

March 2013
No. 154
\$9.95

the
GREAT NORTHERN GOAT
GREAT NORTHERN RAILWAY HISTORICAL SOCIETY - FOUNDED 1973

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Wenatchee – Oroville Line

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Western Mountain Construction

Modelers' Pages MP62

Feature Article:

Railroad Memories

Willmar and Dakota Divisions

2013 Convention





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The Great Northern Goat is published quarterly by the Great Northern Railway Historical Society and, for US distribution, is entered as Third Class mail at Stevens Point, WI. The Society is incorporated under the "Not-for-Profit" laws of the State of Illinois and is recognized as a 501(c)3 charitable organization. It was initially founded by the late Charles F. Martin in 1973 as The Fraternal Order of *Empire Builders*.

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Printed by Spectra Print Corporation, Inc., Stevens Point, WI 54481

Back issues of the *Goat* and Reference Sheets are available either in the original printing or in the form of high quality photocopies. Send order to: GNRHS Back Issues Officer, 193 Pennsylvania Ave. E., St. Paul, MN 55130-4319, or go to www.gnrhs.org.

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ON THE COVER:

January 1956 photo of an eastbound passenger train at Laclede, ID. Laclede is located eight miles east of Priest River and 14 miles west of Sandpoint. We are not sure which train this is, but note the white flags indicating it is *running extra*. Can our members provide additional information? Email goateditor@gmail.com. *Photo by Norm McDonald, Collection of Art Peterson.*

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Home of GN-400 "Hustle Muscle"

The GNRHS Archives are located at the Minnesota Transportation Museum Jackson Street Roundhouse in St. Paul, MN and the Pacific Northwest Railroad Archive in Burien, WA. Please email archives@gnrhs.org with your questions about GN history, for more information, or to schedule a visit. Or write us at GNRHS, 193 E. Pennsylvania Ave., St. Paul, MN 55130-4319.

Meanwhile please visit us on the web at
www.gn-npjointarchive.org.

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The GNRHS website is frequently updated.
Ben or Bill welcome your comments and your suggestions.



Send e-mail to our webmaster at: gngoat@gnrhs.org



PRESIDENT'S REPORT



GREAT NORTHERN GOAT

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January 2013

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Upcoming Conventions

2013 Chicago/Naperville, IL

2014 Helena, MT

Dear Goats,

Here are several product reviews for followers of Rocky's Road. Some of the products are brand new; the others are projects that had been waiting patiently in the pile of things to do.

First on the list is something for the modelers among us: the new HO scale depot that will appear in the GNRHS store this spring. It's a highly detailed, laser-cut wooden model of the Great Northern depot in Skykomish, Washington. I was privileged to receive the first copy, and spent an hour a day for three weeks putting it together. It's a spectacular kit with over 250 pieces, and will require 7x14 inches of trackside area on your layout. The cutout pieces fell easily from the parts sheets and fit together perfectly. I was delighted with the result and enjoyed assembling the kit. I'll bring it to Naperville for the convention.

I spent a bunch of evenings this winter reading Martin Burwash's historical novel, *Vis Major*. It tells the story of the 1910 snow slide that crushed two GN trains and killed 97 people. The story has been told before –and very well–by Gary Krist in *White Cascade* and by Ruby El Hult some years back in *Northwest Disaster*. The story itself is riveting for its content; Burwash adds personalities, dialog and technical details to the mix for a very enjoyable read.

Finally, I tackled the story of Louis Hill, son of GN founder, James J. Hill in Eileen McCormick and Billie Young's *Dutiful Son*. Followers of the GN will be glad to have some of the historical gaps filled in concerning the development of the Northwest. – Too often, the storytellers stop the narration in 1916 when Jim Hill died. Louie was an interesting character, the genius that inspired Glacier National Park, one of the nation's first, and the ramrod behind the purchase of the Iron Range deposits. He was the executor of his father's estate, and watched in dismay as his brothers and sisters quarreled over the residue of the great wealth of the Empire Builder. The book tells an interesting story, even though it sometimes resembles the saga of *All My Children*.

But it's a long winter. I have returned to the workbench to tackle Tim Morris' laser kit of the GN 1909 wooden frame depot. It's another beauty, and will provide a proper GN presence to any GN layout –throw that generic depot away! Mine will be the former depot at Essex, which many older fans remember seeing across from the Izaak Walton Inn west of Marias Pass.

But enough is enough! When the thermometer finally reaches 50 or 60, I'll be on #7 headed back out to the Northwest. See you there!

Regards,

Fr. Dale Peterka
President



Are You Changing Your Address?

If you are reporting a change of your address, notify: Duane Sebelius, GNRHS Membership Secretary, P.O. Box 281, Bottineau, ND, 58318-0281. U.S. bulk mail generally will not be forwarded to a new address. An up-to-date record is essential for continued delivery. When an issue is returned to the GNRHS, it is charged for postage and handling by the Post Office. We will resend an issue only once without payment by the member.

GNRHS Convention

July 27-31, 2013 • Chicago/Naperville, IL

The 2013 GNRHS Convention is just around the corner. Join us July 27-31, in Naperville, Illinois for this annual tradition. You'll have a chance to meet old friends, make a few new ones, and spend several days talking Great Northern.

Our headquarters will be the Marriott Hotel. The Marriott was recently totally renovated to an almost new hotel. If you would like to stay with us at the Marriott, please call 1-800-514-4684 to reserve your room. The convention rate is \$99 per night, for a limited number of rooms.

Saturday will take us on a lengthy tour of the Illinois Railway Museum in Union, IL. It is the largest railway museum in North America with over 400 pieces of equipment. There are ten storage barns, with two miles of track under cover. In addition to several Great Northern cars, they have one of only two North Shore Lines Electroliners ever built, the oldest operational trolley bus in the world, the Nebraska Zephyr, the first Fairbanks-Morse locomotive ever built, the Santa Fe 4-8-4 Northern #2902, and others too numerous to mention. Lunch is included. In the evening at dinner we will have an optional informal get-together.

Sunday morning the GNRHS Board will meet for their annual meeting. Also, those participating in the Rail Fair will set up, along with those wishing to participate in the model contest and visual/photo and similar material display and contest. In the afternoon the Rail Fair will be full speed ahead, with the usual interesting and attractive displays and items for sale. In the evening there will be the first of many presentations. All of the presentations will reflect the history of the Great Northern and its sister Hill lines, or modeling.

Monday features numerous historical presentations throughout the day, with a morning and early afternoon tour that provides another option. This tour will be to the Chicago Historical Museum. At the



Two CB&Q E units lead the Empire Builder out of Chicago Union Station in August, 1969. (Photo by Mike Condren)

museum there will be a one hour guided tour, Crossroads of America, which will include rail transportation. We will see the first "L" car to be used in Chicago to transport people to the 1893 World's Fair, the first operational locomotive in Chicago, the Pioneer locomotive built by Baldwin in 1937, and other exhibits. Afterward you will have time to see the rest of museum on your own. The included lunch will be at the restaurant that invented the pan pizza.

On Tuesday there will be no presentations. We will have numerous tours. The basic tour, beginning in the morning, will be to the Museum of Science and Industry, the largest museum of science in the world. Included will be a 20 minute interactive experience in the Pioneer Zephyr, and you will be able to spend time at the HO layout which is a stylized version of the Great Northern route from Chicago to Seattle. This layout has 1400 feet of track and runs thirty locomotives at a time. It is not computer controlled, but uses mechanical relays and isolated blocks. The layout took forty people one year to build, and cost three million dollars. Technical people will be

available to answer your questions.

Also at the museum is the NYC 999, which set the land speed record of 112.5 MPH in 1893. You will also have time to see the U-505 German Submarine, a coal mine, and many other exhibits. A box lunch will be included.

Later in the afternoon we will have a lottery tour to Electro Motive Diesel (EMD). We could only obtain twenty eight slots for this tour. EMD made a lot of the Great Northern engines. There will be a 20 minute film, and then tour the factory where they manufacture the power plant, wiring, etc. for the locomotives. Fortunately we will have an EMD presentation at the convention for everyone.

There are four great locations for our Model Railroad Tour. We will have to leave early to make three of the four locations. On the wall of the presentation room, we will post more complete data on the four locations, and have a sign up for the choice of three locations. We cannot guarantee that everyone will get their choices, but all four locations are great.

The layouts included are: Bob Hanmer

- Great Northern/Duluth, Missabe & Iron Range, which is based in the year 1958 on the 3rd subdivision of the GN's Mesabi Division from Floodwood, MN, west to Cohasset, MN. It also involves trackage rights for the DM&IR, as well as the Soo Line. Don Cook - Great Northern, Spokane Division which has been featured in national publications and includes scratch-built and kit-built structures. Some of the scenes include Wenatchee, Olds, Chelan, Adrian, Ephrata, and the Columbia River. He recently received the Master Model Railroader award from the NMRA. Greg Bedlek - GNP Hydra Division models the pre-merger GN & NP about 1970 in HO scale. Seven railroads are modeled, including the BRC (Belt Railway Corp) & MJ (Manufacturers Junction) in Chicago, CB&Q between Chicago and Minneapolis, GN & NP separate mains between Minneapolis and Seattle, Camas Prairie branch off the NP, and the Nez Perce branch off the Camas Prairie. The layout is fully CTC signaled, including 176 blocks, 100+ computer controlled switches, 10+ power districts, etc. and Bob Perrin - Illinois Central is a huge, nearly 3000 sq. ft. layout, that models the St. Louis Division, in 1966. This railroad features some double track which allows running at high speed (up to 100 scale MPH) around the major hubs of Carbondale and Du Quoin, IL. All traffic on the IC moving north or south passed through this area.

Wednesday features presentations in the morning and early afternoon. An Architectural tour will also be available. This tour will include a one and a half hour boat tour on the Chicago River, conducted by a local guide from the Architectural Society of Chicago. Afterward we will go to Navy Pier for its many attractions. Lunch will be on your own at one of Navy Pier's many restaurants.

Wednesday will conclude with a No-Host bar, followed by the Banquet. There will be three choices for your meal...Corn Crusted Walleye, Sage Roasted Chicken, and Grilled New York.

Each meal includes a starch, vegetable, Garden Salad, freshly baked bread, and a Fruit Tart with a Passion Fruit Sauce for dessert. For the Corn Crusted Walleye, it will include Maque Choux, and Grilled Lemon, for the Sage Roasted Chicken, it will include Truffle Demiglaze, and for the Grilled New York, it will include Port Glaze, and Wild Mushroom Hash.

We look forward to renewing friendships and seeing you at the 2013 GNRHS Convention. Incidentally, if anyone knows of a great topic and presenter for a 50 minute presentation, there still are a few slots that need to be filled.

Ride A Great Dome To Chicago

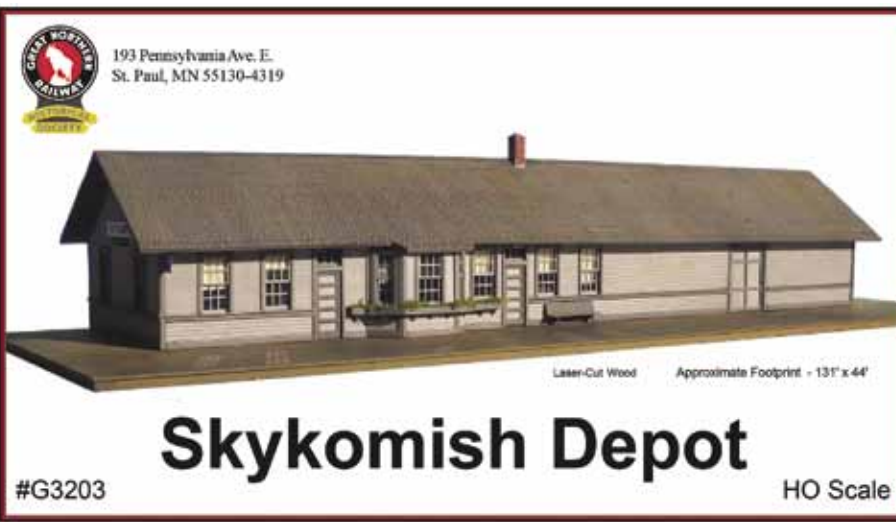
If you are interested in riding in a Great Dome from Seattle, or intermediate points, to Chicago, as part of the Empire Builder, scheduled to depart Seattle on July 24 and arrive Chicago the afternoon of the 26th, please email Chuck Hatler at gnhistory07@live.com. Chuck is working with Amtrak to see if we can make this happen. We need a headcount before April 15, 2013. Cost is expected to be a reasonable amount over the price of coach or sleeper accommodations to pay Amtrak for providing the dome car. You can also call Chuck at 816-792-9620.



The Company Store is proud to offer to the members an HO-scale, laser-cut kit of the 24' x 106' Great Northern Skykomish depot.

This model, produced by B.T.S., is very high in quality, as well as detail, and represents the depot in its 1950's version. The wooden station platforms and interior walls are included. This is a limited production model and is offered to members at a price of \$124.95.

Although the model is based on the 1950's depot, it would be suitable for modeling any era from the 1930s to late 1950s.





ENROUTE ON
The Incomparable
EMPIRE BUILDER

All Aboard for Naperville!

Congratulations. You have made the decision to attend the 2013 GNRHS convention in Naperville, IL.

Now how are you going to get there?

Well, Naperville is a suburb of Chicago, meaning you can fly to O'Hare Airport or Midway Airport, or drive in on an interstate highway. But, for us railroad fans, there are more options for getting to Naperville by PASSENGER TRAIN from more locations than any other convention location that the GNRHS has visited. We know we are preaching to the choir here, but just in case someone doesn't know the routes, we will go through them.

Amtrak provides direct service to/from Naperville:

- **Illinois Zephyr**, from Quincy and Galesburg, IL, and intermediate stations; arrives 9:47 a.m.
- **California Zephyr**, from CA, NV, UT, CO, NE, IA, IL; arrives 1:43 p.m.
- **Southwest Chief**, from CA, AZ, NM, CO, KS, IA, IL; arrives 2:42 p.m.
- **Carl Sandburg**, from Quincy, Galesburg, IL, and intermediate stations; (arrives 9:04 p.m.)

The Naperville Marriott, our convention hotel, has a free train-station shuttle service. Call the hotel at 1-630-505-4900 to ask them to come get you. The hotel is located at 1801 North Napier Blvd. A taxi from the depot to the hotel will run a minimum of \$7.00. Taxis park at the train station all day long.

Amtrak provides services to Chicago Union Station from almost anywhere in the country:

- **Capitol Limited**, from DC, MD, WV, PA, OH, IN; arrives Chicago, daily, 8:45 a.m.
- **Cardinal**, from NY, NJ, PA, DE, MD, DC, VA, WV, KY, OH, IN; arrives Chicago, Mo, Th, SA, 10:05 a.m.;
- **Hoosier**, from Indianapolis; arrives Chicago Su, Tu, We, Fr, 10:05 a.m.
- **City of New Orleans**, from LA, MS, TN, KY, IL; arrives Chicago, daily, 9:00 a.m. Two additional trains from southern Illinois, consult Amtrak timetable.
- **Empire Builder**, from OR/WA, ID, MT, ND, MN, WI, IL; arrives Chicago, daily, 3:55 p.m.

- **Hiawatha Service**, from Milwaukee; 6 daily short-distance trains, plus one Mo-Sa train, plus Empire Builder. Consult timetables.
- **Illinois/Missouri Service**, 4 daily trains from St. Louis, plus Texas Eagle from San Antonio/Los Angeles. Two connecting trains from Kansas City to St. Louis. See Amtrak timetables.
- **Lake Shore Limited**, from NY/MA, PA, OH, IN; arrives Chicago, daily, 9:45 a.m.
- **Michigan Services**: From Pontiac/Detroit; 4 trains daily, consult timetable. From Grand Rapids; arrives Chicago, daily 10:38 a.m.
- **Texas Eagle**, from CA, AZ, NM, TX, AR, MO, IL; arrives Chicago, daily, 1:52 p.m.
- **OK**. So you have arrived at Chicago Union Station. Now how do you get to Naperville? It is almost as easy as riding a bike!

If you arrive on a weekday, there are 31, count them, 31, Metra trains from Chicago Union Station to Naperville. See the timetable: http://metrarail.com/metra/en/home/maps_schedules/metra_system_map/bnsf/schedule.full.html

If you arrive on Saturday, there are only 14 departures to Naperville. Basically, every two hours in the morning, and every hour in the afternoon, at 40 minutes past the hour, there is a departure from the south side of Union Station to Naperville. On Sunday, the trains depart every even hour, every two hours, again at 40 minutes past the hour. Last train leaves downtown at 12:40a.m. It is approximately a one hour trip from CUS to Naperville.

One-way ticket from Chicago to Naperville is \$5.75 per person.

A GNRHS convention is a fun and wonderful place to be with lots of places to go. We have not even begun to discuss the good times you will have gabbing with your fellow GNRHS members!

See you in Naperville!

Railroad Memories on GN's Willmar and Dakota Divisions

By Jerry Thielen

I am a former Agent/Operator for the Soo Line RR (for one year), and a brakeman and depot agent and operator on the Great Northern Railway (for almost 5 years until March 3, 1970), and then a brakeman on the Burlington Northern. My home terminal was St. Cloud, Minnesota. I belong to the GNRHS and the NPRHS and after I received the GN *Goat* and the *NP Mainstreeter*, I was reading a lot of articles about both railroads from 1965 to 1970. I realized that most of the articles involving Minnesota locations were places that I was working at the time or nearby. I only became a member of both historical societies the last 4 years.

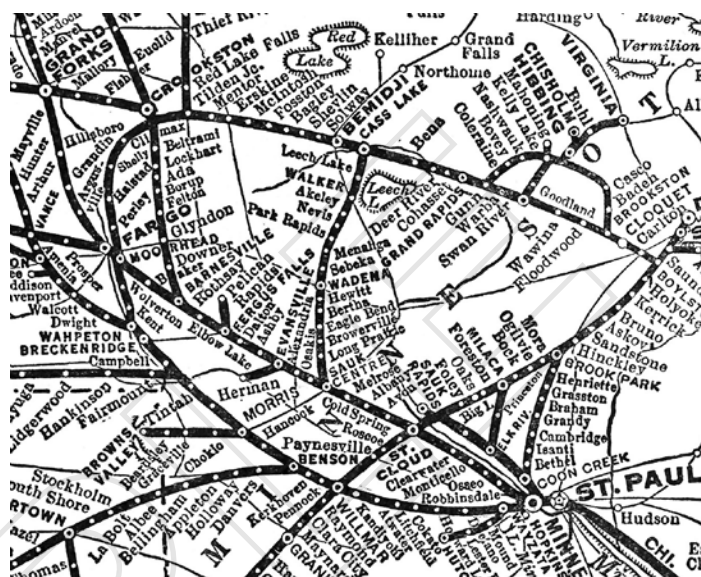
I left the railroad in the fall of 1970 because of the merger. There was not much work in St. Cloud at the time so I went to work as a heavy equipment operator with Local 49 of the Operating Engineers and retired from construction on March 1, 2008. So now, at the age of 65, I have some time to write something about my railroad days.

I worked on the Soo Line RR from June 1, 1965 until May 15, 1966, as a depot agent and operator. I learned how to telegraph from Lloyd McMillen, the depot agent in Eden Valley, MN. After working with him for four months I went out as an agent on the Soo Line. I quit the Soo Line on May 15, 1966 to work on the GN Willmar Division as an agent operator. I was 20 years old at the time.

I worked in 16 different depots as a depot agent or operator, when I relieved agents and operators for their summer vacations. I would get laid off in the late spring and part of the summer. I was working as an operator at the St. Cloud depot in the fall of 1966. This was a home terminal for train crews. Mike Martin, the trainmaster in St. Cloud, wanted to hire five brakemen. [See the Sept. 2011 GNRHS *Goat*, [Winter On The Willmar Division: 1965](#), by Mike Martin. ed.] The last time they hired any brakemen in St. Cloud was 1952. I asked if I could get on as a brakeman and he hired me.

So I went out braking in Nov. 1966. In the summer, traffic would slow so I would move from braking and instead go out as an agent operator. I knew how to telegraph but did not use it very often in St. Cloud. I worked with five dispatchers. They were in Grand Forks, Willmar, Minneapolis, Duluth-Superior and the NP through St. Cloud. It was a busy place. At the time, all of the passenger trains ran to Minneapolis on the double track of the Northern Pacific. The Great Northern owned one track and the NP owned the other. The freights went to Minneapolis through Monticello and came into Minneapolis at Lyndale Jct. After the merger most of the freights also went to Minneapolis on the former NP main, which is still the BNSF main heading west from Minneapolis. The Monticello line is abandoned from St. Cloud to Monticello.

Specific trains on these lines were the 517 and 518, a local from St. Cloud to Willmar every day and the Brook Park turn, with all of the freight to Duluth. We had the local out of Minneapolis to Elk River. This train would go up to Princeton on Great Northern



tracks and back to Elk River where we would get back on the main line of the NP and go up to Clear Lake. Then we would go back into Minneapolis. That was the only job we had that did not work out of St. Cloud. We also had the local to Cass Lake that would work out of Sauk Centre, but the last couple of years that I worked there, we would leave St. Cloud and go to Sauk Centre and then up the Cass Lake Line and back to Sauk Centre and stay in Sauk Centre that night. Then the next day we would go back to Cass Lake and all the way back to St. Cloud. I only worked that local two times. It was a 16- hour job most of the time.

When I started, we also had 5 passenger trains through St. Cloud. No. 28 from the west coast came through St. Cloud going east and 27 would go west through Willmar. We also had Nos. 7



The 307A heads a lash-up at Minneapolis Junction. The unit frequently ran on trains 405 and 406 in 1969. (Collection of Jerry Thielen)

and 8 to Winnipeg and Nos. 3 and 4 to Minot. All these trains were gone when I left the railroad in 1970. When they took all the mail off the trains, most of the trainmen in passenger service went back to freight service and when the merger took place, they would not lay anyone off. Most of the older brakemen had better guarantees, but my guarantee wasn't much. That is why I left. If the merger had not taken place I am sure I would have stayed with the Great Northern.

There also were the time freights. Trains 405 and 437 were westbound out of Minneapolis. The 405 crew would come back to St. Cloud with train 406. The crew for 502, the local for Minneapolis, which went to work at 11 a.m., would come back to St. Cloud with train 437. Another crew would take the train on to Fargo. Train 405 would go to Barnesville and the crew that came down from Grand Forks with 1st 406 would take 405 back to Grand Forks. The St. Cloud crew would caboose hop to Fargo. Coming east we had 1st 406 from Grand Forks to Barnesville (avoiding Fargo) to St. Cloud and second 406 from Fargo to St. Cloud and the local from Fargo to St. Cloud, train 506.

Most of the time when it was busy in the fall and winter an extra west with empty cars would be ordered and that crew would get (be assigned) the local back. Otherwise when business got slow only the 1st 406 would run and 405's crew would get the local which was a sixteen-hour job most of the time.

The main line local would serve two branches. We went from Sauk Centre to Cass Lake, MN and from Fergus Falls to Pelican Rapids as we headed west to Fargo, and again on the way back to St. Cloud. The Fargo to St. Cloud main line was in good condition. It had a speed limit of 60 for freight and 79 for passenger over much of the line.

I was going to write about most of the things that happened to me, but I decided to start with all of the towns on the Dakota Div. heading west out of St. Cloud, MN, to Fargo, ND. It was 167 miles from St. Cloud to Fargo. The towns are presented in order, beginning with St. Joseph.

There are two things that I remember about St. Joe. One night I believe it was Dec. 1968; we were coming east on 1st 406 going through Fergus Falls when the operator called us and said that No 7 had hit a car at St. Joe and five people were killed. We went through St. Joe about five hours later. Everything was cleaned up by then. Well that night I went home; I was living with my parents. The next morning my mother told me that my cousin and her family were killed at St. Joe the night before. Something like that you never forget, and every time I went through St. Joe I remembered that night.

One other time we were leaving St. Cloud and were about a mile east of St. Joe on 437. It was Feb. 1970 and about 1 a.m., when we saw red lights flashing in front of us so we started to slow down. Well we got stopped about 100 feet from a car which was stuck on the tracks. The driver had called a wrecker to pull him out and it also got stuck in the snow. A girl came up to me crying and thanking us for stopping. I told her that they were lucky that the dispatcher had held 406 and the local at Avon (for a meet with us), because they would have been going at least 50 mph and would not have been able to stop. Everything turned out OK. The engineer that night was Truzinski, a very good engineer. We had two U25B engines for power that night.

Heading west out of St. Joe there was a spur for St. Johns University where we would set out coal. We usually did this heading west on 405. After St. Johns the next town west was Avon. Almost all of the engineers I worked with had been steam engineers. I was 20 years old when I started out as a brakeman and they were all 20 to 40 years older than I was. One of the older engineers told me there was a wreck in this big swamp that we went through by Avon and an old steam engine was still buried in the swamp from that wreck. (Another version, related in Steam Locomotives of the Great Northern Railway, has it that the buried engine was lost during the construction of the line.)

At Avon we would meet a lot of trains. It was a favorite place for dispatchers to set up meets. Last summer Garrison Keillor put on a show at Avon adjacent to our former main line. Keillor grew up in this area and his show is based on the area by Freeport, Albany and Avon. The tracks are gone from St. Joe to Fergus Falls and it is now the Lake Wobegon Trail, and farther west, the Central Lakes Trail. The track is still in place from Fergus Falls to Fargo and is run by the Ottertail Valley Railroad with offices in the old Great Northern depot in Fergus Falls.

The next town west is Albany. I switched cars there on the local, other than that the only thing I do remember is on my first student trip on the extra west we stopped there to do some switching and I got off at the east switch. Well, I stepped on the edge of a tie and sprained my ankle. Not too badly, and I never told anyone. I didn't want to lose my job on the first trip. I survived to work another day. Another thing that Albany did was to have a celebration in the summer. There are mostly Germans in the Albany area and they liked their beer. They would have the Great Northern bring in a train-car load of beer for this celebration. I believe they stopped having it about 1970, because it got so big they had trouble handling the crowd.

As we leave Albany we head west to Freeport. Not much to remember other than on 406 coming east one night in 1968 we had a hot box to set out. She was glowing orange. I set out maybe 5 or 6 hot boxes in the 5 years that I worked as a brakeman and I could not believe that the axles did not break



Locomotive unit 436D, frequently assigned to trains the author worked on, is shown here at Lyndale Junction, Minneapolis arriving with a 438 train in the 1960s. (GNRHS Archives)

when they were that hot.

The next town on the line was Melrose where we did a fair amount of switching and we met a few trains there. One Sunday afternoon, I believe, in 1969 we were heading west with a train of empty train cars with one engine, the 308A I believe. Just west of Melrose our engine stalled and was dead. We had stopped between the siding switches but 28 was coming east, so I had to walk down the tracks and flag him down. Well, we ran him through the siding and waited for 405 to arrive and they gave us their lead engine, the 3025, to finish our trip to Fargo. I believe 405 went ahead of us then so they got to Fargo before us and got the local 506 back the next day and we got 1st 406 so it worked out well for us.

When steam was being used, Melrose had a lot more things going on. [It was the division point instead of St. Cloud from 1895 to 1923, ed.] Some of the old timers talked about all of the changes that took place in Melrose. It is where the oldest man in the world was born. He worked for the GN at Great Falls, Montana, most of his life. He started working on the Great Northern at Melrose as a clerk. His name was Walter Breuning. He was 114 years old and died in April of 2011, coincidentally as I was writing this article.

I also remember going through Melrose on Christmas 1966 and 1967 on 406. There is a big Catholic church by the tracks. It was about midnight, and everyone was at church. I also went through Melrose on Christmas Eve Day, Dec. 24, 1968. We were called to work on the snowplow and plowed all the side tracks and main line from St. Cloud to Fargo. We went to work at 7 a.m. and arrived in Fargo at 11 p.m. In sixteen hours we plowed all the tracks through Fergus Falls and then they let us stay on the main line to Fargo. We had a plow and engine 602 and a caboose. I stayed in the engine, thinking it was a lot safer in the engine than that snowplow. They did not have a train to go back on the next day so we deadheaded home on No. 8 and got back to St. Cloud about 5:30 a.m. on Christmas morning. At least I was home for Christmas but was a little tired. The next day I was headed west again on 405.

The next town west is Sauk Centre. There is a branch line that goes north from there to Park Rapids and on to Cass Lake. I only worked this line 2 times. We crossed the Northern Pacific line here that ran from Little Falls to Morris. I was reading an article that Jack Christenson wrote in the *NP Mainstreeter* about plowing snow on that line. In the winter of 1968 they had a picture of them in Sauk Centre on Feb 4, 1968. Well I was on the Cass Lake local that same day and crossed their tracks twice that day. Most of the time you worked sixteen hours on this job. When I first started they would have 405 set out all the cars for the Cass Lake local at Sauk Centre. I was on 405 one night and stopped to set out cars. I got off the engine and it was glare ice. Good thing I was only twenty some years old because I slid on the ice for a while but never got hurt.

The last couple of years they would start the Cass Lake Local in St. Cloud, run up to Sauk Centre, up to Cass Lake, back to Sauk Centre, then stay over in Sauk Centre and the next day go back up to Cass Lake. Then we would come back to Sauk Centre and in to St. Cloud. Rushing was the Conductor on the local. He was the senior conductor in St. Cloud. Vogtman was the engineer.

Today, Sauk Centre has no railroad service. Both the Great



Stopped many times at the Melrose Depot. We had a lot of switching. Today it is part of the Lake Wobegon Trail that goes through here. (Jack Porzig Photo, Keyes Collection, GNRHS Archives)

Northern and the Northern Pacific abandoned their lines and now they are bike trails. It doesn't seem possible that a town with so much railroad history should be without rail service now, but I still have all the memories in my mind and will not forget them.

After Sauk Centre we headed west to West Union where we had a meet every so often. Not much else going on there. From West Union we were off to Osakis, which is located on big Lake Osakis. It was down hill in Osakis from both directions so we were going at track top speed, which was 60 mph when we went through there. I don't ever remember stopping there. One of the old timers told me of an accident that happened there years ago when it was real foggy one night and the section foreman had last been seen near the tracks. Well he was missing and the train had gone through. Steam Engines were still used at that time and the fog was real bad so Osakis called St. Cloud to ask the crew if they had seen anybody on the tracks in Osakis. The crew said they did not see anyone so they told them to check their engine to see if they had hit him. As it turned out most of him was still on the front of the steam locomotive. They had carried him all of the way to St. Cloud, about 60 miles.

The next town west of Osakis is Nelson where we had meets almost every night. It was a small town so not much else happened there.

Our next town is Alexandria, which is a rather large town. The Soo Line also ran through Alexandria on its way north to Winnipeg and southeast to Minneapolis. When I worked on the Soo Line for one year, 1965 to May 1966, I worked as the night operator in Alexandria on Wednesday and Thursday and then on Saturday I would work the day shift at the tower at Detroit Lakes where the Soo Line crossed the Northern Pacific. I sure wish I had a camera in those days. I could have got a lot of good pictures from the tower since I also worked there on Sunday and Monday nights. I also would work at Henning, MN. And that was my week. I did this from Feb. 1966 until I left the Soo Line around May 15, 1966, and went to work for the Great Northern.

There are a few things that happened in Alexandria that I remember. Leaving Alex on 506 heading east after switching in

Alex (so we weren't going too fast) we spotted a snowmobile on the tracks. He was stuck between the rails. We got stopped in time, just as he got it off the track. It's amazing how strong a person is when he is scared. One other trip I remember is being on the Local 506 out of Fargo to St. Cloud. This was a 16 hour job. We got called to work in Fargo at 3 p.m. and the temperature was about 15 degrees below zero.

I remember going to Barnesville to pick up about twenty reefer cars with the old bearings and when we coupled on we could only move half the cars at a time, they were so stiff from the cold. We got them and headed east. I don't remember much more until we got to Alexandria. It was about 2 am when we arrived and over 30 below zero. We did what switching we could. We could not get into the pipeline terminal because we could not get the switch open. That night there was a big fire in Alexandria and a lot of the downtown businesses were burned up. It's hard to fight a fire when it's 30 below at about 5:30 am. The dispatcher in Grand Forks then let us highball to St. Cloud before we ran out of hours. We got there right on 16 hours. I almost went in and quit that morning when I got back, but I didn't and I was off until Jan 2 when I got 517 and 518 to Willmar and back.

As we head farther west the next town is Garfield. There is one thing I do remember about going through Garfield one winter day. I believe it was 1969, we had two GP9 units on an Extra West to Fargo. Well, we got out to about Albany when our horn froze up because of the cold. I remember it was a Sunday morning and just me and the engineer were up front so I had to go back in the second engine and blow the whistle all the way to Fargo. When we were going through Garfield I was blowing the whistle when this car was coming at us. The engineer waved at me to really get on the horn. The car got stopped in time. I can still see that engineer waving his arm to this day. I made many trips with him but I just can't remember his name. He was one of the best engineers on the west end

Our next town was Brandon where I almost broke my neck switching cars. It was dark out and wintertime. I was on 506 when we went in there to pick up a car. Well as we were backing in to get the car, I noticed the knuckle was closed, so I dropped off the car I was on and was going to run and open the knuckle. Well, I hit a patch of ice and my feet went up in the air and my lantern went flying up in the air also. I landed on my neck and back and was almost knocked out, but I recovered and picked up the car. When I got back to the engine the engineer told me he thought I fell in a hole. Good thing I was in my twenties at the time. I suppose if I was one of the older brakeman, I would have had enough brains to know better, but in those days we would get off when the train was moving at a fairly good speed.

The next town we went through is Evansville. We did not switch too many cars there. There is only one thing that sticks in my mind about Evansville. One night we were heading east on train 406 when we were coming up to the town's main crossing and traveling between 50 and 60 mph when we saw this snowmobile coming. The crossing had arms that came down. One of the few crossings at that time that had arms. Well, this snowmobile kept coming; he put his head down and went in front of us. We had an F7 and he

was so close we could not see him in front of the engine and could not have missed him by more than a couple of inches. He made it. I am sure a lot of the railroaders remember a lot of close calls while working on the railroad.

Another thing I found out about Evansville just this year is that there was a line the Great Northern had that ran from Evansville to Elbow Lake, MN. [This line originally ran to Tintah and had been cut back in 1943. ed]. The line from Evansville to Elbow Lake must have been abandoned long before I started working there because I don't remember anything about it. [It was abandoned in 1957. ed.]

There was a little town of Melby west of Evansville. The only thing I remember about it was a house by the tracks near there that the other crew members told me always kept all its lights on. Sure enough, all the trips I made, most of which were at night, the lights were always on no matter what time of the night you went by.

Further west was Ashby. When I started as a brakeman in 1966 there was a shoefly there. [This must have been for building the bridge over State highway 78. ed.] The only other thing I remember that stands out is one night we were heading east on 506 with a



GP7 No. 616 is switching train 506, the local freight, at Barnesville, MN in 1969. (Photo by Norm Priebe)

GP9 when the engine moved to the left real hard on this curve to the right. Scared all of us in the cab, but we never did find out what caused it.

The next town is Dalton. Not much there, but I do remember being there one night when we were on 406 going east. It was so foggy that the only way you knew where you were was to look at the mile post signs on the telegraph wire poles on the side of the tracks. Once in a while we could see the headlights of a car or truck on the highway. I told the engineer that I sure was glad we were on the railroad and not on the highway. In the 1980s I did drive trucks over the road and I did remember that night on the railroad. We made it to St. Cloud ok that night, but she was a long trip!

After Dalton we came into Fergus Falls and crossed the Northern Pacific on the east end of town. There always was a lot of switching to do in Fergus Falls and in addition we would make a side trip north to Pelican Rapids. That track was bad so we had a 10 mph speed limit. It took some time to go the 22 miles. In those 22 miles we must have crossed the Pelican River three or four times.

There was an elevator and a large creamery that shipped freight out of there. One time I was back at the elevator in winter. There was a lot of snow. I went to get a couple of cars. We got the cars and were going out when the engineer speeded up rather fast. I was on the side ladder. If I had not swung onto the other ladder between the cars, I would have been brushed off by all the snow and most likely that would have been the end of my railroad career. The older brakeman and conductors said that years ago they would hunt pheasant from the caboose; there were a lot of them there at the time. An engineer told me about the time he was about a mile west of Fergus Falls when this big Hereford bull charged the train head on. Needless to say the bull got the worst of it.

The power plant at Fergus Falls burns coal. This used to be on the Northern Pacific tracks that crossed the Great Northern here. The tracks are now connected and the plant is served by the Ottertail Valley over the former GN tracks from a connection at Dilworth.

The remaining tracks are still in place. The next town on the way west is Carlisle. I did a little switching there but don't remember anything else that happened there. After Carlisle is Rothsay. There are a couple of things that happened here that I remember. One night as we were heading west on 405, I spotted a hot box in our train so we stopped and I headed back to put the fire out. As I got there it took me a little while to get the fire out, but I did. I found that the car was a load of gravel. It had the old bearings. It was the car in front of an Air Force missile going to Grand Forks, to be placed in one of the silos in North Dakota. It had a UP caboose with it with three or four guards in it. It was about 1 a.m. and they got out of the caboose and asked me what had happened and when they would be getting to Grand Forks. They also thanked me for seeing that hot box. If we had derailed, they most likely would not have made it and what would have happened if that missile would have gone in the ditch is scary just to think of. I always thought that spotting that hot box was one of the better things that I did for the Great Northern. We set out the car at Rothsay.

Another thing that happened at Rothsay happened on a cold morning in January 1969. We were on second 406. It was about 9 a.m. in the morning and we had two GP9 engines and almost seven thousand tons. It was very cold so the engineer and conductor figured we would never get started if we pulled into the siding at Rothsay because No. 3 was due and he held the main line. Instead, we pulled up to the east switch and were going to run No. 3 through the siding. I went ahead to flag No. 3 and after I got on No. 3's engine, it turns out the trainmaster was riding up there with the crew and he asked me what was going on. I told him that we thought we could not get started with the power we had and were going to run them through the siding. Well, he got on the radio and called our conductor.

I believe the conductor was Tom Johnson, and the engineer was the same engineer I had when I had blown the whistle to Fargo after it had frozen up. The trainmaster said we should be able to get our train started and made us back up and pull into the siding. Needless to say, our crew was not very happy, but they made it into the siding. No. 3 headed west and we did get the train out of the siding, but we didn't have any power to spare!

After the Milwaukee Road was sold to the Soo Line, they sold



Pelican Rapids was located on a dead-end track which we would come to north out of Fergus Falls. It was about a 10 mph track. The old timers used to say how good the pheasant hunting was on the way to Pelican Rapids. They had an elevator and cheese plant there. The track is gone now. (C.W. Bohi Photo, Bohi Collection, GNRHS Archives)

their mainline west of Minneapolis to South Dakota. A private railroad purchased this line and is based in Glencoe, MN. They had an ad in the paper for help, so I called them. It was about 1989 I believe. It was in the winter and I was laid off of construction for the winter. They said to come in for an interview. The man in charge of this railroad was retired from the Burlington Northern. When I left the interview and was on my way home, I remembered that he was the trainmaster who made us back up at Rothsay. He never hired me, I believe their pay was a lot less than I was making on construction so perhaps he thought I would not stay there anyway. I never talked to him again. I wonder if he remembered me.

Well, heading west our next town is Lawndale. Nothing too memorable there so we're on to Barnesville, where we would give train 405 to a crew that had come down from Grand Forks through Crookston. The day before they picked a lot of cars up from the Western Fruit Express that were loaded with potatoes that had been raised in the Red River Valley. We would take a caboose and engine west to Fargo some 25 miles west of Barnesville. The crew that got 1st 406 had run that engine and caboose to Barnesville.

In 1990, I was working on a construction crew in Grand Forks and was in the alley by this house. I saw this person and he looked like I had seen him before, so we got to talking and found out that he was one of the engineers that we met at Barnesville. He was retired. There was also an engineer that came down to St. Cloud to equalize miles. His name was Majarues, a very good engineer and nice person.

I remember one trip with him. I believe it was in January 1969. It was very cold. We left St. Cloud on 405 with five GP20s and made it to Barnesville and on to Fargo o.k. The next day we got 406 back to St. Cloud with two GP20s with no problems until I got back to St. Cloud to the roundhouse, where we tied up. I had just purchased a 1969 GTO car that fall. Well, it would not start. I checked the radiator and the dealer had not put enough anti-freeze in it, so that it was almost frozen. I called my brother and after a while we got it started. I had a bottle of whiskey in the trunk and it too was half crystallized. It had to be about 35 below zero. I think the cold froze that trip in my mind. I didn't get to see Majarues the time when I

worked in Grand Forks, but he was a very nice man.

From Barnesville we headed west to Baker, then Sabin and Ruthruff. We just switched cars at these towns once in a while. I purchased the films about the Great Northern volumes 1 2 and 3 and on that film they showed the track crew laying ribbon rail from Barnesville through Sabin and Baker to Moorhead. It was so smooth and quiet.

Another story I recall was when one of the conductors told me there was a blizzard going on and if you have ever been in one in the Red River Valley you know you can freeze to death in a short time. It can get down to 40 below and 40 mile per hour winds. Well he said they left Barnesville and around Sabin or Baker, they spotted a car stalled on the highway, so they stopped and here it was a family stalled in their car. They put them on their caboose and took them into Fargo and most likely saved their lives. The last town we would go through was Moorhead and then we would cross the Red River and park our trains on the west side of Fargo. They always kept a big snow blower in the roundhouse at Fargo.

There are other trips that stand out as well. One of the last trips I made was on 406. We had four F7 units and 165 cars. That was the longest train I was ever on. Two sections of 406 had been combined into one.

I only rode the caboose maybe three or four times because I was one of the youngest brakeman. There was one older brakeman that would always ride the head end and made the younger brakeman ride the caboose. I used to like riding the engine rather than the caboose. You had to hang on back there once in a while.

Some of the trainmen I worked with I remember well. Most have passed away. One brakeman I remember well was big Jim Graham. He was a very big man and had survived the Bataan death march in the Philippines during World War II. Some of the younger brakemen had hired out a little later than most of the brakemen. Christian, Zenken and a few others hired out in 1952. The rest hired out in the 30s and 40s. Some of the conductors I worked with were Johnson, Urbanski, Sakry, Ed Farley, Strommen, Meyers, Kirkner, Gillinger, Antil Stavcrum, Kimball, Sell and many more.

Another engineer I remember, who was one of the oldest engineers. His name was Jardine. He began in St. Cloud, when



Rothsay was west of Fergus Falls and the track there is still in operation from Fargo to Fergus Falls. Rothsay is where I set out the load of gravel with a hot box in front of the missile going to Grand Forks. (C.W. Bohi Photo, Bohi Collection, GNRHS Archives)



This is a picture of me in the engineer's seat taken by Ron Erickson on the Thursday after the GNRHS convention in St. Cloud, MN. It was taken at the Jackson Street Roundhouse in St. Paul, MN. We were giving rides that day. Ron Erickson does a great job taking care of the SD45 400 Hustle Muscle.

they still had the steam engines. He said he once had a load of cattle in Fargo that had to be in South St. Paul stock yard at a certain time or the railroad would have to unload the cattle and water and feed them. The dispatcher said to use his judgment and get them to St. Cloud as fast as possible. Well, he said that was the fastest trip he ever made to St. Cloud with a passenger train or a freight train. They got to South St. Paul in time.

The last two years I worked there we started to get newer power. Some U25Bs, GP30s and a few SD 45s. The two engines I think I made the most trips on were the 307A and the 436D. There is a large steam locomotive at the railroad museum in Willmar, MN [the 2523, a class P-2. ed.]. Some of the engineers I worked with operated that engine when it was still working. There is also a depot from Kandiyohi there. I was the second to last depot agent to work at Kandiyohi. I worked there in June 1967 when I relieved Greenhagen, the regular agent, for his vacation. He was the last agent to work there before they closed it.

Another engineer I worked with on the west end was Magee. He was a graduate of St. Johns University. I asked him why he was working on the railroad when he had a college degree and he said he just liked working on the railroad. He was about ready to retire when I worked with him. Some other engineers were Herby Behrens and his brother, Walley Ethen and his dad, also Wilmes and Witzel worked there. All these guys were a lot younger than most of the engineers like Jardine, Magee, Hengel, Chirhart, Veltman, Majarus and many more. I spent six years on the railroad. Maybe that is why I remember some of the things that happened. I am sure some of the GNRHS members who read this were working in St. Cloud at this time. If the merger on March 3, 1970 had not taken place, I am sure I would have stayed on the Great Northern.

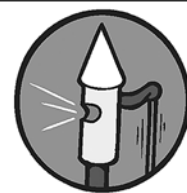
I will be writing another story about some of my trips on the Willmar local 517 and 518 and trips from St. Cloud to Minneapolis and on the local out of Minneapolis up to Princeton and on the main line of the Northern Pacific to Elk River up to Clear Lake. Today this is BNSF main line west to Seattle.

So until next time, stay on the *High Rail and Highball*.





FROM THE ARCHIVES



The mission of your Archives is to collect, preserve, catalog, and make available documents, photos and other items promoting the study and understanding of the Great Northern Railway. We encourage members to utilize our two facilities at the Jackson Street Roundhouse (JSRH) in St. Paul, MN and the Pacific Northwest Railroad Archive (PNRA) in Burien, WA, and our website: go to GNRHS.org and click *Research & Archives*.

News Since Our Last Report:

- The Joint Archive website (gn-npjointarchive.org) has added additional GN employee seniority rosters; *Origin of Station Names* publications for California, Oregon, Washington and Montana; and correspondence on the famous *triangular ties* supplementing the December 2012 *Goat* article. All can be found under the *GN_Misc* menu. A new picture library, *Railroad Forms*, contains scans of operating and administrative paperwork. The *GN_CascadeDivision* section has added a collection of Operating Bulletins & Circulars from 1960/1962; a complete transcription of train orders from one week in April 1955, by member John Pomykata; plus a scanned 1955 train register from Appleyard.
- We were asked to locate original drawings of Seattle's King Street Station to aid its restoration. The full set of thirty-five architectural drawings produced in 1904 were located in St. Paul, and digital copies provided to the City of Seattle, which is managing the restoration project.
- We helped Skagit County Historical Society find information on the original Great Northern station at Burlington, Washington, to guide design of a replica structure to be used as a local area museum.
- Over 600 dispatcher train sheets from GN, NP and CMS&P have been scanned at PNRA, funded by a 2011 grant from the WA State Department of Archaeology & Historic Preservation. Just 5,400 to go!
- PNRA will launch a Capital Campaign during the first quarter of 2013. It aims to pay off the mortgage balance, to fund completion of facility improvements needed to make the building *A World Class Archive*, and to generate endowment funds to sustain ongoing preservation and community outreach activities.

Who Is Using the Archives, and How?

Archive volunteers regularly assist GNRHS members, *Goat* authors, and 3rd parties including individual researchers, BNSF, museums, book & magazine authors, government entities, etc. Our website and email have become the primary ways people interact with the Archives.

We assisted 164 inbound inquiries via the archives@gnrhs.org alias from 7/14/11 to 7/4/12, about 14 per month, up 30% from prior year. Hundreds of people yearly utilize the website for self-service research. Around 10-12 researchers per year typically visit JSRH in person for in-depth research, not counting regular volunteers, and PNRA visits are growing. Usage of JSRH voicemail has almost disappeared, so it has been eliminated (members without computers may call John Thomas or Gary Tarbox directly). Archives volunteers and GNRHS members answer dozens of questions monthly on the unofficial Yahoo Group at groups.yahoo.com/group/gngoat/.

Genealogy is the most common question by far – “when did grandpa work for GN?” We have no employee records, but have prepared a useful resource page at gnrhs.org/genealogy.htm

How Can I Help?

- Volunteers needed! Help us with tasks ranging from sorting and repacking boxes to entering document descriptions into a computer. New crew members are trained by experienced volunteers and enjoy working with their crew while preserving important railroad history. At JSRH, work sessions are held Tuesdays or by arrangement. Call John Thomas at (651) 249-6456. At PNRA, a Wednesday Crew works from 10:00 AM till 4:00 PM weekly; Thursday Evening Crew from 7:00 to 10:00 PM every other week; and Friday Crew from 10:00 AM till 4:00 PM every other Friday. Call Gary Tarbox at (206) 349-6242 or email info@PNRArchive.comcastbiz.net
- Donate historic materials or encourage others to do so. Reach us via archives@gnrhs.org (or call) and we'll gladly assist you or another individual or family.
- Please consider adding GNRHS to your will. Don't assume your heirs will know what to do...every year, important collections are split up or lost forever. Thank you!



Renovation Completed

Renovation of the Great Northern PS-3 open, triple hopper (GN 70104) at the Illinois Railway Museum is now complete. It will proudly be on display at the museum at this year's GNRHS 2013 convention. Tax deductible donations to help defray the cost of renovation and storage may be sent to Illinois Railway Museum, Box 427, Union, IL 60180. Your donation should be specified to restricted fund R70104.



THE MEMBERSHIP TRACK

By Bruce Goeser

Promote and Recruit

It is a new year and once again it is time to get to work promoting our society and recruiting new members. With risk of sounding like a broken record, it is up to each of you, as members, to keep the Society alive and vibrant. So each quarter I repeat the same message – *Promote and Recruit*.

At this time I wish to say “thank you” to everyone who has helped out either by assisting with the recruitment tables at shows, sponsoring a new member or just by offering a friend an application. All of these are appreciated and keys to our success. So a hearty Thank You!

Our membership numbers are reaching five year highs and show no signs of tapering off. It is because of all of you that we are reaching and exceeding our goal of maintaining a viable and vibrant Society. It is also because

of the dedicated members in the publication area, the archives, the store, the convention and managing the web site that allow the membership team to be successful. Without these valuable benefits available there would be no incentive for people to join our society.

There is, however, a Catch-22 effect from the high membership numbers. The more members that we have, the more items we can make available in the store, the better the conventions and the better the Reference Sheets become. The better the benefits, the more members we can recruit. So thank everyone involved with the society and also make sure that you promote and recruit. Each of us should offer a great big Thank You to these folks.

On a parting note please make sure that you have renewed your membership. Don't miss a day of benefits.



Bruce Goeser's N scale layout running GN trains as part of the GNRHS display at the Arctic Run rail show in Stevens Point, Wisconsin.



Kay Ausloos (here pictured with Bruce Goeser) stopped by the booth to say “Hi.” Kay is responsible for the excellent graphic design in our publications. It was great to see her and thank her for her wonderful work.

GREAT NORTHERN EXCHANGE

The *Great Northern Exchange* is a free service for GNRHS members wishing to buy, sell, donate or exchange Great Northern Railway-related items, its predecessor companies or companies of the GN/BN mergers. It's also a place to request of members needed information and resource material. Requests may be edited and are limited to space available. Your items for the December, 2012 Goat must be postmarked by November 1st to ensure publication in that issue. Send exchange items to Ed Stankard, Managing Editor, 9006 Westbrooke Dr., Overland Park, KS 66212. Or email goateditor@gmail.com.

For Sale: *Steam Locomotives of the Great Northern Railway* by Kenneth R. Middleton and Norman F. Priebe. Special Member Pricing: U.S. \$45 postage paid, Canada \$45 plus \$10 postage, International \$45 plus \$22 postage. To order please go to the www.gnrhs.org/gnrhs.store.htm or by mail to GNRHS Books, P.O. Box 22, Custer, WI 55423-0022.

For Sale: SD45 (med nose) Road Number 414. Key Import Made in Japan. Price \$300. Brass, Factory Painted in orange and green. Limited Edition. Used on special occasions only. Alco FA1 and FB2. Box is labeled CUSTOM SET #43. Key Import Made in Korea. Price \$600. Brass, Factory Painted in orange and green. Limited Edition. Used on special occasions only. Contact Rick Owen at rickowen@rogers.com.

For Sale: Downsizing after 55 years in HO modeling. Over 400 freight cars – Athearn, Varney, Accurail, T-M, MDC, etc. \$6.00 each or \$5.00 in multiples of 12; my choice of roadnames and cars. No list available. Please include S&H – 1 to 2 cars \$6.00, 3-4 cars \$7.00, 5-6 Cars \$8.00, or save on multiple price @ \$10 per dozen. Also have approximately 75 non-brass locos, mostly GN & Soo. Send SASE for list of engines, structures and passenger cars. Donald Tank, 514 18th Ave. SW, Minot, ND 58701-6263. ttank@srt.com

For Sale: GN HO scale brass models, steam and electric. Also

included are a snow dozer and gas-electric. MFRS include Overland, PFM, Sunset, Tenshodo and United. Classes include G-3, Q-1, M-2, C-1, R-2, N-3, P-2, S-1, L-1, H-4 and Y-1. All steam locos have PFM sound systems installed. Contact Bill Kajdzik for a complete price list. 253- 854-5475 or email rrbrakeman@aol.com

For Sale: I have the complete HO set of all 10 Circus Scheme box cars painted by Great Northern in 1956-57. They are all Athearn cars and have less than 15 minutes running time. I used them for a prop on my railroad. They are pulled by a new Proto 2000 Limited Edition Life-Like GP9 Locomotive. All are boxed and in excellent shape. I am asking \$500 for the complete set including the GP9. Contact Dick Clayton at 530-306-0033. We are moving and I have to sell some of my inventory. Thank you. F.O.B. Placerville, CA 95667.

Wanted: Photos of Class 0-6 2-8-2 #3370. I once saw it on the deadline at Wilmar and would like to see photos of it in operation. twsp@pa.net Thanks.

Help Wanted: In planning the 2013 GNRHS Convention in Naperville, IL. It would be appreciated if members willing to help would contact Ed Erickson at gnrhsconv@gmail.com. Help is needed in identifying potential speakers and topics for the convention, as well as other tasks.



GN Locomotive Spotted

Rob Carkner took this photo last summer, in Schenectady, NY, of a restored Great Northern Alco RS-3. From what he could find out online, this engine was traded in to either EMD or GE in the late 1960s on a new locomotive order by GN and then was resold to at least two different New England shortline railroads before being repainted and put on display in downtown Schenectady. The ALCO locomotive plant was located in Schenectady along Erie Blvd about a mile away from where this picture is taken. ALCO closed its doors in 1968/69. The buildings remained standing until a few years back when they were torn down. Now, part the buildings are an industrial park used by a local steel company.

ON THE TRACKS FOR THE YEAR 2013 & BEYOND

Cascade Tunnel – Mike Power

Early Stock Cars – Staffan Ehnborn

Western Fruit Express (Part I) – Tyrone Johnsen

Hambone Branch

Empire Builder Radio Broadcast – Scott Tanner

GN Greenhouses – John Chase

Early Stock Cars – Staffan Ehnborn

Authors Wanted!

Your Society depends on volunteers who write the articles you enjoy. We need authors to expand this list with titles of Reference Sheets in preparation. Interested writers should contact Ed Stankard, Managing Editor, at goateditor@gmail.com.

Help Our Authors!

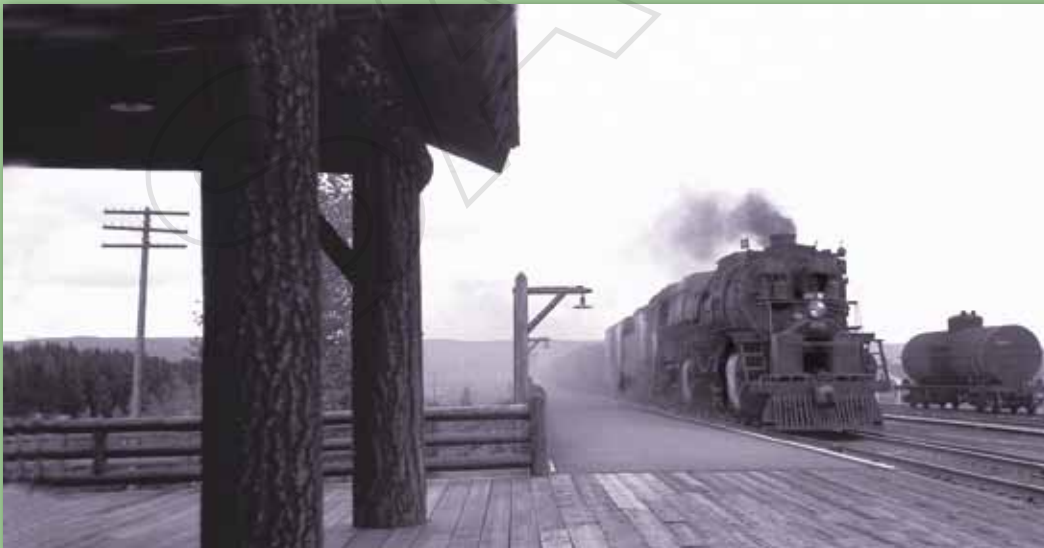
Our authors do not necessarily have the information, photographs, drawings, and other materials that you may have. If you have information on one of the Reference Sheet topics listed, please contact the author. Author contacts may be obtained by emailing goateditor@gmail.com.



Loading and unloading mail at Minot, North Dakota. The train is GN No. 2, the *Empire Builder*; and the date is either 1935 or just before.



GN class S-2 4-8-4, No. 2579. This view was likely taken at the same time as the other view of Minot N.D. GN changed engines on the *Empire Builder* at Minot.



A 2-8-8-2, class R-2, No. 2045 or 2049, westbound at Glacier Park station in Montana.



Rocky's friend Kevin McCready of Whitefish MT., collects GN newspaper ads. When Kevin asked if Rocky recalled this one from 1941 the answer was *yes!* and no he did not apply horns to agent Decker's backside, tempting as it was.

Photos to the left are the work of Roy Thompson from the Don Stack Collection.

More examples of Mr. Thompson's work can be view at

<http://utahrails.net/photos.php>

Rocky needs interesting photos that you are willing to share with our readers. Send them, along with caption information, to
Goat Photo Editor: Philip K. Webb, 80 S. Bolera Court, Casa Grande, AZ 85194 • pwebb17@cox.net