

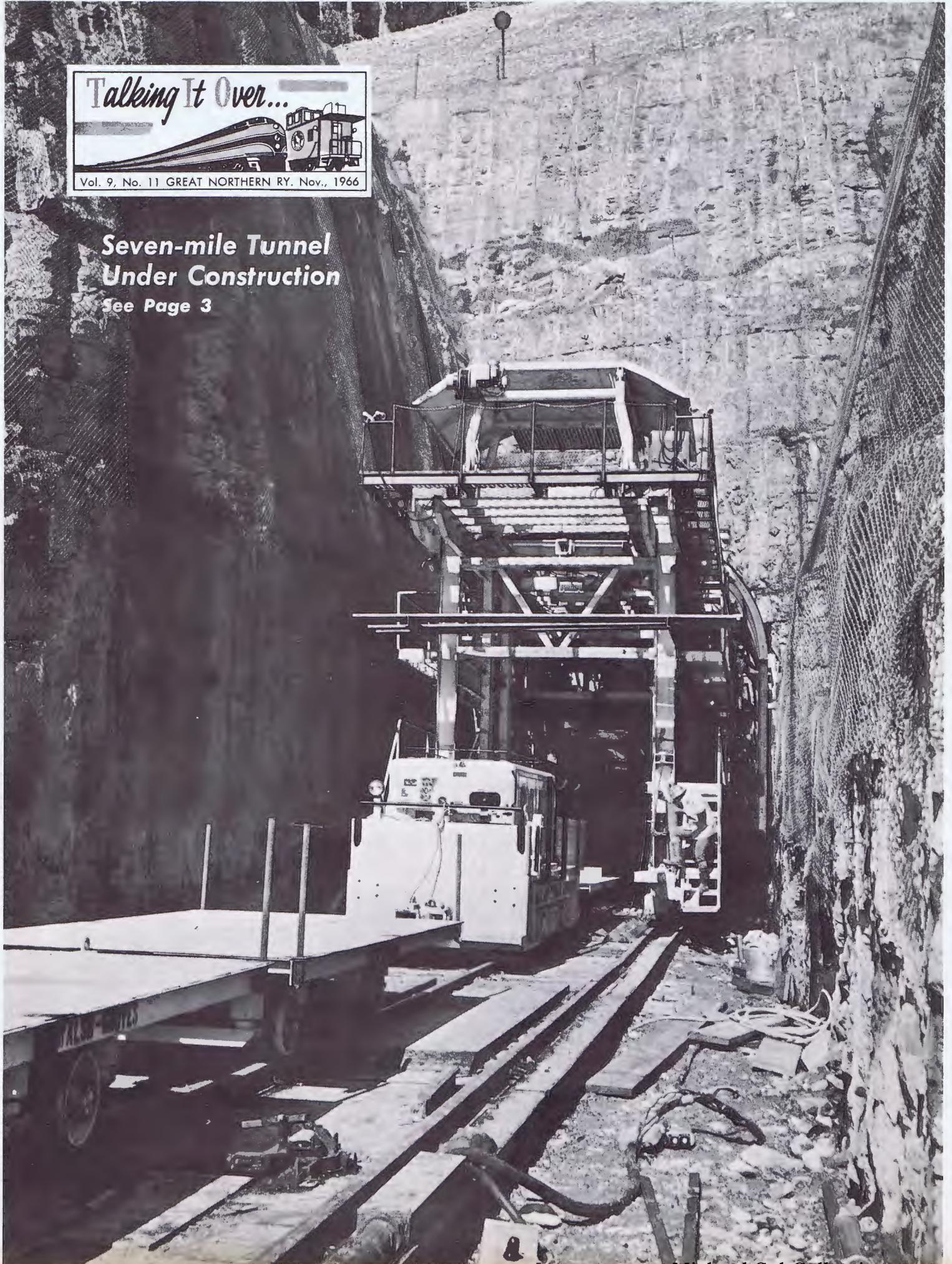
*Talking It Over...*



Vol. 9, No. 11 GREAT NORTHERN RY. Nov., 1966

## **Seven-mile Tunnel Under Construction**

**See Page 3**



# Milwaukee Road, North Western Announce Support Of Northern Lines Merger

The decision of the Milwaukee Road and the Chicago and North Western railways to support the proposed merger of GN, NP, CB&Q, and SP&S lines "presents possibilities of tremendous future benefits for users of rail transportation in the regions served by the four lines," President John M. Budd said on October 26.

His statement followed the announcement that the Milwaukee Road and C&NW were advising the Interstate Commerce Commission that they were withdrawing their opposition to the consolidation. The two roads have their own merger pending before the ICC.

## 'Action Gratifying'

Speaking for the four merger-seeking lines, Budd said, "The action of the North Western and Milwaukee is gratifying and of extreme importance to our efforts to obtain Interstate Commerce Commission approval of our petition for reconsideration of the merger plan. The conditions offered the Milwaukee and North Western in the reconsideration petition have been spelled out in separate written agreements with those companies."

The agreements detail the implementation of conditions accepted by the Milwaukee and C&NW. The replies of the two companies to the GN, NP, and Burlington petition for reconsideration (TIO, Vol. 9, No. 8) included copies of the agreements.

"Approval by the ICC of conditions offered by the applicant companies to the Milwaukee and North Western would result in a substantial increase in railroad competition in the Northwest," said Budd. Thirteen traffic gateways on the northern lines in four states would be opened for competition with the Milwaukee and C&NW.

Our president emphasized the importance to shippers and producers of the anticipated savings to the northern lines through merger, now estimated at \$32 to \$37 million annually.

"Literally hundreds of shippers and producers have consistently supported our consolidation proposal," Budd stated. "The merger will enable us to provide faster freight schedules between Chicago and the Pacific Coast.

"Savings through merger would also finance new construction, costing millions of dollars, and an immediate benefit to shippers would be the availability of more freight cars through the pooling of the equipment of the four applicant lines."

Budd emphasized that the petition for reconsideration advised the ICC that GN, NP, and Burlington have signed agreements with labor organizations which provide that "the merger need not result in the layoff of a single employee who is in their employment as of the date of the merger."

Commenting on the merger application of the Milwaukee, and C&NW, GN's president said that the agreements between those companies and the Northern lines provide that in event NP, Burlington, and GN are permitted to merge, the newly-consolidated company will intervene in the North Western and Milwaukee case only to request the standard operating and traffic conditions customarily imposed by the commission in merger orders.

The province of British Columbia and the public utility commissions (in some cases called public service commissions) of North Dakota, South Dakota, Wyoming, and Nebraska support the merger. The public utilities commissioner of Oregon, who strongly opposed the merger, has reversed his position and has withdrawn opposition. The U.S. Department of Agriculture has also withdrawn opposition providing the ICC approves the merger as conditioned, and the Iowa State Commerce Commission has no objection to the consolidation.

Still opposed are the U.S. Department of Justice, the state of Minnesota and its Railroad and Warehouse Commission, the attorney general of the state of Washington, the Montana Board of Railroad Commissioners, and the Railway Labor Executives Association.

## GN Retirees' RRB Annuities Average \$140 Per Month

About 7,500 retired Great Northern employees were receiving monthly annuities averaging \$140 from the Railroad Retirement Board at the end of 1965.

Some 3,300 of these employees had spouses who were receiving an average monthly payment of \$64. During 1965, 640 former GN employees were added to the RRB's retirement rolls. Their annuities averaged \$158.

According to the board, last year 35,100 employees of the nation's railroads retired on annuities averaging \$155 a month. Of this number, 76 per cent retired because of age and 24 per cent because of disability.



THE first three floors of the exterior of the General Offices have undergone extensive sandblasting and steam cleaning operations.

## General Office Stone Facing Sandblasted

The facade of Great Northern's 49-year-old General Offices building has undergone a \$17,875 beauty treatment.

Sandblasting and steam cleaning operations on GN's half of the Railroad building's first three floors have eliminated 22 years of dirt and grime embedded in the Kettle River sandstone exterior.

Workmen last month sandblasted the stone facing blocks on the building's Fourth Street side and GN's portion of the Jackson Street side, including half of the area formerly occupied by the Federal Land Bank. The bank's quarters were purchased by GN and Northern Pacific in January.

The terra cotta on GN's side of the building was steam cleaned, and the joints between the facing stones were cleaned and tuck pointed. A silicone weatherproofing treatment was also applied to the sand blasted exterior.

GN owns the south half of the Railroad building, completed in 1917, and Northern Pacific owns the north half.

The building was last sandblasted in 1944.

## Wm. J. Quinn Named Burlington President

William J. Quinn was elected president of the Chicago, Burlington and Quincy railway on October 12. He succeeds L. W. Menk who, on October 1, became president of the Northern Pacific railway.

Quinn had been president of the Milwaukee Road since 1958.

Great Northern and Northern Pacific hold controlling interest in the CB&Q.

# Flathead Tunnel Construction Underway

Construction on the second longest railway tunnel in North America is underway.

Equipped with the latest tunnel boring machinery, shift workers are toiling around the clock at the west portal of Great Northern's seven-mile Flathead Tunnel in northwestern Montana.

The tunnel is part of Phase 2 of the 60-mile relocation of GN's main line necessitated by the \$352 million Libby Dam project. Construction on the line relocation began in the Spring and will be carried out in five segments.

Drilling commenced at the west portal on October 3. By the end of the month, tunnel operations reached more than 700 feet into Elk Mountain. Drilling operations on the east portal will begin this month, and the entire tunnel will be completed late in 1970.

Second in length only to GN's 7.79-mile Cascade Tunnel, the Flathead Tunnel will run through several mountains in the Flathead range in a north-south line. The west portal pierces Elk Mountain 1,800 feet below its crest.

The tunnel will be concrete lined and will be 23 feet high from rail to top and 18 feet wide when completed. The contractor is the Walsh-Groves Company of San Mateo, California.

Inside the tunnel, nine air drills, mounted on a giant tri-level platform,

bore holes into the rock for deep placement of dynamite. The platform is rail-mounted and moves along a 400-foot section of hydraulically-operated California floor.

After the dynamite is inserted, the platform is backed away from the blast area. Following the blast, a string of mucking cars, traveling on narrow gauge rails and powered by a small electric locomotive, removes rock and other matter from the tunnel bore to the dumping area.

After the debris is removed, the flooring is then moved into the area cleared by the blast, the platform is moved forward, and drilling operations begin again. The narrow gauge track is then laid in the gap created when the flooring was moved ahead.

With construction crews working three shifts six days a week, drilling was last reported to be progressing at a rate of 35 to 40 feet per day.

Walsh-Groves is operating from base camps at the west and east portals.



DOZER clears rock and dirt at approach to Flathead Tunnel's east portal.

VIEW from top of west portal taken shortly after drilling began shows California floor before it disappeared into tunnel. Walsh-Groves base camp and construction roads are in background.



Photos on this page by Mel Ruder, Hungry Horse News

## Cover Photo

Tri-level, rail-mounted platform is shown atop California floor at west portal of GN's seven-mile Flathead Tunnel, now under construction.

Photo was taken by Mel Ruder, editor and publisher of the *Hungry Horse News*, Columbia Falls, Mont.

## Washington Voters Repeal Train Crew Law

The voters of Washington repealed that state's freight train crew law by the passage of Initiative 233 by a 63 per cent majority on November 8.

The law cost Washington railways more than \$4 million annually because of its requirement that six men be employed on all freight trains over 25 cars outside of yard limits.

More than 70 Trade and Agricultural associations supported Initiative 233. Washington was the only state in the West which still had such a law.



AIR drill bores hole for dynamite charge at west portal tunnel face.



PHOTO shows top of tri-level rail-mounted drilling platform.

## New Elevator Program Begins This Month

Work was scheduled to begin this month on the new elevator program at the General Offices.

The program includes installing four passenger elevators and one freight elevator and extensive remodeling of the offices, main entrance and lobby area.

Initial work will involve replacing the present freight elevator with a new elevator having greater load capacity. Target date for completion of the freight lift is April 1, 1967.

Next Spring, work will commence on the passenger elevators. The entire project is scheduled for completion in January, 1968.

J. W. Hayes, GN architect, said the project may bring some discomfiture to employees in the building. "I hope they will be understanding and patient during the elevator changeover period," he added. Reason for his concern is that two passenger cars must be taken out of service simultaneously as their replacements are installed.

The new Westinghouse elevators will be electric and will have a built-in supervisory system that automatically matches elevator service to demand. Their computing devices constantly direct the operation of all elevators to

meet traffic conditions collectively and individually. The passenger elevator entrances will be 60 inches wide compared with 52 inches of the existing cars.

Normal capacity of the new elevators will be 21 persons and a maximum of 27. Maximum load capacity is 4,000 lbs. and travel speed is 500 feet per minute. The present elevators have a normal capacity of 13 persons with a maximum of 16.

Hayes explained that, while the assembly of the passenger cars doesn't take long, the removal of the old elevator guides and installation of new guides in the elevator hatchway is time consuming. In addition, the contractor must tear out the existing elevator entrances on each floor and construct new portals.

One short-cut the contractor will take in removing the existing hydraulic-powered plunger elevators is to cut the plungers off at the base of the cars, allowing them to drop into their shafts which descend 190 feet below the building.

Other work necessitated by the changeover from hydraulic to electric-powered elevators will be deepening of one elevator pit and raising of the walls and roof of the passenger elevator penthouse.

## GN-sponsored St. Paul Junior Achievers Launch 1966-1967 Business Campaign

Dean Sheldon and Jeff Gorton, officers of EMSTAR, the GN-sponsored St. Paul Junior Achievement company, launched the teenage firm's 1966-1967 business campaign by selling the first shares of stock to President John M. Budd and Anthony Kane, vice president and general counsel.

Kane is president of Junior Achievement of St. Paul, Inc.

The company's name is derived from GN's trans-continental passenger trains, the *Empire Builder* and *Western Star*. EMSTAR is comprised of 25 young business people from 12 different high schools in St. Paul and suburbs and is one of 56 companies sponsored by various St. Paul firms. The firm is capitalized for \$100.

The achievers meet each Monday evening for a two-hour session under the guidance of advisors. At their meetings, the achievers learn the fundamentals of America's system of free enterprise through actual business experiences.

This year's advisors are: Dan Schultz, assistant general passenger agent, Passenger Traffic; Ivan K. Millin, structural

engineer, Engineering department; G. B. Nelson, assistant to manager, Station and Dining Service Accounting; and Gary F. Steinhilbel, assistant secretary and transfer agent, Treasurer's Office.

The company has yet to decide on a product to be marketed.



JUDGING from the reactions of John Budd and Anthony Kane, Dean Sheldon (left) and Jeff Gorton must be natural salesmen. The pair, students at Alexander Ramsey High School, dropped by the General Offices to sell stock in EMSTAR, the GN-sponsored St. Paul Junior Achievement firm. Dean is president and Jeff is vice president-sales.

As part of the entire project, the two revolving doors at the main entrance will be replaced by flush aluminum and glass doors. A second bank of aluminum and glass doors will be erected where the entranceway adjoins the lobby. The double set of doors will reduce drafts and keep the lobby area clean in periods of inclement weather.

Principal features of the new lobby will be a lowered ceiling comprised of acoustic plaster and luminous glass panels. A mottled white terrazzo floor will be laid, and the lobby walls will be covered with grey and white marble panels. Elevator doors in the lobby will be fluted stainless steel while the doors on the upper floors will be finished in baked enamel.

## Alan Boyd Appointed U.S. Transportation Dept. Secretary

Alan S. Boyd, U.S. undersecretary of commerce, has been appointed secretary of the newly-created Department of Transportation, President Lyndon B. Johnson announced on November 6.

Boyd was formerly chairman of the Civil Aeronautics Board. Prior to that, he was chairman of the Florida Railroad and Public Utilities Commission.

The Department of Transportation Act was signed into law by President Johnson on October 15. The bill consolidated, under the cabinet-level Transportation department, the policymaking, promotional, research, and safety functions of Federal agencies dealing with rail, air, and highway transportation.

The new department will have approximately 88,000 employees and an annual budget of more than \$6 billion. It will rank fourth among Federal departments in personnel and fifth in annual expenditures.

## Judge Bars Transportation-Communication Union From Striking Over Station Dualization Dispute

On November 2, U.S. District Court Judge Edward J. Devitt ruled that the Transportation - Communication Employees Union should be barred from striking against Great Northern over its long-standing dispute with the Company involving the dualization of stations.

### Submit Dispute To Special Board

Judge Devitt also held that if the unions would agree to prompt settlement of the issue through Special Board of Adjustment No. 603, he would require the railway to delay any further dualizations. If the union does not agree to this procedure, the Company will be free to proceed with changes in agency assignment while the case is pending before the National Railroad Adjustment Board, to which the railroad had submitted the controversy on October 25.

The judge's action followed the issuance September 21 of a temporary restraining order by which any strike was prevented until the court could hear the parties.

In applying for the injunction, GN asserted that the strike would violate the Railway Labor Act and would repudiate a formal agreement between the railway and the union, negotiated in April, 1966 with the assistance of the National Mediation Board.

The April agreement supposedly concluded the controversy over the right of the railway to dualize stations by assigning agents to work part of each day at different locations where there is not enough business to warrant a full time agent. GN currently has approximately 140 sets of dualized stations.

In recognizing management's right to make such changes, the union withdrew all demands, notices, and claims on the subject. In return GN agreed to increases in compensation for each assignment, retroactive payments totaling \$62,000, and reimbursement for travel and relocation expenses.

These concessions were granted even though it had been previously determined in arbitration proceedings that the railway was free, under its collectively-bargained agreements, to make these assignments without further negotiation with the union.

The union contended that no new assignments of this could be made without their approval, and called a system-wide strike. Faced with the responsibility of maintaining service to customers, the railway sought relief from the court.

The union's position in court was that the changes made by Great Northern

were unlawful because they had not been made with the union's approval. The organization also argued that if it was in error on this point, the issue should go to the Disputes Committee as outlined in the National Agreement of February 7, 1965.

GN objected to referring the dispute to the Disputes Committee because that body's jurisdiction is limited to interpretation of the National Agreement, and because, in its 21-month existence, the committee has failed to decide any of the cases before it. Moreover, the controversy involves the question of whether the dualization of agencies is prohibited by the schedule. The court agreed, and held further that since the Railway Labor Act states that questions of interpretation and application of existing agreements are within the jurisdiction of the National Railroad Adjustment Board or a special board of adjustment, the matter belongs before one or the other of those agencies.

Special Board No. 603 was created jointly by GN and the TCEU in April, 1965 to decide such disputes.

The Transportation-Communications Employees Union represents approximately 1,000 GN employees in the 10, states and two Canadian provinces served by the railway.

## Operating Revenues Rise In 3rd Quarter

Operating revenues and net income in the first nine months of 1966 were higher than in the same period last year, the Company reported to the Interstate Commerce Commission on October 25.

Net income for the opening three quarters this year was \$28 million, equal to \$4.55 per share, compared to \$21.1 million, or \$3.43 per share for the corresponding period in 1965.

GN's operating revenues for the first nine months of 1966 were \$211.1 million as compared with \$191.8 million in the opening three quarters of last year. The Company's freight services produced \$188.6 million in revenue in the first three quarters of 1966 compared to \$170.4 million for the opening nine months in 1965.

Passenger revenue in the first three quarters of 1966 was \$8.3 million as compared with \$7.7 million in the corresponding period of 1965.

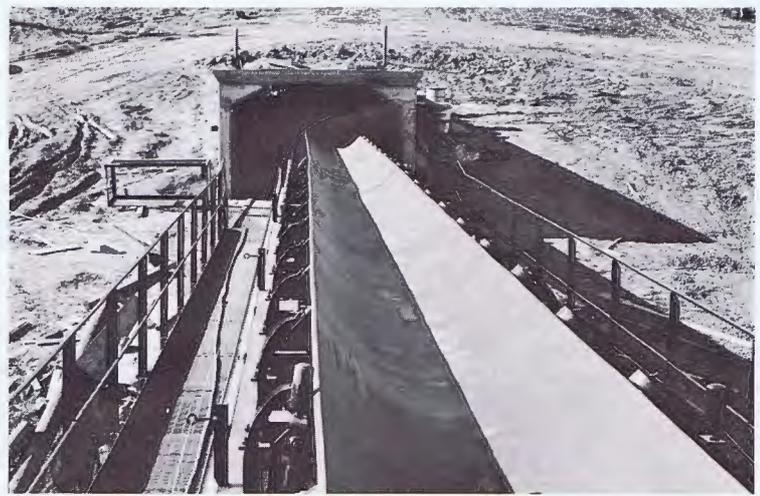
GN's third quarter operating revenues also topped those for the same period a year ago, but net income was down on a comparative basis because of increased tax accruals. Net income for the period was \$11.4 million, equal to \$1.86 per share, compared to \$11.8 million or \$1.91 per share in 1965. Third quarter operating revenues this year were \$78.7 million as compared with \$75.7 million a year ago.

## GN BUSINESS SCOREBOARD

	3rd Quarter 1966	3rd Quarter 1965
Income from shippers and passengers who used our transportation services .....	\$78,674,028	\$75,693,171
What it cost to provide these services:		
Maintenance of roadway, buildings & structures ....	11,128,744	11,082,042
Maintain equipment .....	12,555,483	12,028,069
Traffic (what it cost to sell our services) .....	1,701,421	1,744,655
Transportation (all expenses related to train movement, yard and terminal service, and transporting persons and property) .....	26,274,310	25,516,743
Miscellaneous and general expenses .....	3,864,858	3,751,562
*Total .....	55,524,816	54,123,071
Contributions for railroad retirement (Pension) .....	2,230,590	1,955,201
Contributions for unemployment and sick benefits .....	867,742	863,111
Federal, state, and local taxes .....	7,975,282	6,590,719
Payments to other railroads for use of equipment and facilities .....	1,540,548	1,037,943
Our income from investments minus our payments for interest on money we have borrowed .....	861,501	632,198
<b>Total GN net income for quarter .....</b>	<b>11,396,551</b>	<b>11,755,324</b>
<b>Total GN net income for first nine months of year .....</b>	<b>\$27,974,283</b>	<b>\$21,064,434</b>
*(Total includes 3rd Quarter wages amounting to approximately \$33,684,233. For the same period last year, wages totaled \$32,560,722.)		



INCOMING unit train will encounter this automatic car positioner which unloads two cars simultaneously.



AFTER pellets are unloaded, they will be transported from track hoppers by conveyor belt.



THE 2½-mile conveyor system will be capable of handling 3,000 long tons of pellets per hour. The storage and reclaiming areas are situated on both sides of the conveyor.



THIS is one of 220 75-ton ore cars modified for taconite unit train service.

### At Allouez

## 'Operation Taconite' Nears Completion

"Operation Taconite" is nearing completion.

A vast area adjacent to Great Northern's Allouez, Wis., yards and ore docks is being transformed into a taconite pellet handling and storage facility. Construction began late last summer and is scheduled for completion in January, 1967.

Initially, the facility will serve the new National Steel Pellet Plant near Keewatin, Minn., and the Butler Taconite Plant near Nashwauk, Minn. Both are scheduled to begin producing taconite pellets next year. The two plants, which are operated by the M. A. Hanna Mining Company, have a combined capacity of 4.4 million tons of pellets per year.

A 200-car GN unit train will be loaded in motion at the plants on a year-round basis. The train will make

a 230-mile round-trip swing to Allouez and back in an estimated 13 to 14 hours, including loading time. The train will serve each of the plants on alternate days.

### Ore Cars Modified

Two hundred-twenty conventional ore cars have been modified for pellet service and their specifications include roller-bearing axles, improved door opening and closing mechanisms, and extensions of the sides to increase capacity. Each car will carry 75 tons of pellets, or 15,000 tons per 200-car train.

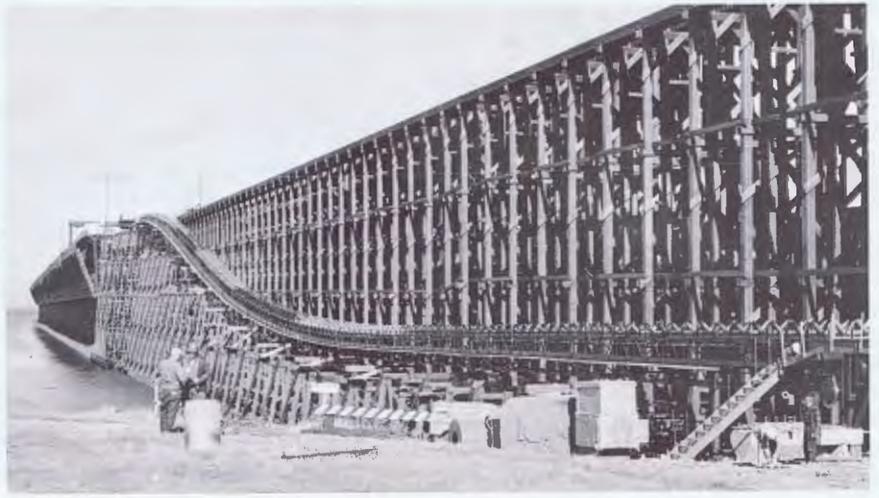
Taconite is a flint-like rock found in abundance in northeastern Minnesota's Mesabi Iron Range. Although the percentage of iron in taconite ranges from 25 to 35 per cent, much lower than the more than 50 per cent iron of conven-



WORK progresses on the rail-mounted stacker which will deposit pellets in storage area during Winter months.



TWO hundred-ton surge bin will regulate the flow of pellets in loading boats.



CONVEYOR system resembles a roller coaster as it rises along the side of Dock No. 1.

tional iron ore, the iron content is high enough to be commercially valuable.

In taconite mining, the low-grade iron ore is separated at the plants from ore-bearing soil and compressed into pellets about a half-inch in diameter. The pellets can be used in blast furnaces without further refinement.

When the pellet-carrying train arrives at Allouez, it will be spotted at an unloading hopper where an indexing machine will move the entire train, two cars at a time, across the hopper. The bottom doors of the cars will be opened automatically, and the pellets will be unloaded at a rate of 3,000 tons per hour.

The pellets will be deposited onto a conveyor belt system, which resembles a gigantic roller coaster as it emerges from beneath the hopper and snakes its



R. R. McEnary

way along a two and one-eighth mile path to the end of Ore Dock No. 1.

Because Lake Superior will be frozen when the facility opens, the conveyors will initially transport the pellets to the stacker. This is an 85-foot high apparatus mounted on a 3,000 foot section of rail and equipped with a 160-foot boom conveyor. Powered by four 30-horsepower motors, the stacker will move along rails while its boom, which rotates 190 degrees, deposits the pellets into a huge storage and reclaiming area located on both sides of the conveyor belt.

The storage area is designed to hold more than two million tons of pellets and will accommodate the entire winter production of the Keewatin and Nashauk plants.

To prevent the stockpiled taconite from sinking into the soft clay predominant in the area, the facility was graded and covered with 18 inches of gravel and 12 inches of lean iron ore. The capacity of the storage facility can be increased to handle five million tons of pellets and will eventually afford

storage for other Iron Range Taconite shippers.

During next year's shipping season, the pellets will be recovered from the storage area by a bucket-wheel reclaim-er, a ditch digger-like machine which will dump the pellets back onto the boom conveyor.

The pellets will then be conveyed to the top of Dock No. 1 where they will be deposited into any of 374 dock pockets for loading aboard ore boats.

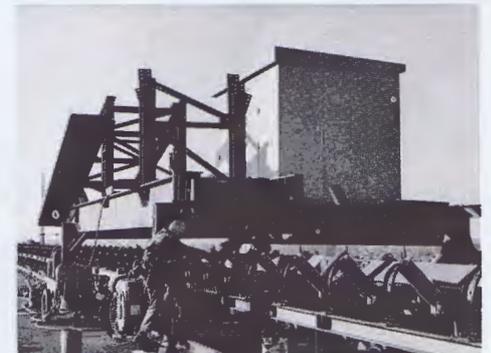
The opening of the Summer-Fall navigation season will also make it possible to move the pellets directly from train to dock thereby eliminating the stockpiling process.

The taconite installation is of great importance to the railway because it will "assure the continuance of iron ore shipments in spite of the decreasing amount of conventional ore production on the range," says R. R. McEnary, superintendent of the Allouez Ore Docks.

In addition to the Allouez facility, GN is constructing seven miles of spur trackage to serve the Keewatin and Nashauk plants.

Accompanying photos show construction work in progress at various locations along the conveyor system.

ATOP Dock No. 1, shielding on conveyor's sides protects belting from high winds which are common on the ore docks.



RAIL-MOUNTED dock tripper will discharge pellets onto a boom conveyor for loading in dock pockets.

# Most Crossing Mishaps Caused By Drivers' Failure To Obey Laws

Failure of drivers to obey the law is the principal cause of the tragic death toll at railroad grade crossings, a rail executive charged in Chicago last month.

The fact that they do not do so is evidenced by the 836 people who were killed in crossing crashes in the first half of this year, said Joseph H. Hays, general counsel of the Association of Western Railways.

He pointed out that while the number is only about three per cent of all traffic fatalities, it has gained over the past two years.

Exposure to collision has vastly increased due to the tremendous growth in the number and use of motor vehicles and the expansion in mileage of high-speed highways, Hays declared.

## Daylight Accidents

Speaking before an eastern states meeting of the Brotherhood of Locomotive Engineers, Hays said that about forty per cent of crossing accidents occur when motor vehicles run into trains. "And about half of those happen in broad daylight—many of them when the train is standing still," he added.

"Here is a case where compliance with the law is a crying need, whether that compliance be voluntary or in response

to increased police effort, yet rarely do you hear of a traffic ticket for reckless driving over railroad tracks."

Hays noted that the growing nationwide tendency to ignore laws of all kinds is apparent in grade-crossing statistics as well as in those pertaining to all traffic.

"We may need police assistance to keep people from killing themselves at grade crossings. It is amazing to see how many motorists ignore flashing lights at railroad tracks or drive around crossing gates after they have been lowered," he said.

Hays recalled a recent gasoline truck-train collision in which the train crew and truck driver died. Only a few days after the incident, a check of the crossing involved revealed that, in a 24-hour period, 44 motor vehicles crossed the tracks when the lights were flashing and a train was closely approaching.

"This is typical of what goes on day after day at all too many places. Police action is essential if we are to stop this needless slaughter," he declared.

## C. M. Illg Named Assistant To Vice Pres., Labor Relations

The promotion of C. M. Illg, staff officer, Labor Relations, to the position of assistant to vice president-Labor Relations was announced on October 21.

A graduate of the University of Minnesota law school, Illg became a labor relations assistant in 1957. He was promoted to staff officer in 1962.



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## Distribution Of GN Calendars Underway

Great Northern is currently distributing 205,000 1967 wall calendars to agents, shippers, and customers of the railway.

Each calendar features a four-color reproduction of a photo taken on July 11 of westbound freight train No. 82 one-fourth mile west of Milan, Wash., along the Little Spokane River.

No. 82's crew members that day included A. O. Leyde, engineer, Jack Johnston, fireman, and M. R. Miller, head brakeman.

## Train Passengers Given Treat During National Apple Week

Passengers on the eastbound *Empire Builder* and the westbound *Western Star* received an unexpected treat when their trains stopped at Wenatchee during National Apple Week October 13-22.

For a number of years, the Wenatchee Junior Chamber of Commerce have distributed juicy, red Delicious apples to GN train patrons. This year, the Jaycees estimated they gave away three boxes per night.

The *Star* makes a 15-minute stop at Wenatchee en route to St. Paul, and the *Builder* pauses there for eight minutes on its way to Seattle. After the trains arrived, the Jaycees boarded in pairs, one carrying a box of apples, the other passing them out.

"We tried to hit everybody, including conductors, dining car employees, and engineers," said Dick Houck, Jaycee president.



JAYCEE President Dick Houck (kneeling) hands one of 'Wenatchee's finest' apples to GN train passenger Mrs. Marlene Hanvold, and her son Darrell, 10. Mike Merz, Jaycee member, assists.

## Curtis J. Hockaday Succeeds A. C. Berg

Retirement of Albert C. Berg as assistant to the vice president-staff, Traffic department, and the appointment of Curtis J. Hockaday as his successor were announced October 11 by M. M. Scanlan, vice president-Traffic.

Hockaday, whose appointment was effective November 1, had been pricing supervisor at Seattle.

### Karl Promoted

Also announced were the following Freight Traffic promotions: Michael H. Karl, assistant director, Market Research, named to the newly-created position of assistant manager, Grain and Grain Products division, St. Paul; Kilmer S. Bagley Jr., assistant pricing supervisor, Seattle, becomes assistant director, Market Research; Leo W. Braun, assistant to the pricing supervisor, Seattle, promoted to assistant pricing supervisor, Seattle; and Phillip C. Hovde, assistant to general sales manager, St. Paul, named assistant to the pricing supervisor, Seattle.

Hockaday has been with Great Northern since 1956 when he was named assistant to the commerce agent at St. Paul. He later held the positions of research analyst, Division of Economic Research, and assistant to the general freight agent, Rates and Division, Seattle.

In 1962, Hockaday was named chief clerk in the western traffic manager's office at Seattle and, in 1963, became assistant general freight agent there.

Berg joined GN in 1929 as a stenographer in the Engineering department

## 'GN Story—1966' Explained To Financial Analysts

"The Great Northern Story—1966" was explained to approximately 140 members of the Financial Analysts Federation abroad a special train between St. Paul and Duluth October 18.

The narration, which emphasized GN's northeastern Minnesota operations was presented by President John M. Budd, R. W. Downing, vice president, Executive department, and E. N. Duncan, director, Industrial and Agricultural department.

From Duluth, a group of analysts traveled via bus to inspect Erie Mining Company's taconite plant at Hoyt Lakes, Minn., and other analysts visited the Eveleth Taconite Company installation at Eveleth, Minn.



C. J. Hockaday

A. C. Berg

at Seattle, later becoming secretary to the western traffic manager.

He spent the years of 1942 through 1946 in the U.S. Army, attaining the rank of captain. In 1946, he resumed his railway career and was promoted to assistant to vice president-Traffic.

## Public Relations Honors Accorded C. W. Moore

Charles W. Moore, executive assistant, Public Relations and Advertising department, has been selected to receive the Public Relations Society of America's certificate of accreditation.

To qualify for the certificate, PRSA members must meet rigid eligibility requirements established by the national accreditation board. The purpose of the accreditation program is to recognize those who have demonstrated a high level of competence in the public relations field and to raise the professional standards of public relations.

## Swedish RR Officials View GN's Operations

Great Northern and Northern Pacific were hosts to two Swedish railway officials who viewed the operations of both roads October 3-7.

The officials, Per Lundahl and Sigurd Davidsson, were conducting a Swedish State Railway study of the use of containers in combined railway and motor traffic shipments. The pair spent a total of 37 days in the U.S. visiting 10 railroads.

On October 3, Lundahl and Davidsson conferred with GN Operating and Traffic department officers at St. Paul. After spending the following day with NP officers, the two traveled to Seattle and toured GN and NP installations.

## Dec. Safety Meetings

Dale St. Shop — 2:00 p.m. Monday, Dec. 5.

Jackson St. Shop — 10:30 a.m. Tuesday, Dec. 6.

Twin City Terminal — 2:30 p.m. Tuesday, Dec. 6.

Superior Terminal — 1:30 p.m. Wednesday, Dec. 7.

Willmar — 1:30 p.m. Thursday, Dec. 8.

Fargo — 10:30 a.m. Tuesday, Dec. 13.

Grand Forks — 10:30 a.m. Wednesday, Dec. 14.

Minot — 10:00 a.m. Thursday, Dec. 15.

Sioux City — 10:00 a.m. Tuesday, Dec. 20.

St. Cloud Shop — 1:30 p.m. Thursday, December 22.

## From the Great Northern's Photo Album



Montana Historical Society Photo

THE SELKIRK, first sleeping car purchased by the St. Paul, Minneapolis & Manitoba railway, GN's predecessor, is shown at Fort Assiniboine, Mont., in 1887, during construction of the Montana extension from Minot to Great Falls. At the time, the Selkirk was used as an office car for Shepard-Winston & Co., the line's contractors. The car was later modified and utilized as a photographic car. Photos taken from the car were used to further GN's promotional efforts.

## 'Skill Improvement' Course Teaches Welding Techniques

For several years, Great Northern, in conjunction with the St. Paul Technical and Vocational Institute, has sponsored "skill improvement" training courses for the Company's journeymen and apprentice mechanics in the St. Paul area.

"The program is designed to develop more skilled craftsmen. As our industrial processes become more complicated, the need for highly-trained craftsmen grows proportionately," says Harry Wales, supervisor of personnel, Mechanical department.

### Participation Voluntary

Each employee's participation in the program is voluntary, and an average of 20 employees attend each course. In past years, GN has offered electrical, machine shop, and sheet metal layout courses.

The railway is currently sponsoring a welding course for journeymen and apprentices in the various crafts. The class meets every Friday evening from six to ten p.m. at St. Paul's new eight and one-half-million dollar vocational school. The class convened in September and will continue through January.

Paul Benjamin, GN's welding supervisor and a licensed trade school instructor, is in charge of the class. Benjamin has been conducting similar courses for the railway's mechanics for more than 17 years.

"The purpose of the class is to instruct mechanics on the fundamentals of arc welding, oxy-acetylene welding, brazing, and cutting," says Benjamin. Approximately 90 per cent of the student's time is spent working on weld-

ing situations. The remaining time is devoted to classroom lecture.

Each student is given an assortment of booklets and mimeographed material which guides his studies. A student's monthly progress is charted, and, if he appears to be encountering difficulty, he is given special assistance.

"Our dropout rate has been very low, and attendance has been excellent," says Benjamin. Upon completion of the course, the students are given certificates of completion signed by the St. Paul Trade and Vocational Institute.

The Company reimburses each employee's \$20 tuition fee at the conclusion

of the course, contingent on attendance and grades.

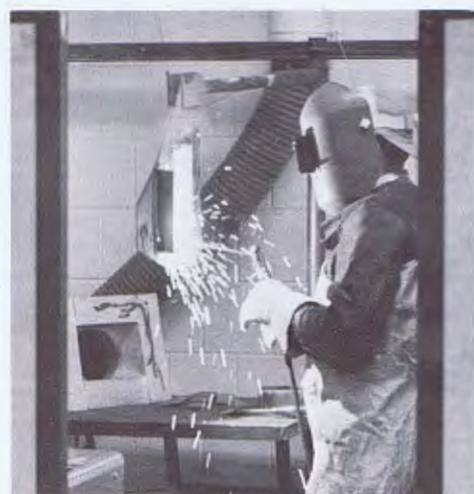
"We feel that the program not only benefits GN, but also the mechanic because, upon completion of the course, they are qualified to bid on a higher rated position within the Company," Wales says.

The skill improvement idea is part of a continuing program at GN to increase the skills and capabilities of the railway's mechanics.

"We are continually urging our mechanics to become more proficient in their work by attending trade school classes at various vocational institutions throughout the system," Wales says.



WELDING instructor Paul Benjamin (right) demonstrates fundamentals of making an overhead weld to Ed Glende, passenger carman, Jackson Street Shops.



CARMAN Harold Zbytovsky makes a vertical weld at a GN skill improvement class at St. Paul's vocational school.

## 39 Employees Receive 25-year Service Awards

*William Crooks* emblems were recently awarded to 39 employees in recognition of 25 years of Great Northern service. Awardees were:

J. L. Allis  
engineer  
Seattle

Elmer Arnold  
matl. handler  
St. Paul

E. C. Beetcher  
matl. handler  
Superior Store

O. M. Berge  
pipefitter  
Seattle

L. H. Bongard  
switchman  
Vancouver, B.C.

C. J. Bottge  
engineer  
Willmar

H. C. Bunstine  
machine helper  
Seattle

Gordon Caird  
air brake foreman  
Dale St. Shops

J. E. Charlton  
engineer  
Spokane

D. P. Cunningham  
elec. helper  
St. Paul

L. A. Erdmann  
crew foreman  
St. Cloud

Ruth Fowler  
clerk-steno  
Seattle

L. T. Geraghty  
switchman  
St. Paul

C. R. Groff  
store attendant  
Grand Forks

W. C. Hageman  
sales manager  
Minneapolis

J. P. Harton  
longshoreman  
Vancouver, B.C.

J. W. Hoff  
yardmaster  
Interbay

V. L. Horton  
engineer  
Interbay

W. M. Jenkins  
switch foreman  
Interbay

H. M. Lang  
machinist  
St. Paul

C. S. Linden  
oiler  
Interbay

J. S. Lucas  
switchman  
Wenatchee

N. J. Matchett  
longshoreman  
Vancouver, B.C.

J. P. Ozanich  
trav. dem. exam.  
Seattle

T. P. Pewters  
general clerk  
St. Paul

V. F. Pribbernow  
telegrapher  
Seattle

W. L. Proctor  
section foreman  
Cloverdale, B.C.

C. L. Reamer  
mgr., Catalog Bureau  
Dale St. Store

William Rubright  
engineer  
Spokane

Raymond Scienski  
boilermaker helper  
St. Paul

A. C. Scott  
engineer  
Seattle

C. B. Scott  
stock clerk  
Hillyard Store

C. E. Smith  
switch foreman  
Interbay

J. R. Stockton  
stock clerk  
Dale St. Store

J. P. Strommer  
freight checker  
St. Paul

J. N. Supple  
trav. sales rep.  
Cleveland

R. J. Urban  
tractor op.  
Superior

M. C. Weitkamp  
chief clerk  
Interbay

W. O. White  
engineer  
Interbay

## Paul Turner Improves With Age

Like good wine and fine silk, Paul Turner seems to improve with the passage of time.

At 55, Great Northern's general insurance inspector and gifted athlete shows no signs of slowing down on athletic activities that have brought him renown on the gridiron, on handball courts, on ice rinks, and on the golf links.

On September 2, Turner won the Minnesota State Senior men's golf championship at St. Paul's Oak Ridge golf course with rounds of 72 and 71. His total was six strokes under his nearest competitor. This was the first year in which he was eligible. Fifty-five is the minimum age.

### Took Up Golf At 35

What makes Paul's golfing prowess unusual is that he didn't play the game until he was 35.

"When I was in the service in Texas, I overheard my commanding officer, who had just experienced a bad round of golf, mention that he would sell his clubs to anyone for fifty dollars," Paul says. Paul purchased the clubs and launched his golfing career.

At first he played the game infrequently, but in recent years he has pursued the sport seriously.

"I worked at my game a lot this Summer, and my handicap (2) is the lowest it's ever been," says Paul.

Golf is only one of several sports in which Paul has excelled. He blossomed as a star athlete in high school where he lettered in football and baseball. In 1929, he enrolled at Gustavus Adolphus College at St. Peter, Minn., and transferred to St. Viator College at Kankakee, Ill. While in college, he merited eight varsity letters as well as all-conference honors in football and baseball.

During the off-season, he kept fit by playing handball. "I noticed most of the priests and brothers at the school playing the sport," Paul says. Out of curiosity he took it up.

After graduating, Paul decided to give professional football a whirl, joined the Chicago *Cardinals* as a 220-pound guard and blocking back. The following year he played for a team known as the Twin City *All-Stars*. The league folded after one season, and Paul was offered a coaching position at Hastings, Minn., high school. He turned down the offer and joined GN as a ditto machine operator in the Reproduction department. He also began to concentrate more on handball.

Wearing the St. Paul Athletic Club's colors, Paul won the Northwest handball singles tournament in 1936 and advanced to the quarter finals in national AAU competition at Los Angeles that year.

Paul went on to capture 13 Northwest singles and doubles championships



PAUL Turner today. He is shown with his trophies after winning the Minnesota State senior golf tourney on September 2.

and at one time was ranked third nationally among AAU handball players. At one time he placed second in a national YMCA handball tourney.

He still plays handball once or twice a week, matching shots with the best. He and Steve Subak of the Minneapolis Athletic Club have been the Iowa Master's Invitational handball doubles champions for the past three years.

Paul's interest in handball is whetted by his belief that "right now St. Paul is the nation's hotbed of handball."

While handball and golf occupy a great deal of his free time, Paul manages to ice skate three or four nights a week "just to keep in shape."

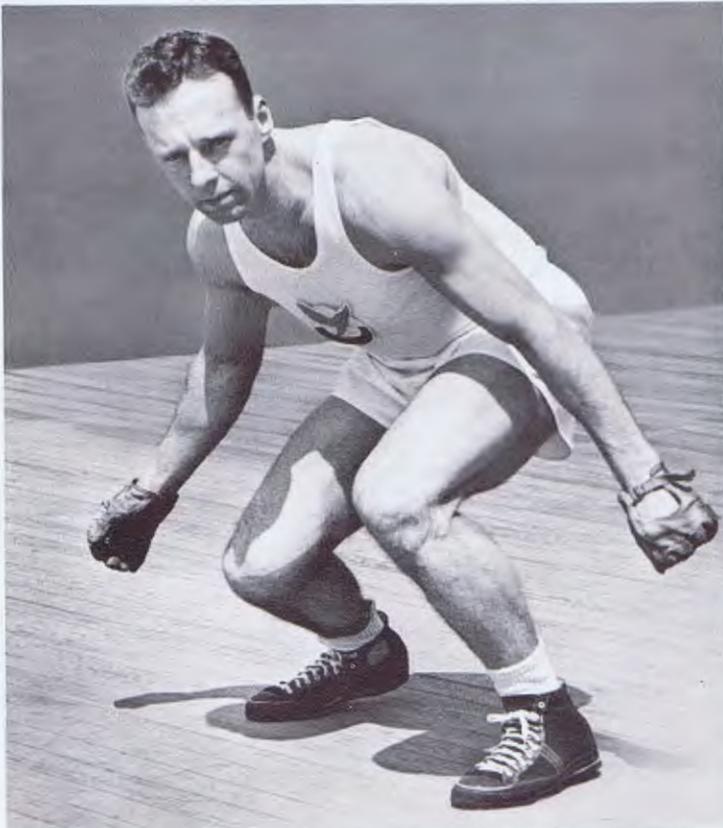
When asked what advice he would give to today's young athletes, Paul, who doesn't smoke and seldom uses alcoholic beverages replied, "I've found that running is the best conditioner. Participation in running sports such as track, basketball, or football increases lung capacity and builds leg muscles. Any young athlete who wants to maintain top physical condition must keep his legs in shape."

### Havre Labor Supervisor Honored On Retirement

George J. Meras, labor supervisor, Havre, retired September 30 after more than 50 years of Great Northern service.

Born in Greece, Meras came to America in 1914. His consecutive service with the railway began in 1916 as a roundhouse laborer at Havre. Seven years later, he was named labor supervisor, a position he held until retirement.

Meras was honored by friends, relatives, and fellow employees at a gathering at the IOOF Hall at Havre.

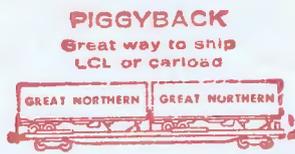


TAKEN in 1941, this photo shows Paul Turner, GN's general insurance inspector, displaying the form that brought him high ranking nationally as a handball player.

# News Of Great Northern Veterans

## Recent retirees

E. E. Ball loco. engineer Superior	H. E. Hill wire chief Klamath Falls
O. H. Berg sectionman Tacoma	Albert Hjelmeland* agent-telegrapher Ross, N.D.
C. W. Booen fuel pumper Great Falls	William Hooker* cashier Hibbing, Minn.
V. L. Bucariza r. h. laborer Whitefish	T. H. Jirgal oiler & brasser Superior
J. S. Budziak section laborer Grand Forks	A. H. Jorisen* tractor op. St. Cloud
A. B. Buhse* baggage checker Minneapolis	N. M. Knutson* asst. to chief engr. St. Paul
A. C. Carlson blacksmith Spokane	A. E. Kriedeman* section laborer Guthrie, N.D.
S. L. Clark section laborer Chewelah, Wash.	H. W. Lauck flagman Minneapolis
H. M. Clausen clerk Spokane	Mike Loiso* section foreman Spokane
C. J. Dehler carman St. Cloud Shops	E. J. McNally* bill clerk Minneapolis
E. L. DeMoss boilermaker Superior	G. J. Meras* laborer Havre
F. M. Drake machinist helper Seattle	J. R. Mollette* engine crew caller St. Paul
H. R. Drinkwine painter Superior	L. I. Mueller* statistical asst. St. Paul
Henry Granger* air brake carman St. Paul	Peter Nalewaja carman St. Paul
Hans Hanson carman Grand Forks	L. V. Paradis janitor Whitefish
C. E. Hertzog conductor Spokane	V. E. Patterson* asst. car foreman Grand Forks



**Mr. Henry G. Meyer**  
602 So. Ditmar Street  
Oceanside, CA 92054

R. H. Rengel* foreman St. Cloud	E. R. Sartell car repairer St. Cloud	A. E. Sohlo carman St. Paul	T. T. Tago laborer Quincy, Wash.	R. J. Todd* section laborer Geysler, Mont.
C. H. Roenfeldt machinist Spokane	G. L. Snyder* superintendent St. Cloud Shops	C. O. Steen b&b carpenter Great Falls	A. H. Tait watchman Minneapolis	Louis VanderPlaatz fireman Seattle
	G. V. Sullivan labor foreman Minneapolis	G. V. Sullivan labor foreman Minneapolis	T. H. Thompson elevator op. St. Paul	J. N. Yunger* crane operator St. Cloud

## Employees who died recently

D. L. Akin agent-telegrapher Dakota division	C. A. Drake loco. engineer Butte division	R. V. Hartsock brakeman Butte division	R. J. Hettinger laborer Hillyard Shops	O. A. Larson* agent-telegrapher Dakota division
			Frank Kuzel loco. engineer Dakota division	P. J. Surprenant loco. engineer Klamath division

## Retired employees who have died

C. G. R. Anderson conductor Mesabi division	P. J. Erickson 2/c carpenter Cascade division	E. V. Johnson carman Minot division	F. P. Nelson* conductor Mesabi division	K. M. Rozawich* upholsterer Jackson St. Shops
W. C. Bahr clerk St. Paul	L. J. Ficker baggage man Willmar division	A. M. Larson* loco. engineer Willmar division	Frank Neumen car inspector Minot division	T. P. Ryan conductor Cascade division
F. A. Boumeester carman Willmar division	G. P. Foley telegrapher Mesabi division	R. W. Lee* loco. engineer Willmar division	Tony Omoth d. g. laborer Minot division	C. J. Simmer* loco. engineer Minot division
J. F. Burkart agent-teleg. Mesabi division	Ingeman Gjerde* section foreman Willmar division	Jacob Lundeborg machinist Dale St. Shops	J. A. Peters* loco. engineer Butte division	Edward Utne b&b helper Willmar division
W. M. Conrath patternmaker Jackson St. Shops	William Grabmeier car repairer St. Cloud Shop	K. K. Maristuen section laborer Kalispell division	J. R. Platisha store laborer Great Falls	Lars Warwick* track foreman Willmar division
J. H. Dougherty* baggage man Butte division	O. J. Hagelin delivery clerk Willmar division	Murdock McDonald fuel pumper Kalispell division	C. A. Rauchwarter freight handler Willmar division	D. J. Wheaton loco. carpenter Mesabi division
G. T. Erickson carman Willmar division	Fred Hipp brakeman Willmar division	E. M. Mueller personal steno Engineering dept.	A. A. Rinker* switchman Minot division	Eli Wilson pumper Dakota division
			E. W. Ross* loco. engineer Spokane division	John Zawacki section laborer Mesabi division



Talking It Over is published monthly by the Great Northern Railway for its active and retired employees and their families.

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P. W. Stafford  
Assistant Editor,  
G. R. Rekela



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\*Denotes membership in the Great Northern Railway Veterans' Association.