

NORTHERN PACIFIC MERGER INTO BURLINGTON NORTHERN

This clinic documents the last five years of Northern Pacific motive power operating out of Pasco, Washington, before the railroad's merger into the Burlington Northern. A selection of 35-mm color slides between 1966 and 1970 is shown.

In 1966, no public knowledge existed regarding the pending merger of the GN, NP, SP&S and the CB&Q into the BN. The last of NP's FT's are shown being serviced in Pasco together with a broad representation of other first-generation NP diesels including those of the SP&S. Types illustrated include General Motors' SW2, SW7, F3, F7, F9, GP7 and GP9 models. Also shown are Alco S2's, S4's, RS2's and RS3's. NP's second-generation diesels, including freshly painted General Electric U-25-C's and U-28-C's, appear together with SD-45's from GM.

In the 1968-69 time frame, the essential certainty of the future merger brought many locomotives into Pasco from the other merger partners. With GN, SP&S and CB&Q units mixed into locomotive lash-ups, the previous dominance of the NP signature on operations was already fading. The clinic ends with the first appearance of trains hauled by solid blocks of newly painted BN units in Cascade green, black and white colors signifying the successful completion of the merger and the passage of the NP into the past.