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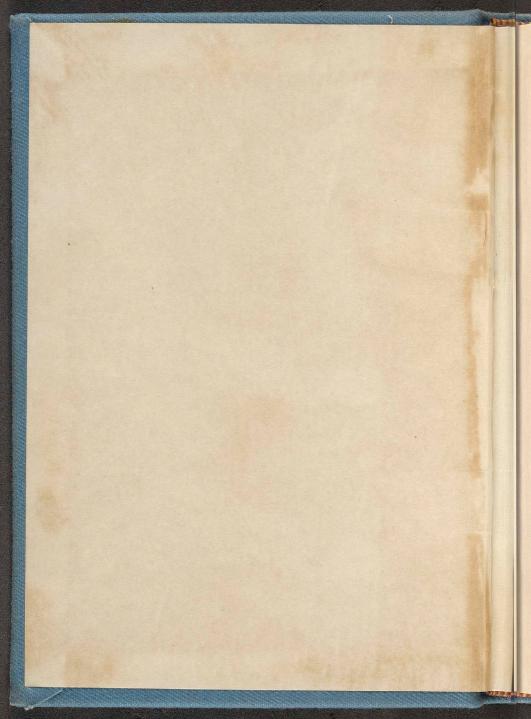
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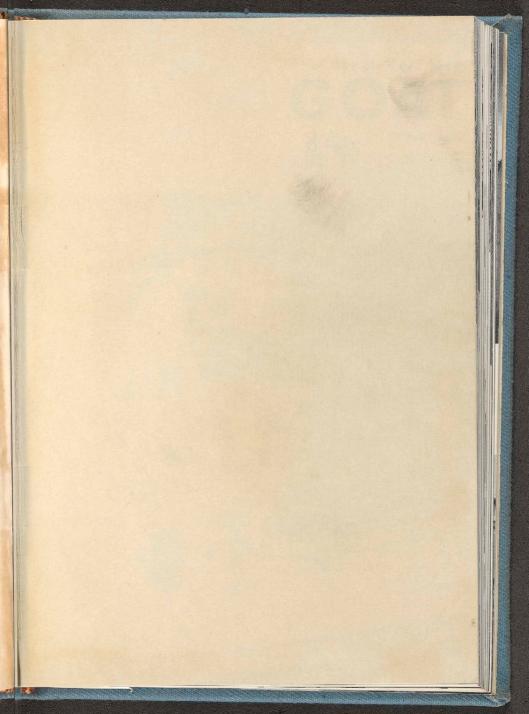
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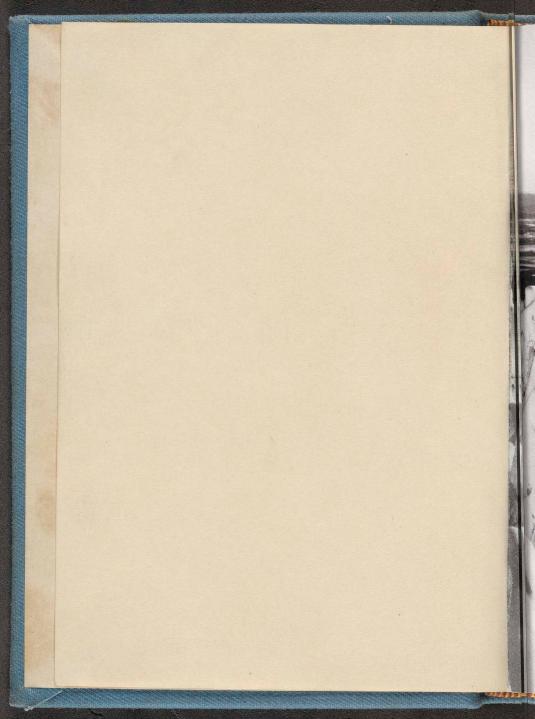
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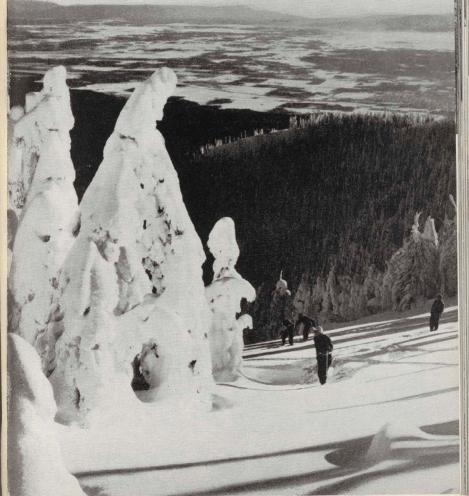




The Great Northern GOAT



JANUARY 1960



The Great Northern GOAT



Vol. 30 January, 1960 No. 1

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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The Goat's Cover



Burdened under the weight of snow, the towering pines outlining the ski runs at The Big Mountain, Whitefish, Mont, assume grotesque shapes causing skiers to pause in order to photograph and view them

—Lacy Photo.

Your Railroads

Parcel post-fourth class mail losses to the government will continue after February 1, 1960, despite rate increases effective on that date.

William B. Johnson, president of Railway Express Agency, Inc., said that contrary to reports from Washington, D.C., the new parcel post rates are inadequate and will not make the government's package-carrying system self-supporting as required by law.

The government's out-of-pocket losses on the service is said to be 600 million dollars borne by taxpayers since July 1, 1956.

The railroad-owned express company long has faced what Mr. Johnson termed destructive, taxpayer-subsidized government competition.

Railway Express, it was pointed out, supported long overdue Post Office rate proposals, even though inadequate, because it was figured that half a loaf is better than none at this time in face of the great burden on the taxpayer as well as express and other private transportation enterprises attempting to compete more effectively with the government for the available package traffic.

Mr. Johnson said that conservative estimates, based on Post Office and other government cost figures, showed that current parcel post losses are accruing at the rate of 3.3 million dollars a week.

He noted that after February 1, the out-of-pocket government loss still will be 1.6 million dollars a week. The increased rates are expected to mean additional revenues of but 1.7 million dollars a week.

The parcel post is the only mail service which the law specifically requires to be self-supporting.

When it engages in the business of merchandise transportation, the government is competing actively with private enterprise carriers which necessarily must conduct their businesses so as to meet their expenses.

Two



Toddlers Visit Santa Claus On GN Trains

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AVEL

Santa Claus arrived by Great Northern Railway train in St. Paul shortly before Christmas and the youngsters went aboard to meet him.

More than 5,000 youngsters and their parents boarded one of five of Great Northern's Santa Claus Specials and at the end of a 25-minute ride, Santa came aboard and visited with youngsters on the ride back.

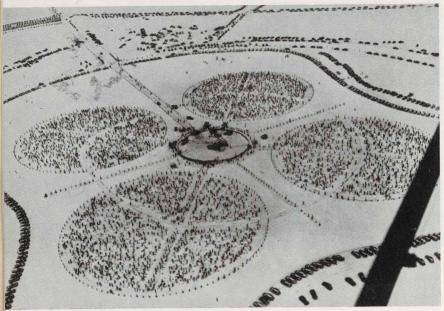
The Golden Rule Department store of St. Paul cooperated with the railway in the second annual Santa promotion.

Each of the five trains was composed of two diesels and 15 passenger cars. The trains were named after Santa Claus' reindeer. Youngsters and their mothers wait in line in St. Paul's Union Depot to board the Santa Claus train. Below, Santa visits with youngsters and mothers on the train enroute to the St. Paul depot.



Three

ST. PAUL FROLICS AT BIGGESTU



Thousands of fishermen and their automobiles outline a colorful pattern on the ice at White Bear Lake near St. Paul as the St. Paul Winter Carnival Original Ice-Fishing contest is under way. The more than three-feet thick ice assures the safety of fishermen and cars alike during the unique competition.

In the realm of King Boreas XXIII, snow is greeted warmly and the northern zephyrs that usually accompany it are welcome ingredients for the biggest winter festival in the country—The St. Paul Winter Carnival.

For that is the time when residents don their colorful winter outdoor garb and the drum majorettes and lovely princesses, all comfortably attired, frolic in the "Festival of Snows."

During the period of the year, Jan. 29 through Feb. 8, Florida is for Floridians, and no loyal northerner could conceive missing the hilarity and fun-filled days.

From the opening Grande Parade through the hours-long ice fishing contest, outdoor speed skating championship, sports car racing on a frozen lake and ski-jumping championship, the eyes of the nation of sports-loving people are focused on Minnesota and St. Paul in particular.

The community event is filled with civic pride and achievement and is rich in lore.

It is the season when King Boreas and his lovely Queen of the Snows are chosen and they reign during the carnival until the upending and mischievous Vulcan and his henchmen dethrone the royalty and storm his mythical palace.

Spectators and participants will be coming to St. Paul for the annual ice and snow show from every state in the Union. Millions of others will get glimpses of activities from national T.V., newsreel and radio coverage.

J. S. WINTER CARNIVAL

The many lakes in the St. Paul and suburban areas are the scenes of outdoor activities. Many of the nation's leading sportsmen pit their luck and ability to win coveted titles and trophies.

The current Winter Carnival King Boreas XXIII, H. E. Schell, St. Paul businessman, and his lovely Queen of the Snows, Karen Sontag, will grace the Grande daylight parade and the spectacular Torchlite parade that wend through the St. Paul Loop.

Famous entertainment personalities, many from television, will be in the city to add their talents to the many colorful floats, drum and bugle corps and marching units that will be featured in the parades.

The Great Northern Railway which carries many out-of-town marching units and drum and bugle corps to St. Paul for the carnival, also sponsors a Princess who is qualified to compete for the title of Queen of the Snows. She is Sharonlee Marstad, a statistical clerk.



Current royalty of the St. Paul Winter Carnival are Karen Sontag, Queen of the Snows, and H. E. Schell, King Boreas XXIII.



One of the most popular activities enjoyed by oung and old alike is the block-long toboggan slide at the Capitol Approach area near the Minnesota state Capitol building near the Loop.



Steel Strike Affects Operations, But 1960 Outlook Optimistic

In common with the railway industry generally, Great Northern's 1959 operating results have been affected materially by the prolonged steel strike, John M. Budd, president of the railway, reported as the year's opera-

tions concluded.

The strike seriously interrupted the movement of iron ore, reducing Great Northern revenues substantially. Depletion of steel stocks in the latter phases of the strike also resulted in the decline in transport manufactured

Great Northern shared in the poststrike movement of iron ore, but weather conditions in the brief period between resumption of shipping and close of Great Lakes navigation held down the tonnage.

An extended strike in the copper industry also affected GN revenues, and the movement of grain has been considerably lighter than in 1958 because of the smaller harvest this year.

The steel strike did not alter importantly GN's track improvement and maintenance program. The full impact of the strike on GN revenues did not hit until the program was well within the completion stage.

Both the railway's physical plant and equipment are in excellent con-

dition.

Great Northern continued its annual program of additions to the railway's freight car fleet this year.

The railway acquired 1,000 new. 50-ton boxcars, applied major repairs to another 1,000 units and upgraded several hundred older cars.

There are a number of reasons for optimism in 1960. Predictions for the first half of the year seem favorable for business generally.

Moisture conditions in the grainproducing areas in North Dakota and Montana, where a large amount of grain is in storage, now are much better than a year ago. Great Northern anticipates a considerably heavier movement of iron ore when the Great Lakes shipping season opens next Spring.

The GN is sharing in the railway industry's nation-wide effort to modernize its labor agreements toward obtaining a full and productive day's work for a fair and just day's pay.

Many provisions of its present collective agreements with the railway brotherhoods were based on operating conditions of decades ago. These rules cause duplication of work, unproductive employment and wages frequently are far beyond reason.

Much-publicized negotiations toward elimination of obsolete, costly work rules and practices were opened by the railway industry with the brotherhoods in early November, 1959, and it is very likely that the issues involved will command wide public attention this year.

Handicapped Children Tour Spokane Depot

A group of 38 deaf children and five teachers toured the Spokane, Wash., Passenger Depot under the direction of relief depot master, Giles E. Hamblin.

The youngsters and adults from the Davis School for Acoustically Handicapped of Spokane, also toured a coach, club car and Pullman sleeper.

The teachers used sign language to explain railroad procedures to the children.



Junior Achievers and advisers pose for a photo outside the GN Dale Street Shops in St. Paul. From the left, front row are E. E. Nelson, adviser; Kathy Wettengal, Marlene Johnson, Judy Malloy, Ann Hutz, Carol White, Margaret Martin and A. M. Einhorn, Leo A. Probst and George Richie, advisers. Back row, from the left are Truman Royce, Gary Schmidt, Charles Mitchell, John Gribble, James Erding and Ronald Esch. Inspecting a giant rotary snowplow, below, are Ann Hutz, Judy Malloy, John Gribble and George Richie.

JA Granted Charter, View GN Dale Shops

The operating charter of the Great Northern Railway-sponsored Junior Achievement company, Crest-Co, recently was presented to JA members by R. W. Downing, GN vice president, executive department, in St. Paul.

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Achievers were shown the GN color film, "Empire on Parade," and toured the railway Dale Street Shops in St. Paul where they inspected a giant rotary snowplow under construction.

Charter-presentation ceremonies were held at a luncheon-meeting in the St. Paul Athletic club.

Officers of the JA company are John Gribble, president; Ann Hutz, vice president; Barbara Cowan, secretary, and Judy Malloy, treasurer.

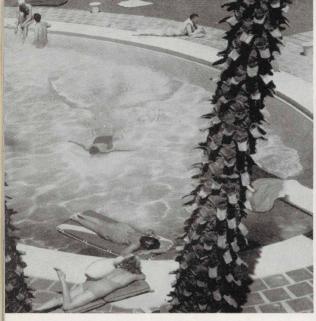
GN advisers to the group are E. E. Nelson, A. M. Einhorn, George Richie, and Leo A. Probst.



Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

RAILSLI





The desert oasis of Palm Springs claims to have more swimming pools per capita than any other city in America. The luxurious one above is one of 2,000. The Alamitos bay yacht marine at Long Beach, right, cost 14 million dollars and has facilities for 1,100 boats.

When the northern snows begin to pile up and the cold blasts from Canada sweep across the northern states and into America's heartland, the weather-wise follow the sun to Southern California.

The Great Northern Railway's two transcontinental streamliners, Empire Builder and the Western Star, are the favorite and most comfortable modes of transportation West and thence to Southern California.

Both trains provide luxury transportation at scenery level to an area abundant with colorful vistas.

What a traveling experience awaiting GN patrons heading West!

From the snow-covered plains of Wisconsin, Minnesota and the Dakotas, through the ruggedly beautiful Montana Rockies and into breathtaking Cascade Mountains of Washington, relaxation and scenic observation are keywords,

After boarding California-bound streamliners at either Seattle or Portland, the land of Southern California lies ahead, a tale of seashores, fragrant valleys, deserts and mountains and all interwoven with the romance and fun under the sun.

The eleven counties of Southern California comprise 66,613 square miles of things to see—interesting cities and colorful country areas.

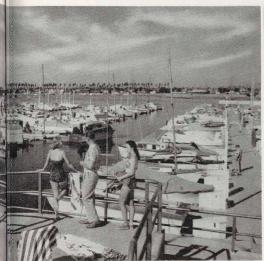
Historical buildings lie in modern downtown sections and cities give way to beaches and harbors. Towns are surrounded by waxy-green orange groves and the fertile agriculture regions are in all-year use.

Multi-colored mountains surround desert playgrounds and the towns that lie across the border from Mexico hold old-world interest.

Each month through Spring ushers in a flood of activities. A few are the

HEAD WAY TO SUNNY CALIFORNIA

Great Northern Offers Scenic Route

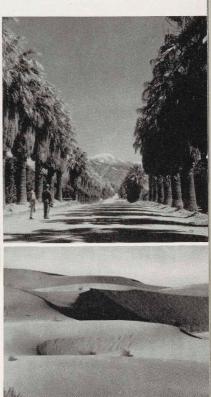


date festival and camel races in the desert near the oasis resort of Palm Springs; the Temple City camellia festival near Los Angeles; Long Beach regatta; San Diego glider soaring competition; Palm Springs rodeo and other sporting and agricultural meetings.

The fame of Southern California's cities are well-known, but special interest is developed in Palm Springs and its ten, 18-hole golf courses and 2,000 swimming pools; the bustling metropolitan glamor of Los Angeles; the warmth of San Diego's colorful waterfront, and the quaint border towns of Calexico-Mexicali.

Although not situated in Southern California, San Francisco, the cosmopolitan gem on the Pacific, is a "must-see" point of interest.

The San Francisco-Oakland Bay Bridge, Chinatown, Fisherman's Wharf, charming shops and exquisite cuisine are but few of its attractions.



Trademarks of Southern California are palm trees, orange groves and snow-capped mountains. The scene above depicts 10,630-foot Mt. San Bernadino. The eastern border of the Imperial Valley is the site of huge sand dunes, some reaching as high as many-storied buildings. A typical scene is shown.



A delegation of Oregon 4-H Club members recently traveled to the 4-H Club National Congress in Chicago via the Great Northern Railway's streamliner, the Empire Builder. Accompanying the group was Cal Monroe, extreme right, back row, who was assisted by Ruth Brasher, Harold Black and Mary Young. Burton Hutton, Oregon 4-H Club leader, extreme left of picture, and Mrs. Hutton, saw the group off at the station. Three of the youngsters won \$400 scholarships at the 38th national congress.

Piggyback Brightens Rail Outlook

Call it piggyback, trailer-on-flat-car traffic, TOFC or anything else.

Hyphenate, separate, capitalize or even misspell the words—they still identify one of the brightest spots in the whole railroad transportation picture.

The figures tell the story.

In the week ended Nov. 21, 1959, the 50 railroads offering piggyback service reported a total of 8,906 cars loaded with one or more revenue highway trailers.

This was an increase of 2,158 cars or 32 per cent above the corresponding week of 1958, and 3,980 cars or 80.8 per cent above the 1957 week.

Cumulative piggyback loading for the 47 weeks of 1959, according to figures released by the Association of American Railroads, totaled 375,401 for an increase of 126,963 cars or 51.1 per cent above the corresponding period of 1958, and 146,958 cars or 64.3 per cent above the corresponding period in 1957.

Piggyback has continued to spark optimism for the future of the railroad industry. It has had its growing pains, but its growth has been in all essential directions—participants, traffic area and equipment.

Types of commodities moved by piggyback also are on the upswing.

Although piggyback has not as yet been used to any great extent for the transportation of agricultural commodities, the Agricultural Marketing Service of the Department of Agriculture anticipates this operation will be offered "more and more" for the movement of farm products.

Ten



Scatter Brain

Hotel dining room manager in Detroit: "Look here, Mr. Wilson has left his overcoat hanging here again. Darned if he wouldn't leave his head behind him if it weren't fastened on."

Waiter: "You are so right, sir. In fact, this morning I heard him say he had to go to Arizona for his lungs.

Close Shave

Manicurist to playboy in the barber chair: "I don't think I should go out with you. I'm married."

Playboy: "Ask your husband. I'm sure he won't mind."

Manicurist: "You ask him. He's shaving you!"

"Look, daddy, I pulled this corn stalk all up by myself."

"My, you're strong, son!"

"I sure am. The whole world had hold of the other end."

Last Bequest

The family sat restlessly in the lawyer's office eagerly awaiting the reading of the will of a wealthy relative.

"You all know how your uncle admired brevity," the lawyer said. The following is his complete will: 'Being of sound mind, I have spent all my

money."

Heaven-Scent

The teacher sent a note home with Johnny asking his mother to see that he had a bath. The next day Johnny handed the teacher this note:

"Der Miss Smith: Johnny comes to school to git learnt, not smelt. He

ain't no rose.'

Jane: "How come your sister mar-

ried a half-wit?"

Judy: "She's such an incurable bargain-hunter, she couldn't resist anything that's 50 per cent off!"

School Daze

"Oh, so your son's in college? What's he going to be when he gets out?"

An old man!"

Under Cover

A southern belle came to the dance in a daring gown.

"That's a lovely dress," said her northern escort.

"Sho' enough?"

"It sure does!"

Selective Service

Lady Driver: "I want a glass of water in the radiator, a teacup of oil for the crankcase and a pint of gasoline. I think that will be all."

Attendant: "Couldn't I cough in

vour tire?"

Eleven

S. M. Farrell Retires After 43 Years With GN

The retirement of Samuel M. Farrell, assistant passenger traffic manager



Mr. Farrell

and a veteran of 43 years with the Great Northern Railway, was announced by P. G. Holmes, passenger traffic manager.

Mr. Farrell, who is known as "Sam" by many of his railroad friends in St.

Paul and across the country, retired effective Dec. 31.

He began his railroad career with the GN in 1916 as a ticket clerk in Winnipeg, Canada, and eight years later was named traveling passenger agent in Chicago.

While in that city, he held the positions of assistant general agent, passenger department; district passenger agent, and general agent, passenger department.

In 1946, he was transferred to St. Paul and was promoted to the post of

E. J. Cornelius Named To Cincinnati TPA Post

Ernest J. Cornelius has been appointed traveling passenger agent for the Great North-

Mr. Cornelius

ern Railway in Cincinnati, Ohio. His appointment was effective on December,

1, 1959.

He formerly was chief clerk in the Cincinnati office having been appointed to that post in December, 1955.

assistant general passenger agent. Two years later he became general passenger agent, and in 1951, was promoted to assistant passenger traffic manager.

In announcing his retirement, Mr. Holmes said of Mr. Farrell:

"In his long career, Mr. Farrell has earned the esteem and affection of his fellow employes and friends throughout the railroad fraternity, who join in sincere wishes for many years of good health and happiness."

O. M. Anderson, GN Freight Man, Dies

Oscar M. Anderson, assistant general freight traffic manager, rates and divisions, died in St. Paul on Dec. 2, 1959, after a short illness.

Mr. Anderson, 65, had been with the Great Northern since 1914, and was regarded as one of the top freight rate experts in the railway industry.

Joining Great Northern as a clerk in the traffic department, Mr. Anderson served in various capacities until his appointment in 1945 as assistant general freight agent in St. Paul.

He went to Seattle, Wash., in the same capacity in 1946, and in 1956, was appointed general freight agent (rates and divisions) in that city. He returned to St. Paul on May 1 of that year as assistant general freight traffic manager.

Give to March of Dimes

Three major crippling diseases which are the targets of the New March of Dimes affect one out of every four families in the United States.

They are birth defects, arthritis and polio.

Every year, a quarter of a million infants—685 a day—are born with birth defects. At least one-half of them face a lifetime of serious chronic illness and disability.



Big Mountain Skiing Off To Fast Start

Skis and poles displace cowboy hats and boots as western hospitality blends with the fun-loving spirit of the skier at Whitefish, Mont.

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A heavy mantle of snow covers The Big Mountain at Whitefish and ski talk dominates in the winter-happy town as the skiing season got under way with heavy snows.

As of Jan. 4, The Big Mountain had 42 inches of snow at the base of the lift, and 58 inches on top. Skiing was reported as excellent.

The Big Mountain ski resort began as a dream of two imaginative Montanans a decade ago who visioned turning the pine-covered, 7,200-foot mountain into a leading ski resort.

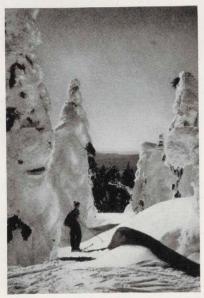
Situated in the majestic Rockies just west of Glacier National Park on Concluded on Page 14

An early-morning party of skiers makes a run down one of The Big Mountain's slopes, above. One of the many professional skiers who challenge the mountain is shown, below, in a speed test.



Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST



Silhouetted against one of the towering pines that is burdened with snow is a skier atop The Big Mountain, who pauses before descent.

the Great Northern Railway's main line, Whitefish primarily was a summer resort area until Ed Schenck, Big Mountain's general manager, and friends gambled an initial \$20,000 stake in the mountain's future.

The Big Mountain — The Fun Mountain — seen from the town's streets, looms in the distance.

Ardent skiers, who frequently prefer skiing to eating, soon discover that Nature fabulously provides The Big Mountain with one of her finest commodities—snow. Towering Big Mountain scrapes the moisture-laden clouds and they respond with generous servings of powder snow through March.

The impressive snowfall recorded for the past 20 years by the U.S. Forest Survey boasts an average 93½ inches yearly. The minimum is 59

inches, an adequate covering.

Despite its northern location, the average winter temperature at The Big Mountain is 20 degrees above zero and the brilliant sunshine bathes the mountain 50 to 60 per cent of the season.

Although the expert is in a skier's paradise, the "snow-bunny" or beginner avails himself of the gradual slopes radiating from the beginners' lift and the Karl Hinderman ski school excels with novice and expert skiers alike.

The 2,360-foot T-Bar ski lift and the 1,800-foot Poma lift serve the higher slopes and the adventuresome skier rediscovers the thrill of riding the Sno-Cat to the top of the mountain for a spectacular run to the chalet.

The T-Bar has virtually been rebuilt with a new cable, sheaves and new timbers for its towers.

Big Mountain's chalet, hugging the mountainside, caters to the resort skier. The food is choice and the overnight facilities are excellent.

Ski stories take on added zest when exchanged before the roaring fireplace and the recently-enlarged Ptarmigan room resounds with the toasts of skiers.

Economy overnight stays are favorites in The Big Mountain lodge which also features a snack bar, lunch area and lounge.

Great Northern Railway's thrifty ski weeks list seven days and six nights of skiing fun for \$96.68 per person plus rail fare. Its two streamliners, the Empire Builder and the Western Star, make daily stops at the Whitefish depot.

Proposed new thrill runs, a 6,700foot chair lift with a vertical climb of 2,100 feet; a roundhouse atop the mountain; a new Poma Lift and chalet now in the planning stage promise to enhance The Big Mountain's reputation as a leading ski resort.

Fourteen

GREAT NORTHERN RAILWAY-GREAT FOR TRAVEL



Kenneth H. Tuggle, chairman of the Interstate Commerce Commission, told the Women's Traffic Club of New York that railway carriers will continue in the passenger business for many generations to come.

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An increase of 5.9 per cent in the number of cars loaded with revenue freight is expected in the first quarter of 1960 compared to the 1959 period, the 13 Regional Shippers Advisory Boards reported to the Association of American Railroads.

The United States will participate in the 10th Pan-American Railway Congress in Brazil from Oct. 12-27, 1960.

The delegation will consist of members of the U. S. National commission in the Pan American Railway Congress association, U. S. government and railroad officials and industrialists.

The Japanese N.Y.K. Line intends to expand operations between Seattle and not decrease them as rumors stated, officials of the line reported. Since 1896, the firm has maintained regular passenger service except during World War II.

Currently, the N.Y.K. Line has in addition to the M.S. Kikawa Maru, two vessels in the Northwest service to Vancouver, B.C., Seattle, Tacoma and Columbia River.

The Great Northern Railway continues to be patronized by a great variety of groups and organizations.

Recent patrons included the Farmers Union Grain Terminal Association; International Augustana Luther League; Hallock, Minn., and Winnipeg; B'nai B'rith Youth Group AZA, Fargo, N.D.; Mekinock Lutheran parish group, Grand Forks, N.D.; International Conference of Medical Missions, Wheaton, Ill., and Larry Green's orchestra, Minneapolis.

Over the last 20 years, average prices paid by the railroads for fuel, materials and supplies and the average level of railroad wages increased more than 215 per cent, while the average revenue received by the railroads for the transportation of passengers and freight increased only 48 per cent.

Miles B. Crowley has been appointed chief mechanical officer of the Great Northern Railway and Donald F. Marston was named assistant to the chief mechanical officer.

Gov. and Mrs. William Quinn have been invited to attend the 27th annual daffodil festival in the Puyallup Valley, Washington, April 4-10.

Fifteen

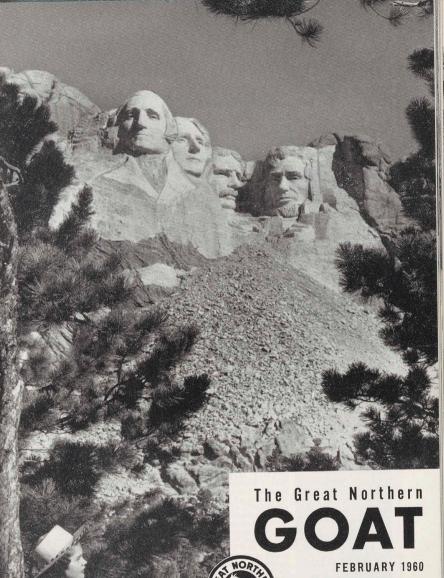
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GREAT NORTHERN RAILWAY



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The Great Northern GOAT



Vol. 30 February, 1960

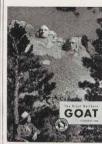
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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The Goat's Cover



Sculptured in the granite face of Mount Rushmore, South Dakota, are the heads of four presidents of the United States, Washington, Jefferson, Theodore Roosevelt and Lincoln. February is the birth month of Washington and Lincoln.—By Ewing Galloway, N.Y.

No 2

Your Railroads

The historical origin of many communities in the nation often are identical with the railroads that serve them

As the communities and the nation as a whole expanded, railroads have been keeping pace with them. Each year sees new improvements and advancements.

The cumulative result of continuous improvements in all phases of railroad operations is a railroad system far more efficient than was the railroad system of 50 or even 25 years ago.

Indeed, many of the improvements which have marked some of the greatest strides in railroad progress have occurred during the last quarter of the century.

Because of technological developments, railroads have much greater productive capacity, and they are capable of performing more service for the American people than ever before.

As the American Association of Railroads points out, in the 25-year period — since 1935 — railroads have spent 20 billion dollars for new, more powerful, and more efficient locomotives; more comfortable, more luxurious passenger cars; for new, bigger and better freight cars; new signals and traffic control systems; new and heavier rails, new bridges, shops, push-button freight yards, and other facilities.

Of particular significance in connection with the improvements is the fact that the developments are largely if not entirely the result of extensive research—by the railroads individually, by the manufacturers and suppliers, and by the railroads acting jointly through the Association of American Railroads.

There has never been a time when the American Railroad industry was as extensively engaged in research effort.

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TRAVEL

Whitefish, Mont., Carnival March 10-13



Donned in a new ski sweater, petite Miss Jackie Hythecker, 20, of Whitefish, Mont., is shown in one of the outfits she will wear as queen of the first Whitefish Winter Carnival.

The first winter carnival in White-fish, Mont., history will be held March 10-13 and preparations have long been under way to make it a memorable event.

One of the major events, the coronation of the queen, is an accomplished fact.

She is pretty Jackie Hythecker, 20, of Whitefish, who will reign over four days of parades, skiing and varied winter sports activities in the Rocky Mountain town, just west of Glacier National Park, on the main line of the Great Northern Railway.

The early coronation of Queen Jackie will permit her to attend the

famed St. Paul Winter Carnival where she will be guest of carnival officials.

A native of Whitefish, Jackie is blonde, blue-eyed and a student at Montana State University, Missoula, where she is majoring in elementary education.

The Whitefish carnival promises to be the first of a long line of winter carnivals destined to be the leading social and community event there and in the Flathead Valley.

Carnival visitors will thrill to the torchlight slalom ski race, fireworks over the Big Mountain ski area which towers over Whitefish, cutter and dog sled races, a torchlight parade, ski movie, dinners and a dance.

St. Paul Winter Carnival officials will attend the Whitefish carnival. The group will include the new King Boreas XXIV and Queen of the Snows, still to be named.

Squaw Valley Olympics Scheduled Feb. 18-28

A travel boost for the winter season will be the 1960 Winter Olympics at Squaw Valley, Calif., Feb. 18-28.

Among competitions will be all types of skiing, skalom, jumping and other winter sports as skating, ice hockey, races, etc.

Thousands of visitors from the United States, foreign nations and newspaper and television personnel will be competing for traveling accommodations and living space.

Squaw Valley is located in the High Sierras near Truckee, Calif., and is situated about five miles off California State Hwy. 89 at a point about midway near Hwy. 89 between Truckee and Lake Tahoe.

Shuttle bus service is expected to be provided between Reno or Truckee and Squaw Valley.

Three



The Scouting story has been told thousands of times, but one does not feel the spirit of Scouting without experiencing a camping trip. The bugler, above, wakes the youths, as a Scoutingster and Scout prepare breakfast, below.

SCOUTING.

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Boy Scout Week, Feb. 7-13, will be celebrated in almost every community of the United States by several great national events and by countless local affairs.

A special observance will be held in Washington, D.C., where the movement was originally incorporated.

A selected Scout or Explorer from each state and territory will participate in activities with high officials representing all branches of the federal government and leaders of national organizations whose local branches sponsor the nation's 130,000 or more Cub Scout packs, Boy Scout troops and Explorer units.

Among the year's more prominent events will be the 50th annual meeting of the National Council, Boy



50 YEARS of SERVICE to YOUTH

SScouts of America, June 1-4 in Washington, D.C.; the National Jamboree at Colorado Springs, Colo., in July; the Celebration Out-of-Doors Jubilee (Camporees for those who cannot attend the Colorado Jamboree, and the Hexplorer Jubilee Field Day.

The Boy Scout program began as a rmodest undertaking in 1910, when William D. Boyce, a Chicago pub-

I lisher, incorporated the name.
Since then, the Boy Scout move-

mment mushroomed, until today almost revery American either is or was a Sescout or is affected by Scouting. Scouting takes a boy's natural gang

Scouting takes a boy's natural gang leand converts it into a unit with uniforms, adventure and adult leadership.

Thus, it fills out the life of a boy.

During his years from 8 to 18, Scouting will offer him training, adwenture and moral background.

One of Scouting's greatest contribuitions to the nation is as intangible

It is a sense of being or spirit that its instilled in the youth of America, a sense of participation and brother-thood.

As the Boy Scouts of America mark

their 50th anniversary on February 8, the eyes of the nation will be upon the current five million active members who are a veritable cross-section of the citizenry.

An important, but frequently unknown fact, is that Scouting's 28,500,000 alumni are enjoying the benefits their association with Scouting has

given them.

Among these alumni are the thousands of volunteer workers in Scouting—the Scoutmasters and his assistants who spend countless hours with the boys.

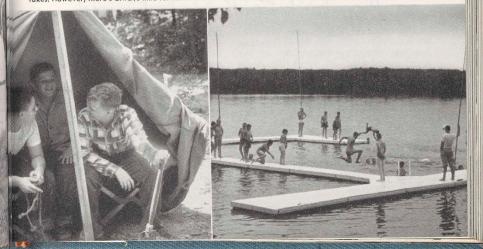
What is in it for him? What does he get out of a week-end of camping or a day spent on the hike? Nothing —or plenty! Depends on how you

look at it.

Plenty because he believes that being trustworthy, loyal, obedient, courteous and reverent is important to the development of his young "charges."

Nothing because he doesn't make a penny, but there are plenty of rewards—including the satisfaction of knowing that to those bedded-down kids of his, he rates first class.

It's all fun—but there's work involved—the Scouts at left learned as they portaged their canoe between lakes. However, there's always time for much rest and relaxation, as the photos below show.



Woulfe Retires, Nicholson Suceeds Him

The retirement of J. J. Woulfe as assistant freight traffic manager for the Great Northern Railway at San Francisco and the appointment of W. E. Nicholson as his successor were announced by C. E. Finley, the railway's traffic vice president.



Mr. Woulfe

Mr. Nicholson

Mr. Nicholson, who was freight traffic manager, sales and service, at St. Paul, will continue in the same position in his new assignment, which became effective on February 1.

Mr. Woulfe's duties and titles with the Great Northern were as varied as the cities he served in his 50 years with the railway.

These included that of contracting freight agent at Winnipeg, Manitoba,

and St. Paul; traveling freight agent, general agent, refrigerator service, and assistant general freight agent, all in St. Paul.

His San Francisco career began in October, 1945, when he was appointed general freight agent. He was named to his present position of assistant freight traffic manager in 1956.

During World War I, he served as lieutenant in the U.S. Engineer Corps.

Mr. Nicholson has been with the Great Northern since 1922, when he was appointed traveling freight agent at Kansas City, Mo.

His career with the GN took him to Sioux City, Iowa, as commercial agent and later as general agent. In June, 1940, he became general agent at Spokane, Wash., and two years later was named assistant general freight agent at Minneapolis.

His other positions with the GN included that of general freight agent, assistant Western traffic manager, and, later, Western traffic manager at Seattle.

In March, 1956, he was named general freight traffic manager, sales and service, in St. Paul, and a year ago, freight traffic manager there.

Piggyback Continues to Expand

There were 6,284 cars reported loaded with one or more revenue highway trailers (Piggyback) in the week ended Dec. 26, 1959, the Association of American Railroads reported.

This was an increase of 2,053 cars or 48.5 per cent above the corresponding week of 1958, and 3,270 cars or 108.5 per cent above the 1957 week.

Cumulative loadings for the 52 weeks of 1959 totaled 415,156, for an increase of 138,389 cars, or 50 per

cent above the corresponding period of 1958, and 166,091 cars, or 66.7 per cent above the corresponding period of 1957.

Glacier Park Attracts 722,322 Persons in '59

Glacier National Park in the heart of the Montana Rockies was host to 722,322 persons during the 1959 season, E. A. Hummel, superintendent, reported—a 2-per-cent increase over 1958.

Sharonlee Marstad New GN Carnival Princess



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olis.

Miss Sharonlee Marstad, an employe in the freight account department for three years, has been named Great Northern Railway princess for the St. Paul Winter Carnival.

The blond, blue-eyed miss is 5 feet, 3 inches tall, and weighs 115 pounds.

Howery Named VP, General Manager of Union Depot

B. N. Howery, former general manager of the Chicago Great Western Railway Co., has been appointed vice president and general manager of the St. Paul Union Depot and the Minnesota Transfer Railway.

Mr. Howery has had a varied railway career beginning as a brakeman and later switchman and conductor for the Chicago Great Western between 1936 and 1952.

He subsequently held posts of trainmaster, assistant superintendent, and general manager of the Chicago Great Western.

Mr. Howery, who succeeds the retired H. P. Congdon, is a native of Oelwein, Iowa.

She is active in the GN bowling league. Named her lady-in-waiting was Joan Drake, 19, of 805 N. Keller parkway, an employe in the valuation engineer-

ing department.

Sharonlee's father, Irvin Marstad, is a sheet metal worker in the Dale Street Shops, St. Paul, and Joan's father, W. F. Drake, is assistant paymaster for the GN.

Lake Chelan Eyed As U. S. National Park

The Lake Chelan-Glacier Peak region of Washington's northern Cascade Mountains has been recommended for consideration for preservation in the National Park System.

The advisory board on National Parks, Historic Sites, Buildings and Monuments endorsed the view that the national park potentialities of the area

be determined.

Lake Chelan is one of the leading vacation resort areas in north central Washington and boasts 125 miles of shoreline.

From its sandy beaches rise the Cascade Mountains whose snows feed the lake.

National Railroad Museum

There has been established at Green Bay, Wisconsin, a National Railroad Museum whose purpose is to afford recognition in perpetuity of the role of the American railroads in our Nation's history by preserving railroad rolling stock and other memorabilia of the age of steam.

The Museum erected in a 24 acre park which was donated by the City of Green Bay when the site was determined to be the most ideal in Wisconsin. The park is located on the historic Fox River and on the mainline of the Chicago and Northwestern Railway.

Seven







The production of knickknack shelves is shown by the photos above and right. First process is the sawing of plywood, then the nailing of the step shelves. After the shelves are painted, they are stamped with the JA emblem and packaged, as shown, right.

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Thousands of youths across the nation are in "training" evenings to take their place in business after graduation from high school or college.

They are members of Junior Achievement, a movement designed to educate teenagers in the American Free Enterprise system and business in particular.

Such a company is Crest-Co, sponsored by the Great Northern Railway, which meets weekly in the JA Loop headquarters in St. Paul.

Under the direction of the advisers, E. E. Nelson, A. M. Einhorn, George Richie and Leo A. Probst, the youths are manufacturing knick-knack shelves which already have been sold to hundreds.

Utilizing machinery at the Junior Achievement headquarters and deciding on a product and materials, the achievers learned the planning and production phases encountered on a much larger scale by American industry.

In addition to being manufacturers, they also are miniature businesses



MEARNS BUSINESS TECHNIQUES

the relecting officers, selling stock and marketing products.

Junior Achievement has no ties with any organization other than blusiness in general which finances it, with directs it and devotes much time to indicate the state of the sta

Horace A. Moses, the late chairirman of the Strathmore Paper Compensy, began Junior Achievement in 0.50 In 1919. It became a national organizafally, ittion in 1942, and since then thou-

supported the movement.

Persons who should know—the par-George teents of the youngsters—rate the JA production of the youngsters—rate the JA production of the youngsters—rate the JA the production to JA to be conflicted as mother stated her son mever had self-confldence and explaint hibited a genuine shyness before he ald deal-gioined JA.

An incentive, not generally known ing and by the public, is the admirable of the scholarship program open to the

nican in Achievers.

More than \$40,000 in scholarships factors have awarded annually, and, although more every Achiever wins a scholar-

ship, the program has given many youngsters an opportunity to attend college.

As for the youngsters themselves, rare is the Achiever who does not look forward to the next session in

JA headquarters.

While all Junior Achievement companies strive to become successful business enterprises, real emphasis is not on making a profit, but on giving actual business experience.

Some companies have failed, with each stockholder losing a maximum

of \$2.50.

Others, seeing their business go into the red, have reorganized and become successful. Many have earned and paid handsome dividends.

Although a losing company doesn't present the brightest view of JA, it is an aspect of United States business that must be learned, one businessman, and an adviser, said.

The bright side of his company's operation was its quick recovery with a new product—and a profit—and a lesson well learned: It's never too late to change a business mistake!



Freight Traffic Assignments Announced

New duty assignments and promotions in the freight traffic department were announced by C. E. Finley, traffic vice president of the Great Northern railway.

E. W. Bergstrom, assistant general freight traffic manager, and an employe at the GN for 39 years, will assume the duties of the late O. M.

Anderson.



Mr. Fallon

Mr. Bergstrom

Other personnel affected and their new duties:

J. F. Fallon, freight traffic manager (rates and divisions);

J. E. Casev, assistant general freight agent (rates and divisions);

C. J. Ehrke, commerce agent; A. A. Ninke, chief, trans-continental section;

E. E. Nelson, chief, tariff section; C. E. Dahlberg, assistant to general freight traffic manager.

All appointments are at Great Northern's general headquarters in St. Paul.

Mr. Fallon has been general freight agent, and Mr. Casey, commerce agent since 1956. Mr. Ehrke has been chief of the trans-continental section since 1958.

Messrs. Ninke, Nelson and Dahlberg joined the railway in 1924, 1942, and 1948, respectively.

Morrison Named General Agent in Toronto, Canada

R. W. Morrison has been appointed general agent of the Great Northern Railway in Toronto, Canada.

The appointment, which became effective on Jan. 1, was made by G. D. Johnson, general freight traffic manager, sales and service, and P. G. Holmes, passenger traffic manager of the railway.

Mr. Morrison succeeds G. F. Smith who retired on Dec. 31, 1959, after more than 50 years with the railway.

Mr. Smith began his railway career as a clerk in Winnipeg, in October, 1909, and held various positions with the railway including that of traveling freight agent and passenger agent in Winnipeg and general agent in Toronto.

Mr. Morrison joined the GN in

1943, in the freight operation depot of his native city, New Westminster, B.C.

In 1950, he was transferred to the traffic department at Vancouver, B.C., and in 1952, became chief clerk in the railway office at Wenatchee, Wash.

After a three-year tenure as city freight agent in Portland, Ore., he came to St. Paul in 1957 as an agricultural and industrial development agent.



Mr. Morrison

Mr. Smith

Ten



Thin-Shelled

After one shuddering bite, the customer beckoned the waitress.

"Miss, what's wrong with these eggs?" he demanded.

"Don't ask me," snapped the girl.
"I only laid the table!"

Fair Exchange

"Look what I got for my wife," Jack exclaimed proudly to his neighbor next door, as he showed him a new car in the garage.

"You lucky dog," he replied. "Where did you make a deal like

that?"

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Long Suffering

"You might as well give your husband the divorce," the judge advised the wife.

"What!" shouted the wife. "I've lived with this bum for 20 years and now I should make him happy!"

Cohorts

Wife (whispering): "John, wake up. There's a burglar going through your pockets."

Husband: "Leave me out of it. You two fight it out yourselves."

Touchdown

"See that big fellow playing full-back, darling, I think he'll be our best man next year."

Co-Ed: "Oh, this is so sudden."

It's Her Risk

"How would your wife carry on should you die tomorrow?" the insurance man asked the husband.

"I don't think that would be any concern of mine, just so long as she behaves herself when I'm alive."

Good Sense

A grade school teacher was instructing the youngsters about the value of coins. She took out a half dollar and laid it on the desk.

"Can any of you tell me what it

is?" she asked.

From the rear of the room came the voice of a small boy:

"Tails!"

Doggone!

A hunter, who was proud of his pointer, was walking down the street when the dog suddenly struck the traditional bird-in-the-grass pose as a man with a shopping bag walked by.

man with a shopping bag walked by.
"Pardon me, sir," the hunter said.
"And you may think this strange, but do you have a bird in your shopping

bag?"

"No," replied the man, "but my name is Partridge!"

Channel Chatter

Sign on a used TV set: "For sale. One Owner—a little old lady with weak eyes."

Eleven

Along the Great Northern

(This article is one of a series on the Mineral Research and Development Department of the Great Northern Railway.)

In recent years there has been renewed interest in the use of highalumina clays as a source of alumina.

Because of the abundance of extremely favorable economic factors in the Williston Basin, such as water, electric power, petroleum and natural gas, chemicals and lignite, this region has been under active exploration for high-alumina clay.

on Heart Sunday

February 28th

to fight Heart

The Mineral Research and Development Department of the Great Northern Railway has completed a very exhaustive reconnaissance survey of the deposits along its mainline.

A promising occurrence was uncovered in the vicinity of White Earth, N.D., just east of Williston and Tioga.

Deposit 1, which lies along White Earth River, was determined to contain about 25 million tons of clay in a 30-foot bed under an average of about 40 feet of overburden.

Analysis indicates an alumina content of 20 to 25 per cent.

There is also an interrupted continuation of the same clay nearby which may contain up to four times the quantity of Deposit 1 in a 34-foot bed under approximately 20 to 40 feet of overburden.

A comprehensive report has been prepared by this department which includes maps and descriptions of other clay deposits in Montana and North Dakota.

GN Aids Civil Defense In Evacuation Plan

Great Northern Railway officials recently participated in a Spokane, Wash., school evacuation plan that provides for transportation by train.

Civil Defense and school officials at the new John Shaw junior high school were told the railway agreed to spot rail cars at a designated place in an emergency.

Students would march from the school to the cars and would be transported to a designated place. The project is the first in the area using railroad transportation for evacuation.

Tax Cut Sought

Total elimination of the federal tax on passenger fares will be urged on Congress at this session.

Disease



Lowell Randall and Neil Dorn, in charge of operations at the Willmar Stocker and Feeder Yards, inspect a herd of Western stock calves with L. S. Doran, director of stocker and feeder operations, Central Livestock Order Buying Company.—Reprinted from the Co-Operative Shipper.

New Feeder Yard Serves Minnesota

Livestock feeders of Western Minnesota are generally loud in their praises of the newly opened Central Stocker and Feeder yard at Willmar, Minnesota.

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The yard, just completed by the Great Northern Railroad, was built specifically for and in accordance with the plans of the Central Livestock Order Buying Company, to whom they are leased by the railroad.

Located just east of Willmar on the north side of U.S. Hwy 12, the yard is along the Great Northern trackage.

For several years, livestock feeders expressed a desire for the location of a stocker and feeder distribution point at Willmar.

The Willmar yard seems to be ideally located to serve feedlot operators. It is located in the center of an important livestock feeding area.

Thus, it cuts down the distance livestock men must travel to obtain stocker and feeder livestock. Willmar is on the main rail line from the West, and is a rail division point to all adjoining and distant areas.

Stockers and feeders handled and distributed at Willmar will be freshly obtained directly from western growing areas. Central's goal is to deliver highest possible value for prices paid.

Volume operations will cut operating costs and thus result in direct savings to purchasers. Also, feeders will find it unnecessary to personally travel the West at great expense when their own organization can best serve them at lowest possible cost.

Central's new yard at Willmar is another example of an agricultural cooperative serving its patrons and members, in an integrated manner, to the mutual advantage of the patron and member grower and purchaser.

(Concluded on Page 14)

Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST



Train Stopped by 'Happy Holiday' Greeting

When Great Northern Railway officials learned of an unique Christmas Greeting card addressed to GN crew members, it was appropriate to reciprocate.

It was a distinct honor and it was

received well.

It all began when a 6x3-foot "Christmas card" in the form of a sign was posted by Mr. and Mrs. Paul Davenport of 6215 Thirty-seventh Ave. W., Seattle.

Gaily decorated and reading: "Happy Holiday Boys—The Davenports," the sign was a welcome seasonal greeting for GN trainmen who passed the Davenport home.

Conductor J. W. Rothaus of Seattle received these orders from GN officials: "Extend to a friend of trainmen the appreciation of a friendly road."

The orders were carried out when an eastbound Empire Builder stopped at the edge of the Davenports' backyard and the Davenports met the train crew to whom they frequently waved a friendly greeting.

Mr. Davenport said:

"Who would ever believe that a big company like that would pay any attention to little people like us."

FEEDER YARD-Conclusion

Neil Dorn and Lowell Randall are located at Willmar, directly in charge of the yards, and are serving patrons in an efficient, effective and courteous manner.

Their acquaintance range is growing daily. Both are well known to many feeders of this area. Their counsel and advice are appeciated.

Other feeder and stocker operations of the Central Livestock Order Buying Company are located at South St. Paul, West Fargo, Billings, Tracy, St. James, Newport and Morris,

Fourteen

GREAT NORTHERN RAILWAY-GREAT FOR TRAVEL

Passenger Traffic Club News

St. Paul

Elected president of the St. Paul Passenger Association was L. J. Bessette, of the Chicago, Rock Island & Pacific Railroad.

Other officers are G. W. Goetz, Great Northern Railway, vice president; R. A. Strom, Minnesota Mining & Manufacturing Company, treasurer, and H. J. Carlson, Union Depot Company, secretary.

Named directors were K. C. Van Wyck, Great Northern Railway; W. J. Powers, Twin City Lines; C. E. Birdsell, Chicago, Burlington & Quincy Railroad; K. W. Young, Chicago, Rock Island & Pacific Railroad, and I. M. Grady, Union Depot Company.



Mr. Bessette

Mr. Taff

Minneapolis

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INCO:

Thomas F. Taff, city passenger agent for the Great Northern Railway in Minneapolis, has been elected president of the Minneapolis Passenger Traffic Club.

Other elected officers are Charles J. Billingsley, Union Pacific Railroad, vice president; William Onyshuk, Canadian Pacific Railway, secretary, and Edward O'Leary, Great Northern Depot, treasurer.

St. Louis

W. E. Ferry of the Gulf, Mobile and Ohio Railroad has been elected



president of the Passenger Club of St. Louis.

Also elected were Henry Peterson, Terminal Railroad, first vice president; Erna Mang, Mallinckrodt Chemical Company, second vice president. Puby Erso

Mr. Ferry dent; Ruby Franich, Baltimore & Ohio Railroad, third vice president; Walter Bange, Jr., New York, New Haven & Hartford Railroad, secretary, and C. L. Fuhr, Gulf, Mobile & Ohio Railroad, treas-

Fargo-Moorhead

urer.

Joe L. Yager of Buckingham Transportation, Incorporated, Fargo, N.D., has been elected president of the Fargo-Moorhead Traffic Club.

Other officers are Clair E. Berg, Cook Sign Company, vice president; W. H. Wenner, Chicago and North Western Railway, secretary, and Arnold G. Zube, First National Bank and Trust Company, treasurer.

British Columbia

Elected chairman of the British Columbia division of the Canadian Industrial Traffic League Incorporated was E. R. Parsons of the Standard Oil Company of British Columbia Ltd.

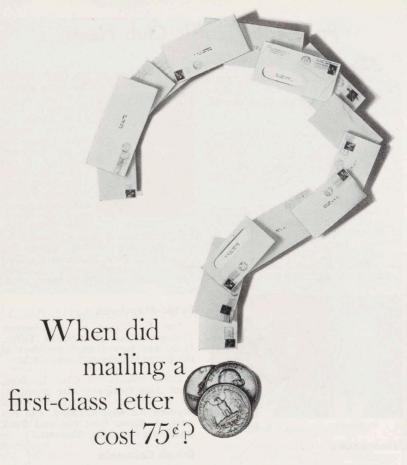
Other officers are H. J. Malcolm, Johnston Terminals Ltd., vice chairman, and R. Renwick, Crown Zellerbach (Canada) Ltd., secretary-treasuerer.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

FORM 6009-2-60

PRINTED IN U. S. A.



Before the railroads began moving the mail!

Back in 1840, it cost seventy-five cents to send a three-sheet letter from Washington to Boston.

Today, this same trip by mail costs the sender just four cents. To make this striking achievement in low-cost service possible, the railroads have invested more than a billion dollars in special equipment and mail-handling facilities.

These improvements have been made by the railroads without benefit of taxpayer subsidy. They're one more reason why low-cost, efficient mail-by-rail is a bigger bargain today than ever before!

GREAT NORTHERN RAILWAY

1960 GOVERNORS' CONFERENCE

Golden Anniversary Montana's Glacier National Park



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The Great Northern

GOAT

MARCH 1960

The Great Northern GOAT



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March, 1960

No. 3

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great North-ern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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The Goat's Cover



The placid wa-ter of Lake Mc-Donald in Glacier National Park partially reflects the mountains beyond. The 10mile-long lake, which is more than 400 feet deep, freezes approximately one winter in five.

Your Railroads

President Eisenhower's assertion that he favors "a real overhaul" of regulations and controls hampering the nation's railroads was welcomed as possibly clearing the way for better transportation service to the public.

Basically, what transportation needs is a government policy of favoritism toward none and fair treatment to-ward all carriers, the American Association of American Railroads'

board of directors stated.

The full statement, as issued by the 20 leading railroad executives making up the AAR board, follows:

President Eisenhower's concern over the plight of the railroads, expressed in his press conference, is welcomed by this industry which can now hope that the administration and Congress will begin to take appropriate action to clear the way for better transportation service to the public.

Explosive national growth and intensified security problems demand that the nation take steps now to allow maximum development of railroads in the years ahead, for railroads alone can handle the rising torrents of goods America must produce for our ever-growing population.

What transportation needs is a government policy of favoritism toward none and fair treatment toward all

carriers.

Our industry neither asks nor needs any special favors but does ask equality of treatment.

The president's concern over the antiquated laws and regulations which prevent the railroads from giving the public the full advantages of a modern rail service is well founded.

Specific action should include a revision of the outmoded tax structure to stimulate capital spending for improved railroad facilities and the removal of some of the tax inequities in comparison to the railroads' subsidized competition.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Giant Rotary Plow in Service West

A giant, 92-ton rotary snowplow—the most powerful ever to operate on the Great Northern Railway—has just been successfully tested at the company's Dale Street shops in St. Paul and is based at Whitefish, Montana.

The big electrically-powered rotary, first of its kind on the Great Northern, boasts the latest and most efficient automatic control equipment devel-

oped for this purpose.

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Known to railroaders simply as the "X-1509," the 40-foot-long, 15-foot-high snowplow is assigned to mountain service on Great Northern's main line through the Montana Rockies.

There its 11-foot, 6-inch rotor, consisting of 10 double-edged blades studded with ice picks, are pitted against heavy winter snow and oc-

casional slides.

The new mechanical behemoth is capable of cutting through trees, stumps and other debris which might be swept onto the tracks. The grinding blades make short shrift of trees and brush, expelling the "digested"

pieces with the snow through a snow chute above the blades. Controlled maximum speed of the rotor is 150 r.p.m., but average working speed is 120 r.p.m.

The X-1509 was rebuilt at the Dale Street Shops from a steam rotary plow with a long history of action in the mountains and blizzard-swept

prairies.

Four traction motors providing the new power source came from the largest single-cab electric locomotive in the world, retired in 1956 when Great Northern terminated electrified operations through the Cascade Mountains.

In operation, the new snowplow basically is composed of three units: the rotary unit, which does the cutting; a diesel power unit, generating electricity for the traction motors, and a diesel locomotive pusher. Only two men are required in the operation. Controls for both the rotary and the

(Concluded on Page 4)

Three

GREAT NORTHERN RAILWAY-GREAT FOR FREIGHT

Sulphur-

Along the Great Northern

(This article is one of a series on the Mineral Research and Development Department of the Great Northern Railway.)

Among mineral resources, the recorded history of sulphur is one of the most ancient.

In almost prehistoric times, it was used in pagan ceremonies to drive away evil spirits, a use not too farfetched, for it is used even today as a fumigant and pesticide.

Sources of sulphur are pyrite, byproducts from gas plants and smelters, and native or elemental sulphur.

Pyrite, which is iron sulfide, contains more than 50 per cent sulphur when pure and it is mined in the United States in the Tennessee area. It also is a by-product in most metal mines.

Sulphur from copper, lead and zinc smelters is produced from gases, not only for the sulphur itself, but also to comply with air pollution regulations.

Consumption of sulphur in this country is about 6 million tons a year. Most of it (about 75 per cent) is MEMO FOR THE CONGRESSIONAL CALENDAR



Four

converted to sulphuric acid. There are few chemical products made that do not utilize the acid. Among the biggest user is the fertilizer industry.

In Great Northern territory, the largest use for sulphur other than that used as sulphuric acid is in the manufacture of wood pulp and paper.

Sulphur is produced near Tioga, N.D., on the main line of the railway, by Signal Oil & Gas Company.

The sulphur is removed in the form of a gas, hydrogen sulphide, and is broken down to elemental sulphur in liquid state. This liquid is poured into molds of 1,500 tons and stored in that form until shipped.

Movement of this sulphur is largely to paper manufacturers in Minnesota, Wisconsin and Ontario. The sulphur is shipped both in solid form in boxcars and in liquid form in tank cars.

The Mineral Research and Development Department of the railway is working toward the combination of sulphur with other raw materials of western North Dakota so that not only may the outbound tonnage be increased, but also industry, population and product value.

ROTARY - Conclusion

pusher unit are in the rotary cab.

The General Electric automatic control "package" provides built-in safety devices which prevent the plow from "running away," or operating at full speed immediately after cutting through a slide.

Overload relays protect the equipment in the event large, "indigestible" objects are encountered in the snow. When they occur, the mechanism stops. Air brakes on the entire unit are operated from the cab, which offers better vision and more warmth than that of the old rotary.

Home base of the rotary, Whitefish, Montana, is 67 miles west of Great Northern's low-level crossing of the Continental Divide at Marias Pass.



GN Serves Gamble-Skogmo Warehouse

Gamble-Skogmo, Incorporated, recently dedicated its new \$1,750,000 warehouse and distribution center at St. Louis Park, Minn., and held a merchandise show for 1,200 Gamble store owners and dealers from six states.

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Marias

The 6½-acre building, constructed along a Great Northern Railway spur track, serves more than 550 stores and features the most modern equipment for the rapid distribution of merchandise.

Facilities provide for the simultaneous loading and unloading of 12 freight cars, five of them inside the building—under cover.

Original design and construction of the building, and location on the site, permits an expansion of up to 40 per cent.

The building is 470x590 feet, varying in height from 14 to 18 feet. Also included at the site are office space, service facilities, cafeteria and utility rooms.

Gamble - Skogmo reported more than 120 million dollars in business in 1958, and expects 1959 sales to top that figure by 20 per cent.



A Great Northern spur track inside the new Gamble-Skogmo Distribution Center in St. Louis Park, Minn, above, enables the retail merchandising firm to unload as many as five freight cars under cover. In the photo below, R. L. Wyatt, left, general freight agent for the GN in Minneapolis, helps check the first shipment of merchandise to arrive in the center. With him are Wayne Musgrave, center, warehouse manager, and George Wilson, Gamble's general traffic manager.

Five

GREAT NORTHERN RAILWAY-GREAT FOR FREIGHT

Passenger Traffic Club News

Chicago

Erv J. Schreiber, Northern Pacific Railroad, has been elected president of the Chicago Passenger Club for 1960.

Other elected officers are Herb G. Cromwell, Gulf, Mobile and Ohio Railroad, first vice president; Keith Mott, Hertz Rent-A-Car, second vice president; Chris Moffatt, Santa Fe Railway, secretary-treasurer.

New York

Water R. Rooney of the Gulf, Mobile and Ohio Railroad, has been elected president of the New York City Association of Passenger and Ticket Agents.

The other officers are Mertin H. Wetzel, Chicago, Milwaukee, St. Paul & Pacific Railroad, first vice president; J. R. Brady, Northern Pacific Rail-road, second vice president; Thomas F. Dowd, Great Northern Railway, secretary, and Walter A. Kelly, Pennsylvania Railroad, treasurer.

The City Passenger Agents Association of New York has elected John G. Holley of the Lackawanna Rail-

road as president.

Other elected officers are Daniel J. Gall, Union Pacific Railroad, first vice president; Joseph Mullen, Eastern Air Lines, second vice president, and Joseph N. Monzell, Erie Railroad, secretary-treasurer.

The Eastern Passenger Agents Association of New York has elected D. P. Rooney of the Santa Fe Rail-

way as president.

George Krom, Erie Railroad, was elected vice president; L. G. Sak, Southern Railway, treasurer; Paul C. Servine, Atlantic Coast Line Railroad. secretary, and W. C. Havens, Northern Pacific Railway, assistant secretarv.

Philadelphia

F. S. Benoliel of the Canadian National Railways has been elcted president of the Philadelphia Passenger Association.

Also elected were L. L. Drumheiser, Baltimore & Ohio Railroad, first vice president; R. M. Colmery, Hertz Corporation, second vice president; J. J. Greeley, Seaboard Air Line Railroad, secretary, Stanley MacLeod, Pennsylvania Railroad, treasurer, and M. F. Ivers, Santa Fe Railroad, historian.

Newark

E. Van Schaik of the Bessemer and Lake Erie Railroad is the new president of the Newark Railroad Club,

Newark, N. J.

Also elected were Donald H. Pierson, Lackawanna Railroad, first vice president; Gus Donovan, Illinois Central Railroad, second vice president; George Herrick, Southern Pacific. secretary, and George Mason, Union Pacific Railroad, treasurer.

Buffalo

Paul B. Carroll of the Lehigh Valley Railroad is the newly-elected president of the Buffalo Passenger As-

sociation, Buffalo, N. Y.

Also elected were A. G. Murray, Canadian Pacific Railway, first vice president; C. R. Siegert, Courier-Express (newspaper), second vice president, and H. J. Mueller, Santa Fe Railway, secretary-treasurer.

Memphis

Randy Breedlove of the New York. Chicago & St. Louis Railroad, has been elected president of the Railroad Passenger Traffic Club of Memphis.



ARTIST'S SKETCH OF LAND VIEW OF TERMINAL

\$5,500,000 Seattle Pier Planned

The Port of Seattle Commission recently approved plans and authorized for the call of bids on a portion of its proposed \$5,500,000 modern ocean terminal.

Bids were called for the sub-structure and concrete apron on the south and west sides of the terminal. Estimated cost for this project is 2 million dollars.

This work will closely be followed by construction of warehouse and office facilities of the pier which will approximate \$750,000.

The terminal's south side will provide berth for two ships, office space for steamship companies, Customs

Service quarters, 840-foot-wide warehouse space and waiting rooms for ships' passengers.

Two pair of railroad tracks will be provided to serve the area of the apron and gantry cranes. Black-topped surface for containerized cargo will complete that building phase.

Pier 29 and a part of Pier 30 will be demolished in the final phase of the project to provide additional warehouse and apron facilities.

Berthing space for four ships will be available at the completion of the project.

Architect of the pier is Carlson-Eley-Grevstad.

GREAT NORTHERN PERSONNEL IN THE NEWS-

Graham M. French, assistant general passenger agent, of the Great Northern Railway in Chicago, has been elected chairman of the Chicago General Agents Association comprising railroad general agents of passenger traffic.

J. J. Trainor, general agent of the Canadian Pacific-Soo Line Railway, was chosen vice chairman, and A. E. Elkins, general agent passenger department of the Missouri Pacific Lines, was elected secretary.

O. W. Pierce, general assistant, passenger department, of the Great Northern Railway in Kansas City, Mo., has been elected president of the General Agents Association there.

Newly-elected committee members are J. P. Warren, Santa Fe Lines; James T. Gurren, Pennsylvania Railroad, and L. G. Muller, Kansas City Southern Lines.

Paul Myers, general agent of the Great Northern Railway at Tacoma, Wash., has been named one of the directors of the Rotary club in that city serving under the administration of T. Robert Faragher, president.

Seven



The veranda of the Many Glacier Hotel overlooks Swiftcurrent Lake, offering one of the best views in the park



Unparalleled accommodations and breath-takingners and pleasant vacation. Mount Grinnell towers in distr

The main lobby of the hotel presents a distinct Swiss motif with its rustic logs and fireplace. The casual atmosphere spills over to the hotel staff who wear lederhosen uniforms.

GOVERNORS'C

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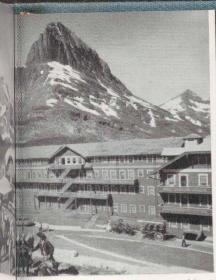
The 50th anniversary of Glacier National Park in the Montana Rockies be will be marked by the Governors in Conference in the park June 25-29.

Headquarters for the meet is the Many Glacier Hotel situated on Swift-current Lake in the very heart of the park presenting one of the most spectacular settings on the North American continent.

Excellent trails radiate in every m direction from Many Glacier, tapping an endless variety of scenic enchantment for hikers and horseback riders.

Large passenger launches ply both C Swiftcurrent and adjoining Lake Jose-ea phine, and smaller boats are available for fishermen.

Many Glacier combines the gra-gi ciousness of old-world hostelry with arthe modern conveniences and exqui-



ri near the Many Glacier Hotel assure a restful mance above the hotel.



Three young "dudes" are put aboard "Speck," one of the many gentle trail horses kept near the Many Glacier Hotel.

ONFERENCE

Anniversary Good Park

IIIt is appropriate that Many Glacier among the first structures providaccomodations to tourists in the Firk.

Glacier National Park has had a dlorful history since it was first so nimed on May 11, 1910.

The park's most spectacular peak mief Mountain, was recorded on aps as early as the Lewis and Clark expedition of 1803-06.

Traders and trappers of the Hudhin's Bay Company and North West ompany were in the general area rrly in the 19th Century.

I In 1853 and 1854, government enmeers, approaching from the east and west to explore a route for a tanscontinental railroad, reported

(Concluded on Page 10)





Rainbow Lodge, shown above, offers visitors "picturewindow views" of the mountains, while the dining room, below, boasts excellent cuisine in comfortable surroundings.

GLACIER NATIONAL PARK-Conclusion

camping at Upper and Lower St. Mary Lake.

About the same time, Lt. Charles A. Woodruff and Lt. John T. Van Orsdale with the United States troops made a military reconnaissance and found the glacier now known as Pumpelly Glacier.

In 1883, Raphael Pumpelly, geologist and nature lover, after whom

Buy Easter Seals, Help Her Walk



Nancy, crippled since birth, is one of the thousands of youngsters benefited each year when you purchase Easter Seals.

The Seals will bring the needs of crippled children into the homes of more than 40 million Americans during the 1960 Easter Seal campaign, March 17 through April 17, Easter Sunday.

Last year, 195,534 children and 32,473 adults were helped on their way to rehabilitation by Easter Seals.

Pumpelly Glacier was named, with W. R. Logan, the first superintendent of the park, crossed the mountains by way of Cut Bank Pass.

George Bird Grinnell, naturalist and author, went to this area, which had been hunting ground for the Kootenai Indians from the West, and for the Cree and Blood Indians from the orth, in 1885.

A large section of the mountainous country had already been made into a forest reserve, which included Upper St. Mary Lake. Through Grinnell's urging, Sen. T. H. Carter of Montana introduced a bill creating this vast area as a national park.

The bill was twice accepted by the Senate and rejected by the House.

However, through the tremendous support of Louis W. Hill, son of the Empire Builder, James J. Hill, founder of the Great Northern Railway, as well as the help of Rep. Charles N. Pray, the bill passed and was signed by President Taft.

In 1912-13, the Glacier Park Lodge was built on the GN railhead at East Glacier Park, and in 1914-15, a second major hotel, the Many Glacier, was erected in mid-park.

Pack trains of horses and mules provided most of the transportation. It was not until 1933 that the spectacular Going-to-the Sun Road, bisecting the park east to west, was finished under the direction of Swiss engineers and travelers could see the park's beauty more easily.

In 1932, Glacier was joined with the Waterton Lakes National Park in Canada to form the Waterton-Glacier International Peace Park.

About three-quarters of a million persons visit Glacier annually. Many of them arrive via the Great Northern Railway aboard the streamliner, The Western Star, which stops at the park entrance in front of Glacier Park Lodge.

Ton



Derailed

A tipsy commuter followed a New Yorker into the subway.

About a half-hour later, he emerged miles away to meet a friend.

"Where ya been?" he asked. "I got

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tired of waiting."
"Down in some guy's cellar," he answered, "And boy, has he got a set of trains!"

Wishful Thinking

Lillian: "If you could have two wishes, what would they be?"

Beverly: "I'd wish for a husband." Lillian: "But that's only one. What about the other?"

Beverly: "Well, I'd save the other until I saw how he turned out."

Raw Deal

The policeman stopped a man wearing a barrel on a busy street. "Oh, you must be a poker player?" he said.

"No," he answered, "but I just left five guys who are."

Misdirection

A tourist in New York City asked a beatnik: "How can I get to Carnegie Hall?"

"Practice, man, practice," he answered.

Fit To Be Tied

Conversation between a couple of Texas cowpokes in a bar:

"How did ol' Bill die?"

"He fell through a scaffolding."
"What was he doin' up there?"

"Gittin' hung."

ing."

Razor Sharp

"Every time I see something funny I can't stop laughing," he told her. "Bet you have a tough time shav-

Off Key

Son: "Daddy, what is opera?"
Long-suffering dad: "That's where some guy gets stabbed in the back and instead of bleeding, he sings."

Cell-Shocked

Stepping through the prison gates for the first time in 25 years, the parolee shouted: "I'm free! I'm free!"

A youngster standing nearby remarked: "So what. I'm four."

Sure Bet

Spike, the gambler died and his funeral was being well attended by his bookie friends. In the eulogy, the minister said:

"Spike is not dead. He only sleeps." From the rear of the chapel came the interrupting words: "I got a hundred bucks that says he's dead."

Eleven

Skiers Respond to GN Locomotive Bell



When the manager of The Big Mountain at Whitefish, Montana, tugs at a rope and sets a 400-pound, bronze Great Northern Railway locomotive bell sonorously clanging, it doesn't take long to get a reaction from skiers.

The daily 4:55 p.m. "sounding" is the signal of the start of a new and popular event—the "fall line hour."

It is the hour when skiers forsake the slopes to gather in The Big Mountain's new Ptarmigan room for talk, refreshment and a panoramic view of the ski area and the Flathead Valley below.

It's also the time when members of The Big Mountain ski patrol and staff of the Karl Hinderman ski school select a "skier of the day," who receives an appropriate prize.

The skier may have distinguished himself by his skiing progress—or the lack of it. Perhaps it's in recognition of a spectacular, but non-injurious, spill.

The bell once saw heavier service atop a Great Northern Railway steam engine. With the passing of the steam era, it was presented to the popular ski resort just west of Glacier Na-

tional Park on the main line of the GN.

It now occupies a place of honor on the roof of the chalet.

A. L. Johnston, Retired GN Official, Dies

A. L. Johnston, retired Great Northern Railway assistant passenger traffic manager, died in St. Joseph's hospital in St. Paul on Jan. 25.

Mr. Johnston who began service with the GN as assistant agent in 1918 in Winnipeg, Manitoba, retired in 1955 after 37 years of service with the railway.

Among his various St. Paul GN positions were that of traveling passenger agent, city passenger agent, general agent, passenger agent, assistant general passenger agent agent agent and assistant passenger traffic manager.

H. G. Heimbach Heads GN Truck, TOFC Operations

The appointment of K. G. Heimbach as director of truck and trailer on flat car sales for the Great Northern Railway has been announced by G. D. Johnson, general freight traffic manager, sales and service, of the railway.

Mr. Heimbach, who is in charge of GN truck operations in Minnesota, North Dakota and Montana, has been in the motor freight business for 25 years.

Revenue Freight Loading Up

The loading of revenue freight for the week ending Jan. 23, 1960, totaled 587,339 cars, an increase of 31,589 cars or 5.7 per cent above the corresponding week of 1959, the Association of American Railroads reported.

Twelve



Big—but not big enough to win a Master Angler Award but still a fabulous catch is the 50-pound, 1-ounce, take trout caught by Aaron Karchmer of Centralia, Ill., and held by taxidermist Ken Hawkins of Winnipeg. Another take trout weighing 3 ounces more took the competition.

Manitoba Fish That Didn't Get Away

Names of winners of the annual Manitoba Canada Master Angler competition were released recently and anglers from both Canada and the United States envied the catches.

Officials of the competition in Winnipeg announced that fishermen from 19 states won top recognition.

U.S. anglers caught the largest fish in the following classes:

Lake Trout—50 pounds, 4 ounces, Wess Jensen, Albert Lea, Minn.; Brook Trout—8 pounds, 7 ounces, Don Roesner, Fullerton, Calif.; Northern Pike—35 pounds, 2 ounces, James McRoberts, East St. Louis, Ill.; Walleyed Pike—11 pounds, 2 ounces, Dr. H. L. Stemsrud, Alexandria, Minn., and Grayling—2 pounds, 12 ounces, Robert J. Bateson, Bay City. Mich.

The Manitoba Master Anglers are

distributed as follows: Illinois, 33; Minnesota, 23; Indiana, 14; Ohio, 9; Iowa, 9; Missouri, Wisconsin and North Dakota, 8; Michigan and South Dakota, 6; Kansas, 5; California and Texas, 3; Colorado, 2, and one each in Montana, Nebraska, New Jersey, Oregon and Pennsylvania.

Fargo, N. D., Receives "All-American City" Honor

The "All-America City" honors went to Fargo, N.D., recently in ceremonies at the city's new Civic Center.

Presenting the award were the National Municipal League and Look Magazine, sponsors of the annual nationwide competition.

Accepting the award in the name of the city was Mayor Herschel Lashkowitz.

Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

First TOFC Load from Havre, Mont.



The first Trailer on Flat Car shipment from Havre, Mont, recently was recorded by the Great Northern Railway. It involved products of the Stramit Corporation which were shipped to the Deming Roofing and Sheet Metal Company, of Seattle. Shown before the 55,000 pound load, from the left, are G. L. Richard, depot ticket agent, M. J. Sommers, assistant superintendent, and W. J. Garrity, traveling freight and passenger agent, all of the GN at Havre, and J. W. Schwab, production manager of the Stramit Corporation, Havre.

TRAVEL BOOM'S EXTENSION SEEN

During the past decade, Americans have traveled more every year for both business and pleasure reasons.

All signs indicate they will continue this upward trend in travel in the years ahead, and possibly at an even faster pace, the Transportation Association of America reports.

With an increasing population of 3 million persons a year, an estimated 2 per cent increase in travel demand is forecast.

Passenger miles are gaining much faster than the population—68 per cent compared to 19 per cent since 1949. At least 2 per cent more service will be required each year to

handle the public's steadily increasing need and desire to travel.

Travel time also is being extended. Ten years ago, industry granted employes 12 days per year for vacations and holidays with pay.

It now grants about 16 days—probably 19 by 1965. Business travel also is on the rise.

Personal income after taxes, while fluctuating, is rising, and economic analysts predict future gains at least equal to past gains.

According to the ATA, railroads, now finding it possible to discontinue unprofitable passenger services, should be able to maximize potential traffic on remaining runs.

Fourteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



More than 100,000 visitors are expected to attend the 41st annual Washington State Apple Blossom Festival at Wenatchee, Wash., April 28-30.

A Valentine's Day special Great Northern ski train left Seattle for Leavenworth, Wash., and the Pacific Northwest Ski Association Jumping Championships.

Seattle voters will decide upon two bond propositions on March 8 totaling \$31,128,000 civic improvement projects.

The new address of the Great Northern Railway in Duluth, Minn., is 309 Alworth Building. The office's telephone number remains the same, RAndolph 2-0571. The former address was 306 Alworth Building.

The first week in January saw a great influx of ships in the harbor at Vancouver, B.C. According to reports, the harbor was so busy there was a shortage of dock workers and long-shoremen.

An estimated 1,500 workers were busy that day and another 750 could have been utilized. Seventeen of the 39 ships in the harbor were scheduled to load grain.

It is now official—the volume of Christmas mail in 1959 was a recordbreaker, up 4 per cent over the year before. The bulk of more than 6 billion pieces of mail, the most ever to pass through the postal system during a holiday period, was carried without a hitch by the nation's railroads.

Among recent patrons of the Great Northern Railway were: Shriners from Williston, Minot and Rugby, N.D.; Hamline University basketball team from St. Paul; Cass County North Dakota Commissioners; North American Gladiolus Council; University of Minnesota Duluth Branch basketball team, and the Northwestern Bell Telephone Company.

Others include the Oregon Turkey Growers Association; Massey-Ferguson Tractor Company, Chicago; Minnesota Painting and Decorating Contractors: North Dakota General Contractors; International Conference of Medical Missions group from Winnipeg; Great Plains Supply Company members from Minot, N.D.; Gamble-Skogmo, Inc., dealer meetings to Minneapolis; Moorhead State Teachers College basketball team, the University of North Dakota basketball team, hockey team, and hockey fans, and the College of St. Teresa, Winona Minn., swimming team.

Fifteen

GREAT NORTHERN—GREAT WAY EAST OR WEST

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Picture book route

to or from CALIFORNIA

VIA THE PACIFIC NORTHWEST

See more of California...
more along the way. Trave
Great Northern's incomparable
EMPIRE BUILDER across the top of
the nation. Enjoy Great Dome
views of the glorious Rocky
Mountains in Montana... Puget
Sound, the Olympics, Seattle
Fine connecting trains to Portland
past Mt. Rainier. Then delight in
the wondrous beauty of the Golden
State. See Mt. Shasta, giant
redwoods, mammoth dams,
California's fabulous cities. Go the
carefree, scenic way.

GO GREAT . . . GO GREAT NORTHERN

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The Great Northern GOAT



Vol. 30

April, 1960

No. 4

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Taype or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Framed in apple blossoms and holding an apple —one of the leading products of Washington State —is Peggy Kinney, 17, of Wenatchee, Wash., Queen of the Washington State Apple Blossom Festival.

Your Railroads

The adaptability and versatility of railroads was emphasized recently before a special Congressional committee by an Association of American Railroads official who pointed out "routine" shipments by rail saves Americans both tax dollars and the public highways.

Ralph E. Clark, chairman of the car service division of the AAR, told congressmen that the proposal to raise highway bridges from 14 to 16 feet "will not enable the highways to accommodate any important military shipments which cannot be otherwise

handled."

(The minimum overpass clearances on Interstate Highways would cost tax-payers an estimated \$1,500,000,000.)

Railroads are continually handling military requirements for heavy shipments including the Polaris, Jupiter

and Titan missiles.

Recently, a full-sized model of the Minuteman (ICBM) together with its launching equipment, mounted on a 72-foot highway trailer and weighing close to 90,000 pounds, was moved on one of the many 85-foot "piggyback" flatcars now in regular railroad service.

Congressmen were told that railroads have provided a fleet of 705 special-type freight cars, some of which cost in excess of \$100,000, for moving outsized and heavyweight

shipments.

A combined fleet of 1,634 railroad and government-owned cars represents an investment of more than 33 million dollars and has "the capability to move by railroad practically every

item of military traffic."

Individual railroads are so organized that requests for clearance on oversize shipments or of excessive weights for handling by railroads can be checked promptly and do not require the issuing of special permits as are necessary for similar shipments moving on the highways.

Two



The royal ladies of the 41st annual Washington State Apple Blossom Festival shown from the left are Princess Kris Cederwall, Queen Peggy Kinney, and Princess Dae Hansen. All are high school seniors.

Washington Apple Blossom Fete April 28

Queen of the 41st annual Washington State Apple Blossom Festival and the official representative of the State of Washington's 100-million-dollar apple industry is Peggy Kinney, 17, a Wenatchee High School senior.

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Queen Peggy will rule over the 1960 festival April 28-30 in Wenatchee, "The Apple Capital of the World," and will represent the State of Washington and its apple industry at various fairs, festivals, celebrations and other events.

This year's festival will mark the 41st consecutive salute to King Apple and to the crop that brought prosperity to the Wenatchee Valley and made Wenatchee itself the shipping point of more apples than any other city in the world.

Queen Peggy and Princesses Dae

Hansen and Kris Cederwall were chosen from the girls of the senior class at Wenatchee High School.

The Apple Blossom Festival is a three-day affair held at the height of the apple blossom season. Nearly 40,000 acres of blooms greet the visitor to the Wenatchee Valley.

The wonderful fragrance of the pink-and-white blooms fills the air and the valley is decked-out by Nature into a blanket of blooms.

Although the principal activity of the festival will be the coronation of the queen, other events will include the festival ball, art exhibition, antique auto show and an atomic energy exhibit.

Climax of the festival will be the grand parade featuring elaborately-decorated floats, drum and bugle corps and bands.

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Grain Freight Rates Slashed By 5 Rails

The Great Northern Railway and four other Northwest railroads have filed sharp reductions in rail freight rates on wheat, rye and flaxseed to counter truck competition for this traffic.

Application for the new rates has been filed with the Interstate Commerce Commission and the Minnesota Railroad and Warehouse Commission.

The five railways made effective on April 8 rate reductions up to 13½ cents per 100 pounds on movements of flaxseed, rye and wheat to primary grain markets in the Twin Cities and Duluth-Superior from rail points in Minnesota, the eastern half of North Dakota and northeastern South Dakota.

Reduced rates are applicable from all country elevators in the affected territories, and participating railways will permit sampling and inspection at interior points in addition to storage in transit west of the Twin Cities and Duluth-Superior.

Movement of grain from country elevators in producing territories by highway carriers exempt from ICC regulation and at unpublished rates is responsible for the railway's rate action, it was pointed out.

The participating railways not only hope to retain important grain traffic through the reduced rates, but also seek to help country elevators which have been unable to move grain by highway because available trucks are operating only from points on paved roads.

The adjustment restores the policy of keeping all elevators at all shipping points on a reasonable basis of competitive relationships and permitting full utilization of their facilities.

Name The Tune

It takes a trained ear to identify notes from a train whistle.

But Mrs. W. H. Denhardt, 219 S. Chelan Avenue, Wenatchee, Wash., obviously has one.

In a letter, she writes:

"Every time I ride in the Empire Builder or hear the train passing through Wenatchee, I get a great kick when the whistle sounds. It even stirs my soul on the night train when I wake up regularly.

"Have you ever noticed that your engineer is a musical wizard?

"He is using the first two bars of the overture to Richard Wagner's 'Flying Dutchman' as his 'Leitmotiv.'

"Well Done!!!

One who ought to know. Just an enthused musician."

F. L. O'Neill Named Year's Top Traffic Manager

Top Traffic Manager
Frank L. O'Neill, general traffic



manager of Minnesota Mining & Manufacturing & Manufacturing Company, St. Paul, was named the "Outstanding Traffic Manager of the Year—1960" at a banquet in the Waldorf-Astoria hotel in New York

Mr. O'Neill City.

The Saint Paul Transportation Club and the Chamber of Commerce jointly sponsored O'Neill for the award. He is active in both the St. Paul and U.S. Chambers of Commerce.

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The varied duties and responsibilities of a railway president are explained to David Ponthan, 15, top photo, right, an Explorer, by John M. Budd, president of the Great Northern. David "took over" the presidency of the railway for a day. Other Explorers are shown in the engineering department, center photo; and in the Data Processing department, Univac division, below.

Explorers'Take Over' Railway (For A Day)

Railway president for a day!

That was the unique experience of a St. Paul Explorer who was one of 40 Explorers who substituted for Great Northern Railway officials recently during Explorer Day.

David Ponthan, 15, an honor roll student at the St. Paul Academy, felt right at home in the chair of John M. Budd, president of the railway.

Sitting in the president's office on whose walls hang oil portraits of former GN presidents from its first president, James J. Hill, the Explorer quickly learned of the intricacies of running a railway that boasts 8,300 miles of line serving customers in 10

(Concluded on Page 6)

Utilization of Low-Grade Ore Planned

The utilization of non-magnetic, semi-taconite iron ore in the eastern Mesabi area of northern Minnesota will be investigated this year by the

M.A. Hanna Company.

The firm recently announced plans to build a pilot plant in the Nashwauk-Cooley area in Itasca County to test the feasibility of producing iron ore concentrates from non-magnetic, semi-taconite.

Costing approximately 2 million dollars, the plant will handle about 10 tons of ore an hour. Operations are scheduled for Autumn, officials said.

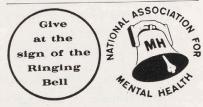
The non-magnetic, semi-taconite iron ore does not respond to present extraction methods. In the new process, the ore would be converted to a magnetic form by a reduction-roasting procedure. It then could be concentrated by magnetic separation.

The full economic importance of a successful use of non-magnetic taconite is not difficult to visualize, mining

officials say.

Such utilization would be a tremendous economic boon to the State of Minnesota and of vital necessity to the United States.

The Great Northern Railway has supported a research program into the use of non-magnetic taconite ore



Now that science has conquered the major illnesses of the past, and all but defeated polio, it's time we turned our attention to the most widespread malady of all times—mental illness. for the past three years at the University of Minnesota in Minneapolis.

Object of the research is to obtain information that may be of assistance to the mining companies who are seeking an economical method of exploiting the billions of tons of "useless" non-magnetic taconite that exists on the Iron Range of Northern Minnesota.

EXPLORERS—Conclusion

states and two Canadian provinces.

The two "presidents" had much in common. David has been in Scouting since 1952, when he entered the Cubranks, and is an Eagle Scout. He became an Explorer in 1958, and has earned the Eagle award.

Mr. Budd has been a member of the executive committee of the Indianhead Council, Boy Scouts of America, and the National Council, since 1950. He currently is vice president of the

Indianhead Council.

The 40 Explorers spent the major part of their morning viewing a film about the GN, "sitting in" on staff meetings, hearing of the operation of various railway departments, and touring offices including the Univac division.

Following luncheon, the group visited the railway's Jackson and Mississippi street shops in St. Paul and watched technicians in the upholstery, wheel, pattern and mill, paint and car and other shops work on railway

equipment.
Explorer Day at the GN is typical of the aid American industry and business can afford youngsters giving them a deeper insight into the workings of the American free enterprise

system.

In many instances, the experience was the first exposure many of the youths had to the business world, and it was a unique way of learning the operation of the railroad industry.

Puyallup Valley Daffodil Festival Salutes Hawaii

Springtime is daffodil time in the Puyallup Valley of Washington-a time when residents pay tribute to the bulb that is important to the vallev's economy.

This tribute takes the form of the Puyallup Valley Daffodil Festival marked by Tacoma, Puyallup, Sumner and Orting, Wash., April 4-10. Theme of the festival is "Daffodils Salute

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Puyallup and Sumner nestle along the banks of the Puyallup river which gives the valley its name. Surrounding hills form the rich fields into a friendly, outstretched arm that reaches from the slopes of majestic Mount Rainier to the warming waters of nearby Puget Sound.

One-fourth of all daffodils for the nation's fresh flower market come from the Puyallup Valley. Here also are the fields that boast the world's leading production of the hardy King Alfred variety of daffodil.

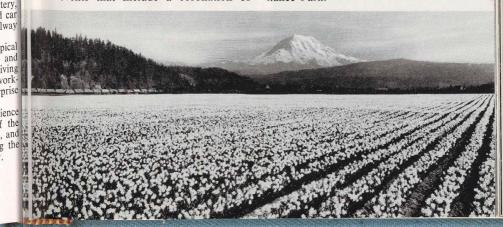
The acreage is important in making up Washington State's leadership in the total production of daffodils, tulips, iris, hyacinths and lillies.

The festival bids goodbye to winter and welcomes Spring in its many events that include a coronation of



Queen Carol Mills of Tacoma, monarch of the Puyallup Valley Daffodil Festival is a freshman at Cornell University. She is shown on the Queen's Float. Below are the golden-yellow fields of blooming daffodils that reach as far as the eye can see. Beyond is the gleaming brilliance of Mount Rainier.

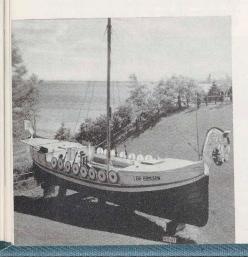
the new queen, Carol Mills; a threeday daffodil flower show; parade of floats through Tacoma, Puyallup, and Sumner; a regatta of daffodil-decorated boats on Tacoma's Commencement Bay; a giant ski slalom on Mount Rainier and a scubaneer Treasure Hunt in Tacoma's Pt. Defiance Park.



DULUTH: INLAND PORT CITY



The inspiring view of the Duluth-Superior harbor from atop famous 26-mile-long Skyline drive in Duluth is a favorite for tourists and natives alike. The view shows the arc of land known as Minnesota Point. The Norse ship, the Leif Erikson, below, arrived in Duluth from Bergen, Norway, in 1927. It is about one-half the size of a ship used by Leif Erikson, the explorer, 930 years ago on his sailing to the North American continent.



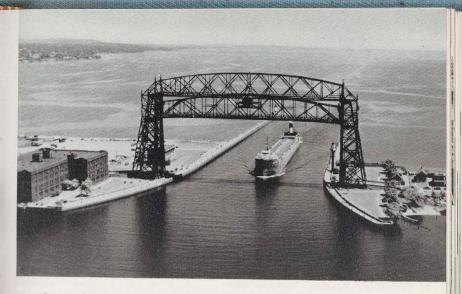
On May 3, 1959, the city and ports of both Duluth, Minn., and Superior, Wis., entered a new era.

It was the day when the Ramon de Larringia of Liverpool, England, transisted the Duluth ship canal to become the first deep-draft ocean vessel to enter the Duluth-Superior harbor.

The last ship of the season was the Norwegian ship Vesteroy which was the sixteenth foreign nation vessel to use the new port.

The Duluth-Superior harbor ranks second only to New York in annual tonnage based on a 10-year average. It has a harbor area of 19 square miles with 49 miles of harbor frontage. In 1953, Duluth set a tonnage record of 77,179,504 short tons.

Dotting the waterfront are seven



Framed in Duluth's famous aerial lift bridge, above, is an iron ore carrier transiting the ship canal for entry into the Duluth harbor basin. In the center photo, is the 10-million-dollar Arthur M. Clure public marine terminal which was dedicated in 1959. A German freighter is unloading at the terminal dock. The most important cargo on Lake Superior, iron ore, is shown being loaded on a carrier in the photo below at the Great Northern Railway docks in Allouez Bay—the world's largest iron ore docks.

iron ore docks, 14 coal-receiving docks with a storage capacity of more than 7 million tons and a series of huge grain elevators with storage capacity of more than 64 million bushels. The community is served by eight trunk line railroads including the Great Northern Railway.

The average operating season of the Duluth-Superior port, based on an 88-year study, is from April 22 through December 10.

The first ship of 1959 to transit the Duluth ship canal with entry into the Duluth-Superior Harbor was a giant iron ore carrier which continued through the harbor to the Great Northern Railway docks in Superior (the world's largest iron ore docks) for a load of iron ore.

Historians point out that the year 1660 was an important date in the pioneering days of shipping with reference to a shipment of 60 canoe loads of furs from the Head-Of-The-Lakes.

The area was under French rule in 1763, and in 1783, came under (Concluded on Page 10)





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Pharmacy Students on Midwest Trip

Oregon State College School of Pharmacy students recently completed their biennial trip to visit Midwestern pharmaceutical manufacturers.

Purpose of the trip was to acquaint the future pharmacists with the development, manufacture and distribution of medern drugs.

They further had an opportunity to see first-hand the latest research facilities from which many of our new "wonder drugs" will originate.

A group of 97 senior students and their wives, 2 faculty chaperones and a representative of Eli Lilly & Company, traveled from Corvallis, Ore., to Portland where they boarded the Great Northern Railway's Empire Builder for Chicago.

Visits were made to the Abbott Laboratories in Chicago, the Upjohn Company in Kalamazoo, Mich., and the Lilly firm in Indianapolis.

DULUTH: INLAND PORT CITY—Conclusion

British domain. Duluth received its name in 1856. Its namesake was the French explorer and voyageur, Daniel Greysolon Sieur du Lhut.

The population at the time of the city's incorporation in 1870 was 3,131, while the 1950 U.S. census listed 104,511.

To the north and west of the city are the rich iron ore mines of the Vermilion, Mesabi and Cuyuna ranges, and in the territory to the west lie the grain fields.

While many cities convert land into parks at great expense, Duluth has 66 natural parks and is recognized as the gateway to Minnesota's famous Arrowhead vacation area in the

land of mines and pines.

Its scenic Skyline Drive, Aerial Lift Bridge, ship canal and "air-conditioned" weather (a haven for hayfever sufferers) attract thousands of visitors annually.

Located near the boundaries of Duluth is the U. S. Air Force Base and the Minnesota Air National Guard.

High on a hill above part of the city is the Duluth campus of the University of Minnesota and the College of St. Scholastica.

The famed North Shore Drive which starts at Duluth and borders Lake Superior—the world's largest body of fresh water—is considered one of the nation's most beautiful.

Ten



The Smile that Kills

Traffic Cop to a pedestrian struck by a hit-and-run driver: "Did you get his license number?"

Victim: "No but I'd recognize his

laugh anywhere!"

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Timeliness

Insurance Agent: "Don't you think you should have your office insured against theft?"

Boss: "Yes, all except the clock,

everyone watches that.'

Teed-Off

"I'd move heaven and earth to be able to break 100," the golfer said sadly.

"Try heaven," the caddy said. "You've moved enough earth already."

Fired Water

Two gentlemen were sitting in a bar and one nudged the other and said:

"Tell me, Sam, after you drink a lot, does your tongue burn?"

"I really don't know. I've never been drunk enough to light it."

Love And Lost

Lolita: "You must be very proud of your Juan. He is very handsome." Pepita: "You should have seen the Juan that got away."

Cashiered

Boss: "Boy, I understand you've been going over my head." Office Boy: "Not that I know of, sir."

Boss: "Isn't it true you've been praying for a raise?"

Happy Landings

Matron to paratrooper on furlough: "Son, how many successful jumps must you make before you graduate?" Paratrooper: "All of them, ma'am."

Then there was the musician who spent all week working on an arrangement . . . only to discover his wife wasn't going out of town after all.

Bounce to the Ounce

Two gentlemen stood at the bar watching the approach of an old crony.

"I don't know what's happened to George lately," said one. "He's getting quite a spring in his stagger."

The Letdown

Disgusted office manager: "You and the president of the company have one thing in common."

Incompetent Officeboy: "What's that, sir?"

Manager: "You've both gone as far as you can go in the company."

Eleven

Mail Loss Pares International Train Runs

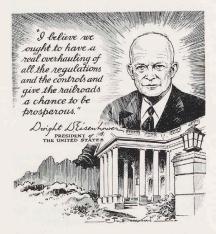
The loss of mail traffic through action of the United States Post Office prompted the Great Northern Railway to terminate service of passenger trains Nos. 361 and 362.

The trains, which made their final runs on March 31, are the International Streamliners which ran on daily evening schedules between Vancouver, B. C., and Seattle, Wash, in both directions.

GN officials pointed out the railway's out-of-pocket loss from operation of the International trains as a group was \$128,321, most of which was attributable to running Trains 361 and 362—the least patronized of the three services.

Through the shifting of mail service from the Internationals' Railway Post Office cars to highway transport, Great Northern is losing more than \$90,000 in yearly mail revenue.

The railway's discontinuance of the trains prompted the following train schedule:



Twelve

New Timetable, Cascade Division Effective April 1

TRAIN NO. 31 (No changes until west of Wenatchee, Wash.)

Arrive Everett, 6:35 a. m. Leave Everett, 6:46 a. m. Leave Edmonds, 7:10 a.m. Arrive Seattle, 7:45 a. m.

TRAIN NO. 358

Depart Seattle, 8 a. m. Depart Edmonds, 8:31 a. m. Depart Everett, 8:56 a. m. Depart Stanwood, 9:25 a. m. Depart Mt. Vernon, 9:43 a. m. Depart Burlington, 9:51 a. m. Depart Bellingham, 10:27 a. m. Depart Ferndale, 10:41 a. m. Depart Blaine, 10:56 a. m.

Depart White Rock, 11:06 a. m. fDepart Crescent Beach, 11:12 a. m. Depart New Westminster, B. C., 11:38 a. m.

Arrive Vancouver, B. C., 11:59 a. m.

TRAIN NO. 360 Leave Seattle, 2:30 p. m. Leave Edmonds, 3:01 p. m.

Leave Everett, 3:22 p. m. Leave Mt. Vernon, 4:13 p. m. Leave Bellingham, 4:58 p. m.

Leave Blaine, 5:25 p. m. Leave White Rock, 5:35 p. m. Leave New Westminster, B. C., 6:07 p. m.

Arrive Vancouver, B. C., 6:30 p. m. TRAIN NO. 359

Leave Vancouver, B. C., 12:50

Leave New Westminster, 1:11 p. m. Leave White Rock, 1:42 p. m. Leave Blaine, 1:51 p. m. Leave Bellingham, 2:20 p. m. Leave Mt. Vernon, 3:01 p. m. Leave Everett, 3:53 p. m. Leave Edmonds, 4:14 p. m. Arrive Seattle, 4:45 p. m.

(No changes are scheduled present for Train No. 357.) f—flag stop



Gold railway transportation passes are presented by John M. Budd, left, president of the GN, to John A. Nelson, 81, center, of St. Paul, who joined the railway in 1899 while James J. Hill, whose portrait hangs on the wall, was still president of the company, and F. J. O'Neill, 78, also of St. Paul, a retired locomotive engineer and a 56-year veteran of railway service.

GN Issues 8,373 Lifetime Passes

The Great Northern Railway issued 8,373 gold and silver lifetime railway passes to veteran employes who have 40 or more years of service, John M. Budd, president, announced.

The new pass policy has been inaugurated to give further recognition

to veteran personnel.

59

m.

Gold passes signify 45 or more years of service and silver passes 40 or more. Included among those receiving passes were 1,974 active employees and 754 widows.

In most cases, two or more passes were issued to each employe in order to qualify dependent members of their families for transportation privileges.

Free transportation is not limited to veteran employes alone. Under the GN pass policy, an annual pass is granted employes and their dependents after 20 years of continuous service.

Trip passes also are given employes and their dependents who have one year or more of service. Up to three of these one-trip passes are available each year.

It has been estimated that active and retired GN employes have completed more than 165,000 years of

service with the railway.

O. W. Pierce Heads Agents Association of K. C.

O. W. Pierce, general agent passenger department of the Great Northern Railway in Kansas City, has been elected president of the General Agents Association of Kansas City.

Other elected officers are James P. Warren, Atchison, Topeka and Santa Fe Railway, first vice president; James T. Gurren, Pennsylvania Railroad, second vice president, and Les G. Muller, Kansas City Southern Railway, secretary-treasurer.

Thirteen

GREAT NORTHERN—SWIFT, SAFE, SURE

TOURS BEST BUY DURING 'VISIT USA YEAR'

Group travel is obviously the least expensive form of travel in the United States, a travel official recently stated.

Joseph J. Horan, president of the National Association of Travel Or-



GN Publishes Brochure On Steam Locomotives

The Great Northern Railway recently published a six-page brochure entitled "Steam Locomotives" depicting the history of the "iron horse" at the GN beginning with the famed William Crooks.

Publication of the pictorial brochure was prompted by an ever-growing demand for photos of Great Northern steam locomotives.

A total of 20 locomotives are pictured in the brochure with descriptive material on each.

A copy may be obtained without charge from: Public Relations-Advertising Department, Great Northern Railway, St. Paul, 1, Minnesota.

ganizations, said groups can charter transportation by rails for less cost. Tour operators can make wholesale rate bookings for hotel rooms and for sightseeing bus excursions.

"Your trip should cost less—and you should know exactly what it will

cost." he said.

Many more tours of the United States are being offered during this special year than ever before, perhaps twice as many through sales offices abroad.

The Great Northern Railway agents, who have successfully arranged tours for years, are presenting an attractive assortment for the 1960 season.

(A detailed description of them will be featured in the May issue of The GOAT.)

Oregon Jaycess Honor Cruikshank of GN

The Great Northern Railway division superintendent in Oregon has

been named by the Oregon Junior Chamber of Commerce as one of its outstanding Jaycees in 1959.

Paul F. Cruikshank, 30, of Klamath Falls, and superintentendent of the railway's Kla



Mr. Cruikshank

math division, was honored at the Jaycees' annual meeting at Seaside, Ore.

A graduate of Yale University, Mr. Cruikshank is the youngest division superintendent appointed by the railway.

He began his career with the Great Northern as a track laborer in Minnesota in 1951, when he was a student.

Fourteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Royalty On Big Mountain Ski Slopes



Hungry Horse News Photo by Mel Ruder.

Winter carnival royalty and friends from two winter carnival cities recently met on the slopes of The Big Mountain, Whitefish, Mont., as that community celebrated its first winter carnival. A group of St. Paulites traveled to Whitefish to partake in the festivities. From the left are William Wolf, St. Paul, president of Sonintpaulites, Incorporated, Carl W. Cummings, Jr., prime minister of the St. Paul Winter Carnival; Jackie Hythecker, first Queen of the Shows Muriel Lux of the St. Paul carnival; King Boreas XXIV, Fred Soderberg of St. Paul, and King Ulir I, Jack Zerr of Whitefish.

Rails' Safety Record Hits New High

The nation's railroads recorded the lowest number of passenger fatalities in history in 1959, the Association of American Railroads announced.

The average train traveler last year could have covered the astronomical total of 2,200,000,000 miles without a fatal accident, or the equivalent of 100,000 trips around the world.

Out of 352 million rail passengers carried in 1959, only 10 lost their lives in any form of train accident. Of the 10, nine were involved in

"train service" accidents—the kind railroads can't control, such as where persons try to board or get off moving trains.

By contrast, the railroad association pointed out that 198 fatalities were reported in 1959 for domestic airlines. On the directly comparable basis of fatalities recorded for total miles traveled, the railroads' safety performance was nearly 14 times better than the airlines'.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

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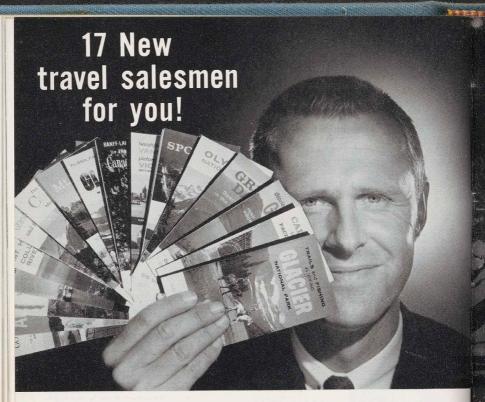
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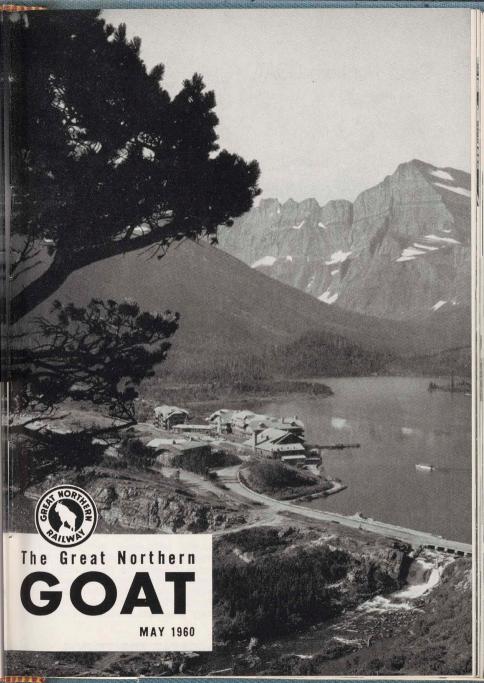


Whet appetites for big-ticket vacations with Great Northern's new, colorful folders!

Western vacation rail trips are easy to sell with the help of Great Northern's great new array of pocket-size travel folders. Filled with photographs in living color, each of 17 new 3" x 5½" folders features a favorite Vacationland: California, Glacier National Park, the Canadian Rockies, Puget Sound, the Olympics and many others.

Just let your customers browse through the colorful assortment, ponder the attractions described in each, and you're well on your way to a profitable rail trip sale. Ask your Great Northern representative for samples of these appealing folders, or write P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

Two Great Streamliners: the incomparable EMPIRE BUILDER
and the WESTERN STAR



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The Great Northern GOAT



Vol. 30

May, 1960

No. 5

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Many Glacier
Hotel, in a sylvan
setting of mountain splendor, is in
the heart of Glacier National Park
in the Montana
Rockies on Swiftcurrent Lake.

Your Railroads

Representative James E. Van Zandt of Pennsylvania, sized up the situation in a well-chosen sentence when he recently told the House "we have concentrated on providing ourselves with the pleasant living, we have disregarded the hard core of our transportation existence—the railroads."

He said it was "all to the good" to be able to fly from New York to San Francisco between mealtimes, "but this capability cannot supply the wheat and corn for our tables, the ore for our steel mills, or the coal for our industrial processes."

The congressman said even the trucking company will be at a distinct disadvantage in time of emergency because of its far greater dependence on fuel, manpower and rubber.

No one will allege, least of all those directly concerned with the operation of the railroads, that each mode of transportation does not have a place in the scheme of things, he added.

In peacetime, each can be counted upon to serve in that field where its special talents can fill a special need. But in time of emergency when vital materials for operation can be expected to be in short supply, we will necessarily have to look to that mode of transportation which can do the overall job in the most economical and efficient manner, he advised.

Rep. Van Zandt said that past experience has taught us we have historically looked to the railroads to handle the increased load.

In this connection, he reminded the House that during World War II, railroads "shouldered the burden of war-swollen traffic" by transporting over 90 per cent of all military freight traffic and 97 per cent of all organized military passenger movements.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Queen Mary Sue Woolfolk of the 1959 Rose Festival at Portland, Ore., waves to her subjects.

You're likely to see anything when you visit Portland, Oregon, next June—the Eiffel Tower, the Colosseum of Rome, the Brandenberg gate.

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ight ized Portland's Rose festival, June 7 through 12, will salute "Famous Cities of the World" in its grand floral parade June 11.

Regular float sponsors picked off many famous cities for their float subjects, and in addition, letters have gone to mayors of some 500 metropolises inviting them to enter their floats.

Over-all format of the Rose Festival will follow the expanded schedule put into effect for the 50th anniversary two years ago.

The zany Merrykhana parade will open the week's activities with humorous floats, noisy bands and clowns, and the Portland Rainmakers hamming it up.

The Rose Festival queen will be selected in coronation ceremonies in Multnomah stadium on June 8 from among 11 high school princesses.

The annual Rose Show that week will bring a sea of blossoms into the heart of the festival. Two parades will follow the next day—the Junior Rose Festival parade and the Grand Floral parade.

Wind-up of the week will be the traditional Marine day events on the Willamette river and the Golden Rose Ski tournament at Mt. Hood.

Three

Governors Held First Meet In 1908



Among those attending the first Governors' Conference of May 13, 1908, were the distinguished persons shown in the front row. From the left are Andrew Carnegie, William Jennings Bryan, James J. Hill, John Mitchell and President Theodore Roosevelt.

The Governors' Conference to be held in Glacier National Park in Montana June 25-29 has had a colorful history.

Described as an "instrument for perfecting the Union of the States," it initially had a deliberative role, but it has served increasingly as an agency for cooperation between executive departments of the states and federal government.

When President Theodore Roosevelt called the first conference for May 13, 1908, at the White House, he had a definite purpose in mind.

It was convened to consider broad aspects of national policy with respect to conservation and use of natural resources.

Appropriate was one of the leading speakers—James J. Hill, founder of the Great Northern Railway and a leading conservationist—whose policies and exceptional foresight had such an impact on the development of Montana and other Northwest states.

In his talk, Mr. Hill told of the dwindling lumber, coal and iron ore resources. He spelled out the dangers of erosion.

The upcoming Governors' Conference, it is believed, will have special significance because of its proximity to the national conventions of the two major political parties.

The Great Northern Railway is the only transcontinental line that serves the park.

Four



An artist's conception of a new fruit warehouse at Entiat, Wash., is shown above. It will be highly modern.

New Fruit Warehouse for Entiat

One of the most modern and ideally-equipped fruit warehouses in Washington is being built at Entiat, by the Entiat Warehouse Company.

The new installation will have a cold-storage capacity of some 240,000 boxes of fruit, plus a modern packing room.

Building on the new commercial zone of Entiat, the plant will be safely distant from the site of the old warehouse that will be flooded by the pool formed behind the new Rocky Reach Dam.

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The highly-modern plant is designed with sufficient cold storage to receive and cool under fast pallet box handling as much as 17,000 boxes per day.

Another distinctive feature will be the 200,000 cubic feet per minute, air circulation. This, coupled with special refrigeration affording high humidity, will enable the operators to hold and market fruit under more favorable quality-control conditions.

A 90 x 260-foot packing room with offices, lunch room and rest room facilities will complete the plant.

Firm officials explained that plant design permits expansion to serve

more members in the future. Currently, approximately 36 growers are members of the cooperative.

The Entiat Warehouse Company structure is the second such building in the new Entiat commercial area. Already under construction is the Mad River Orchard Company building.

Entiat Warehouse Company expects to vacate its old site by July 15. Preliminary moving will begin shortly after the date and full occupancy of the new structure is tentatively slated for early August.

Designers of the new plant was Food Industries Research and Engineering of Yakima, Wash.

Western Fruit Express Makes Personnel Changes

Four title changes and appointments were announced by the Western Fruit Express Company recently.

E. C. Grayson became district manager; K. W. Erickson, assistant district manager, and V. W. Benner, engineer assistant, all in St. Paul, and J. H. Gorman was named assistant district manager, Seattle, Wash.

Passenger, Freight Traffic Club News

KANSAS CITY

Clyde P. Dicken of the Kansas City Terminal has been elected president of the Kansas City Passenger

Agents Association.

Other officers are John Riffle, Atchison, Topeka & Santa Fe Railway, first vice president; M. L. Haworth, Chicago, Rock Island & Pacific Railroad, second vice president, and Clark Cunningham, Western Pacific Railroad, secretary-treasurer.

SEATTLE

William H. Algrim of the Union Pacific Railroad has been elected president of the Railroad General Agents of Seattle.

Other officers are T. J. McCarry, Southern Pacific Company, vice president; N. E. Brasen, Illinois Central Railroad, secretary-treasurer.

CLEVELAND

William H. Rosch, East Ohio Gas Company, has been elected president of the Cleveland Passenger Club.

Other officers are Gerry Hawes, Jr., American Airlines, vice president; Kenneth C. Hunt, New York Central Railroad, second vice president; D. T. Caiazza, American Airlines, secretary, and A. H. Vomhofe, Lufthansa German Airlines, treas-

ST. LOUIS

C. W. Brandenburg of the Chesapeake & Ohio Railway has been elected president of the St. Louis Offline Railroad Association.

Other officers are Thomas Turnbull, Reading Railway System, vice president, and W. C. Hageman, Great Northern Railway, secretary-treasurer.

WISCONSIN

Vern Dietle of the Baltimore & Ohio Railroad has been elected president of the Wisconsin Passenger Club.

Other officers are Gil Block, Line Material Company, vice president; Charley Crotty, Chicago, Milwaukee, St. Paul & Pacific Railroad, secretarytreasurer.

PITTSBURGH

G. R. Surls, Crucible Steel Corporation, has been elected president of the

Pittsburgh Passenger Club.

Other elected officers are R. A. Finlay, Capital Airlines, first vice president; J. I. Miller, Seaboard Railroad, second vice president, and M. F. Snyder, Pullman Company, secretarytreasurer.

ATLANTA

The Railroad Passenger Club of Atlanta has elected J. R. Reese of the Southern Railway as president of its club. Other officers are Ralph A. Perkin, Seaboard Air Line Railroad, vice president, and Dot Thomas, Atlanta & West Point-Georgia Railroad, secretary-treasurer.

VANCOUVER

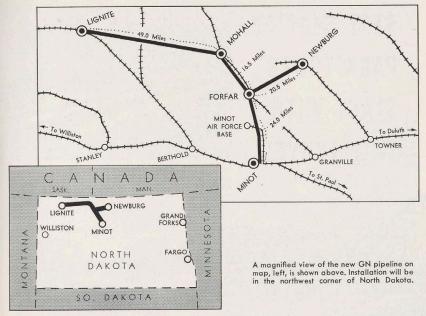
Al Schaefer has been elected president of the Vancouver, Wash., Transportation Club.

Other officers are Tom Brace, vice president; Hal Kness, secretary, and Newton Jav. treasurer.

Elected to the board of directors were Harvey Pool and Clift Carlson.

The Buffalo, N. Y., office of the Great Northern Railway is now located in Room 620 of the Ellicott building. The former address was 696 Ellicott building.

Six



GN to Build 110-Mile Oil Pipeline in N.D.

The Great Northern Railway announced it has applied for authority to build a 110-mile pipeline for construction of crude oil from the Lignite and Newburg fields in Burke and Bottineau counties in North Dakota.

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Application for permission to build the \$3,500,000 line was made with the Public Service Commission of North Dakota.

The pipeline would terminate in the Minot, N. D., area for loading of crude into tank cars and subsequent movement by rail to markets in the Twin Cities and Duluth-Superior areas. Although the width of the line has not been determined, GN hopes to start construction this year.

The railway's application culminates a study begun by the company in 1956 into the feasibility of a pipe-

line to handle crude out of a portion of the Williston Basin.

The GN, which has assurances that the proposed line will be used by crude shippers in the Lignite and Newburg fields, regards the project as the first phase of an installation extending to the Twin Cities and Duluth-Superior markets.

Approximately 30 miles of the pipeline would be installed on the GN right-of-way. A 49-mile segment would extend between Lignite and Mohall.

From Mohall, the line would be built south for 16½ miles along GN's Sherwood branch to Forfar, junction point for the 20½-mile Newburg section.

More than half of the 24-mile segment from Forfar to Minot will be along the railway's line to the Minot Air Force base.

Seven

PARK TOURS START WITH RAIL TRAVEL



Passengers on Great Northern's famous Empire Builder get "penthouse" view of the Rocky Mountain peaks bordering Glacier National Park.



Floral "snowballs," beargrass, blooms profusely in the park. This patch thrives in the area of Grinnell Glacier, shown in the distance. Beargrass is the official park flower.

America's Switzerland.

Glacier National Park in the Montana Rockies has been so called by thousands of tourists who have enjoyed the million-acre park in the past 50 years.

A half-century ago, President Theodore Roosevelt declared the area a national park. Since then, its unrivalled beauty has been its greatest asset, and despite its modern-day conveniences such as hotels and lodges and camping facilities, Glacier is still the vast, unspoiled wilderness left by

the ice age itself, many years ago.

Its 250 lakes, most of them troutladen, countless waterfalls and creeks and 60 real, moving glaciers, are part of the wonderment for a Glacier visitor.

Great Northern Railway, which provides daily service to the east and west entries of the park by its streamliner, the Western Star, has pre-arranged tours for independent travel in the Pacific Northwest including Glacier, during Glacier, National Park's season, June 15-September 7.



Frying the day's catch, top photo, at a camp on Grinnell Lake in the park is an enjoyable experience, but to those who prefer their meals indoors, the Many Glacier Hotel dining room, center, offers excellent cuisine. Among favorite pastimes in the park is photography. A weathered tree above Grinnell Lake, shown below, makes an excellent photo study.

They include such tours as Glacier National Park, Canadian Rockies and Banff-Lake Louise; Glacier National Park, the Pacific Northwest and the Canadian Rockies, Glacier National Park, Banff-Lake Louise and Jasper Park; Northwest Adventureland; Grand Circle Tour of the Pacific Northwest and California, and a tour of Glacier exclusively.

A typical tour encompassing some of the most beautiful scenery and enjoyable activities in the Pacific Northwest and Canada is the Glacier National Park, Banff-Lake Louise and Jasper Park tour.

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A Chicago tourist, for example, leaving Union station aboard the Western Star, travels through the Twin Cities and arrives at Belton, Mont., western Gateway to Glacier National Park.

Activities in the park include a motor coach tour over Going-to-The-Sun Highway, one of America's most spectacular mountain roads; launch

(Concluded on Page 10)





GLACIER PARK TOURS-Conclusion

trip on Swiftcurrent and Josephine lakes and dinner and dancing.

Canada's Waterton Lakes Park that adjoins Glacier, Banff National Park in the Canadian Rockies next beckons the tourist.

The adventuresome may take the chairlift trip to the top of Mount Norway for a panoramic view, but the less spectacular—but equally enjoyable—activities are available for the "down-to earth" tourist.

These include golf, swimming, hiking or shopping in town for such imported merchandise as china, linens, woolens and sportswear.

The 40-mile drive via the Bow valley to Lake Louise is memorable and is followed by arrival at Chateau Lake Louise for room assignment and dinner. Moraine lake, the Valley of Ten Peaks, Yoho Valley and Kicking Horse Pass are but few of the breathtaking vistas that thrill camera enthusiasts.

The tour over the Columbia Highway takes you through the heart of

TRACK DOWN...THEN CRACK DOWN!



the Canadian Rockies to the vast 150-mile Columbia ice fields to Jasper National Park.

Return trip is to Chicago over Canadian National's Continental to Winnipeg for transfer to the Great Northern's Winnipeg Limited to St. Paul, and from there, the Burlington Zephyr to Chicago.

Estimated cost of the trip from Chicago varies from \$346.12 for one individual, coach class rail travel, or \$326.43 for each individual under the family plan.

Included are such items as U.S. transportation tax of 10 per cent on applicable items; special summer rail ticket from Chicago to Belton, Mont., and from Jasper, Alberta to Chicago; coach accommodations; motor-coach transportation; sightseeing, and launch trips as indicated; twin-bedded room with private bath at all hotels, American plan; all meals from Glacier National Park through luncheon last day at Jasper lodge.

Items not included are meals on trains and dinner at Calgary, and porters' fees, tips, gratuities, personal and incidental items.

Accommodations include space in Lake McDonald Hotel, Many Glacier Hotel, Prince of Wales Hotel, all in Glacier National Park; Banff Springs Hotel; Chateau Lake Louise and Jasper Park Lodge.

Complete details on these and other trips offered by the railway and travel companies and data on Glacier Park Company rates may be obtained from any Great Northern travel representative or office, or may be obtained by writing directly to Mr. P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.



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"But Millie," Peggy said, "I just can't catch on to the hula."

"It's very simple. You put some grass on one hip, and some more grass on the other hip, and then you rotate the crops."

Some Bundle

"Why is it that when I buy a new evening gown you never notice it, but you sure get pop-eyed staring at every other woman in the place," the wife asked as they arrived home from a party.

Husband, sleepily: "Once you know what's in the package, it doesn't matter how it is wrapped."

It's Fate

"How's your wife?"

"Oh, better than nothing, I guess."

Makes Sense

"Now take it easy. Take it easy, officer. Why have I been brought here to court," the tipsy driver inquired.

"You were brought in here for drinking," the officer replied.

"Well, that's different. Let's get started."

Last Resort

"Do you believe in clubs for wives?"

"Only if kindness fails."

Unwanted Guest

Hotel guest speaking into phone: "Is this the room clerk?"

Clerk: "Well. This is the third time you called in the last hour. What's eating you now?"

Guest: "That's what I'd like to know!"

Quizzical

Teacher: "Johnny, you musn't say 'I ain't going.' You must say, I am not going, you are not going, they are not going."

Johnny: "Ain't nobody goin'?"

Auto Motive

"I can't understand it, judge. How could I accumulate 23 tickets? I seldom drive," the defendant said.

"Perfectly understandable," the judge responded. "You apparently spend all your time parking."

Red-Baiter

A German and a Russian were fishing on opposite sides of the river that divided the Russian and American zones.

"How come you caught all those fish and I can't catch one," the Russian yelled across the river.

"I guess on your side they're afraid to open their mouths," the German answered.

Eleven

1960 Seen as "Good Year" for GN Railway

Encouraging moisture conditions in the grain-growing areas along the system, and prospects of a more normal iron ore traffic should make 1960 a good year for Great Northern, owners of the railway are told in the company's report on 1959 operations.

In the railway's 71st annual report, distributed to more than 39,500 shareholders, John M. Budd, Great Northern president, also cited the prospective movement of grain, now heavily stored on farms and in elevators along the railway, and said that the level of business during the year would determine the volume of traffic in lumber and general commodities.

He also said that the company plans to continue making freight rate adjustments this year toward retaining certain traffic and returning other tonnage to Great Northern.

The railway's net income for 1959 was \$26.6 million—\$1 million under 1958—and equal to \$4.35 per share as compared with \$4.52 the preceding year.

While operating revenues last year were nearly \$3 million more than 1958, the continuing rise in labor and materials costs pushed operating expenses \$6.3 million above the previous year.

The GN maintenance programs last year were generally completed in spite of depressed revenues resulting from the strikes in the steel and copper industries.

The company's gross operating revenues in 1959 were \$254.6 millions as compared with \$251.7 in 1958. Freight services last year produced revenues of \$226.5 million, while passenger revenues of \$10 million were approximately the same as in 1958.

The report emphasizes, however, that Great Northern's revenues from passenger services have been relatively stable since 1953, when the company began eliminating lightly-patronized trains.

From 1953 through 1959, the railway reduced passenger train miles by nearly 30 per cent, and plans to make further reductions in 1960.

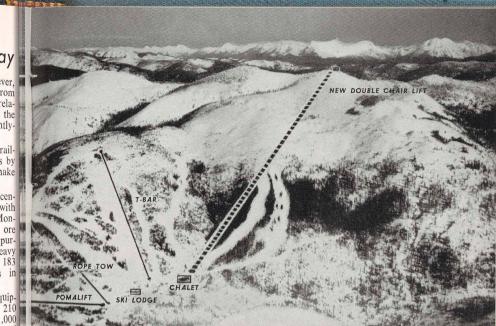
GN continued its mileage of centralized traffic control last year with installations on its main line in Montana and on the Minnesota iron ore range. The company built and purchased 1,001 boxcars, made heavy repairs to 745 cars, and acquired 183 additional freight-carrying units in 1959.

This year's program for new equipment includes 750 boxcars and 210 cars of other types. In addition, 1,000 cars will be given heavy repairs and 250 boxcars will be converted into livestock equipment.

The report states that while the opening of the St. Lawrence Seaway in early 1959 resulted in a larger-than-anticipated traffic in export grain through the Duluth-Superior port, no definite trends have yet appeared in the movement of other commodities.

Shareowners are advised that it is too early to assess the effect of the waterway on Great Northern operations.

The report also advises Great Northern owners that 142 new industries were located along the company's lines in 1959, and that the company continued its research program with educational and industrial associates in development of uses for taconite ore, lignite coal and other minerals in the territory served by the railway.



The proposed double chairlift (dotted line) on which construction will begin soon will take skiers to the top of The Big Mountain. Other existing lifts and tows are shown.

6,800-FOOT DOUBLE CHAIRLIFT-

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The Big Mountain Plans Expansion

A double chairlift designed to carry skiers and summer sightseers well over a mile to the top of the Big Mountain, Whitefish, Montana, has been purchased by Winter Sports, Incorporated.

Installation of the new lift, one of the highest in the nation, will start at the close of the ski season.

The 6,800-foot lift, which is expected to be in operation Oct. 1, 1960, will have a vertical rise of more than 2,000 feet and will triple the present skiable area with the addition of new runs.

It will take skiers high into deep powder snow and make possible uninterrupted downhill trips of 2½ miles and more.

Although the chairlift will be con-

tinuous from just outside the chalet to the summit of the mountain, there will be an intermediate station at which skiers may embark or disembark.

With the existing T-bar, Pomalift and rope tow facilities on the lower slopes of the mountain, the addition of the chairlift will enable the area to handle well over 1,000 skiers a day.

To serve the expected increase in number of skiers, the mountain also is expanding housing and food facilities.

Work on an annex to the present ski lodge is scheduled to begin May 15. The additional space will practically double the resort's present capacity for overnight lodging. A dining

(Concluded on Page 14)

Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

Fargo Homemakers Visit Minneapolis



A group of Fargo, N.D., area Homemakers were among various Homemaker groups who visited the Twin Cities recently traveling via the Great Northern Railway's train, The Red River. Shown above as they disembarked at Minneapolis, the group attended shows, shopped and viewed cultural attractions.

THE BIG MOUNTAIN-Conclusion

room in the lodge will augment facilities in the chalet.

Also added to the lodge will be a warming room and cafeteria for day and week-end skiers.

The new chairlift will have 117 chairs with foot and arm rests and will be supported by 26 tubular steel towers. Its top speed will be about 500 feet per minute, and will have a capacity of 530 skiers per hour.

Karl Hinderman, head of The Big Mountain ski school, said the new ski area will not be too advanced for beginners.

New areas of powder snow—the dream snow of skiers—will thrill the expert on the mountain where three national ski championship meets

have been held with great success.

For non-skiers, the chairlift will operate in the summer to take them to an international view 4,000 feet above the floor of the Montana Flathead Valley.

From the top of the mountain can be seen the peaks of Glacier National Park and Canada's Waterton Lakes National Park, the Hungry Horse dam and the broad Flathead Valley including the communities of Whitefish and Kalispell, Mont.

Ed Schenck, general manager and president of Winter Sports, Incorporated, said the first phase of the expansion on The Big Mountain will be financed by means of private capital and sale of the corporation's common stock.

Fourteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Sharonlee Marstad, Great Northern Railway St. Paul Winter Carnival princess, hands a Travel Tip Card to Emmett Brady, general agent passenger department, in the St. Paul ticket office.

Travel Tip Cards Produce Revenue

Promotion of Travel Tip Cards by the Great Northern Railway passenger traffic department resulted in hundreds of returns and many ticket sales to persons that may have gone to another line or mode of transportation.

The cards were mailed to employes and retired personnel with "Talking It Over," a personnel department publication.

Subsidy Box Score

In this bookkeeping year, the federal government, say press reports, is paying:

To Airlines—\$69 Million
To Ship Firms—\$209 Million
To Railroads—Nothing! (We are proud to say.)

They carried the return address of the GN and space for names of persons planning trips. The cards ultimately were placed in the hands of ticket agents who contacted prospective travelers.

Idaho Lake Trout Winners

Rainbow trout from Lake Pend Oreille captured all five prizes and four of five honorable mentions in the 1959 fishing contest sponsored by Field & Stream magazine.

It was the 14th consecutive year that Kamloops rainbows from North Idaho's "big hole" have listed among the winners.

Heading the prize list is the nearrecord 36½-pound rainbow caught on next to the last day of the 1959 season by Cecil Hulbert of 823 W. Grace, Spokane, Wash.

Fifteen

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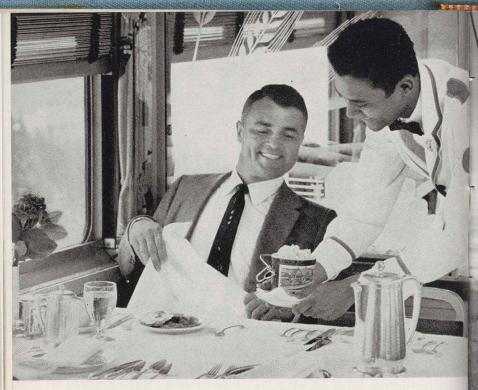
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PRINTED IN U. S. A.



You'll never know what a great experience a train ride can be until you've traveled on Great Northern's incomparable Empire Builder

To appreciate why this jovial passenger is beaming, you have to be sitting where he is . . . in the EMPIRE BUILDER Dining Car, speeding smoothly between Seattle and Chicago.

You have to pull up a chair to a roomy linen-covered table, and order from a menu of incomparable foods. While your entree is being prepared to your taste, take time to enjoy the elegance of the setting . . . the excellence of your appetizer and fresh-baked breads . . . the grandeur of the mountain scenery just outside your window.

Then, when the waiter proudly brings your apple pie and Great Northern's famous crock of tangy cheese... only then can you know why EMPIRE BUILDER cuisine rates its reputation for the "greatest meals on wheels."



Daily between
Chicago • St. Paul • Minneapolis • Spokane • Seattle • Portland

The Great Northern

GOAT

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The Great Northern GOAT



Vol. 30

June, 1960

No. 6

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Enjoying a chairlift ride from the ski chalet on The Big Mountain, Whitefish, Mont, is one of the many tourists who visit the area in summer. Whitefish lake is in the background.

Your Railroads

The Congress of the United States has an important issue to settle before it adjourns this year.

It is the removal of the wartime travel tax that was enacted 19 years ago as a "temporary" war measure.

Initially imposed to discourage wartime travel, today it is still in effect, penalizing and discriminating against the very transportation system that is acknowledged as vital to the economy and defense of the nation.

The tax discourages travel within the United States notwithstanding the fact that all forms of common carrier transportation have excess passenger carrying capacity.

It imposes a heavier burden upon the long-distance traveler and results in an unequal burden upon citizens residing in different areas of the country.

It handicaps those communities and businesses that depend on tourist trade, and as the tax is levied only upon transportation of domestic passengers, it unfairly encourages vacation and tourist travel to foreign countries rather than United States resort areas.

It discriminates against those persons who cannot afford a private automobile and must depend upon common carrier transportation or for necessary travel needs.

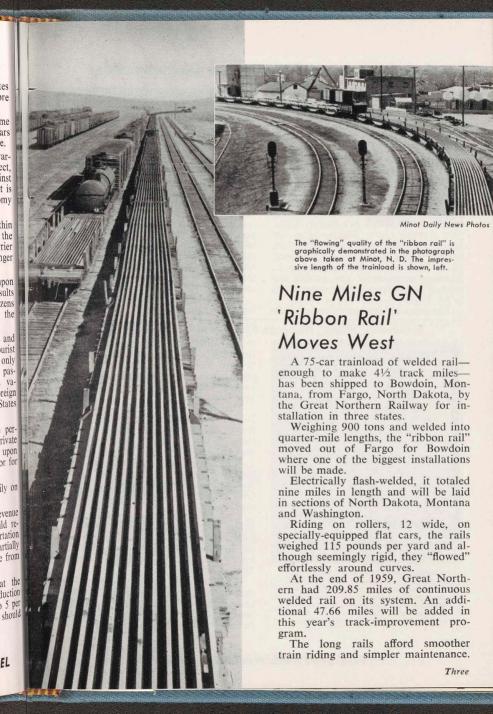
The tax bill falls most heavily on a group least able to pay.

On the question of loss of revenue to the government which would result from repeal of the transportation tax, this would be at least partially offset by an increase in revenue from the income tax.

True, Congress provided at the close of the last session for reduction of the tax from 10 per cent to 5 per cent effective July 1, but why should it be continued at all?

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



3 GN Employes' Sons Awarded Scholarships

Three sons of Great Northern Railway employes were named winners

of \$3,000 scholarships awarded by the railway.

They are Alvin J. Geske, 17, of Whitefish, Mont., son of Mr. Alvin E. K. Geske, a clerk at Whitefish; David F. Hatler, 18, of Great Falls, Mont. son of



in St. Paul.

The scholarships are valued at \$750



David

Charles

per year for four years and are awarded annually by Great Northern to sons of its employes. Winners also receive summertime employment on the railway during their college careers.

Scholarships allow a choice of college or university.

Browning, Mont., Museum Plans Tourist Attractions

An exhibition of 53 original Blackfoot Indian portraits by the artist, Winold Reiss, will open the summer program in the Museum of the Plains Indian, Claude E. Schaeffer, recentlyappointed curator, announced.

The show will be held in June and July in the new gallery on the lower floor. Portraits are from the collections of the Great Northern Railway and the Louis W. Hill Sr. family.

Supplementing the paintings will be memorabilia of Mr. Reiss' former associations with the Blackfoot Indians, Glacier National Park and the Browning Museum.

The Reiss show will be followed in August and September by an all-Indian art exhibition sponsored by the Blackfoot Tribal Council. It is on loan from the Philbrook Art Center, Tulsa, Okla.

Final show will be an exhibition of manuscripts, books and other mementos of James Willard Schultz, noted novelist and interpreter of Blackfoot Indian life to American youth.



Delores Racine, 19, chosen Miss Indian America in 1959 at the All-American Indian Days, Sheridan, Wyo., stands beside the famous portrait of her great-grandmother, Julia Wades in The Water, prominent matron of a past generation. The portrait is part of the exhibition by the late artist, Winold Reiss.

14 GN Trains Affected By Schedule Changes

A system-wide rescheduling and rerouting of Great Northern Railway passenger trains for faster, more useful services to travelers and to expedite mail transport became effective on May 22.

The changes were made coincident with the beginning of daylight saving

time in Minnesota.

Revision of GN's passenger operations was the most extensive in the railway's history, and the result of more than a year's study and planning.

Objective of the study was the strengthening of Great Northern's total passenger train service to retain the patronage of passenger, mail and express traffic in sufficient volume to assure operation for the longest possi-

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Involved are 14 transcontinental and regional trains serving the railway's territory in Minnesota, North Dakota, Montana, Idaho, Washington,

PERMIC BURNE IMPRICE AN PUR COUNTY



Oregon and the Province of Manitoba in Canada.

Great Northern's top streamliner, the Empire Builder, has not been affected by the changes. The new plan provides:

1. Consolidation of the transcontinental streamliner, the Western Star.

and the Fast Mail.

The train retains the name Western Star, and operates between St. Paul and Seattle over a shorter route than formerly traveled by the streamliner. The running time of the Western Star in both directions is seven hours faster than the previous schedule.

Renumbered 27 and 28, the Western Star carries both passengers and mail, but no longer operates through St. Cloud, Minn., Grand Forks, N.D., and Great Falls, Mont., enroute to the Pacific Northwest from Chicago

and St. Paul.

The revised route of the train is via Willmar and Breckenridge, Minn., to Fargo, N.D., from there over Great Northern's more direct line through North Dakota via New Rockford to Minot, and thence to Seattle without running through Great Falls.

The Western Star leaves St. Paul at 9:30 a.m. (CST) and arrives in Seattle at 11:45 p.m. (PST) the second day as compared with 5:45 a.m. the third morning under the former operation.

On the eastbound run, this train leaves Seattle at 10 p.m., as formerly, and connects with the Burlington's Afternoon Zephyr at 3:20 p.m. (CST) in Minneapolis. This connection affords Chicago-bound passengers the opportunity to arrive there that night instead of the following morning, as formerly on the Western Star.

Continuation of passenger services to St. Cloud and Grand Forks between Chicago, St. Paul-Minneapolis and the Pacific Northwest is provided

(Concluded on Page 6)

by trains Nos. 3 and 4, former numbers of the Western Star.

Westbound, No. 3 leaves St. Paul at 8:30 a.m. (CST) on the former schedule and route of the Western Star through St. Cloud, Fargo and Grand Forks, arriving at Minot at 6:45 p.m. This train connects in Minot with the Western Star for travelers to Montana and points in the Pacific Northwest.

Train No. 4 leaves Minot at 7 a.m. after connecting with eastbound Western Star, and arrives in St. Paul at 6 p.m., for connections to Chicago, Kansas City, and destinations East and South. Equipment on trains No. 3 and 4 on the St. Paul-Minot run includes streamlined coaches, a combination diner-lounge and a mail-baggage car.

3. Rerouting of the Winnipeg Limited (Nos. 7 and 8) providing Grand Forks sleeping car service to and from St. Paul and Minneapolis.

This train is operating between St. Paul and Barnesville, Minn., as formerly, but is rerouted from the latter point to Fargo and Grand Forks, affording both cities their first direct overnight train services to Winnipeg. The northbound Winnipeg Limited leaves a Pullman car in Grand Forks, then moves to Winnipeg via North Crookston over the former route.

Southbound train No. 8 from Winnipeg operates over the same route, picking up the Grand Forks sleeping car on arrival there. The northbound run of the Winnipeg Limited leaves St. Paul at 8:55 p.m. (CST) as formerly, but arrives in Winnipeg at 8:50 a.m. (CST), 35 minutes later than before.

Southbound No. 8 leaves Winnipeg at 7:15 p.m. (CST), 35 minutes earlier than formerly, picks up the Grand Forks sleeping car at 11:30 p.m. (CST) and arrives in St. Paul at 7:30 a.m. (CST), as formerly.

4. Termination of the northbound

run of the Red River (No. 11) in Fargo, N.D., instead of Grand Forks, as formerly. This streamliner leaves St. Paul at 4:30 p.m. (CST) and arrives in Fargo at 9:26 p.m. (CST). Southbound train No. 12 leaves Fargo at 8 a.m. (CST) and arrives in St. Paul at 1 p.m. (CST).

5. Addition of new trains Nos. 345 and 346. These are running between Barnesville and Crookston because of the rerouting of the Winnipeg Limited through Fargo and Grand Forks.

6. Services to Great Falls, Mont., from Chicago, St. Paul-Minneapolis and the Pacific Northwest are being continued by western sections of trains Nos. 3 and 4 operating between Havre and Shelby via Great Falls.

Originating in Havre, No. 3 takes a sleeping car and coach from the westbound Western Star. The Pullman car is set out in Great Falls, and No. 3 continues to Shelby, arriving there at 9:15 a.m.

Train No. 4 leaves Shelby at 10:15 a.m. with Great Falls passengers from the eastbound Empire Builder. This train leaves Great Falls with the through Pullman car and coach at 5:30 p.m. for connection with the eastbound Western Star in Havre at 8:20 p.m.

7. One hour earlier departures and arrivals for three of Great Northern's four morning and afternoon passenger trains between St. Paul-Minneapolis and Duluth-Superior are in effect as a result of daylight saving time.

The fourth train—the northbound morning Badger—leaves St. Paul 10 minutes later than formerly.

Military Fare Rates

Special reduced round-trip coach fares in effect between points in the United States for military personnel traveling at their own expense have been extended to Dec. 31, 1960.



ARTIST'S SKETCH OF NEW COLISEUM

Portland Builds Coliseum, Hall

A jewel on the banks of the Willamette river, overlooking the heart of Portland.

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That is the description given to the Portland, Oregon, Memorial Coliseum and Exposition Hall, the massive multi-purpose center rising between the Broadway and Steel bridges on the east side of river.

Formal opening of the building is scheduled for November with an open house.

The economic effects of the new structure already are being felt with the construction of new hotels and motels which will facilitate handling of visitors at conventions, expositions and other events.

Designed to exploit a dramatic site, wood, glass and concrete are being used in the Coliseum. The exterior walls are of glass and wood. Daytime shows requiring a "blackout" inside can be accommodated by raising a huge curtain from the top of the seat-

ing bowl to the ceiling.

Seating capacity for sporting events will include 14,000 seats for boxing and 10,500 for hockey and basketball which includes 8,828 permanent upholstered installations and 3,700 portable seats.

The main arena floor is 247x120 feet and has an unlimited floor load. The exposition hall which adjoins the Coliseum has 53,000 square feet, an unlimited floor load and is wired for television and utility outlets.

The height of the Coliseum is equivalent to an eight-story building and the walls enclose a square city block and half way each way.

Coliseum officials estimate that between 500,000 and one million persons will pass through the center each year. More than 30 events have been tentatively scheduled in the huge arena and exposition hall.

Parking for 2,000 cars and on-street parking for an additional 1,500 is provided near the building.

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

PACIFIC NORTHWEST . . . SCENIC



Mount Rainier Glistens in The Sun As Riders Hit The Trail

The Seaside, Ore., beach is one of the state's many along the 400-mile Pacific seashore.



Spirit Lake affords a wonderful view of Mt. St. Helens in Washington for these boaters.

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NIC WONDERLAND

A vast storehouse of scenic wonders is the description an easterner offered as he completed his vacation trip to the Pacific Northwest.

Nature had been particularly generous to the area when she doled out

scenic beauty spots.

Whether mountains, lakes and streams, colorful deserts or prosperous cities attract the visitor, the Pacific Northwest has more than its share of inspiring views.

What can be more impressive than sunlight streaking through breaks in living moss festooned on 200-foot high trees in the Olympic National Park in western Washington State?

The moist, warm earth, padded with moss, gives way slightly to the weight of the hiker, and forest ferns and wild flowers create a magical

greenery.

Nearby is 7,954-foot Mount Olympus, one of a series of mountains in

the park.

Contrast this picture with the semiarid regions of eastern Washington where sagebrush and greasewood give way to apple orchards and fields of produce nourished by mountain waters that are held back by vast dams

(Concluded on page 10)

A crisp breeze fills the sails of the boats plying the surface of Lake Washington in Seattle.





The picturesque fishing scene above is Friday harbor in the San Juan Islands of Puget Sound. Below, is breath-toking Grand Coulee dam which provides water for the irrigated Columbia basin in Washington.



The choice large Rainbow trout from Lake Chelan in Washington is but one of the many game fish.



PACIFIC NORTHWEST VACATIONS—Conclusion

The Pacific Northwest states of Montana, Washington and Oregon are comparable in many ways, but yet each has its distinctive attractions.

The Great Northern Railway serves this vacationland, its two transcontinental streamliners, the Empire Builder and the Western Star, making their way from Chicago, through the Twin Cities to Seattle, and providing connections to Portland, Ore., and California.

He who has not experienced a moonlight boat ride on the broad Columbia river amid towering bluffs, or strolled over ocean beaches laden with driftwood in Washington State at sunset, or gazed at a vista of lake and mountain at Glacier National Park has many memories to gather.

And one can never approach the vastness of the mountain wilderness without experiencing a feeling of ex-

The Pacific Northwest's prime attractions—its mountains—are easily accessible. Possibly one of the most impressive is majestic Mount Rainier, a 14,410-foot beauty about 35 miles southeast of Tacoma, Wash.

Its crusty face is scarred by 28 glaciers that gleam in the sun and slowly move down the mountain, melting and feeding the countless streams and rivers teeming with game fish

A Pacific Northwest trip is not complete without a restful stop in Glacier National Park in the Montana Rockies. This year it is marking its 50th anniversary as a national park.

The million-acre area has no equal. Mountains, lakes, forests and flower-laden mountain meadows confront the traveler shortly after he alights the GN's Western Star which serves the park during its season, June 15 through September 7.

But the traveler must not restrict his visits to the major scenic wonders. The Pacific Northwest's bustling cities

such as Seattle, Tacoma, and Spokane, all in Washington; Portland, in Oregon, and Vancouver and Victoria, in British Columbia, offer unlimited activities and tourist attractions.

Whether it be sports such as swimming, boating or golf, hiking and tennis, or just the art of observing, there is a variety to capture the in-

Great Northern Railway's agents in principal cities are eager to plan your travel and answer questions about it. Contact them or Mr. P. G.

Holmes, passenger traffic manager, Great Northern Railway, St. Paul 1, Minn.

Cherry Pie Champ Goes Via Empire Builder



Miss Ann Sisson of Everett, Wash., who rode the Great Northern Railway's Empire Builder to Chicago for the national cherry pie baking competition, is sent on her victorious way by her father, Harold Sisson.

Ann had been crowned Washington's champion cherry pie baker to gain the Chicago level of competition.

There she was declared regional winner for the 14 western states.



Teamwork

Teacher asked the pupils to list the nine greatest Americans and all but Johnny submitted their lists.

"Have you finished yet, Johnny?"

she asked.

"Not yet," he replied, "I can't decide on the catcher."

Party Line

The husband indignantly answered the phone and blurted: "How would I know? Call the weather bureau."

"Who was that?" his wife asked.
"Some fool who wanted to know if
the coast was clear."

What's that?

"Pa?"

"Yeah, son?"

"How come Noah didn't swat both flies when he had the chance?"

Time Checked

Father: "Listen here, it's 2 a.m. Do you think you can stay all night?" Suitor: "I'll have to telephone first."

Some Brass!

The colonel was berating the recruit who failed to salute him.

"Do you realize who I am?" the colonel asked. "I run this entire camp and am in charge of 25,000 soldiers!"
"You've got a good job," said the

recruit, "don't louse it up."

The Net!

A haggard man walked into a psychiatrist's office, tore open a cigarette and stuffed the tobacco up his nose.

"I see you really need me," the startled doctor remarked as he ran toward the man.

"Yeah," said the guy, "have you got a light?"

Love's Labor Lost

Marcella: "So she finally jilted the doctor she was going to marry?"

Lillian: "Yes, and what do you think? He not only asked for the diamond back, but he sent her a bill for 54 visits."

Bottled Up

"Mama, daddy wouldn't kill anybody, would he?"

"Gracious no, junior, why do you

ask?"

"Last night when he was in the basement workshop with the man across the street, I heard him say, 'let's kill the other one, Joe.'"

Shaky Road

Old Lady: "My goodness, man, I hope you realize that drinking will never get you anywhere?"

Mr. Tipsy: "Ain't that the truth, ma'am? I started home from this corner five times already."

Eleven

GN Freight Traffic Promotions Announced

A promotion and a retirement in the Great Northern Railway's freight department in Seattle, Wash., has been announced by C. E. Finley, traffic vice president.

E. F. McGuire, former general freight agent in Seattle, has been

named the assistant western traffic manager there, and George B. King, former assistant freight traffic manager, rates and divisions, retired from the railway after more than 24 years with the Company.



Mr. McGuire

Mr. McGuire joined the railway in St. Paul in 1938 as a division clerk. He has held various positions in the

railway's headquarters there including that of commerce agent and assistant general freight agent. He was appointed general freight agent in Seattle in 1956.

Other appointments include:

P. F. Connolly, former assistant general freight agent, Seattle, has been named general freight agent, rates and divisions, in that city.

John F. Dexter, assistant to the general freight agent, Seattle, appointed assistant general freight agent, Seattle.

C. J. Hockaday, assistant to the general freight agent, appointed assistant to the general freight agent, rates and divisions. Seattle.

R. J. Stangel, assistant to the general freight traffic manager, St. Paul, named assistant to the general freight agent, Seattle.

All appointments became effective on May 1.

M. V. Schoonover Becomes GN Industrial Agent

The promotion of M. V. Schoonover Great Northern general agent, freight department, Spokane, Wash.,

to the position of industrial development agent, Seattle, was announced.



Mr. Schoonover

Mr. Schoonover has been with the railway since 1939, when he was employed as a stenographer

in San Francisco. He held various railway including

positions with the railway including that of city freight agent in Oakland, Calif.; traveling freight agent, Klamath Falls, Ore.; general agent, Klamath Falls, and general agent, freight department, Spokane.



Mr. Connolly



Mr. Stangel



Mr. Hockaday



Mr. Dexter

Twelve

St. Paul's Indian God Of Peace

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The symbolic figure, the "Indian God of Peace," is located in the Memorial Concourse of the St. Paul City Hall and Court House.

It was designed by Carl Milles, noted Swedish sculptor, and executed in white Mexican onyx.

The figure weighs 55 tons and stands approximately 44 feet high. It represents the thought that out of conference and understanding comes the hope of peace.

Designed in plaster in Milles' Stockholm studio and sculptured in St. Paul by Giovanni Garatti and 19 craftsmen, the statue was cut in 98 blocks, joined in 38 sections.

The figure oscillates upon a turntable, 132 degrees to the left, 66 degrees to the right, to show details.

The eight-foot-high base has five figures of crouching Indians smoking pipes of peace. Smoke rises in a thin veil about the dominant feature of the immense creation.

The statue has become the outstanding tourist attraction of the friendly city of St. Paul with more than 100,000 persons stopping to view it in 1959.

Floodlights have been installed for those desiring to photograph the huge Indian shown holding a peace pipe.

The St. Paul Chamber of Commerce moves its tourist and information department to the site of the figure during the summer months for the convenience of tourists, and offers free information concerning sightseeing attractions in the Twin Cities as well as the entire Northwest area.



Thirteen

GN Selects New Trainmen's Uniform

A new uniform—patterned on a business suit—has been approved by the Great Northern Railway for passenger conductors and brakemen.

The cap has been changed to a military style, similar to that worn by passenger representatives on GN trains.

The dark-blue uniform features removable shells for the brass buttons that remains part of the uniform. Pants continue to be without cuffs.

A maroon tie, either four-in-hand or bow, may be worn.

It is not required that employes immediately change to the new uniform, but they may change as their old-style uniform wears out. Vests and pocket arrangements are optional.

The new uniform approved by Great Northern is modeled by K. C. McLane, shown on train steps, a 45-year veteran conductor. The old uniform, is worn by conductor George Schuman, who has 43 years with the railway.



Swan, Walker, Retired GN Veterans, Die

Word was received of the deaths of two well-known Great Northern Railway veterans.

I. J. Swan, 87, who joined the GN in 1894 as a stenographer and upon his retirement in 1944 was chief clerk in the vice president operations office, died May 14 in a Chicago

hospital. He was buried in Monroe, Wis.

James E. Walker, 74, a 40-year veteran who was a general claim agent for the GN before his retirement in 1956, died May 14 in Dunedin, Fla. Burial was in Pinellas County, Fla.



Mr. Swan

Mr, Walker

Civil War Railroading Exhibited in Museum

A permanent exhibit featuring Civil War railroading pictorially is on view at the National Museum of Transport in St. Louis.

Included are drawings and photographs of railroad equipment and facilities of the period assembled by Leo Myers of that city.

Fourteen

GREAT NORTHERN RAILWAY-GREAT FOR TRAVEL

LARGEST GN TWIN CITIES RAIL SALE

\$25,000 In Tickets Sold Ice Follies

(Reprinted with permission from the Minneapolis Star.)

The Ice Follies purchased approximately \$25,000 worth of railroad tickets for its western swing of the United States.

The total expenditure would enable one person to ride a train night and day between Minneapolis and Seattle, Wash., for approximately 429 days.

The purchase is believed to be the largest handled locally through P. G. Holmes, passenger traffic manager for Great Northern. The tickets cover the time from when the troupe leaves Minneapolis until it reaches Chicago.

First stop is Seattle, then San Francisco. Next, the show with its 25th anniversary theme, starts out for another 11 months tour from Los Angeles. Then on to Denver, Des Moines, St. Louis and finally Chicago.

The tickets are for 160 members and workers of the Follies. Accompanying them will be five 70-foot baggage cars loaded with props and contumes

Manager Roy Heim, who left Forest Lake, Minn., 24 years ago, is the lone original member outside partners Eddie and Roy Shipstad and Oscar Johnson. Heim figures that in the quarter of a century he has traveled 153,000 miles on the western swing alone.

Before the show closes down, Lyle Wright of the Arena estimates that 132,000 people will have seen the show of which 70,000 are listed from outside the Twin Cities.

For instance, Duluth recently had 234 persons travel by train for one show. Holmes also estimated that around 700 persons from as far as eastern Montana traveled by train for the specific reason of seeing the Follies.

Thus the 19-days of performances in Minneapolis becomes big business.



Negotiating \$25,000 in rail tickets for the famed Ice Follies in Minneapolis are, from the left, R. W. Greenman, GN general agent, passenger department, Minneapolis; Roy Heim, one of the original Ice Follies members, and Roy Shipstad, a partner and originator of the show.

"We estimate that the performers and workers spend approximately 70 per cent of their weekly earnings within an area," said Roy Shipstad.

The expenditures cover food, lodging and incidentals.

In all, Roy figures that it costs the Follies \$90,000 a year for transportation alone, plus another \$45,000 for draying charges. The costumes, new each year, are in the \$300,000 bracket.

After 24 years and through the Follies' growth from a few to many, it is conceivable that the "margin of error" would catch up with them. But the troupe never has missed a performance. And only once during the years were the travelers involved in a minor incident aboard a train.

"We've been close enough," added Roy as he signed a check for assistant traffic manager Bob Greenman. "Once we were unloading costumes from the train by acts as the show was going on in Buffalo."

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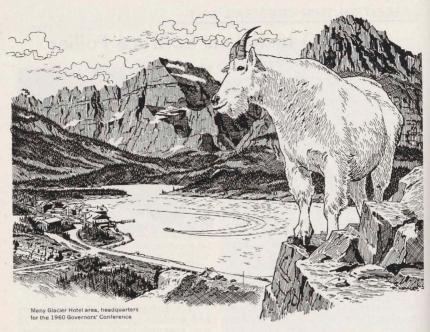
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Glacier National Park

Millions of years old – but celebrating its 50th birthday!

The Land of Shining Mountains ...

Montana's treasure of treasures ...

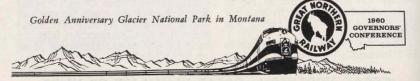
Glacier National Park is 50 years old this year.

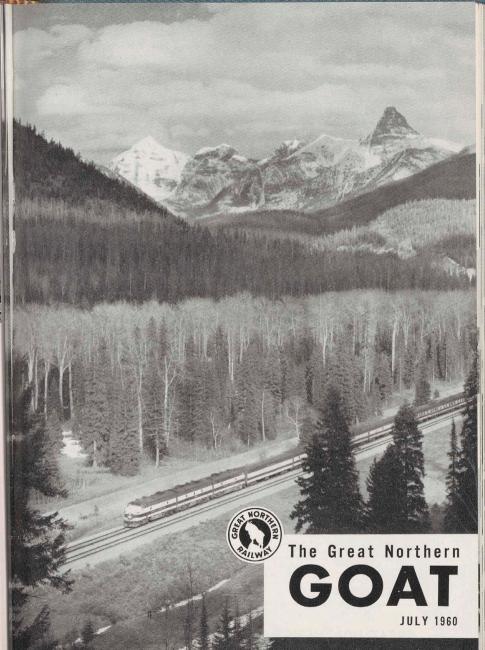
What a curious golden anniversary year, for Glacier Park's lofty peaks were thrust up from the plains millions of years ago.

America's fourth largest national park, Glacier will be host in June to governors of the 50 states who will meet for their annual conference.

This is an especially happy occasion for Great Northern Railway, which had an important role in the establishment of Glacier National Park. Through these 50 years we have been host to legions of summer travelers in the lodges, hotels and motels of Glacier National Park—50 years of fun for visitors, and for us!

There's fun in store for you, too, in Glacier Park during its anniversary year. Go direct on Great Northern's Western Star.





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The Great Northern GOAT



Vol. 30

July, 1960

No. 7

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DAN MUSCH, Editor

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The Goat's Cover



The west-bound Great Northern transcontinental streamliner, the Empire Builder, skirts the southern boundary of Glacier National Park in the Montana Rockies. The most striking peak in the distance in the park is Mount St. Nicholas, 9,380 feet high.

Your Railroads

"There's no time like the present" is a phase that fits perfectly when railroad men talk of solving the stubborn and costly problem of loss and damage in the movement of freight.

Anyone close to the troubles brought on by loss and damage, can vouch for the fact that there is never, and will never be, a better time than the present for doing everything possible to promote perfect shipping.

Much has already been done, but there is room for improvements.

Shippers have taken a long, hard look at their packing, strapping, marking and loading practices. They have expanded the program of requesting reports as to the condition of their shipments at destination, along with suggestions for betterment.

Carriers are continuing to improve the condition of cars and other facilities. New devices have been engineered for freight cars to reduce the vibrations in movement, and a constant and vigorous battle is being waged against the number one problem from the railroad-handling aspect—overspeed impact.

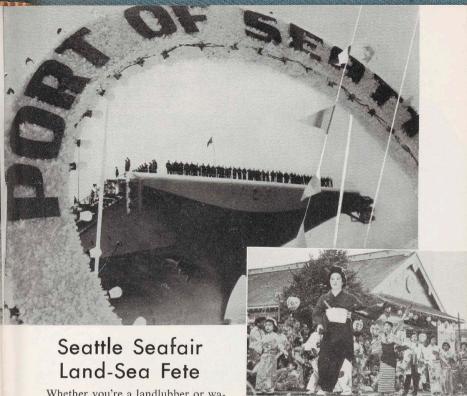
Despite all this, the problems that remain are serious and challenging. Loss and damage, alone, cost the railroads in 1959 a total more than \$114,500,000 of hard-earned and much-needed revenue.

There also is the likelihood that customer dissatisfaction as a result of loss or damage may lead him to other forms of transportation.

Whether as an individual or an industry campaign, perfect shipping is of year-round importance dependent upon the support of all concerned.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Whether you're a landlubber or water enthusiast, the Seattle Seafair promises to hold your attention July 29 through Aug. 7 as one of the most action-packed festivities in the nation.

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VEL

From the hydroplane race spectacle on Lake Washington to the gala Grande parade, each age bracket is assured activities to sate the most demanding appetite.

The nautical flavor is evident also in the water ski shows and the annual visit to the port of United States and Canadian Navy's Pacific fleets.

An Oriental flavor is injected with the thoroughly enjoyable and quaint Japanese Bon Odori festival, the Chinatown dragon dance and the Philippine community dance fete.

A regal touch will be evident during the 10-day festival as the new King Neptune Rex XI, Ben Bowling, and Queen of the Seas, Diane Gray.

(Concluded on Page 4)

The U.S.S. Hornet, one of the nation's carriers, is shown above as it arrived to take part in the 1958 Seafair. It is framed by a portion of the Port of Seattle float. The center photo depicts one of the colorful dances in the Bon Odori festivities of the Seafair. Below are the Seafair's rulers, King Neptune XI, Ben Bowling, and Queen of the Seas, Diane Gray.



4 PROMOTED in GN TRAFFIC DEPARTMENT

Four personnel changes have been announced in Great Northern's traffic department.

W. C. Hageman, general agent, St. Louis, has been named general agent, freight department, at Spokane, Wash.

R. J. Inhofer, general agent, Dallas, has been appointed general agent at

St. Louis.

R. D. Phillips, traveling freight agent, Kansas City, Mo., became general agent at Dallas.

Jack J. Springer, city freight agent, Seattle, has been named traveling

GN's TV Commercial Wins Art Club Award



Great Northern Railway's 60-second animated cartoon of Rocky advertising the railway's streamliner, the Empire Builder, won an award in the television animated classification at the 6th annual Art Directors Club of Minneapolis and St. Paul award presentation.

The cartoon depicts Rocky jumping over the letters GREAT NORTHERN exhibiting the streamliner's elegant

appointment and services.

Art director and designer of the commercial was Eric Ericson of John Forney, Incorporated, Minneapolis advertising firm, and the animation was performed by Animation, Incorporated, Hollywood.

freight agent at Kansas City.

Mr. Hageman has been with the railway since 1941 and has served as general agent at Dallas. He held various positions in the railway's passenger and freight departments at Portland, Ore., and Spokane, Wash.

Mr. Inhofer, a 17-year veteran with the railway, previously served as the railway's traveling freight agent at Dallas and also in other capacities at Spokane and Tacoma, Wash., and St.

Paul.

Mr. Phillips had been traveling freight agent in Kansas City, Mo., and formerly was city freight agent and passenger agent at Bellingham, Wash.

Mr. Springer held various positions with the company including that of passenger representative and traveling passenger representative in St. Paul; city passenger agent in Everett, Wash., and assistant account cashier in Seattle.

SEAFAIR - Conclusion

Diane will help rule until the new queen is crowned during the Seafair.

The Grande parade this year will have Royal Gifts as the theme for the floats entered in the parade that is fast becoming known as one of the best on the Coast.

The nationally-televised hydroplane race undoubtedly is the best-known

Seafair event.

The race pits a score of the supersized hydroplanes of the speedboat racing world against each other for a \$10,000 cash purse and Seafair trophy.

The 500,000 spectators who jam the 20 miles of shoreline, hilltops and ride boats on the log boom, thrill to the greatest of water events.

The 40-foot hydros, which cost about \$40,000, roar around a three-mile course at speeds in excess of 100 mph.

Four



Twin Cities Fords Go West Via GN Piggyback

Great Northern Railway announced it has joined Trailer Train Company, a car-leasing agency, owned by 26 other railroads and one freight forwarder and operating the largest fleet of piggyback flat cars in the country.

Participation in the pool enables GN to utilize the fleet in meeting demands of its own rapidly-growing

piggyback business.

"Affiliation with Trailer Train Company will substantially improve Great Northern's ability to provide the equipment needed for our expanding piggyback operation," said C. E. Finley, traffic vice president of the railway.

"Our trailer-on-flat car business in

the first four months of 1960 was 36 per cent ahead of the same period a year ago," he added. "We are encouraged by the increased movement of automobiles and general commodities by rail piggyback, and feel that participation in the Trailer Train Company flat car pool widens the opportunity to provide a superior service to our shippers."

Great Northern recently shipped the first load of automobiles from the Twin Cities Ford assembly plant via Trailer Train rail piggy-back.

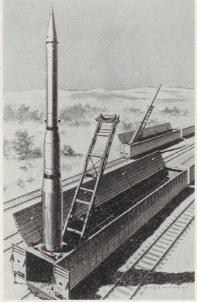
The two car-carrying highway trailers, each bearing four cars, were loaded at the railway's Minneapolis

(Concluded on Page 6)

Five

GN Participates in Missile Train Test

The Great Northern was one of 14 railroads which participated last month in the U.S. Air Force's Minuteman Intercontinental Missile Test train program.



The first of six tests was held June 20 from Hill Air Force base, Ogden, Utah, and will be followed by others from Des Moines. Iowa.

Minutemen missiles are not carried aboard the train since the tests were primarily designed to explore problems in communications, control, logistic support and environmental conditions.

Aiding in supporting the program is the Association of American Railroads.

"Since one of the major purposes of the test was to determine our ability to move the train at random on a no-notice basis, we did not announce the exact route for any of the trips in advance," explained Col. Virgil M. Cloyd, Jr., commander of the special SAC task force.

The train was expected to operate in and through the following states: Minnesota, Wisconsin, South Dakota, Montana, Washington, Oregon, Utah, Nevada, California, Idaho, Wyoming, Nebraska, Iowa, Missouri and Illinois.

The six separate test trips of the train were to last from seven to 14 days each.

The mobility concept for the Minuteman, a solid-fuel 5,500-nautical-mile ICBM under development by the ballistic missile division, is designed to prevent pinpointing of launch sites by an enemy.

All movements of the train are coordinated by the SAC task force at Hill AFB which had Air Force transportation officers and representatives of the AAR on duty all the time.

The train carried communications equipment and scientific instruments to study stress and strain factors which may be encountered by actual missile-carrying trains.

The participating railroads furnished the locomotive, caboose and the train-operating crew.

PIGGYBACK—Conclusion

Junction ramp onto a Trailer Train flat car. They were sent to Billings, Mont.

Great Northern's piggyback operation was observed by M. J. Mitchell, traffic manager, Ford Motor Company, St. Paul.

The railway's principal piggyback terminals are located in St. Paul, Minneapolis, and Duluth, all in Minnesota; Superior, Wis.; Fargo, Grand Forks, Minot and Williston, all in North Dakota; Great Falls, Mont.; Seattle, Spokane and Wenatchee, all in Washington, and Portland, Ore.

Six



Minneapolis' 22 Lakes Scene of Aqua Frolics

Minneapolis, the natural vacation gateway to Minnesota's land of 10,000 lakes, will hold its annual summer festival, the Aquatennial, July 15-24 with a whirlpool of tourist-tested events.

The 21-year-old celebration, which spotlights with an aquatic flourish, both Minnesota and its largest city, blends beauty, pageantry, colorful parades, sports events and top-name entertainment personalities into a 10-day "Mardi Gras of the North."

For Minneapolis, a city of 22 lakes and 147 parks, the Aquatennial also is the friendly answer to the Winter Carnival staged each January by St.

Paul, its rival city across the Mississippi River dividing line.

Focal points are two giant parades, the Star Night and Coronation show, the Aqua Follies and a 450-mile canoe race down the river.

The day parade, July 16, features more than 50 beautiful floats, inspiring band music, pretty girls, precision marching units and laugh-provoking clowns.

The dazzling night parade, set for July 20, will recast with a myriad of lights the daytime extravaganza.

Reigning queen is 20-year-old Gail Nygaard, who will attend all Aquatennial activities.

Seven

MONTANA'S FLATHEAD VALLEYNUR



in the Flathead Valley of Montana.

Awe-struck by the grandeur of Montana's Glacier National Park, some vacationers forget that the natural beauty of the area does not cease on the park's western boundary.

But each year an increasing number of hunters, fishermen and sightseers are finding more of what they came for almost literally in the shadow of the majestic park—in Montana's Flathead valley.

The valley, just west of Glacier National Park, draws its colorful name from the Flathead river, named in turn after an Indian nation of the region. It extends nearly 150 miles south from a point not far from the Canadian border, and it contains countless acres of unspoiled wilderness and startling clear swimming and fishing lakes.

It also is the site of several communities peopled by a total of more than 30,000, many of whom chose the spot because of their love of the outdoor life. Occasionally, a closed shop in the Flathead may bear the note on the door, "Gone Fishing.'

This usually indicates that the owner has a friend or relative visiting and could not resist taking a day off to show him where the trout are biting.

From the Flathead's lakes and streams, a fisherman may pull 38pound Mackinaw trout, rainbow and cutthroat of 5 or 10 pounds, bull trout and silver salmon, bass and perch and a variety of other sport

The general fishing season opens in late May and will close this year on Nov. 30.

Here, too, is some of the best big game hunting in the country. Good marksmen have been bringing home black and brown bear since the eightThril grizz speci Th mont seaso

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month season opened in mid-March. Thrill-seekers like to stalk the vicious grizzly which may be hunted by special permit.

The general big game season opens in October and lasts about one month. But in some areas, special seasons have September opening dates.

Besides bear, there are elk, deer, mountain sheep and goats to be taken in the Flathead.

Pack trips on horseback, organized by outfitters in the area, are popular with hunters in fall and ordinary sight-seers and campers in summer. A favorite area for exploration is the Bob Marshall wilderness, more than one million acres of fragrant pine forest and water in the Flathead National forest.

Cost of pack trips, including all but personal items and bedroll, approximately is \$25 daily.

Photos

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For those who prefer a closer touch with civilization, the Flathead's swimming beaches and golf courses are ideal. Biggest lake is Flathead, about 35 miles long, with the community of Polson at the south end and Kalispell, largest of the valley's

A sure-footed miss tries her luck on a surfboard on Whitefish Lake, but a hapless cowboy, below, "bites the dust at a rodeo." A less-strenuous activity, golf, is enjoyed, below, by a trio of visitors who play in Whitefish, within sight of snow-covered mountains.

cities, close to the other end of the lake.

Whitefish, approximately 15 miles north of Kalispell, has its own sparkling mountain lake, and by the lake shore, a golf course which has brought many vacationers back. The nine-hole course currently is being expanded to 18.

High above Whitefish, on The Big Mountain, a chairlist operates all summer, taking tourists to a mountaintop view of most of the Flathead valley, Glacier park and even Waterton Lakes National park in Canada.

In winter, The Big Mountain is a ski resort. New facilities under construction are expected to place it among the top ski areas in the West.

One of the views from the chairlift is mammoth Hungry Horse dam which lies between Glacier park and the city of Columbia Falls in the vallev.







Along the Great Northern

(This is one of a series on the Mineral Research and Development Department of the Great Northern Railway.)

Large deposits of coal exist in Washington in Great Northern territory in addition to the enormous lignite resources in North Dakota and Montana.

Washington's coal, discovered early in the state's history, was an important fuel for home and industry until gradually supplanted by California oil and low-priced hydroelectric power.

A wide range of coal is found, from anthracite to lignite, but the largest reservoir of low-cost energy is found in deposits of sub-bituminous coal.

Several years ago the Mineral Research and Development department recognized that the power industry in the Northwest, long dominated by the great federal hydro-system based on Grand Coulee dam, would soon be forced into the same pattern of major dependency on thermal power common to eastern areas.

Good hydro sites were becoming scarce and dams were much more

expensive to build. Studies showed that thermal power could be produced in competition with newly-developed hydro-power.

It is interesting to note that the federal TVA system in Tennessee has outgrown its hydro resources and now produces more than 70 per cent of its power from coal. TVA is the world's largest single coal consumer.

Information concerning Washington's coal resources gained from all sources, including the department's field surveys, together with their analysis of probable future trends in thermal power requirements in the Pacific Northwest, were presented to power producers.

The feasibility of developing a coalchemical industry based on volatiles extracted from coal before combustion also is being considered.

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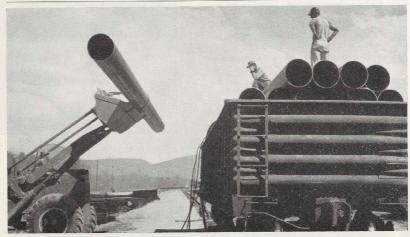
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Additional field studies by the state and federal geologic surveys have been encouraged by the department. Most of the areas are served by the Great Northern Railway.

Similar developments for power and chemicals are possible with North Dakota lignite, but on a much grander scale.



Workmen unload piping that is being used in constructing the new double chairlift to the top of The Big Mountain at Whitefish, Mont., ski area. Unloading operations were near the Great Northern depot from where they were hauled to the assembly site on The Big Mountain.



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"How do you meet expenses?"
"My wife introduces them to me."

"Out of the Mouth . . "

After being completely silent for six years, little Junior finally blurted at breakfast: "Mom, the toast is burnt."

His amazed mother shrieked joyfully, kissed him and said: "Junior, why haven't you spoken to us before this?"

"Well," he replied, "up to now, everything's been o.k."

How Now?

"This here cow," the farmer told the vet, "has spells when she can't get up for a day or two. What should I do?"

"I'm glad you put it that way," the vet responded. "Next time she's up, sell her."

Desirable

Father: "My daughter's used to getting everything she wants. Can you give her that?"

Suitor: "Well, I can right now—she says all she wants is me."

Big Plans

Auntie: "And what will you do when you grow up to be a great big girl?"

Susie: "Reduce!"

Sharp Cut

Barber: "Your hair is getting very gray, sir."

Customer: "I'm not surprised. Hurry up!"

Food for Thought

A Scotsman was giving directions to a friend pinpointing his home.

"And when you come to my house for dinner, you press the button with your elbow—you go inside and see my name on the mail box, and you press that button with your elbow. When you reach my door, you press that button with your elbow... and .."

"Fer the luvva-Mike," gasped the friend, "what's all this about pressing all the buttons with my elbow?"

"Heavens, mon," said Scotty, "ye're not comin' empty-handed, are ye?"

Innkeeper!

Dad was trying to fix the sagging door and called to his son:

"Junior, get me a screwdriver, will you please?"

After a terribly long time, the youngster appeared and said apologetically: "I've got the orange juice, but I can't find the vodka."

Rain Check

Angry Father: "Young man, what's the idea of bringing in my daughter at 4 in the morning!"

Suitor: "It started to rain."

Eleven

NEW YORK TIMES COLUMNIST LAUDS RAIL TRAVEL

(The following are exerpts from a column written by Ward Allen Howe, travel editor for the New York Times.)

A trip across the U.S.A. by train from ocean to ocean or border to border can be one of the most satisfying experiences of any tourist, domestic or foreign.

Many Americans who have not ridden on a train in years could well re-educate themselves on the sheer pleasure of travel on some of Americals and the sheet pleasure of travel on some of Americans and the sheet pleasure of the sheet pleasure of

ca's great name trains.

There are at least two dozen superlative American trains which merit the description "penthouses on wheels."

In the U.S., however, it is important that the traveler board the right train. Recently, a man was heard describing the "awful trip" he had experienced by train from Chicago to Miami.

Investigation disclosed he had gone to the station and boarded the first train leaving. This proved to be a slow, secondary train with poor equipment. What he didn't know and never found out was that there were two dome-equipped streamliners available, on either of which his trip would have been a pleasure.

American railroads are not government owned and operated as are European lines, and there is a wide variance in equipment and service. The more than 600 railway companies are all privately owned and operated.

As to costs, coach travel is still fairly reasonable—and fares actually have been cut by some lines recently—but first class travel with its attendant sleeping car charges is rather expensive. However, there are a number of ways by which expenses can be reduced.

Almost 10,000 miles of travel can actually be worked out by diligent study, at a cost of less than two cents a mile.

The best all-around bargain is still the coast-to-coast coach round-trip fare of \$167.95 plus tax. It is with this ticket that optional routings and sidetrips come into their fullest flower.

Another economy is the family plan. Under it, the head of a family pays the regular roundtrip fare while his wife and/or children (12-21) pay only the one-way fare.

From Chicago, (among the trains listed) the Empire Builder of the Great Northern takes a more northerly route, passing by Glacier National Park. Its dome coaches and Pullmans make it a train to be remembered.

Vancouver, B.C., Celebrates 'Salute To Tourist Week'

A gala week of parades, motor shows, musical, artistic and sporting events—and prizes and an entertainment—was staged early this month as Vancouver, B.C., marked "Salute To Tourist Week."

Designed mainly as a tourist attraction, the events encouraged local residents to enjoy their own city and talents.

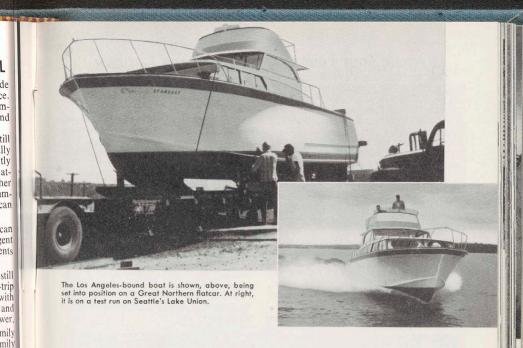
The Greater Vancouver Tourist Association, organizing body for the week, hopes it will become an annual attraction.

Among the activities were a fashion show on the court house lawn, fish barbecue, Indian canoe race, special show for camera fans, lantern-lit sailboat parade, art, handicrafts and sporting events and parades.

Railways participated in the July 4-9 celebration by arranging special greetings for incoming passengers and decorating trains and passenger terminals.

The Railway Express Agency handles about 500,000 pieces of express daily—over 180 million pieces a year.

Twelve



L. A.-Bound Boat Shipped Via GN

A Los Angeles area sportsman and a Seattle boat builder got together on an idea for a special cruiser, one ideal for the open sea.

They turned to Ed Monk, a Seattle small craft designer who is well

known by boatmen.

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Soon J. E. Tate of Pomona, Calif., and the Grandy Boat Company on Seattle's Lake Union began construction of the "Marlineer"—a 36-footer with an exceptionally wide beam designed by Monk.

Christened the "Teddy Bear," and taken out on Lake Union for a trial spin, the first Marlineer was an immediate hit. Boats are commonplace in Seattle, but this boat was an eyecatcher.

But how to get it to California?

The owner and builder were almost in the same situation as the man

who worked all winter building a boat in the basement only to discover it was too wide for any door.

The boat's extra beam—12 feet, 6 inches—and her fishing bridge, more than 13 feet above the keel, made her more than any carrier cared to handle until word of the puzzler reached Great Northern men in Seattle.

Within days, they assured the shipper and receiver that the boat would go through the "Inside Gateway" via Great Northern's connection with the Western Pacific and Santa Fe.

Handling high and wide loads over this route is routine. Over the rails of the so-called Bieber Route have come hundreds of giant fuselage sections for Boeing KC-135 aerial tankers which refuel the Strategic Air Command around the world.

Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

Arctic Tour Penetrates Land of the Caribou

One of the most intriguing tours being offered this year takes the fisherman and sports enthusiast to the far reaches of civilization deep into the Caribou country of Canada's Arctic region.

The tour starts from any point along the Great Northern Railway and cuts into Canada to Winnipeg.

The Canadian National Railway takes over this special train there which moves through the scenic northern country to Lynn Lake where the party boards airplanes for a flight to Reindeer Lake, Manitoba.

Comfortable lodgings, excellent food await the sportsmen who also are assured of large, safe boats, heavy duty motors, and gas and oil for the pursuit of salmon trout, lake trout, northern pike, walleyes, Arctic grayling and whitefish.

The all-expense conducted tour

costs \$375 from Minneapolis-St. Paul, and \$325 from Winnipeg, Manitoba. (Price excludes fishing license which is \$10.)

More detailed information may be obtained from any Great Northern ticket agent or Arctic Tours, 3416 University Avenue SE., Minneapolis, 14, Minn.

Snowplows Cut Through Glacier Park Drifts

Snowplows completed clearing Going To The Sun Road in Glacier National Park on June 7, making transit of the park by automobile possible.

The opening this year was six days sooner than in 1959 when deeper snow covered the high mountain pass.

The biggest obstacle this year was 50-foot-high drifts over the mountain road.



Competitive rate structure for traffic from Webb & Knapp Corporation's proposed steel mill at Anaconda, Mont., was the topic of discussion of a meeting held in St. Paul recently by executives of five Montana railroads and the corporation. Shown from the left are G. M. Watson, assistant freight traffic manager, Union Pacific Railroad, Omaha, Neb.; G. M. Ryan, general freight traffic manager, Milwaukee Road, Chicago; R. O. Erickson, general traffic manager, The Anaconda Company, New York; Otto Kopp, vice president-traffic, Northern Pacific Railway, St. Paul; Robert E. S. Thompson, assistant to the president of Webb & Knapp Corporation, New York; C. E. Finley, vice president-traffic, Great Northern Railway, and W. C. Wortz, assistant freight traffic manager, Burlington Railroad, Chicago.

Fourteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Bandsmen Ride GN to Lilac Festival



A tuneful part of the Spokane Lilac festival parade in late May started across the State of Washington at Seattle's King Street station and Great Northern Interbay yard.

A special train, which ran from Seattle to Spokane as a second section of the Western Star, carried the marching bands from Ballard and Sealth High Schools on a gay overnight journey to the Lilac City.

Ballard band members had made the Lilac Festival trip by Great Northern last year, and through enthusiasm for the rail journey across the state, induced the band from Sealth, Seattle's newest high school, to take the train.

The Sealth students and their chaperones boarded one set of cars at King Street station while the Ballard students and parents boarded in the yards near their section of the city.

The two sets of cars were brought together containing 234 students from two sides of Seattle. From there they carried their tuneful greetings to the Inland Empire on the far eastern side of the state.

Family Plan Tickets Good On Any Day

The Great Northern began selling family plan tickets good for departure on any day of the week.

Families traveling on family plan excursion fares previously were restricted to departure on Mondays through Thursdays.

Trips involving travel east of St. Paul and south of Billings, Mont., and Portland, Ore., on other railroads must continue to start on Mondays through Thursdays.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

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STRETCH OUT and live a little!

Thrifty way to go "adventuring"... on the Empire Builder

Next best thing to your favorite easy-chair! That's how you'll find the riding in an Empire Builder Day-Nite coach. Deep-cushioned seats have reclining backs, leg-rests. And each one is *reserved*. The real fun begins right there at your elbow . . . seeing America's greatest scenery

parade past the broad picture-window. Montana's Rockies. Glacier National Park. Cowboy and Indian country. (And the viewing's even better—"top-row grandstand"—from a Great Dome seat, just a few steps up.) Next time you travel, go great on Great Northern's Empire Builder.



You'll never know what a great experience a train ride can be until you've traveled on

the incomparable EMPIRE BUILDER

DAILY BETWEEN CHICAGO, ST. PAUL-MINNEAPOLIS, SPOKANE, SEATTLE, PORTLAND.

The Great Northern

GOAT









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The Great Northern GOAT



Vol. 30

August, 1960

No. 8

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



The comely miss on the cover is about to enjoy one of the GN Empire Builder's broiled choice cut New York sirloin steaks. Expert cuisine aboard the Empire Builder makes train travel memorable and enjoyable.

Your Railroads

The railroad industry has many wise supporters who realize the value of the rails to the community.

They see the obstacles facing the industry in the form of government regulation and the "aids" given other modes of transportation.

A recent editorial in the Phillips County News of Malta, Mont., written by J. Russell Larcombe, publisher, brought forth many salient points that are worth repeating.

Among them are:

1. Squeezed by competitive forms of transportation not as tightly fettered by federal and state regulation, one of our basic ways of getting commodities from here to there is in danger of ultimate strangulation unless an aroused public insists that the rules be changed so that all bidders for mail, freight, express and passengers are guided by the same book.

2. Montanawise, who but the railroads can haul our tractors, combines and heavy materials into the state and who can haul our thousands of

crop-carloads out?

3. All over the nation, the railroads, through politics and heedless public inertia, have had profitable business sucked away by new forms of bulk movement. Meanwhile, they are roadblocked by an antiquated government bureau and the unwillingness of some leaders of rail workers to co-operate. They are roadblocked above all by a U.S. Congress which seems bent upon doing a lot of important things to the people while they try to do things for them.

4. For the people of Montana, especially north Montana, the quiz kid question is where are we going to be some years from now if we don't stick up for our basic transportation?

Let's insist that the rails be given a chance to compete on equal terms with their competition. This attitude will not only save work but it will make work.

Two

GN, NP, CB&Q, SP&S-

4 Lines' Unification Plans Announced

A plan to unify and operate as a single integrated system the Great Northern, Northern Pacific, Chicago, Burlington & Quincy and the Spokane, Portland & Seattle railway companies has been approved by directors of the two northern lines.

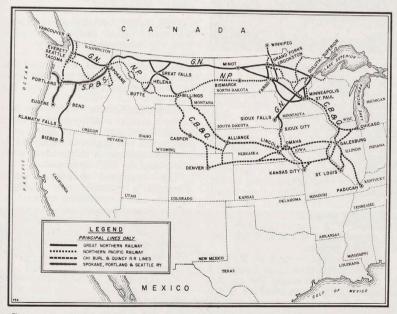
Announcement of the agreement was made July 16 by John M. Budd, Robert S. Macfarlane and Harry C. Murphy, presidents of the Great Northern, Northern Pacific and Burlington, respectively. Northern Pacific and Great Northern have equal ownership of 97.18 per cent of the com-

mon stock of the Burlington, and jointly own the Spokane, Portland & Seattle railway.

The railways included in the proposal operate nearly 25,000 miles of line in 17 states and the Canadian provinces of Manitoba and British Columbia. Although the Burlington system includes the Colorado and Southern and the Fort Worth and Denver railways, these lines are not involved in the plan.

A joint statement of the presidents announced that:

(Concluded on Page 4)



The map above shows the lines of the Great Northern, Northern Pacific, Chicago, Burlington and Quincy and the Spokane, Portland and Pacific railways involved in the proposed unification plan. Although the Burlington system includes the Colorado and Southern and the Fort Worth and Denver railways, these lines are not involved in the plan.

Troy, Mont., Lodge Captures Pioneering Spirit

In the Cabinet mountains of northwest Montana far from the hustle of



UNIFICATION — Concluded

● Exchange of stock ownership between the Northern Pacific and the Great Northern would be on the basis of share for share, with GN stock owners receiving, in addition, one-half share of 5½ per cent, non-voting, preferred stock of \$10 par value, for each share held.

The new company's management would be shared equally by Mr. Macfarlane as chairman of the board, and Mr. Budd as president. Mr. Murphy would become vice chairman of the board. The directorate would consist of members of the GN, NP and Burlington boards.

• Income tax aspects of the proposed preferred stock require approval by the Internal Revenue Service. Additional requirements include clearrance of the proxy statement with the Securities Exchange Commission, submission of the plan to shareholders, and application to the Interstate Commerce Commission for authority to

city life is a lodge that presents a unique pasttime: the mixing of fishing and painting.

The two mix well, the Swanson family, operators of Swanson's Mountain View Lodge, Troy, Mont., discover, as tourists relax and enjoy the varied arts while still "roughing it."

Built on a 160-acre family plot, the lodge is a perfect recreational base for those desiring fishing, hunting, or mountain climbing with a generous sprinkling of deer, bear and mountain trout.

Newly-constructed of hand-hewn logs, the lodge accommodates 20 guests and features some of the "best cookin' in the West."

Troy, Mont., situated on the Great Northern's main line, is six miles from the Mountain View Lodge.

consummate the plan. It is hoped that the plan will be ready for submission to shareholders by the end of this year.

Such a unification would result in a railway system which would be more efficient, and provide even better services to the vast region to be served by the new system, an independent study completed in 1957 indicated.

The integrated properties would comprise a dynamic new transport system, and construction of new facilities at many points will further improve the physical plant planned.

The presidents anticipate that integration of the four lines would be a gradual procedure, requiring at least five years.

Concerning passenger transportation by the four lines under unification, the presidents' statement said: "We hope that public support of the fine passenger trains, for which these companies have been long noted, will justify continuation of present services."

Students Learn Joys Of Travel Via Train

Students of all ages enjoy the convenience and comfort of rail travel.

June, the season of graduations, proms and vacations, sees the start of many such trips. The Great Northern is the carrier chosen by many groups who board the train with a variety of luggage and parcels. Some students bring along their musical instruments.

A representative selection of such

groups are shown here.

At top, right, three of the 400 Rainbow Girls who attended a Grand Assembly at Vancouver, Wash., are shown hanging their formals in a

baggage car.

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f new fa urther in anned, that i In the center photo, a Red Wing, Minn., High School band member greets Gov. Orville Freeman of Minnesota in Winnipeg, Canada, as he arrived to attend a meeting with the premier of Manitoba. The band was on an educational trip to the city.

Gerry English, a Showalter Elementary school lad of Seattle, is shown in the next photo shaking hands with engineer Art Warren shortly before his sixth-grade class boarded the International for Van-

couver, Wash.

Below, the rhythm of the rails was about to captivate The King's Men, a University of Washington singing group in Seattle, who are being greeted by friends prior to their departure for an audition at New York City's Latin Quarter.









F. L. COBB RETIRES-

GN Promotes Three Agents

The retirement of a Great Northern Railway veteran employe and the promotion of three agents were an-

nounced by the railway.

John N. Supple, city passenger agent, Chicago, has been named district freight and passenger agent in Cleveland succeeding F. L. Cobb, who retired June 30. John O. Pen-



dleton, city ticket agent, Chicago, has been appointed city passenger agent there.

C. Fred Glover, assistant city ticket agent, became city ticket agent in Chicago. All appointments were effective on July 1.

Mr. Cobb, an employe of the GN since 1922, served as city passenger agent and district passenger agent in Cleveland.

Mr. Supple joined the railway in St. Paul in 1941, and has been passenger representative in St. Paul, ticket clerk in San Francisco, and city ticket agent and city passenger agent in Chicago.

Mr. Pendleton became assistant ticket agent in Chicago in 1951, city ticket agent in 1953.

Mr. Glover was named assistant city traffic agent in Chicago in 1955.





Mr. Pendleton

Mr. Glover

Passenger, Freight Traffic Club News

PITTSBURGH

G. Robert Surls, Crucible Steel Company, has been elected president of the Pittsburgh Passenger Club for 1960-61.

Other elected officers are Robert A. Finlay, Capital Airlines, first vice president; Joseph Miller, Seaboard Air Line Railroad, second vice president and Maurice F. Snyder, Pullman Company, secretary-treasurer.

SIOUX CITY

President of the Sioux City Traffic Club is William Little of Swift & Company.

Other elected officers are Stanley

Olson of the Illinois Central Railroad, first vice president; Paul Barton of the Red Ball Transportation, second vice president, and Ray Antonette of the Sioux City Traffic Bureau, secretary-

Among those elected to the board of directors was W. L. Curtis, Great Northern Railway.

First Rails in 1767

The first all-iron rails were cast in 1767 by the Colebrookdale Iron Works in England. They were about three feet long and were flanged to keep the wagon wheels on the track. Many years later the flange was transferred to the wheel.

Six

INCOMPARABLE EMPIRE BUILDER-MORE DOME SEATS

New Vans Loaded on Flat Car



Part of a fleet of 40-foot vans and 85-foot flat cars of the Great Northern are shown being loaded in St. Paul for shipment of general commodities via piggyback. Two vans are accommodated on each flat car and are loaded in compliance with weight regulations in various states. They are part of GN's improvement program assuring fast, safe shipments along its more than 8,000 miles of track.

FOUR FERRY-BOAT LINES OPERATE OFF VANCOUVER

Victoria, British Columbia and other tourist lures on Vancouver Island off Canada's west coast are served by four ferry-boat lines with a fifth predicted.

1955.

irtis, Gre

67

E SEATS

Travelers can now reach the British Columbia capital by way of Washington State Ferries, the Canadian Pacific fleet, the Black Ball Line and the Provincial Ferries system.

These lines offer some of the most modern auto ferry craft afloat. Newest of these are the recently-inaugurated provincial motorships between Tsawassen beach, on the mainland, and Swartz bay near Sidney on the island.

Canadian Pacific operates ships between Seattle, Vancouver and Victoria as well as between Vancouver and Nanaimo.

One Black Ball operation connects Port Angeles, Wash., across the Strait of Juan de Fuca and Victoria. Another runs from Horseshoe bay, north of the city of Vancouver to Nanaimo.

Washington State Ferries operate from Anacortes, Wash., through the American and Canadian islands of the San Juan archipeligo to Sidney, north of Victoria.

A high-speed, passenger-only ferry service is being promoted by a company at Bellingham, Wash., on Great Northern just south of the British Columbia boundary. This company is bringing a hydrofoil ship from Puerto Rico with plans to operate it from Bellingham across Puget Sound and the Strait of Juan de Fuca to Victoria.

The railroads handled between 45 and 49 pounds of mail for every man, woman and child in the United States in 1957.

Seven

GN GOVERNORS' SPECIAL CARRIES VIR

An 18-car Great Northern Railway "Governors' Conference Special" train carrying 10 governors, top news media personalities, government officials and members of their families entrained at Chicago for Glacier National Park shortly before the national conventions.

The special train made one scheduled stop, at St. Paul, on its 1,527-mile run to Glacier Park in the Montana Rockies—site of the 1960 Governors' Conference.

Operating as a section of Great Northern's renowned streamliner, the Empire Builder, the special consisted of 12 Pullman sleepers, two dining cars and two observation-lounge cars, including an Empire Builder "Great Dome."

The train ran over the Burlington Lines between Chicago and St. Paul.

Among the 190 passengers aboard were Governors John Patterson of Alabama; Peter C. Coleman, American Samoa; Harold W. Handley, Indiana; William G. Stratton, Illinois; George Docking, Kansas; Foster Furcolo, Massachusetts; James T. Blair,

(Concluded on Pages 10 and 11)

They Helped Make The News



Gov. and Mrs. Aronson of Montana are shown in a Tally-Ho in the park as Gov. and Mrs. Boggs of Delaware prepare to board the carriage.



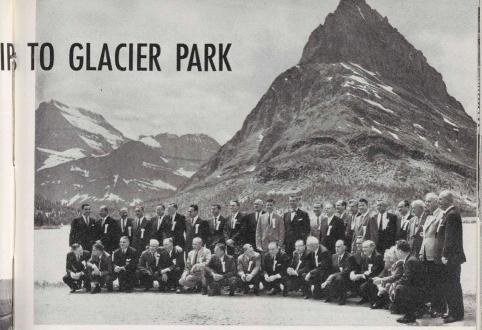
Govs. Furcolo and Del Sesto Massachusetts and Rhode Island



Gov. Patterson and Mrs. Patterson Alabama



Gov, Coleman and Newsman American Samoa



-Hungry Horse News Photo by Mel Ruder

Governors Pose In Glacier Park Near Swiftcurrent Lake They Helped Report It



Richard Wilson (Cowles Publications)



Edward R. Murrow (CBS)



Richard Harkness (NBC) Arthur Sylvester (Newark News)



Lawrence Spivak (Meet The Press)

Governors' Wives and Families Had Fun-



-Hungry Horse News Photo by Mel Ruder

On board the DeSmet on Lake McDonald are Governors' wives, from the left, Mrs. Luther Hodges, North Carolina; Mrs. Aronson of Montana, hostess; Mrs. Robert B. Meyner, New Jersey; Mrs. William G. Stratton, Illinois; Mrs. Robert T. Stafford, Vermont, and DeSmet Skipper, Neil Hart, and daughter, Carrie. Below, Miss Ann Ellington, Tennessee governor's daughter, is greeted by two Blackfoot chiefs upon arrival at East Glacier Lodge.

Train-Conclusion

Jr., Missouri; Christopher Del Sesto, Rhode Island; Buford Ellington, Tennessee, and John D. Merwin, Virgin Islands.

Many of the governors' families and state officials accompanied them.

Among newsmen were Edward R. Murrow of the Columbia Broadcasting System; Richard Harkness of the National Broadcasting Company; Lawrence E. Spivak of "Meet The Press;" W. H. Lawrence of the New York Times; columnists Doris Fleeson and Marquis Childs; Allen Drury of the Reader's Digest; Harold Lavine, Newsweek magazine; John Steele of Time and Life magazines, and Richard Wilson of the Cowles Publications.

The newsmen were part of the largest press corps ever to attend a Governors' Conference. Sessions were held June 25-29 with head-quarters in Many Glacier hotel in the park.

This year's conference, the first ever held in a national park, coincided with the celebration of the park's



Ten

Some 'Played Cowboys and Indians'

golden anniversary.

Special significance was attributed to this year's meetings because of the national political conventions which followed.

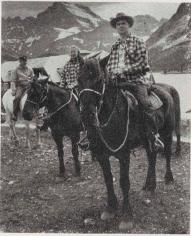
Many of the conferees and 178 newsmen enjoyed the facilities and beauty of the park before departing for the conventions.

While in conference, delegates discussed many state problems including education, federal-state regulations, highways, problems of the aging, and highway safety.

Press media filed more than a halfmillion words from the park—many of the stories making page 1 news across the nation—as the 47 governors in attendance discussed state topics and the upcoming conventions.

But not all the time was spent at the conference table. Enjoyed were the many activities that have made the park one of America's most famous and beautiful vacation areas.

Greeting the delegates upon arrival was clear, crisp weather, fleecy clouds and mountains bearing last winter's snows. The favorable weather persisted throughout the conference.



-Hungry Horse News Photos by Mel Ruder

Gov. G. Mennen Williams of Michigan, dressed as a cowboy, and Mrs. Williams, enjoy a horseback ride in the park. Below, "Happy Warriors" sit for a portrait. From the left are Prime Minister John G. Diefenbaker of Canada, who became Chief Many Spotted Horses; Gov. Aronson of Montana; Mrs. Diefenbaker, and Ernest R. McFarland, president of the Kainai chieftainship of the Blood tribe.



Eleven

August Start Seen for GN Pipeline in N.D.

The Great Northern Railway has advised Gov. John E. Davis and the Public Service Commission of North Dakota that it plans to begin construction in late August on the first 50 miles of a projected 110-mile crude oil pipeline in that state.

The 50-mile segment, scheduled for construction as soon as contracts are let, and to be completed before the end of winter, will be laid between

Brochure Cites FASTER Travel By Western Star



A brochure recently published by the Great Northern passenger traffic department tells the story of the newly-rescheduled Western Star and its faster run to the Pacific Northwest.

The four-page leaflet lists the train schedule and the accommodations and connecting points along the line.

A picture layout graces the last page depicting comfortable travel via Western Star.

Newburg and Minot, and will serve the Newburg, Wiley and Glenburn fields. Plans call for a 10-inch pipeline from the Wiley field to Minot and a 6-inch line from Newburg to Wiley.

Planning on another leg of the pipeline, which will serve the Lignite area is being progressed, the railway

said.

The completed pipeline will carry crude oil from the Lignite and Newburg fields in Burke and Bottineau counties to GN's main line near Minot, to be loaded there in tank cars for movement by rail to markets in the Twin Cities and Duluth-Superior areas.

Also announced by GN was the election of H. G. Nilles of Fargo to the directorate of the Great Northern Pipeline Company, a wholly-owned subsidiary which will operate the pipeline. Mr. Nilles is the railway's attor-

nev for North Dakota.

ARAM Elects Officers

The Association of Railroad Advertising Managers recently elected officers at the groups convention in Miami Beach, Fla.

Elected president was A. L. Kohn,

Southern Pacific.

Other officers are J. N. Ragsdale, Association of American Railroads, first vice president; G. V. Frederick, Baltimore & Ohio, vice president; G. F. Link, Burlington Lines, vice president, and J. M. Hagen, Great Northern, treasurer.

Great Northern Publishes Western Ranch Directory

A new directory of Western Ranches has been published by the Great Northern Railway Travel Service.

The illustrated leaflet, 8½ x 11 inches, informs the ranch fan about ranches and lists those in Great Northern territory.

Twelve



On The Rocks

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e. x 11 After repeated visits to the bar, the bartender asked his customer:

"It's none of my business, but why do you always close your eyes as soon as I give you the shot of whiskey?"

"It's very simple," the man answered, "as soon as I see the whiskey my mouth waters, and I don't want to dilute it."

By The Numbers

The furloughing private called his sergeant for an extension of leave.

"Sarge," he pleaded, "I gotta stay over a couple a extra days. Sixteen of us are having a wonderful party and if I go, it'll break the whole thing ""

"Whaddya mean," snapped the sarge. "If there's sixteen people, how can one guy break it up?"

"Sarge, you don't understand. The other fifteen are girls!"

Practitioner

"I tell you, I started with nothing.
I am a self-made man," he blurted.

"That's o.k. I'm no good at these do-it-yourself projects either."

Time Check

"My wife has the bad habit of staying up until 1 a.m. and I can't break her of it."

"Waiting for me to come home!"

Mum's The Word!

Hans and Fritz, mountain climbers, took their mother on an Alpine outing. In scaling a precipitous range, mother fell into space.

Fritz looked at his brother and said: "Look, Hans, no Mom!"

Method in Madness

A psychiatrist visiting an insane asylum noticed a patient all alone in a corner busily scratching himself.

"Why do you spend your time scratching yourself?" the psychiatrist asked.

"Because I'm the only guy who knows where I itch," he said.

Auto-Mate

"My wife thinks she should have a dish-washing machine," a husband told another.

"You're lucky," the other answered, "my wife thinks she married one."

- - It Couldn't Be Done!

An easterner watched with awe as a cowboy on a Western ranch rolled a cigarette.

"There's really nothing to it," the cowboy said. "What kinda gets me is putting in the filter."

The Human Brain is like a freight car—guaranteed to have a certain capacity, but occasionally running empty.

Thirteen

RR CARLOADING INCREASE PREDICTED

A 15.3 per cent increase in the number of cars loaded with revenue freight has been estimated by the 13 regional shippers advisory boards for the third quarter of this year.

It was pointed out, that abnormally low carloadings were recorded in the 1959 third quarter because of the

steel strike.

On the basis of this estimate, freight carloadings of the 33 principal commodity groups surveyed will be approximately 6,390,683 in this quarter, compared with the 5,543,460 in the third quarter of 1959.

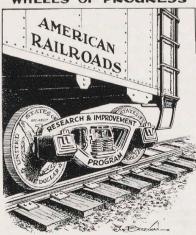
* * *

Piggyback Figures Up

Piggyback loadings during a recent week totaled 11,236 cars—an increase of 2,099 cars or 23 per cent above the corresponding week of 1959, and 5,339 cars or 90.5 per cent above the 1958 week, the Association of American Railroads reports.

Cumulative loadings for the first 25 weeks of 1960 totaled 264,739, for an increase of 69,840 cars or 35.8 per

WHEELS OF PROGRESS



cent above the same 1959 period, and 144,175 cars or 119.6 per cent above the corresponding period in 1958.

Coach Travel Increases

The nation's railroads showed increases in February of this year in totals of passenger revenues and passengers carried in coaches as compared with the same month of 1959, the Interstate Commerce Commission's recently released figures show.

Coach revenues amounted to \$26,-373,977, up 5 per cent over February, 1959, and coach passenger carried totaled 8,786,660, an increase of 3.1

per cent.

Train Travel Enjoyed By Seattle Youngsters

The Seattle office of the Great Northern passenger traffic department reports that 11,725 school children participated in educational train trips from September, 1959, to date.

These youngsters' trips varied from day outings to week-end and longer excursions to various cities in the Pacific Northwest and East.

Aside from the fun of traveling by train, they were exposed to one of the nation's leading industries essential in the nation's transportation picture. The educational benefits derived from such trips are valuable, teachers and chaperones point out.

Hawkins Named To Victoria, Vancouver Is. PR Post

William E. Hawkins has been named tourist commissioner for the Victoria & Island Publicity bureau in Canada succeeding George I. Warren, who retired after several decades in the promotion post.

The bureau has offices overlooking the colorful quay and inner harbor.

Fourteen

Foundation of American Democracy Tour



A group of 34 students from Dale Ickes Junior High School, Milwaukie, Ore., and adjoining areas boarded the Great Dome Empire Builder in Portland, Ore., for an eastern tour visiting many national interest points. William Olund and Mrs. Phyllis Nestel, both teachers at Dale Ickes, and Mrs. F. W. Johnson, nurse, accompanied the group.

GN Wins Educational Award for Park Film

An "education Oscar" has been awarded the Great Northern Railway for its sponsored film, "Glacier National Park in Montana."

Presentation was made in New York City by the educational magazine, "Scholastic Teacher," at that publication's eleventh annual National Film and Filmstrip awards.

The GN-sponsored film was one of several judged outstanding. It was produced by Empire Photosound, Incorporated, Minneapolis, and is dis-

tributed by Modern Talking Picture Service, Incorporated, New York City.

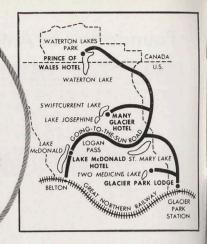
The 22-minute, 16mm color film is available for public showing free of charge. It depicts outstanding attractions of the park which is located on the main line of the GN.

Film scenes include glaciers, mountains, lakes and wilderness trails as well as the region's overlords, the Blackfoot Indians.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

3-Day Stopover tour of GLACIER NATIONAL PARK



ALL EXPENSES PAID

\$6748

PER PERSON
(Two in a room with bath)

50th Anniversary for this wondrous wilderness high in Montana's Rockies!

- Thrill to ancient glaciers, majestic peaks... cruise cool, sparkling lakes.
- Open-top motor coach tours to Canada's Waterton Lakes Park . . . and across Continental Divide via Going-to-the-Sun Road. Spectacular scenery!
- Enjoy great food . . . stay at fine hotels . . . hike, ride horseback, take beautiful photos!

CLIMB ABOARD Great Northern's streamlined WESTERN STAR for a great start on your western vacation—in glorious Glacier National Park! Low "package" price includes meals, lodgings, cruises, buses. Rail fare additional. See your ticket or travel agent for reservations on the *only* transcontinental train serving a national park.

Go Great Northern Streamlined WESTERN STAR



The Great Northern

GOAT



SEPTEMBER 1960

The Great Northern GOAT



Vol. 30 September, 1960 No. 9

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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CHANGE OF ADDRESS: Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Split Rock Lighthouse is located on a high cliff overlooking dan perous reefs along Minnesota's famed North Shore Drive on Loke Superior. Its warning light is a boon for navigators because ship compasses are affected by the area rocks' high me tallic content.

Your Railroads

Equal tax treatment for railroads alongside other industries is the subject of two new statements filed with the special Senate commerce committee currently examining transportation policy problems.

The statements were presented by the Association of American Railroads on behalf of the railroad industry, as part of a series of similar analyses pointing up the urgency for early correction of these inequities.

This time the statements dealt with discriminatory state tax burdens arising from assessing railroads at higher property tax rates than other industries and with the preferential treatment accorded motor carriers under the so-called agricultural commodities exemption.

Appealing for equal tax treatment, the AAR cited discriminatory tax assessment policies in 31 states as bleeding the rail industry of \$141,-187,829 in 1957, the latest year for which complete figures are available.

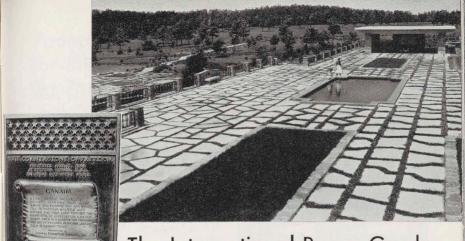
The total of railroad tax payments to all state and local governments came to \$441,395,977 in that year.

Responsibility for the discriminatory burden on the rail lines was pinned by the AAR to a "studied and deliberate practice" of taxing railroad property at a far higher rate than comparable industrial property.

The analysis documented its case by showing that Idaho, Illinois, Maryland, Michigan, New Jersey and Tennessee, as examples, assess railroad property at 100 per cent of value for tax purposes, while the tax rate for other properties in these states ranges from 11.4 per cent of assessed value in Idaho to 50.7 per cent in Maryland.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



The International Peace Garden

Literally hewn from the rolling bush country of the Turtle Mountains on the North Dakota-Manitoba border, the International Peace Garden is rapidly becoming one of the great scenic spots in North America.

Since construction of the garden first began in 1932, north of Dunseith, North Dakota, both nations of the longest unguarded border in the world have aided so generously in this project that today there are more than 2,400 acres of breath-taking formal gardens, garden-houses, sunken pools, artificial lakes and peace memorials.

Visitors cannot help but marvel at the well-planned landscaping that makes up the eight separate panels of formal gardens stretching for approximately one mile along the boundary and varying from 600 to 1,200 feet in width.

A pageant of colorful flowers are seen by sightseers. Tulips greet the spring visitors, Morden pink lythrum and other summer perennials follow, with gladioli and autumn asters brightening the fall months. Every spring, thousands of bedding plants are set (Concluded on Page 4)

Globe Completes Cairn



A polished granite globe atop the cairn at the International Peace Garden is unveiled by John M. Budd, president of the Great Northern, at recent ceremonies. The completed cairn is dedicated in the memory of James J. Hill, GN founder.

Three

THE STREAMLINED INTERNATIONALS

P. C. Ivory, B. P. Still Promoted

Paul C. Ivory, city freight agent, Detroit, has been promoted to general agent, Eugene, Oregon, succeeding Ralph S. Roper, who retired on

August 1.

Also announced was the appointment of Bernard P. Still, city freight agent, Portland, Ore., who became city freight agent in Detroit.



Mr. Still

Mr. Ivory

Mr. Ivory joined the GN in 1947 as a passenger representative on the Empire Builder, and held various positions including that of assistant ticket agent. He was assigned to Detroit in 1950 as district passenger agent, and became city freight agent there in 1954.

Mr. Roper, a 35-year veteran with the railway, began his railroad career as a clerk in Portland, Ore.,

Heads Historical Society

Named director of the Montana Historical Society recently was M. S. Kennedy, who formerly was acting

director.

Montana State University The graduate was appointed by the board of trustees of the society which also has jurisdiction over the State Historical Library and the Historical Museum and the quarterly history magazine, Montana.

traffic office. He has served as city freight agent there, traveling freight agent and commercial agent. He was named general agent at Eugene, Ore., in 1956.

Mr. Still has been with the GN since 1940 and was appointed assistant cashier at Bellingham, Wash., in 1948. He was named city freight agent at Portland, Ore., in 1957.

GARDEN-Conclusion

out to augment the colorful atmosphere.

The rolling lawns are bordered with a variety of shrubs and trees.

Carefully selected picnic areas with tables and grills, a lodge, dormitories and sleeping cabins with modern conveniences have been erected for those who wish to spend a night or perhaps a few days.

The garden's location was chosen not only because of its natural beauty but also because it is midway between the Atlantic and Pacific oceans at almost the geographical center of North America.

Almost as great as the physical beauty of the garden is the symbolic meaning of this corporation dedicated to more than 140 years of peace between two great nations, a challenging ideal to the countries of the world.

No greater expression of the garden's purpose can be expressed than the words inscribed on a bronze plaque found at the garden's entrance:

"TO GOD IN HIS GLORY WE TWO NATIONS DEDICATE THIS GARDEN AND PLEDGE **OURSELVES THAT AS LONG** AS MEN SHALL LIVE, WE WILL NOT TAKE UP ARMS AGAINST ONE ANOTHER"

Four

'Foundation' Laid For Big Mountain Ski Thrill Runs

The pouring of concrete for footings of the new 6,800-foot double chairlift is completed and the towers for the mammoth ski project at The Big Mountain, Whitefish, Montana, are going up signaling one of the major ski improvements in the West.

The lift will give access to miles of new ski runs that have been slashed through towering pines. However, the slopes will provide new ski fun from

beginner to expert.

In addition to the chairlift, which will open deep-snow areas that were reached only by snowcat or hiking, new construction also includes a modern, comfortable addition to the Big Mountain ski lodge.

There will be all types of overnight facilities from deluxe rooms with private bath to sleeping bag accommodations. Also included will be a new

dining room.

A new ski shop and ski school building, being constructed by Karl Hinderman, head of the ski school, and an augmented staff also are slated for this coming ski season.

Piping, resembling pipeline material, is in effect towers for the new double chairlift of The Big Mountain which will rise to the mountain top.



Concrete is shown being poured into forms of one of the landings of the new 6,800-foot double chairlift on the mountain. This site soon will be under feet of powder snow.

The new ski shop will be called the "Mountain Shop" and will specialize in imported gift items as well as a variety of ski equipment and clothing. Excavating is concluded for the splitlevel building which will be located between the ski lodge and chalet.

A special feature will be a sundeck on the perimeter of the building between the two levels.

Big Mountain officials point out

(Concluded on Page 6)

New deluxe lodge accommodations, new eating facilities and other improvements are under construction and are to be opened next winter.





Cruikshank Moves, Smith Named

The appointments of Paul F. Cruikshank to Grand Forks, N.D., as superintendent of the Great Northern Railway's Dakota division, and Worthington L. Smith as superintendent of the Klamath division at Klamath Falls, Ore., were announced recently.

Also announced was the retirement of W. J. O'Connor, former superintendent of the Dakota division, and the appointment of C. G. Reeder, assistant to the trainmaster of the Cascade division at Interbay, Wash., who was named assistant to the general manager at Duluth.

Mr. Cruikshank, former superintendent of the Klamath division, began his career with the GN as a track laborer in Minnesota in 1951, while a student. He became superintendent at Klamath Falls in 1958.

Mr. Smith joined the GN in 1954, as assistant to the trainmaster at Superior, Wis. He was assistant trainmaster at Vancouver, B.C., from 1955 until his appointment as trainmaster in Seattle in 1957. He was transferred to Duluth in November, 1957. He recently was staff assistant to the general manager, Lines East, Duluth.

Mr. O'Connor, a 46-year veteran with GN, joined the railway in 1914 as a brakeman at Breckenridge, Minn., and for 25 years was a conductor on the Dakota and Minot divisions. He later became acting trainmaster at Devils Lake, and trainmaster at Fargo and Grand Forks.

Mr. Reeder has been a GN employe since 1936, and has been identified with the railway's highway transport operations since 1949. He previously had been assigned to the

operating department in the Kalispell division.

Commerce Department Sees Billion in Rail Purchases

American railroads are expected to spend at least one billion dollars in new plant and equipment purchases if revenue from carloadings increases, the Commerce Department's business and defense service administration reported.

Assuming no major work stoppage occurs in the railroad, steel or other key industries, the BSDA believed that carloadings of Class 1 railroads should increase from 12 to 16 per cent in 1960, or to about 36 million carloads of revenue freight.

New freight car production and deliveries in 1960 should increase by about 60 per cent over 1959, it was pointed out.

This would mean a new car production of approximately 55,000 units, or the highest since 1957, when 99,290 freight cars were produced.

BIG MOUNTAIN-Conclusion

there is a variety of housing in downtown Whitefish with transportation to the ski area. The community has accommodations ranging from deluxe motel and resort units and hotel rooms, to housekeeping cabins.

The double chairlift, which is expected to triple skiing facilities, and the expansion of housing and dining space on The Big Mountain, which will double accommodations, are to be ready for use this winter.

Mountain officials reported a 23per-cent increase in business last season over the previous year.

Opening date of skiing this winter is expected to be near Thanksgiving day. A grand opening of new facilities is scheduled shortly after.

OREGON'S FISHING AMONG NATION'S BEST



Salmon gaffing is no sport for the youngster. After the big ones are hooked and reeled to the boatside, the angler must be fast and strong with his gaff hook to land the salmon in the boat. This action occurred during the annual Astoria salmon derby at the mouth of the Columbia river.

Salmon in the Pacific Ocean and inland waterways, trout in easily-accessible streams and back country lakes and bass in coastal lakes make Oregon one state where visitors are eager to test their angling fortunes.

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While trout and bass, along with crappie, bluegill, sturgeon and catfish, are sought by many visiting anglers, it is the Pacific salmon which oftentimes offers greatest pleasure to out of state residents.

Reason for this is that sport fishing for salmon has become an industry of sorts, and the knack required to land one of these strong—and tasty—fish can be learned in just a few moments.

All that the visiting salmon angler has to provide is himself and from \$4 to \$8 in cash. Sports boat captains provide all the rest, including tackle, bait, good boats and the knowledge of where to catch them.

Anglers seeking added sport will provide their own salt water gear, and make a game of taking salmon on light tackle. This won't be too light, because salmon are among the world's strongest fish. They make slashing runs, dive deep and make netting them alongside a boat a challenge.

Depending upon location along the Oregon coast, charter boats make daily runs into the Pacific through October, and sometimes later.

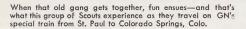
Their goal is either the silver salmon, weighing from 5 to 15 pounds, or the Chinook, ranging from 10 to 60, and larger.

Major rivers and bays where salmon are avidly sought are the Rogue and Columbia rivers, and Winchester, Coos, Newport and Depoe bays.

Salmon fishing starts in April and continues through December. Some of the best angling occurs through September.

Seven







"Gee, ma, not in front of the guys!" But what can a guy do when a sentimental mom, above, insists on kissing him goodby?



Everything suggests a song, If a buddy, shown above, just happens to have a guitar among his luggage, all the better.

Boy Scouts Go GN Via Glacier Park To Jamboree



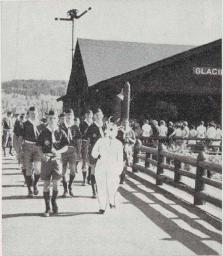
Scouting—one of the most memorable experiences of youth—reaches its fulfillment every four years in the Boy Scout Jamboree.

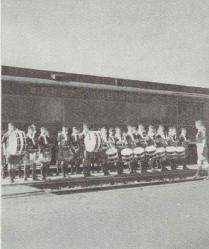
The fifth annual jamboree which was held last month in Colorado Springs, Colo., was scheduled a year in advance to coincide with the 50th anniversary of Scouting.

The Great Northern Railway, which has been a friend of Scouting for years, proudly handled seven Boy Scout trains in July. Of these, only two were not of GN origin.

The trains and number of Scouts were: St. Paul, Indianhead Council, 365 Scouts; Minneapolis, Viking Council, 408; Hibbing-Duluth-St. Cloud, all in Minnesota, and Fargo, N. D., 468; Seattle-Tacoma Council, 454; Great

A friendly, and much alive Great Northern Goat, Rocky, tags along as Scouts, below, left, move through the East Glacier Park station. It's no parade unless there's a band. The Scout bandsmen, below, right, provided the proper spirit—and beat—for Scouts who marched to the lodge.





The first glimpse of Glacier National Park's spacious lodging will be experienced by the Scouts shown marching to the famed structure.

Falls, Montana, 170, and the San Joaquin Council, California, and the Portland, Ore., two trains, which were not of GN origin, carried 322 and 656 Scouts, respectively. In all, 2,843 Scouts were transported on GN trains.

It was an occasion to view the Scouts' departure from St. Paul's Union Station: the massing in a nearby park; parade to the station to the tune of Scout bands; the farewells at the station (many tearful goodbys), and the orderly embarkation on the train.

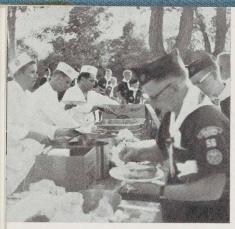
Hundreds of parents and friends were there to bid farewell to the anxious youngsters. Both parents and Scouts were laden with Scouting paraphernalia needed for the boys' trips to Colorado.

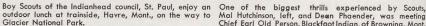
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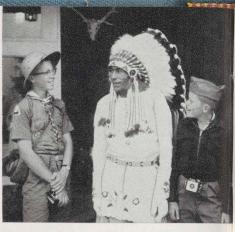




The Blackfoot Indians of the nearby reservation add color to the Scouts' reception as they performed ritual dances near the lodge.







Mal Hutchinson, left, and Dean Phaender, was meeting Chief Earl Old Person, Blackfoot Indian, of Browning, Mont.

SCOUTS ON JAMBOREE—Conclusion

The Minnesota and Dakota contingents stopped at Glacier National Park in the Montana Rockies on way to the jamboree.

Arriving at Belton, Mont., the western entrance to the park, Scouts boarded tour buses with bag lunches for a ride over Going-to-the-Sun road on the Continental Divide.

At East Glacier Lodge, Blackfoot Indian children staged ceremonial dances for Scouts and some of the latter participated in a circle dance.

Contingent leader, Duane Tooley of the Indianhead Council staff, was presented a peace pipe by a Blackfoot Chief.

The drum and bugle corps of the Indianhead Council gave a concert for guests of East Glacier lodge while the other 360 members of the contingent marched from the lodge to the train. The Scouts left at 6 p.m., after an eventful day in the park.

Colorado Springs, site of the jamboree, was a temporary tent city of 55,000 persons using 31,100 tents on

2,300 acres of land.

It has been estimated that 1,500,000 gallons of water were consumed daily: 590,000 quarts of milk were served, and 13 tons of steak were eaten at one meal.

Preparation of one meal required 15,960 charcoal cooking stoves and 300 tons, or 20 freight car loads, of briquettes were used!

The fantastic amount of detail required for such a jamboree may be realized when it is known that 50 local fire-fighting companies and more than 150 doctors were on full-time duty. A U. S. Army Reserve general hospital with nurses, doctors, aides, ambulances and a field Surgical hospital tent was set up.

Conservation in the Boy Scout program highlighted this jamboree. Boys made a weather station; an oildrilling rig; a fish pond stocked with fish, learned the art of fire fighting.

The Tacoma, Wash., Chamber of Commerce estimates that \$1,250,000 will be spent by delegates attending conventions in Tacoma this year.



Tusk! Tusk!

The sculptor had just finished an enormous statue of an elephant.

"What did you use for a model?"

a man asked.

"I didn't have one," was the reply.
"But how could you get such a perfect likeness?"

"Oh, I just kept chipping off the pieces that didn't look like an elephant."

Plain Talk

"If a buttercup is yellow, what color is a hiccup?"
"Burple."

Foresight

"Dad, I'd never marry a man who snored," said the charming daughter.
"I don't blame you daughter."

"I don't blame you, daughter," he replied, "but be careful how you find out!"

Low Blow

"I understand your husband's in the hospital, What happened to him?"

"It's his knee. I found a blonde on it."

Plain Truth

Mother: "Do you know what happens to little boys who tell lies?"

Johnny: "Yes, mother, they travel for half-fare."

Stool Pigeon

Judge: "Young man, your face looks very familiar. Have you ever been on trial in this court?"

Defendant: "No, your honor."

Judge: "Remember, you're under oath. Where have I seen you before?"

Defendant: "I'm the bartender in the saloon across the street."

The Old Sage

Son: "What's 'college bred,' pop?"
Dad: "That's what's made from
the flour of youth and the dough of
old age!"

One Wish

"Is there any hope, doctor?"
"It just depends what you're hoping for."

Misnomer

"I understand Sam Tweedle turned down his divinity degree."

"Yeah. He didn't want to be called Tweedle, D.D."

Romance a la Card

Clerk: "Here's a card with a lovely sentiment, sir—'To the only girl I ever loved.'"

Sailor: "Fine. Give me a dozen."

Eleven

British Columbia Lad Wins Soap Box Prize



The Vancouver, B.C., entry to the National Soap Box Derby at Akron, Ohio, was Holger Huhn, 15, who is shown speaking with GN Conductor Clarence Rathaus, and Geoffrey Cannon, his escort, before they boarded the GN International train for Seattle and then East.

A \$1,000 scholarship to be used at the university of his choice was won by Holger Huhn of Osoyoos, B.C., at the World Championship Soap Box Derby at Akron, Ohio.

He placed fifth in the race seen by 50,000 spectators. He formerly had won the Canadian championship.

The son of Mr. and Mrs. Frank

Glacier Park Closings Scheduled for September

Glacier National Park's hotels, lodge and motor inns will close in September, Dale E. Burket, general manager of the Glacier Park Company, announced.

The Prince of Wales hotel will close September 7; the Lake McDonald and Many Glacier hotels, September 9; Glacier Park lodge, September 10; Two Medicine campstore, Rising Sun Cabins and coffee shop, the Swift-current cabins and coffee shop and the Lake McDonald camp store, on September 15, and the Village Motor inn, on September 19.

E. O. Huhn, he was born in Duisburg-Muelheim, Germany, home of the German soap box derby championships.

Second-place winner of the Akron race was John West of Tacoma, Wash., who received a \$4,000 scholar-ship.

Family Camping Increases In National Parks

Unprecedented numbers of vacationers are turning to camping as an enjoyable and economical way of seeing the scenic wonders of the park system.

Camping adds a touch of adventure to their vacations, tourists discover.

An approximately 40-per-cent increase in public camping facilities has been realized since July 1, 1956, when about 12,800 campsites were available to park visitors.

By 1966, the National Park Service will have 30,000 campsites available with ample facilities to meet needs of more than 100,000 campers daily.

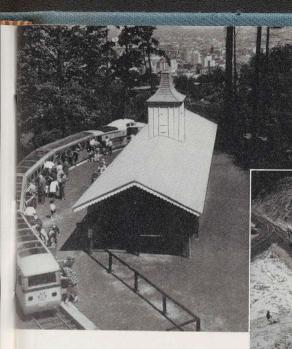
Among areas where additional work on campgrounds has been programmed and awaiting invitations for bids and contract awards are: Coulee Dam National Recreation Area, Washington; Crater Lake National Park, Oregon; Glacier National Park, Montana; and Mount Rainier National Park and Olympic National Park, both in Washington.

Six-Month Freight Traffic Up

Class I railroads originated 633.6 million tons of revenue freight in the first six months of 1959, an increase of 17.4 per cent above the 539.6 million tons of 1958.

The figures were revealed in a report of the bureau of transport economics and statistics of the Interstate Commerce Commission.

Twelve



A sleek diesel Zooliner of the zoo railway, below, plunges through a deep cut along its rugged mountain trackage in the city's West Hills. At the Washington park turn-around, shown left, the trains pause, permitting passengers to view the picturesque city.

Steamer or Diesel, Portland Zoo Has It

A corkscrew mountain railroad featuring an exciting half-hour ride has been opened by the Portland Zoo Railway, Oregon's unique railroad for fun in which the Great Northern has a stake.

The spectacular new branch took 21 months to build and connects the city's new zoological gardens with beautiful Washington park by 1.4 miles of rugged, wheeling trackage.

Thousands ride the trains weekly. In the first 17 days, more than 13,000 paying passengers boarded the train. That figure does not include the small fry who ride for free, or the 12,582 others riding the "local" through the zoo itself.

On week-ends, this busy railroad

has three trains operating, two on the 1.4-mile mountain branch. The sleek diesel streamliners and the old-time 1870 prototype live steam train leave the main terminal packed to the aisles for each of its half-hour trips through tall timber stands.

The mountain branch takes in some of the most spectacular Portland area scenery. Trains snake around grinding hairpin turns and along steep canyon walls. They overlook ravines 300 feet down and pound up 3.5 and 4 per cent grades.

Nearly two years of expert engineering and back-breaking labor went into this rugged narrow gauge.

If the train had been built com-(Concluded on Page 15)

Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST



Great Northern's new downtown Seattle ticket office is open after a complete remodeling. From the left, shown in the office, are P. G. Holmes, GN passenger traffic manager, who chats with R. J. Class western passenger manager, Seattle. At the counter, from the left are Arlo Michel, Merl Sipprell, Gary Durr and John Finch. S. T. Thorson, general agent for the passenger department who is in charge of the office, was not present when the photo was taken.

Remodeled GN Seattle Ticket Office

Great Northern's city passenger staff in Seattle is back doing business at the same old stand in bright, efficient and air-conditioned surroundings.

The railway's remodeled city ticket office opened recently.

GN's downtown office has been at 1400 Fourth avenue, on the northeast corner of Fourth and Union, since

1929, save for a past few weeks.
P. G. Holmes, passenger traffic manager for the GN, said that the Seattle remodeling is in keeping with the railway's policy to modernize ticket offices across the country. The

New York City, Chicago and St. Paul offices recently have been modernized.

Saturday Evening Post Features Glacier Park

A recent edition of the Saturday Evening Post featured Glacier National Park in an article entitled, "Montana's Tourist Wilderness."

The article told of the variety of activities and scenes in the park, and stated that on any given summer day, some 25,000 vacationists are enjoying the million-acre area in the Montana Rockies.

Fourteen

GREAT NORTHERN—SWIFT, SAFE, SURE



A Brazilian congressional group of 10 persons traveled via Great Northern's Empire Builder from Seattle to Ephrata, Wash., on official visits.

Accompanying them were three United States government escorts.

The group traveled to the Moses lake area to inspect irrigation, reclamation and farming.

A spot check of developing apples in the Leavenworth, Wash., area indicated that spring frost had damaged the potential crop, but the extent was as yet undetermined.

The Port of Longview, Washington, Commissioners approved a three-year, port-development program that will eventually call for \$1,500,000 in improvements including shed construction, office buildings and a new water system.

Hydrofoil ferry service may become a reality between Bellingham, Wash., and Victoria, B.C., in the near future. Such vessels are equipped with skis that lift the hull out of the water and reportedly attain speeds of 100 mph.

Thirty Christian Builders from the University Congregational Church of Seattle recently traveled East on the GN's Empire Builder for various meetings and conferences.

Commuters who travel between Tacoma and Seattle, Wash., now may use a 33-foot boat, the Marine Commuter I, that carries about 20 persons on the 50-minute trip.

RAILWAY-Conclusion

mercially, it would have cost \$100,-000. Contributions in men, materials, know-how and equipment by the railroads serving Portland, industries, businesses, labor unions, private citizens and school children conquered the job.

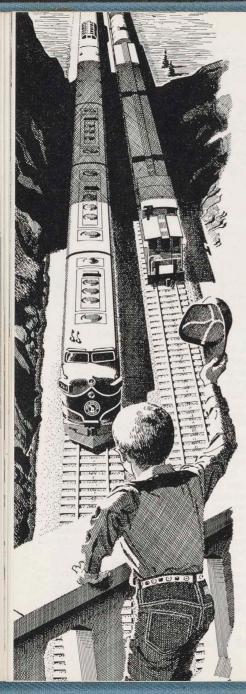
The zooline is no toy railroad or miniature train system, but a fullfledged narrow gauge operated by railroadmen and ever-loving fans.

The line boasts two miles of track and is still building. It has 26 pieces of rolling stock making up into five trains. In addition to the diesel and live steamer, there are a circus train, fire train, work train, and two switch engines and a VIP Toonerville trolley car.

The railroad has high trestles, a tunnel, automatic signals and gates, roundhouse, railroad yard, spurs, sidings, safety devices and colorful stations.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST



Great Northern's "best foot forward"...

the incomparable Empire Builder

This sleek streamliner—between Chicago and Seattle, Portland—is the natural choice of business executives who are rediscovering a happy fact of travel: frequently, it pays *not* to hurry. It is the choice of pleasure travelers who would rather someone else "take the wheel" while they enjoy carefree hours of fun, rest and relaxation. It is the choice of vacationers—bound for the nation's most thrilling scenery.

But most important, Great Northern's Empire Builder is a magnificent example of how a modern, service-minded railway attends the needs of communities on its line. For the "spit and polish" needed to maintain this luxury train carries over into Great Northern freight services. Thus, with utmost efficiency and dependability, we are able to transport ores, grains and lumber from the northern tier of states—and return to this region the manufactured goods of other areas.

Whether you are traveling or shipping, learn what makes Great Northern great. Your local ticket or freight agent will be glad to help.

Direct passenger travel inquiries to:
P. G. Holmes, Passenger Traffic Manager;
freight inquiries to G. D. Johnson,
General Freight Traffic Manager,
Great Northern Railway,
St. Paul I, Minnesota







The Great Northern
GOAT

OCTOBER 1960

The Great Northern GOAT



Vol. 30 October, 1960 No. 10

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DAN MUSCH, Editor

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The Goat's Cover



Peggy Kinney of Wenatchee, Wash, Queen of the Washington State Apple Blossom Festival, demonstrates the transformation of Washington State apples from the tree to a juicy pie.

Your Railroads

The facts are in—and it is as plain as can be that railroad technology is one area in the cold war race with Russia where the United States is way out in front.

As reported by an eight-man delegation of United States railroad officials who recently completed a 6,500-mile tour of Russian railroads, it is a comparison which represents an accomplishment in which every railroader in America can take special pride.

While it is true that railroads of Russia are feverishly at work on an all-out research and development program, they are still technologically at least 30 years behind America's.

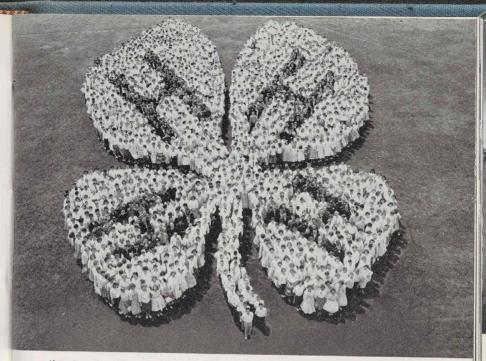
And even if the improvement programs on the railroad system of the United States were to stand still, which we all know will never occur, it would take the Russians probably another 20 years to catch up.

Many facilities and services which American shippers and travelers take for granted do not even exist in the Soviet Union. By United States standards, the hazards confronting the average Russian rail traveler add up to a nightmare.

Mechanization is conspicuous by its absence, and there is little or nothing to compare with the modern, streamlined American express trains. Most travelers there use "hard coaches," so named because the seats are bare, wooden benches, and even their sleeping cars are for the most part a hard, wooden-bunk type.

Steam is still the predominant locomotive power. There are only a few basic types of freight cars with very few specially designed cars to meet special shipping needs.

There is no resemblance to the American railroads' widespread use of centralized traffic control, two-way train radio and microwave relay systems, electronic, pushbutton freight yards and ingenious track machinery.



If you have the patience—and the eyesight—you may find it amusing to count these 1,850 Oregon 4-H Clubbers and their 150 county extension agents shown on the campus of the Oregon State College at Corvallis. They were given trips to 4-H summer school by state fair, county fair, business and civic groups and individuals for their excellent 4-H work. The symbolic 4-H Club picture—a 4-leaf clover—also includes volunteer 4-H Club leaders. Many 4-H'ers use the Great Northern services to their annual national congresses.

Scouts Favored Trains In Travel To Jamboree

It came as no surprise to the industry, but final figures reveal that Boy Scouts preferred travel by train to the National Boy Scout Jamboree at Colorado Springs, Colo.

According to the Association of American Railroads, more than 32,000 of the 56,078 Scouts who attended the Jamboree chose travel by train.

Sixty-eight specials and 28 regular trains were used, including 694 railroad passenger cars, 161 baggage cars and 75 others. Special rates and special menus also were offered.

Kenneth Wells, national director of research for the Boy Scouts of America and jamboree transportation director, commented: "The cooperation, help and service from the railroad industry made the transportation situation work very smoothly. The Boy Scouts of America is most appreciative."

National Park Service Rules Revision Proposed

Revisions and amendments in the general rules and regulations of the National Park Service have been announced by the Department of the Interior.

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

RECORD WINE SHIPMENT SEEN THIS YEAR

The vintners of America, well on their way to a new record in wine shipments for a single year, will set aside their chores long enough to observe National Wine Week, October 15-22.



National Wine Queen Anne Henderson adds her bit to the annual fall vintage even if it's only posing by an old wine press. The 21-year-old San Francisco model will reign over wine week ceremonies.

Civic, fraternal and social events, luncheons and wine tastings during the week will call attention to the wines of California and other American vineyards.

California, producer of more than 80 per cent of all wine used in America, will be the center of the 20th annual National Wine Week as events are planned throughout the state.

The wines of California lead the increase in sales and popularity of all American wines. An increase which

has seen United States wine shipments climb from 32,674,000 gallons in 1934, to 156,203,000 gallons last year.

The yearly celebration follows the grape harvest from which, following careful crushing, fermentation and aging, will come the wines of future years.

In California alone, the grape and wine industry represents an investment of a half-billion-dollars, and employs an estimated 111,000 persons yearly with a total payroll of about 157 million dollars.

California vineyards, planted almost exclusively with grapes of the famed European Vitis Vinefera variety, produces 80 per cent of all grapes and wine grown in the United States and 100 per cent of the raisins.

2 Trillion-Ton-Miles Freight Tonnage Seen

More than 2 trillion ton-miles of freight will be moving annually via all modes of transportation within ten years, Bradley Nash, deputy undersecretary of commerce for transportation, predicted in a recent address in Duluth.

This country has a "tremendous potential demand for transportation services related to population growth," he said. For every dollar of our gross national product, we have transported four tons of inter-city freight a distance of one mile, he added.

Today, we are moving about double the amount of freight we did in 1940, he said.

"Last year, we had in excess of 51 million households in the United States," Mr. Nash said. "By 1980, this figure will have increased by 44 per cent—an addition of 22.3 million households."

Four



New Westminster, B. C.-

Serves Industrial 'Lower Mainland'

British Columbia's fresh water port on the Fraser River, New Westminster, is the rail-sea link for the industrially important "Lower Mainland" in Canada's Pacific province.

Since 1913, when the New Westminster Harbour Commission was established, there has been continuous improvement of the water-way and port facilities.

Today the Fraser River is navigable to deep sea shipping through a 21mile channel from the Gulf of Georgia to New Westminster.

Between 400 and 500 foreign vessels enter the port annually along

with more than 3,500 coastwise ships. Exports and imports totaled 1,004,440 tons in 1958, while coastal exports and imports reached a volume of 3,441,963 tons.

Lumber and timber products are in top export volume, followed by minerals, wood pulp and paper, seafood, apples and wheat. Gypsum rock, raisins, canned tropical fruits and juices are among principal imports.

A grain elevator owned by the commission and leased to Pacific Elevator's Limited handled more than

(Concluded on Page 6)

Five

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

GLACIER PEAK WILDERNESS AREA FORMED

The designation of 458,505 acres of Washington State as the Glacier Peak Wilderness Area was announced recently by the Department of Agriculture.

The decision was made after a study indicated that wilderness was the predominant public value in this area, and after review of testimony presented at public hearings in Bellingham and Wenatchee, Wash.

Establishment of the Glacier Park Wilderness Area increases the total area of national forest land set aside for wilderness use to 1,384,596 acres in the State of Washington, and 14,660,234 acres in the nation.

This new area in Washington, lying in the Wenatchee and Mt. Baker National Forests, will be managed in a natural condition by the USDA's Forest Service. Roads (except for access to private property), timber harvesting, and other commercial developments will be prohibited. Only trails for foot or horse travel will provide access to the wilderness.

Prospecting and mining, including construction of access roads for mining, may be undertaken under provisions of U.S. mining laws.

The Glacier Peak area has long been recognized as outstanding wilderness country and has been so managed.

It straddles the divide of the Cascades in northern Washington for approximately 35 miles and averages 20

NEW WESTMINSTER - Conclusion

3,500,000 bushels of wheat during 1958.

Within the port of New Westminster some of Canada's most forwardlooking industrial developments are in progress.

The lower Fraser valley is the site of a major industrial park project

in British Columbia.

miles in width. Glacier Peak-10,528 feet high-the fourth highest mountain in the state, is the central feature.

Also within the wilderness area are over 30 other mountain peaks rising from 5,000 to 8,800 feet. The area also has many glaciers, numerous lakes and mountain scenery offering an unusual cross-section of forest types and alpine flora.

Sims of Western Railways Retires From PR Post

Harold M. Sims, director of public relations of the Association of Western Railways, Chicago, since 1944, retired effective on August 31.

Mr. Sims began his public relations career in 1927 when Ralph Budd, then president of the Great Northern, named him executive assistant in charge of public relations. He subsequently served under two other GN presidents, Frank J. Gavin and W. P. Kenney, before moving to Chicago in 1944 to reorganize and direct the public relations works of the Western railroads.

Prior to his railroad career, Mr. Sims was a member of the editorial staff of the Portland Oregonian and had been engaged in newspaper and advertising business in Idaho and Utah. He was a member of the Idaho Legislature from 1917 to 1919.

Money Hand-Outs

Federal spending for highways, airways and waterways in the past 10 years has totaled 16 billion dollars, one-fourth of which was spent in 1959.

By contrast, the self-supporting railroads in this decade spent 11 billion dollars in this decade for taxes of all kinds, of which 6 billion went in income taxes to the federal government.

Six

Illinois Valley Farm Management Tour



Illinois farmers and their wives recently were conducted on a tour of Montana cattle ranches and wheat farms near Havre, and attended an auction sale at the Havre Livestock commission sales yards. After three days in the area, the group, which is shown at trainside at Havre, visited Glacier National Park and entrained at Whitefish, Mont., on the Empire Builder for the return trip East. Mr. Gerald Hulslander, extreme right, organized the trip.

31 States Held Taxing Railroads Unjustly

There are 31 states in the nation that are unjustly overtaxing United States Railroads to the yearly tune of \$141,187,829, the American Association of Railroads reports.

One example of tax discrimination: In Illinois, railroad property is taxed on the basis of its full value.

Other industrial property there is assessed at 45.7 per cent. On this basis, it is estimated railroads operating in Illinois were overcharged \$18,928,688 in 1957 as compared with other industries.

Other states where the tax bite hurts are Alabama, Arizona, Arkansas, California, Colorado, Idaho, Indiana, Iowa, Kansas, Kentucky, Louisiana, Maryland, Michigan, Mississippi, Missouri, Montana, Nevada, New Jersey, New Mexico, North Carolina, North Dakota, Ohio, Oklahoma, South Dakota, Tennessee, Texas, Utah, Virginia, West Virginia and Wyoming.

341,532 Tourists Visit Waterton Lakes Park

Waterton Lakes Park in Canada was visited by 341,532 persons during the 1959 park season.

Although the total is 23,656 persons fewer than the all-time high established in 1958, it is 37,722 persons more than the previous record set in 1957.

Drop in attendance is attributed to the inclement weather in the spring and late fall.

Seven



Freshly-picked apples are handled gently in tote bags to prevent bruising. New bins assure good treatment.

WASHINGTON HARVESTS API

Washington State's famous apple crop is being harvested by trained hands. It began in early September and will conclude in late October.

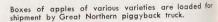
Harvesting coincides with National Apple Week, Oct. 13-24.

The sprawling Wenatchee-Okanogan apple-growing district, served exclusively by the Great Northern Railway, is especially active. The harvest is expected to exceed 16,000 carloads.

From the marketing standpoint, early estimates on the national crop place it at 112 million bushels, a decrease of 8 million from last year's total. But there'll be sufficient apples to eat this year . . . a good number of them from Washington, the No. 1 appleproducing state.

Many new handling methods are

Bulk bins of juicy apples are ready to be shipped by straddle truck to warehouse. These bins facilitate handling.









The bulk bins are hauled by tractor from the orchard to the loading area where they are moved to warehouses.



Too many apples for one teacher, this little miss surmises, but there is much enjoyment for youngsters.

PLES FOR NATION'S TABLES

being used by Washington's expert orchardists. Brand new bulk bins which hold 25 to 30 bushels are used to carry the crop from orchards to warehouses. These allow fork-lift and straddle-carrier handling, speeding the harvest while the fruit is still handled in a bruise-free manner.

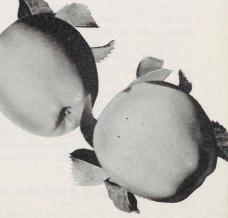
At the warehouse, mechanical

dumpers up-end the bulk bins in a cushion-soft way, gently tumbling the apples across the grading and sorting tables.

Researchers are studying methods that will permit a part of Washington's apples to be shipped to certain

(Concluded on Page 10)





CAMP FIRE GIRLS NEAR GOLDEN JUBILEE

"She Cares-Do You?"

With these words as their theme, Camp Fire Girls across the nation are industrially working both as groups and as individuals on conservation projects in an expression of their thanks to the public for its support over the past half-century.



Leading up to and including the Golden jubilee celebration, which begins November 1 and continues through March, 1961, girls are working to increase their awareness and that of others in developing and conserving all natural resources—animal, plant, mineral, vegetable and human.

Working with local and state conservation experts, many girls are taking a tree census, noting the number, species, susceptibility to disease, or hardiness of the trees.

Among their other activities are the building of shelters for wildlife, conducting anti-litter campaigns, beautification of hospitals, schools and other public areas, and making surveys of available outdoor recreation areas.

Meeting in small groups under the guidance of trained adult volunteer leaders, Camp Fire Girls form character-building lifetime habits as they work and play together.

APPLES-Conclusion

markets in bulk containers. While official findings are yet to be published, incomplete information indicates this might be practical.

New methods of consumer packaging also will be introduced this year. Shippers will be packing consumer units of apples, ready for the retail

Many new controlled-atmosphere storage plants are being built in Washington State in addition to new packing plants. Much of the construction may be attributed to the building of the new Rocky Reach dam, seven miles north of Wenatchee on the Co-

lumbia River.

The backwater is flooding out several important plants in the Entiat, Wash., area, and most of these are being rebuilt on higher ground utilizing the most up-to-date equipment and methods.

When rebuilding is complete, the Wenatchee-Okanogan district will boast some of the most modern packing and storage facilities in the United States.

Last year, the Great Northern Railway inaugurated piggyback handling of apples and pears from the Wenatchee district in a somewhat limited

way.

This new service proved popular and customers were pleased with such handling. With increased supply of refrigerator van equipment becoming available, the Great Northern will propose expansion of piggyback handling of fresh fruit from the Wenatchee district during the coming season

Ten



Shades of Learning

Son: "Dad, what's the difference be-

tween shy and retiring?"

Dad: "Look out the window, son. That lovely, young thing across the street neglected to pull down her window shade. Now it is obvious that she isn't shy, but most certainly she is retiring."

Man of Letters

"And what, Georgie," asked the mother to her son to whom she was teaching the alphabet, "comes after O?"

"Yeah," he answered.

Cutting Remark

"You don't have to pay me in advance," said the dentist as he viewed his patient fumbling in his pocket.

"I don't intend to," the patient answered. "I'm counting my money before you give me the gas!"

Cat-Nipped

"And as the lion came charging at me," related the famous explorer, "I turned and made a leap for an overhanging branch 25 feet above the ground."

"And did you make it?" the listener

asked breathlessly.

"Not on the way up," was the reply, "but fortunately I caught it on the way down."

Good Shot!

Police captain: "Madam, why did you sneak into your husband's bedroom and kill him with a bow and arrow?"

Housewife: "I didn't want to wake the children."

Twice Told Tales

"Mother what is a second-story man?"

"Junior, that's your father: If I don't believe his first story, he always has a second story ready."

Shook Up

"You just can't come in like this and ask for a raise," the boss said, "you must work yourself up."

"Can't you see I'm shaking all over?"

Ageless

Lillian: "I don't intend to be married until after I'm 30."

Beverley: "And I don't intend to be 30 until after I'm married."

Good Judgement

Judge: "And how do you find the defendant, guilty or not guilty?"

Foreman: "Your honor, we find the defendant, Miss Jones, gorgeous, breath-taking, warm, lovable, and—oh yes, not guilty!"

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

MANGANESE-

Along The Great Northern

White hot steel running from a furnace, a camper's flashlight and the family photograph on your desk have something in common.

Winter Carnival Royalty Entrains For Duluth

St. Paul was well represented recently when Duluth marked its Porta-rama festivities.



Great Northern Railway's St. Paul Winter Carnival Special Train to Duluth carried approximately 600 persons including Winter Carnival Royalty.

In the photo above, Walter V. Dorle, president of the St. Paul Winter Carnival Association and sponsors of the train, waves, as Muriel Lux, St. Paul Winter Carnival Queen, and Gordon Schumaker, in uniform, president of the St. Paul Drum Corps Association, prepare to board the train.

Manganese has been used in the production of each.

Manganese is a brittle metal resembling iron in color and specific gravity.

The United States is the world's largest consumer of manganese while Russia is the greatest producer. Known reserves of ore of presently commercial grade in the United States are believed to be approximately 12 million tons, while Russia's reserves are estimated to exceed 600 million tons.

Consumption of manganese ore in the nation in 1959 was nearly 2 million tons while production was about 225,000 tons.

The most important domestic deposits are the manganiferous iron ores of Minnesota, the rhodochrosite deposits of Montana and the oxide deposits of Nevada and Arizona. Highgrade deposits at Butte, Mont., once produced up to 90 per cent of domestic manganese.

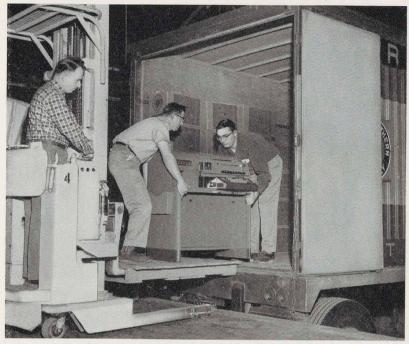
Federal incentive programs under the Defense Minerals Production Administration brought many lower grade deposits into production but Montana still supplies one-sixth of United States deposits.

Ninety-five per cent of the manganese consumed in the nation is used in the steel industry, primarily as a desulphurizing agent to prevent "hot shortness" which interferes with rolling and forging. Large quantities of ferromanganese are sometimes added to form a manganese steel alloy which is noted for its toughness and abrasion resistance. It is also used in alloying copper, aluminum and mangnesium.

(This article is one of a series on the Mineral Research and Development Department of the Great Northern Railway.)

Twelve

Teleprinter Goes Via GN Piggyback



A Western Electric teleprinter is being unloaded at Seattle from a Great Northern Railway piggyback trailer. Western Electric Warehouseman Louis Mladenovic, left, maneuvers a stacker as analysis clerk, Frank Del Pozzi, center, and supplyman, Larry Fontana, unload the mavehine.

The first piggyback shipment of the Pacific Telephone & Telegraph Company of Seattle via Great Northern included a valuable teleprinter and other telephone equipment.

Subsequent shipments, between Seattle and Spokane, Wash., totaled nearly 80 tons of supplies each month.

Company officials estimated that the system would realize shipping savings of almost \$180,000 annually.

Do You Know ...

EACH day of the year, on the average, the railroads of this nation operate about 15,000 freight trains, averaging 70 cars, not including the caboose, and each carries more than 1,400 tons of freight.

THE grade of a track is the rate of climb or descent. A perfectly level track has what is called a zero grade. A rise of 1 foot in 100 feet of track is known as a 1 per cent ascending grade.

Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

Montana House Features Native Crafts



One of the most unique regional craft centers that attracted tourists from across the nation this past season is Montana House, a chalettype structure in Apgar Village at the fork of beautiful Lake McDonald in Glacier National Park in Montana.

Hans Jungster and his wife, Tony, started with a dream to make distinctive and original gift items from the forest near Big Fork, Mont.

Their creative ideas worked in typical free enterprise manner, and their business grew so that it could be expanded to a second location—in the park.

Built of native material, the chalet serves not only as a sales outlet for the arts and craft done by the Jungsters and other natives, but also as a residency for artist-designers who work there during the summer.

Products of Montana House, which

include hand weaving, wheel-thrown pottery, hand-dipped candles, country sportswear, jewelry of copper, deer and elk horn, agate and jade are shipped over the nation—many of them via the Great Northern.

Cheap Transportation?

The U. S Army's chief of engineers reported to Congress that average 1955 savings for all inland and intracoastal waterways traffic amounted to approximately five mills per tonmile when compared to rail handling.

By using the Missouri River traffic as a guide, this amounts to annual savings to the shipper of \$2.77 per ton in transportation, which is not passed on to the ultimate consumer.

The catch is that it costs taxpayers \$24.43 per ton to maintain the Missouri River waterway!

Fourteen

GREAT NORTHERN RAILWAY-GREAT FOR TRAVEL



THE LAST passenger liner to call regularly at Seattle made her final trip recently. It was the Japanese ship MS Hikawa Maru which unloaded 257 passengers—most of them students—including American Field Service students returning home and 48 Japanese professors and scholars here to study under the Fulbright program.

A MOCK Minuteman train has been traveling in the Pasco-Spokane, Wash., area as part of the Strategic Air Command's attempt to determine how rapidly railways can cooperate with a mobile missile program.

ARMY Engineers have completed development of new camping and picnic facilities at Priest River Park and Albeni Cove on the Pend Oreille river, the North Idaho Economic Development Association reports.

ROBERT Hullinger, a science teacher at the South Junior High school in Grand Forks, N.D., recently completed an eight-week National Science Foundation Research Participation Fellowship awarded to the University of North Dakota in connection with the Great Northern research project.

APPROXIMATELY 550 members of the Zuhrah Shrine Temple, Minneapolis, traveled via GN to the Midwest Shrine conference at Fargo, N.D. In charge was Erwin L. Haase, chairman of the pilgrimage committee of Zuhrah Temple.

"COMPLETELY successful" was the term used by Gen. Thomas S. Power, commander-in-chief of the Strategic Air Command, when he praised participating railroads for cooperating in the Air Force's "Minuteman Mobility Test Program."

THE SENATE on August 8, received and referred to the Post Office and civil service committee, H.R. 12595, the bill passed by the House on July 2 to prohibit the Post Office Department from transporting first-class four-cent letter mail by air.

A 7,168-FOOT high mountain peak in the Olympic National Park, Washington, has been named Mount Mathias in honor of F. W. "Mat" Mathias, former manager of the Olympia, Aberdeen and Hoquiam, (Wash.) Chambers of Commerce. It is located 1.6 miles east-northeast of Mount Olympus.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

FORM 6009-10-60

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You name it...

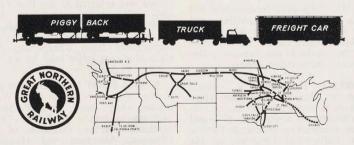
any of more than 500 key cities and towns and your

Great Northern freight specialist will see that your shipment (LCL or carload) gets there fast, direct . . . at advantageous rates. Reason: GN shipping services are fully coordinated—piggyback, truck,

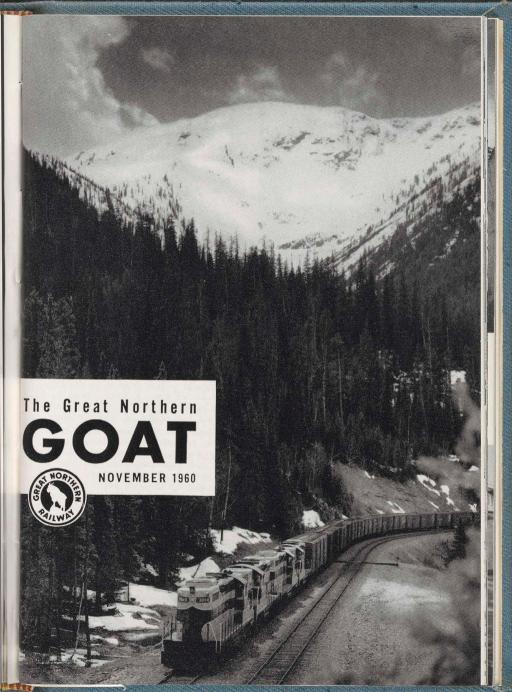
Your freight goes great when it goes Great Northern!

move it...

via Great Northern's fully coordinated shipping services



Great Northern freight specialists are located in principal cities of the U.S. and Canada. For information, write: G. D. JOHNSON, General Freight Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.



your carping

car.

The Great Northern GOAT



Vol. 30 November, 1960 No. 11

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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The Goat's Cover



Towering Mt. Nyak, heavily-clad with snow, provides an impressive back-ground for GN's "hot shot" freight train, the Twin Cities, as it pounds up the west slope of the Continental Divide. Pulling the freight are four GP-20 diesel-Electric withs

Your Railroads

(The following is a partial text of an editorial by Malcolm S. Forbes reprinted by permission of FORBES magazine.)

"Government transport policy is like an octopus, with each arm assigned a different task. But no one hand knows what the others are doing. Not only that, one hand is frequently pulling and hauling against the others."

Thus late last month spoke Daniel P. Loomis, president of the Association of American Railroads. It would be easy enough to write off Mr. Loomis' opinions as those of a man interested in having the Government pull the railroad industry's rather badly singed chestnuts out of the fire.

The commercial airlines are hardly any better off. The decay of our commutation systems is threatening the life of the big cities. Trucks, barges, aircraft and private autos are all jockeying for position in a situation where each operates under a different set of ground rules.

Railroads have special cause for complaint. Their regulation and taxation as we have it today dates back to a period when the railroads had a virtual monopoly of transportation.

There was no national highway network; no airlines; little inland waterway traffic. But not only do the railroads continue to be shackled by restrictions put upon them in their near-monopoly days, but the Government virtually subsidized their rivals by building roads, airports, dredging rivers and giving airmail subsides.

Let's face it: trucks, planes, barges and buses are not really separate industries but a part of a single vast transportation industry. Yet, while airplanes and trucks operate on Government-provided rights of way, the railroads must build and maintain their own—and pay taxes on them as well.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

S. California Offers Beaches, Boating

Beachcombing in Southern California requires no special skill, permit or license.

This pastime seems to be especially popular on the 200 miles of white sandy beach and rocky headland.

Beachcombing is the art of enjoying the sea: whether it's just watching, lounging or searching for colorful shells, moonstones, starfish or sea anemones.

You can swim or watch swimmers; ride surfboards, or just enjoy watching the youngsters do it. Or you can skin-dive, donning fins and a face mask, to explore the color and life under the surface.

The coastline between Santa Monica and Long Beach has a bit of everything, and is easily reached from downtown Los Angeles.

Many visitors to Southern California get their first glimpse of the Pacific ocean from the seacliff Palisades Park overlooking the beach at the end of Wilshire boulevard in Santa Monica.

That beach is one of the best in the world, sweeping gradually in a great half-moon around Santa Monica bay. Other beaches near the area are Ocean Park, Hermosa Beach, Manhattan Beach and Redondo Beach.

Long Beach itself could occupy an entire beachcomber's vacation. There is the harbor with its international cargoes, the pike with its amusement zone; the capital ships of the U. S. Navy riding anchor in the harbor, and at the pier are the deep-sea boats, fishermen, starfish and the new marina.

The Great Northern Railway is one of the most convenient and restful ways of reaching the West Coast. Its two streamliners, the Empire Builder and the Western Star, move between Chicago and Seattle-Portland, offer good connections with California-bound trains.



Visitors can go sailing or motorboating a mile high, in the three resort lakes nestling in pine-covered valleys in the San Bernadino mountains of Southern California.

Your friendly GN agent and travel services will plan the route for you via the Great Northern across the northern tier of states to the Pacific Northwest.

GN Again Offers Four-Year Scholarships

The Great Northern Railway again will offer four-year scholarships for graduating sons of employes in 1961.

A minimum of three four-year scholarships will be awarded next spring to winners of the annual competition.

Basic grants are \$750 annually for four consecutive years of schooling, with winning students permitted to select any accredited college or university.

Three

The new double Heron chairlift climbs the 2,000-foot vertical rise to the mountain top.

SKIING'S BEST OUT WEST



The Big Mountain at Whitefish, Montana

Skiing experts as well as novices are looking West this season where the nation's top ski areas are expanding and new resorts have been cut through pine stands on snow-heavy mountains.

Western skiing presents a dependability unmatched in the Midwest and East, where a "good year" often means anything from a few weeks to possibly a month of tolerable skiing.

It is in the West that Nature rarely disappoints, where an abundance of powder snow each winter and challenging corn snow in spring, tantalizes the skier and makes that trip to America's skiing heartland memorable.

With this new awareness, comes a recognizable fact: railroads are gaining in popularity as the "smart way" to travel to western ski areas.

The principal ingredient of this popularity, of course, is the all-weather dependability of railroads in a country where highway travel is often treacherous. The "frosting" is the luxury and comfort of western passenger trains, the immensely scenic country they traverse and the camaraderie of ski buddies en route

to adventure on the mountains.

Most accessible by rail of all major western ski areas is The Big Mountain, at Whitefish, Montana, on the main line of the Great Northern Railway. GN's famed Empire Builder and Western Star, with twice-daily departures from Chicago and Seattle-Portland, stop only minutes away from The Big Mountain and offer both coach and Pullman accomodations for budget-conscious skiers.

Big news at The Big Mountain this year is the completion of its widely-heralded, 6,800-foot Heron double chairlift—one of the longest in the nation—which moves skiers up a vertical rise of 2,000 feet to the top of the mountain that was once attainable only by Sno-Cat.

Greeting skiers there is a carpet of powder snow studded with towering pines, burdened with snow, that transforms the summit into a snowland paradise.

Through deep powder, skiers streak down uninterruptedly, for 2½ miles or more, and many branch off into the mountain's more than nine miles of open slopes and trails.

With the existing T-bar and Poma-

Four

lift and rope tow facilities, the addition of the chairlift enables the area to handle more than 1,000 skiers

daily without crowding.

Expansion fever also blossomed out in the ski lodge where additional luxury accommodations approximately doubles the resort's former capacity for overnight lodging. The snack bar has been converted into a dining room to augment the present dining facilities in The Big Mountain Chalet. A warming room and cafeteria for day and week-end skiers also have been added to the lodge.

The double chairlift, which has been the major construction project for scores of workers this past summer, has 117 chairs with foot and arm rests and is supported by 26

tubular steel towers.

Boasting a capacity of 530 skiers per hour, it offers challenging runs for the expert, but Karl Hinderman. head of The Big Mountain ski school, says his instructors can take a thirdlesson beginner from the summit of the mountain to the base of the lift without getting the skier "in over his head."

Farther West, on Great Northern's main line, the Cascade Mountains of Washington and Oregon are uniquely situated, generally in a north-south direction, to receive the moist ocean

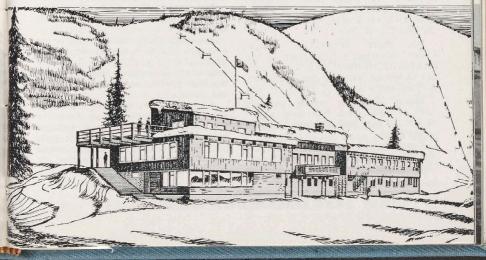
(Concluded on Page 6)



Skiers view the unusual panorama from atop The Big Mountain: low-hanging clouds fill the valley while brilliant sunshine bathes the ski trails.



The thrill of skiing through newly-fallen powder snow is one of the most enjoyable experiences of skiers at The Big Mountain. Below, is the new ski lodge.



GRAND COULEE DAM ROADWAY OPENED

The roadway across the top of Grand Coulee dam in Central Washington State has been opened to vehicular as well as pedestrian traffic during the daylight hours, the Department of the Interior announced.

The roadway stretches some 4,000 feet—over three-fourths of a mile —from one canyon wall to the

other.

It is expected that it will be a special attraction for tourists during the summer when the floodwaters of the Columbia are carried over the spillway in a thundering waterfall twice the height of Niagara Falls.

Grand Coulee dam is 4,173 feet long and rises about 370 feet above the surface of the Columbia. The height of the dam from bedrock is 550 feet, with nearly half of the concrete mass below the river surface.

The dam, with its hydroelectric power plant and pumping plant, is a key feature of the Columbia Basin Reclamation project which was recently named by the American Society of Civil Engineers as one of the modern engineering wonders of the United States.

WESTERN SKIING-Conclusion

air that dumps a plentiful snow supply.

The long-time popularity of skiing in the Pacific Northwest has produced many notable facilities there, making it a favorite meeting place for skiers from all over the nation who revel in the snowy mountains where ski centers are located a few miles from the major centers of population.

Washington's Mount Baker, 55 miles from Bellingham, Wash., Mount Spokane, 30 miles from Spokane, and Snoqualmie, 46 miles from Seattle, have proven to be favorite ski sites for skiers.

For more particulars: Mount Baker, advertising 5,200 feet at top of chairlift, features overnight facilities in Mount Baker Lodge and boasts average snow depth of 14 to 22 feet.

Mount Spokane, whose chairlift ends at 5,881 feet, has snow depth of 6 to 10 feet, with lodging available at Spokane.

Snoqualmie's three-fourth-mile chairlift reaches an area at 3,800 feet where snow depth of 12 to 14 feet

is common. All areas have additional tows and services.

Timberline Lodge is one of the best known ski areas in the West. That Oregon ski-haven, perched at 6,000 feet on Mount Hood, has two chairlifts, and a Sno-Cat hauls skiers to the 10,000-foot level and below lies eight miles of trails.

The lodge accommodates 250 overnight guests and has two restaurants, two cocktail lounges and an all-weather swimming pool.

The famed Pepi Gabl ski school offers classes to beginners and experts

alike.

Although these ski areas are the principal resorts in the Pacific Northwest served by the GN, there are others within a short distance easily reached by bus or rented car from rail points.

As more skiers eye the West each year, they make the happy discovery that magnificent mountain settings, incomparable snow conditions and fast, economical transportation make an "Alpine" holiday attainable for nearly everyone.

Six

First Bank Stock Corp. Directors



Business firms and the First National Bank of Havre, Montana, were visited by directors of the First Bank Stock Corporation recently. They are shown at trainside shortly after arriving on the Empire Builder. Mayor James W. Davey of Havre is shown presenting the key to the city to Joseph H. Colman, First Bank Stock president. Mr. Colman and Philip H. Nason, president of the First National Bank of St. Paul and a director of the Great Northern Railway, spoke to various Havre service clubs.

Both Party Platforms Promise 'Break' For Rails

Platforms adopted by the Democratic and Republican parties at their national conventions promise a better "break" for the railroads among the nation's transportation agencies. It is hoped these promises will be kept.

The Republicans' platform pledged "continued improvement of our transportation network" and to provide "safe, efficient, competitive and integrated transport by air, road, rail and water under equitable, impartial and minimal regulation."

The Democratic platform assured the "coordination and modernization" of all forms of transportation reads in part as follows:

... "Railroads are in distress. Highways are congested. Airports and air-

ways lag far behind the needs of the jet age.

"To meet this challenge, we will establish a national transportation policy, designed to coordinate and modernize our facilities for transportation by rail, road and air."

Diversification

Diversification or "one package" transportation in industry has long been recognized as sound business practice.

For it is well known that the greater the number and variety of products or services offered, the smaller is the chance of the entire enterprise going under if any one activity should fail.

Seven

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

NEW CARRIER LOADS ORE AT GN DOCKS

One of the newest—and most modern—ore carriers on the Great Lakes recently called at the Great Northern iron ore docks at Allouez, Wis., and took on 20,953 ship tons of Minnesota iron ore.

She is the Edward L. Ryerson, Queen of the Lakes, the largest Lakes ore carrier. Owner is the Inland Steel Company of Chicago.

The Ryerson, named after the former Inland chairman, majestically moved into Duluth's harbor under the famed Aerial bridge and sailed up the channel to the GN docks—which are the largest iron ore docks in the world.

The 730-foot-long Ryerson was built at a cost of 8 million dollars expressly for ore hauling. Its vertical sides allow easier loading and unloading and permits a capacity of 27,000 tons.

Ryerson's styling, including streamlined appearance of deck houses and masts, makes it easily recognizable at dockside. The 356 carloads of ore that were put into her hold took five hours and 45 minutes to load.

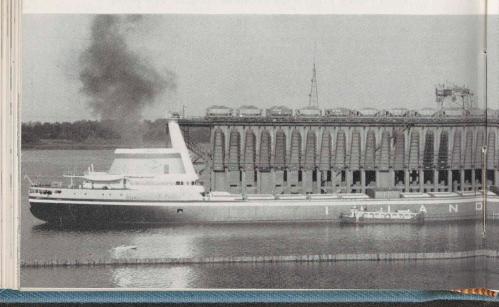
Twenty-foot hatches permit two loading chutes per hatch and facilitate even-load distribution and speed.

Previous to her arrival, Great Northern ore trains had dumped hundreds of carloads of red ore into dock bins. As the loading operation began, pleasure boats from the Duluth area hovered near the giant ship and watched the ore slide into the hold.

Living conditions are ideal for the 39 crew members and eight guests the ship can accommodate. Recreation rooms are fitted with television and the entire ship's quarters are airconditioned.

(Concluded on Page 10)

The Edward L. Ryerson, "Queen of the Lakes"



Iron ore moves through chutes into hold of the Ryerson. EDWARD L. RYERSON GN ore train hauls car-loads to be dumped into dock ore bins. A full 730 feet long, the Ryerson loads at the GN dock.



GN Directors Authorize 1961 Track, Equipment Improvements of 22 Million

Track improvement and equipment programs totaling 22 million dollars were authorized by GN directors for 1961.

Approved were the acquisition of 650 new freight-carrying cars and two extensive line changes in the Rocky and Cascade mountains in Montana and Washington.

The directors also authorized payment of a 75-cent dividend on Great Northern common stock payable December 1 to shareholders of record on

November 9.

GN's freight car program next year will include construction in the company's St. Cloud, Minn., shops of 550 all-steel boxcars equipped with wide doors for greater loading flexibility; acquisition of 100 special-type cars and 10 steel cabooses.

The Western Fruit Express Company, a GN subsidiary, will acquire 100 additional mechanically-refriger-

ORE HAUL-Conclusion

In addition to its 730-foot length, the Ryerson has a beam of 75 feet; depth, 39 feet; shaft horsepower, 9,000, and speed, loaded, 1634 miles an hour.

Master of the Ryerson is George W. Fisher, formerly captain of Inland's Sykes, who has been sailing the

Lakes since 1920.

The Minnesota ore, which was the first load of many to be taken from the state on the ship, was hauled to

Indiana Harbor, Ind.

Great Northern's famed docks have been in operation since 1892, when an initial shipment of 4,245 tons was made. An all-time hauling record was set in 1953, when 23,330,722 long tons were shipped from the docks.

The Lake Superior navigational season normally ends about Decem-

ber 1.

ated cars in 1961. WFE now operates 260 cars of this type for frozen food transport.

The new equipment program also provides for purchase of 25 trailers for GN's highway operations, and 62 bi-level and tri-level racks for transport of automobiles on flat cars.

Eighteen of GN's older diesel locomotive units will be rebuilt next year into modern, 2,000-horsepower gen-

eral purpose engines.

Great Northern plans to begin work next Spring on the two line change projects. One involves a three-mile section of main line between Index and Gold Bar on the west slope of the Cascades in Washington.



The line will be shortened 1,100 feet and curvature reduced. The other curve-eliminating line project involves one mile of main line near Continental Divide in the Montana Rockies.

Next year's track-improvement program provides for installation of an additional 115 miles of centralized traffic control on GN's principal lines in North Dakota, Montana and British Columbia.

The railway's track relaying plans for 1961 also include placement of 75 miles of new rail, 50 miles of which

will be welded.



Turnabout

A prospective mother was showing the pink dresses she bought for her expected child.

"But what if it's a boy?" a neighbor woman asked. "What are you going to do with all these dresses?"

"In that case, he'll wear the dresses and I'll teach him to fight!"

Live and Learn

A boy entered the candy store with his mother and when the proprietor handed him a piece of candy, he hurriedly popped it into his mouth.

"Well, what do you say?" his mother asked as she shook him.

"Charge it," he replied.

Talkathon

Judge: "Your wife says you haven't spoken to her in five years. What do you have to say to that?"

Defendant: "I didn't think I ought

to interrupt."

Home Sweet Home

Waitress: "May I take your order sir?"

Salesman: "I want two eggs overdone, lukewarm coffee and burnt toast."

Waitress: "Anything else, sir?"

Salesman: "Yes, sit down and nag me, I'm homesick."

Tall Talk

Geologist's Steno: "Do you think a seismic explosion can cause enough vibration to bring on rain?"

vibration to bring on rain?"

Court Steno: "I don't know much about that, but I have seen a shotgun bring on a shower."

Teed-Off

A golfing clergyman had taken a trimming from a parishioner thirty years his senior and was not happy about it.

"Cheer up," said his opponent, "Remember, you'll win at the finish. You'll probably be burying me one of these days"

of these days."
"Even then," the minister answered gloomily, "It will be your hole!"

Utter Confusion

"Now then, miss, will you tell the court where the defendant was milking the cow?"

The young lady hesitated, then said: "Well, sir, it was underneath and just

a trifle back of center."

Quiet Interlude

A little girl wrote an answer to a question in an examination: "Armistice was signed on Nov. 11, 1918, and since then we have had two minutes of peace every year."

Eleven

FASTEST RUN TO SEATTLE-PORTLAND-

Empire Builder Schedule Changes

The Great Northern Railway's Empire Builder, Train No. 31, is operating on a new schedule between Chicago to Seattle-Portland making it the fastest westbound transcontinental streamliner between the two points.

Under the present schedule, the Empire Builder leaves Chicago at 3 p.m., instead of 2 p.m., providing more favorable connections with trains arriving in Chicago from the South and East.



The Chicago-Portland run is completed in 42 hours, and the Chicago-Seattle trip 42 hours and 50 minutes.

Benefiting from the new scheduling are passengers on trains from Detroit, Cleveland, Louisville, and St. Louis

and surrounding areas of these cities, who seek connections in Chicago for the Empire Builder.

The eastbound Empire Builder, Train No. 32, leaves Seattle at 3:15 p.m., or 15 minutes earlier than formerly, arriving and leaving Spokane on its old schedule and arriving in Minneapolis and St. Paul 10 minutes earlier. It leaves the two latter cities on its old schedule.

The following is the new condensed schedule of Trains No. 31 and 32 between Chicago and Seattle:

octween emeago and scattle.					
No. 31			No	No. 32	
3:00	PM	Chicago	2:00	PM	
9:45	PM	St. Paul	7:15	AM	
10:20	PM	St. Paul	6:50	AM	
10:45	PM	Minneapol	is 6:20	AM	
10:50	PM	Minneapol	is 6:15	AM	
3:05	AM	Fargo	1:15	AM	
3:15	AM	Fargo	1:05	AM	
6:40	AM	Minot	9:15	PM	
6:55	AM	Minot	9:02	PM	
			CT) 6:30	PM	
8:10	AM	Williston (MT) 5:20	PM	
1:00	PM	Havre	12:01	PM	
1:10	PM	Havre	11:50	AM	
6:40		Whitefish	6:10	AM	
6:45	PM	Whitefish	6:05	AM	
11:15	PM	Spokane	11:05	PM	
11:45	PM	Spokane	10:35	PM	
7:50	AM	Seattle	3:15	PM	

Off-Season Vacations, Short Trips Praised

More and more physicians are urging businessmen to take frequent and off-season vacations.

So do those very practical watchdogs of Americans' health, the life insurance companies.

In a recent international conference on "The Health of Business Executives," Dr. Arthur Levin of London urged four weeks a year of vacation as essential.

Those with greatest responsibility, he said, should have short holidays

at "fairly frequent intervals."

The best vacations, advises a booklet produced by a life insurance company, are not necessarily long ones or summer ones. The benefits of offseason vacations were outlined

The federal government spent 16 billion dollars in the past 10 years for the development of roads, air and water facilities, one-fourth of which was spent in 1959.

Twelve



As the sugar beet train pulled into the Cedar-Lake rail yards in Minneapolis, above, sugar industry and rail officials were on hand to greet it. At right, workmen load sacks of sugar beet pulp into GN boxcars.

GN Hauls Sugar Beet Pulp Train

A special 50-car trainload of sugar beet pulp from the Red River Valley of western Minnesota recently was hauled by the Great Northern Railway to Minneapolis for the I. S. Joseph Company, Inc., of Minneapolis, Minnesota feed merchandiser.

The beet pulp was processed and the cars were loaded at Crystal Sugar plants at Moorhead and Crookston, Minn. They were collected and placed into a single train and turned over to the Minneapolis, Northfield, and Southern Railway at Minneapolis.

I. S. Joseph Company has sold each car of sugar beet pulp to accounts in

the vast consuming territory east of Chicago.

The feed, packed in 50-pound bags, will be used as stock feed. This is the second time in three years that such a special trainload of American Crystal Sugar beet pulp has been assembled by the I. S. Joseph Company.

Many of the cars in the current
(Concluded on Page 14)

Thirteen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Weather

Mailing

Report

Dec. 1-10—Extremely fair mailing.

Dec. 12-16—Only partly fair time for mailing.

Dec. 17-20—Hurricane expected—prediction of flood of mail.

STORM WARNING

Dec. 21-25—Deluge known to arrive this time of year.

Tons of Christmas mail present. Any caught in this flood of mail may be doomed to arrive late for Christmas. MAIL EARLY!

Patent Advice

The patent division of the law department of the Association of American Railroads advises member roads on patent questions of common concern to the industry.

These relate to many items of equipment and involve a wide range of patent questions including infringement, validity, novelty, repair rights, assignments, licenses and contracts.

Opinions are also prepared on questions concerning copyrights and trademarks.

All rail freight movements are subject to government control while only about a third of inter-city truck volume and less than a tenth of inland waterway traffic is so regulated.

In the 12-month period, from Sept. 1, 1959, to Sept. 1, 1960, the railroads increased their refrigerator car fleet by 5,752.

Fourteen

146.8 Millions Income Seen in Rate Boost

Proposed freight rate increases by railroads should yield \$146,800,000 annually, the Association of American Railroads bureau of railway economics, said in a statement filed with Interstate Commerce Commission.

The increases were termed "modest," and reportedly would make only a small contribution of the financial needs of the carriers.

Cost of wages, payroll taxes, material prices and mileage rates have increased by \$607,700,000 a year since the last increase, he stated.

SUGAR TRAIN-Conclusion

train were destined for the Atlanta, Ga., area. The Joseph Company is represented there by Howard C. Martin, owner of Theo. W. Martin & Son.

Entire trainloads of beet pulp are a rare item in the grain and feed industry. As far as it is known, this is the second entire trainload handled in the history of the industry—the first one, also organized by the Joseph Company, was in 1958.

In the trainside photo, B. M. Joseph, president of the I. S. Joseph Company, is shown on the train ladder greeting the engineer.

Other persons, from the left, are C. W. Briggs, vice president, general sales manager, American Crystal Sugar Company, Denver; Albert A. Teeter, Jr., vice president, Industrial Molasses Corporation, Minneapolis; James J. McLaughlin, freight traffic manager, Chicago Great Western Railway Company, Minneapolis; E. J. Sexton, senior vice president, Minneapolis, Northfield and Southern Railway; E. H. Boyle, traffic manager, I. S. Joseph Company, and R. L. Wyatt, GN general freight agent, Minneapolis.



THE Portland Oregon Journal reported in a story by Tom Humphrey that the port improvements realized by that city's 1954 bond issue helped raise Portland to 11th place among the nation's great seaports in the number of ship calls, now approaching 1,550 a year.

A TRIP to Alaska was made by the Tacoma, Wash., Chamber of Commerce headed by Vice-President Orville E. Stewart.

FAMED Minneapolis Symphony Orchestra and its new director, Stanislaw Skrowaczewski, recently traveled via GN on the orchestra's swing to the West.

SEATTLE'S Port Commission approved a 10-million-dollar bond issue to be placed on the November ballot. If approved by voters, funds would be used for waterfront modernization.

ONE of the last articles written by the late William W. Yates of the Chicago Tribune, a well-known travel writer, promoted the idea of a new high-level hotel in Rainier National Park.

A REPORT in the North Idaho Economic Development Association's

NIEDA-GRAM states that area may have greater reserves of thorium than any other part of the nation.

FOR the first six months of 1960, Class I railroad passenger business increased about 1 per cent.

PRESIDENT Abraham Lincoln was the only president of the United States for whom a special railroad car was built. . . And, incidentally, the longest single rail Pullman trip of a president was made by William Howard Taft in 1911, when he travelled 12,961 miles in six weeks.

U.S. railroads receive less than 1½ cents for moving the average ton of freight one mile. This compares with 6 cents for motor carriers and 24 cents for air carriers.

CROSSTIES—the wooden sills, or crosspieces which support the rails in railroad track—are usually spaced 21 inches apart, center to center, and run about 3,000 to the mile.

ACCORDING to the Gallup Poll, American people oppose "feather bedding"—the practice of making employers hire more workers than are needed—by a margin of 2-1, and union member families are 4-3 against it.

Fifteen



Rediscovered:

The Joys of Train Travel

The man enjoying his dinner heads a multi-million dollar corporation. He will arrive tomorrow morning in Seattle to make a momentous decision—on a possible merger with another company.

Ahead of him have gone lesser executives to make early arrangements. He proceeds more leisurely, taking a day and two nights to "think things over". This is not the time for action—not until he gives the proposal careful consideration.

So he has removed himself from the everyday pressures of business—the phone calls and visitors, the quick conferences and staff meetings. He has taken the train.

The pattern of this man's trip is becoming increasingly common. Top executives are leaving the hectic hurrying and hopping around the nation to younger men, while they return to their first love: the restful relaxation of train travel.

Especially is this true in the area between Chicago and Pacific Northwest cities—Seattle, Tacoma, Portland, Vancouver in Canada. For this is the route of Great Northern's incomparable Empire Builder.

Here is a magnificent example of how passenger services on U.S. railroads have kept pace with today's demand for luxurious, convenient, comfortable travel.

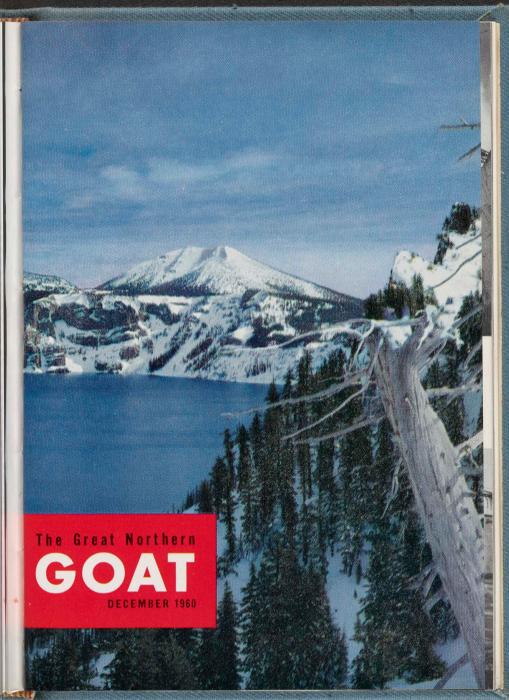
Empire Builder service starts with its routing—a carefully planned

schedule that whisks you 2200 miles across the scenic top of the nation in 45 carefree hours. Roadways are smooth, well-attended. Inside this sleek streamliner you'll find the ultimate in modern day train facilities. Spacious, spotlessly clean Pullman rooms. (For thrifty coach travel -deep-cushioned, reclining back and leg-rest seats that are reserved.) Full-length Dome Lounge Car: aloft there are Great Dome seats for "grandstand" viewing of Montana's Rockies, Glacier National Park. other scenic delights; below, sip a beverage, play cards or enjoy a stimulating chat in warm, leisurely surroundings. Meals are superb and sumptuous-in dining car elegance -chosen from a menu that rivals New York City's finest restaurants. For budget-priced meals or snacks, there is the Empire Builder's colorful Ranch Car.

Finally, there's the spirit in which you're served—by hosts proud of a great tradition in railroading.

You'll never know what a great experience a train ride can be until you've traveled on Great Northern's incomparable Empire Builder. Why not plan on it for your next trip?





The Great Northern GOAT



Vol. 30 December, 1960 No. 12

The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul 1, Minnesota.

CHANGE OF ADDRESS: Return entire above address. Please include portion which bears addressograph imprint of old address. Type or print new address, including postal zone, if any, in form provided on flap.

The Goat's Cover



Crater Lake and Mount Scott in Oregon's Klamath county, pelted by coastal snows, have donned their winter garb. This color scene of the extinct volcano s'te was photographed by the Oregon State Highway Commission.

Your Railroads

Let's bury the land grant myth once and for all.

Today and almost every day, spokesmen for other forms of transportation are continuing to try to justify subsidies to other types of carriers by saying, "What about the early land grants to railroads? Weren't land grants a form of subsidy?"

United States government, beginning in 1850, gave certain railroads grants of land to encourage them to extend their lines. They were a factor in the construction of 18,738 miles of railroad line—less than 8 per cent of the total railroad mileage at the peak of railroad expansion in the United States, and less than 10 per cent of the 220,000 miles in existence today.

Some of the results of land grants: They created billions of dollars of new wealth.

They enhanced the value of both publicly and privately-owned lands.

They converted non-taxable areas into taxable properties.

They gave impetus to agricultural and industrial developments.

They provided a means of transporting goods and people.

They helped to unite and solidify the nation at a critical point of history.

It should be remembered that land grants were not gifts. Railroads were required to pay and did pay for them. Repayment was in the form of reduced rates on government traffic, passenger freight and mail.

While administering "last rites" to the land grant myth, it may prove interesting to know that Great Northern Railway's founder, James J. Hill, neither sought nor received land grants.

The only government lands he received were those attached to 600 miles of railway in Minnesota constructed by predecessor companies and acquired by purchase.

Two

Rails Haul Granite Via Semi-Trailers

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The first known shipment of granite via railway piggyback was successfully hauled recently by the Great Northern Railway and the Burlington Lines from St. Cloud, Minn., to Chicago,

The shipments, riding atop flat cars, consisted of 30 trailer loads and were handled by the GN from St. Cloud to St. Paul, and by the Burlington from there to the Chicago building site of the Hartford Insurance Company.

The Diamond grade granite was quarried at Isle, Minn., by the Cold Spring Granite Company of St. Cloud.

I. P. Kahlert, traffic manager of the granite company, devised the system of loading and staking the granite on the trailer, preventing mishandling and breakage. Wood blocking was used as a base affording easy forklift handling at the site.

Each piece was 2 x 6 x 8 feet and weighed approximately 800 pounds each.

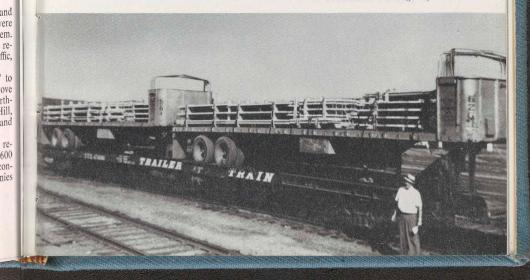
Three loads of granite were required for each floor of the building. Unloading took place at 5:30, 7 and 8:30 p.m. under special permit from Chicago authorities. The load moved on the same flat cars and trailer to



A block of granite, shown above, is raised from the quarry to a waiting truck for movement to the Cold Spring Granite Company, St. Cloud, Minn., to be finished into sections and hauled to Chicago by a GN railway flatbed car, shown below.

Chicago without transfer. Delivery was made through Chicago traffic to the site

(Concluded on Page 4)



RAILS HAUL GRANITE TO CHICAGO - Conclusion

Each piece of granite was numbered at the St. Cloud plant and fitted perfectly into the over-all plan of the building. One builder likened the fitting process to a giant jig-saw puzzle.

The Cold Spring Granite Company is the largest granite supplier in the world, Mr. Kahlert said.

Its products vary from poultry grit to monuments and from comparatively small-sized pieces for home and industrial building to huge sections used in mausoleums.

The firm's granite is quarried from Nature's age-old deposits that are comparatively rare. These are the locations where accessible deposits contain the solid, uniform, indestructible granite that makes flawless buildings. Even rarer are the granite locations that produce rich crystalline color.

Granite blocks are cut from basic ledges by channeling, or the use of power-driven drills, situated almost side by side, that outline and separate blocks, to the fast-cutting wire saws

that more recently have been used by the company to cut away the granite like huge slices of stone.

Giant derricks move the granite blocks to conveyances where they are taken to factories to be cut by other amazing saws which are assisted in the cutting process by carbon-steel pellets and streams of water. The latter controls friction-heat developed in cutting.

After giant rotary polishers grind and buff the granite as it is moved on rail-trucks through a series of processes, the result is smooth granite with the lustre of colorful jewels.

The massive slabs of polished granite are marked for cutting and the granite splitter, under tremendous pressure, splits the pieces cleanly and quickly along desired lines.

Cold Spring Granite Company's two extensive factories at St. Cloud and Cold Spring, Minn., are located near many of America's finest sources of colored granites. The combined production facilities are unexcelled in the world.

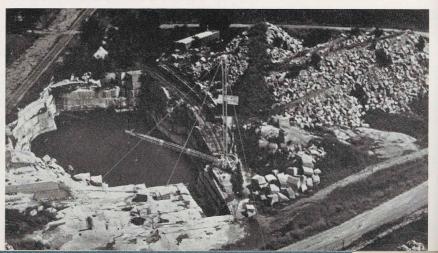
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Typical of the Cold Spring Granite Company quarries is the one shown below from which slabs of granite are being cut for construction and other uses.





GN Leases 20 New Refrigerator Vans

Twenty new super-insulated piggyback vans have been put into service by the Great Northern Railway in the handling of meat, apples and frozen foods between the Midwest and Pacific

Coast points.

Built for the Western Fruit Express Company, a wholly-owned subsidiary of the GN, the vans are equipped with diesel-powered mechanical refrigeration units, and have a range of controlled temperatures from zero to 70 degrees F., regardless of outside temperature.

The new vans, 13 feet high, 8 feet wide and 40 feet long, were constructed by the Brown Trailer division of the Clark Equipment Company of Spokane, Wash. They can be hauled in accordance with highway regulations by any modern-design tractor.

Leased by GN from Western Fruit Express Company, the shipment consisted of 13 conventional trailers and 7 equipped with collapsible meat rails. Cost of the vans is \$14,785 each for the specially-equipped, and \$13,910 for the standards.

The aluminum vans are identified with green lettering of the WFE and the railway's emblem, Rocky, the Goat.

The GN is operating the equipment in its piggyback service with WFE servicing the units.

Rails Invest in Future

The nation's railroads have installed nearly 25,000 new diesel-electric locomotives and more than 800,000 modern freight and passenger cars since the end of World War II representing an investment of more than 15 billion dollars.

This sweeping improvement program also has modernized communications and signal systems, automated yard activities, improved roadways and structures and mechanized rail-

way maintenance.

Five

GREAT NORTHERN PROMOTIONS

Eichten to Traffic, Lavik Heads Mail

The appointments of David M. Eichten as assistant to the general freight traffic manager, rates and divisions, of the Great Northern, and that of Harold R. Lavik as his successor as manager of mail, baggage and express traffic, were announced recently.

Also revealed was the appointment of Jerome A. Voeller who succeeds Mr. Lavik as district mail, baggage

and express agent.

Mr. Eichten began GN service as a stenographer in Seattle in 1940, and continued there as chief clerk after

World War II duty.

In 1948, he was traveling mail and baggage agent in St. Paul, and in 1950, was named assistant manager, mail and baggage traffic. In 1953, he was made manager of mail and baggage traffic, and in 1958, also assumed jurisdiction over express traffic.

Mr. Lavik joined the railway in

Railway Appreciation Day Held in Whitefish

Residents of Whitefish, Mont., recently came out strong for the community's celebration of the first annual

Railway Appreciation day.

Focal point of the festivities was the parade led by the Whitefish High School band which was followed by cars bearing Whitefish Carnival royalty including King Ullr (Jack Zerr), and Queen Jackie Swenson.

Also in the parade were Alda Zerr, Whitefish railroad queen, accompanied by H. M. Shapleigh, Great Northern division superintendent from Spokane,

Wash.

Among the honored was C. P. Young, retired engineer, who at 93, is the oldest retired railroader in the area.



Ar. Lavik

Mr. Eichten

1936 and was employed in the general office mail room in St. Paul, and later was named chief clerk of the Seattle district mail and baggage office. He subsequently became traveling mail and baggage agent in St. Paul, and in 1959, district mail, baggage and express agent.

Mr. Voeller, who came to the GN from the Railway Express Agency where he held the office of supervisor of service since 1953, held various posts with the agency in North Dakota offices.

He served as agent in Detroit Lakes, Minn., and later as supervisor of transportation.

Messina, TFA of GN, Gets Bon Vivants Post

Joseph Messina, traveling freight agent of the Great Northern in Pittsburgh, Pa., has been elected second vice president of the Pittsburgh chapter of the Bons Vivants.

Other officers are Robert McPeak, Wilkinsburg, Pa., AAA, president; Robert Barrett, Cunard Line, first vice president; John Matic, Lufthansa German Airlines, treasurer, and Frank Korenich, Greyhound Lines, secretary.

SEATTLE PREPARES FOR "CENTURY 21 EXPOSITION"

"Man in the Space Age" will be the theme of the 70-million-dollar Seattle Century 21 Exposition scheduled to open on the shores of Puget Sound April 21, 1962, and continue through October 21.

An interesting building—one of many at the exposition—will be a 4-million-dollar structure rising approximately 11 stories and containing 3½ acres of exhibition space unmarred by supporting pillars.

Its theme will be man's play, work

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and living prospects for the coming century.

Hosts of the exposition will be the State of Washington, the City of Seattle, and a non-profit organization, Century 21 Exposition, Incorporated.

An estimated 10 million persons are expected to attend the first international exposition in the United States since 1939, and enjoy other attractions to be presented in a 3,000-seat concert hall, 5,500-seat arena and 12,000-seat stadium.



Pictured at a recent meeting in Chicago are officers and members of the executive committee of the Chicago chapter of SKAL International. Seated, left to right, are Frank Carney, Midwest manager, tissone Lindeman, secretary; Graham French, general passenger agent, Great Northern Railway, president; James Nolan, general western manager, the French Line, vice president, and Oscar Lundeen, district manager, Holland America Line, assistant secretary-treasurer. Standing, from the left, are members of the executive committee: Harry Gogarty, Midwest representative, Iris Tourist Information Office; P. G. Campbell, chairman, National Bus Traffic Association, immediate past president; S. W. Evanger, Midwest passenger manager, Grace Line; E. J. Finnegan, passenger manager, Pennsylvania Railroad, and James Harrigan, vice president, T.W.A., NASC member from Chicago.

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



A Great Northern diesel pulling the Strategic Air Command's mobile Minuteman train moves through Tacoma, Wash., on its swing West.

THE MISSILE TRAIN

Civilian engineer at the Hill Air Force Base, Charley Blankeneaker, nudges the SAC_missile train to a waiting switcher.

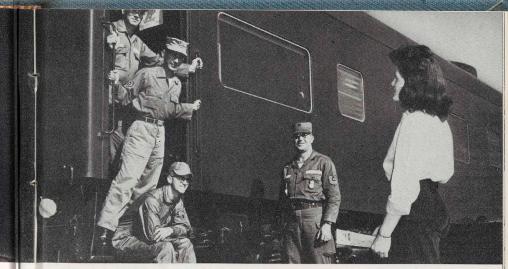
Eight western railroads—among them the Great Northern—recently were put to the test by the Strategic Air Command of the U.S. Air Force to determine the feasibility of using American railroad tracks as potential firing sites of the intercontinental ballistic missile, the Minuteman.

Recently, as Nadine Rush, woman night operator in the GN freight office at Bieber, Calif., was on duty, a 14-car train pulled into a siding.

Watching the approach of the missile train at Klamath Falls, Ore., are Stewart H. Snell, left, GN chief dispatcher, and Lester R. Stringfellow, yardmaster.







SAC crewmen, disembarking from the Minuteman train at Bieber, Calif., freight yards are greeted by Nadine Rush, GN night operator at the yards.

Neither its impending arrival nor its identity was known to her until she read the emblazoned inscription on the cars, "The United States Air Force."

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It was the mobile Minuteman missile train.

Bieber temporarily had become one of the SAC's "portable" firing sites, just as any part of track along the nation's vast 220,000 miles of track may be so designated some day if the

The nerve center of the missile train that is being tested is this command post at the Hill Air Force Base, Utah.

Air Force determines the rails could be utilized to confuse enemy attackers.

The stop at Bieber and subsequent stops at various sites were made along a wide arc of stations between Ogden, Utah, and Joso, Wash.

It is near Ogden, at the Hill Air Force base, that the nerve center for the train tests is located. It was there the missile train's communications were received.

(Concluded on Page 12)

Train commander of the third deployment of the train, Lt. Col. J. F. Lambert, right, and Capt. D. E. Dobson, transportation officer, enjoy coffee.









THE MISSILE TRAIN-Conclusion

On this movement, the third missile deployment, two additional cars were added to the train. A piggy-back car housed the solid propellent third stage of the rocket being put to test for stress and strain.

The second car was a "pre-prototype launcher," built especially for the Minuteman missile, and equipped with a shock-absorbing mechanism to permit the eventual missile and its guidance system to ride with the minimum of movement.

The launch car consisted of an 80foot-long tank in the horizontal position simulating the missile.

The crew's living and recreational quarters were located on the train and their confinement on the train was for a week, 10 days or two weeks.

Each of the railroads that participated in the program provided diesel

units, a caboose and a crew of engineer, fireman, brakeman and conductor.

Railroads were told the train would appear in their areas within a certain time, but freight yard masters received only two hours' notice from the Air Force.

Heading on its appointed route, the train moved through Klamath Falls and Bend, Oregon, Tacoma and Cle Elum in Washington and through the Cascades on its way to eastern Washington and finally, after a devious routing, arrived at Spokane, Wash. After the layover there, the train moved back to its home base.

Boeing Airplane Company is responsible for the assembly and test of the missile, and North American Aviation, Inc., is contractor for the guidance and control system.



Eight representatives of the Aero-Space division of the Boeing Airplane Company of Seattle were in St. Paul recently to discuss missile train planning with officials of the Great Northern Railway. The Boeing company is responsible for the assembly and testing of the mobile Minuteman missile, and GN has been designated as one of the railways on which the trains will operate. Shown from the left in front of a system map at GN headquarters are Charles M. Rasmussen, GN general manager in Seattle; Thomas A. Jerrow, GN operating vice president, and Ed Boyle, Charles R. Stanley, Marvin Holappa, Elwin Pearson, Sol Jacobson, Bill Brown, Taylor Boyer and Glenn Rodin, all of Boeing.

Twelve

Spokane Youngsters Ride School Special

"This is the greatest day of my life; trick or treat last night and a

train ride today!"

That is what a 9-year-old Spokane school boy said on November 1. He was one of more than 800 Spokane school pupils boarding the second Great Northern-Spokane School Special in as many days.

In those and the three remaining school days of the week, a Great Northern 12-car special rolled out of the GN depot in the Inland Empire capital on the round trip to Newport, Wash., near the Idaho boundary.

During the week, almost 4,000 pupils from the elementary grades had the train ride experience in company with classmates and under the guidance of their teachers and aiding par-

ents.

Pupils on the trips received souvenirs of their journey, much as do the usual one-class groups which take educational trips throughout the school year on regular passenger trains.

The idea of a city-wide series of specials grew in Spokane after Ray L. DuBois, general agent passenger department, completed a second annual special school train over GN's branch north of Spokane for smaller schools located between the city and the Canadian boundary.

During that train's one-day run there were 1,500 pupils from scores

Rail Wages Up

Since the end of World War II, the average railroad employe's hourly earnings jumped 97 cents to \$2.72 per hour, an increase of 180 per cent.

According to the Association of American Railroads, revenues of United States railroads received for hauling the average ton of freight one mile have gone up only 53 per cent, compared to the cost of railroad materials which increased 109 per cent.



of schools getting aboard the train and riding to towns farther along the line.

GN's Santa Claus Trains Make Pre-Christmas Fun

Five "Santa Claus Special Trains" of the Great Northern Railway in St. Paul were run November 26 and attracted thousands of Twin Cities area youngsters.

The trains left St. Paul's Union Station and made 50-minute round trips to the Hamline yards in St. Paul's

Midway district.

They departed between the hours of 9 a.m. to 3 p.m. and were named after Santa's five reindeer, Rudolph, Dasher, Dancer, Prancer and Comet. Children were admitted with specially-printed colored tickets sold by The Golden Rule department store in St. Paul.

Balloons, comic books and coloring books were distributed to the youngsters as souvenirs.

Thirteen

Four Accept Appointments To GN Scholarship Group

Representatives from business, labor and education have accepted appointments to Great Northern Railway's six-man 1961 college scholarship selections committee.

They will select winners of a minimum of three four-year scholarships to be awarded next spring to sons of GN employes in the United States and Canada.

Education representatives are George Risty, director, Bureau of Student Loans and Scholarships, University of Minnesota, Minneapolis, and Dr. Merrill E. Jarchow, dean of men, Carleton College, Northfield, Minn. Both were members of last year's committee.

Business representatives are Judson Bemis, president, Bemis Bag Company, Minneapolis, and Don Mc-Neely, vice president, St. Paul Terminal Warehouse Company, St. Paul. Mr. McNeely also served on the 1960 committee.

Representing labor are Archie Carlson, general chairman, International Brotherhood of Firemen and Oilers, and Lloyd A. Combs, general chairman, Switchmen's Union of North America.



Who can measure the joy provided by traveling musical groups of the Salvation Army? As the joyous Yuletide season approaches, the scene above is typical of the many throughout the nation. Young and old hospital patients and shut-ins have been visited by members of the Salvation Army bands and have been given an intimate glimpse of their charitable works.

Fourteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Bad Risk

An insurance claim agent was teaching his wife to drive when the brakes failed on a steep grade.

"I can't stop," she screamed. "What

shall I do?"

th

"Brace yourself," advised her husband, "and try to hit something cheap."

Cost Plus

A small college decided to go coeducational and was forced to lodge men and women in one dormitory with one side of the building for each sex. A white line divided the sections.

The first night, a boy got over the line and was hustled to the dean who told him his first offense would cost

him \$5.

"And what's more," said the dean, "your second offense will be \$10 and the third will be \$15. Do you understand that? Any questions?"

"Yes," said the youth. "How much

does a season ticket cost?"

Dead Eye

"How did you ever manage such perfect shooting?" a sportsman asked his friend as he surveyed the target sheets posted on the barn.

"Really, nothing to it," the marksman answered. "I shot first, then

drew the circles afterwards."

A Draw

"And what happened when you told the crowd you never paid a cent for a vote?" the politician's wife asked.

"Well, some of them cheered, and some of them got up and left."

Check Mates

"And there I was," a convict was telling his cell mate, "making big money—about a quarter of an inch too long."

Post Haste

"Who do you want notified in case of an accident?" the stewardess asked the passenger.

"The nearest doctor," was the

reply.

Touche

The French engineer told investigators the cause of the derailment was due to "Too loose, la track."

Non-Uniform

The customs man poked through an old gentleman's luggage and located a flask of whiskey.

"I thought you said you have nothing but clothes in here," the in-

spector said.

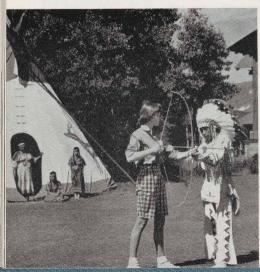
"I did, and it's true," the old gent replied. "That, sir, is my nightcap!"

Fifteen



Chief Bull Child, a Blackfoot Indian, is one of the Indians seen by many tourists at Glacier National Park.

This young lady at the Glacier Park Lodge is receiving archery instruction from an expert—a young Blackfoot brave.



Indians Called

Blackfoot Tribe Popular

The American Indian, his traditions and culture, is "one of America's greatest resources" not only attracting American tourists but also visitors from other countries.

The National Association of Travel Organizations realizing the value of the Indian to tourism, urged its members and others in the travel industry to help preserve the integrity of the Indian arts and crafts and assist tribal organizations in retaining the dignity of their ceremonial rites.

Of the estimated half-million American Indians—about half the number present before the arrival of the white man—about 275,000 still live on reservations.

Indians do occasionally don colorful tribal costumes for frequent ceremonials and festivals at special villages or centers where they welcome tourists.

Such a place is Glacier Park Lodge in Glacier National Park in the Montana Rockies where the Blackfoot

A young Blackfoot Indian lad entertains visitors in Glacier National Park with a tribal dance.



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In Glacier National Park

Indians perform for summer tourists.

Great Northern Railway's two
streamliners, the Empire Builder and

the Western Star, enable tourists to view the Blackfoot Reservation on their way to Glacier National Park

which borders the reservation.

The Blackfoot Indians of the early 19th century have been well described as "the most potent and aggressive military power in the northwestern plains," so wrote Dr. Claude E. Schaffer in his "Story of the Blackfoot Indians" published and copyrighted by the Great Northern Railway.

The tribes once claimed much of a vast area of land in what is now Montana and Alberta, Canada. Formerly this territory teemed with game.

The three tribes of the Blackfoot Indians, the Piegan, the Blood and the Blackfoot proper formed, with their allies, a dialect of Algonkian and shared the same customs, intermarried and often went to war against their

(Concluded on Page 18)



Chief Middle Calf of the Blackfoot Tribe boasts his home territory as Glacier National Park.

The twice-daily arrival of the streamlined Western Star of the GN at Glacier Park station during the tourist season is greeted by Blackfoot Indians whose reservation adjoins the park. The railway skirts the park.



Along The Great Northern

(The following article is one of a series prepared by the Mineral Research and Development Department of the Great Northern Railway.)

Abrasives have an ancient history: they were used by Paleolithic man to shape and polish tools and weapons.

They are used today for such different operations as cutting diamonds, grinding wheels for shaping metal, coating on cloth and paper for finishing wood, and as a dentifrice for cleaning teeth. Although many minerals have been employed as abrasives, quartz continues to be the most useful.

Abrasives include the substances, mineral or artificial, that are used to grind, polish, or abrade, scour, clean or otherwise remove solid material, usually by rubbing action, but also by impact.

Among mineral abrasives, silica is the most common and includes sand, flint, rotten stone, tripoli and diatomite. Garnet, chalk and iron oxides are other minerals frequently used.

In 1958, one-third of a million tons of artificial abrasives, valued at nearly 50 million dollars, were used compared with the consumption of all natural abrasives, excluding diamonds, of nearly 70,000 tons valued at less than 2 million dollars.

The consumption of diamonds, chiefly from Africa, was 10 million carats valued at nearly 40 million dollars.

Artificial abrasive production is about evenly divided between silicon carbide, aluminum oxide, and metallic abrasives, at a production of about 100,000 tons per year each.

Abrasives produced in Great Northern territory are silicon carbide by the Carborundum Company at Vancouver, Wash., and garnet by Idaho Abrasive Company, Fernwood, Idaho. Numerous silica sand producers are located in Washington, Oregon and Montana.

INDIANS CALLED TRAVEL AID-Conclusion

common enemies in nearby areas. The Sun Dance was the most important ceremony among the Blackfoot. It was held nearly every year in August for a period of from seven to 10 days. On the fifth day, the sun pole was erected, the dance lodge built, the sun dance bundle opened,

The concluding period was devoted to the rites of the weather dancers, the dancing of the societies, the blessing of the medicine pipes and finally, the breaking of camp.

prayers and offerings made to the sun.

By a series of treaties with the United States beginning in 1855, the Montana Blackfoot (Piegan) relinquished all their lands except for their present reservation, where they have continued to reside.

From a population of 2.000 in 1855,

resulting from a period of war, disease and starvation (their principal food, shelter, clothing and utensils disappeared with the buffalo), the Indians' ranks now have grown to 7,200 in 1957.

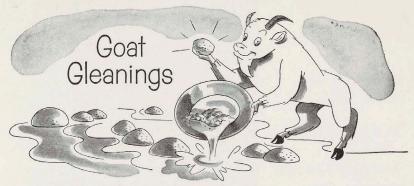
Most of the Blackfoot Indians speak English with their native tongue being preserved by only the older Indians.

All Indian children attend public schools on the reservation and the old-style buckskin garments are preserved for ceremonial wear.

The title of "chief" no longer carries with it any authority, while the council of head men has given way to the modern Tribal Council, composed of 13 elected officials.

Most other phases of the old life are now but memories in the minds of elderly Blackfoot Indians.

Eighteen



AWARD of a \$693,543 National Park Service contract for construction and paving of nearly 11 miles of road in Glacier National Park, Montana, was recently announced.

THE one-millionth cubic yard of concrete recently was poured into the site of the Rocky Reach dam on the Columbia river in Chelen county, Washington. The \$273,100,000 hydroelectric development is now 85 per cent complete.

NEWSPAPER reports in the Pacific Northwest indicate that railfan trips have given impetus to business in the area.

HEADING the 1961 Puyallup Valley Daffodil festival in Washington is B. D. Elliott of Tacoma, president. Assisting him in the April 3-9 celebration will be Fritz Haines, Otto L. Johnson, Walter C. Witte, William E. Rohrs, and Roy E. Stier.

EXCISE taxes collected by the federal government in fiscal 1960 on the transportation of persons totaled \$255,459,000, compared with \$227,044,000 in fiscal 1959, the Internal Revenue Service reported.

ADVENTURE and romance of American railroads is emphasized by the American Heritage Junior Library's colorful, 153-page book, "Railroads in the Days of Steam."

TWO museum developments are being studied by the National Park Service for location at Two Medicine Lake and Logan Pass in Glacier National Park.

VISITORS to Glacier National Park through October 31, 1960, totaled 723,432 for the year, compared with 722,322 for the 1959 period. E. A. Hummel, superintendent of the park, reported. Logan Pass, the continental divide crossing, was closed to traffic on October 28, a week later than the yearly average.

TWO Great Northern offices changed addresses recently: the Washington, D.C., office moved from 303 National Press Building to 321 National Press Building, and the St. Louis, Mo., office moved from 820 Boatmen's Bank Building to 1321 Boatmen's Bank Building.

CORRECTION: A typographical error in the November issue of the GOAT erroneously reported GN's 1953 all-time ore-hauling record as 23,330,722 tons. The correct tonnage is 32,330,722.

Nineteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

FCRM 6009-12-60



THE STAR OF BETHLEHEM

The Star of Bethlehem foretells

The coming of the King; Seraphic angels from on high

Their praises joyful sing.

Wise Men from the mystic East

Espied the omened star,

And knew it from the prophecy;

Then brought their gifts from far.

So we in adoration true Should come to see the King;

Acknowledge Him to be our Lord,

And let our praises ring.

F. S. Resch

