

# *The BN Expediter*

Volume 23, Number 3

July 2015



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.

# Friends of the Burlington Northern Railroad

PO Box 271, West Bend, WI 53095-0271

[www.fobnr.org](http://www.fobnr.org)

A 501(c)3 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.

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.

## Directors

John Adams, MD; John McKenzie; David Poplawski;  
Gary Seymour; Larry Stephens

## Officers

President . . . . . John Adams, MD  
Vice President . . . . . Dave Poplawski  
Secretary . . . . . Gary Seymour  
Treasurer . . . . . Jeff Hendricks

## Editor / Associate Editor

Dave Poplawski / Mark Demaline

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. The BNSF Railway mark, Burlington Northern marks, the Frisco mark, and the Burlington Northern Santa Fe Railway marks are licensed marks owned by BNSF Railway Company and are used with permission.*

## 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. Articles are compensated at \$25/page of text; contributors of photos will receive one free copy if an **FOBNR** member, two if not.

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 either:

Dave Poplawski, Editor	Mark Demaline, Assoc. Editor
7733 Copper Corner Drive SE	29658 Schwartz Road
Caledonia, MI 49316	Westlake, OH 44145
pop@mtu.edu	conductor7@aol.com

Copyright 2015 by the Friends of the Burlington Northern Railroad. All rights reserved.

## 2016 All-BN Calendar Call for Photos

2016

Your  
Photo  
Here

Friends of the Burlington Northern Railroad

The **Friends of the Burlington Northern Railroad** is soliciting photo contributions for its second all-BN calendar. If you send in a photo and it is used in print you will get a free calendar.

Submit a high resolution scan of one or more of your favorite Burlington Northern photos (sorry, no BNSF) to Kent Charles at [kdcharles@q.com](mailto:kdcharles@q.com). A committee of members will review the submissions and make a final selection of photos for publication. Photos of the BN in scenic locals, action photos, structures or unusual equipment are welcome. Photos taken between March 2, 1970 and December 31, 1996 are preferred. Submit a photo to help your society and see yourself in print. Have a question? Send Kent an email or give him a call at 303-589-9146.

All sustaining members who renew for 2016 will get a free calendar. All other members may purchase one at a reduced price. Ordering information will appear in the October issue of *The BN Expediter* and on the 2016 membership renewal form.

Kent Charles

## In This Issue

BN Locomotive Chronicles 1988 . . . . .	4
Bakken Oil and the BNSF (part 3) . . . . .	10
BN / BNSF Covered Hopper Photo History (part 2) . .	16

**Cover Photo:** The last SD-45 to leave BN's roster leads an all SD-45 powered westbound freight past the station at Belton, Montana (also the west entrance to Glacier National Park, which is visible behind the train) in June of 1972. At this point the unit still has 16 more years of service to go. Note the third unit is still in CB&Q's experimental pre-BN paint scheme. Photo by G. J. Bolinsky, from the Ken Ardinger collection.

## Information/Photos Needed

### Then and Now

Do you have a photo of someplace on the BN or BNSF from many years ago, and over time that place has changed. Then go out and take another photo of the same place from the same vantage point, and send us both along with any information you can give us about the change (e.g., why the change, or what happens differently there now versus then). We'll publish them as a "Then and Now" article.

### Right Of Way

In the January 2015 issue, Peter Ferch encouraged us to document the current status of various BNSF lines in his Right of Way article about the Browns Valley Subdivision in western Minnesota. Is there subdivision near you that you could take a few hours to shoot the existing trackage and rail-related industries? If so, get out there this summer and shoot, then do a short write-up and send it in. We can provide associated information, like a timetable page, a schematic drawing, etc. to round out the article.

In addition, here's what's planned for upcoming issues and what we could use to improve the articles:

### October, 2015

**BN Rocky Mountain Days.** Dave Burns writes about his recollections as Division Superintendent of the Rocky Mountain Division of the Billings Region from 1972-74. We're looking for photos of the BN during that time in this area to accompany the article. The lines included are the main lines from Laurel to Sandpoint, Idaho (both the river and the Evaro Hill routes), the main line between Logan and Garrison through Butte, the main line from Laurel to Casper, Wyoming, and associated branch lines (check the **FOBNR**

employee timetable web pages from 1972-74 for exactly which trackage is included).

**Kansas Local.** Mark Steenwyk describes the current operation of the *Spring Hill Local* that works the Ft. Scott Subdivision between Lenexa and La Cygne, Kansas. Extra photos of the local are always appreciated.

**BNSF Inspection Car.** Markus Zoschg documents his construction of an HO scale model of BNSF Inspection Car #80, the *Rio Grande River*. If you have any photos of this car, especially as an SP Bilevel commuter car prior to its conversion to an inspection car, we'd love to use them.

### January, 2016

**Rocky Mountain Division succession.** Earl Currie took over for Dave Burns when Dave was transferred west, and in this article Earl chronicles his experiences from 1974 to 1975. We're looking for photos of the BN during that time in this area to accompany the article.

**Sweetgrass Subdivision.** Mark Demaline documents the trackage and especially the many grain elevators along the line. If you have any information or photos along line from Great Falls to Sweetgrass, Montana, please send 'em in.

The **FOBNR** web page now has a link to all the articles that are in progress for future issues of *The BN Expediter*. Check it at [www.fobnr.org](http://www.fobnr.org) and contribute if you are able.

## Sustaining Members

On behalf of all our members, the **FOBNR** Board of Directors would like to take this opportunity to thank our sustaining members for 2015. Their generous contributions to the finances of the **FOBNR** has helped us to continue furthering the goals of our organization.

### New Members

Joel Schuknecht 15-010  
(address withheld  
by request)

Bruce Morrill 15-012  
(address withheld  
by request)

Scot DeVries 15-011  
221 Netherlands Road  
Trail, OR 97541-9612

Robert Learmont 15-013  
117 S Sargent Ave #7  
Glendive, MT 59330

### Available from the BRHS

The **Burlington Route Historical Society** announces that its 50th Burlington Bulletin will have a comprehensive history and operations of the 1936 Denver Zephyr, its predecessor the Advance Denver Zephyrs and brief coverage of the trainsets use on the Texas Zephyrs. It will be available for purchase from the BRHS's Company Store ([www.BurlingtonRoute.com](http://www.BurlingtonRoute.com)).

John Adams  
Doug Andreason  
Jim Archer  
Joseph Beasley  
Tom Bentley  
William Brown  
Jay Burkgart  
David Burns  
Kent Charles  
Gayle Christen  
Kenneth Cocherell  
Craig Connell  
Earl Currie  
Mark Dennis  
Duane Durr  
Micheal Farley  
Peter Ferch  
Roger Field  
Wade Griffis

Bill Harvey  
Mark Herrick  
Jesper Kaae  
Bruce Kane  
Steve Koberstein  
James Koretsky  
James Kreger  
Devyn Kukowski  
Dennis Lutz  
Alan Matchett  
Alan Meyer  
William Miotek  
Allen Moore  
David Obetz  
Dennis Popish  
Dave Poplawski  
T. Michael Power  
Emery Rahm  
Richard Rehn

Richard Rink  
Kim Saign  
Bob Sanchez  
Harlan Schmidt  
Gary Seymour  
Brian Shedd  
Dennis Shogren  
Patrick Slater  
Bryan Smith  
David Smith  
Charles Sted  
Mark Steenwyk  
Lawrence Stephens  
Burr Stewart  
Thomas Synovec  
Charles Taylor Jr.  
John Tenerowicz  
Galen Thomaier  
Aric Van de Vord  
Gary Wlodarczyk

# Burlington Northern Locomotive Chronicles 1988

by Dave Poplawski

The major event of 1988 was the initiation of a major 4-axle motive power remanufacturing program. It would eventually encompass 189 units, upgrading worn-out GP30's, GP35's and GP40's to GP39-2 and GP40-2 standards, with work being out-sourced to Morrison-Knudson (M-K), EMD, and VMV Enterprises.

The program began when BN ordered ten GP30 rebuilds, six GP35 rebuilds and nine GP40 rebuilds from M-K in late 1988, but not all were completed that year. Not having enough of its own GP30's and GP35's available, BN went on the market for used power, picking up eight units from the Union Pacific, Southern Pacific, Seaboard and Cotton Belt (SSW).

When rebuilt, the GP30's and GP35's took on the designation GP39M, with the M standing for M-K, who did the work. The GP40's became GP40M's. When EMD and VMV joined the program in 1989 and 1990 (respectively), EMD's units became GP39E's and GP40E's, while VMV's became GP39V's (VMV did no GP40 rebuilds).

M-K was chosen to do the initial work as it was recognized as the leading contract locomotive rebuilder at the time. As Bob Del Grosso writes in his BN 1980-1991 Annual, "Morrison-Knudson set the standards for the program..." Specifications developed by M-K after working out some bugs in the first few units were then applied to the entire program, including units eventually rebuilt by EMD and VMV.

The rebuilds would cost BN over \$600,000 each. This included new dash-2 electrical systems, upgraded or rebuilt prime movers, generators, alternators, traction motors, radiators and air compressors. Carbodies and frames were sandblasted and repainted. Trucks were overhauled. Units without dynamic brakes prior to rebuilding had them added.

## New Units

GE B39-8E

8567-8599

Painted for LMX



LMX 8582, from the last batch of LMX units built for BN, heads up a train near Castle Rock, Colorado on July 27, 1988. Photo by Tom Hoffmann from the Keith Ardinger collection.

### GP39M Specifications

Horsepower .....	2,300
Weight .....	256,000 lbs
Length .....	56 ft 2 in
Width .....	10 ft 4 in
Height .....	15 ft 7 in
Fuel Capacity .....	2600 gal
Sand Capacity .....	46 cu ft
Cooling System .....	251 gal
Lubricating Oil .....	243 gal
Prime Mover .....	16-645D3
Main Generator .....	D-22
Alternator .....	D-14
Traction Motor .....	D-67
Gear Ratio .....	62:15
Starting Tractive Effort .....	64,000 lbs
Continuous Tractive Effort .....	51,000 lbs
Maximum Speed .....	66 MPH
Minimum Continuous Speed .....	12 MPH

### GP40M Specifications

Horsepower .....	3,000
Weight .....	274,000 lbs
Length .....	59 ft 2 in
Width .....	10 ft 2 ½ in
Height .....	15 ft 2 ½ in
Fuel Capacity .....	3600 gal
Sand Capacity .....	56 cu ft
Cooling System .....	254 gal
Lubricating Oil .....	243 gal
Prime Mover .....	16-645E3
Main Generator .....	AR-10A
Alternator .....	D-14
Traction Motor .....	D-77B
Gear Ratio .....	60:17
Starting Tractive Effort .....	68,000 lbs
Continuous Tractive Effort .....	54,000 lbs
Maximum Speed .....	77 MPH
Minimum Continuous Speed .....	15 MPH

### Rebuilds

#### GP30 Converted to GP39M

BN Number	Previously
2800	BN 2250
2801	UP 827
2802	UP 840
2803	SSW 5007
2804	SP 5012
2805	SBD 1309

#### GP35 Converted to GP39M

BN Number	Previously
2875	BN 2509
2876	SP 6617
2877	SP 6588
2878	SP 6555

#### GP40 Converted to GP40M

BN Number	Previously
3500	BN 3006
3501	BN 3007
3502	BN 3017
3503	BN 3024
3504	BN 3026
3505	BN 3027
3506	BN 3028
3507	BN 3029
3508	BN 3030

1988 also saw the delivery of the remaining 33 LMX B39-8E's from the 1987 order. A few new fuel tenders were also added to the roster (FT 49-58 and 67).

A few oddities appeared in 1988 too. Several C30-7's and SD40-2's appeared with white numbers on red number boards, indicating that, as an experiment, those specific units were using a different type of lubrication oil. GP38-2 2348 showed up with the words "Ser-

vice by Design" in large white letters on the long hood (editor's note - if you have a photo of this unit showing the lettering, please let us know).

Labor problems resulting from the SD60 power-by-the-hour" leasing scheme were alleviated by the formation of "Electro Northern", a new company that purchased BN's North Kansas City diesel shop and staffed it with an equal

...continued on page 9



GP39M 2804, originally SP GP30 #7402, then renumbered to 5012 before being remanufactured by M-K in December 1988. Shown here in Longmont, Colorado on August 17, 1991. Photo by Vince Porreca from the Keith Ardinger collection.



GP39M 2875, along with GP39M 2803, in Madill, Oklahoma on September 17, 1989. Photo by Rick Morgan from the Ken Ardinger collection.



GP40M 3502 looks sharp at Northtown, Minnesota only a week after leaving Morrison-Knudsen. Photo taken on September 27, 1988 by Jim Shepard, from the Keith Ardinger collection. Sadly the unit only lasted about three years. It was in a wreck and was scrapped in 1991.

# The Last of its Kind

The last SD45 left BN's roster in 1988.



On March 19, 1988 SD45 6494 was sold to Piolet Brothers and eventually wound up on the Wisconsin Central where it served for many more years. This was the last of 175 SD45's BN rostered over the years, including 50 inherited from the NP, 27 from the GN, 21 from the CB&Q, 7 from the C&S, plus 70 it bought itself in 1971. This was one of the units it inherited from the CB&Q. Photo taken on September 16, 1978 in Vancouver, Washington by Ken Ardinger.



You can't always believe everything painted on the side of a locomotive. On January 10, 1981 Ken Ardinger took this shot of the 6494 stencilled as an SD40! Was it a tiny mistake at the Havre diesel shop?

## Units Leaving the Roster

Model	Number	Disposition
GP9	1717	Sold to the MRL
	1879	Sold to the MRL
GP20	2015	Sold to the Smith Brothers
U30C	5802	Sold to the City of Gillette, Wyoming
SD40	6300	Wrecked, scrapped
SD40-2	6377	Sold to the MRL
SD40C	6395	Sold to the MRL
SD45	6494	Sold to the Piolet Brothers
ET-1	ET-1	Sold to the Azcon Corporation
ET-2	ET-2	Sold to the Azcon Corporation

ET-1 and ET-2 both left the BN in 1988. This shot, taken in March of 1988 in Superior, Wisconsin, shows the 2 units coupled together but separated from their "mates" (SW1200's 178 and 179 respectively), just prior to their sale to Azcon. Photo by Tom Dorin.



continued from page 5...

number of ex-EMD and BN employees. The Oakway units 9000-9099 would be maintained here. The LMX units were already being maintained in Lincoln by BN employees under GE supervision.

Power short, BN leased over 40 units from various railroad and leasing companies. Included were 13 GP40's, SD45's, SD40T-2's and SD50's from the D&RGW, ten SD9's and SD18's from the DM&IR, seven GP40's from Kyle, nine

SD38-2's from GATX, and 3 SD9's and GP39-2's from Helm Leasing.

Not surprisingly, very few units left the roster in 1988 (ten) as BN needed just about everything that was in working order.

Information for this article came from Bob Del Grosso's *Burlington Northern Locomotive Directory 1992* and *Burlington Northern 1980-1991 Annual*, issues 87, 88, 89 and 90 of *Extra 2200 South*, and Joe Shine's *Burlington Northern... into the 90's*.



C30-7 5040 with white numbers on red number boards indicating the units were using a different, experimental lubrication oil. BN would use the same distinction a few years later to indicate certain types of horsepower-increased rebuilds. September 11, 1988. Photo by Ken Ardinger.



GP9B 604 was rebuilt as a cabless (booster) from GP9 1818 in 1982. Brian Ambrose photographed it (above) in Sandpoint, Idaho on May 8, 1986. Shortly thereafter it was modified for use as a shop switcher at the Havelock car shops by adding a makeshift cab and equipping it for remote-control operation. It was designated as "RC Control Derrick, Locomotive" in BN's roster. The photo below shows it at work in Lincoln, Nebraska on March 13, 1998. Photo by Jim Shepard from the Keith Ardinger collection.



# Bakken Oil and the BNSF

## (Part 3 - Infrastructure)

The first new major oil loadout in the Bakken region starting originating unit oil trains in 2009, but it wasn't until 2011 that several more loadouts came on line and the oil boom really started for BNSF. The sudden explosion in traffic along the Glasgow Subdivision, and to some extent along the Jamestown and Dickinson Subs, caught BNSF unprepared. Without enough track capacity, power, and crews to handle the oil, and with coinciding increases in grain and coal movements in the area adding to the problem, service suffered and customers were unhappy. Then came the severe winter of 2013-14 in the plains and upper midwest, and BNSF was in big trouble.

Unfortunately, management wasn't able to read the tea leaves and invest in infrastructure soon enough to meet the demand. As Matt Rose said in an interview with Fred Frailey in the August 2014 issue of Trains Magazine, "We take what the market gives us and build into it. Our mistake was to miss the demand by a year.

The solution? Build, build, build. BNSF spent \$220 mil-

lion in 2013, \$506 million in 2014 and will spend \$326 million in 2015 on infrastructure in North Dakota alone. The single biggest project is the double tracking of the Glasgow Subdivision from near Minot to Snowden, Montana (the Gassman Coulee trestle area just west of Minot appears to be staying single tracked). Some of double tracking has been finished, some will be completed this year, and the project should be wrapped up in 2016.

Considerable maintenance of way work has and will be done along all the existing tracks in North Dakota. This includes resurfacing and undercutting of over 4000 miles of track and replacing over 500 miles of rail and over 1.1 million ties. Upgrading signalling to support PTC (Positive Train Control), mandated by the federal government, will also occur along several lines.

The photos that follow document some of the activity along the Glasgow Sub in the past year. Thanks to Amy Casas and Amy Mcbeth of BNSF for providing the capital spending information used in this article.



## Bridges



Many new bridges, most of the small ones over creeks and small rivers, had to be built to support the new main line. One of the larger bridges over the Des Lacs Reservoir was under construction on September 29, 2014. Photo by Micheal Farley. The inset photo shows the bridge from track level on June 9, 2015, with approach trackwork still to be completed. Photo by Al Christianson.

## North Dakota Capital Spending

### Glasgow Subdivision

Double track between Gassman and Snowden (which is just barely into eastern Montana).

### Crosby/Niobe Subdivisions

Upgrade the line between Berthold and Northgate to serve new grain and oil terminals just inside Canada..

### Dickinson Subdivision

Extend several sidings.

Create a new siding.

Expand the capacity and classification capability of the Dickinson yard.

Convert signaling from TWC to CTC.

### Jamestown Subdivision

Extend several sidings.

Create new sidings.

Convert signaling from TWC to CTC.

### Devils Lake

Raise ten miles of track over Devils Lake by one to five feet.

Improve six sidings.

Convert signaling from TWC to CTC.

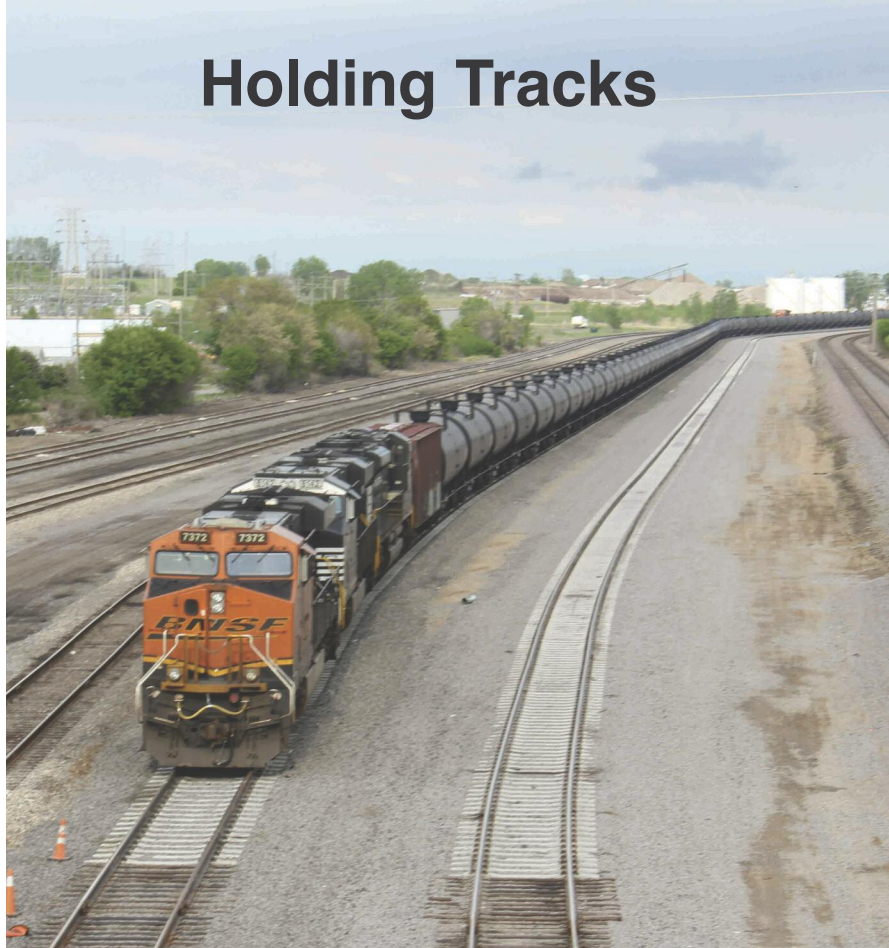
### Hillsboro

Create a new siding.

Convert signaling from TWC to CTC.

Improve the connection between Devils Lake and Hillsboro Subs near Grand Forks.

## Holding Tracks



Trains were pouring into the Glasgow Subdivision faster than the available trackage, loadouts and crews could handle them, so BNSF built holding tracks at both ends to park trains until they could be accommodated. Above, westbound empties with NS run-through power sits on the middle of three holding tracks that were rebuilt and extended in downtown Minot to accommodate modern trains on July 2, 2014 (photo by Micheal Farley). Below, an eastbound intermodal is leaving one track of the new three-track holding area, named Whatley, a couple of miles east of Glasgow, Montana on October 17, 2014 (photo by Jim Orr).





Between Blaisdell and Berthold is the new second main (left) and the siding and signals at a new location named Tagus (roughly milepost 31). June 9, 2015, photo by Al Christianson.



New panel track is awaiting installation at the crossing just west of Ross causeway at CP 635. May 26, 2015, photo by Micheal Farley.



Mains 1 and 2 and sidings are labeled in many areas in this manner, as here at Blaisdell. May 26, 2015, photo by Micheal Farley.

# d Signals



The main lines looking east at Blaisdell. The existing mainline is at center, the new main one is to the left, and a frac sand siding is at right. In the distance is East Blaisdell, which was the west end of double track for a time in 2014. The telephoto lens shows the hill and dale territory from Minot to Williston. May 26, 2015, photo by Micheal Farley.



An example of a main line jog, here looking east towards Tioga. The existing mainline is on the right in the foreground, and left in the background. The existing main track was cut and realigned here resulting in the jog. This will also need to be done between Des Lacs and Lonetree, since the new Des Lacs River bridge is south of the existing structure, while the new track at Lonetree is north of the existing main. Another example of a jog will also exist just west of the Ross causeway. May 26, 2015, photo by Micheal Farley.



Grading is complete and signals installed at Epping for the new main track that will run east towards Ray. Epping was the traditional east end of two main tracks through the Williston area. May 26, 2015, photo by Micheal Farley.



The frac sand facility at Berthold, just north of Hwy 2 on the Crosby branch. It can unload 100 cars a day and has storage capacity for 6,600 metric tons. It employs two EMD switchers which appear to be former NS SW1500's. May 26, 2015, photo by Micheal Farley.



The frac sand facility at Blaisdell. Sand is loaded directly from hopper car to truck using the portable loader on the left. Sand is also unloaded from hopper cars and stored in the large silos for future loading into trucks. May 26, 2015, photo by Micheal Farley.



BNSF ships pipe used to collect and move oil from the well heads to the loadouts, storage areas, and even out of the area (i.e., competition). These loads are at a supply area next to the Berthold frac sand loadout. May 26, 2015, photo by Micheal Farley.



## Grade Crossings

New tracks means new grade crossings. Parts for a new crossing (below) await installation at Blaisdell (above). May 26, 2015, photo by Micheal Farley.



# BN and BNSF 3-Bay Covered Hopper Cars: A Photographic History

by Mark Demaline

Part 2:



In Part One, we presented a selection of photos of BN 3-bay covered hopper cars, and now continue with some photos of BNSF cars. And we've included photos of a pair of

unique cars which came into the grain fleet after the BN and Santa Fe merger, as some of their last revenue trips were made handling grain on former BN lines.





BNSF 421953, ACF, 4650 cf, at Shelby Montana on BNSF, October 8, 2001. Photo by Mark Demaline.



BNSF 434319, P-S Butler, 4740 cf, blt 1967, at Shelby Montana, on BNSF, October 8, 2001. Photo by Mark Demaline.



BNSF 403350, ACF, 4650 cf, at Berea Ohio, on NS, on April 19, 2007. Photo by Mark Demaline.



ATSF 39001-39002, 2 of 3 "Super Hopper" articulated cars, built by Thrall. Each car had 16,200 cf capacity and was 166'7" long. They were loaded at Conrad Montana on BNSF, and here westbound on BNSF at Craig Montana, October 13, 1999. Below is a close-up of one of the units in Conrad two days prior. The cars remained in service at least until 2007. Both photos by Mark Demaline.



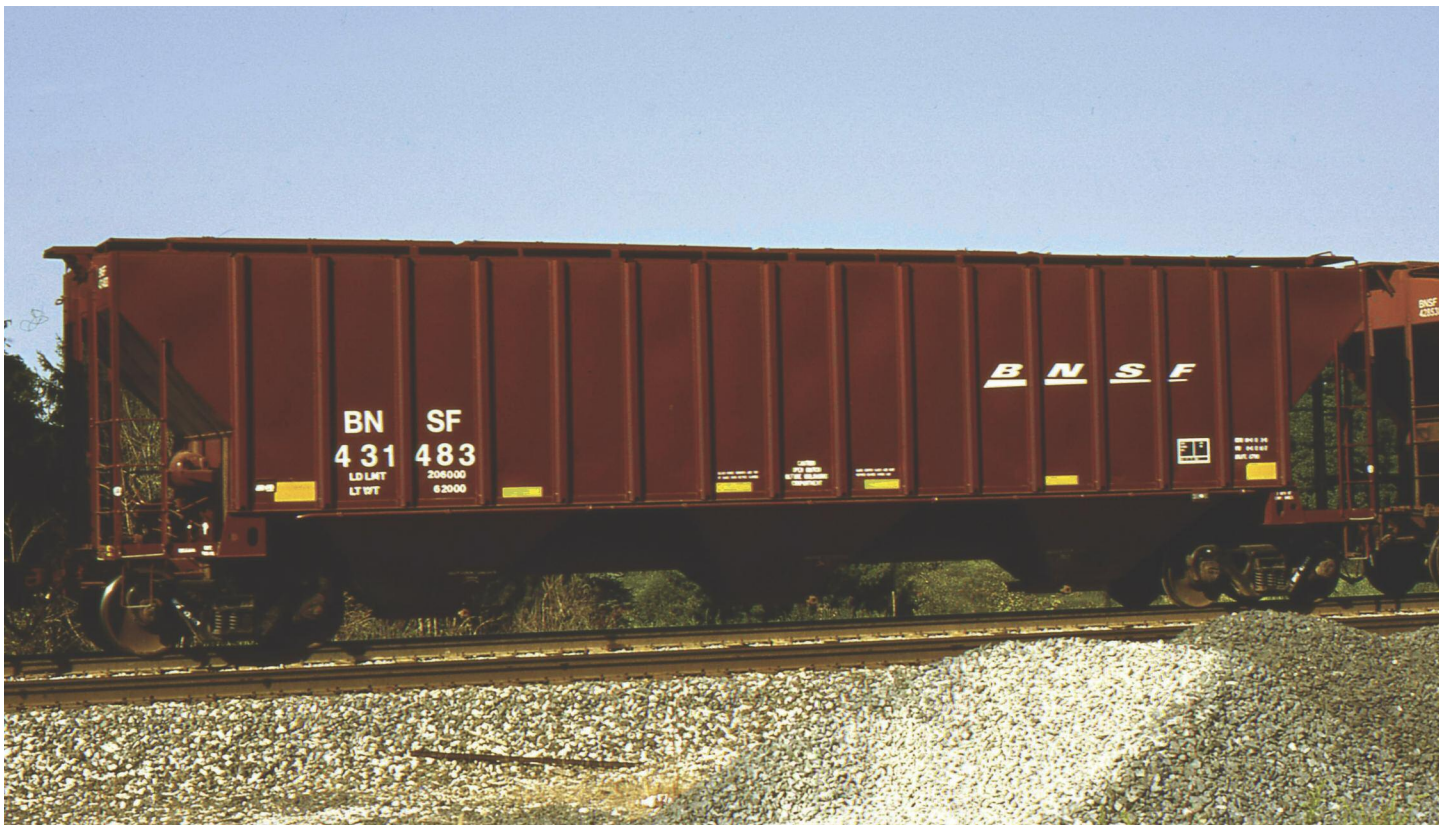
BNSF 423860, ACF, 4650 cf, blt 1966. Ex-GN. At Sterling Ohio, on CSXT, August 2, 1004. Photo by Mark Demaline.



BNSF 433130, P-S Butler, 4740 cf, blt 1967-68, at Grafton Ohio, on CSXT, July 8, 2001. Photo by Mark Demaline.



BNSF 450618, Johnstown America, 5161 cf, blt 2000, at Wellington Ohio, on CSXT, July 2001. Photo by Mark Demaline.



BNSF 431483, Thrall, 4750 cf, at Greenwich Ohio on CSXT, August 13, 2006. Photo by Mark Demaline.



Three BNSF covered hoppers are being loaded at the classic elevator at Cleveland, North Dakota, right next to BNSF's ex-NP mainline on September 27, 2010. Photo by Mark Demaline.

## Heritage Cars

In 2012 BNSF started painting new hoppers with logos from its nine predecessor roads, eventually completing 3 of each for a total of 27 cars. This page contains photos of one of each, fresh from the paint shop at Havelock, Nebraska and taken by BNSF shop employees. The photos were provided by BNSF and used with permission. No date information is available.





BNSF eastbound 4423-5480 lead an empty XINBADA grainer at Java East Montana, near Essex, as they climb towards the summit of Maria Pass, on October 12, 2002. Photo by Mark Demaline.



A train of brand new "Swoosh logo" cars, including BNSF 480617, is near Morris Minnesota, on the BNSF. It is June 7, 2005, and these 5161 cf cars have just arrived from builder Trinity Industries for their first load cycle. Photo by Mark Demaline.



Westbound BNSF GABATAC9, led by 961-837 has a solid "Earthworm" set of cars at East Bison Montana, on October 9, 1999. Photo by Mark Demaline.



An eastbound XINBDIL empty grain train heads up the hill outside Shelby Montana, behind 4336-5336, on October 14, 2002. The Hi-Line is busy during grain season! Photo by Mark Demaline.



Almost new BNSF 495823, 5200 cf, blt by Gunderson in October of 2014.  
Both photos taken on January 18, 2015 in Beebe, South Dakota by Jeff Hendricks.

