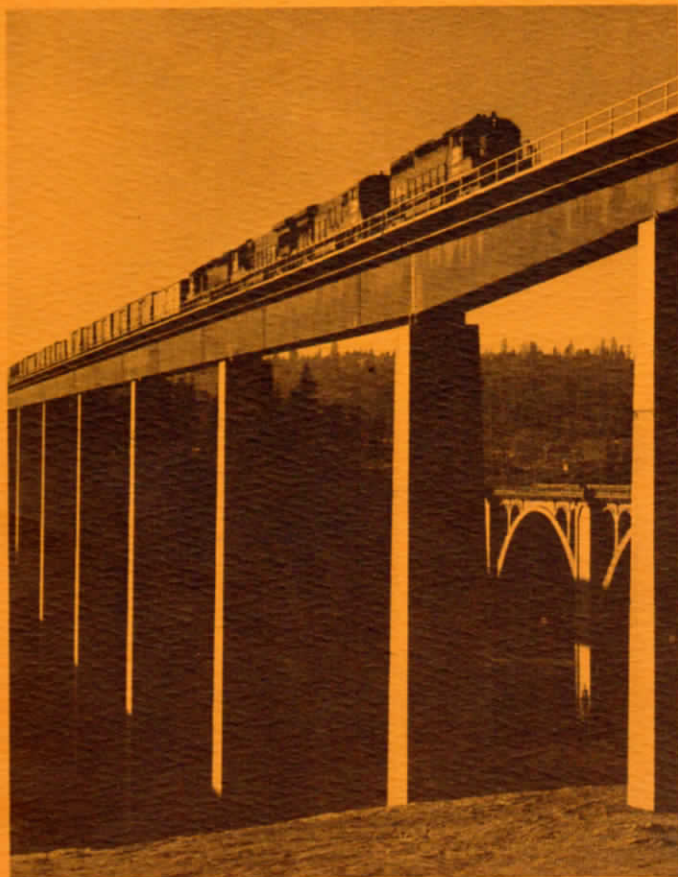


SPOKANE *and* BURLINGTON NORTHERN 1882-1972

COMMEMORATING THE OPENING
OF BURLINGTON NORTHERN'S NEW

Spokane Rail Lines and Bridges

December 6, 1972
Spokane, Washington



**BURLINGTON
NORTHERN**

CONSOLIDATION OF N. P. & G. N. MAIN
LINES BETWEEN SANDPOINT, IDA.
AND SPOKANE, WASH.
SCALE: NONE

EXISTING TRACK SHOWN
CONNECTING TRACK SHOWN
TRACK REMOVAL SHOWN

Spokane and Burlington Northern

Today's "gold spike" ceremony in Spokane marks completion of Burlington Northern's first major construction project — a \$16.2 million line improvement requiring over seven miles of new railroad and eleven bridges.

Ground was broken March 2, 1971, the first anniversary of the merger which formed Burlington Northern. Completion is three months ahead of schedule.

Benefits are many and varied for Spokane, the Inland Empire and beyond . . . for Chicago, St. Louis, Kansas City, Duluth, Superior, the Twin Cities, Houston, Dallas, Denver, Portland, Seattle, Vancouver and Winnipeg . . . for 19 states and two Canadian provinces.

It will mean faster, more efficient rail service to thousands of businesses dependent on transportation. It will help smooth the flow of raw materials going into Spokane manufacturing plants . . . local products on their way to distant markets . . . incoming consumer items, food and clothing, furniture and home appliances . . . automobiles and farm machinery . . . building materials, cement, lumber, shingles, wallboard, paint — all the products of farm, forest and factory, between the West Coast, Great Lakes and Gulf of Mexico.

This project also allows removal of tracks no longer needed along the Spokane River, opening vistas to spectacular Spokane Falls, making land available for redevelopment, renewing the city center.

It will eliminate the multiple tracks across busy Howard Street and sharply reduce train movements over six other grade crossings as those tracks are converted from main line to branch line operations.



About Those Gold Spikes . . .

Spokane became a railroad center more than 90 years ago. The Northern Pacific, one of the predecessors of today's Burlington Northern, constructed 178 miles of track from Connell, Wash. through Spokane and on to Sandpoint, Idaho in 1881. The line went into operation on April 15, 1882.

Final segments of the pioneer line were joined at Gold Creek, Mont., where the driving of a gold spike on Sept. 8, 1883 gave Spokane its first transcontinental railroad.

In 1892 the dynamic "Empire Builder," James J. Hill, thrust his new Great Northern all the way from Montana Rockies to the Cascades. The driving of a ceremonial spike near Scenic, Wash. on Jan. 6, 1893 completed Hill's railroad to the Pacific and gave Spokane its second transcontinental line.

The two historic competitors later became the "parents" of two other railroads. In 1901 the GN and NP jointly purchased more than 97 per cent of the stock of the Chicago, Burlington & Quincy, a major midwestern line. Four years later they joined forces again to form the Spokane, Portland and Seattle Railway. Gold spike ceremonies west of Stevenson, Wash. on March 11, 1908 marked completion of the SP&S.

Putting It All Together . . .

Burlington Northern was created March 2, 1970 through merger of these early trail blazers — the CB&Q, GN, NP and SP&S — resulting in a network, including affiliated lines, of approximately 26,000 miles of railroad.

Studies had been started in 1956 of various methods for consolidating duplicated facilities through this hub of the Inland Empire. No other city on the system was to witness in such a dramatic way the physical union of former company lines. This project would be symbolic of the momentous BN merger.

The goal was to establish a single routing for through trains with direct, efficient connections for Spokane switch yards.

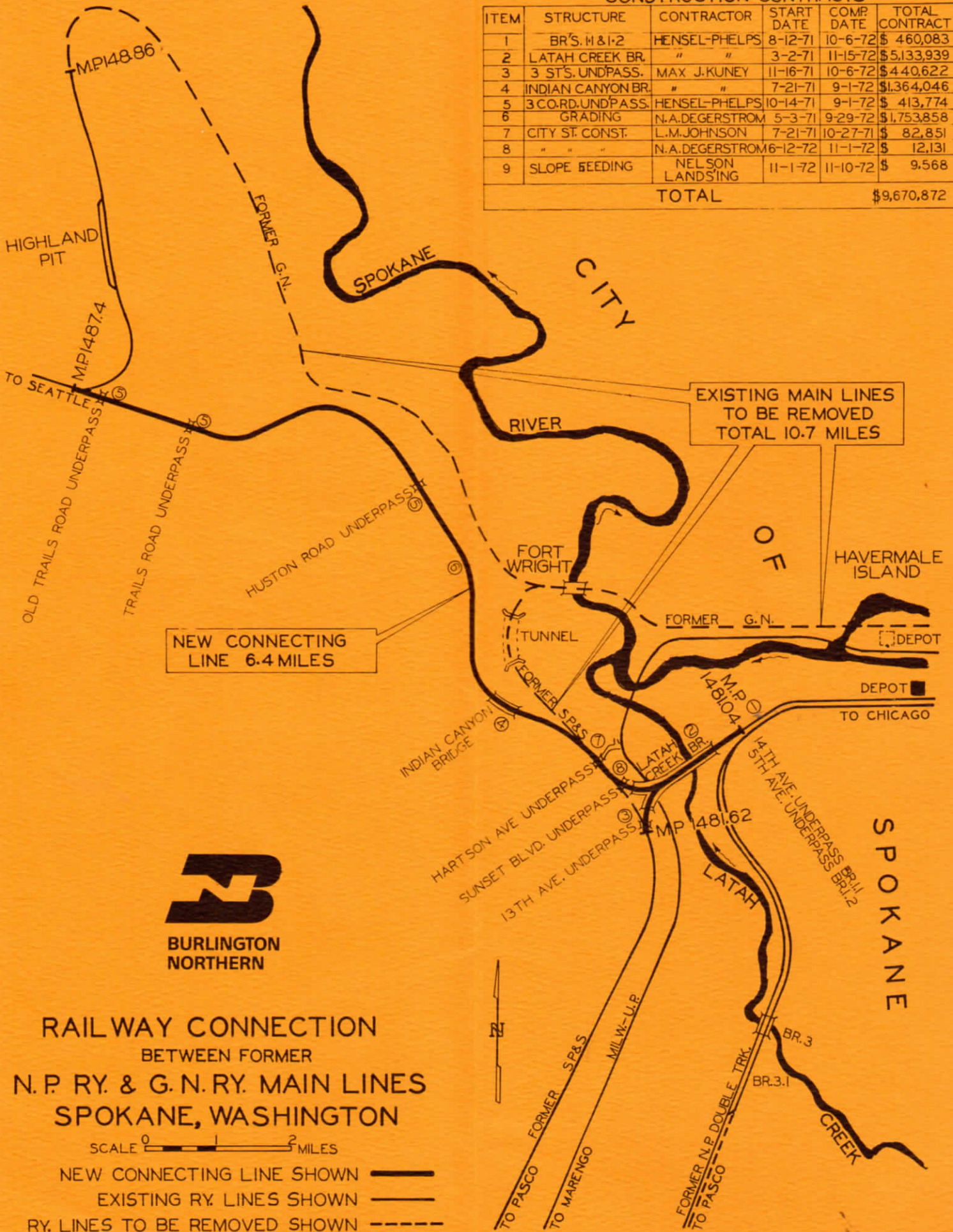
By October 1962, five possible routes had been selected. All but one required a new bridge over Latah Creek and that one failed to eliminate much of the duplicated trackage. Engineering studies compared variable factors such as distance, cost of new construction, curvature of track, grades, cost of maintenance and effect on train schedules.

Spokane civic leaders and businessmen recognized the advantages that would result from merger of the various lines and supported the proposal. It coincided with Spokane's plans for a 100th anniversary celebration which later developed into the international ecology fair, Expo '74.

A route was selected and details of the bridges and connecting lines announced in Spokane on June 4, 1970. At that time Burlington Northern officers set March 1, 1973 as a target date to terminate all operations over Havermale Island, focal point for Expo '74.

CONSTRUCTION CONTRACTS

ITEM	STRUCTURE	CONTRACTOR	START DATE	COMP. DATE	TOTAL CONTRACT
1	BR'S. 11 & 12	HENSEL-PHELPS	8-12-71	10-6-72	\$ 460,083
2	LATAH CREEK BR.	" "	3-2-71	11-15-72	\$5,133,939
3	3 ST'S. UNDPASS.	MAX J. KUNEY	11-16-71	10-6-72	\$440,622
4	INDIAN CANYON BR.	" "	7-21-71	9-1-72	\$1,364,046
5	3 CO. RD. UNDPASS.	HENSEL-PHELPS	10-14-71	9-1-72	\$ 413,774
6	GRADING	N.A. DEGERSTROM	5-3-71	9-29-72	\$1,753,858
7	CITY ST. CONST.	L.M. JOHNSON	7-21-71	10-27-71	\$ 82,851
8	" " "	N.A. DEGERSTROM	6-12-72	11-1-72	\$ 12,131
9	SLOPE BEEDING	NELSON LANDS'ING	11-1-72	11-10-72	\$ 9,568
TOTAL					\$9,670,872



**BURLINGTON
NORTHERN**

**RAILWAY CONNECTION
BETWEEN FORMER
N.P. RY. & G.N. RY. MAIN LINES
SPOKANE, WASHINGTON**

SCALE 0 1 2 MILES

- NEW CONNECTING LINE SHOWN
- EXISTING RY. LINES SHOWN
- RY. LINES TO BE REMOVED SHOWN

Latah Creek Showcase . . .

Burlington Northern gave special attention to the esthetics of the new Spokane bridges.

Two of the nation's largest and best known engineering firms submitted proposals. Selected was a design by Howard, Needles, Tammen & Bergendoff calling for 35 concrete piers topped by weathering steel composite girders, graceful and compact, without the angled bracing commonly found on heavy duty bridges.

The 2,000 tons of structural steel in its 37 spans will acquire a rich brown patina on prolonged exposure. The tapered rectangular piers are designed to collect rain and melting snow at the top, discharging drainage downward through their core to avoid any discoloration of pier surfaces.

With approaches, the structure is 4,260 feet long. The top of rail is 212 feet above Latah Creek.

In all, ten new bridges had to be built and one existing bridge raised to higher grade. The second longest is the high, curving 930-foot long Indian Canyon structure with box girder design and nearly 1.5 million pounds of structural steel.

Third in length is the 600-foot Mission Ave. - Spokane River bridge designed by Burlington Northern's own engineers to link former yards of the GN and NP. It's four center spans, weighing 707,000 pounds, were floated into place on pontoons.

Building the Railroad . . .

Spokane and Burlington Northern negotiated a donation-exchange package for the new railroad right of way. The city obtained most of Havermale Island as an outright gift. It also took over the former GN depot, built in 1902, and five bridges.

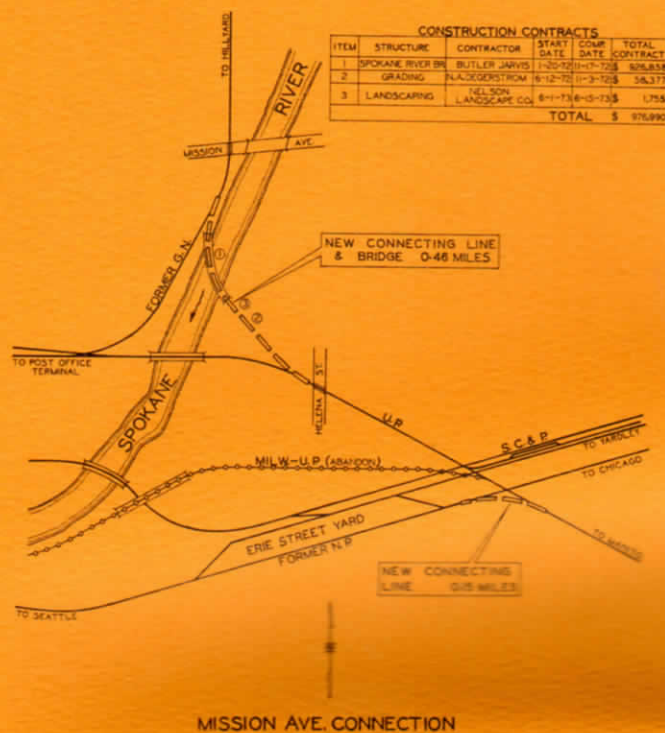
Through land exchange BN obtained 22 acres owned by the city in the Rimrock Drive area and nine acres adjacent to Indian Canyon Golf Course. The remaining right of way was purchased.

Grading and excavation of more than 1.3 million cubic yards of fill prepared the roadbed for BN forces to place ties and ballast and construct the track.

Welded, quarter-mile long "ribbon" rail, weighing 115 pounds per yard, was laid on most of the new line with 132-pound rail used on bridges and curves. The planning took months. Mechanized alignment and spiking of the 6.4 miles west of Spokane took BN forces only 10 days.

A switch near the center of the Latah Creek bridge, to be known as Latah Junction, is electrically operated by the Centralized Traffic Control (CTC) dispatcher in the Spokane station. A dozen other remote CTC switches are included on the project west of Spokane and four more for the Mission Ave. line connections.

The north leg of the giant "Y" connects Spokane with Wenatchee and northwestern Washington. The south leg leads to Pasco, Yakima, Portland and beyond.



Hot Shot to Chicago . . .

Train No. 82, first to pass Latah Junction after today's "gold spike" ceremony, originates in Seattle with Chicago-bound merchandise, arriving in the Windy City with less than 70 hours time in transit. With four diesel-electric locomotives and as many as 100 cars it can deliver 7,000 tons of freight. It carries U.S. mail, frozen fish, vegetables and other perishables, forwarder merchandise, automobiles, trailers and containers, paper and newsprint, aluminum, canned goods, lumber and certain other priority loads. In order to maintain its fast schedule to Chicago, it picks up additional cars only at Everett, Wenatchee, Spokane, Whitefish, Mont., Minot, N.D. and the Twin Cities.

May We Introduce . . .

Burlington Northern is more than a railroad, more than locomotives, boxcars, yards and computers. It is more than land, timber, oil, coal and minerals.

Burlington Northern is people.

They are engineers, brakemen, conductors, dispatchers, secretaries, salesmen, mechanics, accountants, carpenters, electricians, doctors, lawyers, geologists, foresters, farmers, thinkers, planners and doers.

They are neighbors. Here in Spokane Burlington Northern is approximately 1,850 employees with an annual payroll of \$20 million.