

Spotlight on: ATSF / BNSF / PRLX SD75s



Guest Writer: Thierry Auzeric (3 April 2018)

Craig Walker photo at Fullerton, California

ATSF No.	1st BNSF No.	2nd BNSF No.
ATSF SD75M #200-250	BNSF #8200-8250	BNSF #200-250
** BNSF 249(1st) & 250(1st) re-#d to "BN" 249 & 250		
--	BNSF SD75M #8251-8275	BNSF #251-275
--	BNSF SD75I #8276-8299	BNSF #276-299
--	BNSF SD75I #8300 & 8301	BNSF #249(2nd) & 250(2nd)

There has been some mixup between these four units, so for clarification:

- 249:1 is ex ATSF 249 SD75M (<https://www.flickr.com/photos/granitefan713/25528190527/>)
- 250:1 is ex ATSF 250 SD75M (<https://www.flickr.com/photos/140863574@N07/38215765174/>)
- 249:2 is ex BNSF 8300 SD75I (<https://www.flickr.com/photos/98498023@N05/37109521594/>)
- 250:2 is ex BNSF 8301 SD75I (<https://www.flickr.com/photos/90374018@N02/30437920306/>)

Dispositions and Other Info

- Lease expired on BNSF 200-250 including BN 249:1 and BNSF 250:1, except for 227 (bad order engine) and 233 (fire damage). Interesting note is that they also returned 257 and 249:2 (ex 8300, now PRLX 2490), swapped for 227 and 233 respectively.
- PRLX acquired 200-201, 203-208, 210-217, 219-221, 223-224, 226, 228, 231-232, 234-248, 249:1, 249:2(2490), 250:1 and 257.
- NS bought BNSF 202, 209, 218, 222, 225, 229, and 230 (became NS 2800-2806)
- BNSF kept 51 SD75s, including:
 - BNSF 227
 - BNSF 233
 - BNSF 250:2
 - BNSF 251-256
 - BNSF 258-299
- 45 have been/are getting overhauled by Progress Rail. Those 45 are 251-256, 258, 260-271 and 273-298 (42 are in service). #287, 290 and 291 have not been released by progress rail, yet.
- The 6 remaining units are: 227 and 233, stored bad order at Topeka, 250:2 (ex 8301), 259 (H2), 272 (H2) and 299, harvested of parts, and to be eventually scrapped. (#259, 272, 299 previously seen at MAC awaiting work).

PRLX note: The following locos are leased to:

- CN: PRLX SD75M 200, 201, 203, 204, 205, 208, 211, 214, 219, 235 and 236
- KCS (mostly to cover for SD70mac update work): PRLX SD75M 206, 207, 212, 215, 216, 217, 220, 221, 223, 226, 231, 232, 234, 238, 239, 242, 243, 244, 245, 248, 249:1,& 250:1 along with PRLX SD75I 2490 (BNSF 249:2, ex 8300).
- NS (to cover for SD70acc work): PRLX SD70MAC 9551-9564 (all in BN paint, except 9564 in H3)

Unknow status (sighted): 257 (<https://www.flickr.com/photos/kcstrainman1/26910220149/>)

Others : 210,213,224,228,237,240,241,246,247 (probably still stored, or waiting shop time at Mayfield)

See (<https://www.flickr.com/photos/lrmyers/36874037004/in/dateposted/>) (<https://www.flickr.com/photos/lrmyers/36914684833/in/dateposted/>) (<https://www.flickr.com/photos/lrmyers/36874038614/in/dateposted/>)

(Some of this information is old news, but I wanted to add some precision.)

These poor BNSF SD75's have spent most of their lasts years in and out storage line, being orphaned on the massive BNSF roster and having some of the highest failure rate of the fleet. Some of them have not rolled a wheel in revenue service for years, stored waiting for heavy work that will likely never come, as they are not prime power to the railroad anymore. So seeing that BNSF has decided to pour some money into their remaining SD75's is nice (some SD60m are also to be overhauled).

I am going to miss the warbonnet and BNSFbonnet of these units, but H4 scheme look's good on them. At least they are to stay in service, on local assignement mostly. It's also nice to see the PRLX units put to good use, finally, and not turnad into razor blade (thanks tiers 4...) Sad also to see long lines of stored SD70macs, but with 800+ units on roster, hope BNSF will put most of them into an enlarged MACe program.

Reference sources Info and photo proofs were picked up here and there, but mostly on trainorders.com, Flickr, CanadianRailwayObservations, Railpictures.net, rrpicturesarchives.net among others... Credit goes to original authors. I just compilled the data into something mangaeable.

Submitted by:

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BNSF