"Even if you are on the right track, you'll get run over if you just sit there."

That's how a little sign reads on the locomotive control board at Burlington Northern's St. Paul headquarters. And at the Burlington, they haven't been "just sitting there."

Another giant in Paul Bunyan's woods

The merger which formed Burlington Northern on March 2, 1970 meant big changes. Good changes. Everybody felt it.

BN was going to be more than America's longest railroad. (25,000 miles of track serve 19 states and 2 Canadian provinces.)

continued


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It was going to be the only land bridge connecting all seaports and timberlands of the Pacific Northwest with the grain-rich Plains States and industrial centers to the east.

Could BN do that, and carry finished goods back west profitably? Clearly, the answer is yes.

Since the merger, freight-ton miles are up a third, to more than 81 billion, a record for BN. Transportation revenues jumped by half, to $1.5 billion. And BN increased its fleet horsepower nearly 40%.

New roles for BN and EMD

Burlington Northern was best known as a shipper of grain, lumber and general freight.

When the energy crisis came, the railroad was ready. Burlington Northern sits atop the biggest coal deposit in the country—the Fort Union formation in Wyoming. And coal shipments shot straight up. Forty million tons in the past year. Probably four times that by 1980.

To meet its need for extra capacity, BN ordered 45 more GM SD40-2 locomotives. These will be assigned specifically to coal unit trains.

The SD40-2's are proving themselves more than a match for tough coal hauling. J. R. Melton, engineer on a recent BN coal run, put it this way, "We have to work from under ½ mph to coal train speeds up to 45 miles per hour. No locomotives handle these changing conditions better than SD40-2's."

On the right track— and picking up speed

Unit trains aren't the only way BN gets more efficiency. Take piggybacking, for instance. Revenues were up 21% in just the last two years. Volume is expected to increase 60% by 1980. *continued*

Left: With an SD40-2 locomotive on the point, grain train moves eastward from Blossburg, Montana.

Top: Tipple near Decker, Montana loads coal unit train in just 3 hours.

Center: Computers speed up classification at automated Northtown Yard in Minneapolis.

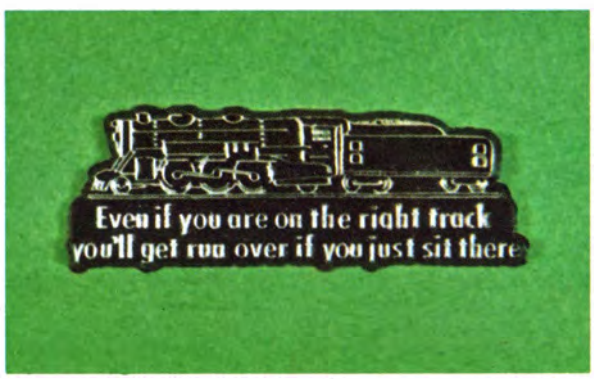
Right: Taconite cars are positioned to load boat at Allouez ore docks, Superior, Wisconsin.

Coal makes its way east through Wyoming behind SD40-2 consist.

Then there's the new computerized traffic control system, COMPASS. It tells BN where every locomotive or car is at any time. Assisted by new, more powerful GM locomotives, COMPASS is expected to let BN handle more freight and improve locomotive utilization.

Better productivity is the goal at BN. Helping reach that goal is how the improved availability and maintainability of new GM motive power really pays off. No wonder their fleet now includes more than 1800 GM locomotives.

For additional information on how GM locomotives can work for you, ask your Electro-Motive representative. Or contact Electro-Motive Division, LaGrange, Illinois 60525.



Yes, there really is a sign.

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