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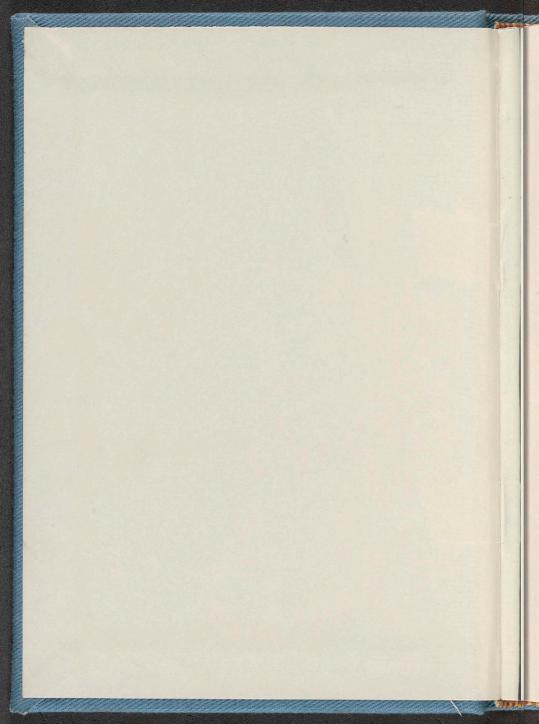
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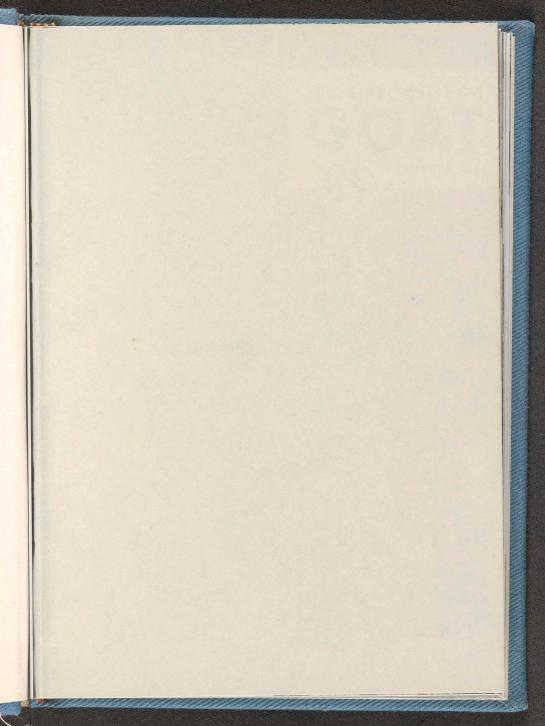
## THE GREAT NORTHERN GOAT Vol. 31 No. 1-12 1961

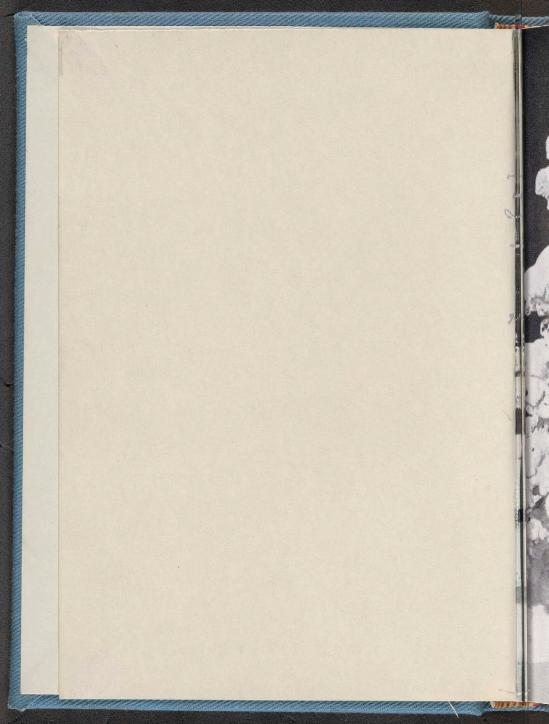
**Great Northern** Railway Company Records

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Advertising & Publicity







# The Great Northern GOAT



JANUARY 1961



#### The Great Northern GOAT



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.

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#### The Goat's Cover



Pausing atop The Big Mountain ski run at Whitefish, Montana, near snow-encrusted pines are Karl Hinderman, left, head of the mountain's ski school, and one of his ski instructors, Dave Reitan, A new 6.800-foot double chairlift makes the ascent in 17 minutes

No. 1

#### Your Railroads

Farmers are asking for equal rights and equal opportunities to compete with other forms of transportation in hauling farmers' products to market.

Federal policies are no longer fair and equitable, the railroads point out, because the Motor Carrier Act of 1935 severely handicaps rail carriers in competing for the hauling of farm products.

Comparing policies of exempting from regulation, under this act, the movement by truck of agricultural commodities against the rigid controls placed on railroad rates, the Association of American Railroads said recently that as a consequence, large and ever-growing volumes of agricultural traffic have been diverted to exempt trucking.

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The AAR warned that unless there is a change in the over-all federal transportation policies, the railroads' share of total inter-city traffic of all kinds, which dropped from 68.2 per cent in 1935 to 45.6 per cent in 1959, could further decline to 25 per cent by 1970.

In a special statement persented to a Senate Commerce committee study group, the AAR reported that certain shipments of agricultural produce by rail have already disappeared, and other shipments have declined steadily.

The AAR recommended that Congress either repeal the existing exemption provided by the Interstate Commerce act or that it extend the same exemption to the transportation of agricultural commodities by rail.

Either way, it was emphasized, the railroads seek no preferential treatment, only equal treatment.

Two

Vol. 31

# Junior Achievers Tour GN Building

Members of the Northernites, a Junior Achievement Company sponsored by the Great Northern Railway in St. Paul, recently toured the railway's general headquarters in St. Paul and officially received their operating charter.

Twenty-two youngsters viewed GN's color film, "Empire on Parade," depicting the growth of the railway from the days of its founder, James J. Hill, to the present.

After a tour through various GN offices including the railway's Univac division and Museum, the 11 boys and 11 girls were luncheon guests of the railway.

The Achievers, sophomores, juniors or seniors from St. Paul High Schools, meet once weekly for two hours during the school year.

They have made two products this year: a styrofoam Christmas decora-

Great Northern Railway-sponsored Junior Achievers and GN advisors pose for a picture, above, in the railway's museum in St. Paul headquarters. Below, four youngsters demonstrate the old-style rail hand car exhibited in the museum.

tion and a desk set.

GN advisors are Leo A. Probst, Robert Taylor, Fran Coyne and Carl Hogan.

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

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### '60 'Disappointing', But Modest Traffic Increase Seen for '61

Considering the very optimistic predictions for business generally at

the beginning of 1960, results of Great Northern's operations in the past year were disappointing, John M. Budd, president of the railway, reported as the year's operations concluded.

The railway experienced a de-

clining physical volume of traffic since Spring, and one important result of this condition was an increase in the unit cost of operation.

GN will have a lower net income than in 1959—a reflection of less traffic and the tough cost-price squeeze, although the impact of the latter condition was lessened by tight control

of operating expenses.

We are both optimistic and apprehensive about the future of transportation. On the favorable side for 1961, we believe the railways in our region will have a modest increase in traffic volume. Also heartening is the fact that a Presidential Commission will begin in January a long-delayed study toward revision of obsolete costly work rules of the entire railway industry.

In addition, the trend toward consolidations indicates the determination of railway managements to improve the efficiency, services and financial health of our industry—the basis for the proposed merger of Great Northern, Northern Pacific, the Burlington and the Spokane, Portland & Seattle



Mr. Budd

Railways. It is expected the consolidation plan will be submitted to the Interstate Commerce Commission very early in 1961.

On the negative side, the lack of modern, realistic national policy on transportation continues to needlessly cost this country millions of dollars every year. Those who think all is well in transportation are being deceived.

The public is not getting its money's worth, and the ability of our total transport plant to meet a national emergency is being seriously endan-

gered.

Great Northern begins 1961 operations with its physical plant and equipment in excellent condition, the result of the railway's continuing program of improving track, rolling stock, motive power and operating facilities.

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The company acquired approximately 1,100 new freight-carrying cars in 1960. This equipment included 750 boxcars and 350 units for special transport requirements. In addition, heavy repairs were made on 400 older

cars.

Track improvements in 1960 included installation of approximately 78 miles of new, heavy rail, placing of 568,000 cubic yards of new ballast and a 260-mile extension of the railway's centralized traffic control mileage. Additional CTC mileage in 1960 was in Minnesota and Montana.

#### Rails' Expenditures Up

The railroad industry's business expenditures on new plants and equipment were expected to total 37 billion dollars in 1960, \$4,500,000,000 or 14 per cent more than in 1959.

Four

### Crude Oil Flows Through New GN Pipeline



This impressive array of valves marks the Minot, N.D., terminal of Great Northern Railway's newly-opened crude oil pipeline, serving the Newburg, Wiley and Glenburn fields of Bottineau county. The 50-mile line went into operation this week. Shown opening valves which control the flow of oil into trackside receiving tanks are, from the left, Mark Nichols, superintendent of the railway's subsidiary Great Northern Pipe Line Co.; R. N. Whitman, vice president and general manager of the pipe line company and the railway's general manager-lines East, and James A. Smith, project engineer for Pipe Line Technologists, Inc., who supervised construction.

Great Northern Railway's entry into pipeline transportation was signalized recently at Minot, N. D., when valves were opened to permit the initial flow of crude oil from a 50-mile line into trackside receiving tanks.

Loading of tank cars for movement to refineries in the Twin Cities and Duluth-Superior areas began December 17 at a new 40-car loading rack just east of Minot.

Built and operated by the Great Northern Pipe Line Co., a whollyowned subsidiary of the railway, the new pipeline serves the Newburg, Wiley and Glenburn fields of Bottineau county. Crude oil is received from the gathering systems of the Newburg Pipe Line Co., at Newburg, and the Williston Basin Pipe Line Co., at Glenburn.

Extension of the system some 64 miles northwest to the Lignite field in Burke county is contemplated for 1961.

Construction this year of the initial segment of the line, consisting of 10 and 6-inch pipe, was supervised by Pipe Line Technologists, Inc., consulting engineers of Houston, Texas. Estimated cost was \$1,700,000.

Contractor on the pipeline was Curran & Company of Great Falls, Mont. Construction included pump stations at Newburg, Wiley and Glenburn, as well as terminal facilities at Minot.

Five

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### Van Wyck Heads Passenger Traffic

The retirement of P. G. Holmes as Great Northern Railway passenger traffic manager and the appointment



Mr. Van Wyck

senger agent of the railway.

of Kent C. Van Wyck as his successor were announced by C. E. Finley, traffic vice president.

Also announced, effective on December 31, was the appointment of Frank L. Strecker as assistant general pas-

Mr. Holmes, a GN veteran with more than 49 years of service, has been an employe since 1911 when he began as agent in Auburn, N. D. He later served as cashier at Moorhead, Minn., accountant in the Winnipeg, Manitoba, ticket office, and agent at Edmore, Lawton, Brocket and Grand Forks, all in North Dakota.

He became traveling passenger agent in 1928 for territory in North and South Dakota, Minnesota and a part of Wisconsin, and in 1940, was named district passenger agent in the southern Minnesota and Wisconsin territory.

In 1948, Mr. Holmes was appointed assistant to the passenger traffic manager in St. Paul, and later that year, passenger traffic manager. He is a former director and president of the Saint Paul Union Depot Company.

Mr. Van Wyck joined the railway as a ticket clerk at Seattle in 1936, and subsequently was named passenger representative (1942) and city passenger agent (1947) in that city, prior to his appointment as general agent at Minneapolis in 1958.



Mr. Holmes

Mr. Strecker

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Mr. Strecker was appointed traveling passenger representative on the GN streamliner, the Empire Builder, in 1948.

He became city ticket agent in 1950, city passenger agent in 1951, and traveling passenger agent in 1953, all at Tacoma, Wash. He was transferred to St. Paul in 1954 as district passenger agent.

#### March of Dimes

What happens to March of Dimes money? Who benefits from the contributions?

The record shows that over the years since 1938, more than 330,000 polio patients have received financial aid from March of Dimes chapters all over the country.

Some 9,000 medical workers—doctors, physical therapists, occupational therapists, medical social workers and nurses—have received March of Dimes fellowships or scholarships.

Actually then, the answer to the question of who benefits is: You Do!

Give generously to the March of Dimes.

### Great Northern Sells Glacier Park Properties

Sale of Great Northern Railway properties in Glacier National Park in Montana to Don Hummel, Tucson, Ariz., mayor and businessman, was announced recently.

The announcement by the railway said that required approval by the U. S. Secretary of the Interior and Canadian national park administration is being sought by Mr. Hummel. Financial consideration of the sale was not disclosed.

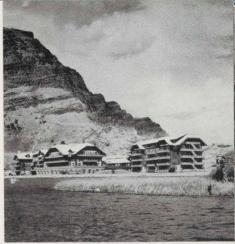
The transaction includes the Prince of Wales hotel in Waterton Lakes National Park in Alberta. The Canadian park adjoins Glacier, the nation's fourth largest park.

Transfer of Great Northern hotels, motels, motor coaches and other properties held by the subsidiary Glacier Park Company became effective on January 1.

The Knutson Hotel Corporation of Minneapolis, which has operated the park properties for the Glacier Park Company since 1957, continued under contract with Great Northern until the end of 1960.

(Concluded on Page 10)

Among Glacier National Park and Waterton Lakes Park properties sold by the Great Northern are Many Glacier Hotel, top right; Prince of Wales Hotel in Waterton Lakes Park, in Canada, center, and Glacie<sup>T</sup> Park Hotel, near Glacier Park Station.







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King Boreas XXIV, Fred Soderberg, rules



The "Bouncing Girl" of the carnival is a volunteer miss who gets an aerial ride from blanket-holders during the parade.

### ST. PAUL CAPERS IT INT

King Boreas Riesut Sn

The 75th anniversary St. Paul Winter Carnival and the crowning of the 25th Winter Carnival King and his Queen of the Snows will highlight the annual celebration scheduled this year January 27 through February 6.

The huge civic festival will present some 60 attractions, most of them in the realm of either parades, pageants or winter sports. Events will follow the same format of the original carnival held in 1886.

The legend of Boreas, as the carnival King is called, is woven into nearly every event of the carnival. This whimsical tale concerns the struggle between Boreas, ruler of the North Wind, and his brother, Vulcan, King of Fire.

The 1961 show will open on January 27 with the coronation of King Boreas XXV in the St. Paul Auditorium. The day also will be earmarked by the arrival of guest celebrities and visiting queens from all parts of the nation. The half-mile-long toboggan slide in front of the Minnesota Capitol also will begin operations.

Before the 11-day show is over, more than one-half million persons

Various other activities of the carnival, shown below fie left, at the importance could be the construction of the constructio





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will have participated in carnival festivities in the Capitol City.

The biggest attraction of the festival—the opening Grande parade—will involve more than 4,000 marchers, two dozen floats and scores of bands

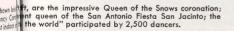
and drum corps.

Among other attractions will be the two-day national outdoor speed skating championships on Lake Como; the "world's biggest square dance festival" of 2,500 square dancers in the Auditorium; the "world's original ice fishing contest" held at White Bear Lake, a St. Paul suburb; finals of the National majorette contest, and the biggest crowning ceremony of them all, the coronation of the Queen of the Snows.

The remainder of the week will see the colorful Torchlite Parade, sports car racing on frozen Lake Phalen and the Winter Carnival Ski Jumping Championships at Battle

Creek park.

Vulcan will make his final assault on Boreas' throne on the closing night and if successful—and he always is—the Fire King will issue a proclamation hailing the approach of Spring and warm weather and the banishing of ice and cold.







Sharing ruling honors is his Queen of the Snows, Muriel Lux.



A favorite lunch hour and evening meeting place for office-workers is the unique block-long skating rink in the Loop.



#### Princess Selection Surprises GN Steno



When Miss LeeAnn Hayman, legal department stenographer, was crowned GN princess and automatically became an entry for Queen of the Snows title of the St. Paul Winter Carnival, the photographer caught her expression of surprise. Placing the crown on her head is Sharonlee Strohkirch, the outgoing GN princess who made way for the new princess.

#### Properties - Conclusion

Great Northern will continue regular passenger train services to the park during the Summer tourist season, and will work with the new management in promotion of the park and the development of train tours to Glacier, which was established in 1910.

Mr. Hummel already is identified with national park operations. He operates concessions in Mount Lassen National Park in California, and Mount McKinley National Park in Alaska. He is not related to E. A. Hummel, superintendent of Glacier National Park.

The potential of the Glacier area as a tourist mecca was foreseen as early as 1891, when James J. Hill pushed the Great Northern over the Northern Rockies and opened this rugged mountain wilderness to travel-

But credit for the initial development of the park and establishment of the first large facilities there rests with the late Louis W. Hill, second son of the "Empire Builder" and later his successor as president of the GN.

Largely because of Louis Hill's enthusiasm for and love of this area, in which he had hunted and explored, the railway provided substantial leadership in promoting the legislation which established Glacier as a national park in 1910.

Construction of the first camps and chalets, most of them no longer in existence, was begun by GN in 1911. Many of the roads and trails were provided by the railway at its own expense. To the planning and organizing of this development, Louis Hill gave much of his time and energies.

Glacier Park Lodge, at the eastern rail gateway to the park, was built in the winter of 1912-13 and opened to guests the following June.

The annex to this first of Glacier's big resort hotels was completed in 1914, the same year that the Glacier Park Hotel Company was incorporated to take over the management and operation of the railway-owned facilities in the park.

Another 1914 event was the beginning of construction on Many Glacier Hotel, largest in the park, which opened on July 4, 1915. The last major hotel construction undertaken by the railway was in adjoining Waterton Lakes National Park in Alberta, where the Prince of Wales Hotel was completed in 1927.

Facilities built since that time have been cabin and motel units to meet the increasing demand for accommodations of this type.

Lake McDonald Hotel, built by John Lewis in 1913 and purchased by the Great Northern in 1930, is now owned by the government but operated by the Glacier Park Company.



#### Call It!

The teacher was instructing youngsters about coins. She took out a half dollar and laid it on the desk.

"Can any of you tell me what it

is?" she asked.

"Tails," shouted a boy in back of the room.

#### Fore!

The golfer teed his ball, looked at the young caddy and said: "Here's to one long drive and one putt."

He swung erratically, and the ball

bounced a few feet.

Diplomatically alert, the caddy handed him the putter and said: "Now for one heckuva putt."

#### Strong-Willed

Upon the reading of her husband's will and learning he left his money to someone else, the wife hurried to the stonecutter to change the reading of his tombstone.

"Sorry," the stonecutter said, "but we already finished it and it reads:

'Rest in Peace'."

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"O.K., then," she said, "just add this line: 'Until we meet again'."

#### Beached

"Honey, will you sail with me on the sea of matrimony?"

"No. Not until you made a raft of money."

#### Teed Off

"Sorry," said the dentist, "I can't give you an appointment this afternoon. I have 18 cavities to fill."

Then he left to play golf.

#### **Undying Trust**

"My husband would never chase another woman," wifey boasted.

"Of course not," her ladyfriend replied, "he's too fine, too decent, too old."

#### Flew The Coop

FBI Man: "He got away, you say? Didn't you guard the exits?" Local Constable: "Yup, shure did.

Local Constable: "Yup, shure did. He must have gone out one of the entrances."

#### Vested Interest

"But darling, what happened?" the wife asked. "Before we were married you told me you worshipped the ground I walked on."

"Yeah. I thought your old man

owned the property."

#### Courting Trouble

Judge: "But you haven't given me one good reason why you shouldn't serve on the jury. Don't you think your railway can operate for a few days without you?"

Railroader: "Sure. But I'd hate to

have them find it out."

Eleven

### Passenger Traffic Club News

#### Memphis

The Railroad Passenger Traffic Club of Memphis and the Traffic Club of Memphis elected officers recently.



Congratulations were in order for the two presidents of Memphis' traffic clubs after recent elections. J. Thomas Baker, left, president of the Railroad Passenger Traffic Club, congratulates Jesse D. Laws, newly-elected president of the Traffic Club of Memphis.

President of the Railroad Passenger Traffic Club is J. Thomas Baker of the Southern Railway, Other officers are Edward Bock of the Illinois Central Railroad, vice president, and John Miller of the Chicago, Burlington & Quincy Railroad, secretary-treasurer.

Officers of the Traffic Club of Memphis are Jesse D. Laws, vice president of the First National Bank of Memphis; W. N. Inman, Firestone Tire & Rubber Company, industrial vice-president, and J. L. Mainer, Sante Fe Railway, secretary-treasurer.

#### Northern California

The Northern California Passenger Association recently held its annual election and unanimously elected the following officers:

Joseph P. Morello, Morello Travel

Service, president; John L. Johnston, Western Greyhound Lines, first vice president; Homer F. Caswell, Avis-Gray Line, second vice president; Hal Klein, Western Pacific Railroad, third vice president; Harold C. Linton, Canadian Pacific Airlines, secretary-treasurer, and the following executive committee: C. E. Ferguson, Southern Pacific Company; R. G. Graham, Milwaukee Road; Charles W. Marx, Travel Tours, and Fred C. Sullivan, Random Tours.

#### **British Columbia**

The Canadian Industrial Traffic League, British Columbia division, is scheduled to meet February 7 in Vancouver, B. C. the sta

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Officers are Harvie J. Malcolm, Johnston National Storage, Ltd., chairman; Roy Allison, Sidney Roofing & Paper Co., Ltd., vice-chairman, and R. J. Renwick, Crown Zellerbach Canada, Ltd., secretary-treasurer.

#### Association of Western Railways Names PR Chief

Paul D. Shoemaker has been appointed director of public relations of the Association of Western Railways, Clair M. Roddewig, president of the association, announced.

Shoemaker was with the Associated Press for 23 years prior to his joining the public relations staff of the Association of Western Railways in 1944. He also formerly worked on the Ohio State Journal and the Citizen at Columbus, Ohio.

There are more miles of railroad in the United States than there are in Asia, Africa and South America combined.

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Santa Claus officially arrived in St. Paul when he alighted from Great Northern Santa Specials at the start of Christmas season buying. Youngsters greet him enthusiastically, left, as he walked through the cars and gave them gifts. Shown at right is a portion of the line that waited to board the train in the Union Station.

### Rails Carry Santa, Admirers To St. Paul

Youngsters and adults alike lined up in St. Paul's Union Depot for an hour before the scheduled first train of five Great Northern Santa Claus trains departed on its 50-minute trip to the Hamline yards in St. Paul.

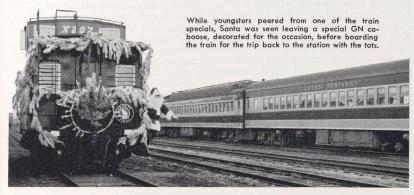
Thousands of children availed themselves of the opportunity of riding the trains which were co-sponsored by The Golden Rule department store of St. Paul shortly before Christmas.

After arrival in the Hamline yards,

the Santa Claus train halted while Santa arrived riding in a gaily-bedecked caboose on a neighboring track.

Boarding the train bearing the youngsters, he walked through the crowded cars and distributed gifts, posing for photographers from newspapers and local television stations.

All agreed the Santa Claus specials were a distinct success and made good friends for the railway.



Thirteen

#### ON PRESIDENTIAL COMMISSION-

### Jerrow To Study Work Rules Dispute

Thomas A. Jerrow, vice president-

operating department of the Great Northern, has been nominated by the industry to serve on a special Presidential commission which will study the knotty "work rules" dispute.



Mr. Jerrow

Mr. Jerrow, son of a section foreman of Kila, Mont., rose through the ranks bringing an unusual wealth of railroading experience to the difficult assignment scheduled to begin early in January.

Creation of the commission followed an agreement signed on October 18, 1960, between the railroads and leaders of the five train-operating unions to open up their long dispute over outmoded work practices to objective public study.

Although Mr. Jerrow's "baptism" into full-time railway service is officially dated 1924, when he joined GN as a section laborer, he got his first taste of railroading as early as 1921, when at the age of 12 he began working as water boy during his summer vacations.

In 1925, he became a stenographer at GN division headquarters in White-fish, Mont., remaining there until 1937, when he moved to Sioux City, Iowa, for his first assignment as trainmaster.

He broadened his railroading experience in 1941 when he became trainmaster at Willmar, Minn., St. Cloud, Minn., and Spokane, Wash.

Mr. Jerrow's first superintendency, as head of Great Northern's Klamath division at Klamath Falls, Ore., came in January, 1945. Two years later, he moved to Grand Forks, N. D., to become superintendent of the Dakota division.

Further recognition of his railroading ability came in 1951 with his appointment as general manager at Duluth, giving him command of all GN lines east of Williston, N. D., and less than one year later, he moved across the full span of the railway to become general manager at Seattle.

Mr. Jerrow's election to the operating vice presidency, the position he presently fills, came on Oct. 1, 1957.

As a member of the Presidential commission, he will deliberate the work rules issues with four other railway management representatives, five railway labor members and five public members.

The commission's final report is scheduled for Dec. 1, 1961.

#### Goin' Fishin'?

Priest Lake in Idaho's Emerald Empire is yielding many catches of mackinaw trout in the 25-40-pound class, reports the North Idaho Economic Development Association, Inc.

Three anglers are tied for large rainbow trout from Lake Pend Oreil-

le. Each has 30½-pounders. Incidentally, with excellen

Incidentally, with excellent weather conditions last fall, big game hunters have taken about 15 per cent more elk than last year in Idaho which is rated as the nation's No. 1 elk hunting state.

A double track railroad can move as much traffic as 20 modern highways.

Fourteen

### Oregon State 4-H'ers Chicago-Bound



Twenty-six teenagers recently boarded the GN's Empire Builder at Portland, Ore., accompanied by chaperones, as delegates from Oregon State College, Corvallis, Ore., to the 4-H Club Congress in Chicago. They toured the Windy City, were interviewed by the press and other news media and visited the International Livestock and Dairy Exposition. They were granted the right to attend because they excelled in one of the 35 4-H project areas. Leaders of 4-H groups who accompanied the youths, and are shown above, are Mrs. R. E. Townsend\_and Mrs. Art Kaley. Chaperones were Gene Lear, Lois Redman and Frank Von Borstel.

#### BIG MOUNTAIN AT WHITEFISH DEDICATES CHAIR LIFT

The new 6,800-foot double Heron chairlift at The Big Mountain at Whitefish, Mont., recently was the hit of a two-day celebration as Whitefish residents and out-of-state guests viewed and tried the new chairlift.

Ed Schenck, general manager of The Big Mountain and president of Winter Sports, Inc., greeted guests who represented the community, the state and various other organizations who are interested in the development of the area as one of the leading winter sport resorts in the West.

Mrs. Jackie Swenson, last year's Whitefish Winter Carnival queen, and Jack Zerr, king of the 1960 carnival, were among the invited guests.

The new chairlift takes skiers to deep-powder snow skiing that at one

time was reached only by Sno-Cat. The 17-minute ride on the smooth-operating chair transports skiers to a snowy wonderland where the view is tremendous and skiing likewise.

Visitors also toured the new addition to the Ski Lodge which features deluxe accommodations, as well as a new bierstube and eating and warming facilities. Karl Hinderman's new ski shop, a short distance from the lodge and chalet, also was a favorite meeting place.

Big Mountain currently is operating on a seven-day-a-week schedule.

From almost nothing at the end of World War II, the volume of piggyback movement in 1959 totaled 415,-516 cars.

Fifteen

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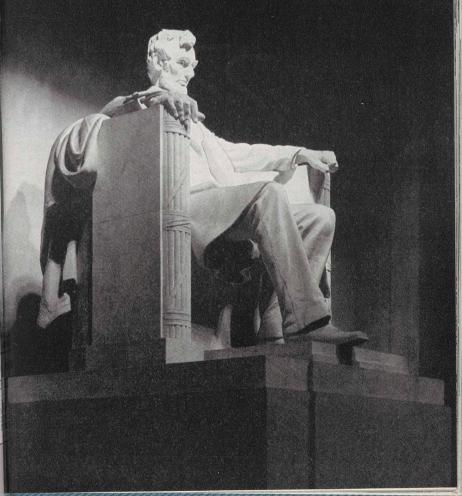
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GREAT NORTHERN RAILWAY

GOAT



FEBRUARY 1961



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### The Great Northern GOAT



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 organizations and individuals engaged direct-

ly or indirectly in the handling of industrial traffic and travel by railway.

#### DAN MUSCH, Editor

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#### The Goat's Cover



The Lincoin Memorial in Washington, D. C., a favorite tourist attraction, features the famed sitting statue of Lincoln, the work of Daniel Chester French.

#### Your Railroads

Brinkmanship!

That term has been bantered about in the recent past by various political factions, but of late, J. Handly Wright, vice president of the Association of American Railroads gave it a new application.

"I would like to enlarge the concept of this term to include the weird and illogical game the federal government has been playing with the transportation industry in general—and with the railroads in particular—in recent years," he said.

He began with a warning: if this country should suddenly be plunged into another war, we would turn to the railroads to handle most of the

massive transportation job.

Could the rails perform the miracles they did in World War II?

After years of discriminatory treatment which has bled away traffic, prevented expansion and left many of the roads in a near-prostrate financial condition, could they in fact pull the nation's transportation chestnuts out of the fire as they did before?

"I wish I could answer a flat yes,

but I cannot," he says.

National transportation policies or the lack of a coordinated policy have opened up an ominous breach in America's defenses by weakening the one carrier that can do the most with the least in time of emergency.

Capacity of the railroad passenger fleet is only half of what it was 15

vears ago.

Total rail-freight carrying capacity is virtually the same as it was in World War II.

What has been the cause of this?

While railroads have strained to the utmost to come up with 16 billion dollars in private funds to rebuild their plant in the post-war years, federal agencies have poured over 104 billion dollars into non-railroad transportation facilities.

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GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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### Portland Coliseum's Programs Varied



Ice Show Presented in Portland Museum

Portland's new 8-million-dollar Memorial coliseum, a gleaming multipurpose facility, has been presenting a varied program since its initial presentation last November.

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While the famed "Holiday on Ice" show was playing to big crowds in the coliseum proper, the Columbia Basin Exhibition and Trade fair was proving equally popular in the Exhibit hall.

The 16 performances of the ice show were viewed by 119,592 persons who paid a record \$306,917. The coliseum's seating capacity for such a presentation is slightly over 10,000.

Since the opening events, it has been the scene of professional ice hockey; college basketball; a giant fashion show; a convention of the eastern region, an automobile show and other events.

The coliseum can accommodate approximately 12,500 for basketball;

10,500 for hockey and 11,000 for stage shows and convention programs.

The exhibit hall has 50,000 square feet of exhibit space and this is supplemented by another 28,000 feet on the Coliseum arena floor and 30,000 square feet on the concourse level.

Located on the east bank of the Willamette river, it is approximately 0.9 of a mile from the heart of downtown Portland.

#### Portland Rose Festival Adds 4 Days to Fete

Portland, Oregon's 53d annual Rose Festival will be four days longer this year.

Scheduled June 2 through June 11, three giant parades will be featured including the night Merrykhana, June 3; the grand floral on June 10, and the Junior Rose festival parade on June 9.

Three

#### Whitefish Carnival Queen, Kay Knapton, GN Employe

The new Queen of the 1961 Whitefish, Mont., Winter Carnival is Miss Kay Knapton, 20, an employe in Great Northern's Whitefish offices.



She was crowned Jan. 12 at a dinner in The Big Mountain ski lodge. Doing the honors was Jackie Hythecker Swenson, queen of the 1960 festivities.

The first official appointment on the calendar of the new queen was attendance at the St. Paul Winter Carnival. She in turn will host the St. Paul Winter Carnival Queen of the Snows at the Whitefish carnival Feb. 16-19.

Miss Knapton grew up in Whitefish where her father, the late Kenneth Knapton, was GN dispatcher. The family later moved to Spokane, Wash., and later Miss Knapton returned to Whitefish. The new queen spent two years at Washington State University, Pullman, Wash., studying clothing and textiles. She is interested in fashions, and is a baton twirler, swimmer and beginning skier.

#### **GN Princess Poses**



Great Northern's 1961 St. Paul Winter Carnival princess, LeeAnn Hayman, who will be competing for the carnival title of Queen of the Snows, is shown in a formal carnival portrait.

JAPANESE tourists are expected to spend 120 million dollars in United States in 1961. Easing of foreign exchange restrictions on Japanese nationals by the Bank of Japan should result in a rise of at least 40 per cent —from 50,000 to 70,000 visitors this year.

Four

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

### Passenger Traffic Club News

#### St. Paul

Newly-elected president of the Saint Paul Passenger Association is George Goetz of the Great Northern Railway,

Other officers are Robert Strom, 3-M Company, vice president; M. L. Harnden, Northern Pacific Railway, secretary, and H. J. Carlson, St. Paul Union Depot Company, treasurer.



New officers of the Saint Paul Passenger Association are shown, front row, from the left: George Goetz, president, and Robert Strom, vice president. In the back row from the left are M. L. Harnden, secretary, and H. J. Carlson, treasurer.

The following directors also were elected: E. M. Brady, Great Northern; H. C. Cotton and Lloyd Schmoll, Northern Pacific; D. T. Tybering, Milwaukee Road; William Barrington, Canadian National Railways, and W. C. Hutson, St. Paul Union Depot Company.

#### San Francisco

Vic Beard of Comm. Interiors has been elected chairman of the San Francisco Traffic Club. Other officers are Bob Armstrong, Illinois-California Express, president; Fred Bergold, Encinal Terminals, vice president; Charles Wilcox, Pacific Molasses, secretary, and Tom Manahan, Stan's Vans-United, Van Lines, treasurer.

#### Fargo-Moorhead

Clair E. Berg of the Cook Sign Company is the new president of the Fargo-Moorhead Traffic Club.

W. W. Dewitt, GN city freight agent at Fargo, was elected vice president. Other officers are W. H. Wenner, Chicago & Northwestern Railroad, secretary, and W. R. Braseth, Fargo National Bank, treasurer.

New directors are Donald Bowker, The Forum newspaper, and William Taylor, Northern Pacific Railway.

#### New York

George Krom of the Erie-Lackawanna Railroad has been elected president of the General Eastern Passenger Agents Association of New York.

Other officers are L. G. Sak, Southern Railway, vice president; Paul C. Servine, Atlantic Coast Line Railroad, treasurer; W. C. Havens, Northern Pacific Railway, secretary, and H. E. Worley, The Pullman Company, assistant secretary.

J. R. Brady of the Northern Pacific Railway has been elected president of the New York City Association of Passenger and Ticket Agents.

Officers serving with him are T. F. Dowd, Great Northern Railway, first vice president; Walter A. Kelly, Pennsylvania Railroad, second vice president; R. K. Willis, Atlantic Coast Line Railroad, secretary, and Fred A. Roche, Canadian Pacific Railway, treasurer.

Five

#### Corporate Name Chosen For Proposed Unified Lines

Articles of incorporation have been filed in Dover, Delaware, for the Great Northern Pacific & Burlington

Lines, Inc.

This is the corporate name chosen for the proposed unified transportation system composed of the Great Northern, Northern Pacific, Chicago, Burlington & Quincy and Spokane, Portland & Seattle railways.

In a joint statement, the managements of the component lines said filing of articles of incorporation was necessary to pave the way for legal steps required in connection with the forthcoming application to the Interstate Commerce Commission and presentation of the proposed unification to stockholders of the two North-



Passengers of evening Great Northern trains passing through Wenatchee, Wash., apple-growing center, were presented with free apples, compliments of the Wenatchee Junior Chamber of Commerce and the Wenatchee Valley Traffic Association.

Jaycees Larry Riedesel and John Eilmes are shown giving apples to Mrs. Ruth Pederson and daughter, Kathy, of Bellevue, Wash. ern Lines, and the Burlington.

The two Northern lines jointly own 97.18 per cent of the Burlington and all of the SP&S.

The announcement said the managements expect to file the application to the commission this month and to call meetings of stockholders to act on the unification in the spring.

#### Virginia, Minn., Gets Overnight LCL Service

Overnight piggyback LCL (less than car load) freight service between the Twin Cities and Virginia, Minn., has been begun by the Great Northern Railway.

The new service features following morning delivery in Virginia from the Twin Cities. It especially benefits small shippers who normally do not ship a full truckload at one time and affords Virginia-area firms a better delivery time than formerly.

Under the plan, freight is loaded in customer-delivery order in the Twin Cities and is zoned for Virginia route delivery. Eliminated is the additional time needed for handling and reloading upon arrival.

The LCL service, designed to haul general commodities, also affects freight originating east and south of the Twin Cities from where it is consolidated and moved to the Virginia area.

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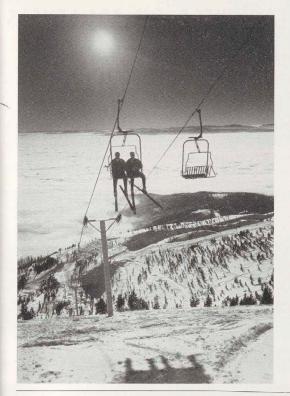
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Bernard Casagrande of Virginia has been contracted to furnish tractors for delivery of the freight.

Loren S. Rutter is GN freight agent in Virginia.

At the beginning of 1959, there were 902,467 railroad stockholders. The average holding of each stockholder was \$7,392. Most of them are individuals, though many firms, institutions and estates are included.

Six



### High Ride Up The Big Mountain

An inspiring ride above the clouds is experienced by these two skiers riding the new 6,800-foot double chairliff of The Big Mountain at Whitefish, Mont. Mel Ruder of the Hungry Horse News, Columbia Falls, Mont., took this "top - of - the - world" photo.

#### Sports Group Plans Ski Area Near Libby, Mont.

The organization of Kootenai Winter Sports, Inc., recently signalled the start of a new ski resort area in Montana to be built on Turner mountain, about 23 miles from Libby.

Jerry Rawles has been named president of the organization. Other officers are Franklin Mills, vice president; Richard Riley, publicity director; Elmer Anderson, treasurer and Herb Neils, secretary. Robert Neils and Edward Cousins are members of the board of directors.

Turner mountain, classified by one skiing expert as excellent for development, is 5,950 feet high.

Plans call for the construction of a T-bar lift, 5,600 feet long, parking space and shelter. The lift will have a vertical rise of 2,000 feet. Overnight accommodations also will be developed in the future.

If all the railroad cars in the United States were loaded at one time, they could carry more than 112 million tons of freight. More railroad freight cars are used to transport coal than any other freight. Other commodities, named in order of freight cars used, are grain and grain products, forest products and ore.

Seven

### 60 CARS HEAD WEST ON TRI-LEVELS

### GN Ships Ford Company Autos

A shipment of 60 Ford Motor Company automobiles on flatcars equipped with tri-level racks recently left St. Paul for Pacific Northwest cities in the ever-growing transportation of cars via rail.

The consignment, consisting principally of Fords assembled in the Twin Cities plant, but also including

a few Lincolns, Falcons and Mercurys, were loaded at Great Northern Railway's Snelling avenue ramp on Trailer Train flatcars.

The five flatcars, each comprising three levels and carrying four standard-size cars on each level, totaled more than a city block in length.

A specially-constructed 12-degree



Two Fords are moved onto the second level as other as await loading.

Fully loaded, the tri-levels await consignment to a  $\psi$  night freight train.



steel ramp facilitated loading of the top decks of the tri-levels. These decks carried station wagons which require slightly more clearance.

Each car was secured to the rack flooring by four tie-down chains. The process also assured proper clearance for the top decks which did not exceed 18½ feet—a height determined to permit easy transit through tunnels and bridges on the western trip. Total weight for the shipment was 56 tons.

The automobiles were destined for Laurel, Mont.; Portland, Ore., and (Concluded on Page 10)



Cars are driven up ramp, above, while workmen measure clearance in photo below.



Tie-down chains firmly secure the autos to the rack flooring.





#### CELEBRATIONS TO LAST 5 YEARS

### Civil War Fetes Encourage Travel

The Civil War Centennial which began January 8 is expected to be one of the greatest travel motivational factors of Americans and foreigners for the next five years.

That is the opinion of the National Association of Travel Organizations which forecasts that the centennial will be an especially strong stimulus

for family travel.

Many family groups with text books and maps in hand will visit the great battlefields and monuments associated with the Civil War. Many are planning whole vacations around such historical trips.

High spot of the centennial's five years in attracting crowds will be reenactments of ceremonials and battles at the original settings and in Civil

War costumes.

The centennial commission has listed some 6,500 Civil War events which will be commemorated or given some special attention during this period. The major re-enactment of 1961 will be the first great battle of the war, the First Manassas, or the Battle of Bull Run.

Other 1961 ceremonies will include: Re-enactment of Lincoln's inauguration parade and ball in Washington, D.C., on March 4 and the

Tri-Levels - Conclusion

Seattle and Spokane, Wash.

The Great Northern also transports automobiles on flatcars equipped with bi-level racks. These bi-level arrangements permit the handling of eight standard automobiles or 10 compact cars.

In addition, the railway also transports automobiles via piggyback, with four to five automobiles on a conventional auto semi-trailer loaded on a

flatcar.



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Among the pilgrimage centers during the Civil War Centennial for the next five years will be the Gettysburg (Pennsylvania) Battlefield, where one of the photogenic monuments, shown above, is this tribute to General Robert E. Lee.

Battle of Lexington (Missouri) on May 18; a five-day pageant concluding with the Battle of Philippi (West Virginia) on June 3; the fall of Fort Fillmore (New Mexico) on July 27, and the dedication of National Battlefield Park at Wilson's Creek (Missouri), scene of one of the earliest and bloodiest battles, on August 10.

Civil War observances are backed in all sections of the country, both by

the North and South.

Historian Bruce Catton sums up the

war:

"It was both tragedy and inspiration. The tragedy has been filtered out, through the years; the inspiration remains."

Ten



#### Housewarming

Hubby came home at 3 a. m. on the day after payday and announced he was broke.

"What did you spend it for?" asked his wife.

"On something for the house," he

answered.
"Oh, I bet. What did you buy?" she said.

"Twelve rounds of drinks," he answered.

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"Do you know how to drive a baby buggy?"

"No. How?"

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#### **Dead Reckoning**

Two buddies were drinking at a bar when suddenly one lurched backward off his stool and fell flat on the floor without moving a muscle.

"That's what I like about George," the other said to the bartender, "he knows when to stop!"

#### Slow Burn

She: "I don't have a thing to wear," the wife wailed. "If anyone new came over, they'd think I was the cook!"

He: "Not if they stayed for dinner."

#### Weak Will, Strong Heart

"To what do you attribute your long life?" the young reporter asked the 90-year-old man.

"Well, sonny, it's thisaway, I never waste energy resisting temptation."

#### **Bad Recipe**

Two bachelors were discussing cooking and one said: "I got one of them cookbooks once, but I never could do anything with it."

"Why not? Too much fancy stuff?"

asked the other.

"Sure was. Every recipe started out the same way: 'Take a clean dish,' and that finished me right there."

#### Shocking!

Chaplain (to prisoner in electric chair): "Can I do anything for you?" Prisoner: "Yes, hold my hand."

#### Merry Music

A \$10,000 limousine began passing a small car on the highway that bounced along the ruts.

"Hey, there," the limousine driver yelled, as he passed him, chiding, "what's making all that noise in your car."

"Oh, that," the other driver answered, "that's the \$9,500 change jingling in my pocket."

Eleven

### TRAVEL UP 4.8% IN '60 DESPITE ECONOMY LAG

The United States travel industry recorded a 4.8 per cent increase in business despite unfavorable economic conditions, bad weather and the national election, the National Association of Travel Organizations reported.

Officials said the "Visit U.S.A.—1960" program definitely bolstered traveling gains verifying a report with a U.S. Department of Commerce announcement that during the first six months of 1960, tourists from Western Europe spent 18 per cent more in the country than in the same period of 1959, and those from South America, 13 per cent more.

However, it was pointed out the 1961 travelers originating travels from this country, are likely to be cost-conscious and will insist on their full dollar's worth. The public carriers also may continue to experience difficulties from increasing costs and mounting competition.

mounting competition.

The following is a break-down of 1960 travel developments and the outlook for 1961 in GN territory:

IDAHO—The state reports a 10-million-dollar gain in income from tourist travel in 1960, for a total of 120 millions. Forecast for 1961: a 125-million-dollar business.

CALIFORNIA—This state made the country's largest travel gains of the year. San Francisco reported the country's highest hotel room occupancies... the All-Year Club claimed pleasure travel up 7 per cent in numbers and 10.9 per cent in expenditures in its fiscal year ending August 31, 1960.

**MINNESOTA**—A 3 per cent gain in tourist travel was chalked up, which was below expectations. Larger gains are anticipated for 1961.

MONTANA—Highway commission reports tourism to Glacier National Park heavier in late spring and

early fall in 1960. Statewide visitor totals and expenditures for 1960 were about the same as 1959. The 1961 prospect: "Uncertain."

NORTH DAKOTA—With admittedly inadequately-financed tourist promotions, estimates call for a stable tourist income of 24 millions a year, with little change in 1961.

OREGON—The state attracted 5,383,850 tourists in 1960, a gain of 410,698 over the previous high of 1959, the year of the state's centennial. Carl W. Jordan, state travel information director, is optimistic about expanding interest in the Middle West and Eastern markets.

south dakota—Increase in camping in 1960 is reported "a little short of fantastic," but the total of out-of-state visitors was slightly off from the banner year of 1959. The Dakota Territory Centennial is expected to bolster this year's total.

Although NATO does not provide figures for Canadian tourist attractions, the Winnipeg, Vancouver, and Victoria areas as well as Waterton Lakes National Park, north of Glacier, are expected to record an increase of tourists over 1960.

#### 20 Million Fishermen To Try Luck This Year

The popularity of fishing is one factor taken into consideration by travel agents, United States statistics reveal.

Government officials predict more than 20 million fishermen will be casting lines in United States waters in 1961.

Last tabulation, for 1959, counted 19,914,021 licensed to fish.

Leading states: California, 1,475,-977; Minnesota, 1,238,250; Michigan, 1,056,462, and Wisconsin, 1,032,463.

Twelve

### Kiddie Crew Plans GN Train Trip



Almost half the fun's in the planning, these youngsters, third graders at the Bemis, Wash., school discover as they "planned" their "student special" train ride from Spokane, Wash., to Newport, Wash. From the left are Chester Bogar, Carrie McGee, Pamela Philpott and Tommy Gould students in the class of Mrs. Wallace F. Anderson, who made students apply the three R's and other subjects to the project.—Spokane Chronicle Photo.

#### Camp Fire Girls Mark 50th Anniversary

The value of Camp Fire Girls on the American scene is known to thousands of youngsters and parents each year.

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Now, marking their 50th anniversary, the Camp Fire Girls have been provided a quality and flexible program which enables girls to learn to fill their special functions as women in the home, in business and in the community.

From the age of 7 through high

school years, girls enjoy a continuous experience which keeps pace with their growing interest and increasing maturity.

More than a half million members enjoy the delights of learning by doing, the fun and friendships of work and play in groups under the leadership of adult volunteers.

Encourage them to continue their fine work.

Thirteen

### REA EXPRESS UNIT FORMS PIGGYBACK POOL

A national railroad piggyback trailer interchange pool constituting the first operations of Railway Express Agency Leasing Corporation has been established.

The wholly-owned equipment-leasing subsidiary is expected to bring about greater nation-wide trailer utilization and other economic and service advantages to railroads and to forwarders, shippers and other users of piggyback.

In addition to piggyback trailers, planned to be available through railroad subscribing and user participating memberships in the pool, it is contemplated that REA Leasing also

will provide trailers for general use to shippers and others on a fullysecured lease basis, with or without maintenance.

Through a centrally-controlled system of multiple users, the new operations should give considerable impetus to an accelerated national growth of piggyback, and help trigger and facilitate the first substantial nation-wide development of inter-carrier handling of compatible, fully-interchangeable containers.

Current plans contemplate 31 nation-wide contact offices through which REA Leasing will undertake its centralized control and billing.



The special Presidential Commission set up to study the work rules dispute between the United States railroads and five train operating unions met recently with President Eisenhower in Washington, D.C. Seated from the left are: J. E. Wolfe, vice president-personnel of the Burlington Lines; Secretary of Labor Mitchell; President Eisenhower; S. C. Phillips, assistant president of the Brotherhood of Locomotive Firemen and Enginemen, and James W. Fallon, vice president of the Switchmen's Union of North America. Standing, from the left are T. A. Jerrow, St. Paul, vice president-operations of the Great Northern Railway; H. F. Sites, vice president of the Brotherhood of Railroad Trainmen; B. B. Bryant, assistant vice president-labor relations of the Chesapeake & Ohio Railway; Daniel P. Loomis, president of the Association of American Railroads; Francis J. Robertson, Washington attorney and arbitrator; Russell A. Smith, associate dean of the University of Michigan Law School and arbitrator; Charles A. Myers, professor of industrial relations, Massachusetts Institute of Technology; A. F. Zimmerman, assistant grand chief, Brotherhood of Locomotive Engineers; S. W. Holliday, vice president, Order of Railway Conductors and Brakemen, and Guy W. Knight, director of labor relations for the Pennsylvania Railroad. Not present was John T. Dunlop, professor of economics, Harvard University. The group is expected to report on its findings on or before December 1.

Fourteen

GREAT NORTHERN RAILWAY-GREAT FOR TRAVEL

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THE Great Northern's famed streamliner, the Empire Builder, is pictured in an industrial scene with the city of Havre, Mont., in the background, in the First National Bank of Havre's new photo murals. President of the bank is Russell Mousseau.

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A HYDROFOIL ferry capable of carrying 75 passengers reportedly will be running between Tacoma and Seattle, Wash., by early 1962. It is expected to travel at 40 knots.

TRAVEL in the United States in October, 1960, increased 8.61 per cent over the 1959 figures, the National Association of Travel Organizations reports. Business in the Midwest was "excellent," slow in parts of the Rocky Mountain areas and up 7 to 10 per cent on the West Coast.

MARINE news writer, Jay Wells of the Seattle Times, reported in a recent column that Alaska, which is ready to build a state ferry system, is tying her transportation future to Prince Rupert, British Columbia, instead of Seattle. "And Seattle, as far as the Alaskans are concerned," Wells writes, "may cease to be the 'Gateway to Alaska' and become, instead, just a spot on a side road, 1,100 miles down the highway."

**RAILROADS** were honored on the "Sing Along With Mitch" NBC television program earlier this month.

**PORT NEWS:** Seattle voters approved a 10-million-dollar port improvement bond issue, while Portland, Wash., voters o.k.'d a \$9,500,000 bond-improvement program.

#### Wenatchee, Wash., Portland Elect New Chamber Heads

M. J. Frey, president and publisher of The Oregonian of Portland, Ore., has been elected president of the Portland Chamber of Commerce.

Chamber of Commerce members of Wenatchee, Wash., selected a Watertown, S.D., man to head its chamber.

He is Lloyd V. Eastman, former manager of the Watertown Chamber of Commerce.



Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

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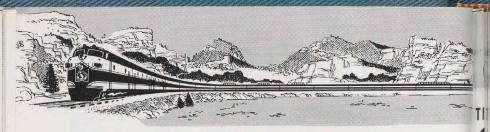
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RAVEL

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# The incomparable train that's five different places "all at once"

It's 7 p.m. A sleek streamliner whisks along between the beautiful Mississippi River and the towering bluffs rimming its banks. Inside, a business executive leaves the quiet privacy of his Pullman suite and strolls into the dining car. His place at dinner has been reserved, and he orders from a menu of superb foods. He dines leisurely—pausing to take in the magnificent sights rolling by the window.

In less than two hours his train, Great Northern's Empire Builder, will arrive in the Twin Cities of St. Paul and Minneapolis. Then, on towards his destination—Seattle.

At the very same moment, almost 1200 miles away, a second Empire Builder has just come down out of Montana's Rockies at Glacier National Park. Proceeding west, it skirts the frothy green waters of the Kootenai River. High up in Great Dome seats a young couple marvels at the view. The great scenery is adding new pages to their "memory book". Soon they will step below to the full-length Dome Lounge for a

beverage before retiring. By midnight the train will be in Spokane.

Meanwhile, a third Empire Builder is descending from the Cascade Mountains into the Wenatchee Valley's famed "apple country". This train is eastbound, and has just afforded a small boy the thrill of his adventuresome life as it passed nearly 8 miles through a mountain via the Cascade Tunnel. (Longest in the Western Hemisphere.) An hour earlier, the boy and his parents had dined amid colorful "wild west" decor in the Ranch Car.

Yet, at this exact time (7 p.m.) still another Empire Builder hustles eastward, across the vast Williston Oil Basin in western North Dakota. An elderly lady summons the porter to make up her berth. She will spend an hour or two reading in the cozy comfort of her Pullman bed before lights out.

Finally, at the same hour, a fifth Empire Builder sits quietly a short distance from Chicago's Union Station. It has been scrubbed and vacuumed spotlessly clean. Tomorrow at 2 p.m. it will receive a throng of pleasure-minded passengers and begin a 2200-mile journey across the top of the nation.

Next time you have reason to travel between Chicago and Seattle-Portland, discover what a great experience a train ride can be. Go great on Great Northern's incomparable Empire Builder.



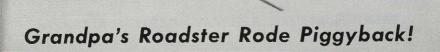
The Empire Builder leaves Chicago Union Station westbound daily at 3 p.m. (C.S.T.); eastbound daily it leaves Seattle at 3:15 p.m., Portland, Ore., at 3 p.m.



The Great Northern

# GOAT

**MARCH 1961** 



# The Great Northern GOAT



Vol. 31 March, 1961

No. 3

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



A gleaming 1921 Buick sports roadster is unloaded off a Great Northern flat car in Seattle in one of the early movements of automobiles via piggyback.

#### Your Railroads

A sweeping overhaul in transportation policies was advocated recently in a report of the Dolyle transportation study group under the Senate Interstate and foreign commerce committee in its recent staff "draft report."

Among recommendations were: substantial tax relief for railroads; user charges for barges and airlines; relaxation of the bars to transport diversification; repeal of the 10 per cent tax on passenger fares, and drastic changes in federal regulatory machinery and operations.

The report also proposes a new federal transportation commission responsible to Congress and a new cabinet-level department of transportation to assume promotional and other "executive-type" activities of the Interstate Commerce Commission, Civil Aeronautics Board and the Federal Maritime Board.

Following a two-year study, the staff report makes the following detailed recommendations:

User charges for barge lines and airlines, to be adopted with certain amount of gradualism.

Federal legislation designed to eliminate immediately discriminatory taxation on property of all common carriers and in cases of railroads and pipelines gradually to exempt their rights-of-way from all state property taxes.

On diversification or "common ownership", repeal the broad congressional policy against rail carriers engaging in other forms of transportation except in special circumstances . . "recommend that the expert body, the regulatory agency, be allowed to determine whether ownership of one or more modes or an extension of the present 'auxiliary and supplemental' test for a particular carrier of any mode is in the public interest."

Repeal the federal excise tax on passenger tickets.



The Lakewood Center entry is one of the many floats to grace the parade that passes through three cities.

## Flowers, Beauties Prevail At Puyallup Valley Daffodil Fete

Spring means festival time in the Puget Sound country of the State of Washington and with spring comes the 28th annual Puyallup Valley Daffodil festival that will be held April 3 through 9.

This year's theme is "Wonders of the World."

Tacoma, Puyallup, Sumner and Orting join to stage the mammoth four-community festival located in the nation's bulb capital where more King Alfred daffodils, tulips, hyacinths and iris are produced than anywhere in the United States.

Queen Diane Harkness of Tacoma relinquishes her scepter, crown and regal robes on April 3 when her successor will be named in Sumner.

Parade day will be held April 8 in Tacoma, Puyallup and Sumner. More than 40 floats and an equal number of bands, drill teams and mounted units will parade viewed by thousands of persons.

Other activities include the Puget Sound Marine regatta; the Daffodil Giant Slalom ski race on Mt. Rainier at Paradise valley; sporting events, and dances and balls.



Diane Harkness of Tacoma will relinquish her sceptre at this year's festival.



Massed daffodils surround the lovely girls in a typical parade float, a covered wagon,

Three

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

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RAVEL



# Piggyback . . .

# a new wrinkle in railroading?

The amazing growth of piggyback in railroad transportation is one of the "comeback" stories of the decade. The term, "piggyback," once may

The term, "piggyback," once may have been restricted to describing child's play, but today it is a potent word in the transportation industry.

Piggybacking illustrates the dynamic vitality of the railroads that had once all but lost the automobile transporting business to highway and water carriers.

Although piggyback generally applied to the transportation of truck trailers and other containers on flat cars, today the term often is used to include the movement by railroad of freight shipments in truck trailers without chassis and vans without wheels; freight in metal containers of various sizes, some as long as trailers, and the shipment of new trucks and automobiles.

The rare photograph of GN's shipment of Buick sports roadsters in 1921, illustrating the cover of this magazine and expanded on this page, and the modern shipment of automobiles by tri-level racks, depict the contrast and improvements realized by the railroad industry.

Earlier records by the Long Island Railroad relate the movement of farm wagons carried into New York City on flat cars in the late 1800's. Today, as many as 12 large cars, or 15 compact models, are now being shipped piggyback on tri-levels.

Shippers' acceptance and patronage of piggyback has resulted in the explosive growth of this combination of rail and truck transportation in the last few years.

Some 59 railroads are presently operating a fleet of 12,483 special-type flat cars in piggybacking, com-

Piggyback shipment via Great Northern is no recent innovation. Photographic records in GN's Seattle office reveal that the railway shipped Buick roadsters to Seattle way back in 1921. Although today's shipping techniques are oceans apartas depicted in the photo left, and the current view, below, the end result is the same: safe, dependable and economical transportation for the shipper.

pared with 52 lines using a total of 6,835 such units a year ago.

Recently reported national flat car loadings ran to more than 19,000 trailers or trailer-size containers in a week, or 34 per cent more than in 1959, and 110 per cent more than in 1958.

For 1959, trailer-on-flatcar (TOFC) revenue reported to the Car Service Division of the Association of American Railroads, totaled 415,156 loads, compared to 276,767 in 1958; 249,065

in 1957; 207,783 in 1956, and 168,150 in 1955.

The volume of traffic experienced is steadily increasing and each railroad has been constantly working toward developing an operation which seems to best meet the demands of its patrons.

Specific advanatges claimed for

piggyback service include:

• Assured fast delivery. Rails mostly move piggyback loads in their fast "hotshot" freight trains.

• Elimination of weather uncertainties because of the all-weather

advantages of train service.

• Low basic rail costs. For instance, a train will move a ton of freight a mile at about one-fifth what it costs a truck in fuel.

• Reduction in pilferage and dam-

age to cargo.

• Greater utilization of equipment. At some terminals, cars arriving loaded with trailers in the morning are reloaded in time for departure that evening.

Reduction of handling costs.
 Loads are shifted from road to rail and back again onto the road without repacking and reloading.

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## Directors Approve Unification Plans

(This joint announcement by the Northern Pacific, Great Northern and Chicago, Burlington & Quincy railways is made following meetings of the Boards of Directors of the three lines in Chicago.)

Directors of the Northern Pacific, Great Northern and Chicago, Burlington & Quincy railways, at separate meetings in Chicago recently, approved a unification program for the newly-formed corporation known as Great Northern Pacific & Burlington Lines, Inc. The merged company would include the Pacific Coast Railroad Co., a small, wholly-owned GN subsidiary in the Seattle area.

The action of the three boards was announced jointly by Presidents Robert S. Macfarlane of the Northern Pacific, John M. Budd of the Great Northern and Harry C. Murphy of the Burlington.

The presidents announced that the Great Northern Pacific & Burlington would lease for a period of 10 years the Spokane, Portland & Seattle railway, which is owned jointly by Great Northern and Northern Pacific.

In signing the merger agreements of the component lines the three boards voted to submit the plan to the forthcoming annual meetings of stockholders for approval, subject to authorization of the merger by the Interstate Commerce Commission.

Filing of the formal application to the ICC was made Feb. 17 and stockholders' meetings will be held in April and May—Northern Pacific April 27, Burlington May 3 and Great Northern May 11. Following shareholder approval public hearings will be set by the ICC.

Subject to approval of shareowners of the component companies and the ICC, and with consent of holders of two-thirds of the Northern Pacific collateral trust bonds, the new company would create a consolidated mortgage and issue under it an equal amount of bonds to be pledged under the NP collateral trust as a substitute for that railway's refunding and improvement bonds now pledged. This action would follow merger of the two northern lines.

In addition, Northern Pacific series A 4½ per cent Refunding and Improvement bonds in the principal amount of \$17,632,000, now in public hands, will be called for redemption at the time of the merger.

In line with the railways' announcement on last July 16, Great Northern and Northern Pacific shareowners will receive stock in the new company on the basis of share for share, with GN holders receiving, in addition, one-half share of \$10 par, 5½ per cent non-voting, callable preferred stock for each share held.

Since the July announcement the merging companies have been perfecting details of the corporate form of the new company preparatory to progressing the application with the ICC. During this period it was decided that Burlington shareowners, other than Northern Pacific and Great Northern, will receive 3½ shares of stock in the new company for each share of Burlington.





# Band Clowns It Up For Whitefish Queen

Strains of Dixieland music and bouncy polkas were on the musical breakfast menu recently when Kay Knapton, Whitefish, Mont., Winter carnival queen, arrived in St. Paul's Union Depot to attend the St. Paul Winter carnival.

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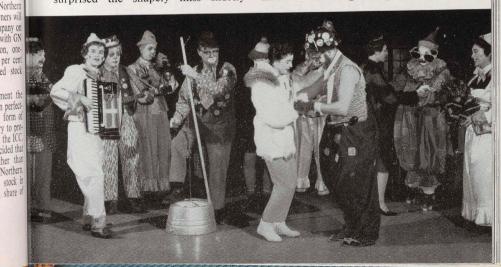
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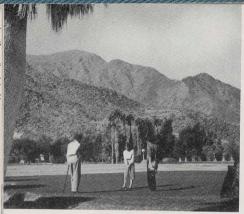
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Great Northern's Clown Club band surprised the shapely miss shortly after she stepped off the streamlined Empire Builder at 7 a.m.

GN's queen, LeeAnn Hayman, shown second from right, above, presented roses to the Whitefish visitor who also is a GN employe.

After the official welcome, a clown swept Queen Kay away from the photographers for a dizzying polka, much to the delight of passersby.







Sports lovers find Southern California a haven



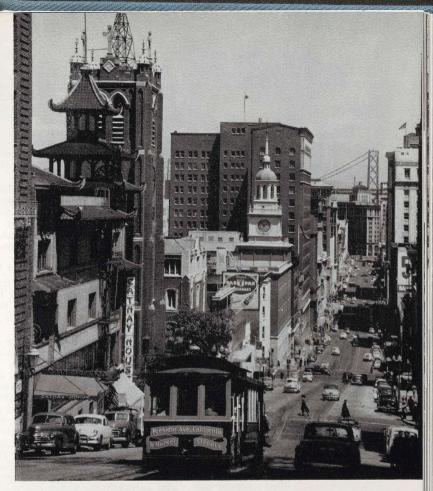
# CALIFORNIA SUN LURES TOURISTS

Great Northern Trains
Assure Economy, Comfort

Tour buildings and revel in the great outdoors







#### San Francisco's unchangeable cable cars

Spring has arrived in Southern California.

Actually, some natives and the weathermen contend spring never left Southern California all winter.

The unusually warm weather has enveloped the mountains, desert and coastal valley and Pacific ocean beaches.

The sun glows 67 per cent of the time; noontime temperatures average 67.1 degrees, and in the three months

generally considered as spring, March April and May, there's hardly enough rain to fill a teacup.

The hills and valleys are a soft green in contrast to Southern California's drier months. Desert wild-flowers add color to such resort areas as Palm Springs, famous for its fun under a winter and spring sun.

And in the lush valleys leading

(Concluded on Page 10)

Nine

#### California Vacations—Conclusion

back from the coast and along the piedmont sloping from the mountains, the air is full of the fragrance of orange blossoms.

Flowers present a riot of color

#### Good Things Happen When You Help



#### BRIGHT THOUGHT... HELP RED CROSS

The appeal of the Red Cross is universal.

Good Things Happen When You Help the Red Cross. It provides the means to put into action that ageless impulse in the human heart that leads people to help one another—to give, to teach, to guide.

Touching the lives of more Americans than any other non-governmental agency, the Red Cross provides:

- Life-giving blood for the ill and injured:
- Assistance to servicemen, veterans and their families;
  - Help for the disaster-stricken;
- Training in nursing, first aid and water safety;
- Opportunity for young people to learn good citizenship through service to others.

everywhere: the Sierra Madre, the streets of Carlsbad; the Pacific ocean shoreline near San Diego and the San Bernardino desert where stately Joshua trees dot the sands.

South of Palm Springs is the Salton Sea, an orphaned ocean 50 miles long, a 20th century phenomenon caused when the Colorado river overflowed its banks in 1908.

You can't drive far from downtown Los Angeles without encountering mountains.

The San Gabriels rise back of Glendale and Pasadena. They include Mt. Wilson with its world-famous observatory.

Farther inland, the San Bernardino mountains separate the desert from the plains. Near Lompoc, in the historic old Mission La Pruisima, built in 1787, the annual Fiesta will be held in May.

Other California attractions for the coming months include the national orange show in San Bernardino; the Ramona outdoor play at Hemet and San Jacinto; the bear festival and bear meat barbecue at Idyllwild; the China Lake desert wildflower show and the desert circus at Palm Springs that attracts many from the movie colony.

No visit to California is complete without a stay in San Francisco. That cosmopolitan gem of the West Coast presents a new facet and new interests with each visit.

Great Northern's travel agents and other travel specialists are happy to serve the tourist—to help plan that trip to California which should include comfortable traveling via Great Northern's streamlined Empire Builder and the Western Star.

Both have daily departures from Chicago for passage to Seattle-Portland and both offer good connections with California-bound rails.

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#### Liquid Assist

An old Irishman collapsed on Dublin's streets and a crowd gathered.

"Give the old man whiskey," Maggie Riley yelled, but no one paid any

attention to her.

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cisco, Thu Nest Cost Finally, the agonized voice of the Irishman was heard above the din: "Will the lot o'ye hold yer tongues and let Maggie Riley speak her piece!"

#### **Bare Facts**

A 4-year-old boy back from camp told his mother he went swimming every day.

"But how could you?" his mother asked, "I forgot to pack your bathing

suit.

"I went in nakid," the boy said.
"Did the girls go in naked, too?"

his mother questioned.
"Oh, no," the tot answered, "they

wore bathing caps."

#### Justice Pays

The judge had just concluded lecturing an errant husband and granted a divorce decree.

"So I have decided to give your wife \$40 per month" the jurist said.

wife \$40 per month," the jurist said.
"Good," answered the ex-husband,
"and I'll try to slip her a couple of
bucks now and then myself, judge."

#### Compact Figure

The young couple walked into a car dealer's showroom and was taken aback by the suggested price of a compact car.

"But that's almost the cost of a

big car," the husband said.

"Well," said the salesman, "if you want economy, you got to pay for it."

#### Rude Awakening

The Texan died, and while investigating his new eternal home, commented:

"Gee, I never thought heaven would be so much like Texas!"

The gatekeeper looked startled and said: "Listen, buddy, what makes you think this is heaven?"

#### Some Tale

A salesman was stunned to see a dog playing checkers with a country store man.

"Must be a pretty smart dog?" the

salesman said.

"Not so hot," the country man said, "I beat him two out of three."

"I think he's good enough to sit in on a poker game," the salesman insisted.

"I say he ain't," the store man replied, "when the durn fool gets a good hand, he wags his tail!"

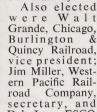
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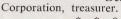
## Passenger Traffic Club News

#### Portland

President of the Junior Traffic Club of Portland is H. E. "Heb" Bell of

the Great Northern Railway.





Mr. Bell

were Walt Grande, Chicago, Ouincy Railroad, vice president; ern Pacific Rail-Del Lee, ESCO

Vernon M. Smith of the Oregon-Nevada-Calif. Fast Freight has been elected president of the Portland Transportation Club.

Other officers are William V. Kee. Union Pacific Railroad, vice president; G. A. Kelley, Balfour, Guthrie & Co., Ltd., secretary, and Henry Wentzien, Spokane, Portland & Seattle Ry. Co., treasurer.

#### Chicago

J. J. Trainor of the Canadian Pacific Railway has been elected chairman of the Chicago General Agents Association.

Other officers are A. E. Elkins. Missouri Pacific Lines, vice chairman and T. R. Ruth, New York Central System, secretary.

#### Buffalo

President of the Buffalo Passenger Association is A. G. Murray of the Canadian Pacific Railway.

Other elected officers are E. C. Korb, New York Central System, first vice president; R. R. Haenggi, Santa Fe Railway, second vice president, and L. L. Hollenbeck, Milwaukee Railroad, secretary-treasurer.

#### Newark

Newly-elected president of the Newark Railroad Club of New Jersey is A. A. Donovan of the Illinois Central Railroad.

Serving with him are George Herrick, Southern Pacific Railway, first vice president; R. P. Burke, Nickel Plate, second vice president; F. G. Tannahill, Kansas City Southern, secretary, and H. Roessler, Union Pacific Railroad, treasurer.

#### 'New Look' In GN Boxcars: Glacier Green Paint

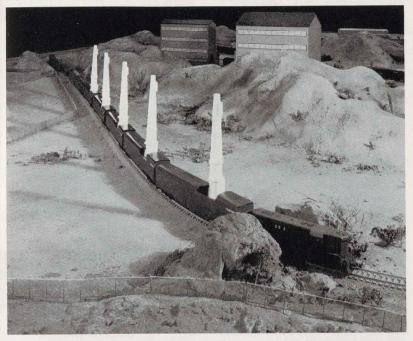


The green-tinted Great Northern boxcars you may have seen moving across the countryside or standing at sidings are the completely-renovated cars from St. Cloud, Minn.

A life-size Rocky adorns the side sills and Scotchlite safety markers aid visibility at night.

Twelve

### Missile Train Model Points To Future



The Air Force Minuteman missile train is shown with its missiles ready for firing. Under actual operations, covers open only seconds before missiles are to be launched. The train model was part of an exhibit at the developmental engineering inspection review conducted by the Air Force at Bosing Airplane Company's Aero-Space division, Seattle In the background are models of missile transfer buildings which would be located at the missile unit support base used to transfer missiles from highway transporters to the launch cars.

#### Great Falls, Mont., Agent Honored By Boy Scouts

J. J. Finnessey, city freight agent for the Great Northern Railway at Great Falls, Mont., recently was presented a plaque by the Boy Scouts of America for his work handling the Boy Scouts' special train from the North Central Montana council to the National Jamboree at Colorado Springs, Colo.

It reads:

"Boy Scouts of America, North

Central Montana Council, Extends to Great Northern Railway appreciation for outstanding leadership and service. National Jamboree 1960."

#### **New Assistant Superintendents**

The appointment of Francis W. Lane and Donald L. Lambert as assistant superintendents of the Great Northern were announced recently.

Mr. Lane is stationed at Grand Forks, N.D., and Mr. Lambert at Portland, Ore.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

## W. Fargo Packing Plant Serves State Livestock Industry

(The following is reprinted in part from the North Dakotan magazine, published by the Greater North Dakota Association and the N. D. State Chamber of Commerce.)

The growth of livestock production and feeding in North Dakota took a giant step forward early last December with the opening of a new packing plant in the state.

The \$1.250,000 Siouxland Dressed

STATE OF THE PARTY OF THE PARTY

Mr. Needham

Beef Co. plant, one of the most modern in the nation, began operations on a tract of land just west of Union Stockyards at West Fargo on Dec. 6, 1959.

The highly efficient and meticu-

lously-operated plant, owned and operated by Needham Packing Co., Inc., of Sioux City, Iowa, goes a long way toward completely integrating North Dakota's livestock industry.

In all likelihood, livestock production and feeding in the state will be accelerated by the establishment of the West Fargo plant. G. M. (Jerry) Redmond, manager of Union Stockyards at West Fargo, sees the plant as a factor in strengthening the livestock market.

The North Dakota-based operator—already ideally located for live-stock production and feeding because of low-cost feed, good roughage, low land costs and excellent livestock—will find that the strengthened market will make the state increasingly attractive as a place to raise and feed livestock.

Founder and president of Needham Packing, Co., Inc., of Sioux City is Lloyd Needham. And active in the business are four of his five sons.



Air-driven knives and saws are used extensively in the new packing plant.



North Dakota salt from the new Dakota Salt & Chemical Co., Williston, is used for curing of sheep hides and in cooling processes.

At the corporation's West Fargo plant are sons Bob, 30, and Jim, 29, co-managers, and Bill, 24, in charge of the firm's offal department.

(Concluded on Page 15)

Fourteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

#### W. Fargo Packing Plant Serves Stockmen—Conclusion

Richard, 28, manages Sioux By-Products Co., of Sioux City, a rendering plant operated in conjunction with the Sioux City Dressed Beef Co. packing plant, one of the Needham corporation's five divisions. A fifth son, Donald, 22, plans to enter the business after graduating from Southern Methodist University.

Daily capacity of the new West Fargo plant (for a 10-hour day) is 400 to 500 head of cattle and 1,000 head of sheep. No hogs will be

slaughtered at the plant.

Presently, production is limited to carcasses and "offal" items, the edible by-products of animals such as tongues, livers, tails and kidneys.

Most of the carcass sales are made to wholesale and some chain groceries on the East Coast. Eventually, the firm hopes to sell 10 per cent of its carcass production on the West Coast.

Foreign sales account for about 25 per cent of the offal production. The overseas sales are made to a Holland buyer who markets the products over a wide area of western Europe. Remainder of the offal production goes to American companies producing soups and animal foods.

The product of another new North Dakota manufacturing company, granulated salt from the Dakota Salt & Chemical Co. plant at Williston, is used by the packing plant in preparing sheep hides for eastern tanneries. The plant also uses Dakota's block salt in its cooling processes. Rock salt, not available from the Williston plant, is used for curing cattle hides.

Slaughtered livestock, condemned by government inspectors assigned to the plant, are sent to the Needham Packing Company's Dakota Rendering plant division, which is operated in conjunction with the packing plant. There the blood from the animals and meat tallow and bone are cooked into products for sale to fertilizer and livestock feed companies.

Seventy-five persons are employed in the packing and rendering plants. Aside from the three Needham brothers and four other key people brought up from Sioux City Dressed Beef, all of the other employes are local people.

Nearly all the modern methods have been incorporated in the Siouxland Dressed Beef plant. Air-driven knives are used to skin animals. Newly-introduced metal conveyors are found throughout the plant, and animals are never allowed to touch the floor after entering the plant.

The Needham brothers are operators of the Siouxland Dressed Beef Company. Shown from the left are Bill, Jim and Bob. Founder and president is Lloyd Needham of Sioux City, Iowa.



Fifteen

GREAT NORTHERN—GREAT WAY EAST OR WEST

FORM 6009-3-61

Jim

PRINTED IN U. S. A



No need
to juggle your finances
to take that
trip you've been
planning

# GO NOW

on any Great Northern train

# PAY LATER\*

only 10% down...balance in up to 24 months

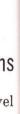
Don't put off the fun of Great Northern train travel . . . just the payments! With GN's new Go Now—Pay Later plan you can take your trip for only 10% down . . . then take 12, 18 or 24 months to pay balance. Meals, Pullman accommodations, baggage insurance and sight-seeing trips can be included in addition to rail fare. No complicated financing arrangements. It's the easy way to go . . . the easy way to pay. Get full details from your Great Northern representative.

\*This Plan Not Available in Canada

GO GREAT...GO GREAT NORTHERN'S NEW
GO NOW-PAY LATER PLAN

The Great Northern GOAT





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# The Great Northern GOAT



Vol. 31 April, 1961 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

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

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#### The Goat's Cover



Framed by apple blossoms, Kathy Whiteman, queen of the Washington State Apple Blossom Festival, holds an apple representing one of the leading agricultural products of the state.

#### Your Railroads

Railroad travel in 1960 was nearly seven times safer than by domestic airlines and 15 times safer than on the highways, according to a preliminary report on travel safety released by the Association of American Railroads.

The association compared the railroads' performance with airplanes and motor vehicles on the directly comparable basis of total passenger miles traveled per fatal accident. Comparing fatality totals alone, the railroad picture was even brighter.

Last year, rail passenger fatalities numbered 32, and of these, 15 were "train service" accidents—those due to traveler carelessness such as in cases of people attempting to board or leave moving trains.

In contrast, the AAR noted that accidents involving private cars and taxis in 1960 resulted in an estimated 25,000 fatalities or 800 times the railroad total. Civil Aeronautics board statistics indicate that 326 persons lost their lives in domestic airplane travel during the year, or 10 times the railroad total.

U.S. railroads carried 325 million passengers a total of 21,200,000,000 miles in 1960.

This means that the fatality rate for railroads, as expressed in units per 100 million passenger miles traveled, was .15.

Thus, a traveler going by rail could have covered 663 million miles, or 26,000 trips around the world, without an accident.

By comparison, the fatality rate for domestic airlines was 1.01 per 100 million passenger miles or 1 fatal accident for each 99 million miles of travel.

By highway, the 1960 rate was estimated at 2.3 per 100 million passenger miles or 1 fatality for each 45 million miles of auto travel.

## Washington Apple Blossom Queen Chosen

As the scent of apple blossoms fills Washington State apple orchards, an 18-year-old will begin her reign as Queen of the Washington State Apple Blossom Festival.

She is Kathy Whiteman, a brownhaired, green-eyed beauty who will be the official "ambassador" of the Pacific Northwest's apple industry during its 42d annual festival in Wenatchee, Wash.

Ruling with Queen Kathy will be Princesses Carmen Snitily and Sharon Coon. The royal party also will represent Wenatchee and the state's multi-million dollar apple festivals, civic celebrations meetings and throughout the year.

This year's apple blossom festival will be held May 4-6 and it will be crowded with parades, pageants, carnivals, exhibits, dances and other

festive events.

Since its inception in 1920 when the festival was called "Blossom Day," the celebration has grown to its present three days of continuous enjoyment including two parades.

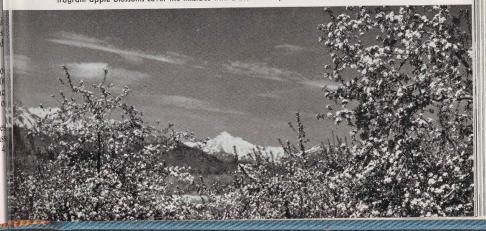


Washington State Apple Blossom festival queen, Kathy Whiteman, center, Princess Carmen Snitily, left, and Princess Sharon Coon will reign over the oldest civic celebration in Washington.

Such events as the Washington State annual art exhibition, the antique auto show, horse and custom car shows have made the festival a hit with all ages. This year, another first has been billed-the stage presentation of the musical "Rosalinda."

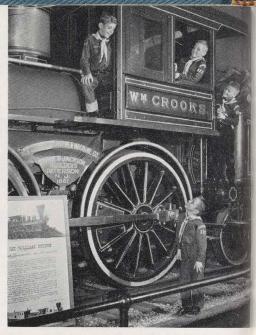
Visitors coming to Wenatchee in May for the festival will see the fragrant pink-and-white fairy land of blossoming trees, thrills, fun and excitement to be found only in the "Apple Capital of the World."

Typical of the spring scenes in apple blossom country is the orchard, below, in a riot of bloom. The fragrant apple blossoms cover the hillsides with a blanket of pink and white.



# Cub Scouts Hail Rails

Learn Railroading's Importance To Nation's Economy



The venerable William Crooks, Minnesota's first steam locomotive built in 1861, now on permanent display in St. Paul's Union Depot, is the subject of a personal inspection by three Cub Scouts,

There have been thousands of young "converts" to railroading the past month who have learned about the industry and have "tried" its product.

They are Cub Scouts who earmarked March as Railroad Month.

Through the railways' cooperation with Cub Scout leaders, the youngsters were familiarized with railroading, its problems and achievements and its potential value to the nation.

Railroads, including the Great Northern, assisted adult Cub Scout leaders by supplying information and other data in the form of booklets, signs and displays whereby youngsters were able to grasp railroading's importance.

A concrete realization of railroad-

ing was afforded them through trips on local trains to points of interest in various railway cities. Trips were popular during March on the Great Northern.

Such a trip was made on a recent Saturday afternoon by Cub Scouts of Pack 137, Fridley, Minn., and Pack 326, Crystal, Minn.

Boarding Great Northern's Red River train at Minneapolis, they arrived in St. Paul's Union Depot and toured various depot installations. A "must" visit was to the first steam locomotive in Minnesota, the venerable William Crooks, which is on permanent display in the depot.

Another visit of prime importance to the youngsters was the viewing of

(Concluded on Page 5)

Four

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

a 50 x 60-foot model railway display also in the depot built by the Twin Cities Model Railroad Club, Inc.

When at its full running capacity, more than three dozen engines will be on display from 7:30 to 9:30 p.m. Thursdays. The public is invited to the outstanding model railroad show.

Of particular interest to the youngsters on their visit was a replica of the Great Northern's Empire Builder which is owned by the railway and is part of the trains on display.

After a busy day in St. Paul's Loop, the youngsters left the city, a major railroad hub of the Northwest, aware of railroading's importance to Minnesota and the country in general.



Emerging from Great Northern's Red River train are these Cub Scouts from Fridley and Crystal, Minn., who toured the Union Depot, St. Paul, last month during Railroad Month.

The model railroad display in the Union Depot, St. Paul, built by the Twin Cities Model Railroad Club, Inc., was one of the points of interest for Cub Scouts during their recent visit to St. Paul. The  $50 \times 60$ -foot display, currently under reconstruction, is open to the public.



Five



An American LaFrance gas turbine aerial fire truck is driven into a Pennsylvania Railroad open-end boxcar for transit across the nation to Seattle via CB&Q and the GN.

#### CROSS-COUNTRY 'RUN'-

## Boxcar Hauls LaFrance Aerial Truck

The world's first turbine-powered automotive vehicle has been delivered by American LaFrance, Elmira, N. Y., to the Seattle fire department via rail, part of its trip over the Burlington and Great Northern Railway.

The truck is a fire department aerial ladder equipped with a 100-foot all-steel ladder. It is powered with a Boeing gas turbine 330-hp. engine.

The City of Seattle placed the first order for a production model fire engine. Performance provided by this turbine engine justifies the advanced thinking of Seattle officials in providing a maximum performance on the hills of the Seattle area.

Driven into a Pennsylvania Railroad open-end box car, the truck moved over the Burlington and Great Northern to insure its delivery in first-class condition ready for service operation.

On tests in Elmira, N. Y., this truck, weighing 16 tons, was able to accelerate from a standing position to 50 mph. in 31 seconds. It also is able to accelerate from a standing start to

(Concluded on Page 15)

The giant aerial ladder truck is displayed in front of the Boeing Airplane Company of Seattle, manufacturers of the unique, 330-h.p. engine.





Snow-topped mountains and heavily-forested countryside are backdrops of the nine-hole golf course.

#### GOLFERS FIND LIBBY, MONT., LINKS TOPS

Libby, Montana, golfers are readying their clubs for the seasonal opening of the Cabinet View Country Golf Club this month on one of the finest nine-hole courses in Montana.

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Situated in the picturesque and heavily-forested area of northern Montana near the Kootenai river, the Libby course is 2,906 yards long and features men's par of 35 and women's par of 37. Grass fairways and greens are kept in the best condition by use of an underground watering system.

The public course, catering to residents and tourists, boasts excellent club house facilities including rental clubs and carts.

Libby is on the main line of the Great Northern Railway, approximately 487 miles east of Seattle and 139 miles west of Glacier National Park. The "lumberjack's town," as it is called, is at an elevation of 2,053 feet and is surrounded by some of the heaviest timber in Montana.

Named after the daughter of a prospector who discovered gold in Libby creek in 1862, Libby is the seat of Lincoln county. In addition to the fine golf, scenery and hunting, it is well known as a fishing center.

The J. Neils Lumber Company, a division of the St. Regis Paper Company, manufacturers of lumber and poles, has a treating plant at Libby.



Strategically-placed sand traps make the course doubly interesting for expert and beginners alike.

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Great Northern's famed Empire Builder skirts Glacier National Park on its eastern run from Seattle-Portland.



Clamming for the elusive razor clam at Long Beach, Wash., above, calls for expert digging with a shovel called a clam gun.



Riders view the mountains at Banff, Alberta, above, while below, lunch is enjoyed by picnickers at Friday Harbor, San Juan Island.



# ALL ABOARD! VACATION LAND U.S.A.

It's vacation-planning time, and if you are a typical American, the urge to travel is irresistible.

Americans, conscious of the gold-dollar drain, are planning their vacations with the States in mind. High on their priority list of places to visit is the Pacific Northwest.

"Doing" that part of the country, travel-wise, would take more than one vacation, however, there's no time like the present to start seeing the Evergreen Pacific Northwest.

Great Northern Railway's streamlined Empire Builder and Western Star, serving the great tier of states from Chicago, via the Twin Cities to Portland-Seattle, afford the comfort and luxurious living to which American tourists have been accustomed.

The railway bisects the top scenic vacation areas of Montana, Idaho, Oregon and Washington and British Columbia.

Glacier National Park in the Montana Rockies holds a great fascination for tourists. Top hotels, motels, inns and lodges provide excellent facilities and cuisine.

Outdoor activities abound in the glaciated areas where alpine spring flowers bloom to the very edge of

(Concluded on Page 10)



Mt. Reynolds behind a field of lilies in Glacier National Park

St. Mary Lake in Glacier National Park, left below, mirrors the mountains; at right, a fisherman hauls in his catch near Jasper National Park, Canada, before a mountain backdrop.





the retreating glaciers.

Whitefish, Mont., and the beautiful Flathead valley, just west of Glacier, is dotted with lakes and is heavily forested. The Big Mountain ski resort, a few miles out of Whitefish, will be open throughout the summer to tourists who will be thrilled with the ride on the 6,800-foot chairlift to the top of the mountain. From there may be seen the jagged crags of Glacier National Park and Waterton Lakes Park of Canada, Hungry Horse dam, and Whitefish and Flahead lakes.

Continuing west, lie the beauties of Idaho—Lake Pend Oreille and Lake Coeur D'Alene where fishing is tops. Traversing Washington, riders in the Great Dome car of the Empire Builder may view Spokane's beauty, see the vast apple orchards of Wenatchee, the Apple Capital of the World; ride through the 7.79-mile-long Cascade tunnel that bores through the forested Cascade mountains, and arrive in the bustling port of Seattle.

Travelers going south to Portland, Ore., make connections for that Rose City and points south such as California, at Spokane.

The vastness of the Pacific Northwest encompasses hundreds of tourist attractions. There is the Grand Coulee dam and Bonneville dam, both on the Columbia river, creating artificial lakes and affording waters for irrigation.

The numerous mountains and national parks, such as Mount Rainier National Park thrill hikers with their snowy tops and forested foothills. Mount Olympus in Olympic National Park is fast becoming a favorite vacation spot for tourists who prefer the more rugged outdoor life.

A worthwhile tour in itself is a visit to the thriving Pacific Northwest cities that have innumerable summer activities for the tourist including the Portland Rose festival and the Seattle

Seafair, the granddad of Pacific Northwest festivals.

Great Northern agents will help you plan your trip and provide you with plans for detailed tours.

An attractive "package deal" is being offered to travelers of Vacationland U.S.A. For only \$336 which includes reserved coach fare and tax from Chicago, hotels, sightseeing and most meals, you may visit nine of the favorite vacation spots of the Pacific Northwest.

These include Glacier National Park, the Canadian Rockies, Portland, Columbia River Gorge, Mount Hood, Seattle, Puget Sound and Victoria and Vancouver, B.C.

The special 15-day tour leaves daily during the summer season. See your GN ticket or travel agent. Ask about the Go Now—Pay Later Plan.

# GN Awarded Citation For Food, Beverage Sanitation

The Great Northern Railway has been awarded a special citation for



Mr. Kirby

excellence in sanitation in food and beverage cars for the third consecutive year by the U.S. Department of Health, Education and Welfare.

Presentation was made to James W. Kirby, general superin-

tendent of GN dining cars, in St. Paul by Gerald W. Ferguson, regional program director, and James E. Woodruff, sanitation specialist, both of the U.S. Department of Health, Education and Welfare, Kansas Ctiy, Mo.

Only a few United States railroads have been accorded the honor three times.

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Mother began washing the face of her 4-year-old son and he put up a strong fight.

"But you know I have to use soap and water to get you clean," his mother told him.

"Why can't you just dust me?" he asked.

#### Double Check

"I always thought I had a large balance in our joint account," the embarrassed husband told the banker.

"I'm afraid, sir," the banker said, "your wife has beaten you to the draw."

#### Off and Running

A charitable old woman saw the beggar on the street and pressed a \$2 bill in his outstretched palm and whispered: "Never Despair!"

The next day she came by again and he gave her \$10.

"What does this mean?" she asked.
"It means, ma'am, 'Never Despair'
won the race, 5-1."

#### User Charges

"But reverend," the parishioner told the parson, "in church you always tell us that salvation is as free as water."

"It is, Scottie, it is," the parson said, "but when we pipe it to you, you have to pay for the piping."

#### Two for the Show

"It says here," the first spinster told her spinster friend, "a woman just lost her second husband—had him cremated."

"That's life for you," the other commented. "Some of us can't get one. Others have husbands to burn!"

#### Love's Labor Lost

Lois: "I refused to marry Donald two months ago, and he's been drinking ever since."

Jackie: "I'd say that's carrying a celebration too far."

#### Bested

The braggart was telling his fellow employe about his strength and how he could unbend a horseshoe with his bare hands.

"That's nothing," his friend countered, "my wife can tie up 10 miles of telephone wire with her mouth."

#### 80-And Tired!

The town's most important citizen was being interviewed on his 80th birthday.

"I'm sure our readers would like to know what exercises you use to keep fit," the reporter said.

"Son," was the answer, "when you're pushing 80, that's all the exercise you need."

Eleven



More than 114 inches of packed snow greets skiers at the top of The Big Mountain at Whitefish, Mont., as warm sunshine and mild temperatures result in some of the best spring skiing in the West.

#### 'SPRINGTIME IN THE ROCKIES'-

## Skiing Tops at the Big Mountain

It's springtime in the Rockies at the Big Mountain at Whitefish, Montana, and skiers are enjoying some of the best skiing of the season.

Cool winds have tempered and the noonday sun, climbing higher each day in the mountain skies, beams radiantly on skiers tanning as they streak down the mountain.

Ed Schenck, general manager of the mountain, has introduced special four-day spring skiing package rates for the period April 9 through May 15.

The package, good for four full days and nights on the mountain, is complete with unlimited use of the new 6,800-foot double chairlift; four

nights lodging in the dormitory; breakfast and dinner each day, for \$39.90, not including transportation to Whitefish.

Rooms with detached bath, two persons to a room, can be included in the same package for \$43.90.

The upper slopes of The Big Mountain have long been famous for wonderful snow conditions in the spring, and with service now provided by the huge, new 2,000-foot vertical rise double chairlift to the summit, skiers find more area served by one lift than they find almost anywhere in the country.

(Concluded on Page 13)

Twelve

THE STREAMLINED WESTERN STAR

With all the skiing and sunshine, camera fans and scenery-seekers are awed by some of the West's most magnificent views.

Best of all, the revelry and relaxed atmosphere of spring skiing, is one of the factors that made The Big Mountain known as the "Friendly Mountain."

Great Northern Railway, which caters to skiers, offers excellent rail service to The Big Mountain at Whitefish. Its streamlined Empire Builder and Western Star stop at Whitefish.

See your Great Northern ticket agent for details about the new fourday "Springtime in the Rockies" ski vacation packages.

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Students carrying ski boots and other ski attire board GN's Western Star at Minneapolis for their trip to Whitefish, Mont. At right is R. W. Greenman, GN general agent passenger department, Minneapolis.



One guitar-player and a group of singers is all that is required to get a song-fest going. These University of Minnesota skiers, shown aboard the Great Northern's Western Star, were among 61 who skied at The Big Mountain, Whitefish, Mont.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

## Passenger Traffic Club News

#### Minneapolis



New officers of the Minneapolis Passenger Traffic club, shown above, seated from the left, are G. R. Jenkyns, Canadian Pacific, president; and Bernie Feuchtmann, Milwaukee Road, treasurer. Standing, from the left, are Edward O'Leary, Great Northern depot, vice president, and K. A. Anderson, Burlington Lines, secretary.

#### Chicago

Herb Cromwell of the Gulf, Mobile & Ohio Railroad has been elected president of the Chicago Passenger Club.

Other officers are Chris Moffatt of the Santa Fe, first vice president; Dale Dornberg, Shell Oil Company, second vice president, and Larry Carpenter, Erie-Lackawanna, secretarytreasurer.

President of the Chicago City Passenger Agents' Association is J. G. Otten of the Northern Pacific Railway.

Also elected were Walter Jerome of the Burlington Lines, first vice president, and R. S. Snelling, Union

Pacific, second vice president. Secretary-treasurer is William Cavenagh of the Illinois Central.

#### St. Louis

H. F. Peterson of the Terminal Railroad Association has been elected president of the Passenger Club of St. Louis.

Other officers are H. Hefty, Baltimore & Ohio, first vice president; Gerry Bott, Bush, second vice president, and Marion Snyder, Union Depot, third vice president. Mrs. Dottie Erdman Luera, Baltimore & Ohio, is secretary, and Walter Bange, New York, New Haven & Hartford Railroad, treasurer.

#### Cincinnati

New president of the Passenger Club of Cincinnati is W. G. Gusse of the Santa Fe.

His fellow officers are Paul Beyers, Cincinnati Union Terminal, vice president, and A. C. Gutekunst, secretary-treasurer, who was elected to another term.

#### Omaha

J. G. Farris of the Denver and Rio Grande Western Railroad has been elected president of the Trans-Missouri Passenger Club.

Also serving the club this year are E. R. Nelson, Baltimore and Ohio Railroad, D. J. Lewis, Union Pacific, and W. K. Guyer, Vanice Grain, Inc., vice presidents; B. G. Wright, Rock Island, secretary, and W. L. McKain, Burlington, treasurer.

THE MOVE to lower the tax-free duty allowance for tourists is a dead issue for the moment, according to the Holiday newsletter. Pending further study, the House ways and means committee deferred action on the proposal.

Fourteen



FISH hauls from Lake Pend Oreille in Northern Idaho in 1960 were impressive, according to the North Idaho Economic Development Association's newsletter, NIEDA-GRAM. Some 1,065,000 kokanee (land-locked sockeye salmon) fish were caught by 77,000 fishermen who spent 372,000 hours on the lake. An estimated 9,600 kaloops rainbow trout were caught.

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VICE

**ARRIVING** in St. Paul recently via GN were 75 members of the Ice Capades International 20th edition who previously played Winnipeg.

FIVE design teams were named finalists in the international competition for creation of the \$250,000 Civic center fountain that will be an attraction in the center of the exposition ground for Century 21 Exposition in Seattle.

AN INFLUX of Japanese visitors is expected in the United States this year. They may spend 120 million dollars on travel. According to the National Association of Travel Organizations, easing of foreign exchange restrictions on Japanese nationals by the Bank of Japan should result in a rise of at least 40 per cent—from 50,000 to 70,000 Japanese visitors during the year.

LIST of Century 21 exhibitors who will participate in the 1962 Seattle fair is increasing daily, announced Ewen C. Dingwall, general manager.

#### FIRE TRUCK-Conclusion

53 mph. on an 8 per cent grade, one mile long, in just over 60 seconds.

All the above acceleration tests were run without shifting gears, all tests being made in high-gear ratio of the transmission. This performance has never been approached by any reciprocating engine moving a comparable weight, American LaFrance reports.

The turbine engine has many advantages to the fire department besides its ability to accelerate rapidly. It uses any one of four fuels—standard gasoline, kerosene, diesel oil or jet engine fuel. The truck has compartments, weather-proof type, that allow carrying of the fire-fighting equipment fully protected from the weather.

According to American LaFrance, the next few years will see turbine engines becoming available in commercial trucks and later in passenger cars.

The firm said it is believed that the turbine engine will "eventually replace present reciprocating-type engines, due, in part, to the almost total elimination of service requirement."

Fifteen

#### GREAT NORTHERN-GREAT WAY EAST OR WEST

FORM 6009 4-61

PRINTED IN U. S. A.



# 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 23 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 K. C. Van Wyck, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

Two Great Streamliners: the incomparable EMPIRE BUILDER



The Great Northern
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# The Great Northern GOAT



Vol. 31 May, 1961 No. 5

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#### DAN MUSCH, Editor

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#### The Goat's Cover



Dawn Mist falls, with Seward Mountain in the distance, is one of the scenic surprises in Glacier National Park. It is one of the many falls in the park,

#### Your Railroads

A call for new tax incentives to help business modernize and expand plant and equipment promises to bring about a genuine reappraisal of the federal government's depreciation tax policies in the near future.

President Kennedy's statement about the need to inject greater vigor into the nation's economy points up the fact that in today's mechanized and highly-competitive world, productive plant becomes obsolete rapidly.

A goal for a more productive America could be realized by liberalizing the annual "writing off" as operating expense of a portion of the capital invested in plant and equipment.

Business would be able to accrue more rapidly out of revenues a fund not subject to taxes, to replace capital facilities worn out in operations.

Nowhere is the need to overhaul depreciation allowances more manifest than in the 130-year-old railroad industry, where earnings have crept along at subsistence levels for years.

Last year, rail carriers scraped together 916 million dollars to modernize plant—more than twice their net income but less than 3 per cent of their gross investment in existing plant and equipment.

Liberalized depreciation would enable the lines to expand rolling stock and install more miracles of modern rail technology.

It costs \$10,000 today to replace a freight car which was built for \$2,500 in the 1930's. Tax write-offs on the old car, depreciated over an average of 30 long years, are inadequate to finance replacements.

So carriers have been forced to use depreciation accruals on several old cars to meet current payments on a single new unit.

Result: the gradual shrinkage in the nation's over-all freight car fleet from a wartime high of 1,769,578 units in 1944 to 1,659,000 currently.



## Portland Abloom For Colorful Rose Festival

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The long-time slogan, "For you a rose in Portland grows," is no idle boast in the Pacific Northwest this time of the year.

The City of Roses—Portland, Oregon—gets her inspiration from the hundreds of thousands of roses for which the city is famous. It is then the Portland Rose festival is launched for 10 days from June 2 to 11.

Eleven Portland high school girls compete for the title of Queen of Rosaria, and upon the selection, the festival begins.

Three great parades enliven the week: the night-time Merrykhana; the unique Junior Rose Festival parade, and the Grand Floral parade which is seen by more than a half-million spectators who thrill to the flower-bedecked floats.

The internationally-famous rose show attracts rose fanciers from throughout the world, many of whom enter their choice blooms. A top focal point is the Portland international rose test gardens in Washington park which boasts mass plantings.



Thousands of blooms comprise the float, above, one of many in the Grand Floral parade. On one is the Japanese miss, who poses with her Japanese umbrella.

U.S. Navy vessels—from submarines to aircraft carriers—moor along the Willametter river during the festival and hold open house.

High on the slopes of Mount Hood, just an hour's drive from Portland, where the snow lies deep in June, a special Golden Rose ski tournament highlights the final day of the festival. The same day, the Rose Festival Marine regatta is held on the river.

Three



Trackmen hit the banked curve in a relay event at the Portland meet. Several contestants declared the new track "fastest ever."

Delicately-engineered track panels fit perfectly to provide a smooth-as-glass running finish.



The adaptability of plywood and the application of its various uses is well known in the building trades. A unique use for the product of the Pacific Northwest was demonstrated recently with the construction of an indoor track at Portland, Oregon, viewed by millions of persons over national television.

Four

# Portland Indoor Track Utilizes Plywood

(The following is a reprint from Crow's Lumber Digest.)

An all-Oregon product and the first of its kind ever to be made is the plywood-surfaced indoor track initiated at the first Oregon Indoor Invitational meet held last January 14 at the Portland, Ore., Memorial Coliseum.

Inspired by the University of Oregon track coach Bill Bowerman, designed by Eugene architect Jack Stafford, built by the Wood Components Company, a subsidiary of Paar-Thomas Lumber Company, Eugene, Ore., of plywod specially made by Roseburg Lumber Company, the big oval is a true product of Oregon lumbermen's skill and ingenuity.

Ingredients for the construction of the eleventh-of-a-mile by 12-foot demountable track were some 27,792 square feet of Douglas fir plywood and about 6,000 feet of 2 x 3 dimen-

sion.

Wedge-shaped panels for the turns were engineered to infinitesimal tolerances. These panels, 12 feet in length, are precisely 4 feet, 51/3 inches wide

at the bottom and 5 feet, 9 27/32

inches at the top.

Supporting members for the banked turns are fabricated of graduated wedges of fir plywood and lumber, glued and nailed.

These nails and the concrete panel wedges which hold the track segments in place are the only non-wood ele-

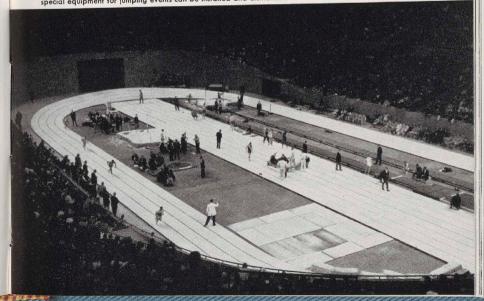
ments in the construction.

Eventually, the track will be surfaced with a rubber and asphalt combination formula of Bill Bowerman's.

Cost of the track was borne by members of the University of Oregon Portland Alumni, Incorporated, which will continue to be owners of the structure. Arrangements for leasing the track for at least two future competitions in other parts of the country already have been made.

First contestants to use the track included such Olympic giants as Dyrol Burleson, crack University of Oregon miler, and Otis Davis, anchor man for the victorious United States 1,600-meter Olympic relay team and 400-meter gold medal Olympic winner.

The big oval track, eleven laps to the mile, plus an eight-lane straightaway for hurdle events and special equipment for jumping events can be installed and dismantled in a few hours.



## Daylight Saving Time Train Schedule Changes

Daylight Saving Time scheduled until October 29 in Illinois and most of the East, and in Wisconsin, Washington and in the Province of British Columbia until September 24 required the railway to change timetables for various trains.

No. 31 Westbound Empire Builder (Leaves Chicago 30 Minutes Earlier) Lv. Chicago 2:30 p.m. Ar. St. Paul 9:15 p.m. Lv. St. Paul 9:50 p.m. Lv. Minneapolis 10:20 p.m. Ar. Spokane 10:45 p.m. Lv. Spokane 11:15 p.m. Ar. Seattle 7:20 a.m.

No. 32 Eastbound Empire Builder (Leaves Seattle 15 Minutes Earlier) Lv. Seattle 3:00 p.m. Ar. Spokane 10:15 p.m. Lv. Spokane 10:45 p.m. (Resumed Old Schedule at Cutbank)

No. 28 Eastbound Western Star (Leaves Seattle 30 Minutes Earlier) Lv. Seattle 9:30 p.m. Ar. Spokane 5:45 a.m. Lv. Spokane 6:30 a.m. (Resumed old schedule at Belfon)

No. 357 International (Leaves Vancouver 30 Minutes Earlier) Lv. Vancouver 7:30 a.m. Ar. Seattle 11:40 a.m.

No. 358 International (Leaves Seattle 20 Minutes Earlier) Lv. Seattle 7:45 a.m. Ar. Vancouver 11:40 a.m.

No. 359 International (Leaves Vancouver 20 Minutes Earlier) Lv. Vancouver 12:30 p.m. Ar. Seattle 4:25 p.m.

Pool Train No. 408 Lv. Seattle 12:10 p.m. Ar. Portland 4:10 p.m.

Pool Train No. 407 Lv. Portland 5:00 p.m. Ar. Seattle 9:00 p.m.

Train No. 4
(New Schedule Minot to St. Paul)
(Leaves Minot 2½ Hours Later)
Lv. Minot 9:30 a.m.
Ar. St. Paul 8:25 p.m.
(Corresponding Changes at Other Points)

Train No. 14 (Leaves Fargo One Hour Earlier) Lv. Fargo 3:55 p.m. Ar. St. Paul 9:45 p.m.

Daylight Saving Time will begin

in Minnesota on May 28 and continue through September 4. The following train schedules will be in effect through that period:

No. 7 Winnipeg Limited
(Leaves St. Paul Hour Earlier)
Lv. St. Paul 7:55 p.m.
Lv. Minneapolis 8:30 p.m.
Ar. Winnipeg 7:50 a.m.
No. 8 Winnipeg Limited
(Leaves Winnipeg 15 Minutes Later)
Lv. Winnipeg 7:30 p.m.
Ar. Minneapolis 7:00 a.m.
Ar. St. Paul 7:30 a.m.

Trains No. 11 and 12, the Red River, will operate approximately one hour earlier in both directions, and on the Duluth line, adjustments will be made in the schedule of trains 19, 20 and 23, but there will be no change in the schedule of train 24.

## Alaska Steamship Company Schedules Nine Sailings

Nine seasonal sailings for north of Alaska Peninsula ports will be made by the Alaska Steamship Company in the coming season.

Four voyages are set for Bristol Bay, two for Goodness Bay-Bethel and three for the Bering Sea.

At all ports north of the Alaska Peninsula except Bethel, ships must anchor off shore from 2 to 14 miles for sufficient depth to float. Cargo is handled between ship and shore by power scows and barges.

# Seattle Monorail Construction Starts

Construction has started on the Seattle Monorail designed for the city's Century 21 Exposition.

Scheduled for completion shortly after the end of 1961, the \$4,200,000 Monorail will run from Westlake mall for 1.2 miles to the fairgrounds site at speeds up to 60 miles per hour.

The two, four-car trains will carry up to 10,000 passengers per hour.

# HILTON BUILDING PORTLAND, ORE., HOTEL

A 500-room, 12-million dollar hotel under construction in Portland, Oregon, is expected to boost that city's attraction as a convention center.

The first new hotel to be built there in 30 years, the Portland Hilton will be located in the Loop and will be 21 stories high—the tallest building in

Oregon.

Facilities includes a four-story base containing public areas, main lobby, ballroom, dining facilities, shops and parking. The tower comprises 19 floors of rooms, a private club and a

roof-top restaurant.

The ballroom will be the largest in the Pacific Northwest, officials state. Utilizing the inter-connecting private dining rooms and foyer, it will accommodate 2.050 persons for meetings and 1,538 for dinner.

The roof-top restaurant, seating 200 persons, will embrace a dramatic view of 11,253-foot Mount Hood and the

Portland skyline.

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Model of New Hotel

## President's Caroline Sent Washington Apple Tree

Apple Blossom Queen Kathy Whiteman of the Washington State Apple Blossom Festival hands a Washington State Golden Delicious apple tree to a clerk-driver of the Railway Express Agency for shipment to Caroline



Kennedy, 3-year-old daughter of the President.

Through a newspaper story, Queen Kathy learned young Caroline was having difficulty finding apples in the White House, so the tree was shipped via the Great Northern Railway.

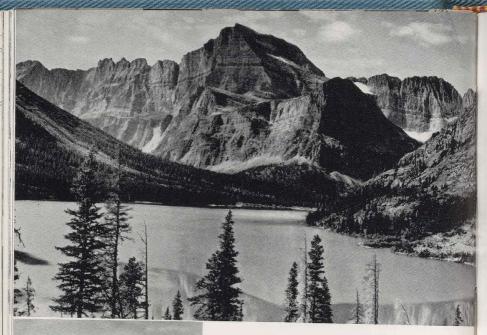
It will bear apples the second year after planting and will be productive for at least 20 years, which means plenty of Golden Delicious apples for the Kennedy family.

## National Transportation Week Set May 14-20

The 1961 observance of National Transportation week will be May 14-20, with May 19 scheduled as National Defense Transportation day.

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN





# GLACIER PARK HIGHLIGHT OF NORTHWEST TOURS

Mount Gould, 9,541-feet high, rises behind Josephine lake, above, one of the park's scenic beauties. But activities and beauty go hand in hand as evident by the fisherman, left, and the shuffleboard players in front of Glacier Park Lodge, below.



Spring is busy routing winter in Glacier National Park.

The Montana sun is slowly melting the vast snow fields and soon alpine flowers will pop up where stark winter once ruled.

America's "Switzerland" on the main line of the Great Northern Railway comprises one million acres of shining mountains, lakes, fishing streams and forest stands.

Although Nature's pattern of reawakening each spring varied imperceptibly through the ages Glacier National Park existed, a change has occurred which will not be noticeable to visitors.

On January 1 of this year, Great Northern concluded its concessionary association with the park by selling its properties to Don Hummel of Tucson, Arizona. Mr. Hummel is an experienced concessionaire of Mount McKinley National Park in Alaska and Lassen Volcanic National Park in Northern California.

Great Northern is continuing regular passenger train services to the park during the summer tourist season, and will work with the management in promotion of the park and the development of train tours to Glacier, which was established in 1910.

Change of ownership will not affect (Concluded on Page 10)

The soaring peaks of Glacier National Park provide scenic thrills for passengers on the Empire Builder, shown below, skirting the park.

nt by





Mountain climbing, above, is a favorite sport for a select few in the park, but the friendly Blackfoot !ndians, below, are enjoyed by all—especially the youngsters.



Glacier which still is the greatest vacation spot in the Pacific Northwest. It's still the park of craggy peaks, plush-green valleys and icycold lakes.

And its lodging accommodations are just as they were when GN owned them—rustic, cozy and nestled amid some of the most scenic beauty in the world.

From the looks of advance bookings, business is going to be good this year. With GN agents leading the way, there will be more tours through Glacier than any season before in history.

Through the first part of spring, 222 tours—or a 20 per cent increase in business—already had been booked for the coming season. Individual bookings in mid-April was up 18 per cent.

The Great Northern has featured package tours to Glacier with great success.

A suggested itinerary for a vacation in the park this year includes a 10-night stay in Glacier National Park and Waterton Lakes Park in Canada on a family plan for as low as \$268.26 from Chicago. (Corres-



pondingly low vacation fares are available from your home town.)

Travel is via the Western Star in deluxe coaches. Price quotations on Pullman accommodations are at your agent's fingertips.

The items included in the package deal are special round-trip first-class or coach railway ticket from Chicago; motor coach transportation, sight-seeing and launch cruises; two persons to a room with private bath at hotels for 10 nights in the parks, and all meals American plan commencing with dinner at the Glacier Park Lodge day of arrival and ending with lunch at Lake McDonald Hotel on the eleventh day.

U.S. Transportation tax of 10 per cent on rail, Pullman, motor coach and launch are included.

Items not included in the package are meals on trains and porters' fees, tips, gratuities and incidental items.

Under the railway's family plan, railway fares require trips commence on Monday, Tuesday, Wednesday or Thursday. Return trip may start any day. Comparable savings on children's fares will be quoted upon advice of exact ages of children.

Other GN package tours include Northwest Adventure (Oregon, Washington and British Columbia); Glacier National Park—Canadian Rockies—Banff—Lake Louise; Grand Circle Tour of the Pacific Northwest and Canada; Glacier National Park—Banff—Lake Louise—Columbia Ice Fields—Jasper Park, and Glacier National Park—Pacific Northwest (Portland, Mount Rainier, Seattle, Vancouver) and Canadian Rockies (Banff and Lake Louise and Winnipeg.)

See your GN agent or travel agencies for more details on the tours.

Ten



#### Cherche La Femme

A medical professor was lecturing his students on stress and strain of

modern living.

"Then there was the sultan who kept his harem three miles from where he lived," he told the class. "Every day he sent his servant to select him a companion for the day. The sultan lived to 87, but the servant died at 40," he continued.

"The moral to the story: it's not the women that kill you but the

running after them."

#### One For The Show

Two spinsters were discussing men. "Which would you desire most in your husband, brains, wealth or appearance?" asked one.

"Appearance," the other answered,

"and the sooner the better."

#### Love That Boy!

"Chuck is one of the most conceited guys I ever met," one friend told another. "Today's his birthday and he sent a telegram of congratulations to his mother."

#### Free Wheeler

"Mother, where are the crazy jerk drivers today that daddy is always talking about?"

"They are only out when your

father is driving, dear."

#### Seat of Contention

An enormous woman loaded with packages entered the bus and became irate when no man offered her his

"Isn't anyone going to give me his

seat?" she growled.

One gentleman rose, eyed the woman and said: "Madam, at least here is a small contribution."

#### Misfit

"Whatever happened to George?" "Didn't do too well as an architect, so he went on the stage."

"How's he doing?" "Still drawing poor houses."

#### Hard Lesson

"I suppose this new pen is a surprise?" the clerk asked.

"It certainly is," the customer answered. "It's for my son who's graduating. He's expecting a convertible."

#### Dance Souse

"I'm the most graceful dancer in this state.'

"You may be in this state, but not when you're sober."

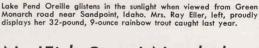
Money Talk
Bowery Bum to Martian: "Mister, can you give me a dime?"

Martian: "What's a dime?"

Bum: "You're right, make it a quarter.

Eleven





## No 'Fish Story' Needed At Idaho's Pend Oreille

One of the continent's most unusual fishing waters is a north Idaho lake that might be more properly classified as an inland sea fishery.

Lake Pend Oreille, a 44-mile-long, blue-green jewel nestling below the towering peaks of the Selkirk, Bitterroot and Cabinet ranges, has the following distinctions:

• It contains a total of 16 varieties of game fish.

 Year after year it produces the largest rainbow trout caught on the continent.

One of its sportier smaller fish—the kokanee (a land-locked sockeye salmon)—is so abundant, sports fisher-



men may take 50 a day with no possession limit.

In recent years, the lake has produced a total of six world record fish. Three of the records still stand, including the one of 37 pounds for rainbow trout.

Both in 1959 and 1960, nine of the 10 largest rainbow trout registered in competition sponsored by Field & Stream magazine were the kamloops variety from Lake Pend Oreille. Largest in 1959 was a 36½-pounder and 1960's was 32½ pounds. The latter was caught by a woman.

For many years, the Idaho fish and game department has maintained a continuing creel census study at the lake. For 1960, figures just released reveal astonishing statistics.

Some 77,000 anglers spent 372,000 hours fishing Idaho's "biggest hole." About three-fourths of them sought kokanee. They made a fantastic catch of 1,065,000 fish—a total of 128 tons.



A catch and a "miss," a miss being the fisherwoman who is assisting the angler with a net landing his rainbow trout.

The fish averaged 9.6 inches long. Other fishermen caught 9,600 kamloops rainbout trout, 3,600 cutthroat trout and 2,600 Dolly Varden trout.

When Mr. George Weishaar felt the tug on his line, he didn't realize there was a 30-pound, 8-ounce trout on the other end. The fight proved too much for the wily trout.



Thirteen

## Passenger Traffic Club News

EUGENE, ORE.



Newly - elected officers of the Eugene Traffic Club of Eugene, Ore., are shown above. From the left are Glenn Wright, Spokane, Portland & Seattle Railway, vice president; Robert Hjelm, Chicago & North Western Railway, secretary; Wes Williams, Snellstrom Lumber Com-

#### PEND OREILLE-Conclusion

No count was taken of the huge catches of bass, perch, crappie and other species.

Of the trout, the department lists 1,120 rainbows and 940 Dolly Vardens as being of trophy size, namely, 20 to 40 inches long.

Kokanee are taken all summer, but best trophy-size lunkers are angled in May, June, October and November. Season is from May 1 through November 30. Non-resident season license costs \$12; five-day tourist license fee, \$4, and one-day license \$2.

Highlight of the year is the Howdy Week and Kamloops & Kokanee day celebration held at Sandpoint with trophy day on May 6.

In the same county is famed Priest lake which annually produces some of the biggest mackinaws registered with Field & Stream. Both lakes have a wide variey of accommodations, boat and motor rentals.

The Great Northern Railway's Western Star makes daily stops at Sandpoint, Idaho, which is 404 miles east of Seattle.

cast of Scattle.

pany, president, and Orville Kingman, Central Manufacturing Company, treasurer.

#### PHILADELPHIA

Raynor M. Colmery of the Hertz Corporation was elected president of the Philadelphia Passenger Association.

His fellow officers are M. A. Brieschke, Santa Fe, first vice president; J. H. S. Winne, Pennsylvania Railroad, second vice president; F. R. Fray, Union Pacific Railroad, secretary; J. L. Higgins, Canadian Pacific, treasurer, and M. F. X. Ivers, Santa Fe, historian.

#### **PITTSBURGH**

Robert A. Finlay, Capital Airlines, is the new president of the Pittsburgh Passenger Club.

Other elected officers are Joseph I. Miller, Seaboard Railroad, first vice president; Edward J. Spitzkopf, Rust Engineering, second vice president, and Maurice F. Snyder, Pullman Company, secretary-treasurer.

### H. R. Lonsdale Retires

Harry R. Lonsdale, commercial agent for the Great Northern at



Mr. Lonsdate

V a n c o u v e r, British Columbia, retired on April 30 after 50 years with the railway.

A native of Olympia, Wash., Mr. Lonsdale was educated at Bellingham, Wash., and moved to Canada when a child. He began

his GN association in 1911.

Fourteen



A BOOST in Seattle grain shipments is expected as a result of the authorization to lengthen its grain-terminal pier from 473 to 750 feet and install additional spouts to expedite loading operations. The project was made possible under a 10-million-dollar bond issue approved by voters.

MONTANA has captured approximately one-tenth of the Christmas tree industry of the nation, reports the U.S. Forest Service. The state shipped 3,751,000 to more than 26 states in 1959, and initial reports indicate that the 1960 harvest was 4 million trees.

THE Great Northern and James J. Hill are included in the newly-published volume, "There Was A Time," written by G. A. Reishus of Minot, N.D.

PHARMACY students from Washington State University numbering 33 persons left Spokane on the first leg of their journey to Indianapolis on a tour of eastern pharmaceutical firms.

A JAPANESE team won the international competition to plan the \$250,000 fountain that will be a focal point of Seattle's Century 21 Exposition, America's space age world's fair.

HUNDREDS of persons were present when tours of the Rocky Reach dam were initiated recently near Wenatchee, Wash.

A FEDERAL office of international travel with a 5-million-dollar budget, approved by a U.S. Senate committee, was due to be studied by the U.S. House.

SPOKANE, Wash., city council was presented with a 22-page "Survey of Industrial Development Activities of Spokane," which told of the industrial potential of the area.

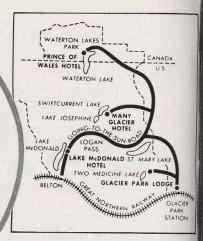
A NEW \$2,250,000 bulk-unloading facility and pier is under construction at the Port of Tacoma, Wash., and due for completion in 1962.

\$10,000 has been allocated by the Washington State Department of Commerce & Economic Development for a study of needed high-level housing facilities in Mount Rainier National Park.

ARRIVING in and departing from St. Paul recently via Great Northern were 75 members of the Ice Capades International 20th edition who previously played Winnipeg.

Fifteen

# 3-Day Stopover tour of GLACIER NATIONAL PARK



ALL EXPENSES
FOR ONLY

\$ 6 6 18
Phus
PER PERSON
(Two in a room with bath)

## Enjoy Great Adventure 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!

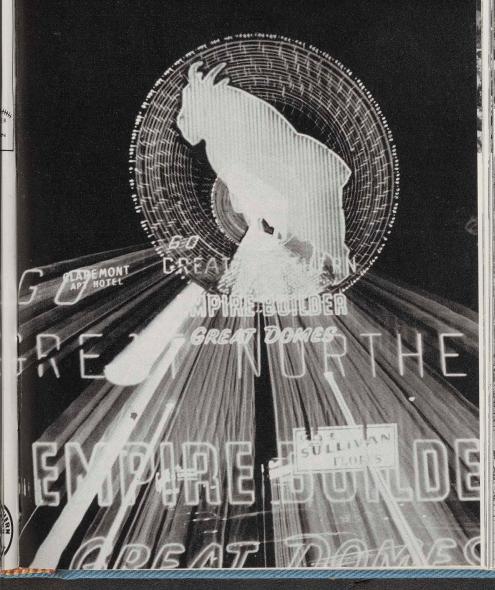
**CLIMB ABOARD** Great Northern's streamlined WESTERN STAR for a great start on your western vacation—in glorious Glacier National Park! Low "package" price includes meals, lodgings, cruises, buses. Rail fare additional. See your ticket or travel agent for reservations on the *only* transcontinental train serving a national park.

Go Great Northern's Faster WESTERN STAR





# THE GREAT NORTHERN GOAT



# Great Northern GOAT



Vol. 31

June, 1961

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



Rocky the Goat is prominently on display to Fourth Avenue motorists and pedestrians in Seattle. The sign, atop the Centennial building, was taken by a zoom lens. For more details of the exposure see page 14.

#### Your Railroads

Record outlays of \$12,585,975,000 will be spent on transportation programs this year by federal, state and local governments, according to a special study of government budgets released by the Association of American Railroads.

They indicate 1 billion dollars more than last year's total, double those of 1953 and three times those of 1947.

The outlays are for domestic highways and waterways and airports, airway facilities and air mail subsidy payments.

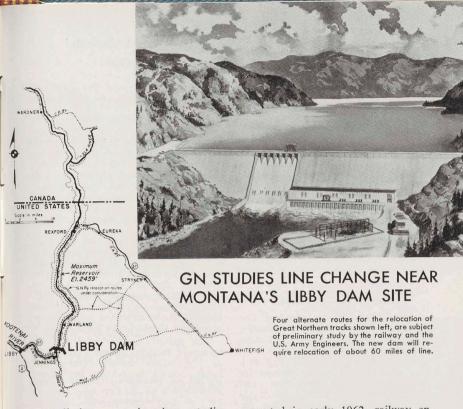
Total identifiable expenditures of federal, state and local governments for road, river and air transportation purposes approximate 178 billion dollars so far.

There is a sharp contrast between rising outlays of public funds to build. maintain and operate facilities for other transportation users and the self-supporting railroads' own outlays of 1.4 billion dollars in 1960 for construction, repairs and tax payments on their private rail rights of wav.

While railroads paid 999 million dollars last year in all types of taxes to all units of government, 181.4 million of this was levied on railway track. These taxes are completely evaded by competitors using the taxfree highways, waterways and airwavs.

The effect on the railroads was striking: as public outlays for road and river improvements quadrupled in the post-war period, truck traffic multiplied by 31/2 times and waterway traffic, by 4 times. Rail freight volume meanwhile sank nearly 15 per cent.

A system of user charges is essential to relieve general taxpavers of the burden of enormous transportation expenditures and to equalize their impact among various major



Preliminary engineering studies are under way on the proposed 400-foot-high Libby dam, to be located 15 miles upstream from Libby, Mont., on the Kootenai river.

Great Northern railway is directly concerned with the studies because its construction will require relocation of about 60 miles of GN's main transcontinental line.

The railway's engineers entered into contract with the U.S. Army Engineers district, Seattle, in doing preliminary engineering on four railway relocation changes. All routes will be reviewed for consideration with preliminary engineering expected to be completed by the end of the year.

Decision on the route change is

expected in early 1962, railway engineers said,

Although Libby dam was authorized for construction in 1950, work on the dam has been delayed by a lack of agreement with Canada for flooding land of that country.

The recent United States-Canada treaty, which has been ratified by the U. S. Senate, provides for the cooperative development of water resources of the Columbia basin and contains enabling authority for construction of the dam.

The dam is a key project of the United States' plan for water-resource development of the Columbia basin. It will have a gross storage

(Concluded on Page 4)

Three

## How Railroads Serve You

Railroads are vital to defense but no less vital to everyday living.

Every six seconds, all year long, a freight train starts on its way some-

where in the nation.

Some 15,000 freight trains are born each day on the average. Each train carries an average load of 1,443 tons, and each ton travels an average of 448 miles—at an average cost to shippers of less than 11/2 cents a mile.

By contrast, the average charges for truck transportation are 6 cents a ton-mile, or four times the rail average. And air freight charges averages some 25 cents, or 17 times as much.

Railroad freight service reaches virtually everywhere. The railroads'

#### LIBBY DAM-Conclusion

capacity of six million acre feet. The dam will create a reservoir extending 95 miles upstream, of which 42 miles will be in Canada.

The project will provide five million acre feet of usable storage for downstream flood protection power generation. It will afford almost complete flood protection for the Kootenai valley in Montana, Idaho and British Columbia, downstream from the dam, including about 34,000 acres of fertile valley lands in the United States portion of the Kootenai flats area downstream from Bonners Ferry, Idaho.

During the last 13 years, floods in the United States portion of the Kootenai valley alone, caused damages amounting to 16 million dollars. The project also will assist in controlling floods to safe limits on the lower Columbia river below Pasco, Wash.

The Libby project will have an initial installation of four 86,000-kilowatt generators. An estimated 472,000 kilowatts of prime power will be added to Northwest power resources. 50,000 freight depots and terminals originated 1.2-billion tons of freight in 1960.

Class I railroads in 1960 produced 572 billion ton-miles of freight service—the equivalent of moving nearly nine tons of freight a mile each day for every person in the United States. Railroads accounted for 44 per cent of all inter-city traffic.

Even so, rail officials estimate the existing railroad plant, if more fully utilized, could have handled a vastly

greater volume.

Railroads transport by far the largest share of ores, coal and other basic resources that form the foundation for the nation's industrial might. Without railroads, there could be no automobiles, trucks, missiles, airplanes, vessels-virtually nothing that requires manufacture on anything approaching the scale we have today.

The nation's road, water and air transport facilities, created at a cost of 178 billion dollars from public funds, would be totally inadequate for the job.

## GN Veterans Hold 49th Convention In Minneapolis

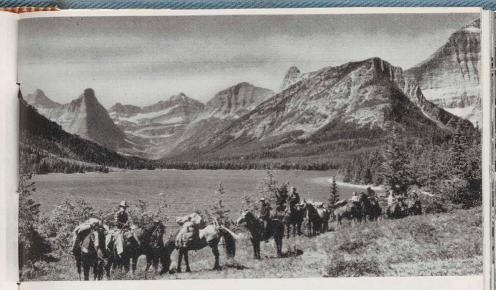
The Veterans' Association of the Great Northern Railway held its 49th annual convention in the Radisson hotel, Minneapolis, on June 10.

More than 1,200 members and wives attended a morning business meeting, luncheon and banquet.

Banquet speaker was F. P. Mc-Carty, general freight agent of the Great Northern.

Current officers of the association are F. C. Spencer, Minneapolis, president; F. J. O'Neill, St. Paul, vice president, and J. H. Marthaler, secretary-treasurer. West St. Paul.

Four



A Glacier National Park Horseback Party at Crossley Lake

# Camping Now Family Affair

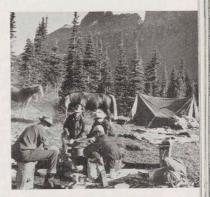
Hundreds of thousands of family campers will visit the 61 areas of the National Park system which provide campsites this summer and will probably break the 1960 record of 4,839,700 camp-use days.

National Park Service Director Conrad L. Wirth said that while campsites are not included in all of the 190 areas administered by the service, each one has some outstanding feature to attract the vacationer—such as tramping through the woods or over famous battlefields.

While campgrounds and campsites are provided for recreation purposes and are located near points of interest, they are situated so they will not encroach upon or mar the irreplaceable park values.

Each is placed to blend with natural surroundings—whether the site is (Concluded on Page 6)

A trail-riding group starts breakfast at Fifty Mountain camp in Glacier Park, top photo, while hikers, shown below, prepare to leave Granite Park chalet for a hike toward cloud-shrouded Mt. Gould.





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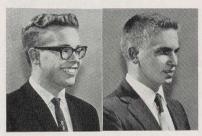
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## 3 Students Awarded GN Scholarships



David

Rodney

Three college scholarships, valued at \$3,000 each, have been awarded to three sons of GN employes.

The winners are David J. Kirby, 17, of West St. Paul; Rodney A. Perala, 17, of Swan River, Minn., and Ronald E. Swanson, 17, of

#### CAMPING - Conclusion

provided for tents or trailers. The camper must provide his shelter, be it tent, trailer or bedroll.

Among the nation's parks undergoing camp ground improvements is Glacier National Park in the Montana Rockies on the main line of the Great Northern Railway.

Both the streamlined Empire Builder and the Western Star skirt the park. The latter makes daily stops at East Glacier Station.

Glacier National Park has 50 camp areas and 868 Type A sites (organized layouts of well-defined roads, parking spaces and campsites; drinking water and sanitary facilities). An additional 127 Type B sites consist of a more rugged layout usually in areas of trails or limited-access roads and basic facilities.

Other park areas along the Great Northern providing campsites include the Coulee Dam National Recreation area, Mount Rainier National Park and Olympic National Park, all in Washington, and Crater Lake National Park, Oregon. Superior, Wis.

The scholarships, valued at \$750 for four years, are awarded annually by Great Northern. Winners also receive summertime employment on the railway during their college years.

Representatives from business, labor and education selected the winners from a field of 10 students who were guests of the railway during the final days of the competition.

Education representatives were

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.



Ronald

Business representatives were Judson Bemis, president, Bemis Bag Company, Minneapolis, and Don Mc-Neely, vice president, St. Paul Terminal Warehouse Company, St. Paul.

Representing labor were Archie Carlson, general chairman, International Brotherhood of Firemen and Oilers, and Lloyd A. Combs, general chairman, Switchmen's Union of North America.

## Montana Jaycee Auto Show Featured Tri-Level Load

An effective car promotion recently was carried out in Glasgow, Mont., on the Great Northern when a \$50,000 order of Oldsmobiles was brought to town via the railway's tri-level rack shipment.

The show was billed as a joint promotion of the Jaycees and Newton Motors, Inc., with the cooperation of the railway.



Specialized freight cars, such as the airslide hopper shown above being loaded with bulk flour help reduce shippers' costs. The GN recently ordered 20 such cars.

## GN BUYS 20 HOPPER CARS, TO BUILD 500 BOXCARS

The purchase of 20 New Air Slide covered hopper cars and start of construction of 500 new all-steel box-cars at Great Northern Railway's St. Cloud, Minn., shops were announced recently by the railway.

The 2,600-cubic-foot Air Slide cars are scheduled for early fall delivery by the General American Transportation Corporation. GN now has 50 cars of this type for bulk handling of flour and sugar.

The boxcar-building program calls for the production of seven cars daily. They will be 50 feet long and feature 8-foot plug doors and 6-foot sliding doors. These versatile 50-ton, roller-bearing cars have two doors on each side, one of which can be tightly secured and the car used as a single door car to load bulk commodities such as grain.

When the car is used for lumber, plywood and other long articles, both doors can be opened to facilitate the use of mechanical loading equipment such as fork lift trucks.

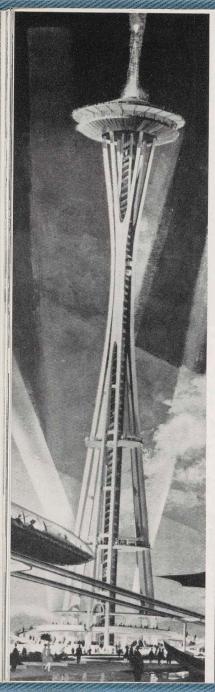
Also announced were plans for the rebuilding of 600 boxcars at St. Cloud, the last portion of a 1,000-car rebuilding program. They will be 40-footers with 6-foot sliding doors.

## Oregon National Park Chief Appointed

W. Ward Yeager, assistant superintendent of Grand Teton National Park, Wyoming, has been named superintendent of Crater Lake National Park, Oregon.

Among his tours of duty, Mr. Yeager served at Mount Rainier National Park in Washington State.

Seven



# CENTURY 21 EXPOSITION

SEATTLE, U.S.A. 1962



# Man in the Space Age

The City of Seattle is gearing itself for one of its greatest community efforts—the Century 21 Exposition—April 21—October 21, 1962.

The 74-acre Exposition site is just one mile north of Seattle's downtown business area, a few hundred yards from its salt water port facilities.

The State of Washington and the City of Seattle invested 6 million dollars in the purchase of land which, together with adjoining property already owned by the city, will become the site.

Exhibition buildings and utilities valued at 15 million dollars are al-

Rising 600 feet, the spectacular Space Needle, left, will afford a breath-taking view of Seattle's Harbor and nearby mountains. Below, dynamic architecture will house the world of science, a project of the U.S. government, the most extensive science exhibit assembled.





An artist's sketch of Century 21's 74-acre site near the heart of Seattle and its picturesque waterfront and mountains graphically illustrates how the exposition will look to visitors.

ready available. An additional 23 million will be spent by the city, state and federal governments and the Century 21 Corporation for new building and site development.

Man stands on a new frontier.

The Century 21 Exposition will look beyond this frontier into the Space Age. It will offer an insight into the World of Century 21—a view of man's life tomorrow as it may develop from his industry and ingenuity today.

Visitors will view a far-seeing program of national and international exhibits, cultural and entertainment events and an array of delightful amusements in a unique and colorful exposition setting of the radiant World of Tomorrow.

The site will be divided into the (Concluded on Page 10)

Viewing a scale model of the Exposition, top photo, are girls from Norway, Sweden, Greece, Japan and China—all recent contestants in a Miss Universe competition. The World of Commerce, and Industry, center, will exhibit products and industrial techniques of international governments and firms. Below, the world's first full-scale, mass-transportation system Monorail is superimposed on a downtown Scattle street, appearing as it will during the exhibition.







## DAYLIGHT SAVING TIME TRAIN SCHEDULE CHANGES

Train schedule changes on additional Great Northern passenger trains went into effect on May 28 when Minnesota went on Daylight Saving Time.

Between St. Paul and Duluth, Trains 19 and 20 are operating one hour earlier in both directions, and Train 23 was rescheduled to leave Duluth at 6:35 a.m., arrive in Minneapolis at 9:46 a.m., and St. Paul at 10:20 a.m.

There was no change in schedule of Train 24 between St. Paul and Duluth.

#### CENTURY 21-Conclusion

five Worlds of Century 21. In all, the exposition will explore:

• World of Science—The core of the exposition, it will occupy 6½ acres of the site. The U.S. Government is constructing a huge pavilion where visitors will see and experience an entirely new concept of science.

• World of Century 21—To be presented inside the 160,000 square foot Coliseum centered in an 8½-acre plaza where international exhibits will depict man's future way of life.

 World of Commerce and Industry—Will contain 23 acres of covered and open site for American and international exhibits.

 World of Art—Nations will be invited to present their most outstanding artist and art productions.

• World of Entertainment—an 11-acre tract featuring international performing arts in the concert auditorium and arena; sports and spectacular events to be presented in the stadium, and the 8-acre Gayway 21 will present the latest creations in recreation and amusements.

• Boulevards of the World—15 acres of colorful bazaars, restaurants and an international park and lagoon.

The following is the condensed schedule:

Train No. 20 The Gopher Lv. St. Paul 3:30 p.m. Ar. Minneapolis 3:52 p.m. Lv. Minneapolis 4:00 p.m. Lv. Cambridge 4:43 p.m. Lv. Sandstone 5:24 p.m. Ar. Superior 6:30 p.m.

Train No. 19 The Gopher Lv. Duluth 3:30 p.m. Lv. Superior 3:45 p.m. Lv. Sandstone 4:48 p.m. Lv. Cambridge 5:31 p.m. Ar. Minneapolis 6:20 p.m. Lv. Minneapolis 6:25 p.m. Ar. St. Paul 6:45 p.m.

Ar. Duluth 6:45 p.m.

Train No. 24 The Badger Lv. St. Paul 8:10 a.m. Ar. Minneapolis 8:30 a.m. Lv. Minneapolis 8:35 a.m. Lv. Cambridge 9:30 a.m. Lv. Sandstone 10:22 a.m. Ar. Superior 11:34 a.m. Ar. Duluth 11:50 a.m.

Train No. 23 The Badger Lv. Duluth 6:35 a.m. Lv. Superior 6:50 a.m. Lv. Sandstone 8:03 a.m. Lv. Cambridge 8:55 a.m. Ar. Minneapolis 9:46 a.m. Lv. Minneapolis 9:55 a.m. Ar. St. Paul 10:20 a.m.

Train 345 Lv. Barnesville 1:40 a.m. Lv. Glyndon 2:03 a.m. Lv. Ada 2:41 a.m. Ar. Crookston 3:25 a.m.

Train 346 Lv. Crookston 11:35 p.m. Lv. Ada 12:21 a.m. Lv. Glyndon 12:57 a.m. Ar. Barnesville 1:18 a.m.

Class I railroads in 15 years have replaced half of their freight car fleet with units of improved design and greater capacity.

Although the present fleet of 1,676,-386 cars has declined 5.3 per cent from the wartime total, it has greater capacity—2½ per cent greater than that of 1944.

Ter



'Dis-Dressing'

A wealthy rancher came to the big city and was shopping for a gown for his wife. The girl brought out a series of very revealing dresses. He looked them over, shook his head and said:

"No, miss. I don't want anything like those. To me, my wife, Molly, is like money in the bank: as long as I know it is there, I don't have to see it all the time."

#### **Facetious**

He: "Is my face dirty or is it my imagination?"

She: "Your face is clean, but I don't know about your imagination."

#### Name-Dropper

The lost 6-year-old boy ran down the supermarket aisles frantically calling, "Martha, Martha!"

His mother finally approached him, chiding: "You should call me 'Mother' not 'Martha.' I'm mother to you, you know."

"I know," he replied, "but this store is full of mothers."

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### Party Girl

Political Science Professor: "Do you believe in the two-party system?" Pretty Co-ed: "Yes, sir. One on

Friday and one on Saturday."

Time On His Hands

Boss: "You should have been here at 9 o'clock!"

George: "Why, what happened?"

#### The Last Word

First Salesman: "How's business?" Second Salesman: "Good! Really good! My wife gave me some orders this morning."

Strategy

One wolf to another: "Who was the little blonde I saw you outwit last night?"

### Draft-Dodging

The little redhead had a time of it controlling her skirts on the windy corner. She became irate after noticing a man enjoying her plight.

"It's obvious, sir, that you are no

gentleman!"

"It's obvious you're not one either," he replied.

#### **Smell of Success**

She: "I want a bottle of perfume that will set the blood coursing passionately through the veins of my boy friend."

Salesgirl: "We have that kind, of course, but I rather consider it un-

sportsmanlike."

She: "What do you mean by that?" Salesgirl: "It's something like dynamiting fish."

Eleven

## PROPOSAL WINS 81% OF VOTE

## GN Shareholders Approve Proposed Merger

Shareholders of Great Northern Railway approved the proposed merger of the company with Northern Pacific, Burlington and Spokane, Portland & Seattle railways.

A total of 4,929,931 shares, or 81 per cent of the company's 6,083,722 outstanding shares, were voted for the merger at GN's annual meeting in St. Paul.

Less than 1 per cent of the outstanding shares were voted against the unification plan. Approximately 225 persons attended GN's annual meeting.

Shareholders of all the four consolidating companies now have approved the merger proposal.

GN President John M. Budd and three other directors were elected to three-year terms at the meeting. In addition to Mr. Budd, other re-elected directors are: Thomas L. Daniels, chairman of board, Archer-Daniels-Midland Company, St. Paul; William L. McKnight, chairman of board, Minnesota Mining & Manufacturing Company, St. Paul, and J. Howard Laeri, New York, executive vice president, First National City Bank of New York.

At the meeting, Mr. Budd said that the Interstate Commerce Commission approval is necessary to effect the merger, and that hearings on the proposed consolidation probably would begin in the fall and continue in 1962.



Great Northern officers and directors stopped at Minot, N. D., on May 12, 1961, en route by rail West after their annual meeting in St. Paul. From the left are Clark A. Eckart, vice president, Seattle; Philip H. Nason, director; Ralph H. Hemmesch, superintendent, Minot division; Walter G. Seeger, director; Frederick K. Weyerhaeuser, director; Walter H. Hoffman, GN general agent, Minot; John M. Budd, president; J. Stewart Baker, director; Reginald N. Whitman, general amanager, operating department; William H. Lang, director; Grant Keehn, director; Anthony Kane, vice president and general counsel, and John L. Robson, assistant vice president, operating department. C. E. Finley, traffic vice president, was not present when picture was taken.

## Salt Air Flavors Vancouver's Bayshore Inn



Marine resort living in Downtown Vancouver, B. C., is the boast for that metropolis' newest hotel facing the harbor front.

The Bayshore Inn, recently opened its doors in a uniquely-beautiful setting. Towering mountains, the magnificent harbor, famous Stanley park with its pleasant woodland walks are at the doorstep of the 300-room inn.

Of special interest to the traveler who wants something different are the individual lanais featured in all bayshore suites. They emphasize sunlounging or casual outdoor dining and every lanai affords a spectacular view of the city skyline or harbor seascape.

From the impressive exterior designed in mosaic tile and native cut stone to the free-form, heated swimming pool and gardens, to the Trader Vic's addition built in the form of an authentic South Seas long house,

"floating" over Japanese gardens and pools, the Bayshore inn, a Western Hotels, Inc., establishment, is an important addition to Vancouver's business and travel community.

## Bremerton, Wash., Navy Yard Tours Featured

A visit to the largest carriers, battleships and cruisers are included on Bremerton, Wash., navy yard tours.

Highlight of the excursion is a visit to the "Mighty Mo," the battleship on which the Japanese surrendered at the end of World War II.

Frequent ferry boat service is available from the Washington State Ferry dock, located comparatively near the King Street station, to Bremerton.

Up to 250 persons can be accommodated on each tour, officials of the Bremerton-Charleston Transportation Company, point out.

Thirteen

## GLACIER PARK HOTEL MANAGERS ANNOUNCED

The names of managers of Glacier Park, Incorporated, hotels and inns and other Glacier National Park information were released recently by

management.

Hotels and managers are: Glacier Park lodge, Tracy Kohl; Many Glacier hotel, Ian Tippet; Lake McDonald hotel, Ralph M. Erickson; Prince of Wales hotel, Mrs. Lita Hamilton; Swiftcurrent Motel and Cabin camp, Miss Helen Forsythe; Rising Sun Motel and Cabin camp,

## Miss Montana Rides Float In Cherry Blossom Parade



Miss Cheryl V. Zentzis of Inverness, Mont., waves to the crowd while riding a float down Constitution avenue in the Cherry Blossom parade in Washington, D. C.

The background of her float is a mural depicting present-day Montana. Among sponsors of the float was the Montana Railroad Association.

The 19-year-old miss attends Northern Montana college in Havre.

Mrs. Mary Harris, and the Village inn, Ralph M. Erickson.

Sperry and Granite Park chalets will open July 1 and close of August 31. They will be operated and managed by Ross Luding, Martin City, Mont.

The saddle horse concession again will be operated by George Moore, East Glacier Park, Mont., but the concession at the Prince of Wales hotel will be provided by David D. Simpson.

Don Hummel is president of Glacier Park, Incorporated. George W. Goldsworthy is general manager, and William O. Carlson is director of sales and public relations.

## Rocky 'Zooms' In Seattle Loop In Test Photograph

When Paul V. Thomas, staff photographer for the Seattle Times, was asked by Josef Scaylea, Times chief photographer, to test a new zoom lens, he chose the Great Northern Goat sign in the Loop as his subject.

The camera was set up on a tripod, the lens set at about f8, and focused on the sign. The shutter was opened and during the time exposure the lens was carefully zoomed at a slow rate from its shortest (85mm) to its longest (250mm) focal length.

This accounts for the change in size of the sign—a general enlarging of the Goat and of the lettering, Go Great, Go Great Northern, Empire Builder, Great Domes.

The total exposure was between 15-20 seconds on Tri-X film.

### New Locomotives

Class I railroads in 1960 installed 453 new locomotive units compared with 842 in 1959, the Association of American Railroads reported.

Of these, diesel-electrics totaled 440; gas turbine-electric, 12, and electric, one.

Fourteen



COMMODORE Onan Thompson of the Minneapolis Aquatennial and Mrs. Thompson recently were passengers on GN's Empire Builder to Spokane, Wash., where they were guests of the Spokane Lilac festival.

**TRUSTEES** of the Seattle Chamber of Commerce approved a resolution urging Congress to authorize construction of overnight facilities in the Paradise area of Mount Rainier National park in Washington.

NOTED oceanographer-meteorologist Dr. Athelstan Spilhaus, dean of the institute of technology of the University of Minnesota, was named by President Kennedy to be commissioner of the U.S. science display at Century 21 Exposition in Seattle.

APPOINTMENT of Mrs. Helen B. West of Cut Bank, Mont., as archives assistant of the Museum of the Plains Indian, Browning, Mont., was announced recently. She is an author of a number of articles on Montana and western history.

LARGEST single local tax assessment in the nation's capital is borne by the Union Station in Washington, D.C., which paid \$397,380. Built by the railroads, the building cost 32 million dollars.

IN 1957, latest year of complete statistics, railroads spent an estimated 65 million dollars to develop industry and agriculture across the nation, representing more than half of the estimated 127 million dollars of private funds spent on such projects during the year.

COME spring and graduation time, railroads are patronized by thousands of high school senior students who have been passengers on trains while visiting distant cities.

One such group is the North St. Paul, Minn., High school class which traveled from the Twin Cities to Winnipeg, Manitoba.

## March Travel Figures Show Decided Upturn

Domestic travel for March showed a gain of 39.7 per cent over that of March, 1960, the National Association of Travel Organizations newsletter reported.

The boost was enough to raise the total for the first three months of 1961 to a gain of 4.14 per cent over the corresponding period of 1960.

With good weather, people will travel, the newsletter continued, and "depressed" economic conditions are not causing a national travel slump.

Fifteer

### GREAT NORTHERN-GREAT WAY EAST OR WEST

FCRM 6009 6-61

PRINTED IN U. S. A.

# Choose your kind of vacation fun from Great Northern's



1. Canadian Rockies Planned tours. Jasper Park, Lake Louise, Banff, Waterton Lakes Park. Wondrous Gla-

Park. Wondrous Glacier National Park in Montana Rockies: Many Glacier region to

beautiful Lake McDonald via thrilling Goingto-the-Sun Road. Fine hotels, 14 glorious days. Leave any day of summer season. Coach class from \$359.90.

2. Canada's Lake Louise Banff Picturesque Canadian Rockies resorts, Columbia



Ice Field, Waterton Lakes Park. Glacier National Park in Montana Rockies: Many

Glacier region, Logan Pass via Going-to-the Sun Road. Excellent sightseeing, friendly hotels. 14 days. Leave any day of summer season. Coach class from \$332.20.

3. Canadian Rockies-Pacific Northwest and Glacier Park. Visit Banff, Lake Louise,



Yoho Valley, Vancouver-Victoria, B.C. Cruise Puget Sound to Seattle. Tour Mt.

Rainier Park, Columbia River Highway. Glacier Park: spectacular Going-to-the-Sun Road to Lake McDonald. 13 days. Leave any day of the season. First class from \$434. 4. Glacier Park Pacific Northwest and Canada. 13-day economy tours. Glacier Park in Montana Rockies:



in Montana Rockies; exciting Going-to-the-Sun Road. Pacific Northwest: Puget

Sound; Vancouver-Victoria, B.C. Canadian Rockies: Yoho Valley, Emerald Lake, Banff, Columbia Ice Field. Leave any day of the summer season. Deluxe coaches \$333.84.

5. Glacier National Park Step off the Western Star near Glacier Park Lodge in Montana



Rockies. (Only U.S. national park reached directly by good train service.) Beautiful gar-

dens. Blackfoot Indian ceremonies, golf, horseback riding. Alpine mountain scenery, pollen-free air. Leave any day of the summer season. Coach class \$287.09.

6. Pacific Northwest Adventureland Independent 12-15 day tours leave any day of

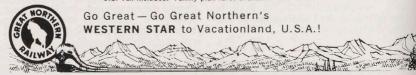


season. Glacier Park, Seattle, Vancouver-Victoria, B.C., Harrison Hot Springs. Olym-

pic National Park, Mt. Rainier, U.S. Navy Yard, Portland, Pacific Ocean beaches. Finest hotels, exciting tours. Let Great Northern help plan your vacation fun.

See your ticket or travel agent. Rates are round trip from Chicago; based on two persons sharing a room.

U.S. Tax included. Family plan fares available on all tours.

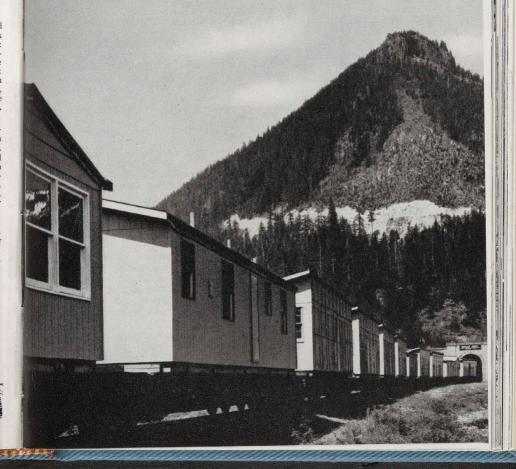


The Great Northern

GOAT



JULY 1961



## The Great Northern GOAT



Vol. 31 July, 1961

No. 7

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



Emerging from GN's Cascade tunnel in Washington is a trainload of pre-fabricated homes bound for Anchorage Alaska. (Story on Page 4.)

#### Your Railroads

A justifiable attack on the government's "transportation spending binge" was levelled recently by J. Handly Wright, vice president of the Association of American Railroads.

The government is wasting vast sums in taxes and buying chaos into the nation's transportation network.

When America pours out 12.5 billion dollars a year in tax dollars to expand road, river and air transportation, she is simultaneously crippling one of her greatest national assets—her 27-billion-dollar, 220,000-mile railroad system.

A national transportation crisis is dead ahead if present public policies

and trends continue.

The grim fruits of 74 years of piecemeal transportation legislation are now showing up in transportation tie-ups in our cities, the elimination of empty passenger trains, the terrible crowding of our highways and deficit operations among major freight carriers.

In becoming a transportation spendthrift and bleeding taxpayers for huge sums that need never be spent, government is creating an over-supply of all carrier facilities, raising the specter of carrier bankruptcy.

The most fabulous highways, airports and river navigation networks are being set up by the government while our cities suffer from dry rot and our schools burst at the seams.

Railroads are tied in knots by discriminatory regulation, drained of their life-blood by discriminatory taxation, and bludgeoned by government spending programs that pamper and promote road, river and air transportation.

The railroads need approval of their Magna Charta program: Freedom from stifling regulation, destructive taxation, subsidized competition and freedom to diversify into other forms of transportation.



## Mill Citian Leads Spokane Lilac Festival Parade

Minneapolis Aquatennial Commodore Onan Thompson and his wife, Mae, were passengers on Great Northern's Empire Builder recently when they traveled to the Spokane Lilac festival in Washington.

Thompson was grand marshal for the festival's night parade.

Accompanying the Thompsons was a Minnesota-bred lilac bush that was presented to the Mayor of Spokane. City officials had previously presented a Spokane-bred lilac bush to Commodore Thompson.

In addition to the Commodore's participation in the festival which is one of the most colorful in the Pacific Northwest, he spoke at several commencement exercises.

Two major parades were featured in festival celebration: the torchlight parade in downtown Spokane consisting of floats, bands, marching units highlighted by the twinkle of a myriad of lights and the grand lilac festival-Armed Forces parade of 150 units,



Queen Sarah Ann Julion, left, above, of the Spokane Lilac Festival, exchanged "royal" secrets with the visiting Commodore Onan Thompson, and Mrs. Thompson who were guests at the recent festival. Below, the Thompsons are shown boarding GN's Empire Builder in Minneapolis en route to Spokane where they were official representatives of Minneapolis' Aquatennial. The Commodore holds a Minnesota lilac bush he presented to the mayor of Spokane.

beautiful girls and military units witnessed by 125,000 spectators.

Flowers—and lilacs in particular—held prominent attention during the festival. One of the most attended exhibits was the lilac and spring flower show in the Civic building.

More than a flower show, it also included outdoor living features, barbecues, oriental patio displays, garden lighting and table arrangements.

Three



Emerging from the Cascade tunnel on Great Northern's line in Washington are 12 carloads of prefabricated homes—each split in half and each half on a car—destined for Seattle and then Alaska.

## HOME ON THE (CASCADE) RANGE

Great Northern has blasted away sections of mountains, bored through others in digging tunnels and currently is moving homes.

More than 30 full-sized homes, built in two sections to fit on flat cars, have been moving along the line on the CB&Q from Chicago to St. Paul and then over the GN to Seattle, and from Spokane on the Spokane, Portland & Seattle Railway to Portland, Ore.

The transcontinental transit, which

features the movement of homes through such impressive tunnels as the famed Cascade tunnel in the Cascades of Washington State, has once again proved that rails can move almost anything—anywhere!

When Midwest Homes, Inc., of Carlisle, Ind., received orders from Anchorage, Alaska, for over-sized pre-fabricated homes, the firm came to the GN with its problem.

It was determined by the railway's freight traffic department that GN

A huge crane lifts half of a pre-fabricated home from a flat car onto a barge on right for shipment to Anchorage for re-assembly and sale to residents.



could handle the homes. The homebuilding company recently stated that the houses were delivered 2,200 miles to the Pacific Northwest without as much as a crack in the picture windows.

They are 12 feet, 4 inches, at their top width: 12 feet wide at the bottom and 15 feet, 8 inches, at loaded

height.

GN engineers studied the problem and determined that with special routing, the homes would not present too much of a clearance prob-

Among problems facing them were tight clearances through GN's snow shed No. 12 at Essex, Mont., and the tunnel at Moravia, Idaho.

But concern turned to admiration as the diesels emerged from GN's famed Cascade tunnel bored through

the range in central Washington. Twelve carloads of homes majestically moved out of the 7.79-mile tunnel as towering peaks hovered overhead (still bearing traces of the

winter's snow.) In railroad parlance, the train was practically "walked" through the tunnels to prevent sway and thereby eliminating the danger of damage from scraping the sides of tunnels.

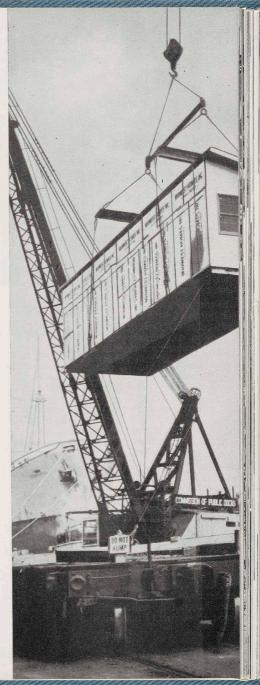
Midwest Homes built the structures in two sections. They are completely factory-finished, including plumbing, heating, kitchen and bathroom cabinets and sinks. The exteriors are painted and the interiors decorated to buyer's choice.

Midwest has 100 definite orders from Anchorage this year and is hopeful of picking up additional business. Some 200 already have gone

into the Alaska territory.

Firm officials said transportation was a problem for their 24 foot x 44-foot homes, but the rails solved

their problems with safe, economical shipment. At Seattle and Portland, the homes were loaded on barges for transfer to Alaska. Hanging over a flat car from which it was just removed, half of a pre-fabricated home is swung to a waiting barge.





## Tacoma Moving Sidewalks Give Loop a Lift

The first two of four moving sidewalks or escalades are in operation in downtown Tacoma and are fast becoming a hit with pedestrians.

They are the first publicly-owned escalades in the country, Tacoma's city manager reports, financed by a \$875,-000 fund voted by residents.

The motorized passageways are located between Pacific avenue and Broadway at Tenth and Twelfth Streets connecting Pacific avenue, center of banking and site of major office buildings, to Broadway, hub of department store and other retail activity, two blocks "up the hill."

Having a capacity of carrying 7,200 persons per hour and travelling 90 feet per minute, the escalades are 92 feet long and measure 53 inches between handrails. The average incline is 11 degrees.

They are expected to stimulate business in the mid-block areas by increasing the free circulation of pedestrian traffic to these points.

Pedestrians stand on 42-inch-wide rubber belts grooved for improved traction and drainage. The belts ride on stainless steel slider plates which are powered by a 30-horsepower motor in the upward direction and a 15-horsepower motor in the down direction.

Special built-in safety devices provide automatic stopping if foreign objects become entangled. Another prevents sudden stops.

Tacoma's moving sidewalks have drawn comment from such distant points as Dusseldorf, Germany, where a newspaper lamented that "mountain climbing on Tacoma's steep hills has come to an end."

Many of the newest railroad passenger cars cost more than \$200,000 each. A modern railroad diner costs nearly \$360,000.

Six

## Aquatennial Fever Hits Minneapolis, 'City of Lakes'

It's Aquatennial time in Minneapolis and people from across the nation are traveling to that city of lakes to join in the "greatest summer festival," July 14-23.

Commodore Onan Thompson and his Queen of the Lakes Judie Mellin share the royal throne during the gala celebration that will be marked with two parades—one by day and another by night.

Sixty decorated floats will carry a bevy of local and international beauties down Minneapolis' fashion boulevard, Nicollet avenue, presenting this year's Aquatennial theme, "An International Holiday."

The same floats will be gailylighted for the Torchlight parade viewed under the stars five days later.

More than 60 marching units set up a sprightly cadance for the parades.

Among other attractions will be the famed naval NAVCAD choir from Pensacola, Fla., their counterparts, the "Blue Angels" flight demonstration team and the "Chuting Stars," a group of crack navy parachutists.

Twelve visiting queens from as far away as Norway, Sweden and Hawaii will be joined by others from the nation including Queen Sarah Ann Jullion of the Spokane Lilac festival.

This year's Queen of the Lakes coronation will be a night affair with 40 lovely girls from throughout Minnesota competing for the title.

Other sporting events scheduled during the Aquatennial are the 385-



COMMODORE THOMPSON



QUEEN JUDIE

mile canoe derby from Bemidji, Minn., to Minneapolis; sailing regatta; water ski tournament; boat races; polo races and the Aqua Follies.

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN







Amateur beautician pretties up his date on train and another graduate helps chef prepare hamburgers for hungry youths.



Special activities kept the youths busy in Winnipeg. The you mee while the girls visited a nearby park and later shopped in fashnaba

# SENIOR SKIP DAY TURNST

(Gareth Hiebert, Oliver Towne columnist for the St. Paul Dispatch, recently accompanied 77 North St. Paul-Maplewood High school seniors on a week-end trip from St. Paul to Winnipeg, Manitoba. They were passengers aboard Great Northern's Winnipeg Limited. Mr. Hiebert's account of the trip printed here appeared n\_the St. Paul Sunday Pioneer Press.)

It used to be called Senior Skip Day. Now they've named it Senior Trip Days,

For 77 North St. Paul-Maplewood High school seniors, this year's trip was a two-day week-end in Winnipeg, Manitoba, fraught with firsts, fun and final fatigue.

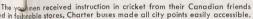
More than one-third had never before ridden a train. A good half of them had never registered and stayed at a metropolitan hotel. And for all but two, it was their first venture onto foreign soil.

Sightseeing was first on the agenda for the curious American Wiltors The Mounted Police proved very photogenic, the girls discovered, M.









# RNSTO TRIP DAY ON THE GN

One Thursday night in May, they boarded two special coaches with their own cafe car of the Great Northern's Winnipeg Limited, accompanied by four youthful chaperones and one fortyish columnist who returned convinced that he has all the mileage out of his youth that he ever will.

Three nights and two days later, they were back, living refutation of medical views that growing children need at least eight hours of sleep a night to retain their "go, go, go pow-er!" The entire 77 didn't register a full hour's sleep among themselves.

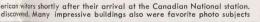
While the train provided a unique rock 'n' roll rhythm, they turned the coaches into a mobile dance hall, the

(Concluded on page 10)





Students rocked 'n' rolled on train and later opened their suitcases for inspection by U.S. customsman O. F. Sprain.









cate car into the corner hamburger stand. When the chef Mac McDonald, ran out of supplies, the students provided their own honeydew melons, sandwich making. One enterprising young lady showed up on the train with a dozen lemons, sugar and a pitcher.

Billets in Winnipeg's towering Fort Garry hotel were turned into "convention" rooms on subjects ranging from boys to boys and girls to girls.

Educationally, it was a ball. Students learned to enjoy tea and muffins and curl their little fingers just so; they got used to waiters who said: "God Save the Queen" and discovered Winnipeg's biggest boom is in Chinatown, where fireworks are the major items for sale.

While the young ladies looked for Royal Mounted policemen and bargains in Winnipeg's department stores, the boys fraternized with Winnipeg girls in a hands-across-the-border program.

They found that those coins and bills that look like Lucky Bucks are really Canadian currency and proved that a Winnipeg week-end doesn't have to be expensive.

Thirty dollars apiece bought the price of transportation, hotel room and all but one meal, plus two days' worth of Gray Line tours. Most of the students' extra money was spent shopping for clothes and souvenirs.

The trip also made one item of history—the first St. Paul-Winnipeg cricket match on record held in Assiniboine park. North St. Paul-Maplewood athletes were matched against the Manitoba junior interprovincial champions.

The confusion of terms—wicket, bowler, cricket, stick and shin pads—didn't faze the Americans. Some thought they were playing baseball,

others croquet; and not a few dry-land hockey.

But the rooting section was convinced it was football they were watching, until everybody was invited over to the pavilion for tea and crumpets.

But the score was 54 to 25 for somebody.

As Kenji Sumi, Japanese exchange student, said, climbing off the train in St. Paul:

"They have a phrase for it in Japan, which translated means: We had a helluva good time!"

## Minneapolis Downtown YMCA Offers Vacation Trip

An eight-day western vacation trip to Glacier National Park in the Montana Rockies via Great Northern's Western Star is being offered by the Minneapolis Downtown YMCA for \$150 per person.

Limited to 30 persons, the group leaves Minneapolis at 10:05 a.m. on August 13 and arrives at Belton, Mont., at the western entrance of the park at 8:55 a.m. on August 14.

Among areas to be visited are the Lake McDonald hotel; Many Glacier hotel, Prince of Wales hotel, Waterton Lakes National park, and Glacier Park lodge.

Included are five nights and six days of lodging; launch cruises; motor coach scenic tours, and services of an experienced YMCA guide.

### Pass Opened June 7

Logan pass in Glacier National Park was opened to vehicular traffic on June 7—the same date as in 1960.

Ten



Strange Birds

Two wise guys drove into a village town in their convertible and addressed an old codger on Main Street:

"How long has the town been

dead?"

"Well, not too long," the old man said, "you two are the first buzzards I seen."

Off Time Off

"How many weeks' vacation do you get?" one steno asked the other.

"Well, I really get four weeks: I take two weeks and then my boss takes two weeks."

Deadly Call

The local parson called the health department with a complaint.

"This is Parson Brown and there's a dead mule in front of my rectory."

"I thought you ministers took care of the dead," the official said.

"We do," said the parson, "but we first get in touch with their relatives."

A psychiatrist received a card from a vacationing patient: "Having a wonderful time! Why?"

Name Stopper

"So," sobbed Ilanovna Kropotkin Vasilievich, "my Ivan died bravely. Did he really whisper my name as he passed on?"

"He did his best, lady, he did his

best."

**Bird-Brained** 

The linoleum salesman was desperate.

"But, madame," he said, "I have shown you all the samples I have. But, of course, I could order more from the factory."

"That would be fine," she replied.
"You see, I just have to have something bright to cover the floor of my

bird cage."

**Deadly Game** 

"This is the healthiest place in the country," the old man told a visitor in a small farm town. "Nobody ever dies here."

"That's funny," the visitor said, "I just saw a funeral down the road."

"Oh, that's the undertaker," the old man said, "poor fellow—he starved to death."

### **Heavenly Retribution**

The minister discovered shortly before the garden party that he failed to invite an old lady parishioner and hastily phoned her an invitation.

"It's too late," she answered, "I have already prayed for rain."

### Easy Pickings

"Every time I'm in the dumps I buy a new hat," said the wife.

"So that's where you get them," he replied.

Eleven

# Blackfoot Indians, Buffalo Highlight Browning Show

Two unusual attractions will mark the 20th anniversary of the Museum of the Plains Indians, Browning, Mont.

One, reflecting the museum's longstanding interest in the animal and plant resources of the Plains tribes, is an exhibition on the American bison; the other comprises a group of photographs of Blackfoot Indian life taken around the turn of the century by the late Walter McClintock.

The bison show consists of some 60 paintings and sculptures depicting the buffalo as seen by observers from the early 18th Century to the present.

Assembled especially for the Browning Museum by the Glenbow Foundation, Calgary, Alberta, Canada, the collection offers visitors an opportunity to experience something of the excitement and color of an earlier America. The display will continue through September 15.

The photographic exhibit is the work of an artist who spent many years about the turn of the century studying the Indians of the Blackfoot reservation and in 1910, published his results in the new classic account, "The Old North Trail."

A loan from Yale university, the McClintock photographs preserve a record of many Indians as well as facets of native life long vanished from the reservation. Also on exhibit are McClintock manuscripts and other memorabilia. The show will be open all summer.

The bison exhibition consists of works of Catlin, Bodmer, Rosa Bonheur and Carl Rungius' pencil sketches of the bison. Other artists represented are Clymer, Cooper, Seton, Verner, Hays, Borein and Darley. Supple-



"WAR OF THE WILD" Reinhold E. Palenske

menting these are several small bronzes by Charles Russell and A. P. Proctor.

Claude A. Schaeffer is director of the Museum of the Plains Indians.

Browning, the site of the Blackfoot Indian Agency, is on the main line of the Great Northern and is approximately 14 miles east of Glacier National Park.

## Montana National Guard Moves To Yakima Range

The 96th Infantry division of the Montana National Guard—240 strong—moved via Great Northern to Spokane and then by Northern Pacific to the Yakima, Wash., firing range on June 24 and returned on July 9.

Troops entrained at Culbertson, Poplar, Glasgow, Havre, Great Falls and Whitefish, Mont.

The train was composed of 13 cars on which cafeteria-style meals were served consisting of 82 luncheons, 115 dinners and 240 breakfasts.

Twelve

# Firm Organizes Economy-Grade Lumber Business

The need for economy lumber at specific lengths developed into a new business for two Eugene, Oregon, businessmen.

Robert Adair, Jr., and Wyman Hammer of the Robert Adair Lumber Company pooled their resources—Mr. Hammer, his lumber yard, machinery and storage space, and Mr. Adair his buying and selling ability.

The firm was organized in January, 1961, in a depressed business climate, and economy grade 2x6's were purchased from the many mills of the Eugene area.

Initially, the firm hoped to have stock available for cribbing construction in the Midwest. Quick shipment was stressed.

But that Spring, the market was slow, however, due to the lack of elevator jobs, the men decided to run the lumber over a sorting chain, regrade it and pull it to specified lengths.

The change-over was accomplished and the firm currently sells specified lengths in small or large quantities for mixed cars.

Response to the product, qualitywise, has been good, Mr. Adair said.



A Great Northern car is "christened" at ceremonies marking the first shipment of economy-grade lumber from Eugene, Ore., to the Midwest.

They are performing a service by specifying Economy. Due to the low price of this product, handling became a major price factor, and the firm actually has taken over this responsibility from the sawmill in addition to the merchandising of the product.

The goal of the firm is to serve the customer who can not afford to stock undesirable lengths.

The Adair Lumber Company uses Great Northern cars in the shipment of its products.

### **GN FREIGHT-TRAFFIC PROMOTIONS**

The promotions of four-passengertraffic department personnel have been announced recently by C. E. Finley, Great Northern traffic vice president.

J. F. Germscheid, traveling freight agent, Minneapolis, has been named commercial agent, Minneapolis.

H. J. Michaels, city freight agent, Minneapolis, succeeds Mr. Germscheid as traveling freight agent, and G. M. Metzger, assistant chief clerk, Minneapolis, succeeds Mr. Michaels as city freight agent.

Also announced was the promotion of Claude K. Graham, city freight agent, Los Angeles, to district freight and passenger agent, Detroit. He succeeds E. J. Hanggi who resigned to accept another position.

Railway mileage reached its peak in 1916—254,000 miles.

Thirteen

### GN Boosts Seattle-Vancouver Service

Extra passenger service between Seattle and Vancouver, B.C., began June 30 on Great Northern's Trains 361 and 362.

The trains carry coaches and parlor cars with sandwiches and refreshments by train sales service. They will not carry dining cars or handle checked baggage.

The schedule, based on Pacific Standard Time, is as follows:

No. 362 (Fri. & Sun. only)

Lv. Seattle 6:20 p.m. Lv. Edmonds\* 6:51 p.m.

Lv. Everett 7:15 p.m. Lv. Mount Vernon 7:56 p.m.

Lv. Bellingham 8:43 p.m.

Lv. New Westminster 9:51 p.m. Ar. Vancouver 10:10 p.m. \*Conditional Stop to Pick Up Revenue Pas-

No. 361 (Fri. & Sun. only) Lv. Vancouver 7:30 p.m.

Lv. New Westminster 7:52 p.m. Lv. Bellingham 9:05 p.m. Lv. Mount Vernon 9:43 p.m.

### Whitefish, Mont., Hotel Sold to Montana Vacations

The Cadillac hotel of Whitefish, Mont., has been sold by R. J. Zerr of Whitefish to Montana Vacations, In-

corporated.

The new owners announced that Jack Tidyman, formerly of Valier and Great Falls, Mont., will manage the Miss Nancy Montgomery, formerly of St. Paul, will be in charge of reservations, and Robert S. Cavill of Spokane, Wash., will handle promotion. (All three are former employes at The Big Mountain ski resort, Whitefish.)

Remodeling plans call for renovation of the cocktail lounge. The restaurant and lounge will be re-named "The Hanging Tree," after the movie and novel of Dorothy Johnson, wellknown Montana writer.

The Cadillac hotel is a popular haven for winter skiers and summer tourists of the Flathead valley.

Lv. Everett 10:27 p.m. Lv. Edmonds# 10:48 p.m. Ar. Seattle 11:20 p.m. #Conditional Stop to Discharge Revenue Pas-

Special excursion fares will be on sale between Seattle and New Westminster-Vancouver, also between Seattle and Mount Vernon and Bellingham, and between Vancouver-New Westminster and Bellingham Mount Vernon.

These special excursion fares will be on sale only for use on the going trip on these special Friday and Sunday trains with a return limit of five days, returning on any train.

Check ticket agents for further information.

# 'Bana-Up' Travel Year Foreseen for Nation

The economic upturn, combined with Civil War centennial and other factors, should result in almost "explosive" travel gains in most parts of the nation this summer, the National Association of Travel Organizations, predicts.

America's travel industry was singing the blues during the first two months of 1961, but the association said a dramatic upturn was registered in March, and April showed gains over March.

The National Park system reported a 50-per-cent March attendance gain.

Domestic upswing of travel in general contrasted sharply with reports of a slight fall-off in travel abroad by Americans this year. For the first time in many years, passport applications were down.

The travel trade organization said 1961 travelers should find almost over-ample hotel and motel facilities, vastly improved public transportation facilities and little change in prices.

Fourteen

# Festivity-Conscious Seattleites Take Seafair in Stride

Seattle residents temporarily will set aside preparations for the Century 21 celebration and concentrate on their 12th annual Seafair slated July 28-Aug, 6.

When it comes to civic festivities, that Pacific Northwest city knows no

peers.

What started as a mild festival more than a decade ago, has blossomed into one of the nation's biggest

activity-laden functions.

Ruling over the fete will be Walter F. Clark, new King Neptune, and soon to be announced will be his partner in royalty, the Queen of the Seas.

Sporting activities and parades will be the highlight of the festival with the running of the unlimited hydroplane race on Lake Washington, the Aqua Follies, the Japanese Bon Odori parade and the grande parade. A torchlight parade will be witnessed by



A quarter-of-a-million persons are expected to view the grande parade similar to the one shown above.

an expected quarter-of-a-million persons.

A new feature this year will be a professional football game in the University of Washington stadium between the Vancouver, B. C., Lions, and the Saskatchewan Rough Riders.

Entries are fast coming in for the spectacular hydroplane races that fea-

ture a \$10,000 purse.

Until the new Queen of the Seas will be named, the 1960 queen, Mary Jo Erickson, will share the royal spotlight.



Beautiful girls by the dozen is the boast of the Seattle Seafair. Each Seafair princess hopes she will be chosen Queen of the Seas. This photo is typical of one to be taken of this year's candidates.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

FORM 6009 7-61

PRINTED IN U S A.

# THE GREAT TRAIN ROBBERY

Jesse James pulled off some daring railroad raids in his time—but he was a fumbling amateur compared with modern practitioners of the art. Protected—as Jesse wasn't—by lows rigged in their favor, highway and waterway interests have repeatedly raided the rails and have ridden off with great chunks of freight.

Today a new raiding party has been formed.

FIGHTING BACK: For more years than they care to remember, America's self-supporting, tax-paying railroads have been "taking it on the chin" from their tax-supported competitors.

Now they have started to fight back. Nourished by the fruits of a billiondollar-a-year improvement program, railroads are able to bring to bear important new competitive skills.

A comparatively short train of 30 triple-deckers flat cars can haul 360 new automobiles. The same load, moving by highway, would require 60 of the latest auto transporters plus 60 truck tractors and 60 drivers.

the railroads early discovered they were not able to use their competitive skills because they were not allowed by the ICC to charge lower rates, until three years ago when they took their case to Congress and won the Transportation Act of 1958.

Today trucking and waterway interests, unable to cope with new railroad technology in open competition, are pressuring Congress to rescind its 1958 action and to require railroads again to hold a "rate umbrella" over their competitors. This time, they are supported, if not led, by Hoffa.

STRANGE THEORY: Most newspapers, giving Mr. Hoffa the benefit of the doubt, say his objective is to protect Teamster jobs, but notes the Aiken (S.C.) Standard and Review, the Hoffa plea "won't get much sympathy from some 450,000 rail workers who have lost their jobs largely due to truck competition."

The Milwaukee Journal cautions:

Conspicuous in its ranks is James R. Hoffa, president of the International Brotherhood of Teamsters. Here's the what, why and how of the attack that Mr. Hoffa and his fellow vigilantes are mounting against the railroads—and, as the nation's press sees it, against the public interest. (Reprinted in part from RAILWAY AGE.)

"Hoffa isn't one to wait for slow and uncertain congressional relief . . . He turns immediately to use of raw power, in every form, to force the decision he wants, regardless of harm to others—including hurt to union labor generally."

EXTORTION: The Fort Worth Star-Telegram, observing that Hoffa has "abandoned all semblance of ethical conduct," tells of \$5 fee the Teamsters' union extracted from the trucking industry for every truck trailer it loads on a freight car.

Considerable violence has been directed against piggy-back shipments, including the pouring of acid on automobiles and rifle shots through automobile windows.

TURNABOUT: The nation's newspapers make the significant point that railroads, in giving improved service at lower costs, are simply using the same competitive methods which trucks used in taking traffic from railroads in the first place.

**PUBLIC INTEREST:** Where does the public interest lie—as opposed to the Hoffa interest?

Says the Florence (S.C.) News: "The shipper—and the general public in the final analysis—deserves to get the most freight transportation for his dollar. Jimmy Hoffa has no right to deter the public interest."

WILL HOFFA SUCCEED? Railroads agree that Hoffa's chances of pulling off the "great train robbery" are slight. But they're taking no chances. As one industry spokesman put it, "We'll be 'riding shotgun' for as long as the threat lasts." sident dere's Hoffa st the gainst WAY

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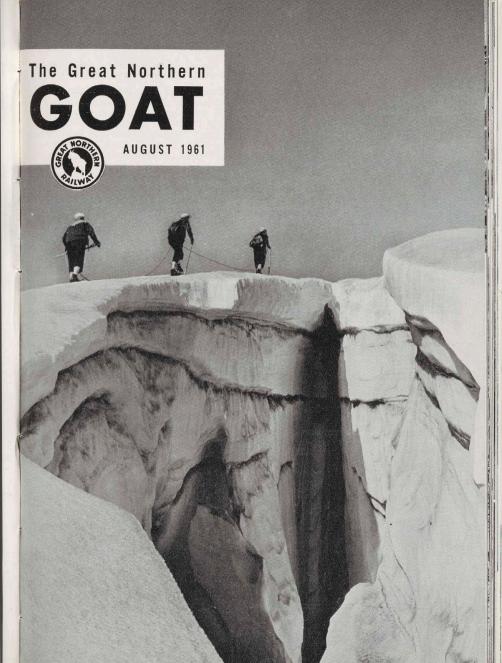
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# The Great Northern GOAT



Vol. 31 August, 1961 No. 8

The Great Northern Goat is not an employee 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



Mountain climbers, roped together for safety, skirt a spectacular crevasse as they cross Wilson Glacier, high on the south slope of 14,410-foot Mount Rainier in the Cascade Mountains of Washington State.—Great Northern Photo by Perrin.

### Your Railroads

(The following editorial is reprinted in part with permission from the Wall Street Journal of June 16, 1961.)

One of the best recent hopes for hard-pressed American railroads has been the piggyback system—the carrying of truck trailers on railroad flatcars. Piggyback not only usually cuts time in transit, but it has enabled railroads to cut their shipping rates and thereby begin to win back some of the freight business lost to motor carriers over the years.

Needless to say, this innovation in transporting goods has enkindled the wrath of James R. Hoffa, boss of the Teamsters Union. In an attempt to derail the growing trend to piggyback shipping, Mr. Hoffa is at-

tacking on two fronts.

First, he is lobbying energetically for Congress to restrict the slight rate-making freedom granted railroads under a 1958 amendment to the National Transportation act. And he is also pressuring truck operators into paying his union a "penalty fee" for every trailer that's shipped via flat car.

Hoffa says he is worried about what continued growth of piggybacking may do to reduce trucking jobs. And indeed as more shippers use this truck-rail service some Teamsters will likely find themselves out of work.

But it is through just such change and innovation that a country progresses; this is how America developed its great bounty and, through endless ingenuity, brought a better life to all.

And, in the process, this is how the original teamsters, the wagondrivers, gradually disappeared.

Where, we wonder, would today's Teamsters be if years ago the motor industry had been stunted by a reactionary union leader? Far more important, where would the country be?

Two

# Mt. Rainier Summit Within 'Reach' of Robust Tourists

A unique vacation for the surefooted and robust may be enjoyed in one of the most breath-taking settings in the Pacific Northwest— Mount Rainier National Park in Washington State.

Although experience is an able assist, the Mount Rainier Mountain Guide Service at Paradise Inn contends that actually no experience is necessary to enjoy the thrill of mountain climbing culminated by sleeping overnight in an Alpine hut high above the clouds on 14,410-foot Mount Rainier.

It is a strenuous trip over moderately difficult terrain, the service states, and it is recommended that climbers participate in one of the Guide Service's one-day instruction courses before attempting the climb.

Climbing season extends from Memorial day to Labor day on Mount Rainier. All summit climbs require two days.

Among equipment needed (any of which can be rented) are boots, woolen clothing and parka, ice axe and crampons and rucksack. Also required are sunglasses, sun tan lotion, flashlight and first day's lunch.

Normally the Ingraham glacier route is used being almost entirely over snow and glacier. Climbers are roped from the time they leave Camp Muir to the summit and back again.

The two-day climb leaves Paradise Guide house before noon and approximately six hours are spent climbing over trail and snow slopes to Camp Muir at 10,000 feet.

Night is spent there in a stone hut. The morning climb begins at 1 a.m. and average time to the summit is seven to nine hours.



Bus tour from Paradise Inn affords tourists one of the most captivating views of 10,410-foot Mount Rainier. A must is a stop for photography—with the snow-capped mountain in the background.

A slow but steady pace is maintained by guides and after about one hour on the summit, the return begins.

The National Park Service maintains campgrounds at Longmire, Tahoma Creek and Sunshine Point, and the Rainier National Park Company, P.O. Box 1136, Tacoma, Wash., has hotel facilities at Paradise and Longmire. Cabins, motels and rooming accommodations are available outside park boundaries.

However, Mount Rainier activities are not confined to mountain climbing. Motor tours, camping, fishing and other outdoor activities assure the easy-going tourist a full vacation schedule within the park.

For additional information and reservations on mountain climbing activities contact Dick McGowan, chief guide, Mount Rainier Mountain Guide Service, Paradise Inn P.O., Washington.

Great Northern offers daily passenger service to Tacoma, gateway to Mount Rainier.

Three



Riding the boat into the water during the launching was a thrilling experience for Mrs. Don Schulke, sponsor for the christening of the Teddy Bear II. Accompanying her on the ride is Earl Grandy, boat firm partner.

Secured on a Great Northern flat car, below, the 40-foot marlin fishing boat is set for movement to Newport Beach, Calif.



# Seattle Boat 'Rides the Rails' To California

Seattle Times Photos

Prime concern of a boat-builder is that the craft be sea-worthy, but occasionally other factors enter the picture.

Great Northern was consulted recently when a Seattle boat-builder had to be certain his boat could also "ride the rails."

The Grandy Boat Company of 2538 Westlake Ave. N., Seattle, had been commissioned to build the Teddy Bear II, and provisions were made to permit the boat to be transported



Expert workmanship went into the boat. Two men are shown working on the stern, while another workman inspects the bow. To the right is a top view.

via Great Northern Railway to California.

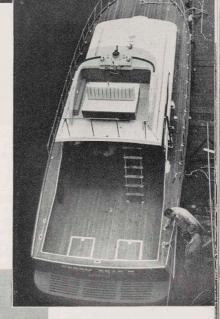
The 40-foot marlin fishing boat (in the \$40,000 to \$50,000 class) had to be secured to a flat car to avoid injury.

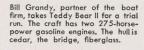
Of particular interest to shippers was the Point Defiance tunnel near Tacoma, Wash., where the clearance between the boat and tunnel was a matter of inches.

As railmen put it, the flat car had to be "walked" through the tunnel. (In everyday parlance, that means the train moved slowly to assure less sway and avoidance of scraping the cargo.)

Teddy Bear II made it to California unscathed and currently is plying the coastal waters in search of the

elusive marlin.





### WESTERN STAR TRAVEL TIME CUT 15 MINUTES

The Schedule of Train 27, the Western Star, has been speeded up between Wenatchee, Wash., and Seattle, arriving at the latter city 15 minutes earlier at 11:30 p.m.

# Elder Maris GN Employe



When Roger Maris and his fellow New York Yankees appeared at the Minnesota Twins stadium at Bloomington, Minn., for the first time this season, one of the proudest fans was Rudy Maris, Great Northern car foreman at Fargo, N. D., and father of the diamond star.

The Maris family has been in town whenever possible to watch its visiting baseball-playing son, Roger, swing at famed Babe Ruth's record of 60 homeruns in one season.

At the time of this writing, Maris had stroked 40 with 20 needed to tie and 21 to pass the Ruth homerun mark.

Can Maris do it?

There are many opinions on the subject—each proponent determined he is right.

What is Maris' attitude?

"Sure I want to break it," he said. "It would mean an awful lot to me."

Adjustments also were made in the schedule of Train 28 at stations intermediate to Seattle and Wenatchee.

No. 27 (Daily)

Lv. Wenatchee 6:55 p.m. f Lv. Skykomish 9:05 p.m.

Lv. Everett 10:32 p.m. c Lv. Edmonds 10:55 p.m.

Ar. Seattle 11:30 p.m. No. 28 (Daily)

Lv. Seattle 9:30 p.m. c Lv Edmonds 10:08 p.m.

Lv. Everett 10:46 p.m. f Lv. Skykomish 11:53 p.m.

Ar. Wenatchee 1:50 a.m.

f—flag stop c—conditional stop

# Railroad Day Royalty



Queen Leona Hileman, center, Virginia Broughton, left, and Allyce Street, Great Northern accounting department employes at Whitefish, were members of Railroad Appreciation day royalty at recent festivities at Whitefish, Mont.

The railroad—and Great Northern in particular—was on everyone's mind in Whitefish, Mont., on July 29 as the community paid a tribute to the railroad industry.

Boasting the theme, "Transportation Through the Ages," one of the largest parades ever staged in Whitefish featured bands, floats, marchers and scores of other vehicles including a miniature GN train.

The unique celebration is an expression of appreciation by the White-fish Chamber of Commerce to the city's railway personnel. Don Porter of the GN was railroad day chairman.

# Top 'O' World Ride on Big Mt. Ski Lift

Topping summer activities in the Flathead Valley of Montana is the 6,800-foot double charifitr ride up The Big Mountain at Whitefish, Mont. From a perch high atop the mountain may be seen the peaks of Glacier National park, Waterton Lakes National Park, Canada, and other sections of Montana and Canada.



### MONTANA MINERAL PRODUCTION UP 17.1 MILLION

Mineral production in Montana in 1960 increased 17.1 million dollars over the 1959 total, announced Montana Industrial Horizons, a publication issued by the state planning board.

No. 1 listing for the fourth straight year was held by the petroleum industry valued at \$77,076,000. Copper was second with a valuation of \$59,642,000, up 19 million dollars from 1959.

Butte passed the 15-billion-pound mark in copper production during

1960. Up to the present time, the "Mile High-Mile Deep" city has turned out more copper and silver than any other mining district in the world.

Other commodities listed in the total were aluminum, barite, cement, chromite, clay, coal, fluorspar, gold, gypsum, iron ore, lead, lime, manganese, mica, natural gas, phosphate rock, pyrite, sand, gravel and stone, silver, sulfur, tale, tungsten, uranium, vermiculite, and zinc.

### Hot Weather Thought

While the nation swelters in these—the hottest months of the summer season—it may be somewhat comforting to know that Great Northern Railway's route along the Continental Divide received generous snowfalls the past winter season.

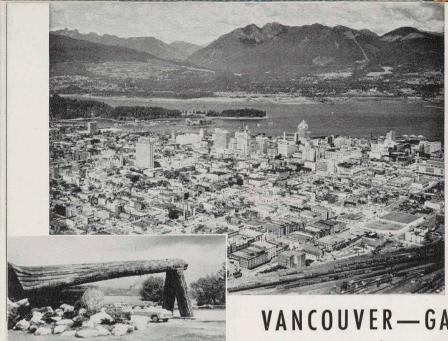
At Essex, Mont., on the western slope of the Continental Divide, that community received 166 inches of

snow by May 21 compared with 221 inches in 1960 for the same period.

Meanwhile, at Summit, Mont., where the GN crosses the Divide at Marais Pass at 5,213 feet, 236 inches of snow fell through May 21 of this year compared with 290 inches a year ago.

Do you still object to the heat?

Seven







# VANCOUVER — GATEVA

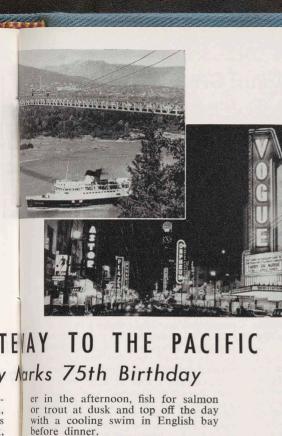
Canadian City lar

It has been said that British Columbia is Canada in giant capsule form, a pioneer land where the frontiers of nature are starting to roll back, uncovering limitless wealth.

Vancouver, celebrating its 75th anniversary, is the nucleus of that capsule—situated in the south-western part of Canada's western-most province, about 15 miles north of the American border and on the shore of the Pacific Ocean.

Canada's third largest city is one of the most beautiful on the American continent. It is a tourist's delight; anyone with a yen for variety can leave the city's center in the morning, go skiing 20 minutes later on nearby Grouse mountain, play golf on the banks of the Fraser riv-

Picturesque Vancouver, B.C., presents unlimited sightseeing for the venturesome visitor. The high view of the city, shown above, reveals the snow-capped mountains. Below, the photos present views of an immense felled cedar tree under which a car passes; a foreign-bound ship loading cargo, and friendly penguins in the zoo.



A galaxy of fine bridges, including world-famous Lions Gate bridge, leading north from Stanley park across the harbor to new residential areas, and a dozen others provide easy access to and from the heart of the city.

Over this fair, water-laced area the peaks of the Cascade mountains look down on a truly cosmopolitan city. Vancouver is known as "Canada's Gateway to the Pacific."

Chinatown in downtown Vancouver is the second largest on the continent. Oriental curios, food and dress re-

(Conclusion on Page 10)

Lions Gate bridge at the entrance to the harbor uppermost photo, sees thousands of ships pass yearly to distant ports. Bustling during the day, the night lights of the metropolis convey an equal atmosphere during after-dinner hours. At right, the gaily-hued, giant totem delights photographers at Prospect Point a colorful vantage point.



# 5 NW Railroads Adjust Grain Freight Rates

Adjustments in freight rates on wheat, oats, rye and flaxseed, which should have the effect of increasing to full market price the amount received by country elevator operators for these grains, were made by five Northwest railroads.

The five lines—Soo Line, Great Northern, Northern Pacific, Duluth, Missabe & Iron Range, and Duluth, Winnipeg & Pacific—are applying full transit privileges to a scale of substantially reduced grain rates, put into effect more than a year ago, on which no transit was permitted.

Transit privileges provide shippers with an opportunity to mill or store their grain and then move it on to final destination, as a mnaufactured product, in what is considered a single rail movement at the same through rate applicable to a through uninterrupted movement.

The rates cover shipments to primary markets at the Twin Cities and Duluth-Superior from many points in Minnesota, eastern North Dakota and northeastern South Dakota. They are, generally, at a level competitive with truck costs.

In most cases, grain moving to market under the present non-transit rail rates has been discounted at the markets by between 2 cents and 4 cents a bushel, or \$40 to \$80 a carload.

Country elevator operators have been receiving this much less than

# Retired Railway Employes To Picnic In California

The National Association of Retired and Veteran Railway Employes of Southern California will hold its annual picnic on September 5 in Ganesha Park, Pomona, Calif.

full market price for the grain. The five railroads believe that application of transit privileges to the rates should result in removal of market discount and give higher prices for country elevator operators.

#### VANCOUVER - Conclusion

mind one of the Far East.

A haven in the heart of the city is 1,000-acre Stanley park, a native forest tract, with foot and bridle paths.

Sports are closely associated with Vancouver: swimming, boating, two horse-racing tracks, baseball, golf, cricket, rugby and football played in a stadium seating 38,000.

Modern hotels, skyscrapers, fine stores and novelty shops as well as restaurants and night clubs give Vancouver a cosmopolitan, prosperous air. The University of British Columbia has one of the most beautifully-situated campuses in North America.

Vancouver, a city of 410,000 persons, began its diamond anniversary last May with the British Columbia International fair, but activities will keep visitors bustling throughout the rest of the summer and fall.

Forthcoming events include the Pacific International exhibition featuring the navies of the world, Vancouver Folk festival, and a variety of theatrical productions in the Theatre Under the Stars, the Queen Elizabeth theatre, the Forum (Exhibition park), and the Empire stadium.

Great Northern Railway's transcontinental trains, the Incomparable Empire Builder and Western Star, operate daily between Chicago, the Twin Cities, Seattle-Portland. At Seattle, visitors may board the GN's Internationals for passenger service to Vancouver. Daily service is provided in both directions.



#### Tell Tale

"Your honor," the man told the divorce court judge, "I was shocked when I came home and found my wife in the arms of another man. That was bad enough. But what really hurt was when she said, 'Well, look who's here, old blabbermouth. Now the whole neighborhood will know!"

#### Once Too Often

The workman received an extra dollar in his pay envelope and said nothing. The next week, the paymaster discovering his error, deducted \$1.

"Say," the workman said, "I'm \$1

short."

"Well," said the paymaster, "you didn't complain last week when you were a dollar over."

"Yes, but a guy can overlook one mistake, when it happens the second time, it's time to complain!"

#### Name Dropper

The grocer asked the name of the boy applying for a job.

"Alexander Graham Bell," he re-

plied.

"That's a pretty well-known name,"

the grocer said.

"Should be," the boy answered, "I've been delivering papers in the neighborhood for two years!"

#### Cost Plus

Sandy McTavish, who was quite thrifty, was prevailed upon by his date to take a taxi home. En route, full of remorse, the girl said:

"Ay Sandy, 'tis awfully wicked I

feel riding like this."

Brightening, Sandy replied: "Then maybe 'twas worth the money after all!"

#### Photo Finish

The big city chief of police sent six views of an escapee to the back hills town where they thought he was heading.

The sheriff called the big city three

days later.

guy tomorrow.

"Did you have any luck?" the chief asked the sheriff.

"Yes siree," he said, "we got the first five and expect to get the other

### Travel Wise

Two dowagers met in Paris by accident and tried to impress each other with their knowledge of French words which they sprinkled in their English sentences.

"You know, my dear, I have been here a week and I haven't been to

the Louvre yet."

"I wouldn't worry," the other replied, "it may just be the change in water."

Eleven

# **NEEDED:** Magna Carta for Transportation

The railroaders of America, responsible for meeting our country's transportation needs in war and peace, solemnly declared that their industry is in jeopardy to the detriment of the national interest.

That declaration was adopted recently by the board of directors of the Association of American Railroads.

A major cause of this condition lies in unequal government treatment compared with other forms of trans-

### NDTA Medal Awarded



The National Defense Transportation Association medal was presented to Midshipman Wayne J. Nelson, left, a graduate of the University of Minnesota's school of business administration, by G. D. Johnson, right, Great Northern general freight traffic manager, as Commander F. Laing, U. S. Navy at the University, looks on.

The medal is awarded to a qualified student who completes three or more semesters or equivalent in the field of transportation. Midshipman Nelson ranked in the upper 4 per cent of his class.

portation—in over-regulation, subsidization of competition and inequitable tax policies which discriminate against railroads.

As a result of these conditions, thousands of jobs in the railroad and related industries have been lost and more thousands are in jeopardy, the public has been denied the kind of fast, low-cost transportation a dynamic economy demands, and the nation's defense capability has been weakened to an alarming degree.

The national interest cries for an end to such distressful conditions. These are matters of legislative determination and can be corrected only by legislative action.

The railroaders of America petitioned the Congress and the governing authorities for the following four freedoms:

- Freedom from discriminatory regulation;
- Freedom from discriminatory taxation;
- Freedom from subsidized competition, and
- Freedom to provide a diversified transportation service.
- Railroaders seek no favors or special privileges.

They seek only equality of treatment for all forms of transportation—the traditional American concept of fair play.

# Gish Heads Traffic Club of Pittsburgh

Newly-elected president of the Pittsburgh Traffic Club is P. M. Gish, of the American Radiator & Standard Sanitary Corporation.

Other officers are R. E. Spatz, Koppers Company, first vice president; P. E. Needham, Nickel Plate Road, second vice president, and R. L. Beiswenger, M-K-T Lines, third vice president.

Twelve

Students from the Madison Senior High school, Portland, Ore., area, pose before the Empire Builder prior to entraining for the East under auspices of the Foundation of American Democracy.

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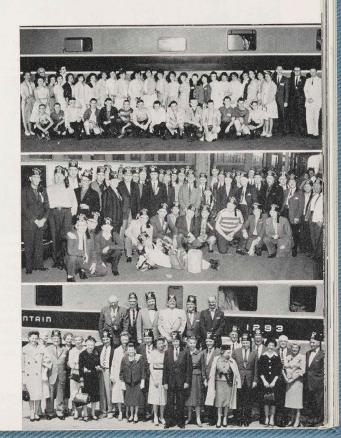
and R.



# GN Serves Patrons With Special Trains

Also bound East, sponsored by the Foundation, are Milwaukie, Ore., youths and others from surrounding area schools who learned first-hand of our Democracy by visiting historic sites.

The GN provided special trains for the Nile Temple Shrine party, center, and the Spokane El Katif group, below. Party members numbered 475 and 350 persons respectively. They traveled to Vancouver, B.C., where these photos were taken, riding the colorful, water-level course north along Puget Sound from where can be seen the shining, snow-capped Olympic mountains.



# Seattleites Bid Minnesotans to Century 21



Walter K. Mickelson, left, top photo, editor and publisher of the New Ulm, Minn., Daily Journal, and Mrs. W. L. McIntosh, a member of the tour party, receive word on Seattle's Century 21 from John Murphy of the exposition staff. At right, Mr. Murphy distributes exposition pamphlets and urges Radio and TV Station KNUJ tourists to return next year for the exposition.

A warm Seattle reception by Century 21 exposition officials greeted touring Minnesotans shortly before they boarded Great Northern's Western Star for a return trip home and stopover at Glacier National Park in the Montana Rockies.

A contingent of 100 from the New Ulm, Minn., area previously had toured western Canada by train and arrived in Seattle by boat before leaving on the last leg of their trip.

Members of the tour included George Korenchen, business manager of the New Ulm Radio and TV Station KNUJ; Mr. and Mrs. Walter K. Michelson, editors and publishers of the New Ulm Daily Journal, and Earl K. Nelson, business manager, Fairmont Sentinel, Fairmont, Minn.

The tourists "scouted" Seattle's upcoming Century 21 exhibition because there is a strong likelihood that many will return next year for the Pacific Northwest extravaganza.

Exhibition officials distributed Cen-



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tury 21 literature and bid Minnesotans a warm welcome.

In Glacier National Park, tour members enjoyed the excellent accommodations and cuisine of the Lake McDonald and Many Glacier hotels and East Glacier lodge.

The one-million-acre park fascinated the group which enjoyed the lakes, mountains and unique Goingto-the-Sun road on the Continental divide.

Fourteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST



Letters poured in by the thousands to Congressmen from railroaders, their families, friends and businesses in opposition to S. 1197, S. 1089 and H.R. 5937, bills that would sharply limit the ability of the railroads to provide lower freight rates to shippers and the public.

**Former** President Eisenhower has accepted an invitation to be honorary president of the 1962 Seattle World's Fair.

**RECENT** traveler on GN's Empire Builder between Spokane and Seattle, Wash., was Gen. Alfred M. Gruenther, president of the American National Red Cross.

NEW addresses were announced recently for GN offices. Fargo, N.D., personnel moved from 701 Black building to the Great Northern station, and W. C. Hageman, general agent, freight department, moved from 815 Old National Bank building, Spokane, to the Great Northern Freight station, W. 266 Ferry avenue, Spokane.

**Expansion** plans totaling 10 million dollars was announced by the Weyerhaeuser Company's paperboard mill at Longview, Wash.

Hydrofoil service between Bellingham, Wash., and Victoria, B. C., has been abandoned after the unique Flying Fish passenger ship's foil and hull were damaged after hitting a deadhead in the Bellingham waterway.

Seattle's Century 21 Exposition will feature a second Monorail system which will move over the 74-acre exposition site and will be operated independently from the unit that will carry visitors from Seattle's loop to the grounds.

**Survey** is under way by Spokane ski enthusiasts who may develop a ski area at Sweitzer basin near Sandpoint, Idaho, where the basin is said to have excellent lifting conditions of 7,500 feet with a vertical rise of 2,400 feet.

New president of the Seattle Chamber of Commerce is Robert L. Mortensen of the Central Life Assurance Company.

Reduced railroad fares for military personnel traveling in uniform at their own expense have been extended by the nation's railroads until Dec. 31, 1961.

Fifteen



# "It all goes great when it goes Great Northern"

From iron ore to ironing boards—A-frames to X-ray machines—take it from old Rocky, you've got it going on the *right track* with Great Northern Coordinated Shipping Services. Ship by freight car, truck or

piggyback. Any one, any two, all three. Ship less-than-carload, trailerload or carload you name it—we'll move it fast and dependably at a mighty advantageous rate. Next time you're shipping or receiving goods, be sure to check out the GN brand of service. It sizzles. For information, write: G. D. Johnson, General Freight Traffic Manager. Great Northern Railway.

St. Paul 1, Minnesota.

Business trip? Family vacation? Go great—across the scenic top of the nation—on Great Northern's incomparable Empire Builder.

Offices in principal cities of U.S. and Canada

The Great Northern SEPTEMBER 1961

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# The Great Northern GOAT



Vol. 31 September, 1961 No. 9

The Great Northern Goat is not an employee 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



The venerable William Crooks, Minnesota's first steam engine, is shown in this sketch being unloaded from the steamer Alhambra in St. Paul on Sept. 9, 1861.

### Your Railroads

Mounting world tensions and the augmented defense program current in the nation make it imperative that Congress legislate relief for railroads from government policy inequities.

These salient points were effectively brought out by Daniel P. Loomis, president of the Association of American Railroads in identical letters to Vice President Lyndon B. Johnson as president of the U. S. Senate and Speaker of the House Samuel Rayburn.

Of special assistance to the railroads now would be the repeal of the excise tax on passenger traffic and the granting of more realistic tax treatment to the depreciation of railroad property to stimulate capital investment and plant modernization.

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The plight of the railroads was concretely demonstrated recently by the recent bankruptcy of the New Haven Railroad.

In view of the fact that congressional adjournment is not too distant, it is essential that early action be taken on proposals of deep concern to American railroads.

In the first five months of 1961, 38 of 107 Class I railroads failed to earn enough to cover fixed charges, Mr. Loomis said. Showing how widespread the problem is.

Basic solutions are outlined in a broad legislative program presented by the railroads in its "Magna Carta for Transportation."

Bills to implement that program are before Congress and generally contain the following four freedoms:

Freedom from discriminatory legislation;

Freedom from discriminatory taxation;

Freedom from subsidized competition, and

Freedom to provide a diversified transportation service.

Two



Luther Leaguers from Minot, N.D., eagerly boarded GN's special train, top photo, bound for Miami Beach, Fla., and the group's convention. Below, once on the train, they quickly became reacquainted and discussed their impending church activities in Florida.

# Luther Leaguers Ride GN Special Train From West

A mass movement of 14,000 Lutheran Church members—many of whom moved by train including 750 via the Great Northern—converged on Miami Beach, Florida, for the first convention of the Luther League of the American Lutheran Church.

The five-day conference which began on August 15 covered a vast range of subjects of such crucial contemporary concern as space age attitudes, world tensions, prejudice and mass communications.

Youth commissions of up to 200 young delegates examined Christian concerns in the four areas of study as well as six others.

They also strove to arrive at a program of thought and action for guidance of the 150,000-member Luther League of the American Lutheran church during the next three years. Their conclusions were sought in the light of the convention theme, "Christ is Living."

(Concluded on Page 4)





### LUTHER LEAGUERS—Conclusion



The Havre, Mont., area was impressively represented on the Luther League special train. A portion of the group is shown above in this Havre Daily News photo. An estimated 100 youths originated from Havre and actively participated in the Miami Beach convention.

Of the total assemblage, an estimated 8,000 convention-goers were transported to Miami Beach on 13 special trains—a cross-country mass movement that began in Seattle, Wash., and moved across the northern United States to the Twin Cities, and then cut South picking up additional trains and passengers in the various Midwestern states.

On the famous ocean-front, the members were housed in 69 air-conditioned hotels.

Among the outstanding speakers at the convention were scheduled Dr. Martin Luther King; Dr. John Oliver Nelson; the High Rev. Hans Lilje, and Dr. Frederick A. Schiotz, president of the American Lutheran Church.

The Luther League is an organization of Lutheran youth of approximately 150,000, broken into nearly 4,000 local units from Nome, Alaska, to Miami, although its strongest areas are in the Midwest.

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The organization helps provide the young, most of them of high school or early college age, with the experiences of Christian friendship, service and leadership with emphasis on devotional life.

It is headed by a young student from Sherman Oaks, Calif., 21-yearold Gordon Lathrop.

Delegations on Great Northern's special train included: Whitefish, 40; Havre, 100, and Cut Bank, 90, all Montana cities, and the North Dakota points, Williston, 35; Minot, 225; Rugby, 40; Devils Lake, 85, and Grand Forks, 125.

Diesel-electric locomotives have all but replaced steam power.

The modern fleet of 28,163 dieselelectric units accounts for over 97 per cent of all locomotive hauling.

Four

# S. M. Farrell, Retired GN Agent, Dies

Samuel M. Farrell, 66, retired Great Northern assistant passenger



traffic manager, died August 24 in a Tuscon, Ariz., hospital after suffering a heart attack. Mr. Farrell was

nationally-known in the railroad industry. A native of Nupawa, Manitoba, Canada, he was born

Mr. Farrell

on June 9, 1895, and began his railroading career with the GN in 1916 as a ticket clerk in Winnipeg.

In 1924, he was named traveling passenger agent in Chicago and held various passenger department positions there including that of general agent. In 1948, he was appointed assistant general passenger agent in St. Paul, and in 1955, promoted to assistant passenger traffic manager.

He retired on Dec. 21, 1959, after 43 years with the railway.

Mr. Farrell is survived by his wife, Agnes; one son, Robert, Chicago; one

# Camp Fire Girls Passes Half-Century Mark

Camp Fire Girls, Inc., was founded in 1910 by a group of eminent and far-sighted educators led by Dr. and Mrs. Luther Halsey Gulick.

They originated a leisure-time program for girls which envisioned their expanding interests and responsibilities. The program which stresses femininity, combines friendship and fun with constructive, character-building activities.

Congratulations to the organization as it starts its second 50 years of service to America's young girls!

daughter, Mrs. Wayne Wymore, Tucson, and two grandchildren. He was a member of the American Association of Ticket Agents and the Passenger Traffic Managers Association.

# RECORD EDUCATIONAL RAIL TRIPS IN NORTHWEST

An all-time record in the number of children making educational train trips on Great Northern's Cascade division was set during the past school year.

R. J. Class, general passenger agent at Seattle, said 14,715 children made the trips. Most groups were made up of second-graders. The curriculum for that grade includes an introduction to transportation.

A total of 2,943 teachers and parents accompanied the pupils.

Schools arrange trips through GN's passenger department. Pupils usually make round-trip journeys between such places as Seattle and Everett, Portland-Longview, Tacoma-Seattle, Edmonds-Mount Vernon and Wenatchee-Ephrata. As part of his study, each child purchases his ticket. During trip the children are shown through trains by crew members.

In addition to the school trips, several other groups including Cub Scouts, Bluebirds and church-sponsored organizations made party trips on GN trains on the division.

A TYPICAL long-distance, deluxe passenger train which may consist of a baggage car, three day coaches, six or eight Pullman sleeping cars, a dining car, and a lounge car—12 or 14 cars in all—and powered by a two-unit diesel-electric locomotive, costs approximately 4 million dollars.

Five

# GN SEEKS CUT IN SURPLUS PASSENGER TRAINS

Great Northern Railway petitioned the Minnesota Railroad and Warehouse Commission for a reduction in surplus passenger service between the Twin Cities and Moorhead-Fargo.

The company operates six trains daily in each direction between St. Paul - Minneapolis and Moorhead, Minn.,-Fargo, N.D., over the railway's St. Cloud, Minn., and Willmar, Minn., lines, and GN seeks commission authority to discontinue two of the trains because "patronage of these multiple services no longer justifies continuance of all."

GN would terminate operation of the westbound Dakotan between the Twin Cities and Moorhead-Fargo, and the eastbound Red River streamliner between those points. The Dakotan runs over the Willmar line and the Red River through St. Cloud.

The latter train would be supplanted by the eastbound transcontinental Western Star, which would run over the St. Cloud line instead of through Willmar, as it now does. The rerouted Western Star would leave Fargo-Moorhead and arrive in the Twin Cities on its present schedule.

In addition, GN train No. 14 would be operated on a daily schedule between Fargo-Moorhead and the Twin Cities through Willmar, and modernized with streamlined equipment. This train now runs on a daily-except-Sunday schedule. No changes in the schedules and routes of other GN trains through St. Cloud and Willmar are proposed.

The railway's petition said that the Dakotan has been operated principally for U.S. Mail transport, but removal of the Railway Post Office car from this train by the government last January resulted in a loss to GN of approximately \$64,500 annually in mail revenue. The company told the commission that the Dakotan now is

being run at a loss of \$831.31 per

GN's petition also said that patronage of eastbound Red River "has been disappointing since this regional streamliner began service in June, 1950," and this train is being run at a loss of \$769.14 per day.

With reduction of surplus GN services, the railway still would be operating five passenger trains in each direction.

# Seattle Fish Shipped Via GN Piggyback



A pioneer shipment of frozen fish from Seattle to Chicago has been made by Great Northern piggyback.

A Western Fruit Express truck van, with automatic temperature controls set at 0 Fahrenheit, carried 33,620 pounds of frozen halibut from the New England Fish Company, Seattle, to L. H. Frohman & Sons of Chicago.

The loading, shown above, was made at a Seattle waterfront warehouse. The rail cost of the warehouse-to-warehouse shipment was 2½ cents per pound.

# Lake Forms Behind Rocky Reach Dam

The pool behind Rocky Reach dam at Entiat, Wash., is forming within the walls of the Columbia gorge, and eventually the lake will be 42 miles long with 100 miles of shoreline.

At the same time, 9,800 acres will find on its shore a new community

named for Lake Entiat.

The old townsite of Entiat, from which Lake Entiat, the city was born, will be deep beneath the surface of the lake. Its destructible buildings will have been hauled away or burned.

At the Lake Entiat townsite, the new Great Northern station is in the heart of a wide, newly-graded industrial area of the apple-growing com-

munity.

The station, appropriately heated by electricity, is a service facility for new warehouse-packing plants from which apples and other fruits are being handled in the latest mechanized methods.

The new GN trackage serving its relocated industry is laid of 90-pound salvaged rail on new ties with new plates and angle bars. The railway's famed apple-hauling W-O branch on its Cascade division in Washington has been raised above the banks of the Columbia river to the shores of

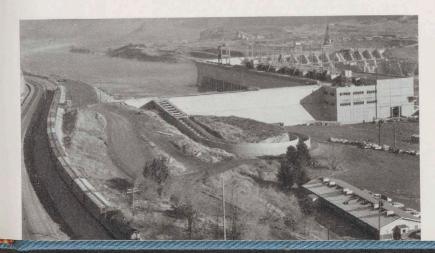
the ever-expanding Lake Entiat.

In June, 1958, when the concrete mass of Rocky Reach dam began to rise from deep in bedrock beneath the raging Columbia, first work was undertaken to relocate 24½ miles of the Wenatchee-Oroville branch. It was a 6,800-foot shoo-fly within sight of the dam at a point where the only place to go while dynamite and machine gnawed at vast cliffs was into the river.

This was the first stage in a fourcontract operation to not only relocate the GN branch above the water to be impounded by Rocky Reach dam, but to elevate a primary state highway and re-establish the important apple-shipping center of Entiat.

The GN's W-O line runs from the Apple Capital of the World to Canada through the narrow Chelan and Okanogan valleys where fruit orchards cling to steep slopes of barren hills made lush by irrigation.

From late September until June, thousands of refrigerated cars of premium apples leave the region in which the principal American and Canadian production of this fruit is centered.





St. Paul Pioneers Greeted State's First Locomotive

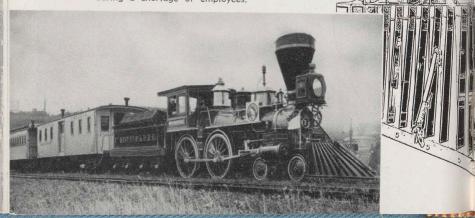
"The engine, cars and railroad iron arrived yesterday morning as the steamer Alhambra came into port with unusual demonstrations, in the shape of ringing of bells, screaming of whistles, etc., and quite a number of persons were drawn to the levee, in spite of the drizzling rain.

"It was soon discovered she had on board, and in her barges, a fine locomotive called the William Crooks... two platforms and one boxcar, two handcars and about 50 tons of train iron."

The above account, from the St. Paul Pioneer Democrat of Sept. 10,

The William Crooks and cars were photographed in 1945 in St. Paul while on a round-trip to Minneapolis to recruit workers for the railroads during a shortage of employees.

1861, a day after the Crooks' arrival.





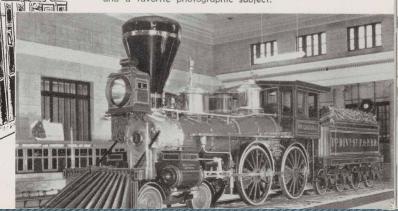
chronicled Minnesota's first steam locomotive in St. Paul, owned by a predecessor line of the Great Northern Railway.

On September 9th of this year, Minnesota noted the 100th anniversary of its first railroad engine.

The Crooks' arrival in 1861 was a notable event for the business community and citizenry alike, who, according to another account, "have been fooled so often for the last eight years in their railroad expectations as to have become almost incredulous of ever having the pleasure of a ride on the railroad, over the soil of this state, and, seeing the motive power, and the

(Concluded on Page 10)

On permanent display in St. Paul's Union Depot, the brightly-painted and glistening William Crooks is the focal point in the depot and a favorite photographic subject.



### CROOKS' 100th BIRTHDAY - Conclusion

rails right before their eyes, was quite exhilarating and loud cheers expressed their gratification."

A one-way track had previously been laid to the levee and soon after the Alhambra's landing, block and tackle and both manpower and horse-power were utilized to manuever the 51-foot, 102,000-pound woodburner and tender onto the tracks.

Businessmen left their offices; clerks doffed aprons and housewives gathered their tots and rushed to the levee to witness the arrival of the Crooks which was transported by rail from Paterson, N.J., to Prairie du Chien, Wis., and then via the Alhambra on the Mississippi to St. Paul.

Also viewing the unloading operation were Indians who were soon to see the gradual push of the rails throughout the state, North and South Dakota and thence through Montana and the Pacific Northwest.

There was more interest in the account of the Crooks' arrival the next day in the newspaper than in an advertisement on an accompanying page reading: "Wanted. Recruits for the First Minnesota Regiment. Able-Bodied Recruits to be Stationed at Poolsville, Mary."

But the Civil War was still too remote for Minnesotans—it being only five months old. Those were the days when butter was selling for 9 cents a pound; cheese, 10 cents; coffee, 25 cents; and eggs, 7 cents a dozen. Misses' brown button boots were on sale for 50 cents and advertisements heralded good, old bourbon whiskey for \$1.50 per gallon.

The engine was stored in a round-house hastily-constructed of railroad ties and planks through the winter until railroad cars arrived up the river after the spring thaw and a 10-mile roadbed was constructed to St. Anthony (now Minneapolis) 10 miles

to the west. That first excursion was made on June 28, 1862.

The Crooks was destined to become one of the best known in the nation. It survived a roundhouse fire in 1868 which necessitated a \$12,500 rebuilding job which contrasted to its original cost of \$9,500.

In 1939, the Crooks went to the New York World's Fair and back under its own power. The classic-styled engine, still No. 1 on Great Northern's locomotive roster, has been restored with bright paint and shining brass trimmings, and is on permanent display in St. Paul's Union Depot.

### COL. WILLIAM CROOKS

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#### Soldier-Engineer

The name, "William Crooks," immediately brings to mind the famed No. 1 engine of the Great Northern Railway.

But behind the classic railroad engine is the story of a man—a disciplinarian with a warm heart—Col. Billy as his friends called him.

A native of New York City, born June 20, 1832, Col. William Crooks became a West Point cadet in 1849, but left during his last year to his first love, engineering.

After service with various railroads, he came to Minnesota in 1857 at the age of 25, and eventually became chief engineer of the St. Paul & Pacific Railroad, a predecessor line of the GN.

Col. Crooks' military training benefited him during the Civil War when he gained his colonelcy of the Sixth Infantry. He served in the Indian uprisings in Minnesota and the Dakotas.

Turning to politics, Col. Crooks served both the Minnesota House and Senate. He died in Portland, Ore., on Dec. 17, 1907.



Tight Fit

"Kevin," the biology teacher asked, "can you give me an example of how the human body adapts itself to changed conditions?"

"Yes, prof," the youth answered, "my aunt, Wendy, gained 50 pounds in a year and her skin never cracked."

**Cutting Remarks** 

Two butchers were out to dinner. "This lamb is tough," said one. "Oh," pooh-poohed the other, "let's not talk chop."

\* \*

Ugh!

Have you heard about the parrot who could only talk in polly-syllables?

5-Day Week

Teacher: "It's the fifth time I made you stay after school this week. What do you have to say for yourself." Student: "Thank God it's Friday!"

\$2 Question

The dominant wife received her husband's check weekly and doled out just enough money for his week's lunches. One day he came home very excited.

"You'll never guess what happened! I just won \$50,000 on a sweepstakes ticket!" he said.

"Wonderful, just wonderful," she replied, "and where did you get the money for the ticket?" Stopper

"Have I ever told you of my grandchild?" one office worker asked another.

"No. And I want you to know how much I appreciate it," the other answered.

Problem Shopper

A man entered a cocktail bar and from each martini he extracted the olive and deposited it in a little bottle.

"What a nut," said another drinker to the bartender. "Really peculiar."

"What's peculiar about that," replied the bartender. "His wife sent him out for a bottle of olives."

> \* And . . .

Then there's the story of the bartender who invented the convention cocktail, called the delegate: take three and before you know it you're speaking from the floor.

Tooth-Hold

In a small town the sheriff also was the veterinarian. One night he got a frantic call.

"Do you want the sheriff or the veterinarian?" he asked.

"Both," was the reply. "We can't get our dog's mouth open, and there's a burglar in it!"

Eleven

#### PIGGYBACK USE UP 46.6% OVER 1959

Railroads reported 10,788 cars loaded with one or more revenue highway trailers of highway containers (piggyback) in the week ended July 22.

This was an increase of 566 cars or 5.5 per cent above the corresponding week of 1960 and an increase of 3,427 cars or 46.6 percent above the

1959 week.

Cumulative piggyback loadings for the first 29 weeks of 1961 totaled 316,754 cars for an increase of 12,105 cars or 4 per cent above the corresponding period of 1960 and 90,801 cars or 40.2 per cent above the corresponding period in 1959.

There were 58 Class I U.S. railroad

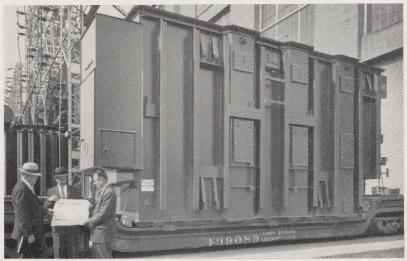
systems originating this type of traffic in the current week compared with 54 one year ago and 50 in the corresponding week in 1959.

#### Mount Rainier Tourism Tops 1960 by 21 Per Cent

Tourist traffic at Mount Rainier National Park is running 21 per cent ahead of last year according to the Tacoma, Wash., Chamber of Commerce.

Traffic in Washington State Parks is up by 42 per cent, while travel in Olympic National Park is estimated at a whopping 92 per cent more than last year.

## 140 Tons of Power Goes Via GN



A transformer—140 tons of it—destined for the Puget Sound Power & Light Company moves via the Great Northern to Renton, Wash. Studying plans of the giant piece of electrical equipment are, from the left, G. L. Artus, H. G. Carter and W. A. Gallotte, all of the Puget Sound Power & Light Company. The transformer is 28 feet high, 40 feet long and 29 feet wide, has a capacity of 250,000 KVA and will handle enough electricity for a city of 250,000. Costing one-half million dollars, it was built by General Electric Company at Pittsfield, Mass. The GN and the Pacific Coast Railway were the last to handle the shipment.

Twelve

# The Gathering Transportation Storm

America has one of the most diverse and highly developed transporta-

tion systems in the world.

Over our railroads, highways and waterways and through pipelines and airways move the most mobile people on earth and the mountains of raw materials and finished products of an intensely productive economy.

Growth and progress in technology among America's major carriers masks increasingly serious defects in the transportation structure, however. As a special study group of the Senate Commerce committee reported on Jan. 3, 1961, for national study:

"There are trends which give cause for concern for the future over-all adequacy and efficiency of our transportation system and for the health, if not the very existence, of common carriers."

The group predicted a major crisis if the trends continue unabated. What's wrong in this vital national industry? The answers will be depicted graphically in a monthly series beginning in this issue. They were prepared by the Association of American Railroads.

ALL INTERCITY	(1960)  44% 56%  Railroods other carriers	
INTERCITY COMMERCIAL	25% 75%	
PASSENGER TRAVEL	750 00	00
PAYROLL	\$5,000,000,00	
PURCHASES OF		
EQUIPMENT & SUPPLIES	\$2,500,000,00	
TAXES (Including payroll taxes)	\$1,000,000,00	00

#### NOTED TRAVEL EDITOR LAUDS BUILDER TRIP

(Leavitt F. Morris, noted Christian Science Monitor travel editor, recently wrote a column under "Travel Editor's Diary" on his trip West on the Empire Builder. Excerpts from his column appear below.)

"It's a scorcher outside," the Pullman conductor remarked as he stepped into the spacious Dome car after a divisional stop at Havre, Mont.

"Certainly wouldn't know it in here," I replied. The Dome car, completely air-conditioned, was a haven against the mid-90 degree heat the people of Havre were experiencing.

As I sat in the broad, slightly angled seats toward the wide windows, I could see the heat waves rise in eddies from Havre's cement street leading to the station. A little later, after we had started west, I observed motorists with all of their windows open, men with shirt collars spread wide, and women and children holding arms outside the car to capture whatever cool breeze they could.

So it was with rather a smug feeling that this trainload of passengers sat in air-conditioned comfort and watched sweltering motorists drop behind our speeding streamlined Empire

Builder.

It was in April of 1948 that I first rode the Empire Builder, about one year after the streamlined version was put into service. . . . So some 13 years and three months later, I'm back on the Empire Builder, an even better, more luxurious train than the one I rode in 1948. The Dome cars are the big innovation and this train carries three—one full-length car for the use of Pullman passengers and two smaller ones for the use of those riding the coaches. There is a spacious club car, a cozy observation room at the end of the train, and the ranch car where inexpensive snacks can be had. Of course, there is full dining-car service.

This train of 17 cars is full. And what impressed me was the number of families making use of the Family



Leavitt Morris, travel editor of the Christian Science Monitor, stands on the steps of the Empire Builder at Chicago talking to Passenger Representative Maynard Blanchard prior to his departure West on the Empire Builder.

Fare Plan—the head of the family paying full fare, the rest half fare.

I had my usual roomette but the Empire Builder offers a variety of other accommodations including bedrooms, upper and lower berths, duplex roomettes, and reserved, reclining coach seats, some with full leg rests.

During the past day and a half I have been watching a great America through my roomette window, through the windows of the Dome car, and through broad dining-car windows, and through the windows in the rear of the train.

If the visitor of the United States rides this train across the country, he will see the prosperous farms of Illinois, Wisconsin, North Dakota, and Montana. He will see fertile land, many acres of it at the moment parched for want of rain, undulating to the horizon . . . the visitor will see corn-

(Concluded on Page 15)

Fourteen

# Goat Gleanings —

St. Paul Winter Carnival royalty and others recently patronized the Great Northern on its special train to Duluth consisting of 625 persons who participated in Duluth's third annual Seaway celebration.

October is the month the Railroad YMCA has scheduled its 89th annual continental membership enrollment drive to meet the recreation, health, educational and personal needs of railroad workers.

**Domestic** travel for June was up 1.25 per cent over that of the corresponding month one year ago . . . travel for the year to date, January through June (the latest available figures) was down 1.25 per cent.

Appointed director of the U.S. Travel Service by President Kennedy

#### EMPIRE BUILDER PRAISED—Conclusion

fields that stretch for miles, acres of golden wheat bending before the wind, cattle grazing on pastures.

When the Empire Builder leaves the flat lands of Montana and starts its climb through the mountains the scenery changes rapidly into a lush countryside, nourished by the swift streams that pour down from the snow fields. The hillsides, heavily bearded with soldier-straight evergreens, grow steeper and from my grandstand seat in this Dome car I can see handkerchiefs of snow spread on the side of mountains that rise to 10,000 feet and more.

It seems to me that one good way to see the United States and to know Americans is to be on a train like this. First, a transcontinental train ride provides leisure and comfort. It provides the opportunity to see both sides of America. But, more important, it provides the opportunity for

was Voit Gilmore, who will work with a \$2,500,000 budget to lure foreigners to U.S. vacations.

Legislation to assist the ailing railroad industry reportedly will be sent by the president to Congress in January, the Wall Street Journal stated.

Largest shipload of canned salmon, 323,728 cases, valued at \$11,800,000 arrived in Anacortes, Wash., aboard the Alaska Steamship Company steamship Talkeetna.

The giant Space Needle of the Seattle Century 21 exhibition was at the 200 foot level at the end of July with 400 feet remaining to be constructed by a unique crane arrangement that telescopes itself upward.

people to meet people. You meet them across your dining-car table of crisp linen and shining pewter; you meet them in the Dome car, the Ranch car, the Club car, or in the observation lounge. You can meet them strolling along a station platform while the train is being serviced.

For some indefinable reason a common bond is formed between people who live and ride on a train for two nights and almost two days. I suppose it comes from sharing the same comforts, variety of scenic vistas, and that intangible feeling of "togetherness."

Frankly, I don't know of any other land transportation which can do so much to bring about a better understanding between people—whether they be just plain Americans or visitors from abroad—than a long, pleasant journey on one of America's great railroads.

From my own point of view it is an experience worth repeating—and often!

Fifteen



# Great meals on wheels

It's an exciting new experience for the boy. His first real train ride on Great Northern's Empire Builder, heading west through cowboy and Indian country, Montana's Rockies, Glacier National Park. And now his first visit to the dining car, for breakfast with his father.

Dad smiles as the boy's eager eyes race over the menu. Suddenly, they settle on an item: pancakes—a double order. And cantaloupe for a starter—and hot chocolate, in a separate pot

just like Dad's coffee!

Enthusiasm for food on the Empire Builder is by no means limited to small boys. Each new throng of passengers—young or old, business or vacation bound—soon discovers that dining is one of the real joys aboard. Almost all food is "home grown"—coming from the rich croplands and orchards, cattle ranches, and ocean fisheries Great Northern serves.

And what Empire Builder chefs do with these foods has earned GN an enviable reputation for great meals on wheels. In an immaculate galley, little larger than "efficiency size". the fine art of cookery goes uncompromised . . . with upwards of 450 superb meals served on each 2200-mile run between Chicago and Seattle.

Empire Builder guests enjoy dinner by reservation in luxury surroundings... with the added "atmosphere" of great scenery just a glance away.

A typical menu may read: choice of French onion soup or chilled grapeapple juice; heart of lettuce salad, choice of dressing; roast U.S. prime ribs of beef au jus (\$3.75); broiled African rock lobster tail, drawn butter (\$3.75); roast loin of pork, sage dressing (\$3.25); Southern fried chicken, country gravy (\$3.25); franconia potatoes; buttered June peas; hot dinner rolls; fresh-baked pie, ice cream or sherbet; choice of beverage. Steward's wine list, special children's meals, a wide choice of a la carte foods and GN's famous cheese crock complement the featured fare.

Sample it soon—along with Great Dome sightseeing, spacious Pullman or reclining coach seat comfort and the countless other pleasures aboard this sleek streamliner. You'll never know what a great experience a train ride can be until you've traveled on Great Northern's incomparable Em-

pire Builder.



The Incomparable Empire Builder — daily between Chicago and Seattle-Portland via the Twin Cities and Spokane.



The Great Northern

GOAT



OCTOBER 1961

# The Great Northern GOAT



Vol. 31 October, 1961 No. 10

The Great Northern Goat is not an employee 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



Apple Blossom Queen Kathy Whiteman is a super - salesman of Washington State apples. in de-Much mand by photographers. Kathy looks queenly from any angle.

#### Your Railroads

Western railroads do not want federal subsidies but they do want legislation to give the industry equality of competitive opportunity with other modes of transportation.

We are sure managements of all western railroads share this opinion expounded by Clair M. Roddewig, president of the Association of Western Railways.

His comment was prompted by the recommendations of the Interstate Commerce Commission that federal subsidies be granted to individual railroads to help "preserve essential passenger services."

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It has been railroad managements' contention for years that given equality of competitive opportunity, financial health of the industry could be restored very quickly.

At the same time, the railroad industry should be accorded the same treatment that is given other industries under the free enterprise system.

Numerous official studies, recommendations and reports directing attention to the worsening condition of the railroad industry have been presented to Congress during the past 25 years.

For the most part, the recommendations in these reports for legislative action have been very similar, yet Congress has failed to come to grip with the problem. The end result, for the most part, has been authorization of a new study.

Actually, the railroad problem has been studied to death.

The railroads need—freedom from destructive taxation; freedom from restrictive regulation; freedom from subsidized competition, and freedom to diversify.

Two





From the old home, left, to the new home, right, was the moving job facing Great Northern Railway, when it moved office equipment from the Western Life Insurance Co., of Helena, Mont., to the firm's new home office, the new St. Paul Fire & Marine Insurance Company building.

# Office Moves 1,145 Mi. Via GN Piggyback

How would you like to move hundreds of desks—out of the building—and some 1,145 miles away and to a new home during a long weekend?

That's what the Great Northern Railway did recently as the Western Life Insurance Company of Helena, Mont., moved to its St. Paul home office and parent firm, the St. Paul Fire & Marine Insurance Company.

The odyssey began a year ago when Western Life transferred a segment of its staff to St. Paul. Simultaneously, the firm's equipment and records traveled in GN trailers mounted on flat cars.

The recent shipment, under the direction of Kenneth Heimbach, GN director of truck and trailer on flat car sales, began at noon on a Thursday. By 12:30 p.m. the next day, the 10 loaded, 85-foot trailers were secured to the flat cars, and within an hour were St. Paul bound, two trailers to a car.

On Sunday morning, workmen began delivering trailers to the St. Paul home office, and by 8 p.m., the desks, cabinets, and other office equipment were in place as determined on floor blueprints. Monday morning saw workers at the desks—many newly-arrived from Helena—and only a minimum working time lost!

Shirley A. Garrity, general agent at Butte, Mont., made the preliminary movement plans with Western Life officials in Helena.

Great Northern's traffic personnel, are well-schooled in tackling such monumental movement problems. There is no job too big for the GN to handle.

St. Paul Fire & Marine officials termed the transfer "an excellent job," but for many a freight man, it was routine—although a "bit" out of the ordinary!

Tons of office equipment were moved to St. Paul in the vans shown below on a siding at Helena, Mont.



Three



Steel rails
glisten in the
setting sun as
a diesel rolls
past the tower
yard office of
Gavin Yard.

# GAVIN YARD MARKS 5th ANNIVERSARY

Gavin Yard, Great Northern's electronic freight classification center at Minot, N. D., marked its fifth anniversary on October 12, and on that day it was estimated that the 3,750,000th car was handled in the yard.

Construction of the installation began on April 15, 1955, and was completed and placed in operation on Aug. 6, 1956. Dedication of the \$6,057,000 yard was held on Oct. 12, 1956.

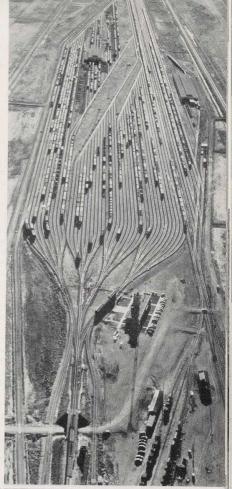
Gavin Yard was named in honor of Frank J. Gavin, former president and chairman of the board of directors of the GN.

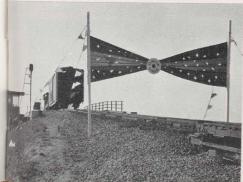
Dedication of the installation signalled a community celebration in Minot highlighted by a speech by John M. Budd, president of the railway.

Mr. Budd forecast on that day that "the result of rapid classification of

(Concluded on Page 6)

Miles of tracks branching off from the hump area fill Gavin Yard in top photo. Cars may be seen being classified by the tower operator shown in photo below. The first boxcar to be humped at the yard, No. 35300 is about to break the ribbon, during dedication ceremonies.







#### GAVIN YARD ANNIVERSARY - Conclusion

cars and dispatching of classified trains will be vastly improved service

to shippers.

"With less delays at other yards, freight will take less time moving across our railroad, schedules will be more dependable and with less handling in yards, commodities will be less subject to damage en route."

The forecast proved accurate, and in addition to giving better service and expediting the movement of cars, the operation of Gavin Yard resulted in thousands of dollars in estimated

annual savings.

Gavin Yard consists of six receiving and departure tracks each having a capacity of 150 cars, and 40 classification tracks which are in four

groups of 10 tracks each.

Trains from either east or west enter the receiving yard and a diesel switcher pulls the train up the hump—an earthen mound. Cars are pushed over the hump and the weight of the car, its load, wind velocity and other factors affecting the speed of each car are electronically computed as it runs down the grade between the hump tracks and the tracks which fan out.

A master retarder and any one of four groups of retarders that are automatically controlled by push buttons activate power switches at the entrance to the classification tracks.

Retarders control the speed of the cars so they couple into new train sections at a speed of less than four miles an hour.

With one hump engine operating, the retarders will handle 100 cars per hour around the clock or 2,400 cars per day. During peak traffic and working two hump engines, 150 cars per hour or 3,600 cars per day can be classified.

Other facilities at Gavin Yard include a modern freighthouse; diesel servicing and car-repair facilities; car washing and conditioning facilities; a

communications system comprising two-way radio with paging and talk-back speakers; automatic telephone; teletype service both east and west from Minot capable of transmitting 100 words a minute; pneumatic tube system for handling waybills and other paper work; car weighing; flood lights, and a retarder control tower combined with a high tower yard office from which the yardmaster can supervise terminal operations.

During March, 1961, an average of approximately eight trains per day were humped in Gavin Yard, consisting of a total of 1,200 cars per day which included city cars and cars re-

ceived on inbound locals.

During the same month, 58,929 cars were handled through Minot-

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Gavin Yard.

Average switching time of 125-car train on an eastbound symbol train is 2 hours and 35 minutes. The average switching time of a 125-car westbound symbol train is three hours. This time includes car inspection, complete classification and blocking of train, the assembly of blocks and an outbound air test.

Since the yard's opening, 170,966 cars have been repaired and up-

graded.

Freight house facilities include ramps for the loading and unloading of truck trailers from flatcars in piggyback service; the rapid transfer of less-than-carload shipments, and tracks for federal inspection of wheat shipments.



Six



#### U.S. WINE GROWERS EYE HARVEST BOOST

California will be the focal point of National Wine week, October 14-21, the state which each year produces more than 80 per cent of all wine consumed in America.

This year, too, California wines lead the increase in sales and popular-

ity of all wines.

Also drawing her share of the limelight—or should it be winelight—is a lovely San Francisco girl, Susan Speer, who has been crowned the 1961 Wine queen and will appear in countless radio and television appearances during the week.

Although a shipment record for wine was set last year when 163 million gallons were enjoyed by Americans, the record may well be surpassed if shipments continue at the present rate the remainder of the year.

The year, 1961, marks the centennial of modern California wine industry. Special events in the Golden

Doing her part to bring in the grape harvest in a California vineyard is comely Susan Speer, right, national wine week queen. Part of the lavish crop will be harvested from fields such as the one above.

State will mark the anniversary.

One hundred years ago, a Hungarian nobleman, Agoston Haraszthy received a commission from the governor of California to travel to Europe and collect cuttings of the best grapes.

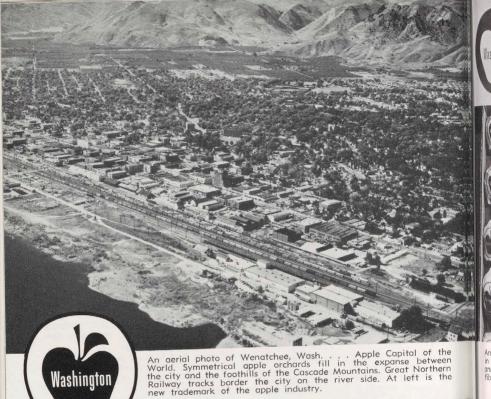
He returned with 100,000 cuttings of about 300 varieties, founding the

modern grape industry.

Today, California vineyards realize a return of 140 million dollars from the crop, and employment totals 100,000.



Seven



The fruit of a major Washington State industry is in the last stages of harvest and the crop is a bountiful

one.

Some two billion apples are being picked from the great orchards of Washington this fall. In fact, the harvest has been a "luscious" one.

Tribute to the industry will be paid during National Apple Week, Oct. 12-21.

Half of the huge crop came from the Wenatchee-Okanogan orchards, a growing district which extends from the Canadian border southward 140 miles to the city of Wenatchee.

Majority of these orchards are planted on the banks and the bench-

lands close to the meandering Columbia river, and its fair-sized tributary, the Okanogan river.

GOOD NOTE FOR APPLE EATE IT'S

Hundreds of Great Northern Railway's standard refrigerator cars, mechanical refrigerator cars and piggyback combinations will deliver this Wenatchee-Okanogan crop to apple eaters all over America. New York, Illinois, California, Texas, Florida—wherever there are fruit lovers—you'll find ample supplies of Washington apples.

Washington's apple crop this year will be dressed in a brand-new, all-industry trade mark. The new identifying symbol, painstakingly developed by a team of design experts, will be

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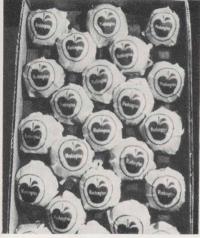
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By



# THE WORLD'S FINEST APPLES



An example of the new trademark in use, printed on the tissue wraps, and on the identification of the fiberboard container.



Golden Delicious apples, as they are arranged on the trees of Washington State by Mother Nature. A picker selects the fresh, flavorful fruit.

# IT'S WASHINGTON APPLE TIME!

printed on apple boxes, the tissue apple-wraps, consumer packages, advertising materials and on many other bits of industry supplies and equipment.

Usage and time will build the symbol into an instant point of recognition for the famous product it represents.

New apple storage technology will be expanding the normal Washington apple-shipping season into the early summer. More and more Wenatchee-Okanogan packing and storage plants are adopting a new storage method known as "controlled atmosphere."

By maintaining critical levels of (Continued on Page 10)

Trick photography made this feat possible—a youngster taking an apple to the teacher. The practice is a sure hit.



#### J. J. DEMPSEY RETIRES, E. G. WESTBY PROMOTED

John J. Dempsey, division freight agent for the Great Northern at Grand

Forks, N.D., has retired and was succeeded by Ernest G. Westby, former traveling freight agent at Chicago, who



Mr. Westby



Mr. Dempsey

has the new title of general agent. Mr. Dempsey joined the railway on July 19, 1918, as a steno-

grapher in the Seattle traffic department. He subsequently was contracting freight agent in Seattle and traveling freight and passenger agent at Vancouver, Wash., prior to his appointment at Grand Forks.

Mr. Westby, a native of Chinton, England, was educated in Montana and attended the University of Montana. He joined the railway in 1940 as a clerk in Seattle, and in 1955 was

Contract to build a \$208,302 bridge in Glacier National Park providing a link in the projected connecting road with Waterton Lakes National Park, Canada, has been signed by the Department of the Interior with the C. B. Lauch Construction Company, of Great Falls, Mont.

Seattle's Century 21 Exposition will feature a second Monorail system which will move over the 74-acre exposition site and will be operated independently from the unit that will carry visitors from Seattle's loop to the grounds.

named chief clerk to the general agent in the Seattle freight department.

The following year, he was appointed city freight agent there, and in 1958, traveling freight agent in Chicago.

A veteran of four years in the U.S. Army Transportation Corps, World War II, Mr. Westby is married and has two daughters.

#### APPLES — Continued

oxygen and carbon dioxide within the cold storage chamber, apples are held "orchard-fresh" much longer.

The Washington apple industry will be represented at Seattle's Century 21 World's Fair next year. Millions of the visitors to the fair will be eating Washington apples. Crisp, fresh apples and thirst-quenching apple juice will be served.

World fair travelers, coming through Wenatchee, the "Apple Capital of the World," via GN's Empire Builder or Western Star, are invited by the city of Wenatchee and the famous apple industry to stop and visit the orchards that have made Washington State the No. 1 apple-producing state in America.

There they will view the latest techniques in apple growing, packing, storage, merchandising and shipping. There are even plans for an electronic eye to sort fruit according to color, and in use are automatic tray fillers, unusual conveyors and packing bins padded with foam rubber to prevent bruising.

The Washington State Apple Commission composed of seven growers and four shippers are elected to work with merchandising and advertising professionals to best market and advertise the product.

The commission has been instrumental in the successful promotion of Washington State apples in the country.

Ten



#### **Designing Flock**

A recently-ordained minister and bachelor was explaining to the bishop why he resigned from his first charge.

"There were 34 girls, old maids and widows there all eager to marry the pastor," he said.

"You know," said the bishop, "there is safety in numbers."

"Not for me," replied the minister, "I found it in Exodus."

#### Winged Victory

"Did you fish with flies on your vacation?"

"Fish with flies? I'll say we did. And what's more we camped, dined and slept with them!"

#### Time Out

"You simply must take time for fun and relaxation," the doctor told his patient.

"But doctor," was the reply, "I'm too busy."

"Nonsense!" the doctor said, "the ants are hard-working creatures, but they always take time to attend all

the picnics.'

#### Quick Change

Boss: "George, you have such a smart-looking topcoat, but why is it you have such old, baggy trousers?"

George: "How can a guy get new trousers in a restaurant?"

#### Vicious Cycle

Neighbor: "So you say that your son gets on your nerves? Why not buy him a bicycle?"

Dad: "Do you think that would improve his behavior?"

Neighbor: "No, but it would spread it over a wider area!"

#### If Looks Could Kill

Drunk: "You're the homeliest woman I ever saw."

Lady: "Well, you're the drunkest man I ever saw."

Drunk: "I know, lady, but I'll get over it in the morning."

#### Comeuppance

"Since one of the vice presidents died," the brash young clerk told his boss, "do you think I could take his place?"

"It's o.k. with me," said the boss, "if you can arrange it with the undertaker."

#### Beat Cop

A floorwalker, tired of his job, joined the police force. Several months later, a friend asked him how he liked being a policeman.

"Well," he replied, "the pay and the hours are fair, but one thing I like is the customer is always wrong."

Eleven

# Crop Outlook Spotty, Bright Areas Seen

Although drouth has had its effect in wheat-growing areas of North Dakota and Montana resulting in reduced yields in various sections, row crops, such as sugar beets in the Red River Valley, are expected to yield above-normal tonnage, field surveys indicate.

Factually, the summer's drouth was spotty, and moisture was sufficient to assure near-normal wheat yields in many communities within the drouth region. Rains in the past month have benefited crops generally.

Harvest yields follow the extremely erratic pattern established in the season of crop growth and progress, with additional variables recently coming into the picture.

Unusual plant recovery from heat, drouth and insects has been favorable in many areas.

Locally heavy rains especially brought relief to corn, late flax, soybeans and potato and sugar beet areas in North Dakota.

The grain harvest is completed, but it will be some time before the total yield has been determined. Normal harvests of grain and other crops in eastern Washington and central Oregon are anticipated.

The U.S. Department of Agriculture is expected to release crop figures sometime this month.

A capsule summary of other crops in Great Northern territory includes: sugar beets, excellent; potatoes, good; cereal grain, average; soybeans and corn, good progress, and apples, slightly below average.

In reviewing grain shipments during the past decade, it is surprising to note that Great Northern shipments are consistent with the high averages that are recorded over a period of 50 years.

Reduction in acreage by various control programs, fluctuating weather

conditions, etc., appear to be overcome by better farming practices and the use of fertilizers to stimulate good yields.

# WOT'S BRUIN?

#### Engineers' Lives 'Unbearable'

Neither diplomacy nor Army regulations did a bit of good—not by a dam site!

U.S. Army Engineers encountered opposition the past summer to plans for surveying the area that will become the future 325-million-dollar Libby dam on the Kootenai river in northwest Montana.

It's the bears who have made life miserable after they found three-foot markers of pre-fabricated masonite much to their liking.

Experts at Woodland Park zoo, Seattle, and the fish and wildlife service advised the engineers that although there are deer repellents on the market, no one has devised a bear repellent.

In desperation, engineers creosoted the markers, but the bears didn't mind.

Engineers set up 300 markers, but with a healthy bear population, that's barely enough chewing for a few!

Photo depicting the movement of pre-fabricated homes through the Cascade tunnel of Washington (which appeared as GOAT cover last July) ran in scores of Midwest and Northwest publications including the cover of Crow's Lumber Digest.

Twelve

# Big Dome Scores 'Hit' with Ball Players



Life in Great Northern's Empire Builder Great Dome proved to the liking of the B. & B. Boys of Seattle who are shown bound for Springfield, III., and the Connie Mack League baseball tourney. During a stopover at the Twin Cities, the youths viewed a Twins major league baseball game and watched how the "pros" go about it.

#### WHO'S IN SECOND PLACE? U. S. OR RUSSIA?

We hear nowadays of how we are losing the race to Russia in the production of one item or another. Of course, we must remain alert to any unfriendly power concerning the future, but let's not forget the facts.

We are NOT in second place! In order to be equal to Russia today, we in the United States would

have to:
• Abandon three-fifths of our steel capacity;

• Abandon two-thirds of our petroleum industry;

• Scrap two out of every three of our hydroelectric plants;

• Forget over 90 per cent of our natural gas;

• Eliminate 95 per cent of our

electric motor output;

• Rip up 14 of every 15 miles of our paved roads;

 Destroy two of every three miles of our railroads;

• Sink eight of every nine of our ocean-going ships;

 Junk 19 out of every 20 of our cars and trucks;

• Slash all paychecks by three-fourths;

• Transfer 60 million Americans back to the farms;

• Destroy 40 million TV sets; rip out nine of every 10 telephones, and tear down seven of every 10 houses.

We're in 1st place and we're going to stay there!

Thirteen

GREAT NORTHERN RAILWAY-GREAT FOR FREIGHT

#### ECONOMY-WISE FAMILY SPURNS PLANE FOR TRAIN

An Ohio family concluded that first-class transportation on the Great Northern Empire Builder to and from a Pacific Northwest vacation proved more economical than coach or family-plan travel by plane.

Mr. and Mrs. Charles N. S. Ballou, Jr., of Avon Lake, Ohio, planned a trip to Spokane, Wash., and investigated the cost of travel for themselves

and their two children.

"I did not want to drive across the prairies in July except as a last resort, because I knew that it would be quite uncomfortable and trying for our whole family—which includes two small children, ages 2 and 4—in the heat usually found in the area," Mr. Ballou wrote to Great Northern after

returning home.

"The other alternatives were the train or the airplane," he continued. "After checking thoroughly into both means of transportation, this is what we did: My family and I drove our car from Avon Lake, Ohio—which is near Cleveland—to Chicago and left the car with relatives there. We purchased the best round-trip accommodations—bedroom en suite—on the Empire Builder between Chicago and Spokane.

"In Spokane, we rented a car from the Hertz Co. for 10 days and drove 1,800 miles. By flying from Cleveland to Spokane and back, we would have saved four days. But here is the most interesting thing and the big item that sold us on going by railroad: The total cost of railroad fare and accommodations including meals on the train, plus the total cost of the rental car plus the cost of driving my own car to Chicago and back was less than coach or family plane fare on any airline for a round trip between Cleveland and Spokane. I would still have to rent a car in Spokane.

"The train was very relaxing and our children especially enjoyed the



trip. I would like to express my appreciation to your employes for making our stay on the train so enjoyable and helping me in many ways to plan a very successful vacation."

Mr. Ballou's experience is of unusual interest to Great Northern because the railway has been stating in advertising and literature that when all charges are included, travel by train costs less than by plane.

## GN WINS HARRIMAN CERTIFICATE AWARD FOR RAILROAD SAFETY

A Harriman Certificate of Commendation was awarded the Great Northern Railway in New York recently for railroad safety.

Presentation was made to T. A. Jerrow, vice president-operating, at a ceremony held in the Hotel Roosevelt, in behalf of John M. Budd, president.

The GN previously received the E. H. Harriman gold medal award in 1953 and memorial certificates in 1947, 1951, 1954, 1958 and 1960.

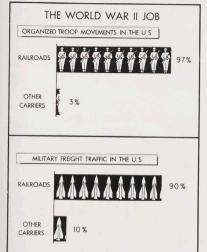
The gold medal and three certificates are presented annually to Group A railroads (operating 15 million miles or more locomotive miles and performing 100,000 or more passenger miles a year) having the best safety record for the preceding year.

Fourteen

#### WHAT RAILROADS MEAN TO AMERICA IN WAR-

# The Gathering Transportation Storm

No carrier is more important than railroads to the national mobilization of men and materials in time of war.



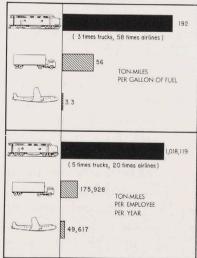
In World War II, while United States railroads rose to the greatest challenge in the nation's history, manpower and materials shortages significantly reduced the role played by other carriers.

The priority defense role of rail transportation continues despite

changes in military strategy.

Recent congressional hearings into military preparedness concluded with a report emphasizing that "military logistical planning is built around the railroads . . . the other forms of transport, important as they are to the total need, are auxiliary and supplemental to the railroads."

# RAILROADS PRODUCE THE MOST FOR THE LEAST



#### R. A. Watson, GN Geologist, On Montana Field Trip

One of the three men comprising a long-range survey of geological mapping of the Kootenai-Flathead mineral resources is R. A. Watson, geologist for the Great Northern Railway.

He and Dr. E. G. Koch, director of

the Montana Bureau of Mines, and Gareth A. Duell, geologist for Pacific Power & Light, have been mapping during the past summer in the Whitefish, Columbia Falls, Kalispell and Somers area and the Pleasant Valley quadrangle to the west.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

FORM 6009 10-61

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# What is an apple?

It's what small boys shinny up trees after . . . and when one fell down on an Englishman's head several centuries ago, it led to Newton's law of gravity and a new age in science. It tells teacher she's "favorite" . . . and its blossoms tell poets and songwriters and

young lovers it's Spring.

An apple is cider, sauce, butter, dumplings, pie and pan dowdy . . . and about 90 calories. It gets bartered for, begged for and bobbed for . . . sliced, diced, sealed, peeled and "polished." It gets cooked, candied and carameled . . . but mostly, just plain chawed and chomped on. It goes into bushel baskets and picnic baskets . . . lunch boxes, sacks and fruit stand racks . . . and into policemen's pockets. It keeps the doctor away

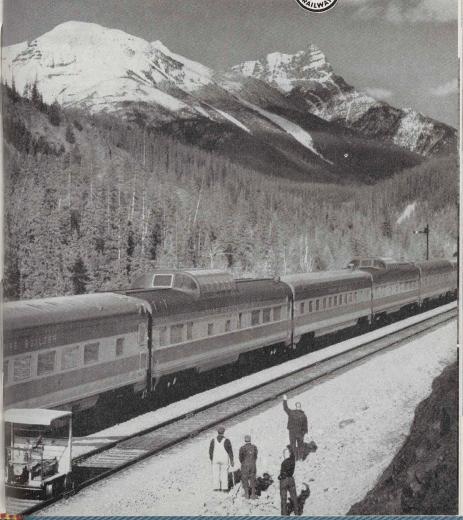
... and brings kids in from play ... and shows up in their cheeks.

An apple is as old as Adam . . . yet it's always news when "crop's in." And when it's the Wenatchee Valley crop, that's exciting news . . . to the whole apple-lovin' world!



The Great Northern GOAT
NOVEMBER 1961





# The Great Northern GOAT



Vol. 31 November, 1961 No. 1

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#### DAN MUSCH, Editor

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#### The Goat's Cover



Workmen pause and wave to passengers in the Empire Builder as the streamliner skirts Glacier National Park in the Montana Rockies.

#### Your Railroads

Full and vigorous support of the Administration to "assure prompt and favorable acceptance" by Congress of the industry's program of legislative actions for a strong transportation system was urged by the nation's railroads.

The railroads' proposals were made at the request of the Department of Commerce to assist that government agency in formulating recommendations to President Kennedy on a national transportation policy for submission to the next session of Congress.

Railroads have felt too long that there "has been a crushing and discouraging apathy, if not passive resistance, toward meaningful solution of the problems of transportation."

Daniel P. Loomis, president of the Association of American Railroads, listed the following legislative proposals:

Repeal of the agricultural and bulk commodity exemptions, or extension of comparable exemptions to railroads;

Provision of fair and reasonable user charges for publicly-provided transportation facilities;

Elimination of artificial restrictions upon the right of one form of transport to engage in transportation by another mode;

Reduction of the maximum useful life of depreciable railroad property for tax purposes;

Provision for the establishment by railroads of construction reserve funds for tax purposes;

Prohibition of discriminatory state and local tax assessment of railroad property;

Prohibition of the performance of for-hire transportation by private carriers, and

Repeal of the passenger excise tax.

Two

# It's Ribbons, Profit and Fun for 4-H'ers At Junior Livestock Show in So. St. Paul

Months of painstaking care and grooming and selected feeding of hundreds of prize stock came to an end last month as Minnesota 4-H Club members vied for prizes and profit at the 43d annual Junior Livestock show in South St. Paul, Minn.

Scores of Twin Cities area businesses bid on hogs, sheep and steers the last day of the show and among them was the Great Northern Railway whose participation in the auction is part of its long-standing program to encourage junior agricultural activities.

The railway purchased three sheep and one steer from 4-H'ers living in GN territory.

Lambs were bought from Barbara Anderson of Benson in Swift county; Keith L. Davdt of Zimmerman in Isanti county and Dale Billberg of Wannaska in Roseau county, all in Minnesota.

Great Northern purchased one steer and three lambs at the Junior Livestock show auction at South St. Paul. Above, J. L. Baldwin, assistant purchasing agent for the GN, is shown with Gary Pilgram, 12, formerly of Montevideo, and his 1,050-pound steer, shortly after purchase. From the left below with their sheep are Barbara Anderson, 17, of Benson, Minn.; Keith L. Davdt, 16, of Zimmerman, Minn., and Dale Billberg, 15, of Wannaska, Minn., who is shown with B. D. Rasmussen, assistant to the director of the railway's industrial and agricultural department.

A steer was purchased from Gary Pilgram of Montevideo in Chippewa county, Minnesota,

The first two days of the show were occupied by the showing and judging of animals prior to the final day's auction.

J. L. Baldwin and B. D. Rasmussen represented the railway at the auction.









# 21 Testify at Merger Hearing Emphasizing Better Services, Cost Reductions, Savings

The first phase of the merger hearing of the Great Northern, Northern Pacific, Burlington and the Spokane, Portland & Seattle railways concluded in St. Paul on October 13 and ICC Examiner Robert H. Murphy immediately set the second hearing for December 5 in St. Paul.

The railways, to be known as the Great Northern Pacific & Burlington Lines, Inc., upon merger, presented their cases in St. Paul's old Federal

Courts building.

Second phase of the hearings will consist of cross-examination of the principal witnesses heard in the first phase, and the appearance and direct and cross-examination of the public witnesses.

Appearing before ICC Examiner Murphy, 21 railroad officers and outside financial and transportation consultants testified on all phases of the proposed consolidation of the railways and their subsidiaries.

Points covered by the testimony included major benefits of the merger such as faster and more reliable freight service, elimination of wasteful duplicate services, cost reductions which would enable the railroads to better meet the intensified competition from other modes of transportation and employe protection.

First witness was Robert S. Macfarlane, president of the Northern Pacific, who declared that, while the lines seeking to merge are presently relatively healthy financially, rising costs and intensified competition from other forms of transportation have reduced earnings in recent years "to a dangerously low level." This condition, he said, makes it more essential than ever that wasteful duplication of railroad services and facilities be eliminated to make available the capital needed to modernize and improve their properties, provide a more efficient transportation and meet competition.

"The survival of the American railroad industry as a private enterprise is at stake," Mr. Macfarlane said, "and, before it is too late, steps such as this proposed merger must be

taken.'

John M. Budd, president of the Great Northern, testified that in the past five years the number of employes on the applicant lines has declined by 18,000, and that these employes did not receive the benefit of any protective conditions.

"Continued operation of these railroads as separate companies is no guarantee of continued employment,"

he added.

He emphasized that the merger study recommends abandonment of less than 500 of the 25,000 miles of railway involved in the project, and that the decision as to whether any abandonment may be permitted in the public interest rests with the ICC.

Mr. Budd stated that the merger



Mr. Budd



Mr. Macfarlane



Mr. Murphy





proposal provides use of the best located trackage of each company for a principal transcontinental freight route between St. Paul-Minneapolis and Seattle that will be 136 miles shorter than the present NP line and 12 miles less than the present GN route.

He added that after consolidation, the transcontinental freight line will be over NP between the Twin Cities and Casselton, N. D.; from Casselton to Sandpoint, Idaho, over GN; from Sandpoint to Spokane, Wash., over NP, and from Spokane to Seattle via GN.

Other points brought out in Mr. Budd's testimony:

• Passenger train services now operated by the proponent railways will continue in service after consolidation on their present routes "as long as public patronage in sufficient volume makes this possible."

• The unified system would be divided into four districts with head-quarters in Chicago, St. Paul, Omaha and Seattle.

• It is expected the consolidated system can be operated efficiently at the end of the five-year integration period with approximately 5,200 fewer persons than the 64,000 employed by the proponent lines in 1959.

• Approximately 4,000 job oppor-





tunities will occur annually on the merged system through resignations, retirements, deaths and other reasons.

 Retraining programs could be established to assist employes displaced by merger in qualifying for new and often better positions with the new company.

• After consolidation, all important traffic moving over the unified line between the Pacific Northwest and the Southwest region of the country will go via NP between Spokane and Billings, which is 116 miles shorter than via GN between the latter two points.

• The best route between north Pacific Coast points on GN, NP and SP&S to the St. Louis region is through the Twin Cities, then over Burlington via Savanna and Galesburg, Ill.

"I know something about the importance of having a strong, resilient railroad during times of national peril, particularly when a country has been subjected to heavy bombing and enemy demolition squads," said GN's chief executive.

Harry C. Murphy, president of the Burlington, said the merger will be of tremendous importance, not only to the future of the Burlington, but to

(Continued on Page 6)



Mr. Downing



Mr. Finley



Mr. Burgess



Mr. Luchsinger

#### MERGER HEARING TESTIMONY-Continued

the territory it serves, the national economy and the national defense.

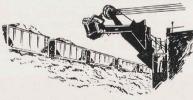
"I sincerely believe," he said, "this merger is a constructive response to the many admonitions of congress and countless government boards, committees and commissions who have, over a period of 30 years, urged railroads to give the nation the best possible transportation service at the lowest possible cost."

C. H. Burgess, vice president-operating department, Northern Pacific, spelled out the improvements in freight service which consolidation

would make possible.

Nearly 12 hours will be cut from the schedules of certain freight trains running from Seattle to Chicago and six hours from the Chicago to Seattle schedule, he said. Similar reductions in time would be made in eastbound and westbound schedules between Portland and Chicago, and service from the Pacific Northwest to Omaha and Kansas City would be speeded up by 24 hours, Burgess stated.

Service to intermediate points on the main freight route of the new unified company would be improved, he explained, because of shorter distances, more favorable grades and operating efficiencies from centralized



traffic control, modern electronic yards and the greater proportion of

double-track mileage.

R. W. Downing, GN vice president, Executive department, told the examiner that one of the advantages of the merger will be the ability of the new company to undertake a modernization of facilities which could not be done under separate ownership.

"We will put together the best facilities of all the companies for greater economy and in such a way as to increase the service afforded to our shippers. In other words, we do not expect to make substantial reductions in our plant but rather to increase and make better use of our present capacity." he said.



In his testimony, Mr. Downing also made these points:

• Explained how Great Northern and Northern Pacific iron ore operations at Duluth-Superior would be combined for greater efficiency and flexibility, greatly helping the mining and steel companies. Great Northern ore handling facilities have sufficient capacity for the entire operation.

• Stated that estimated gross construction costs for new facilities will exceed \$17,500,000, and told how construction of consolidated company's new Northtown yard at Minneapolis would speed up switching movements in the Twin Cities, reducing transfer movements by about half.

W. J. Luchsinger, vice president in charge of traffic of the NP, gave evidence to support the railroads' contention that the merger will not greatly reduce railroad competition, that it would, in fact, leave the Pacific Northwest with more rail competition than is now enjoyed by the far more heavily populated southern California area.

(Concluded on Page 7)

# The Gathering Transportation Storm

Railroads have put dramatic selfhelp measures into effect in an all-out effort to cope with increasing competition.

Working a virtual revolution in plant and operating methods, they have spent more than 16 billion dollars for capital improvements in the postwar period, an average of a billion dollars annually.

The results of these streamlining

# RESULT OF RAILROADS' \$16,000,000,000 POSTWAR IMPROVEMENT PROGRAM

V	28,000 DIESEL LOCOMOTIVES
V	900,000 FREIGHT CARS
/ 6	30,000 miles Of Centralized Traffic Control
1	40,000 radio Transmission units
	PUSH-BUTTON CLASSIFICATION YARDS
	MECHANIZED RAILWAY MAINTENANCE EQUIPMENT

A TYPICAL long-distance, deluxe passenger train which may consist of a baggage car, three day coaches, six or eight Pullman sleeping cars, a dining car, and a lounge car—12 or 14 cars in all—and powered by a two-unit diesel-electric locomotive, costs approximately 4 million dollars.

moves show up in such efficiency indicators as these: Since 1946, average freight train speeds have been stepped up by 22 per cent, and the hourly transportation output of the average freight train has been increased by 70 per cent.

#### Merger—Conclusion

C. E. Finley, Great Northern's traffic vice president, said that unless the products of the Northwest can move to market in competition with those of other areas, "the economy of our territory will deteriorate."

The merger, he said, will shorten mileages, produce more efficient terminals enabling the unified railroad to meet increased competition of motor carriers and thus make the new company better able to provide market-competitive rates necessary to the growth and development of the Northwest.

Mr. Finley stated that during 1960, GN received 31.68 per cent of its system carload revenues from commodities grouped as Products of Agriculture; 1.76 per cent from Animals and Products; 18.16 per cent from Products of Mines, and 17.10 per cent from Products of Forests. These four basic commodity groups contributed almost 70 per cent of Great Northern's system revenues.

There are two ways to maintain a financially sound, efficient transportation agency, Mr. Finley said. One is to continually readjust freight rates upwards as costs of wages, material and supplies continue their spirals, and the other is to reduce costs. From the viewpoint of ratemaking, he added, it is this factor which makes the economies of the proposed merger so attractive.

Seven





Inspecting dried pulp in left photo at the side of a caboose, are shown from the left, C. E. Finley, GN traffic vice president; John M. Budd, GN president; Burton Joseph, president of the I. S. Joseph Co., Minneapolis, and C. W. Briggs, vice president, sales manager, American Crystal Sugar Co., Denver. At right, Messrs. Burton and Budd stand in front of the two sugar beet trains in the railway's Cedar Lake yard.

# GREAT NORTHERN MOVES WORLD'S R

Two trainloads of dried sugar beet pulp move East







KSTP-Television and radio personalities and other TV personages filmed the sugar beet train for local broadcast. At left, Princess Kay of the Milky Way, Diane Kramer, places a ribbon on the heifer, Miss Dried Sugar Beet Pulp, as David Stone, farm service director for KSTP, and W. E. Petersen, station farm specialist, describe the shipment for their early-morning and afternoon programs. At right, Princess Kay inspects the caboose.

# RGEST SUGAR BEET PULP SHIPMENT

Four-million pounds of dried sugar beet pulp for cattle feed filling 100 boxcars and two trains recently moved from the Red River Valley of western Minnesota via Great Northern for distribution in 46 states.

The world's largest shipment of pulp in 50-pound bags was distributed by the I. S. Joseph Company of Minneapolis, feed merchandising firm, whose president, Burton M. Joseph, stated that the shipment was valued at \$130,000.

The shipment from Minneapolis and St. Paul to Chicago was handled by the Chicago, Burlington & Quincy Railroad, with a special consignment of 32 cars being taken off at Winona, Minn., by the Green Bay & Western Lines for movement to Kewaunee, Wis.

Dried sugar beet pulp currently is being used at a great rate by manufacturers of dog food in addition to being a standby in the feeding of dairy cattle. The 100-car load could be used at the recommended rate of five pounds daily to feed 800,000 head of cattle for a day.

Sugar beet cash receipts rank eighth in Minnesota among grain and feed, making the state the nation's fourth largest producer of sugar beets.

Mr. Joseph, whose firm next year will celebrate its 50th anniversary, said that this shipment already has been sold by brokers operating in 46 states.

The 100 boxcars that made up the two trains required 10 days to assemble, with some being sent to Moorhead from East Grand Forks, Minn., and others from Crookston, Minn., and were destined for hundreds of retail distribution points throughout the country.

The arrival of the trains in Great Northern's Minneapolis Cedar Lake yard was greeted by radio, television

(Concluded on Page 10)

# Shriner Succeeds Kenny at Cincinnati

Vincent J. Kenny, general agent for the Great Northern at Cincinnati, retired after 42 years with the railway and has been succeeded by Bernard J. Shriner.





Mr. Shriner

Mr. Kenny

Mr. Kenny began his GN career in New York City as a stenographer in 1919. He subsequently served as contracting freight agent and later exportimport agent. From 1946 to 1948, he was passenger traffic manager in St. Paul, then returned to Cincinnati as general agent.

Mr. Shriner has been with the railway since 1936 when he worked in the railway's Helena, Mont., traffic department. He was named city freight agent at Billings, Mont., in 1948, and in 1954 was appointed traveling freight agent in Cincinnati.

Other retirements and promotions

announced by GN:

R. E. Carter, traveling freight agent at Grand Forks, N. D., retired and was succeeded by John R. Peterson, city freight agent, Grand Forks.

E. S. Pinkerton, general supervisor of terminals at Minneapolis, retired after 33 years with the railway.

J. G. Toomey, assistant superintendent, St. Paul, transferred to Minneapolis where he holds the same position;

M. M. Donahue, manager of the

Central Car Bureau, became trainmaster in St. Paul:

L. D. Bolger, assistant manager of the car bureau, named manager of the

bureau, and

Miss Marie Beechman, city passenger agent in New York City, retired after 35 years with the railway.

#### SUGAR BEET Train—Conclusion

and representatives of the press. John M. Budd, president of the

railway, Diane Kramer of Worthington, Minn., Minnesota's Princess Kay of the Milky Way, and C. E. Finley, the railway's traffic vice president, were among the persons present along

with Mr. Joseph.

David Stone, KSTP-TV and Radio farm service director, and Dr. W. E. Petersen, radio and TV farm specialist, interviewed Princess Kay and Messrs. Budd and Joseph for presentation during afternoon and evening programs and for a special TV presentation the following Saturday morning.

"continental breakfast" served at the train site in one of GN's new cabooses, and it was there that press and television coverage centered.

RAILROADS of the United States spend approximately \$22,500,000 a day for wages, purchases of fuel, materials and supplies, improvements and federal, state and local taxes.

RETURN of at least 6 per cent on the investment is regarded as essential to the maintenance of a sound. healthy railroad industry. Yet only once (in 1942) in the past 40 years have the Class I railroads earned as much as 6 per cent on their net investment.



#### Parting Ways

"Let's have some fun tonight," the wife told her husband.

"Okay, but leave the light on in the hallway in case you come home before I do!"

#### Go Down Together

The financial tycoon's day was too much to bear. Climbing into his limousine, he told his chauffeur:

"George, drive over a cliff. I'm committing suicide."

#### Split Personality

Theatre Owner: "Whatever happened to that pretty wife of yours you used to saw in half in your act?"

Magician: "Oh, she's living in New York and San Francisco." \* \* \*

#### Big Shot

"What did you mean when you wrote on your application that you were a 'big gun of industry'?" the personnel director asked.

"Well," answered the applicant, "I've already been fired five times."

#### **Practice Makes Perfect**

Doctor: "You're coughing more easily today."

Patient: "I should be, I've been practicing all night."

#### Diplomat

"So you think you'd make a good addition to my household staff?" the dowager asked a prospective maid. "Do you know how to serve company?"

"Sure do. Both ways," she answered.

"Just what do you mean by 'both ways'?"

"So's they'll come back and so's they won't," she answered.

#### Floored

Real Estate Agent: "Now, ma'am, here's a house without a flaw."

Southern Belle: "What do y'all walk on?"

#### In The Cards

Two atomic scientists vacationing with friends in Las Vegas eyed a fellow scientist from a distance while he played roulette.

"Atkinson gambles as if there were

no tomorrow," said one. "Maybe," commented the other, "he knows something."

Sweet Memory
"For 20 years," the man told the bartender, "my wife and I were deliriously happy."

"Then what happened?" asked the bartender.

"We met."

Eleven

#### GREAT NORTHERN OFFERS 4-YEAR SCHOLARSHIPS

Four-year college scholarships for graduating sons of Great Northern Railway employes again will be offered by the company in 1962, John M. Budd, president of the railway, announced.

Basic grants are \$750 annually for four consecutive years of schooling in the accredited college or university of the students' choice. A minimum of three scholarships will be awarded.

Award winners will be selected by a panel of six men—two each from education, business and labor.

#### Glacier Park, Inc., Winter Office in Tucson, Ariz.

The office of Glacier Park, Inc., for the winter months will be located at 312 Valley National Building, Tucson, Ariz., Don Hummel, president of the company, announced.

#### **GN Accepts Safety Award**



Accepting a Harriman Certificate of Commendation for Railroad Safety at ceremonies in New York City for the Great Northern Railway is T. A. Jerrow, left, operating vice president. Presentation is made by James G. Lyne, chairman of the Harriman Awards committee.

Since the college program was initiated in 1956, 18 students have been afforded college opportunities by the railway.

# TRAINS Magazine Recounts GN Cascade Adventure

An exciting account of Great Northern's struggle with the Cascade Mountains in Montana is effectively told in the November issue of TRAINS magazine written by D. W. McLaughlin.

The first-installment feature, entitled, "How Great Northern Conquered the Cascades," was penned by the author who first saw GN's abandoned concrete snowsheds between the West Portal of the present Cascade tunnel and the top of the pass while he was traveling over U.S. Hwy. 2 between Seattle and Wenatchee, Wash.

Liberally illustrated, the story tells of James J. Hill's vision of a line from the Midwest to the West Coast and GN Engineer Stevens' determination to push that dream into reality.

The December issue will tell of the "Two Electrifications and America's Longest Railroad Tunnel" GN's Cascade tunnel.

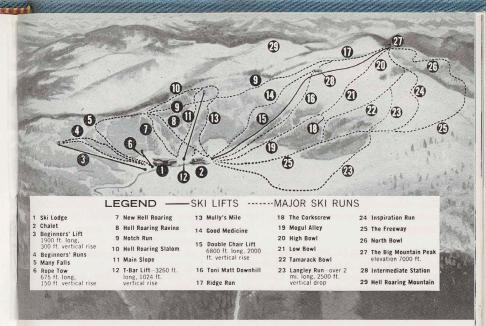
#### C. J. Lolcama Named To High Elks Post

C. J. Lolcama, joint agent for the Great Northern and Northern Pacific Railways at Longview, Wash., has been appointed District Deputy Grand Exalted Ruler for Washington, the southwest district of the Order of Elks.

The first train to operate in New York state made its initial run from Albany to Schenectady on Aug. 9, 1831.

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



# Ski Fever Up As Mercury Drops At the Big Mountain

The crispness in the air coupled with the first traces of snow in the northern tier of states warns ski-conscious Americans that now is the time to plan for that one "big" ski trip of the season.

The Big Mountain at Whitefish, Mont., that state's finest ski resort and one of the leading in the West, is paramount in the skier's mind.

For it is there, in the towering Montana Rockies just west of the Continental Divide, that preparations are about complete for another banner year of skiing.

The Big Story on The Big Mountain this year is new slopes!

The area boasts more than 20 miles of open slopes and trails served by more than 3,400 vertical feet of lifts in The Big Mountain's fine, all-electric lift system.

All summer long, while tourists lounged at nearby Whitefish lake or water-skied and fished, the mountain's expert woodsmen and builders had been laboring in the clear, mountain air cutting, clearing and improving the existing runs and making a few new ones.

These runs were cleared and groomed right to the ground and seeded, assuring an early skiing season that will be operable with less than 1½ feet of snow.

To many Midwesterners, 1½ feet of snow adds up to the snowfall of the season, but in the snow-laden Big Mountain area, that frequently amounts to one night's fall.

The Great Northern Railway, whose streamlined Empire Builder and Western Star arrive daily at Whitefish,

(Concluded on Page 14)

Thirteen

#### THE BIG MOUNTAIN—Conclusion

at the foot of the mountain, has prepared an attractive folder that hits the highlights of The Big Mountain's story and includes a drawing of ski lifts and major ski runs.

Ed Schenck, president and general manager of The Big Mountain, augmented this information on the ski resort with a leaflet on all phases of Big Mountain operation including rates, ski weeks, accommodations, and transportation.

Three ski weeks are offered this year: Economy ski week for \$98.68 per person: Party ski week, at \$119.68 per person and Deluxe ski week for \$134.68 per person. All packages listed include six full days of skiing

and six nights of lodging plus six breakfasts, lunches and dinners, weekly movies and entertainment; and transportation to and from The Big Mountain and Whitefish on arrival and departure.

The mountain's season of November 18 to April 30 is made possible by the new 6,800-foot double chairlift that takes skiers to consistently good snow conditions—generally powder and packed powder. Snow depths range from 4 to 7 feet at the chalet, and 8 to 16 feet at the summit.

Great Northern's ticket agents in major cities across the country readily provide information on GN's trains to The Big Mountain.



The 6,800-foot double chairlift at The Big Mountain, shown above, opened acres of new skiable slopes. At right, GN's ski brochure, depicts the chairlift on its cover.



Fourteen

INCOMPARABLE EMPIRE BUILDER-MORE DOME SEATS



Recent passenger aboard GN's Winnipeg Limited was Sir Dennis Lowson, former Lord Mayor of London and world financier who visited St. Paul.

Tacoma, Wash., is expecting a boom convention year in 1962, the Chamber of Commerce's convention bureau chief, Harold Fisk, reported, stating that 30 conventions are already booked for the upcoming year.

Seattle's Century 21 will be theme of the Puyallup Valley Daffodil festival April 2-8, 1962, in Washington State.

Contract totaling \$255,092 was awarded for the reconstruction of roads, development of new roads, parking areas and other work in the Mora and Rialto Beach areas of Olympic National Park in Washington.

America spends 13 times more each year legally betting on the horses than it does for the entire cost of operating its national park system, secretary of the Interior Stewart L. Udall told delegates of the National Recreation Congress in Detroit.

Named St. Paul representatives of a 17-man Minnesota tourist and travel industry council were William C. Wolf, manager of Hotel St. Paul; Robert B. Gerber, Jr., of the St. Paul Visitors and Convention Bureau, and James Bormann of WCCO Radio and Television.

Nearly 5,800,000 out-of-state travelers visited Washington during the fiscal year ending June 30, 1960, and spent more than 214 million dollars, an average of approximately \$8 per day, the Washington State Department of Commerce & Economic Development reported.

#### Oregon State FFA Go GN to K. C. Meet

More than 125 Oregon State Future Farmers of America recently were passengers on Great Northern's Empire Builder on their way to their national convention in Kansas City, Mo.

The group had a short stopover in St. Paul where they toured the city, including St. Paul's Como Park zoo. They lunched at the University of Minnesota.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

FORM 6009 11-61

PRINTED IN U. S. A.

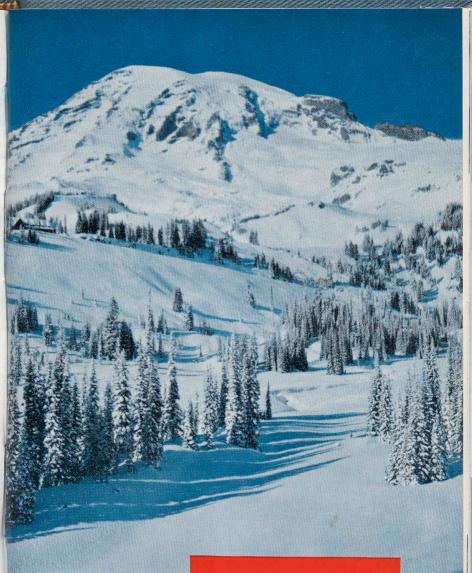
Empire Builder!!!

# FASTEST

luxury streamliner to Seattle-Portland · Vancouver, B.C.



Go Great!!...go Great Northern's Incomparable EMPIRE BUILDER · Daily each way between Chicago Twin Cities · Spokane · Seattle-Portland · Vancouver, B.C.



The Great Northern

GOAT

DECEMBER 1961

# The Great Northern GOAT



Vol. 31 December, 1961 No. 12

The Great Northern Goat is not an employee 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



A heavy mantle of snow covers 14,410-foot Mount Rainier in Washington State as winter takes hold of the scenic mountain.

#### Your Railroads

Statements by spokesmen for the water carriers that two-thirds of rail-road traffic is hauled at less than cost, and that this practice must be stopped by upping rail rates, represent another attempt by barge operators to eliminate rail traffic.

That was the statement by Clair M. Roddewig, president of the Association of Western Railways, who added that the railroads do not handle freight business at below-cost rates.

As financially hard-pressed as they are, railroads are in no position to carry freight at a loss. However, like all businesses, the railroads are willing to take a small profit on competitive business in order to get some contribution to overhead expense.

The water carriers point to an Interstate Commerce Commission study which reports that not all railroad traffic contributes the same pro-rata share to overhead expenses. They interpret this to mean that a substantial amount of rail traffic is carried at less than cost.

This false statement and such an interpretation shows a disregard for the marketing methods followed by all businesses, whether they be department stores, drug or hardware stores or railroads. No store owner tries to make every item he sells contribute the same pro-rata share of overhead expense.

Instead, store owners set a selling price on each item that is competitive with those set by competing store owners, and which will, at the same time, produce a return sufficient to cover out-of-pocket costs and contribute something toward overhead expenses.

The amount of the contribution each item makes toward overhead expense depends upon the degree of competition for the particular business. So it is with railroads.

Two

# Reactivated Guard Moved West by GN

In a troop movement reminiscent of the World War II years, the Great Northern Railway in late October moved 1,732 members of the 32d Division, Wisconsin National Guard, from St. Paul to Seattle and then transfer to Fort Lewis, Wash.

Shortly after that movement was completed, the railway also handled a contingent of 340 men of the 165th Engineering battalion of the North Dakota National Guard from state

points to Fort Riley, Kan.

The Wisconsin movement comprised five separate trains consisting of Train No. 5 of 336 men from Superior, Hurley, Ashland, Hayward and Spooner; Train No. 6, 383 men from Marinette, Oconto, Eland, Green Bay, Shawano, and Clintonville; Train No. 11, 317 men, from West Bend and Milwaukee; Train No. 16, 365 men, from Rhinelander, Merrill, Toma-

hawk, Medford, Phillips and Rice Lake, and Train No. 14, 352 men, from Stevens Point and Marshfield.

North Dakota's Train No. 3 moved men from Williston, Rugby and

Minot, N. D.

Typical of the leave-takings occurred at Minot, N. D., where city officials, wives and children and other residents greeted the men in the auditorium and they subsequently marched to the Great Northern station to the tune of the Elks and local high school bands.

At Whitefish, Mont., residents greeted the troops and served refreshments.

Rail officials said the movements on the GN were the largest since World War II.

#### Achievers Sell Stock



The sale of stock is an essential task facing newly-organized Junior Achievement companies. The GN-Sponsored firm in St. Paul, Ge-N-Co., sent sales representatives to the railway and among the first contacted was John M. Budd, president of the railway, who is shown buying stock from Jean Mailand, vice president of sales for Ge-N-Co., and Raymond Ricks, president of the firm. The company manufactures door mats.



A troop train of the 32d Wisconsin National Guard made a short stop in St. Paul's Union depot. While there, three of the reactivated guards took time to check the weather and stock up on magazines for the trip to Fort Lewis, Wash.

Three

#### STUDY LAUNCHED FOR NEW RAINIER LODGE

Secretary of the Interior Stewart L. Udall, fresh from his arduous climb up Mt. Fuji in Japan, visited Mt. Rainier last month and was impressed with what he saw.

"Like all visitors, I fell in love with the beauties of Paradise Valley during

#### Freight Dept. Steno New GN Princess



Crowning GN's new princess, Marilyn Marcouiller, shortly after her selection in St. Paul is C. E. Finley, traffic vice president, and Leeann Borseth, retiring 1961 princess.

Miss Marilyn Marcouiller, a stenographer in GN's freight traffic department in St. Paul, has been crowned railway princess for 1962.

During her reign, Princess Marcouiller's main duty will be participation in St. Paul's Winter Carnival the granddaddy of the nation's winter carnivals.

She will compete with 40 other princesses for the coveted title of Queen of the Snows during the carnival scheduled January 26 through February 5, 1962.

In addition to her carnival activities, Princess Marilyn also will represent the railway at various community celebrations during the railway's 1962 centennial year along with the Great Northern Drum and Bugle Corps.

my recent visit," he said.

"Unfortunately, beauty is not sufficient collateral to support an investment of 12 million dollars, either in the eyes of a private financier, or in the wisdom of Congress, for a facility that can only operate profitably for a few months of the year."

It was this factor that prompted the selection of an alternate site for new inn facilities that Mr. Udall inspected.

The proposed inn would be constructed one-third of a mile east of Chinook Pass (U. S. Hwy. 410), near the entrance to Yakima Park and Sunrise Point in the park.

That site at the 3,800-foot level is in a forested area and provides an unobstructed view of Mount Rainier.

#### Sleuthing Agent Solves Case In 'Photo Finish'

When Ed Carman, GN ticket agent at Glasgow, Mont., faces a problem, he thinks it out until a solution develops.

That's what occurred when he discovered a patron left a camera in the GN depot.

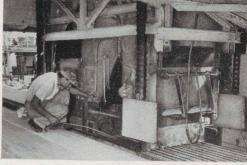
After waiting 10 days for the owner to claim it, Carman developed the film. An automobile license was observed on one of the photos, and after a bit of sleuthing with help from the Valley county sheriff's office, Carman determined that the car was owned by S/Sgt. Charles Solomen of Glasgow, Mont., Air Force Base.

A call to the base was all that was needed to locate the surprised owner who identified the camera and later, thankfully, claimed it.

Four

INCOMPARABLE EMPIRE BUILDER-MORE DOME SEATS





The versatile Spancrete slab, one of its applications, and the machine that manufactures it are shown above. Left, panels of the prestressed floor and roof material are used in the building of a motel. The huge machine, right, produces Spancrete in 600-foot lengths.

### GN Moves Spancrete To Expanding Market

Twelve carloads of prestressed floor and roof building material—250 tons—recently moved on the Great Northern to Rugby, N. D., to be used in the construction of Haalond's Home for the Aged.

The material was produced in Osseo, Minn., on GN trackage by the Spancrete Midwest Company, which, since its founding in 1960, has boosted production and this year expects to exceed an output of one million square feet of Spancrete.

The product, named after the company, is a precast, concrete hollow core, machine-extruded flat slab. It is produced in 40-inch widths, and 4, 6 and 8-inch depths for use in fire-safe structural floor, roof and wall systems for modern buildings.

(Concluded on Page 6)



A derrick, provided by the Spancrete firm, easily sets the slabs in place. The firm also provides engineers to assist construction.

The modern plant, constructed in 1960, has seen a dramatic rise in production in the past year as Spancrete's advantages become known.



### Brown Named Assistant V. P., Traffic

The appointment of Vincent P. Brown as assistant vice president, traffic, was announced by the Great

Northern Rail-

36

Mr Brown

Mr. Brown, the railway's general freight traffic manager, rates and divisions, since 1956, is a nationally recognized authority in his field.

He began his railroad career in

1918 as a clerk in the railway's St. Paul freight department, and in 1937 was named commerce assistant and commerce agent. Four years later, Mr. Brown was appointed assistant general freight agent, and in 1945, general freight agent.

He subsequently became assistant freight traffic manager, rates and divisions; freight traffic manager, and assistant general freight traffic man-

ager.

# Transport Policy Action By U. S. Forthcoming?

The administration's efforts toward a workable national transportation policy will not come to a halt with the series of recommendations that Commerce Secretary Hodges sends to President Kennedy, Clarence D. Martin, Jr., undersecretary of commerce for transportation, stated.

"We have a million dollars worth of studies," Mr. Martin said. "What we need is a program of actions."

For each dollar's worth of fuel expended, trains move nearly twice as much weight as boats and barges on the inland waterways, nearly nine times as much as trucks and nearly 1,000 times as much as airplanes.

A native of St. Paul, Mr. Brown attended St. Thomas College and the University of Minnesota.

#### SPANCRETE-Conclusion

The slabs are reinforced with pretensioned and high-tensile steel strands which are spaced across the width in the bottom section, and extend the length of the slab. Other strands are placed in the top section as required for handling purposes and cantilever design.

Uniformly-spaced hollow cores extend the length of all Spancrete slabs to reduce the dead load without sacri-

ficing durability or strength.

The Osseo plant was constructed in 1960 and is 650 feet long and 100 feet wide. It houses the Spancrete patented machine into which is fed sand, cement, gravel and water. The system produces Spancrete in 600-foot lengths. It is easily cut with special equipment

Spancrete Midwest's officers, W. D. Radichel, president, and Calvin Westphal, general manager, list the advantages of their product to the building

industry.

Among them are its fire-proofing qualities that frequently means reduced fire insurance costs; Spancrete's smooth undersurface which needs only painting and no plastering, and installation under direction of its personnel.

Versatility of the product is evidenced by its use in floor and roof systems, apartment houses, churches,

plants and motels.

W. D. Heney, representative of the firm, praised Great Northern's move-

ment of the firm's products.

"We can increase the territory of Spancrete via rail," he said. "The trucking industry can't carry big merchandise very far. It's my point that we will make full use of the rails."

### How the Railroads Serve You

Ever since the little engine "Tom Thumb" pulled an excited group on a trial run near Baltimore in 1830, railroads have been deeply involved in

passenger service.

Today, they operate an average of 3,000 trains daily—and serve communities across the land with 15,000 passenger stations. They have 1.3 billion dollars invested in their fleet of

29,000 passenger-train cars.

Despite severe competition by other forms of transportation and an obvious national bias toward individualized automobile travel, railroads in 1960 carried 325 million passengers—60 per cent of whom were commuters—at an average fare of only 3 cents per mile, or about what it costs to buy gas and oil for the family car.

Stated differently, railroads in 1960 produced approximately 21 billion passenger-miles of service—or about

a fourth of all commercial passenger travel for the year.

Although this was a considerable drop from the 65 billion miles recorded in 1946 at the end of World War II, it nevertheless represents a staggering task—the equivalent of moving 18,323 people from New York to San Francisco every day of the year.

Advantages of the railroad form of transportation for mass movement of people are being acknowledged by urban leaders in laying out plans for metropolitan expansion . . . and in efforts to forestall complete traffic

strangulation.

It has been estimated that each track of the double-track rail line running down the center strip of Chicago's ultra-modern Congress street expressway can handle as many people as 24 highway lanes like those of the expressway.

### L. A. Wins First GN Piggyback Bonus

A new monthly incentive bonus program designed to foster an increase in TOFC (piggyback) straight loads was recently instituted by Great Northern's freight traffic department and the Los Angeles agency was declared the first winner.

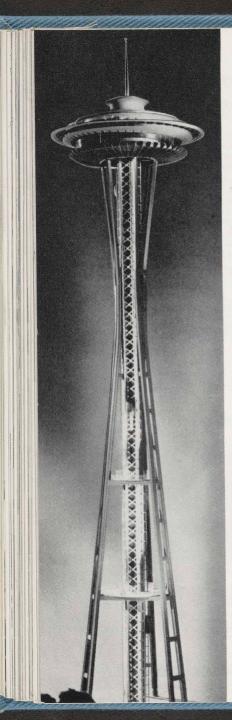
Under the contest rules, the winning freight agency will be determined by a pattern using the weighted average method utilizing the increased net loads and percentage increases.

In addition to the maximum of six \$25 bonds offered each month to the winning agency, an annual award of eight \$25 bonds will be awarded under a specially-devised point system.



Winner of \$25 U. S. Savings Bonds under the GN's new monthly bonus program for piggyback gains is the Los Angeles agency. Shown from the left with their awards are C. V. Paulson, traveling freight and passenger agent; J. H. Bennett and H. M. Eyestone, traveling freight agents; T. L. May, assistant general freight agent, and E. F. Smith, city freight agent.

Seven



### Seattle World's Fair Space Needle Pointers

(Emmett Watson, "This Our City" columnist for the Seattle Post-Intelligencer, is an astute observer of the world around him. He investigated the Seattle World's Fair Space Needle under construction. Partially reprinted are comments on the 600-foot tower.)

Harley Farwell, the Space Needle's job superintendent, looks like the typecast outdoors worker you see in Hollywood movies—the kind of rugged construction worker who comes home to Myrna Loy and says, "Honey, I just finished Boulder Dam today."

Farwell and his crew of 17 iron-workers, 20 welders and two hoist operators, are making progress at the rate of about 35 feet a week—straight up. In company with Bagley Wright, one of the owners, we stepped into a shallow bucket, suspended by a cable, and were whisked up to the 200-foot level. There on a plank platform, at

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The Solocated

(Concluded on Page 13)

A model of the Seattle World's Fair Space Needle, shown at left, graphically displays the enormity of the structure. Three elevators make up its core. Below, the restaurant-observation deck is portrayed against the scenic Seattle skyline.





Mr. and Mrs. Paul Davenport and neighbor, who live in the Ballard section of Seattle, are shown greeting GN crewmen who stopped their diesel to view a seasonal greeting for Great Northern trainmen. The Davenports each year extend greetings in this manner to crews passing on GN's main line.

#### SEATTLE SPACE NEEDLE-CONCLUSION

eye-level with the Grosvenor House, we somehow got together some information on this gigantic tower—which is sure to become the symbol of Seattle for what generations are yet to come.

A final model—I was told this, but it doesn't make you feel more secure at 200 feet in the air—was tested in a University of Washington wind tunnel for stresses, strains and vertical stability. . . . Actually, the "tolerance" was never more than an inch off at any point. . . .

The Space Needle's designers started out with the estimate of 2,000 tons of steel, but, just to play everything safe, the various thicknesses have been increased to a point where 3,500 tons will be required. Incidentally, there is a three-quarter-inch sway to it—but not from winds. The tower moves according to which side the sun heats (and expands) the steel.

The Space Needle restaurant will be located at the 500-foot level, the observation tower at 518 feet, and the tower peak at 556 feet, topped by a 40-foot multi-colored gas flame.

To date, the Space Needle's owners have held three "suicide" meetings—

but not because they think \$3,500,000 is a foolish investment. They're worried about that "observation deck" and the spectacular possibilities it presents to "nuts" who want to end it all in a Big Way.

"I don't know what we will do yet," says Wright. "Maybe the best way is to post enough guards and hope for the best."

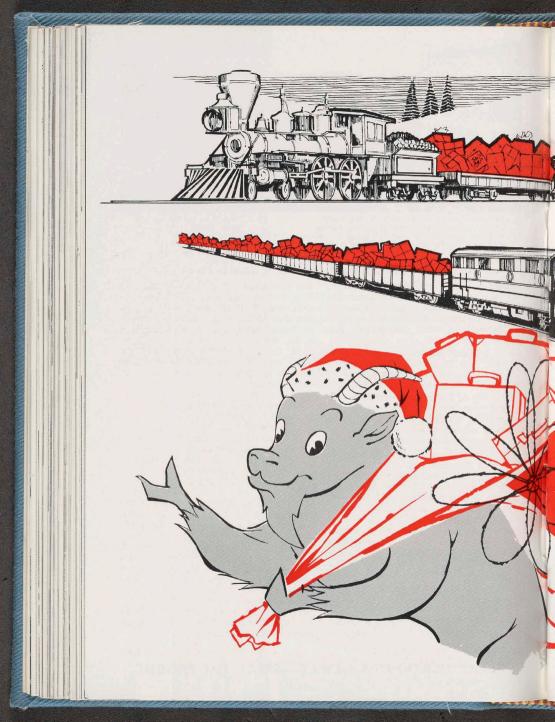
Two high-speed elevators (45 seconds to the top) can handle some 1,400 visitors an hour... the tower will be illuminated, like the Eiffel tower, by a sys-

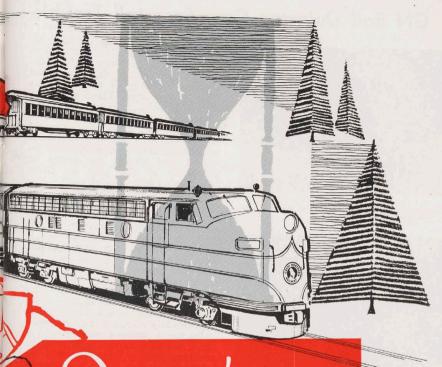
tem called Infranor Lighting, which bathes the whole structure, top to bottom with a soft, even light. You'll see it for

Meanwhile, things get tougher for those guys working 'way up there. Soon the bad weather starts, the winds come whistling through the cold steel, working areas become more cramped.

The Space Needle is being built according to city building codes—two stairways in addition to one slow elevator and two fast ones. With luck, the Needle will be open by April 21, then you can make your first ride to the top. Who me? Well, I'm in no hurry—I've b-b-been there.

Nine





Season's Greetings

# GN Rail Detector Cars Forestall Trouble



Road or rails—GN's new rail detector car is "at home" on either.



Invisible defects also may be detected by a hand test.



Direct telephone communications with trains provide safety for crew.

The Great Northern Railroad recently replaced its on-track testing equipment with two new road-rail detector cars and was the first in the industry to place an order for this type of equipment. These cars were developed in conjunction with the Association of American Railroads.

The first car, HR-1, was delivered in 1960 and after further development work the second car, HR-2, was delivered and placed in service in September of this year on Great Northern's 8,292 miles of track.

These cars are consistent with the company's progressive attitude in obtaining the best equipment, in order to provide safe transportation for its passenger and freight traffic.

Rail Detector Cars locate engine burn fractures, vertical split heads and fractures caused by rail shelling and other rail defects. A high-powered magnet mounted behind the front wheels of the car rides slightly above the rails when in use. Its is raised hydraulically when not in operation.

Electrical impulses received register on a recording tape, which is under constant scrutiny by a detector car operator, located in the rear of the

(Concluded on Page 15)

Electrical impulses register on tape pinpointing rail defects.





**Bathing Beauty** 

Constable: "Hey, miss, you can't swim in the nude. There's a law agin' it."

Girl: "Well, why didn't you tell me before I undressed?"

Constable: "Ain't no law here agin' undressin', miss."

Lost Day

"I just can't understand it," the warden told the prisoner. "Why did you beat up Spike after being cell mates and buddies all these years? Suddenly you turn on him."

"Well, warden," he explained, "he tore a leaf off the calendar—and it

was my turn."

Credit the Hounds

An Alaskan bigamist was in court answering to the charge that he had a wife in Juneau and another in Fairbanks.

The judge glared at him and said: "How could you do such a thing."

Answered the bigamist: "Fast dog team!"

Sporting Scene

"While I was horseback-riding this morning, the horse wanted to go one way and I the other."

"Who won?"

"The horse—he tossed me for it!"

Chaffing at the Bit

The couple had been dating for three years, and on this evening, their anniversary, the beau took her to a Chinese restaurant.

"How would you like your rice?" the boy asked the girl who was study-

ing her menu.

"Thrown," she replied.

A-Maize-ing

Tourist: "How many bushels of corn did you raise last year?"

\* \* \*

A husband returned from the office to discover his children on the front

steps and asked what they were doing. "We're playing church," they answered.

After inquiring further, he was told:

"Well, we've already sung, prayed and preached, and now we're outside on the steps smoking."

#### Name The Tune

The young roomer practiced his saxophone all day and finally the landlord poked his head in the door.

"Do you know there's a little old lady sick upstairs?" he asked.

"No," answered the musician, "Hum a little of it."

Thirteen

#### SIDE-LOADED CONTAINERS USED IN PIGGYBACKING

One of two new and revolutionary systems of small containers, side-loaded on compatible piggyback rail car equipment for passenger train operation, the first of their kind, was unveiled in St. Louis recently for shippers and transportation industry leaders by REA Express.

The system demonstrates easy, oneman loading and unloading of two-ton capacity, 4 x 8 x 8 foot magnesium containers to and from four container racks cradled on an 85-foot piggyback car.

Carrying 20 containers or mixed

combinations of containers on racks, 20 and 40-foot containers or truck trailers, the car has a 70-ton capacity.

The latest REA developments make possible for the first time the handling of large volumes of express shipments to and from fast passenger trains at way-points where only brief stops can be scheduled.

It also makes possible for shippers to load the small modular-sized containers with whatever goods are desired and to then have REA move the entire sealed unit through, intact to desired destination.

#### Milk Producers Group Leaves for Seattle



Members of the National Milk Producers Federation recently met in Seattle. Various members arrived there on Great Northern's Empire Builder.

In the top photo, shown in Union Station, Chicago, shortly before departure, are from the left, J. F. Thomann, GN general agent, Washington, D. C., and Mr. and Mrs. Dan Anderson of the federation. Right, Mr.



Thomann and Willis Tober, director of legislation for the group at Washington, D. C., are bid goodbye by Graham M. French, right, assistant general passenger agent, Chicago.

Approximately 140 members of the federation from the East and Midwest attended the conference. Ninety-seven returned via Banff, Alberta, Canada, and then Winnipeg patronizing GN's Winnipeg Limited.

Fourteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

# The Gathering Transportation Storm

While all railroad commercial freight movements are tightly regulated by government authorities, major exemptions and loopholes in the Interstate Commerce act have combined with inducements to private operation to allow two-thirds of truck traffic and nine-tenths of inland waterway tonnage to operate completely outside such restrictions.

As a result, government regulators have virtually lost control over all segments of the transportation industry except for railroading.

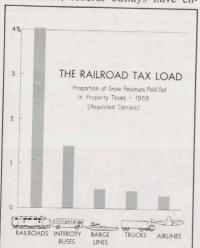
This has helped foster chaotic com-

petitive conditions.

On another front, rising government outlays have sharply influenced the competitive position of United States carriers.

As annual government spending for highways rose by 1960 to 4½ times the 1946 level, truck traffic expanded to 3½ times.

Likewise, federal outlays have en-



abled bargeline traffic to expand to more than four times the 1946 level, and air travel to expand to nearly six times.

#### GN Annual Report Wins Top Industry Oscar



The top award for its industry was presented to the Great Northern Railway recently at New York City by Financial World. T. A. Jerrow, left, operating vice president of the railway, accepts the award from Richard J. Anderson, editor and publisher of Financial World. They are shown holding the bronze oscar-of-industry and GN's 1960 annual report,

#### DETECT-Conclusion

car. The suspected points are investigated and if found defective, the rail is marked for replacement.

Under normal operational use the two-man vehicle equipped with rubber tires is guided on the rails by two frontal and two rear retractable steel

flanged wheels.

This arrangement permits the vehicle to travel either on the highway or rail and may be driven onto the rail from any crossroad along the line.

The four-wheel drive vehicles are built around a standard Ford chassis. Bendix radio and control heads permit safe communication with trains and rail points.

Fifteen





Leaving shortly before dawn, Freight 401 pulls out of Union yard, Twin Cities, passing the yard office, left. It stops at Minneapolis Junction, above, long enough to pick up a load of tri-level cars.

# HIGHBALL!... FREIGHTR

(Gareth Hiebert, Oliver Towne columnist for the St. Paul Dispatch, is an avid rail enthusiast. His story on Great Northern's No. 401 freight train, that appeared in the St. Paul Sunday Pioneer Press, is reprinted below.)

By the glow of the speedometer dial, engineer Elmond Ekblad looked at his watch. It was 6 a.m. Far and away in the darkness, a spot of green swung in an arc.

Scores of other railroad employes are needed to assure swift, safe delivery of the cargo to the Pacific Northwest. They range from the yard switchman, left, shown uncoupling boxcars, to the dispatcher at Willmar, Minn., who electronically guides

"Highball!" The words came simultaneously over the radio speaker.

The rhythmic throb of 6,000 horsepower in the four-unit diesel locomotive changed to a straining roar. Wheels began moving. Great Northern freight train 401, the railway's fastest between the Twin Cities and the West Coast, nuzzled its way out of Union yards in Midway, across a path marked by switch lamps.

Ahead in the clear, October dawn lay the skyline of Minneapolis. Be-

the freight through a series of switches along the line. Chronicler of the operation is Gary Hiebert, right, Oliver Towne columnist for the St. Paul Dispatch, who wrote the accompanying story. He is shown in the caboose.













Three key men of Freight 401—the conductor, engineer and rear-end brakeman—are a close-working unit needed for the successful freight movement. The conductor, left, works at his desk in the

caboose, checking cargo lists, while the engineer, center, his hand on the throttle, studies the signals ahead. The brakeman, shown in the cupola of the caboose, looks for damaging hot boxes,

# TRAIN 401 STREAKS WEST

yond that were the fields of Minnesota, prairies of North Dakota and Montana, the snow-capped Rockies and the Cascade gorges.

In the next 60 hours—running at speeds up to 60 miles an hour, reminiscent of the fabled silk trains—freight train 401 would span half a continent, riding at last along the sparkling waters of Puget Sound into Seattle on a time schedule unheard of for freight trains a few years ago.

At a recent hearing on the pro-

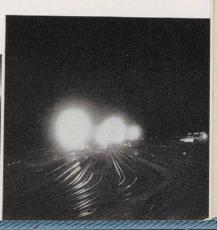
posed GN, Northern Pacific and Burlington merger, an official of one of the lines stated that consolidation would make possible a 12-hour reduction in the schedule between the Twin Cities and Seattle.

Trailing behind the orange and green power house on wheels, for more than a mile, rolled more than 100 freight cars—carrying 3,700 tons of wheat and steel, furniture and radios, TV sets and automobiles, farm tractors, bauxite ore, a carload of

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The story of Gavin yard, GN's electronic car classifying center, Minot, N. D., is a story of railroad progress. The yardmaster's office, high in the yard tower, affords a bird's-eye view of the entire yard, shown right, shrouded by darkness.





#### FREIGHT 401 MOVES WEST

liquor and a dangerous cargo—explosives.

The explosives car was set 69 cars back—as close to the middle of the train and as far from the engine as possible.

The sun rose behind the caboose of 401 and the world sweeping past in a blur roused from its slumbers to hear the clarion call of the diesel horn.

Those who watched from houses and stores, and cars parked at intersections, might marvel at the sight of the swift freight, but few realize that what they see is a speeding revolution in railway transportation. No. 401 is a symbol of this new era, a product of the marvels of electronics and improved human know-how.

As he shoved the throttle up inch by inch and heard the pounding engines shift suddenly into a cruising hum, engineer Ekblad spoke into the radio telephone that links him with unseen voices throughout the run the dispatchers, stations enroute and the conductor of his train.

Separated by a mile and more of cars, engineer and conductor of 401 meet only once—at the roundhouse in the morning when the locomotive takes the caboose to the train.

Between Lyndale junction and Breckenridge, Minn., an electronic brain—called Centralized Traffic Control—guides No. 401 surely along the way. Sitting in his office at Willmar, dispatcher Harry Sherman watches the control panel—each blinking light a train out on the line. Like a puppeteer, he pushes buttons which magically set the switches along the main line.

Let's sit in the cab of No. 401 and watch the artistry of the man on the controls. The swaying, thundering cars at his fingertips are the cream of the rolling stock of many railways.

Swinging into long curves, the train

is subjected to the scrutiny of all crewmen, whose trained eyes watch for the smoke of a hot box, metal dragging the ties. Their noses are tuned to the acrid odor of overheated journal boxes.

"Red Board!" The cry rides over

the roar of the motors.

Up ahead a way freight has crawled into a siding. Ekblad applies the air brakes, easily. A sudden jolt could buckle his train. The signal turns green—but too late. Once the mechanics of stopping 401 have been set into motion, Ekblad has to bring the train to a full stop so he can recharge his air pressure.

These are wasteful minutes and every second is a precious gem to a time freight. The great train glides to a halt. Air pressure is poured back into the lines. Ekblad releases the brakes and the train eases back. Then he gently guns the power. Any quick drag could rip a freight car apart.

Five minutes later No. 401 is nudging 60 miles an hour again. But it's taken 10 minutes. The battle against time is on. At 8 p.m. that night, 591 miles and 12 hours out of the Twin Cities, No. 401 pulls into the heart of the GN's freight transportation system—the 471-acre maze of tracks called the Gavin yard at Minot, N. D.

Dedicated in 1956, Gavin yard widely is considered America's most efficient freight classification complex, a place where the human touch sets off electronic and radar controls in a fascinating chain reaction.

So electronic-minded are Gavin yard employes that signs continually remind them: "No one is so important around here that they can't be replaced by a button."

Quickly freight train 401's drag is pulled around to a hump track to be shunted—by push button—into classification tracks and a new freight train.

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## This Is No Kitty, Son!



A Grizzly bear (rug) proved to the liking of Erik Friederich, 7-month-old son of Mr. and Mrs. Karl Friederich of the Flathead Valley near Columbia Falls, Mont. The golden grizzly was shot by an Oakland, Calif., hunter and delivered to Mr. Friederich, a taxidermist, who prepared the hide for him.—Hungry Horse News Photo by Mel Ruder.

#### FREIGHT TRAIN - Conclusion

As each car is pushed slowly toward the hump, a man sitting under a glass floor watches the undercarriages pass over him.

He's looking for mechanical defects, signs of danger. Meanwhile, automatic oilers grease each car, which is booted over the hump and then rolls at four miles an hour into its proper siding, its speed guided by retarders, activated by radar beams. So delicate is this operation that even the wind velocity is figured by electronic computers.

Two hours later, at 10:15 p.m., freight train 401 is wheeling west again—its train of cars completely

remade. Gavin yard is the jumping off point for that final dash across the prairies, the Rockies and Cascades, into Seattle. It serves the same purpose on east-bound runs.

Except for service stops and brief pauses to drop off and add cars, the rhythm of the powerful engines will never change.

Swinging out into the main line west of Minot, there is a proud moment when 401 meets the Empire Builder. They exchange the greeting of two kinds of kings of the rails, one carrying people, the other the things that those people use to make America great.

Nineteen

#### GREAT NORTHERN-GREAT WAY EAST OR WEST



We Three Kings of Orient are,
Bearing gifts we traverse afar,
Field and fountain, moor and mountain,
Following yonder star.
Oh, Star of wonder, Star of night,
Star with royal beauty bright,
Westward leading, still proceeding,
Guide us to the Perfect Light.

