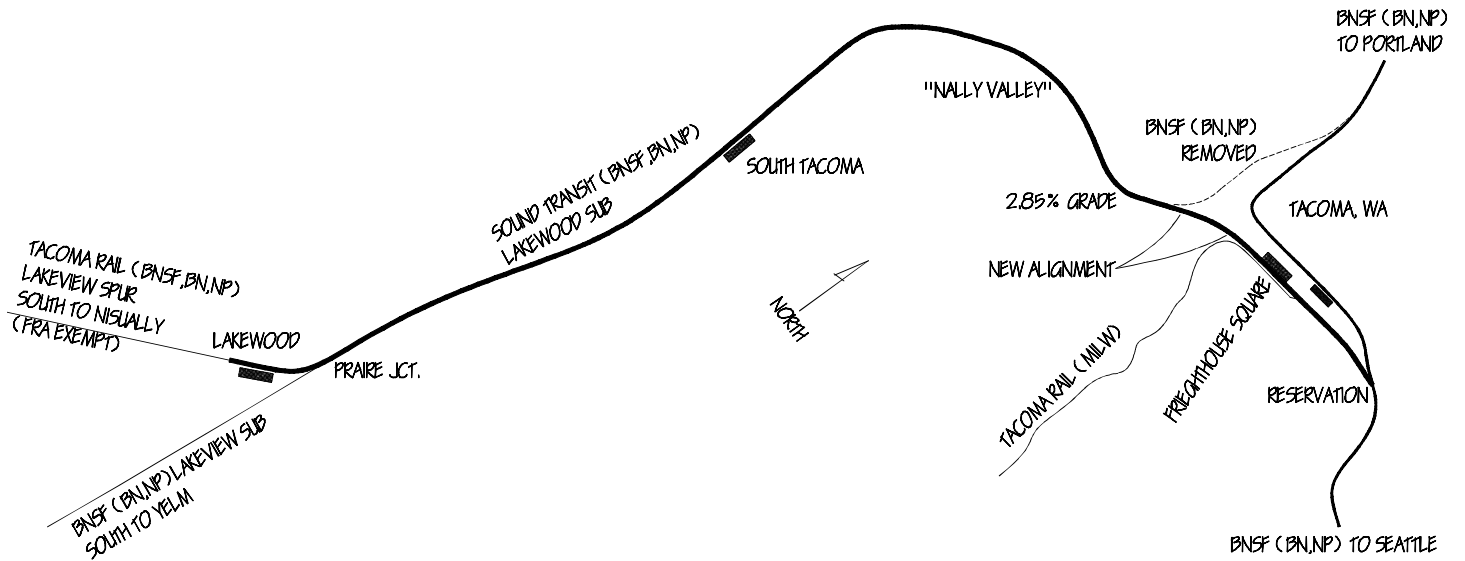
(above) Looking north at the new control point where the Lakeview Subdivision and Lakeview Spur come together.

(below) The new Sounder station at Lakewood. WSDOT will add a second main to allow Amtrak Cascades and Sounder trains to operate with delaying each other. Amtrak will not stop at Lakewood. -Aric Van de Vord photos



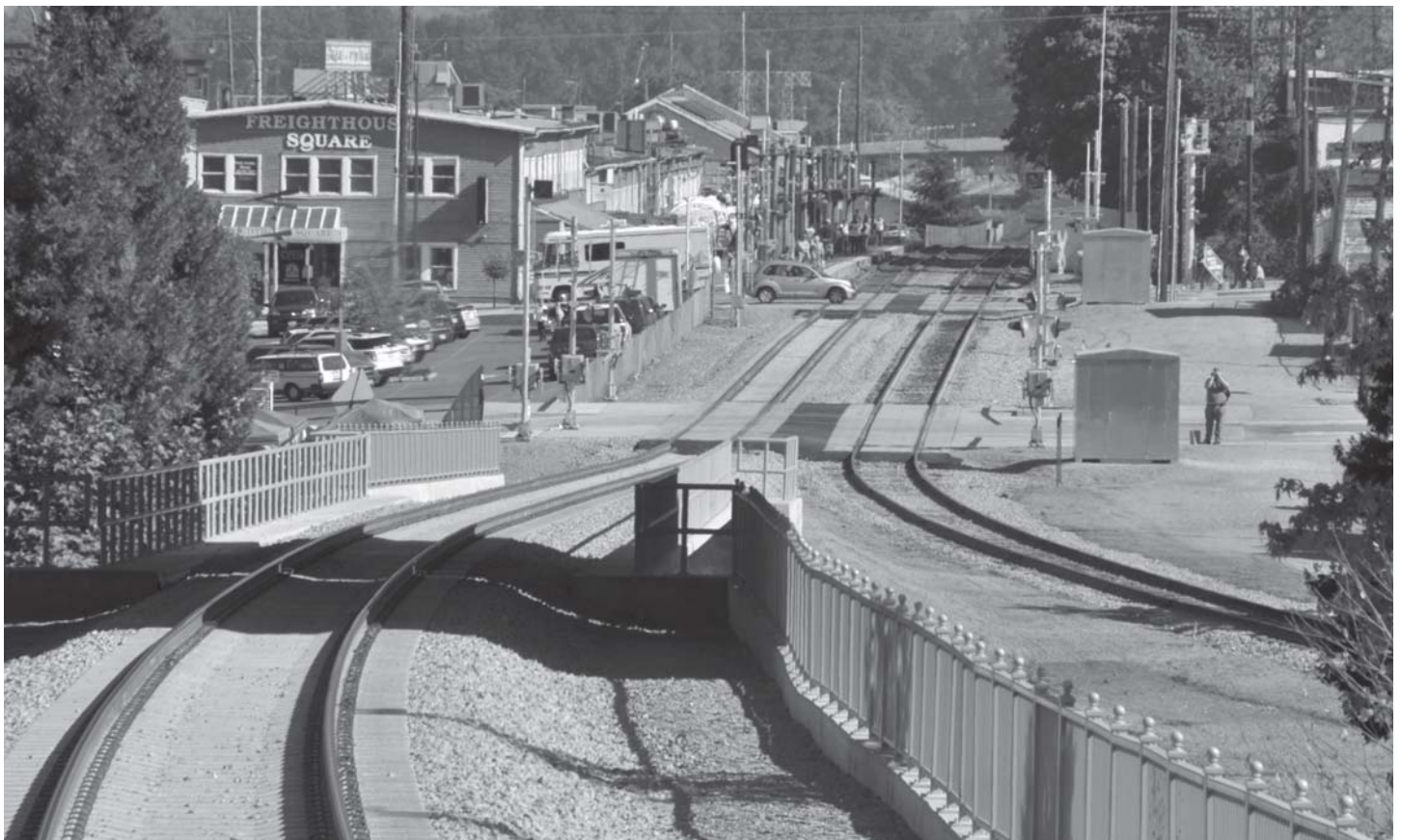
site of the old NP shops before dropping down what my parents called “the Nalley Valley” because of the Nalley pickle vats you used to see along the tracks.

The train slowed as it ran down the steep curvy grade along South Tacoma Way and turned east over the new bridge at Pacific Avenue, past the Brown and Haley “makes ‘em daily” factory (Almond Roca, folks!) and into Tacoma Dome Station. I chose not to detrain, instead, crossing the aisle to get a view out the other side of the train. Many families boarded here, with ice cream and cake treats, and other goodies from local vendors and agencies. The train then retraced its steps back to Lakewood Station and repeated two more round trips for the day.



(below) On October 6th, a Sounder train departs Freighthouse Square and heads south up the new alignment that connects the old Milwaukee Road main to the BNSF Lakewood Subdivision at the top of the hill at Hilltop. This new alignment is 2.85% grade. The track to the right is the Tacoma Rail (Milwaukee Road) to Fredrickson.

Freighthouse Square will become the new Amtrak station in Tacoma, WA after all Amtrak trains are rerouted off the BNSF and onto the Point Defiance Cut-off in 2017. -Kristopher Johnson photo



Plattsmouth Bridge

On the Nebraska side (west end) the steel work is beginning on the "Through Truss" section over the navigation channel of the river. The through-truss, when completed, will closely match the one on the existing bridge.

-text and photos by Darrell D. Wendt

BNSF "Plattsmouth Bridge" construction and hill widening project. November, 8, 2012 update.

(below) The widening project through Plattsmouth Hill is nearing completion, with still large amounts of earth being removed. A parade of dump trucks move in and out of the hill cut site, on the east end a workman with a stop sign directs traffic over the railroad crossing.

Trucks are stopped when a BNSF train approaches. (The road on the north side of the tracks is the original approach to the existing rail bridge, which was taken out of service in 1976, replaced by the current cut through Plattsmouth Hill).

Coal train enters into Iowa from the Nebraska side, crossing over the Missouri River. Iowa side pier work is completed, except for the two main piers in the river.





