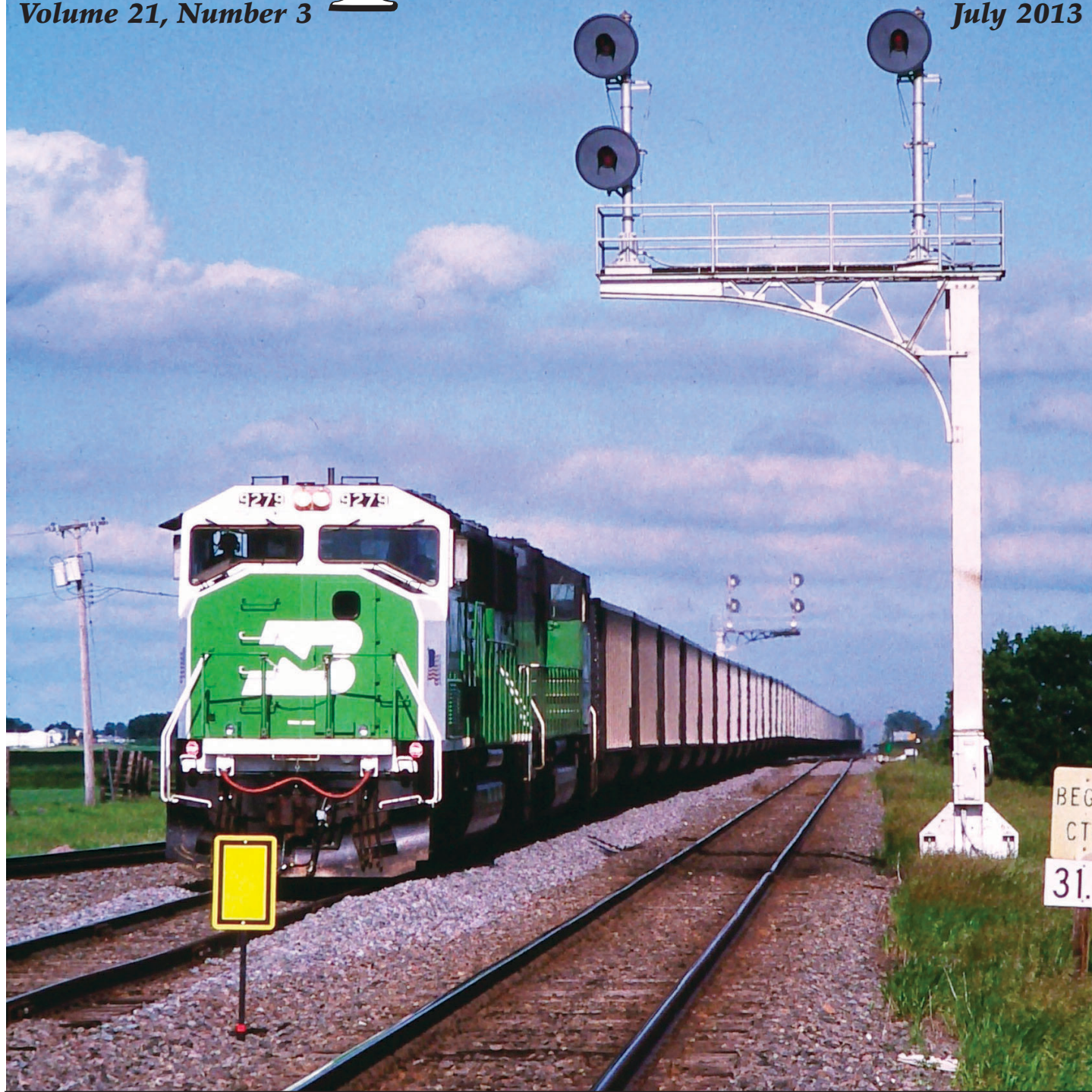


The BN Expediter

Volume 21, Number 3

July 2013



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



BN #48 (Winnipeg, Manitoba, Canada to Grand Forks, North Dakota) with BN 9909 (ex-GN 511) at Winnipeg on June 13, 1970. James Herold photo, from the Mark A. Perry collection.



#48 has just come off the Canadian National's Rivers sub at Portage Jct and is now heading south on the Letellier sub towards Emerson, Manitoba and the North Dakota border. June 13, 1970. James Herold photo, from the Mark A. Perry collection.

COVER PHOTO: *Westbound empties with SD60M's in charge pass under the cantilever signal bridges at the Surrey Jct Switch just west of Casselton, North Dakota on June 24, 1996. The Surrey cutoff can be seen branching off to the left. The train is leaving CTC on the KO Subdivision and entering TWC on the Jamestown Subdivision for the rest of the way across North Dakota on ex-NP trackage. Seventeen years later in 2013 the SD60M's have been renumbered and repainted and the cantilevers and searchlight signals have been replaced with single masts and vertical position signals. Before 1986 this location was called the Surrey Line Jct. ~Photo by Dave Poplawski.*

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. We are a 501 (c) 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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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 and its successors, from the 1970 merger on. Information and/or pictures that give historical perspective or context are acceptable (e.g., premerger 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
7733 Copper Corner Drive SE
Caledonia, MI 49316
pop@mtu.edu

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We're Looking for a New Editor!

After several years of service to the Friends of the Burlington Northern Railroad, Kris Johnson has decided to move on and has resigned as editor of The BN Expediter. We thank Kris for all the hours he has put in so that the rest of us can enjoy our quarterly publication.

Dave Poplawski, who was the editor for the first few years of the FOBNR's existence has taken over as interim editor until a new, permanent one is found. Dave is hoping that a new editor can be found soon as he has many other activities that he'd like to devote time to, including two grandkids, a new house with a basement that is crying out for a layout, and, oh by the way, his regular job.

We are looking for someone with a basic knowledge of the BN and BNSF and some experience with collecting and organizing information for a newsletter. Experience with some modern desktop publishing software would be nice, but if none then the design and layout of each issue will be outsourced. The editor receives a financial honorarium for each issue, with the amount depending on whether the editor also does the layout.

If you are interested and would like more information, please contact Dave Poplawski at pop@mtu.edu. The search for a new editor will continue until the job is filled.

Correction:

The caption for the photo at the bottom of page 2 of the April 2013 issue incorrectly states that the train originated in Minnesota. It actually originated at the Glacial Lakes Energy plant in Mina, SD.

New members:

Leonard Torney 13-002
PO Box 963
Emigrant, MT 59027

Mike Clifton 13-010
Box 153
Aurora, NE 68818

Robert Leachman 13-003
245 Estates Drive
Piedmont, CA 94611

Richard F. Rhodes 13-011
72 High St Apt 3
Greenfield, MA 01301

Doug Noble 13-006
415 E Coolspring Ave
Michigan City, IN 46360

Bob Keene 13-014
506 Linda Vista Drive
Gallup, NM 87301

Thomas Swanney 13-007
206 E Lawrence Street
Royal Oak, MI 48073

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Burlington Northern's Grand Forks-Winnipeg Passenger Train *by John Strauss*

The daytime Grand Forks-Winnipeg via Crookston passenger train was inherited by the Burlington Northern from the former Great Northern Railway when the Burlington Northern Merger occurred on March 2, 1970. This passenger train was operated by Burlington Northern as BN Nos. 47 & 48, and it was known locally as "The Winnipeg Connection". It connected in Grand Forks from and to the former Great Northern Railway's Twin Cities-Seattle WESTERN STAR, also inherited by Burlington Northern from the former Great Northern on March 2, 1970. Burlington Northern's WESTERN STAR and "Winnipeg Connection" continued to provide through service as daytime passenger trains in both directions until April 30, 1971, between the Twin Cities (St. Paul and Minneapolis, Minnesota) and Winnipeg, Manitoba, via Grand Forks, North Dakota.

Great Northern's Grand Forks-Winnipeg Passenger Train, GN Nos. 7 & 8 and Twin Cities-Seattle WESTERN STAR, GN Nos. 27 & 28

This new daytime service between the Twin Cities and Winnipeg via Grand Forks was inaugurated by the former Great Northern Railway on February 3, 1970. It replaced the former Great Northern Railway's renowned WINNIPEG LIMITED, also operated as GN Nos. 7 & 8. During the Streamlined Era from the early 1950s until September 1967, the WINNIPEG LIMITED was operated overnight between the Twin Cities and Winnipeg. Each of its two assigned consists included a Railway Post Office-storage mail car, storage mail and express cars, Day-Nite coaches, a dinette-lounge-sleeping car, and sleeping cars.

When the United States Post Office Department canceled Railway Post Office car service nationally, and also terminated several storage mail contracts during September 1967, the former Great Northern Railway's WINNIPEG LIMITED and its other passenger trains were impacted. Due to its decreased mail, express, and passenger traffic along with its increasing operating financial deficits, the former Great Northern Railway terminated its WINNIPEG LIMITED as of February 3, 1970. The new daytime passenger train service, which replaced the WINNIPEG LIMITED between the Twin Cities and Winnipeg via Grand Forks, North Dakota, was inau-

gurated by former Great Northern's Twin Cities-Seattle WESTERN STAR, GN Nos. 27 & 28, and by former Great Northern's "new" Grand Forks-Winnipeg via Crookston GN No. 7 & 8. While en route between the Twin Cities and Grand Forks, the former Great Northern's WESTERN STAR was operated via St. Cloud, Alexandria, and Fergus Falls, Minnesota, and via Fargo, North Dakota.

The three cars assigned by the former Great Northern Railway to this new daytime service's Grand Forks-Winnipeg consist included a baggage-storage mail-express car, a dinette-reclining seats coach, and a reclining seats coach. This consist assigned to GN Nos. 7 & 8 was led by a former Great Northern Railway E7A road passenger locomotive between Grand Forks and Winnipeg via Crookston. Train Sales Service provided snacks and beverage service in the dinette area of the second car.

The dinette-reclining seats coach, either GN No. 1070 or GN No. 1074, was a unique car in the consist. These two former Frisco (St. Louis & San Francisco Railway) stainless-steel chair cars had been purchased by former Great Northern Railway during February 1966. Shortly after their arrival, these two cars had their interiors refurbished by the car shops as dinette-coaches. They had then been assigned during September 1967 to the WINNIPEG LIMITED's two consists in through service between the Twin Cities and Winnipeg via Grand Forks. They had also been alternated as of February 3, 1970, in former Great Northern's Grand Forks-Winnipeg via Crookston Nos. 7 & 8.

The former Great Northern's WESTERN STAR continued to be in service west of Grand Forks. While it was en route to and from Seattle, it traveled in both directions via Devils Lake, Minot, and Williston, North Dakota, via Havre, Shelby, and Whitefish, Montana, and via Spokane, Ephrata, Wenatchee, and Everett, Washington.

Burlington Northern's Twin Cities-Winnipeg Service

Effective as of March 2, 1970, the daily Winnipeg to Grand Forks BN No. 48 departed Winnipeg early in the morning, traveled via Crookston, and arrived in Grand Forks just before noon. It connected in Grand Forks to the eastbound WESTERN STAR, BN No. 28. While en route from Seattle to the Twin Cities via Grand Forks, the eastbound WESTERN STAR was operated via Fargo, Fergus Falls, Alexandria, and St. Cloud. It had arrived in the

Twin Cities during the dinner hour.

Burlington Northern's westbound WESTERN STAR, BN No. 27, departed the Twin Cities daily in the morning, traveled via St. Cloud, Alexandria, Fergus Falls, and Fargo, and arrived in Grand Forks in the afternoon. It connected in Grand Forks to BN No. 47, which was operated during the afternoon and early evening from Grand Forks to Winnipeg via Crookston.

As shown by the following lineup, Burlington Northern's WESTERN STAR continued to be operated to and from Seattle, Washington. While en route west of Grand Forks, the WESTERN STAR continued to travel in both directions via Devils Lake, Minot, and Williston, North Dakota, via Havre, Shelby, and Whitefish, Montana, and via Spokane, Ephrata, Wenatchee, and Everett, Washington.

Burlington Northern's WESTERN STAR As of March 2, 1970

SDP40 and/or SDP45 Locomotives	St. Paul-Havre
SDP40 and/or SDP45 Locomotives	Havre-Seattle
Storage Mail-Express Car	St. Paul-Williston
Express Car	St. Paul-Spokane
Baggage-Express Car	St. Paul-Seattle
Reclining Seats Coach	St. Paul-Seattle
<u>One or Two</u> Reclining Seats Coaches	St. Paul-Minot
<u>One or Two</u> Day-Nite Coaches	Spokane-Seattle
<u>One or Two</u> Day-Nite Coaches	St. Paul-Seattle
Lake Series Dining-Lounge Car	St. Paul-Seattle
Glacier Series Sleeping Car with 16 Duplex Roomettes and 4 Double Bedrooms	St. Paul-Seattle
Lake Series Coffee Shop-Crew Dormitory Car	St. Paul-Seattle
(The coffee shop was not in service)	

Westbound: Six to Ten Cars

<u>Two to Five</u> Storage Mail and Express Cars	St. Paul to Seattle
Storage Mail-Express Car	Chicago to Seattle via Milwaukee and St. Paul
(This car was transferred in St. Paul Union Depot from Milwaukee Road's Chicago to Twin Cities via Milwaukee FAST MAIL AND EXPRESS, CMStP&P Train No. 57.)	
<u>One or Two</u> Storage Mail and Express Cars	St. Paul to Spokane
Storage Mail-Express Car	Chicago to Portland via Milwaukee, St. Paul, and Spokane
(This car was transferred in St. Paul Union Depot from Milwaukee Road's Chicago to Twin Cities via Milwaukee FAST MAIL AND EXPRESS, CMStP&P Train No. 57.)	
(It was also transferred in Spokane to Burlington Northern's Spokane to Portland Train No. 23.)	
Express Car	St. Paul to Portland via Spokane
(This car was transferred in Spokane to Burlington Northern's Spokane to Portland Train No. 23.)	

Eastbound: Three to Five Cars

<u>One to Three</u> Storage Mail and Express Cars	Seattle to St. Paul
Storage Mail-Express Car	Seattle to Chicago via St. Paul and Milwaukee
(This car was transferred in St. Paul Union Depot to Milwaukee Road's Twin Cities to Chicago via Milwaukee FAST MAIL, CMStP&P Train No. 56.)	
Express Car	Portland to St. Paul via Spokane
(This car was transferred in Spokane from Burlington Northern's Portland to Spokane Train No. 24.)	

Westbound and Eastbound

Express-Rider Car	St. Paul-Seattle
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Burlington Northern's Grand Forks- Winnipeg Nos. 47 & 48 As of March 2, 1970

E7A Locomotive	Grand Forks-Winnipeg
Storage Mail-Express Car	Grand Forks-Winnipeg
Dinette-Reclining Seats Coach	Grand Forks-Winnipeg
Reclining Seats Coach	Grand Forks-Winnipeg

Burlington Northern's Train Nos. 47 & 48 were led by either E7A BN No. 9007 or E7A BN No. 9009 between Grand Forks and Winnipeg. These two road passenger diesel locomotives were former Great Northern Railway locomotives.

This was a unique service provided by the "Winnipeg Connection". It was one of the two Burlington Northern passenger trains in international service between the United States and Canada along with the INTERNATIONAL, BN Nos. 193 & 194. This former Great Northern Railway Pacific Northwest streamliner was also inherited by Burlington Northern on March 2, 1970. The INTERNATIONAL was operated by Burlington Northern between Vancouver, British Columbia, and Seattle via Bellingham and Everett, Washington, until its "Last Runs" on April 30, 1971. It was terminated, since Amtrak did not include it when it took over the nation's passenger train service on May 1, 1971.

On April 24, 1971, seven days before Amtrak assumed ownership of the nation's passenger train service, the westbound high priority PACIFIC ZIP, BN No. 3, and non-named BN No. 4, its eastbound slower mail and express train companion, were inaugurated by Burlington Northern. They were operated as through trains between Chicago and Seattle via the Twin Cities, Fargo, Minot, Havre, and Spokane. These two transcontinental mail and express trains did not transport passengers. Through storage mail and express cars were re-assigned from the WESTERN STAR and EMPIRE BUILDER and also from Milwaukee Road's Chicago-Twin Cities FAST MAIL, CMStP&P Nos. 57 & 56, to these new mail and express trains.

The number of mail and express cars assigned to Burlington Northern's WESTERN STAR between the Twin Cities and Seattle was reduced when Burlington Northern inaugurated the westbound PACIFIC ZIP, BN Train No. 3, and "The Mail", BN Train No. 4. It's Twin Cities-Seattle consists, which continued to be assigned a baggage-storage mail-express car, coaches, a dining-lounge car, and a sleeping car, were shortened significantly. However, the WESTERN STAR and three-car "Winnipeg Connection" continued to provide daily daytime service this last week during April 1971 between the Twin Cities and Winnipeg via Grand Forks.

**Burlington Northern's WESTERN STAR
BN Nos. 27 & 28, St. Paul to Seattle
(Effective as of April 24, 1971)**

The two E8A locomotives assigned between St. Paul and Havre, had been former Burlington Route locomotives. The two "Passenger F" series locomotives, assigned between Havre and Seattle, had been former Great Northern Railway locomotives. The St. Paul-Seattle dining-lounge car's crew members and

coach porter were assigned duplex roomettes in the sleeping car, since no crew dormitory car was assigned to each WESTERN STAR consist during this last week of its operation.

Two E8A 9900 Series Locomotives	St. Paul-Havre
F7A and F7B 9700 Series	Havre-Seattle
Passenger Locomotives	
Baggage-Storage Mail-Express Car	St. Paul-Seattle
One or Two Reclining Seats Coaches	St. Paul-Minot
Reclining Seats Coach	St. Paul-Seattle
Day-Nite Coach	St. Paul-Seattle
One or Two Day-Nite Coaches	Spokane-Seattle
Lake Series Dining-Lounge Car	St. Paul-Seattle
Glacier Series Sleeping Car with 16 Duplex Roomettes and 4 Double Bedrooms	St. Paul-Seattle

Since they were not included in Amtrak's National Basic Passenger Train Plan on May 1, 1971, Burlington Northern's WESTERN STAR and "Winnipeg Connection" were terminated with "Last Runs" on April 30, 1971.

ST. PAUL, MINNEAPOLIS, FARGO, GRAND FORKS AND WINNIPEG			WESTBOUND—Read Down			EASTBOUND—Read Up		
47 Daily	27 Daily	Miles	Table 12 Central Time			28 Daily	48 Daily	
	8 30	0	Lv St. Paul	Ar	6 15			
	8 55	11	Ar Minneapolis	Lv	5 50			
	9 05	11	Lv Minneapolis	Ar	5 40			
	10 15	77	Ar St. Cloud	Lv	4 25			
	11 10	119	Lv Sauk Centre	Lv	3 30			
	11 31	144	" Alexandria	"	2 59			
	12 17	189	" Fergus Falls	"	2 10			
	12 59	220	" Barnesville	"	1 35			
	1 28	243	" Moorhead, Minn.	"	12 58			
	1 35	244	Ar Fargo, N.D.	Lv	12 55			
	1 50	244	Lv Fargo	Ar	12 45			
	2 27	283	" Hillsboro	Ar	12 08			
	3 05	323	Ar Grand Forks	Lv	11 15			
	4 00	323	Lv Grand Forks	Ar			11 05	
	4 31	346	" Crookston Pass. Station	Lv			10 34	
f	4 50	359	" Euclid	"			f 10 15	
f	4 59	367	" Angus	"			f 10 06	
	5 09	376	" Warren	"			9 56	
	5 21	386	" Argyle	"			9 44	
	5 32	394	" Stephen	"			9 34	
f	5 43	403	" Donaldson	"			f 9 21	
	5 50	407	" Kennedy	"			9 15	
	6 02	417	" Hallock	"			9 04	
f	6 14	429	" Humboldt	"			f 8 50	
	6 30	437	Ar Noyes, Minn.	"			8 30	
	6 43	438	Lv Emerson, Manitoba, Canada	"			8 22	
	6 57	439	" Emerson Jct.	"			8 16	
	7 31	464	" Morris, Man.	"			7 43	
	8 30	504	Ar Winnipeg	Lv			6 45	
Train 27 connects at Grand Forks with Train 47 for Winnipeg. Train 28 connects at Grand Forks with Train 48 from Winnipeg. φ—Taxi service is provided between Crookston and Crookston Passenger Station for revenue passengers and personal luggage.								

Burlington Northern Passenger Timetable, October 25, 1970
Train 27 is the Western Star (f next to time denotes a flag stop)



In contrast to the grand architecture of all big city stations, and even the quaint beauty of many small town stations, the station north of Crookston where No's 47 and 48 stop looks like it was thrown up as an expediency out in the middle of a field. It was located out here because there was no convenient connection to the former Great Northern station in downtown Crookston and this was as close to downtown the rail route came. Taxi service between the stations was provided for those needing it. On April 17, 1971 the northbound #47 loads passengers before departing for Winnipeg. Photo by Baron Behning.

M-Day on the Dakota Division *by Dave Burns*

In Vol. 20, No. 1, of the BN Expediter, I described my experiences in merger planning at the system level of the Great Northern Railway between 1966 and 1969. This ended with my astonishment—and my dream come true—of being promoted to superintendent of the Great Northern's Dakota Division on July 1, 1969. During the next eight months on the ground, working on a division with many common points and operations with the Northern Pacific Railway, further opened my eyes to the complexity of the final integration of four proud component roads into the Burlington Northern Railroad. This article describes our merger efforts on the Dakota Division, as well as the four months which followed the long-awaited dawn of an epic merger begun nearly seventy years ago.

A Perfect World

In my perfect world, M-Day, March 2, 1970, arrived with sunny skies, a flawless integration, and the accolades of an admiring public. The real world—recorded in my journal entries from that period—reveal the process did not quite go according to plan.

For openers, the Big Day occurred March 3—a twenty-four-hour postponement brought about for reasons I no longer remember. The weather, rather than sunny, was abominable—three inches of snow, followed by two inches of freezing rain, topped off with another four inches of snow. While this may not sound like much, when mixed with a sudden cold snap it resulted in the flangeways of crossings, yards, and industrial tracks icing up to the point that while engines and loaded cars cut through the frozen slush, empty cars could—and did—slide up, over, and off the rail, especially when being shoved from the point. In spite of these annoyances and disruptions, the combined operation came off according to our plan. Though M-Day was not without flaws,

unforeseen problems, temper flare-ups and occasional shouting—it worked.

The Dakota Division

I arrived in Grand Forks, North Dakota, headquarters of the Dakota Division, in July, 1969, riding in the cab of No. 28, the Great Northern's Western Star. I was as proud, excited, and apprehensive as a 31-year-old could be. My dreams had just come true.

I was replacing Paul Rasmussen, a seasoned Operating veteran, promoted to the larger Minot Division to the west. But I was extremely fortunate to inherit his Department Heads: Walt Richter (Asst Supt), Ingwald Lyngbe (Division Roadmaster), Bob Jaeb (Master Mechanic), George Donnelly (Chief Clerk) and H.O. Jackson (B & B Supervisor). All of these were excellent individuals, all promoted from the crafts, and anyone of whom could have harbored resentments at now reporting to a relative newcomer—an outsider if you will—rather than one who had earned his way up through years of service. To my gratitude, none were (or at least hid it well.) To the contrary they were surprisingly supportive of the two concepts I wished to try out. The first was for more horizontal and less vertical loyalty—the good of the division in preference to the more traditional department interests, rivalries, and often conflicting objectives. The second was to attempt a more participatory management environment where and when possible—involvement and team work at all levels—rather than the more traditional top down environment. I did not always know just

how to implement these two approaches to divisional focus and attitudes, but it seemed to me everything and everyone would be better served by trying them. In short, a hoped for better way to run a railroad.

One small example came early on. The division offices were on the second floor of the handsome

**BURLINGTON
NORTHERN
INC.**

**DAKOTA
DIVISION**

**TIME
TABLE
1**

To be used in conjunction with
Special Instructions currently in effect

IN EFFECT AT 12:01 A.M.
Central Standard Time

Tuesday, March 3, 1970

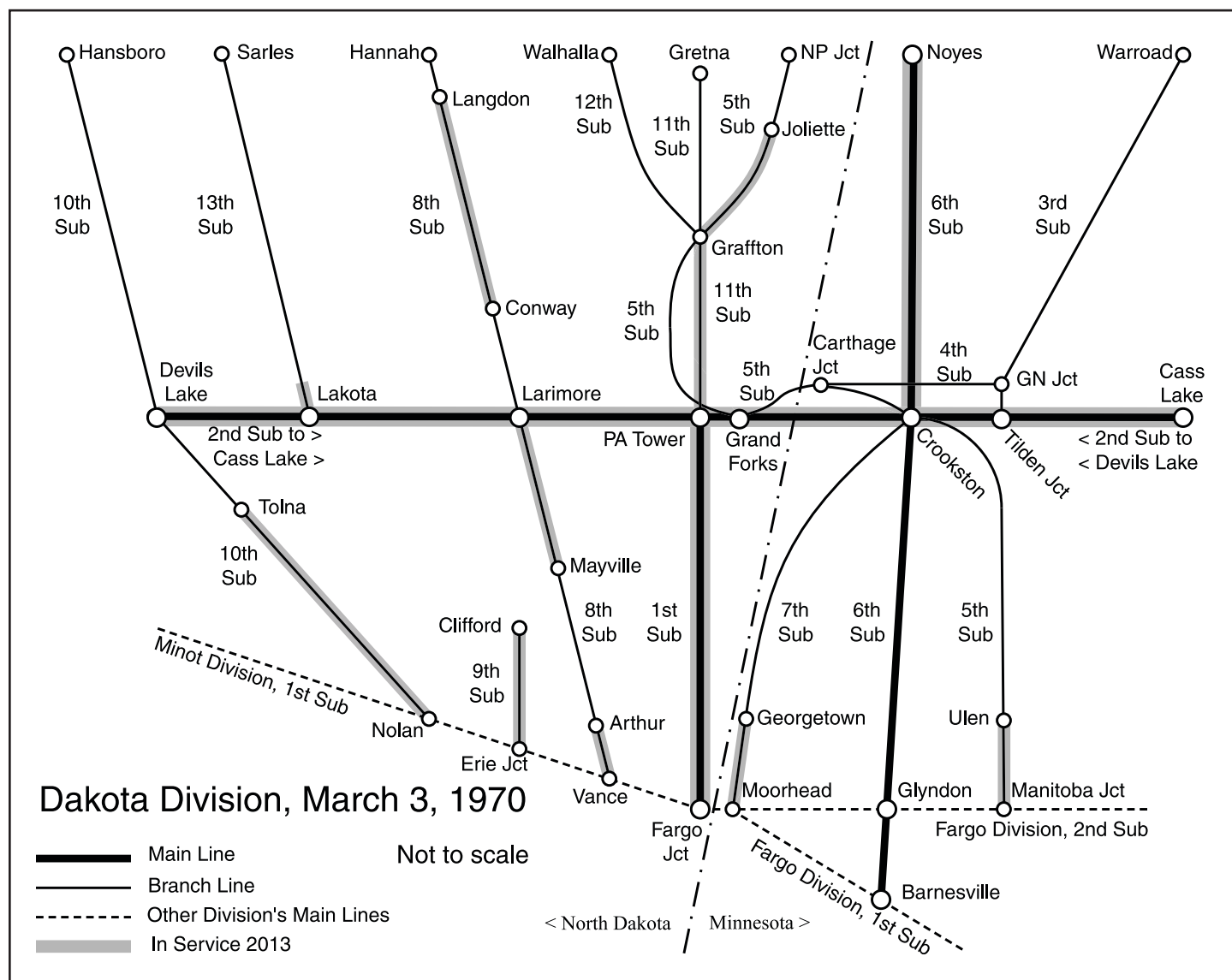
Asst. Vice President Transportation H. J. SURLES	Asst. Vice President Operations R. H. SHOBER
Superintendent D. H. BURNS	

depot building the interiors of both were long overdue for repainting. I had no specific color in mind other than something more bright and fresh. The B&B department was already overtaxed with more bridge and building repair than seemed possible with our existing force. Thus I was hesitant to even mention any interior painting to the somewhat crusty appearing B&B Supervisor. I told him what I had in mind and why. He was silent for what seemed like an eternity, and I was fearful he was about to snap back that bridges came first. Instead, he said: "I think we should paint 3 out of every 4 walls with a natural crème, and the fourth with a bold offset, like orange." My first reaction was that this might be too "far out" and would double the criticism we could expect for unauthorized work. But we went ahead; it came out stunningly, with muted comment from the senior management. I was to employ that color scheme on subsequent division paint jobs!

This was also an encouragement to me to push

even further with the leadership concept of it being easier to beg forgiveness than ask permission. In fact, over time those of us with similar attitudes adopted as our mantra a paraphrase of Kennedy's ringing inaugural challenge: "Ask not what management can do for you, ask what you can do for yourself" by stealth, horsetrading and cooperative sharing of available local resources across divisional and departmental boundaries.

Straddling the Minnesota-North Dakota border, the Dakota Division primarily originated and gathered agricultural traffic for the GN; it featured numerous branch lines. Sub-divisions ran St. Cloud to Barnesville, Minn. (143 miles), Barnesville to Noyes, Minn. (172), Barnesville to Moorhead, Minn. (21), Breckenridge to Grand Forks, Minn. (123), Cass Lake, Minn., to Devils Lake, N.D. (221), Fergus Falls to Pelican Rapids, Minn. (22), Tilden Junction to Warroad, Minn. (115), Grand Forks, N.D., to Gretna, Manitoba (81), Grafton to Walhalla, N.D. (48),



2 WESTWARD			FIRST SUBDIVISION				EASTWARD		
Rule 6(A) Signs	Capacity of Sidings	Station Numbers	FIRST CLASS		Distance from Fargo Jct.	MAIN LINE		FIRST CLASS	
				27		STATIONS		28	
				Daily		Telegraph Offices and Calls		Daily	
FQBJKR TYZPW		10049		1.53 PM	0.0	FARGO JCT.		A 12.42 PM	
OP	125	10053		2.01	7.4	WD	HARWOOD	12.35	
OP	48	10059		2.06	12.9	SI	ARGUSVILLE	12.30	
OP	107	10066		2.11	19.7	GA	GARDNER	12.25	
OP	125	10072		2.16	25.9	GN	GRANDIN	12.19	
OPQ	212	10084		2.27	37.7	HS	HILLSBORO	12.08 PM	
P	76	10092		2.36	45.5		CUMMINGS	11.57	
OP	125	10098		2.41	51.5	BU	BUXTON	11.51	
OP	75	10103		2.45	56.4	RD	REYNOLDS	11.47	
OP	108	10110		2.52	63.5	ON	THOMPSON	11.41	
QRIJ CYFT		05299	A	3.01 PM	74.2	PA	PA TOWER	11.30 AM	

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

CONDITIONAL STOPS

No. 27 stops at any station between Fargo and Grand Forks to pick up revenue passengers for points west of Minot where No. 27 is scheduled to stop.

Great Northern Ry. signal aspects as contained in the 1967 edition Consolidated Code of Operating Rules are in effect on this Subdivision.

Larimore to Hannah, N.D. (95), Lakota to Sarles, N.D. (72), Devils Lake to Hansboro, N.D. (66), Moorhead to Crookston, Minn. (68), Vance to Larimore, N.D. (66), Erie Junction to Clifford, N.D. (18), and Nolan to Devils Lake, N.D. (102). The primary commodities generated on the division were grain and potatoes on the north end, with grain and sugar beets on the south. We operated 4 passenger trains 7-8, (the Winnipeg Limited to the twin cities) and 27-28 (the Western Star between St Paul and Seattle—Portland). These all used the Hillsboro line between Fargo and West Grand Forks, requiring 28 to back into the depot and 27 to back out.

The majority of our track consisted of 90-pound rail, with some segments of 112-pound rail. The track structure was well maintained and adequate for our role in gathering traffic, rather than through operations. The heavy-haul transcontinental trains ran over adjoining divisions to our south and west. These bypassed the Dakota Division, save for the occasional detour or overflow operation.

My predecessor put together an outline of a merged operating plan, which I refined and finally implemented. The planning involved combining GN and NP operations in the Grand Forks, North Dakota, and Crookston, Minnesota, terminals, as well as on branch lines served by both roads. My previous operating experience—though quite meager—and my subsequent experience in GN's Labor Relations Department—made me a devout believer in working jointly with labor organizations whenever possible.

While the people on the ground might not actually make the final decisions on how the railroad should run, they were the people who actually made it run. My goal: focus on fitting and fixing, rather than fighting. My initial emphasis, after learning my way around the division and its personalities, was to actively involve local chairmen in detailed planning for M-Day.

This was not as easy as it may appear. To begin with, it was expensive, as it seemed only right to make up the lost earnings of those missing work to participate in our M-Day discussions. Frankly, none may have attended a single meeting without this incentive. I was also fearful of possible criticism from above—probably not so much from General Manager Reg Whitman (see sidebar) but more so from some of his staff officers who were accustomed to the more traditional adversary environment. Too, I was not entirely certain how my own staff and the local chairmen might react. In addition, union representatives worried about not only management perfidy but also of being labeled as collaborators by their brethren.

At our very first joint meeting, these tensions boiled over. I started by laying out the initial planning—combining jobs, integrating operations, merging functions—everything years of merger hearings stressed as the benefit of welding the component lines into Burlington Northern. To my dismay, most local chairmen vehemently insisted there would be no integration whatsoever until a single labor agreement negotiated system-wide by their

general chairmen was. That was a monumental order--something all parties knew might be years in the making. My reply was that by necessity we needed an interim operating plan. Moreover, that I personally wanted to see our division operating plan created by consensus and cooperation, rather than conflict. I reminded the representatives that their general chairmen had grudgingly signed off on the concept of the merger, in exchange for BN's unprecedented earnings guarantee. While some jobs would change, there would be no reduction in pay for those affected. On this note, we broke for

lunch. I found I was too scared and apprehensive to eat.

Regrouping, I next proposed a step forward, which came to be known as "Temporary Tentative Local Agreements." These could be rescinded by either side if unforeseen consequences arose. The hope was to get started -- see how it went--and hammer out the rough spots as they cropped up. I viewed it as the Ready-Fire-Aim approach to integrating a division. You can imagine my relief when I heard a few younger chairmen begin saying things like "Why not

WESTWARD			SECOND SUBDIVISION					EASTWARD 3		
Rule 6(A) Signs	Capacity of Sidings	Station Numbers	FIRST CLASS			Distance from Cass Lake	MAIN LINE STATIONS Telegraph Offices and Calls	FIRST CLASS		
			27	(28) 343	(48) 345			28	(27) 344	(47) 346
			Daily	Daily	Daily			Daily	Daily	Daily
KBRT WCQPY		05103				0.0	CS CASS LAKE			
P	67	05172				9.6	ROSBY			
YAJPOW	68	05178				15.2	BM BENIDJI			
P	167	05184				21.4	WILTON			
P		05190				27.5	SOLWAY			
P	67	05196				33.7	SHEVLIN			
OPW		05203				40.4	BY BAGLEY			
P	159	05211				47.7	EBRO			
OPQW	68	05224				60.8	FO FOSSTON			
OP	175	05231				68.4	MO MCINTOSH			
OPIW	71	05237				74.4	RS ERSKINE			
P	88	05244				81.1	MENTOR			
PJR		05251				87.9	TILDEN JCT.			
P	175	05255				92.4	BENOIT			
APR		05265				104.4	REDLAND JCT.			
IJPYT		05270				104.9	CROOKSTON YARD			
CQJBKFP RZYW		05270				106.9	C CROOKSTON FREIGHT			
PRY		05272				108.5	CROOKSTON PSGR.			
TJYP		09288			10.30 AM		NOYES JCT.			A 4.32 PM
PRY		05272			* 10.34	108.5	CROOKSTON PSGR.			* 4.31
OP	150	05280			10.45	117.7	FH FISHER			4.20
OPYQ		05293			10.59	131.2	EA EAST GRAND FORKS			4.05
WCBKPK FRZY		05295	344 3.20 PM	28 11.16 AM	A 11.05 AM	132.0	GF GRAND FORKS	A 343 11.00 AM	A 27 3.05 PM	4.00 PM
PRQCTJY		05299	3.34	A 11.30 AM		134.6	PA PA TOWER	10.51	3.01 PM	
OP	151	05310	3.48			147.7	DO EMERADO	10.36		
OP		05316	3.54			153.7	RF ARVILLA	10.29		
QTJKP YROW	182	05323	* 4.04			159.8	KI LARIMORE	* 10.22		
OP	174	05336	4.18			173.7	NA NIAGARA	10.07		
OP		05343	4.24			180.0	BE PETERSBURG	10.01		
OP	174	05348	f 4.31			185.7	HI MICHIGAN	f 9.56		
JTQPYOW	174	05359	* 4.43			196.1	B LAKOTA	* 9.45		
OP		05368	4.52			205.1	DY DOYON	9.34		
OP	192	05373	4.57			209.9	CY CRARY	9.30		
BWCFTQJ KPRYZ		05384	A 5.10 PM			220.7	WS DEVILS LAKE	9.20 AM		

EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.

Great Northern Ry. signal aspects as contained in the 1967 edition
Consolidated Code of Operating Rules are in effect on this Subdivision.

give this a try?" Since it was tentative, it could quickly be undone. Another view expressed was that it was better to be invited inside the tent than be watching it from outside in the rain.

What we were able to put together through cooperation made, in many cases, not just for better operations, but for better jobs. As we got further into the effort, trust and cooperation developed, and more opportunities opened up. Though it took a number of additional sessions to finalize our planning for the Dakota Division, by the end we created a scheme for M-Day that really looked like it would work well. I will not say this met with rapturous acclaim, but I will say that by the final sessions I was able to enjoy my lunch!

Typed up and distributed division-wide to GN and NP points, I had not yet told GN Labor Relations, or even my operating superiors, about our newly minted and freshly distributed operating plan. Technically, division superintendents were not authorized to enter into widespread local agreements that superseded the system contract. However, I was hoping it might prove easier to beg forgiveness than to ask for permission. To my relief, this turned out to be the case. I was gratified to be told later that a few of the system general chairmen commented to the system Labor Relations personnel that their chairmen on the Dakota Division were satisfied they had not only been kept fully informed of what would happen on M-Day, but had a role in determining what happened. Thus, outside of our horrible weather, the long-planned merger came off on the Dakota Division with a minimum of opposition and confusion.

Our planning sessions, however, were unable to eliminate surprises. The first—and the biggest—came in finding the combined operation in Crookston awash in cars, to the point that trains had difficulty getting in or out of the terminal. We underestimated the amount—and the effect—of the combined traffic, a condition exacerbated by a spike in the normal level of potato loadings that month. Those with railroad experience know the frustrations of first unclogging a congested terminal, then keeping it fluid. We started by hauling overflow cars over to Grand Forks for forwarding west, south or east. That unburied our power and generated room to make up and dispatch local trains as well as receive them on their return. We also adjusted a few schedules where we could. But a big boost came from one of the division officers—I think it was terminal Manager Larry Terry. Our biggest outlet to the south and east every night was train 408 to Minneapolis. This was the era

when no car moved without a physical way bill accompanying it. Many of our shippers would bill a car to Minneapolis, but would leave blank the exact consignee or connecting railroad. These permitted cars to be loaded and pulled, but leave more time for the contents to be sold to the ultimate receiver. This information, known as a Diversionary Order, would arrive via teletype at Grand Forks terminal so we could then block 408 for delivery upon arrival in Minneapolis. Unfortunately many of these orders were not received in time for us to make up the train and leave on time, which I think was around midnight. The suggestion was to gather up the cars on arrival from the locals, and depart unblocked by 8 pm for St. Cloud, MN, to which the diversionary orders were re-sent. St. Cloud agreed to use the 4 hour early arrival to properly block the train thus assuring OT arrival in Minneapolis. This was my first experience at horizontal cooperation between divisions, one which BN got better and better at, achieving continuous improvements in efficiency and customer service.

With the paper intensive nature of moving rail cars in 1970, we also ran into some glitches keeping waybills with cars from erstwhile separate GN and NP operations, resulting in some last minute dashes by automobile to match paperwork with loads. There were other procedural glitches from combining operations, but we did not bog down like the massive Penn Central debacle under way to our east.

We had another big local chairmen-operating officers meeting on March 27. I sensed this time both a sort of amazement it had gone so well thus far, and an atmosphere of "By God, we did pretty damn good!" Both sides, I believe, were impressed with how few revisions were deemed essential to the original cooperative plan. In fact, we were far enough along the merger path to begin disposition of now unneeded facilities and a complete integration of all remaining GN and NP filing systems. By now, I was not only enjoying our meals together, but my journal reveals another surprise, not directly stemming from the merger itself, but one involving the sole unit coal train operating over the Dakota Division.

Suffering (Low) Sulfur

Earlier in 1969, the GN and NP began dedicated unit coal train service between Colstrip, Montana, on the NP, to Minnesota Power and Light's Clay Boswell plant at Cohasset, Minnesota, on the GN's Mesabi Division. Shortly after being appointed superintendent, I began

to learn the hard way about 10,000-ton unit coal trains operating over 90-pound rails.

To begin with, 100-car coal trains were too long for the Dakota Division's sidings. Thus, meets between the coal train and opposing traffic required the big train to hold the main. Then, just after M-Day, the division endured an unusually warm spring. Track stabilization became the order of the day. Finally, there was the unending punishment from what were, for the Dakota Division, extremely heavy trains. The track was not sufficiently anchored to prevent the rail from "running" under the loads, especially during braking operations by the locomotives handling these trains—mostly Burlington and NP U-25Cs, and U-28Cs along with the occasional U-33C. The immediate result was track kinks, followed by derailments, followed by slow orders. Put into effect swiftly, the slow orders minimized track damage and limited the severity of derailments. However, they were by no means a long-term solution. Something had to be done to better stabilize the track. System Engineering in St. Paul came to our rescue—and the rescue of others caught up in the burgeoning onslaught of coal traffic—with a massive rail anchoring project extending from Fargo all the way to Colstrip. This, coupled with locomotive engineers on the unit trains braking with less force, further in advance of speed restrictions, ended our string of derailments.

It became apparent to us all that it was not only the Dakota Division's physical plant that was taking a beating from the coal boom, but that much of the existing structure and standards for BN's main line was inadequate in the face of the enormous surge in coal traffic out of the Powder River Basin. Mines seemed to spring up overnight, sending a cascade of low-sulfur coal over the entire United States. In the 1970s, it was a dramatic series of crises for St. Paul. BN found itself having to finance the upgrade and enlargement of its system to handle the coal boom, then somehow manage to carry out these projects simultaneously integrating the component roads and keep the existing traffic moving. The entire decade is a tribute to the men and women of BN who lived through it and kept the trains rolling. Fortunately for all of us, this saga—rebuilding most of BN under traffic—is being written by Earl Currie.

Meeting Menk

My journal reveals two other events that stand out as remarkable and memorable moments in 1970. The first was BN President Louis W. Menk's System-wide

tour, undertaken in April, 1970. Menk had visited the Dakota Division April 16-17, a stopover during which he hosted an evening dinner for all the division officers and their spouses. To those who did not know Mr. Menk, he was a big man in all respects—well over six feet tall, expansive in his thinking, boundless in his energy, with a wealth of personal charisma. He spoke forcefully and memorably at the dinner. To begin with, he thanked everyone for their hard work in successfully launching what he called "this magnificent enterprise." He followed up with a summary of some of the benefits of integration which were already emerging.

Then Menk turned to us, to the great potential yet untapped, exhorting all present to keep pressing ahead, rather than resting on what was already on its way to becoming an accomplishment in the annals railroad history. He invoked the 1630 sermon to the Massachusetts Bay colonists by John Winthrop, calling on all of us to build BN into "a shining railroad upon a hill." Some will recall Winthrop's language harkens back to the Sermon on the Mount; others may hear the refrain in speeches by President Kennedy, and later, President Reagan. To those of us listening to Lou Menk that night, it was a call to work together to build a better railroad. For me, the meeting became a catalyst in rekindling my commitment to forge ahead relentlessly in the pursuit of improvement. Personally, I believe this esprit de corps became one of the hallmarks of Burlington Northern.

From Penn Central to the Windy City

Penn Central's sudden and dramatic implosion on June 21, 1970, was the second stand-out event in my journal. The merger of the two eastern giants—the New York Central and the Pennsylvania Railroad—ended in the largest bankruptcy in U.S. history (to that time) in under twenty-four months. Rumor suggested one major contributor was the emergence of two separate teams—the "Green Team" of former Central employees and the "Red Team" of former Pennsy workers, battling one another, rather than harnessing their efforts on behalf of their new railroad. By contrast, BN's leadership made an early commitment to minimizing infighting from the system level on down. Merger planning had also envisioned gradual intermingling of all supervisors, but after the Penn Central disaster BN leadership moved more rapidly to integrate division personnel. You had to be careful to not move too many at once for obvious reasons, but suddenly there was greater

impetus to get started. Thus, on July, 1, 1970 one year from my arrival as superintendent of the Dakota Division, I found myself transferred to Chicago IL as Operations Manager for the Chicago Region. This was something of a unique territory, being comprised exclusively of lines East of the former CB&Q (lines west went into the new BN Omaha Region.)

The Chicago Region's three operating divisions were headquartered in Cicero IL, Hannibal MO and Ottumwa IA. While I was by no means alone in this rather sudden shuffling, I was the only "Northern Lines Guy" on the staff of a region deep in the heart of Q country. There I first met (and came to admire greatly) Region VP Ivan Ethington, AVPO Dick Johnson, and Chicago Division superintendent

Wayne Arntzen. This is also where I first met Earl Currie, then the Asst Supt for Arntzen. While all of us would cross paths again in the future, it was with Earl a friendship developed that has spanned 4 decades and yet continues. All four of these men would subsequently move into senior BN leadership positions, much to the company's benefit. In the meantime I was about to learn a great deal about operating trains over less than ideal trackage and through some pretty well worn-out terminals and even worse branch line trackage. I was also about to experience firsthand some of the "can do" attitudes and skill sets the people from the Q brought to Lou Menk's— and our—magnificent enterprise. But that's another story.

SIXTH SUBDIVISION						
WESTWARD				EASTWARD		
Rule 6(A) Signs	Capacity of Sidings	Station Numbers	FIRST CLASS	Distance from Barnesville	MAIN LINE	FIRST CLASS
			47 Daily		STATIONS Telegraph Offices and Calls	48 Daily
BCQRY IJPT		09205		0.0	D BARNESVILLE	
OP		09213		7.8	DO DOWNER	
CYIP	56	00668		17.5	ND GLYNDON	
OP		09229		24.1	A AVERILL	
OP		09237		32.0	FN FELTON	
OP		09244		39.1	BO BORUP	
OPQ	47	09252		47.3	J ADA	
OP		09270		64.3	DA BELTRAMI	
PJY		09285		79.6	M. N. JCT.	
JPYT		06270		80.1	CROOKSTON YARD	
TRAINS BETWEEN CROOKSTON YARD AND NOYES JCT. ARE GOVERNED BY SECOND SUBDIVISION TIME TABLE AND SPECIAL INSTRUCTIONS.						
JPTY		09288	4.32 PM	83.7	NOYES JCT.	A 10.30 AM
P		09301	f 4.50	96.0	EUCLID	f 10.15
OP		09309	f 4.59	104.1	GU ANGUS	f 10.06
AOQP	48	09317	s 5.09	112.6	W WARREN	s 9.56
OP		09327	s 5.21	122.4	AG ARGYLE	s 9.44
OP		09335	s 5.32	130.8	NE STEPHEN	s 9.34
OP		09344	f 5.43	139.4	AN DONALDSON	f 9.21
OP		09349	s 5.50	144.2	KY KENNEDY	s 9.15
OPQ	54	09358	s 6.02	153.5	KA HALLOCK	s 9.04
OP		09370	f 6.19	165.7	HU HUMBOLDT	f 8.50
BJKCPRY		09378	A 6.30 PM	173.7	NY NOYES	8.30 AM
EASTWARD TRAINS ARE SUPERIOR TO WESTWARD TRAINS OF THE SAME CLASS.						

The 70's Dakota Division Today



In a scene straight out of the early 90s, a pair of cascade green SD60Ms switches cars at the former Burlington Northern yard in Crookston, which is now the interchange point between BNSF and the Minnesota Northern Railroad. January 7, 2012. Photo by Carl Becker.



The Northtown Yard to Noyes, Minnesota manifest (M-NTWNOY) rolls northward and passes the remains of the spur that once led to the power plant on the campus of the University of Minnesota - Crookston. The train is coming from Grand Forks along what was the 2nd Subdivision of the Dakota Division in 1970 and entering what was the 6th Sub. The middle of the train can be seen wrapped around the wye at North Crookston where the two subdivisions met. The old Crookston passenger station used to be at the other end of the wye. May 30, 2009. Photo by Carl Becker.

The 70's Dakota Division Today



Grain empties heading from Tacoma, Washington, to Drayton, North Dakota (X-TACDRA) roll north across the MP 97 bridge about a mile south of Grand Forks on what used to be the 1st Subdivision in 1970. They will pull out onto the Devils Lake line (the old 2nd Sub) and back into the yard, but did not go up to Drayton on the old 11th Sub that day due to the day's high heat. This train normally would have come across the old 2nd Sub from Devils Lake, but flooding in Minot caused the train to detour via the MRL to Fargo and then up to Grand Forks on what is today's Hillsboro Sub. Drayton is north of Grafton on the old 5th Sub. June 30, 2011. Photo by Carl Becker.



A battered Dash 9 leads grain loads from Arvilla around the west leg of the wye past the Amtrak station along with a friendly wave from the cab. This train is taking the long route west via Fargo and the Surrey Cutoff to Minot and then west because of flooding near Church's Ferry. September 30, 2011. Photo by Carl Becker.