

The BN

Expediter

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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.

2014 Tulsa Convention Report

by John Adams

While not having a large attendance, those who did venture to Tulsa this June were greeted with some real Oklahoma hospitality and some great tours and train watching. As some background, two years ago in Amarillo a new 14 year old **FOBNR** member, Thomas Jenner, brought his Dad, Terry, to their first **FOBNR** convention. Hearing the discussion about convention sites, Thomas convinced his father that they could organize a convention—and they really did a great job of it!

We met up at the convention hotel for registration, and a quick look at the mountain of BN memorabilia brought by Peter Ferch, and they headed to dinner. Terry had hoped to have us eat in a restaurant on the south end of Cherokee Yard, complete with a Frisco steamer next door, only to find it was unexpectedly closed on Wednesday evenings. None the less, we all went out and had a great dinner. Terry was then able to give a great welcome to Tulsa, complete with a history of how the railroad got here and what was going on at the present time. He also was able to acquaint us with the local “railfan rules” to allow us access to some great train watching spots.

After Terry’s welcoming remarks we proceeded with the annual membership meeting. This year it seemed to become more of a report to the members, but I think everybody was able to share their issues. This was followed by a session of sharing digital photos members had taken and off to bed for another day.

On Thursday morning Terry had arranged for a tour of Cherokee Yard, but with less than 2 weeks to go the railroad had to cancel the tour. With great local connections, and tremendous effort, Terry was able to arrange a fantastic tour

of Trinity Rail Car’s new Tulsa plant. Here we were greeted by a sign with our logo welcoming us to their location and true hospitality. We were able to go through their entire plant and watch how they build the vessels for propane tank cars, as well as stationary propane tanks and wind turbine towers all in the same facility. It was very interesting to watch their processes, and particularly how they are building 10 tank cars a week, complete with bolsters and draft gear pockets, and then shipping them by truck (big truck!) to be completed at a plant in Longview, Texas. The size of equipment and the noise level were truly impressive!



Host Terry Jenner gives Dave and Doug a tour of the Claremore & Southern model railroad. A little while later Dave spent 2 hours switching a local at this location. Photo by Aric Vandevord.



Some of the attendees pose in front of recently re-designated TEBC slug “BN 55” on the morning of June 21, 2014. This unit was BNSF 255 until the 2 and the SF were painted over with almost-matching orange paint. Starting life as a CB&Q SD9 in 1955, it spent 25 years as a BN unit until becoming a BNSF unit in 1996. In “what goes around comes around”, it’s back to BN again. Photo by Kristin Weale.

We returned to the hotel, then headed out for an afternoon of train watching. At Cherokee Yard we were able to watch switching (not very prototypical as they use one leg of a wye on a tight curve as a yard lead) as well as numerous mainline trains running through. A number of these were hot intermodals, often filled out by bare table cars on the rear. We also saw an oil shuttle powered by 5 SD60M's, including one painted in the newest BNSF color scheme. We were able to watch some crew changes and see some interesting equipment in the yards.

After dinner we all headed for Claremore, OK and an evening on the Claremore & Southern railroad. Thomas and Terry are club members and were able to arrange a great night of model railroad operation. The club had a great layout and provided a number of their regular members to assist us with layout operation. The C&S is a fictional bridge line running through a number of Oklahoma communities and has a stable of first generation diesels to power its trains. It is HO scale, completely sceniced and signaled. Thomas was actually our Dispatcher and was able to send us off on local switching, yard assignments or main line freight and passenger trains for a great evening of operation. Their club members and their operating strategy were absolutely fantastic, as they made everything understandable enough, with their help, that we all felt comfortable with our tasks and had a great operating session.

Friday morning found us on a bus to head for a tour of Tulsa's Port of Catoosa, the furthest inland sea port in the nation. Our guide was able to take us through the entire facility, allowing us to stop at their facility's locomotive shop, by the liquid transfer locations as well as dry transfer. I thought the highlight was being able to watch them unload railroad coil cars onto trucks, something I had never been able to see before. Besides shipping liquids, such as waste oil to be recycled, and dry products such as grain and fertilizer from barges to rail cars, they have a thriving steel transload business, all of which were interesting to watch. The facility is served by BNSF, although they do all their own in facility switching with a 3 locomotive fleet and deliver cars to an interchange yard with BNSF.

Upon our return we met up in carpools and headed for Muskogee, OK. We had kidded Terry about finding us a place to eat by the tracks, and after several miles we found an Arby's, not only by the tracks, but with one of the 2 daily freights on the short line coming through while we were eating! After lunch we arrived in Muskogee. There the railroad heritage of the community was on display at their local museum as well as some very interesting displays about the community itself.

Then it was back to Tulsa for dinner and our Annual Board Meeting. With a number of convention attendees joining us we were able to proceed with the business for the organization. Highlights of the meeting included a financial report showing our continued solvency, as well as a report

by Doug Andreasen on our Social Media initiative. He did point out that we will need to be very careful that any photos posted either need to be original or used with permission of the person who did take the photograph. Dave Poplawski has agreed to continue as Editor for the Expediter, but with several Associate Editors to help him. We also elected officers and discussed the need for new blood on the Board. As usual we discussed our Convention planning and decided to head for cooler climes and meet in the northern suburbs of Minneapolis next June. Peter Ferch and John MacKenzie will be doing our local organization for this event. We will try to get you information to save the date as soon as possible.

Saturday found us meeting early to carpool to Perry, OK where the Avard Sub crosses the Red Rock Sub. With some nice trees and a breeze we were able to watch a number of stack trains, vehicle trains, 2 UP run-through coal trains and an oil train with DPU.

When our fluids and sunscreen ran low, we packed up and headed back to our Annual Banquet. Terry had once again hit a home run, inviting Jeremy Grisham, BNSF Railroad Police officer to speak with us. Jeremy described his background in both law enforcement and the railroad, as his father was also a railroad police officer. He shared what his responsibilities are and how he carries them out with very limited resources. He reported that the Tulsa department used to have 8 officers, and it is now just him and a fellow officer in Oklahoma City to cover 2,000 miles of BNSF trackage in the state. He shared the railroad policy on trespassing, vandalism, graffiti and theft of railroad property. He also shared how crews often feel about us as railfans, sharing how some crews are made edgy as we follow a train, getting pictures at multiple locations. All in all his remarks were very interesting and gave a new slant to the railroad industry that we had not heard previously.

After that we were able to have our annual Auction—which netted over \$53 to the cause. A big thanks to Gary Seymour for some items donated. Then it was time to thank Thomas and Terry for their fantastic efforts and head for home.

As a follow-up note, if you have never been to a **FOBNR** convention, or haven't been in a while—please consider joining us. Year after year we get access to railroad related industries and activities that you would be unable to find on your own. We also have the benefit of railfanning in a location where our hosts can give us the scoop on the best sites. And the friendships and camaraderie are fantastic!

So plan to meet us next June in Minneapolis—we will let you know as soon as possible to save the date! And a final thanks to Terry and Thomas for a wonderful Convention!

See more photos of the convention on the **FOBNR** web site: www.fobnr.org.

Friends of the Burlington Northern Railroad

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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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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.

The FOBNR is not supported by, nor affiliated in any way with, the BNSF Railway, its subsidiaries or affiliates.

2015 FOBNR Convention June 24-27

Minneapolis, Minnesota

More information in the January issue.

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Payment for Articles

The FOBNR Board of Directors has approved paying contributors to **The BN Expediter** \$20 per printed page of text. Our long-standing policy of giving one free extra copy of **The BN Expediter** to any member who contributes one or more photos, and two free copies to non-members who contribute one of more photos will continue.

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 welcome for publication. Materials are submitted with the understanding that no monetary compensation will be paid upon publication. Items will be returned only if requested.

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.

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Cover Photo: This BN special was run on June 13, 1989 for the mayors of the villages along the BN commuter line between Aurora and Chicago. The train made stops at Western Springs, La-Grange, Brookfield, and Berwyn on its eastward trek. The special consisted of BN E9-Au #9920 and five BN business cars: Big Horn Pass, Stampede Pass, Como, Lake Superior, and Glacier View. The train is seen passing under the Highlands signal bridge in Hinsdale, Illinois at 6:30 pm. A rare example of the BN E's facing east. Photo by William Miotek.

Photos Needed for the FOBNR's First Ever BN Calendar

The **Friends of the Burlington Northern Railroad** would like to make you famous; well maybe that is an overstatement, but we would like to get your photograph noticed. The **FOBNR** is planning a calendar for next year that uses members photos, and if your photo is used in the calendar, you get a free calendar.

Submit a scan of one or more of your favorite BN photos (no BNSF at this time, please) to Kent Charles at kdcharles@q.com. A committee of members will review the submissions and make a final selection of photos for our publication. Photos of the Burlington Northern in scenic locals, action photos, structures or unusual equipment are welcome. Submit a photo to help your society and see yourself in print. Have a question, give me a call at 303-589-9146.

Kent Charles

Information/Photos Needed

January, 2015

BNSF's oil train business. We need photos, especially of loadouts in North Dakota and Montana, new trackage, including the double tracking of the line from Minot, ND to Glasgow, MT, and of course trains (anywhere, even on non-BNSF trackage, like in east coast states and thereabouts). We also need interesting information/data about operations and equipment.

BN's circa-1971 Chicago Region. We need interesting historical photos taken in the early 70's of anything BN related (trains, facilities, etc.) in the area covered by this region. The area is all of Illinois and Iowa, northern Missouri, and the line through Wisconsin to St. Croix, MN.

BN's circa-1971 Billings Region. Ditto above, except the area includes most of Montana, plus the ex-NP lines from Jamestown, ND to Glendive, MT and associate branch lines, the line from Huntly, MT through Wyoming to Edgemont, SD, and the line from Laurel, MT to Bonneville, WY.

BN's circa-1971 Seattle Region. Ditto above, except the area includes most of Washington, except the lines in the Portland Region (see above), plus the line from Conkelley (Whitefish), MT to Spokane.

April, 2015

BN/BNSF 3-Bay Covered Hoppers. We're planning the first in a series of photo articles on the evolution of the BN and BNSF grain covered hopper car fleets, showing the various types of cars, paint schemes, and lettering variations and modeling info. We are looking for data about and photos of these cars, both roster and in various settings, like

The FOBNR and Social Media

Introduction

Ah, social media...a term that spans the range of reaction for railroaders and railfans all the way from extreme interest, awe, and excitement ... to fingernails on a chalkboard. Love it or hate it, social media outlets such as Facebook and Twitter have become an integral part of communications and marketing for organizations, interest groups, and even for career-minded individuals trying to increase their potential. The **Friends of the Burlington Northern Railroad** is not unlike many similar railroad-focused historical societies, and as such has limited resources for marketing and promoting the organization. The Internet—and social media in particular—provides extremely valuable and cost-effective tools with which to build a solid brand and inform prospective members about the incredible benefits of joining the group.

The **FOBNR** Facebook page was created during the 2012 convention in Amarillo, and the page has at very least generated some interest in the organization, (close to 500 "Likes" now) if not increased membership numbers. The **FOBNR** Facebook page can be found at facebook.com/FOBNR. As a result of the initial good feedback from the Facebook page and the realization that social media could help promote the organization, a **FOBNR** Social Media Director position was created during the 2013 convention in Missoula, Montana. And this year at the convention in Tulsa, the board authorized the Social Media Director to create an **FOBNR** Twitter account. You can follow the Twitter account @fobnr at twitter.com/FOBNR.

So what does social media do for the **FOBNR**? Well, as mentioned the primary goals are fairly universal...communications and promotion of the organization. We have attempted to accomplish these two items during the site's first two years, and we have recently put together more formal plans to improve both of these goals moving forward. So far we've provided communications about the upcoming conventions, and also posted notices about the publication of the *Expeditor*. We have also had some posting of photos and interesting articles related to railroading. We have posted a few product announcements regarding BN items including model railroading products such as freight cars decorated in BN paint schemes. The hope is to expand and improve all of these areas, and to add even more content that would be of interest to the **FOBNR** membership.

Continued on Page 17

solid sets on unit trains or in loading/unloading situations. Also, if you've modeled any these cars we'd like to hear about the details of how you did it for a possible article.

The **FOBNR** web page now has a link to all the articles that are in progress for future issues of *The BN Expeditor*. Check it at www.fobnr.org and contribute if you are able.

BN's E Units in Chicago Commuter Service

by Dave Poplawski

In 1970, BN inherited an aging set of E8A's and E9A's from the CB&Q. The CB&Q rotated their E unit power between long distance passenger train service and commuter train service. By not dedicating specific units to commuter service it was thought the overall life of the units were extended by avoiding the continuous starting and stopping at the many stations relatively close together that was required for that service. In 1971 most of the E8A's were sold to the newly formed Amtrak.

With the creation of the West Suburban Mass Transit District (WSMTD) in 1972, a decision was made to upgrade most of the remaining units to more modern standards, hopefully giving them another 15 to 20 years of useful commuter train service. BN sold 20 units to the WSMTD (5 E8A's and all 16 E9A's), which were then rebuilt by Morrison-Knudsen (M-K) in 1973-74 and leased back to the BN to operate and maintain. The rebuilt units were re-designated as E8-AK (#9900-9908) and E9-AK (#9910-9925) by BN, but some time in 1975 or 1976 BN changed their designation to E8-Au and E9-Au. In 1977, the remaining 4 E8A's, which

had been stored unserviceable, were sold to the WSMTD, rebuilt by M-K, leased back to the BN, and put into service in 1978 due to the rapid growth in demand for commuter service created by the expansion of western suburban communities. By 1992 the BN again changed the designation of all 25 units to E9A.

Rebuilding the units included replacing the old twin 567B/C engines with 645E's, installing a 2,400 gallon fuel tank, improving the electrical and braking systems, replacing the obsolete steam generating equipment with 350 KW diesel-powered generators to power the lights, heat and air conditioning in the modern "bi-level" or "gallery" cars, adding a red light below the headlight for End Of Train use when pushing trains "backwards" towards downtown, the "push-pull" operation that eliminated the need for engine relocating to the forward end by utilizing a cab-control outfitted commuter "cab-car" at one end of the consist, new BN Cascade green with white "hockey-stick" paint scheme, and silver-white 3M "Scotchlite" and orange "Da-Glo" diagonal stripes on the nose. The nose mounted Mars lights was replaced by a cab-roof mounted rotating beacon with amber lens, typically a Pyle "Gyra-lite". The like-new units were

Rebuilt No.	BN No.	CB&Q No.	Serial No.	Year Built	Year Rebuilt	Name	Disposition
9900	9935	9942B	9684	1950	1974		NRE 9900
9901	9938	9938A	9675	1949	1973	Village of Clarendon Hills Charles V. Shostrom, Trustee	IC 100
9902	9939	9939A	9677	1950	1973	Village of Westmont Raymond G. Stanek, Trustee	MARC 64, Museum of Transport St. Louis 9939A
9903	9940	9940A	9679	1950	1974	City of Naperville Paul W. Boyer, Trustee	CN 102
9904	9977	9977	18319	1953	1974	Village of Lisle Richard G. Fencel, Trustee	IC 101
9905	9967	9967	16708	1952	1978		MARC 65
9906	9972	9972	18314	1953	1978		MARC 66, St. Louis & Rio Grande 520
9907	9973	9973	18315	1953	1978		MARC 67, MARC 91, parts in WSOR 102
9908	9976	9976	18318	1953	1978		MARC 68, MARC 92, IRM 9908
9910	9980	9985B	20534	1955	1973	Edwin S. Putz	Nashville & Eastern 9910, LTEX 9910
9911	9981	9986B	20536	1955	1973	City of Berwyn Raymond P. Janicek, Trustee	MARC 69
9912	9982	9987B	20538	1955	1973	Village of Brookfield Daniel Lapicola, Trustee	Nashville & Eastern 9912, LTEX 9912
9913	9983	9988B	20540	1955	1973	Village of La Grange Glenn W. McGee, Trustee	Spirit of Tennessee 1996, Gold Coast Museum 9913
9914	9984	9989B	20542	1955	1973	Village of Riverside John C. Dewolf, Trustee	CN 104
9915	9985	9985A	20533	1955	1973	Village of Hinsdale K. Wade Chapman, Trustee	NYSW 2402, LTE 9915
9916	9986	9986A	20535	1955	1973	James M. Gagen	CN 103
9917	9987	9987A	20537	1955	1973	Village of Western Springs Donald H. Remmers, Trustee	Nashville & Eastern 9917, LTEX 9917
9918	9988	9988A	20539	1955	1973	Robert W. Beilfuss	NRE 9918, LTEX 9918
9919	9989	9989A	20541	1955	1973	Joseph F. Coyne	BN3 at Illinois Railroad Museum
9920	9990	9990	19629	1954	1973	Roy H. Birklund	Keller Texas, repainted CB&Q 9990
9921	9991	9991	19630	1954	1973	Angelo Patria Andy Sardinia	NYSW 2400
9922	9992	9992	19631	1954	1973	Joseph Kolar	CN spare part unit, LTEX 9922
9923	9993	9993	19632	1954	1973	Aaron D. Morton	CN spare part unit, LTEX 9923
9924	9994	9994	19633	1954	1973	Walter T. Stanuch	NRE 9924
9925	9995	9995	19634	1954	1973	Jorge Iorgulescu	Nashville & Eastern 9925, LTEX 9925

9900-9908 originally E8A, 9910-9925 originally E9A.

rated at 2,400 HP.

Time and wear and tear took its toll on the units and by the mid to late 80's it was becoming clear that rebuilding or replacing the units would be required. One unit, the 9921 had its car body and nose panels replaced in 1986. A commuter transportation authority for northeast Illinois was created in 1973, named the Regional Transportation Authority or the RTA. The RTA in turn created the Metropolitan Rail Authority (Metra) in 1983 which replaced the WSMTD and other regional transit commuter rail districts. With taxing funds available, Metra began shopping around for replacement locomotives for the aging BN E unit fleet. The end was in sight when, in 1989, Metra ordered 22 F40PHM-2's from EMD. In 1992 the units began arriving and one-by-one the E's were put in storage, with the last running on October 16,

1992. In succeeding years they would be sold off, but amazingly, many still survive, with some seeing service in transit districts, railway museums and as business train power for several Class 1 railroads (see the roster listing on the previous page for dispositions).

Information for this article came from BN's *Chicago Com-muter Operations* in the January 1999 issue of **The BN Expediter**, Bob Del Grosso's *Burlington Northern Locomotive Directory 1992*, the *Burlington Northern Annual* series published by Motive Power Services, F. Hol Wagner Jr., editor, personal notes from Dennis Popish and Hol Wagner, and web pages:

www.chicagorailfan.com/ros7bn.html

bn9900.hubpages.com/hub/History-of-the-EMD-E-Unit



BN 9900 pulling an express to the far western suburbs blasts past the Fairview Avenue station in June of 1980. Photo by Dave Poplawski.



(above) BN 9901 brakes for a station stop at Highlands Station towards the end of the commuter rush. BN and Metra reapplied nose stripes and BN cascade green during the late 80's and early 90's. The westbound train is seen at 6:15 PM on June 13, 1989. Photo by William Miotek.

E9A Specifications

Horsepower.....	2,400
Weight	330,500 lbs
Length	70 ft 3 in
Width.....	10 ft 8 in
Height.....	14 ft 11 in
Fuel Capacity	2,400 gal
Sand Capacity	22 cu ft
Cooling System	436 gal
Lubricating Oil	330 gal
Prime Mover	Two 12-645E's
Main Generator	D-25
Traction Motors	D-77
Gear Ratio.....	55:22
Starting Tractive Effort	82,500 lbs
Continuous Tractive Effort.....	23,500 lbs
Maximum Speed	79 MPH
Minimum Continuous Speed.....	31 MPH
Brake System	PS-68

(below) BN 9902 leads a westbound express down track 2 through La Grange, IL on May 14, 1986. The BN 9902 is one of two E-units (the other is BN 9920) which have "frog" lights on the front roof of the cab. I never observed the lights on, but believe the small lights have a white color. Photo by William Miotek.





BN 9903 is wrapping up its trip in the middle of the Eola yard, slowing in preparation to taking the switch into the Hill Yard. Photo by Dave Poplawski.



BN 9905 pauses to board and detrain passengers at the Hollywood station in Brookfield, IL, known as Zoo Stop. The station passenger sheds were constructed to look like many of the rock displays for the animals at the nearby Brookfield Zoo. The Zoo is about a 10 minute walk north from the station. The dinky is paused at 12:50 PM on the last day of December in 1990. Photo by William Miotek.

BN9904. Photo by Gary Olszewski. CB&Q Zephyr Pit coachyards in Chicago. Date unknown.





BN 9906. Photo by Gary Olszewski. CB&Q Zephyr Pit coachyards in Chicago. Date unknown.



BN 9907 heads east on Main 2 from La-Grange, IL to Union Station at 1:47 PM on April 17, 1990. On occasions when traffic or maintenance was under way on the triple-track, the commuter trains would occasionally board on main 2 during non-peak times, such as on the weekends. Photo by William Miotek.



BN 9908 slows for its stop in Downers Grove on a frigid January 1981 day. Photo by Dave Poplawski.



BN 9910 is on the point of an express to Downers Grove and will shortly cross over to the left track prior to its stop. July 1981. Photo by Dave Poplawski.



(below) BN 9911 rests over the weekend at the Hill Coach Yards in Aurora, IL on August 19, 1990. Nice shot of the roof detail. Photo by William Miotek.



BN 9912. Photo by Gary Olszewski. CB&Q Zephyr Pit coachyards in Chicago. Date unknown.



BN 9913. Photo by Gary Olszewski. CB&Q Zephyr Pit coachyards in Chicago. Date unknown.



BN 9914 pushes a morning commuter train east under the former CB&Q signal bridge in Riverside, IL in March of 1992. 1992 would see the last regular operation of the BN E9 rebuilds in Chicago commuter service for Metra. The E's would run one last hurrah in October of 1992 dubbed a Farewell to the E's, where three of the remaining E's were used to pull trains between Union Station and Aurora and back. Photo by William Miotek.



BN 9915 dropped its last passenger at Fairview Avenue, then crossed over to the south track and pulled back into the station to pick up more passengers for the trip downtown. August 1978. Photo by Dave Poplawski.



BN 9916. BN ran double-header commuter trains during the rush hours during the later years from time to time, sometimes to balance power needs. Often times there could be one set during the rush hour with two BN E's on the point. BN9916 and BN9900 lead an express commuter through Western Springs, IL at 5:03 PM on September 29, 1992. This was the photographer's last rush hour session with the E's leading the commuters. Many of the other trains during the rush hour by this date had already been replaced with the invading F40PHM-2s. Photo by William Miotek.



BN 9917 flies past a stopped local with an express to the far west suburbs. June 1980. Photo by Dave Poplawski.

BN 9918 has slowed considerably to pass a couple of workers cleaning a switch on the middle track. January 1981. Photo by Dave Poplawski.





BN 9919 pulls in to the Congress Park station in Brookfield, IL to detrain passengers on May 24, 1991 near the end of the evening rush hour. The E-unit for some reason was not operating its headlight, and still has its red marker light on, even though the train was traveling west towards the photographer. The small Congress Park station only sees trains stopping during the rush hours and on weekdays. On weekends the dinkies bypass this intermediate stop. Photo by William Miotek.



(below) BN 9920 departs Brookfield, IL headed to Aurora on May 28, 1989. This is a weekend commuter train due to the "lengthy" 3-car gallery car consist. The train is passing along the siding/yard lead from the Congress Park Yard. Photo by William Miotek.

BN 9921. Photo by Gary Olszewski. CB&Q Zephyr Pit coachyards in Chicago. Date unknown.





BN 9922 is accelerating through the Highlands station stop in March of 1992. The E's days were numbered at this point, as the Metra F40PHM-2s were on order. Photo by William Miotek.



(below) BN 9923 leads a westbound dinky through Western Springs, IL at 2:03 PM on March 30, 1991. During the Persian Gulf War, the E's received the United States flag decals and wore them until their retirement. Photo by William Miotek.



BN 9924 glides into the La Grange Road station at 1:53 PM on March 29, 1986 on a weekend commuter run. Photo by William Miotek.

What Next?

Beyond the additional content mentioned above, there are still some things we will be trying to accomplish with social media in the coming weeks and months to provide a better experience for both members and visitors. Facebook is continually changing, and with that brings new challenges and capabilities we have available...or not. For example, when the **FOBNR** Facebook page was first created, we had a list of everyone who "Liked" the page, which was useful for us with trying to promote and encourage membership. Now, because of security changes that capability no longer exists. We are in the process of creating a Facebook "Group", which is more of a membership-based tool that will permit an easier way to post photos and give us the ability to communicate directly with our membership. (We are piloting this group now, so by the time you read this you may have received an invite!) Beyond that, we may look into other social media sites such as Instagram, Pinterest, and others. We will continually evaluate tools that will enhance our membership experience, our ability to learn more about the history of BN, and our enjoyment of closely tied hobbies like railfanning and model railroading relating to the BN and BNSF.

Participation

Regardless of the social media methods employed, it is absolutely imperative that we have our membership involved. The beauty of this technology is the interactive and "organic" nature of what results from a group with common interests coming together. We know that all of our members have photos to share and stories to tell. And then there is the fellowship among members, with the ability to chat and conduct threaded discussions about railroad topics. The camaraderie that develops at the conventions can be extended and nurtured via technology. Which in turn should also strengthen the experience of the conventions as well.

Media Rights and Proper Credit

The wonderful capabilities of being able to share photos and videos and the like also presents a bit of a challenge for social media sites. The free flow of information often encourages participants to be "overly free" with the posting of photos and other intellectual property that does not belong to them or has not been properly authorized for sharing. The expectation is that the membership of the Friends of the Burlington Northern Railroad should be responsible stewards of the organization and always err on the side of caution when sharing photos and other copyrighted materials. So this means that unless you took the photo yourself or have direct authorization from the source or their estate, do not post it online. The exception is the doctrine of "fair use" by which you can use portions of copyrighted works in certain cases.

The concepts of copyrights and fair use cannot be covered adequately here, but suffice to say if you feel like you

are simply copying someone else, you're probably not within the realm of fair use. This should not be construed as legal advice, but an example of what might be considered fair use would be a question posed about the arrangement of a certain detail on a freight car. If you researched online and found an example of this freight car, you would be able to crop that particular detail from the photo to properly demonstrate the answer, but you could not post the entire photo without permission. The general guideline is 10% of a work, so that if you showed 10% of a copyrighted photo or painting or video it would be permissible in certain circumstances. Again, more understanding of fair use can be found online. If you have any doubts as to what is appropriate, it is suggested reading before participation with any **FOBNR** online offering.

Your Part

So now you are armed with a little history, a little understanding of the goals of **FOBNR** social media, and some education about copyrights and fair use. Now, what are you waiting for? Check out the Facebook page and follow @fobnr on Twitter, and let's see those BN photos you have!

Doug Andreason

E9 Models

Here is a list of manufacturers of E8s and E9s. With only a little work the E8s can be modified to be E9s.

Z Scale: Ajin

N Scale: Walthers / Life-Like (Proto-2000), Broadway Limited Imports, Kato

HO Scale: Walthers / Life-Like (Proto-2000), Broadway Limited Imports, AHM / IHC / Riverossi (same tooling), Cary (Bowser) - cast metal A unit shell only, Overland, Union Terminal Imports

O Scale: MTH, Key Imports (brass - 2-rail), K-Line

G Gauge: Aristo Craft

Here's a shot of a brass BN E8 that could easily be converted into an E9 in commuter service. More information at www.union-terminal-imports.com.



Omaha Region

People are the Backbone

The Cascade green cars with the big Burlington Northern logo, the rail stretching for thousands of miles, the terminals, and repair shops and office buildings and signal towers and classification yards are all there for everyone to see and admire. But to Richard Armand Beulke, the towering (6 feet, 4 inches), pipe-smoking vice president of BN's Omaha Region, people, not buildings, track, rolling stock, or hardware, are the backbone of a railroad.

Omaha's personal records show 4,000 individuals on the regional payroll, and each one, to Beulke, is a vital force in supporting and expanding railroad operations that extend from the western borders of Iowa and Missouri across the plains of Nebraska to South Dakota, Wyoming, and Colorado.

"I have never been in an area where people are so qualified," he says. And as a man whose first assignment for the BN on M-Day was vice president of personnel, he speaks with considerable authority. Beulke has already mounted a campaign to tap this exceptional reservoir of railroading talent.

"I want all of our employees to think for themselves and to take an original look at their jobs," he says. "This doesn't mean we may end up running locomotives down highways," he chuckles. "But we do want a constant stream of information and ideas flowing up as well as down."

Beulke is also an ardent advocate of civic involvement, and his own background offers evidence. His string of affiliations fills almost a solid single-spaced page and lists such positions and honors as mayor of Livingston, Montana; Lieutenant Governor of Montana District, Kiwanis International; and member of the Public Affairs Committee of the Chamber of Commerce of the United States.

Born in St. Paul in 1924, Beulke studied engineering at the University of Oklahoma and economics at the University of Minnesota. He joined the NP's Traffic Department in 1942

only to be yanked out by the military a year later for a tour of duty that included the invasion of Southern France and the famous "Battle of the Bulge." He returned to railroading with the NP, where he worked his way up from claims agent to corporate secretary and eventually director of personnel. He became the BN's first vice president of personnel on M-Day, and on October 1, 1970, he was appointed to his present position as vice president of the Omaha Region.

His offices and the offices of his chief lieutenants, veteran railroaders Walker Johnston, assistant vice president—operations, and Larry Kiser, assistant vice president—regional sales manager, are in Omaha's modernistic Capitol Plaza Building.

The Region's operating hub is some 60 miles distant in Lincoln, the site of a large classification yard along with a maintenance center for more than 360 diesel locomotives. A suburb (Havelock) of the cornhusker state's capital city is also the location of one of the BN's principal car building and repair shops. The Lincoln Yard, built, as Beulke describes it, "in a different era" is undergoing a major renovation to relieve congestion and expedite transcontinental traffic. Expansion plans call for six new receiving tracks and other needed improvements.

Another freight classification yard and diesel service center is located 500 miles westward at Denver. The mile-high city is also the home office for The Colorado and Southern. (The Fort Worth and Denver is based in Fort Worth.) The C&S connects with the BN at Wendover, Wyoming and provides the start of the nation's only single-railroad thoroughfare from Puget sound to the Gulf of Mexico.

Grain and grain products are number one in the commodity parade originating within the Region's Lincoln and Alliance Divisions. Sharing carload honors with wheat, corn and sorghum grains are livestock, sugar beets, processed food products, and manufactured goods.

"There has been a much greater traffic density in our region since the merger," Beulke says. "And I think we've provided much better and much faster service through our flexibility in choosing the best routes. One shipper told me he had never seen so many cars."

Beulke is obviously pleased with these developments. But perhaps most gratifying to this enthusiastically earnest executive is the performance of the people who are making it all possible.

Portland Region

Small in Size... Great in Promise

Mrs. Harry J. Surles, wife of the new vice president of the Burlington Northern's Portland Region, is by now just getting the feel of her 19th home since World War II. Not that she objects to this latest move that has meant a significant promotion for her husband and a return to the city where her parents live. Nor is Harry too upset. He was born in the Pacific Northwest (Everett, Wash.), attended the University of Oregon, and spent his early years of railroading on the Great Northern's Klamath Division.

So both are obviously elated about a move that takes them back to fond and familiar territory.

Surles, a thin, lanky, and taciturn westerner, began his railroading career some 39 years ago as a summertime section laborer on the GN. Such employment was almost expected of him since his father was a conductor with the GN for 30 years.

He didn't stay long in the Klamath Division, however. In 1941 he was appointed assistant to the division superintendent at Minot, N.D., and later that same year became transportation inspector of GN's lines east of St. Paul. This service was interrupted by World War II, and duty as an officer with the Military Railway Service in Africa, Italy, France and Germany.

Returning to the GN, Surles subsequently served as a trainmaster at Sioux City, Iowa, Whitefish, Mont., and Spokane, Wash. In 1952 he became general safety supervisor at St. Paul, in 1955 superintendent of GN's Butte Division at Great Falls, Mont., and in 1958 head of the Willmar Division at Minneapolis. By the time of the merger and his first BN assignment as assistant vice president—transportation, he had been the GN's general superintendent of transportation for eight years.

His move to Portland came on May 1 of this year and followed the retirement of Nephi S. (Jim) Westergard, a 47-year veteran of Pacific Northwest railroading.

The Region itself is a sizeable and profitable entity, with 2,400 miles of track embracing nearly all of the former

Spokane, Portland & Seattle Railway system.

The 938-mile SP&S was conceived in 1905 by James J. Hill as a joint enterprise of the Great Northern and the Northern Pacific. The initial objective was to build a direct line down the Columbia River from Spokane, and this was accomplished on March 11, 1908 when crews from east and west met at Sheridan's Point, 50 miles east of Portland, to hold their own "last spike" ceremony. Included in the SP&S system are two subsidiary railroads—the Oregon Electric and the Oregon Trunk, which forms part of the "Inside Gateway" route between Washington and California.

Like its colorful neighboring region to the north, the Portland Region offers an unmatched landscape that sweeps eastward in incomparable grandeur from the spray-lashed seacoasts of Oregon and the rugged Cascade Range to the awesome deserts and dry-land farms of eastern Oregon, Washington and Idaho.

Oregon, of course, as the immense geographical center of operations, is the great provider of freight, most of it lumber, plywood, wood chips, paper goods, and other products of the timberlands in the heavily forested state. Oregon leads the nation in the value of forest products, and this top-rung status has helped to elevate the BN into one of the forest industry's leading carriers.

A burgeoning export-import trade adds to the Portland Region's importance. Grain, destined for the Orient and other Pacific ports is the leading commodity flowing into the "City of Roses" over BN rails.

The Region has a strategic quota of traffic expediting facilities—the necessary car repair, diesel shop, freight transfer and yard facilities, including one of the BN's biggest—the extensive yards and freight transfer facilities at Pasco, Wash. now undergoing major expansion.

Administrative headquarters are situated in Portland's American Bank Building, and here, on the 13th floor with a beautiful view of a beautiful city is where Surles and his two top assistants vice presidents—Jerry Wicks, operations, and Tom Rowley, marketing and sales, have their offices.

It's a little early yet for Harry Surles to pinpoint his priorities, but he has made it clear that one point of emphasis will definitely be improvements in car utilization. "Our Region," he says, in his direct and to-the-point way, "is almost always short of cars. This hurts us. It hurts the economy of the Region. So we intend to do something about it."

Portland may be the smallest of BN's six regions (paradoxically, its single division is the largest of the 16 in the entire system), but to Harry Surles and his 3,600 fellow BN railroaders in the Region, it's the one with the greatest potential.

Modeling an E9 in O Scale

by Kevin Lynch

When I was a kid, I used to go with my Grandmother every day to pick up my aunt from the Stone Avenue Station in La Grange, Illinois. Armed with my Fuji 110 camera, I would take pictures of everything that passed me on the rails. At the time, I didn't think much of it; that someday, those E9s would be gone.

Fast forward 25 years, and the love for the "commuter queens" is still going strong.

A few years ago, I made the jump from HO scale to O scale. Tired with all the "ready to roll" engines and the shortage of detail parts, I decided that I wanted to go big, and go custom. My first project? My beloved BN E9.

In the past, I had built a few of these units in HO scale, so I knew what needed to go where. Now it was just a matter of finding, or rather making, parts for O scale.

Step One – an E8

I was able to acquire a pair of Weaver E8s on Ebay and split the set up with a friend in an effort to relieve some of the financial agony that is buying O scale. Using some Chameleon paint stripper, an empty Clorox Wipes bottle and a little patience, I was able to remove the factory paint.

Step Two – Details

These units are heavy on the roof details. The external cooling pipes are made with 3/32" tubing and some HO scale stanchions I had lying around. I cut out the dyno hatch and built cooling fans using .040 styrene and some fans I got from a Red Caboose GP9 kit. The HEP box was built the same way.

For the mufflers I used 1/4 brass tube and bent it into an oval shape. I then filled them in with Gorilla glue, put some block styrene over the ends and placed them in a vice for a week to dry. After they were dry, I filed them into shape and used 3/32" aluminum tubing for the end pieces. The side skirt was removed and all grab irons were hand bent using .019" wire. The side step on the conductor's side was hand made by using .020 styrene. For the beacon and antennae, I used parts made at my local hobby shop – DesPlaines Hobbies. The fuel tank was taken from a Weaver U25B that I purchased from a friend.

Step Three – Painting & Decals

After putting down a layer of Testors Primer, I was able to install the Archer louvers on the car body. A second coat of primer was used to seal them in place.

I then sprayed on Testors Reefer White and used painters tape to tape out the stripes on the sides and nose of the engine. Testors BN Cascade Green was applied and allowed to dry. Then the engine was masked off again before

applying the Testors Semi-Gloss Black paint. Finally, I used grime, white, and light rust dry powders to add some grime and dull coated the entire engine.

Walthers made a decal set that was close to this paint scheme, but it was with black numbers and white only stripes. A close match was the Microscale Burlington Northern natural gas locomotive and cryogenic tender set (48-153). It gave me the green and white numbers I needed and the BN logo for the body of the engine. The safety stripe on the front was hand painted using a mix of Testors International Orange, Caboose Red, and Reefer White.

In all, I had a lot of fun building this unit – not just for the physical act of building it, but also for the memories of my childhood that it evoked. If O scale trains are supposed to be reminiscent of your youth, then why not customize them as a tribute to your own?



Back Cover Photos: Three units on the point was exceedingly rare. On August 30, 1992 the *Farewell to the BN E's* special ran from Chicago to Aurora and back behind BN #9902, #9913, and #9921. Also rare is the middle E-unit facing east. Photo by Bernard J. Miotek. **Inset photo:** A grab shot of three units (#9918, #9920, #9908) on a regularly scheduled dinky. I wasn't planning on taking a picture until I realized that there were three units, so by the time I stopped my car and got the camera out the train was by me. June, 1980. Photo by Dave Poplawski.



BN 9925 pulls into the Downers Grove station. June 1980. Photo by Dave Poplawski.



A close-up of the nameplate on the cab of BN 9925 shows one of the winners of the "name the locomotive" contest. March 1982. Photo by Dave Poplawski.

