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# THE GREAT NORTHERN GOAT

Vol. 32 No. 1-12

1962

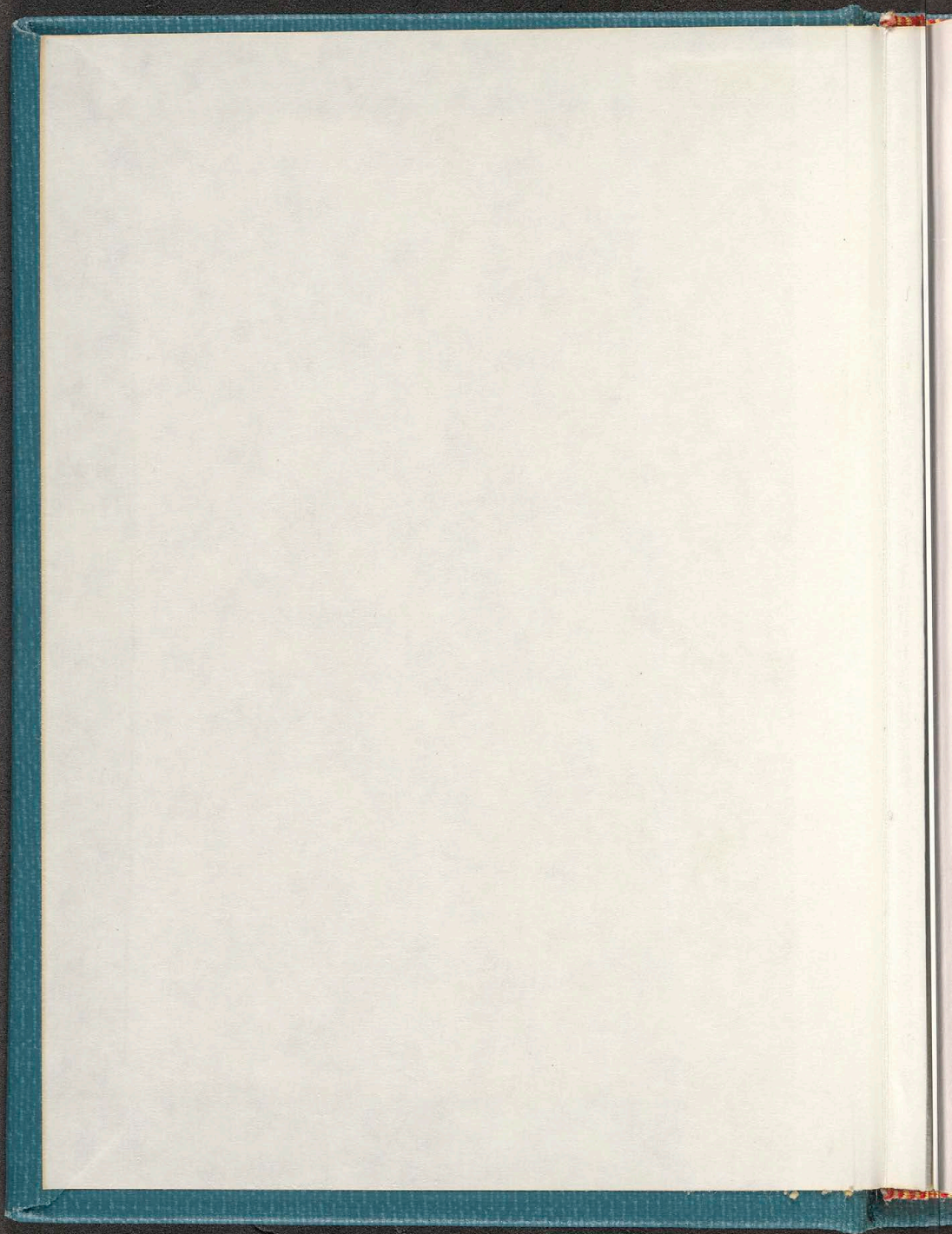
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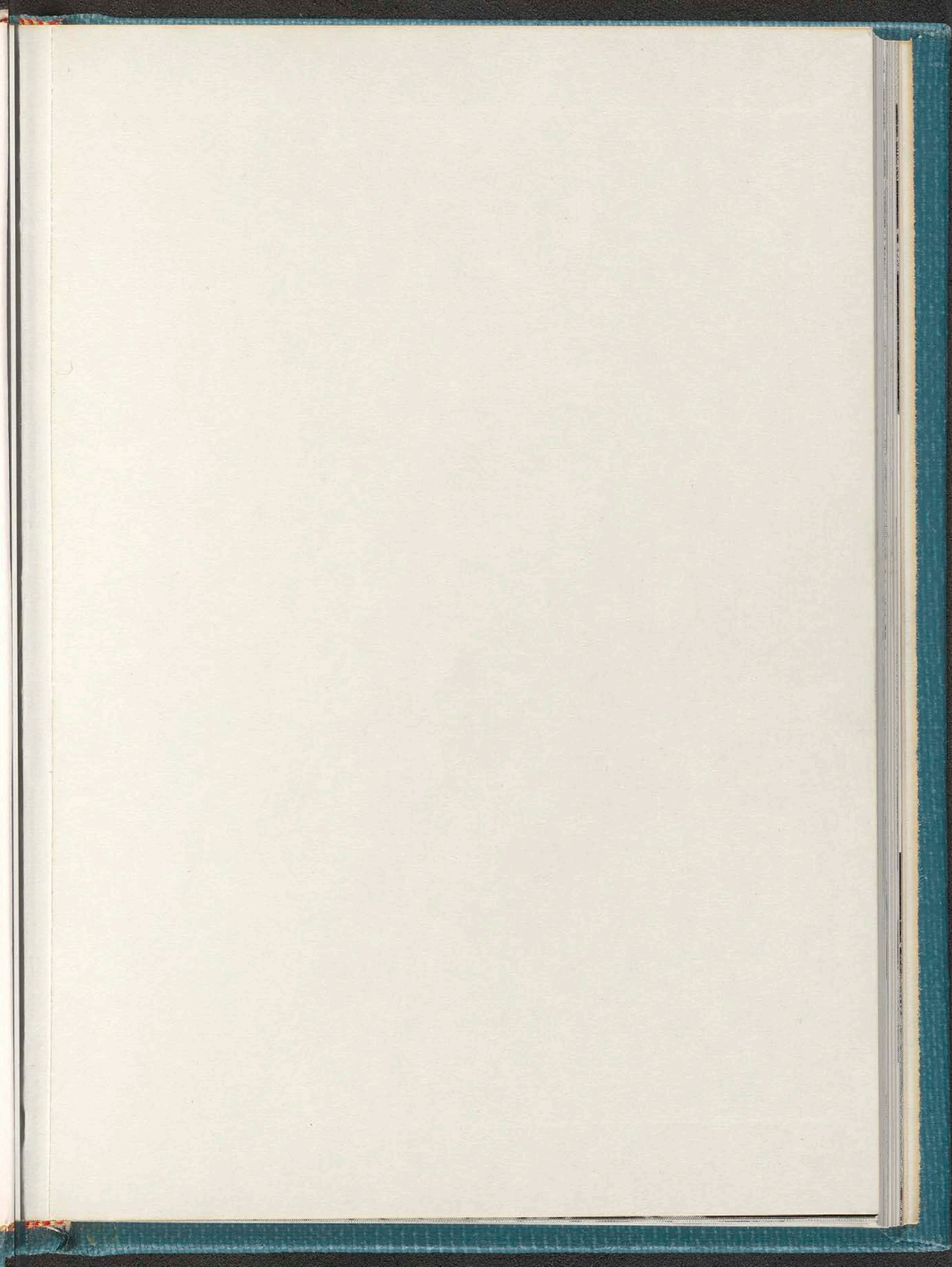
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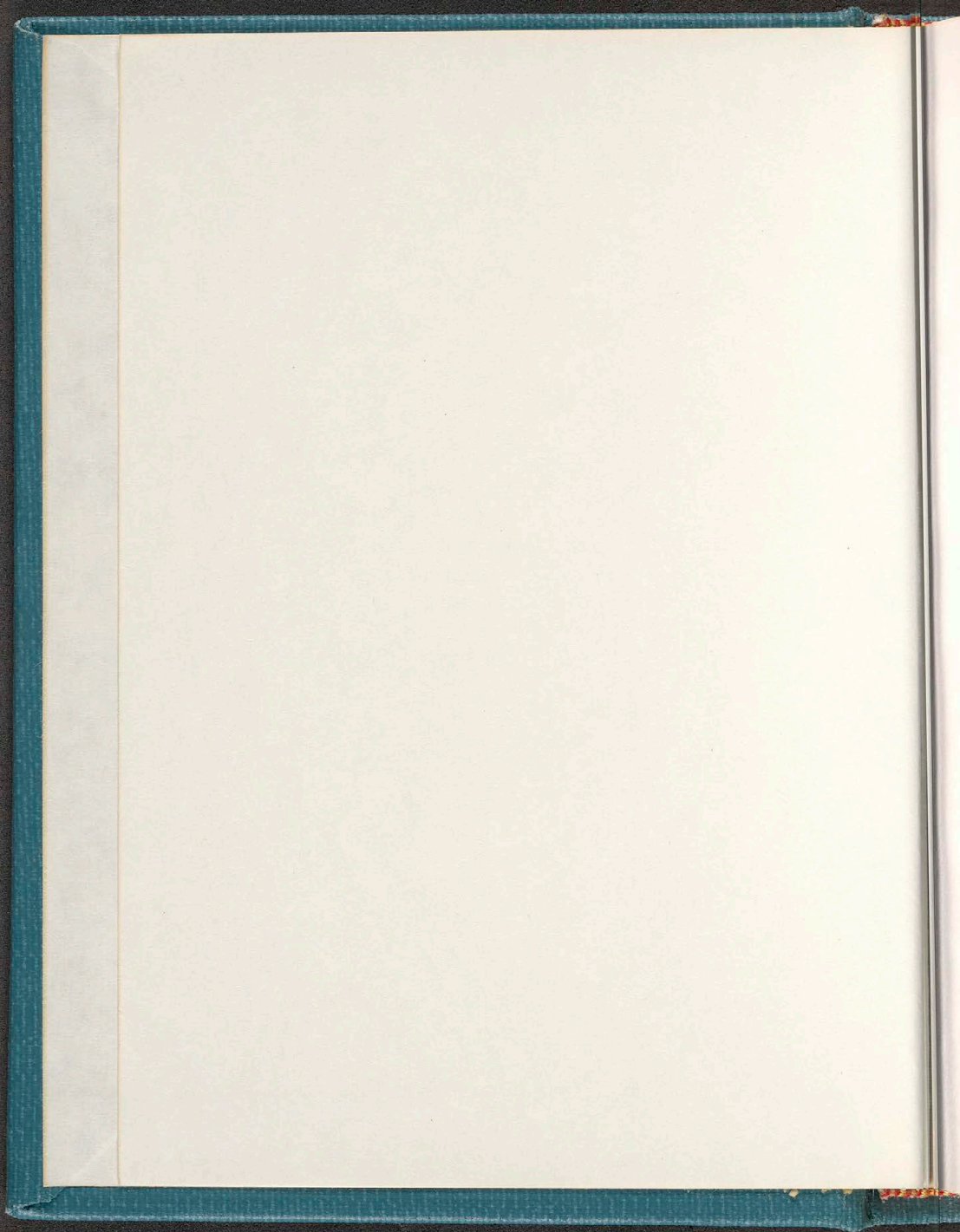
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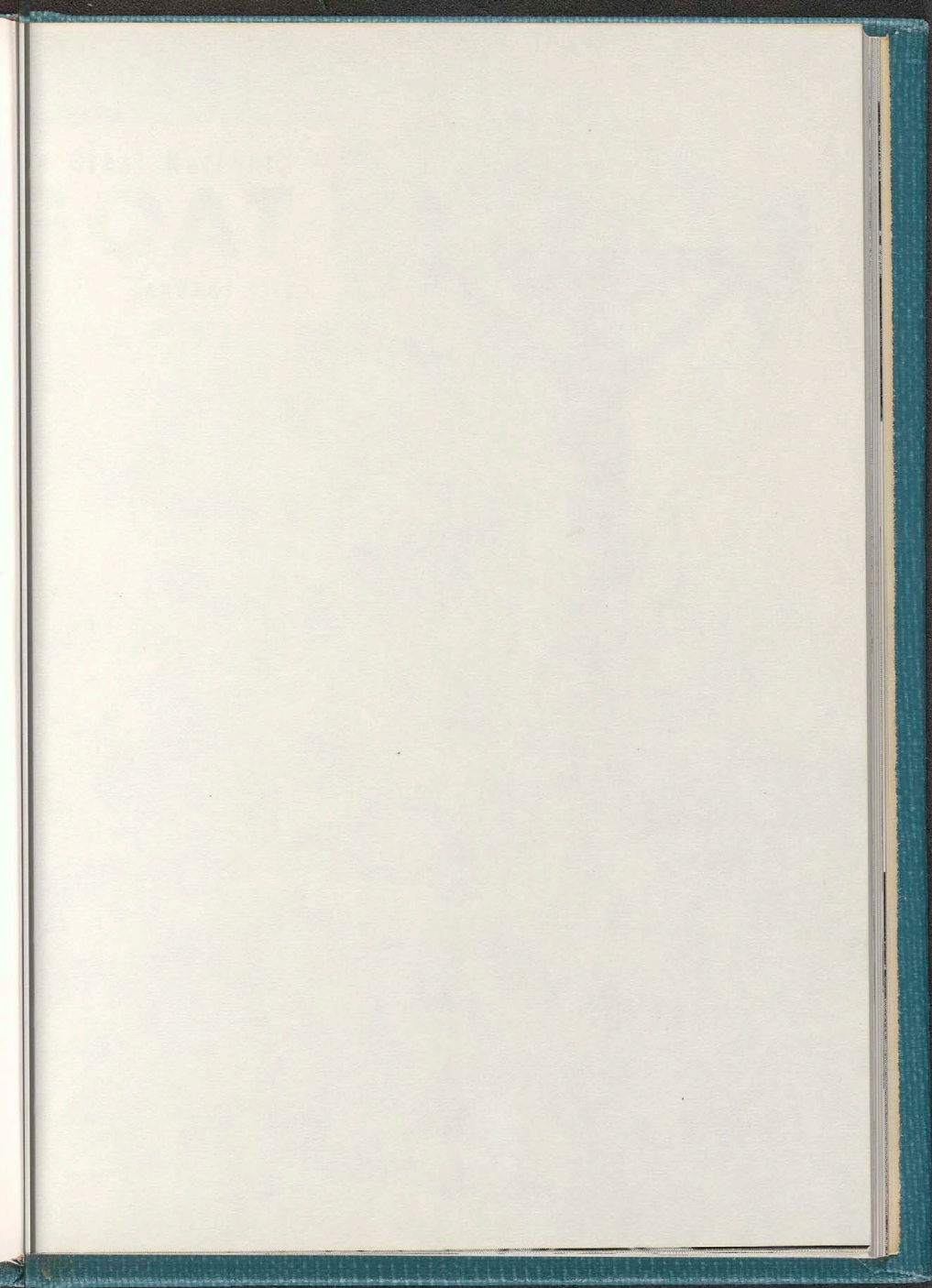
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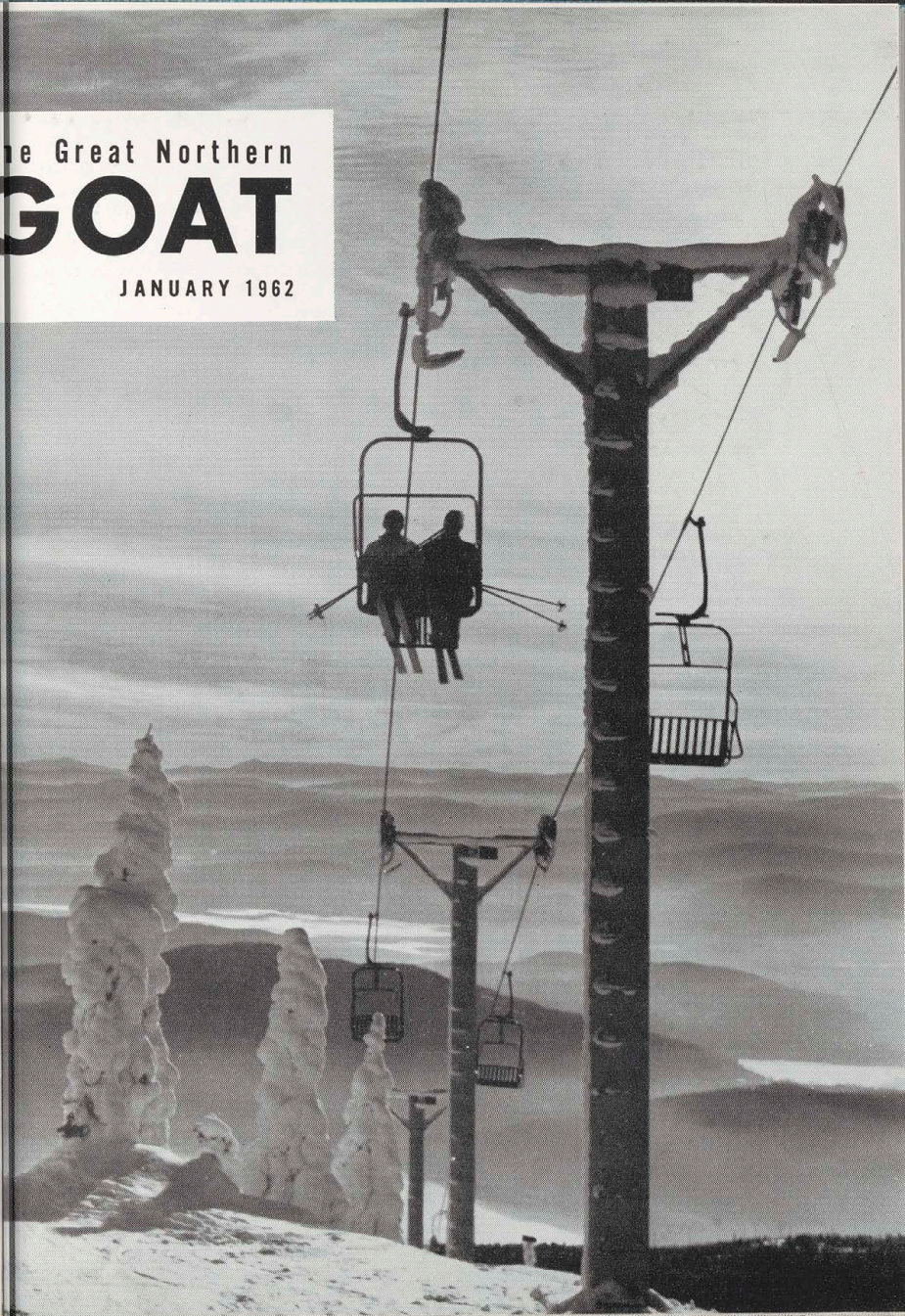


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the Great Northern

# GOAT

JANUARY 1962



# The Great Northern GOAT



Vol. 32 January, 1962 No. 1

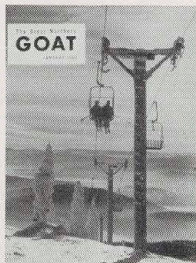
*The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

**DAN MUSCH, Editor**

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## The Goat's Cover



The wintry beauty of the Flathead Valley of Montana is captured in the photo by James H. Harmon, Kalispell, Mont., from atop the Big Mountain, Whitefish, Mont.

Two

## Your Railroads

Once again, the nation's railroads have pledged cooperation to the fullest with the government in the event of war.

In a recent meeting held in Chicago, the Association of American Railroads adopted the following:

America's railroads are vividly aware of the responsibilities which will fall upon them if the critical world situation should plunge our country into an all-out emergency.

The present emergency finds America's railroads facing a crisis produced by antiquated regulation, discriminatory taxation and governmental favoritism toward competing modes of transportation.

Failure to correct the incredible public policy inequities which are weakening our railroads is a threat to the national security.

In spite of their weakened condition, railroads in this time of grave concern, pledge they will pool their knowledge, experience and resources to meet all foreseeable demands that may be placed upon them by the nation's military and defense establishments.

In view of the railroads' critical importance to national security, the industry calls upon Congress at its next session to remove the unjustifiable burdens from the neck of this industry so that it can produce all the service which our country's welfare demands.

When nations of the communist blocks and others are strengthening their rail industries, American railroads are bound by countless restrictions and government regulations.

Special treatment is not the desire of our nation's lines. All they seek is equal treatment with other modes of transportation with no favoritism.

It is to the benefit of the United States to have strong railroads capable of supporting a war effort should the need arise.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

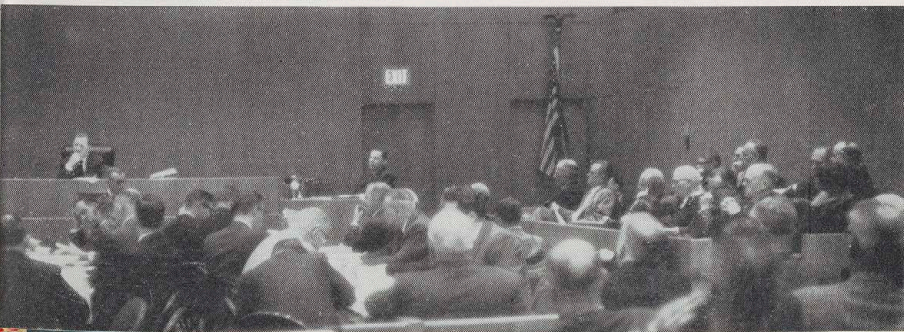
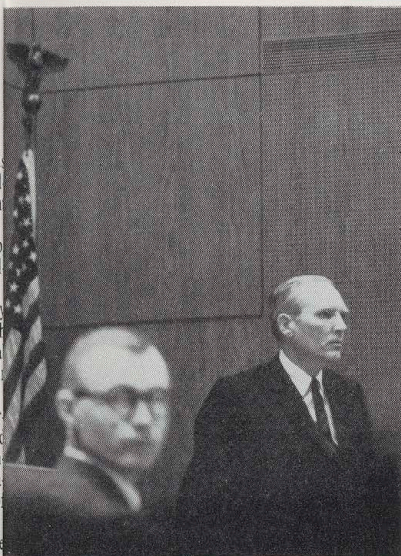
## Railroads' Merger Hearing Moved To St. Paul Jan. 18

The recessed merger hearing of the Great Northern, Northern Pacific, Burlington and Spokane, Portland and Seattle railways will reconvene on January 18 in St. Paul in the old Federal Courts building.

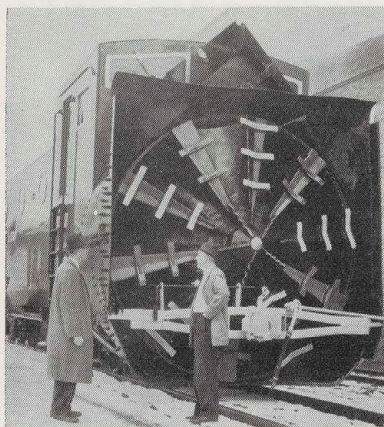
ICC Examiner Robert H. Murphy recessed the Minneapolis hearing on December 19 for the holidays.

Appearing to that date under cross-examination were Robert S. Macfarlane, president of the Northern Pacific; John M. Budd, GN president; Harry C. Murphy, Burlington president; R. W. Downing, GN vice president-executive department; William Wyer, president, Wyer, Dick & Co., independent railroad consultants; C. E. Finley, GN traffic vice president; Clark A. Eckart, vice president and western counsel, Great Northern; Carl H. Burgess, NP vice president-operating department; E. L. Potarf, vice president-operating department, Burlington, and D. H. Shoemaker, assistant chief engineer, NP.

John M. Budd, president of the Great Northern, is shown in the top left photo as he appeared at the merger hearing. Robert H. Murphy, left, Interstate Commerce Commission examiner, is hearing the application. Below, Robert S. Macfarlane, president, Northern Pacific, is on the witness stand.



## New Rotary Snow Plow in Western Service



Great Northern's Dale street shop superintendent, Adam Schuck, right, makes a final inspection of the rotary before shipment as William Schmidt, left, draftsman who worked on the plow, looks on.

Another giant rotary snow plow has joined forces with similar equipment in the mountainous west along Great Northern's line for service battling winter's snows and drifts.

The X-1508's over-all dimension is 45 feet compared to 38 in last year's model numbered the X-1509. It was constructed from an old steam plow whose wheel carriage and front hood were utilized.

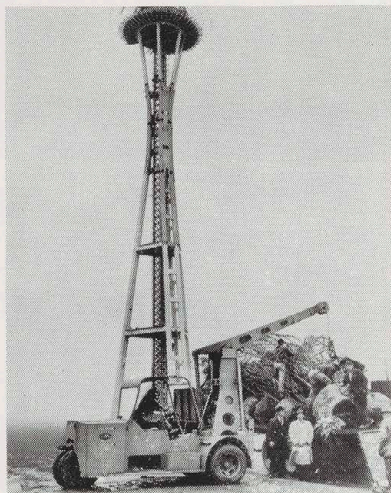
The rotary is 15 feet, 8 inches high and is electric-powered and features four traction motors. One crewman controls it and its pusher from the cab.

Ten spokes and cutting teeth put the bite into the 11-foot, 2-inch rotary wheel that is capable of cutting through snow drifts and slides. The "chewing ability" of the rotary "digests" trees and other debris which is

ejected through the plow's chute.

The new rotary was dispatched to Havre, Montana, on western call.

## MIDWEST TREES FOR SEATTLE WORLD'S FAIR



Five semi-trailer loads of matched deciduous trees from Illinois were moved via the Soo Line and Great Northern to the Seattle World's Fair grounds. The trees are 35 to 45 feet high and weigh two tons each in their burlap wrappings. Fair officials said the piggyback shipment arrived in excellent condition. In the background is the fair's Space Needle.

## Completes Traffic Course

Gerald D. George, Great Northern city freight agent at Portland, Ore., was graduated from the school of traffic and transportation of LaSalle Extension University, Chicago.

Four

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



**KING BOREAS XXV**  
John McGowan



**QUEEN OF THE SNOWS**  
Mary Ann Schwab

## Snow Greets St. Paul Carnival Planners

Heavy December snowfalls and the forecast of more to come this month has created an early carnival atmosphere at St. Paul as residents prepare for a white St. Paul Winter Carnival January 26 through February 5.

In the rollicking realm of Boreas, snow is a necessity for the frosty blend of winter sports, parades and tom-foolery.

The 76th anniversary Winter Carni-

val has been in the minds of some 600 volunteer committeemen and women since Vulcan, King of Fire, put an end to last year's carnival with a colorful fireworks display and the storming of the palace of King Boreas.

King Boreas John McGowan will give way to a new king who will be

*(Concluded on Page 6.)*

Gaily-bedecked floats with brilliantly-attired beauties are the focal attraction for news cameramen and amateur photographers during the carnival's Grande parade. Thousands of marchers and scores of drum and bugle corps add to the festive occasion—one of the nation's top civic events.



## **KEEP TRAFFIC ON THE RAILS—**

### **Goal For 1962: Damage-Free Shipping**

An all-out campaign has been launched by railroaders to curb freight damage.

Their goal seeks to prove the saying: "The Safe Way Is The Rail Way!"

More satisfied customers—and many new customers—are what the industry intends to gain in a vigorous drive against rough handling of freight, whether it be package, carload or trainload.

Railroads have been fighting truck competition the past decade by fast, new freight trains, new cars, new methods of handling unusual loads, new railroad facilities, new piggyback and container services and new approaches to rate-making.

Railroaders currently are stressing damage-free handling. This has always been a concern of railroads, but during 1962 a special effort is being made in this department.

Coupling of cars need not be jarring. Careful operation handling can always keep it the gentle operation it is designed to be.

Railroaders realize any man who slams cars isn't just hurting freight—he's hurting the reputation of his railroad and endangering the livelihood of the men around him.

However, a concerted effort to prevent damage of goods is under way and many individuals have entered the picture.

They include:

- Local switching crews help save freight from injury by using the "soft touch" in picking up and delivering cars;

- Road crews prevent excessive slack action by their care when picking up or setting off cars;

- Yard clerks help by calling attention to unusually fragile or valuable loads and other shipments needing special care;

- Car inspectors make sure empties are fit for their loads and that open-top loads are securely anchored;

- Maintenance-of-way forces correct faulty switches, serious tracks defects and other conditions that may lead to derailment or damage;

- Yardmasters prevent switching of excessively-long cuts or cars or any other practice that causes undue slack action, hard impacts and freight damage;

- Freight house employees take care in trucking, stowing and bracing freight, and freight clerks route shipments accurately; and

- Freight agents and freight sales representatives help shippers improve loading methods.

### **CARNIVAL—Conclusion**

crowned on the first day of the carnival. Queen of the Snows Mary Ann Schwab later in the week will help crown her successor in one of the more colorful ceremonies in the St. Paul Auditorium.

Meanwhile, St. Paulites and visitors will enjoy the activities for which the carnival is famous.

The half-mile long toboggan slide in front of the Minnesota Capitol building will continue to treat youngsters. Thousands will view the Grande Parade and the brilliant Torchlight Parade.

Hardy Minnesotans will participate in the outdoor activities if merely as onlookers at the National outdoor speed skating championships, the sled races with pet dogs, and the ski jumping championships.

Other outdoor activities are the sports car races on Lake Phalen, and the world's original ice fishing contest—a feature since 1946—on the 16-inch-thick ice of White Bear Lake.

Six

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**

## Giant Machine Cleans GN Boxcars

A man-sized cleaning job performed with a giant-sized machine is Great Northern's latest installation at Grand Forks, N. D., part of the railway's clean-car program.

Installed between trackage is the \$120,000 system featuring a spinning steel drum outfitted with cutters that is able to pulverize lumber, cardboard and other debris left in boxcars.

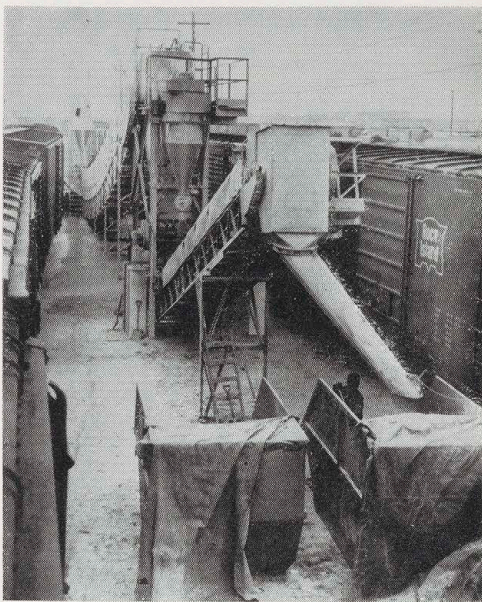
Workmen move the debris on a conveyor belt feeding into the drums. After the first step, a huge vacuum cleaner removes the small particles from the cars.

Ultimately, all the material is fed into special containers that are attached to trucks and hauled for final disposition.

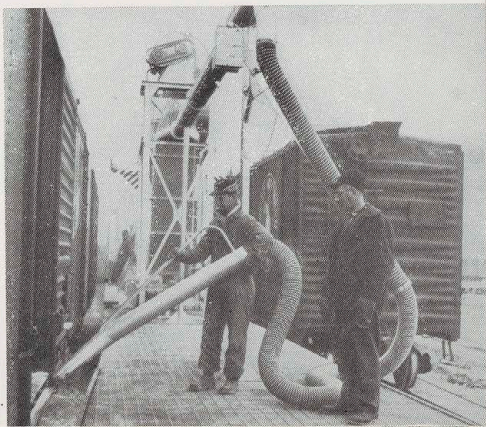
Under the current operation, a boxcar may be cleaned in five minutes. A string of 25 cars is usually moved to the cleaning area by switch engine. Once in line, the cars are automatically moved to the cleaning apparatus by push button and then forward.

Special precautions are taken to prevent the distribution of dust. A cyclone dust collector in the vacuum machine and another on the pulverizer does the job.

After the cleaning operation, cars are moved for final repair and classification completing the process.

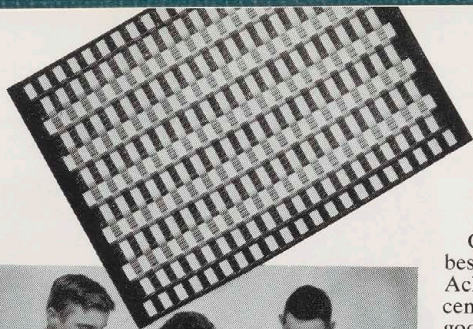


The control board of the giant car-cleaning apparatus is shown, left. Workmen, manning an over-size vacuum, extract dirt and debris from the car, below. Larger-sized refuse and dust is fed to conveyor, above and is pulverized and dumped into bins for removal.



# GN-SPONSORED

## St. Paul Unit Company



Company-of-the-Month honors were bestowed on Great Northern's Junior Achievement Company in St. Paul recently in recognition of the firm's good business practices.

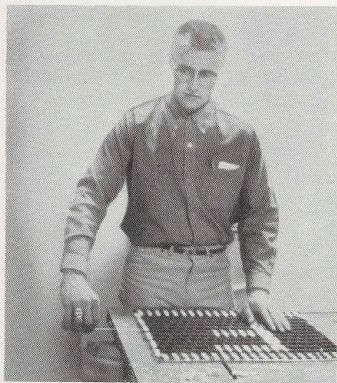
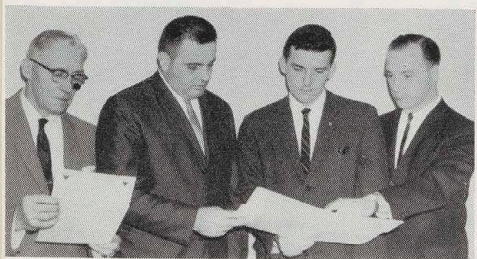
The Ge-N-Co., manufacturers of a vinyl door mat, was cited for attendance, sales, production, promotion and accuracy in accounting.

Members were honored with a trophy and certificate for their excellent company record.

The coveted honor was not easily attained, but required hard work by 20 high school youths comprising the company.

Ge-N-Co.'s product sells at \$3.95 each and an expected 400 will be manufactured before the company closes books for the year.

The firm began operations by selling 325 shares of stock at 50 cents a share. A dividend of 10 per cent is expected to be paid on the stock, a JA adviser said.



Learning by doing, a slogan of the Junior Achievement, puts busy hands and minds together to produce a product thus introducing America's youngsters into the nation's free enterprise system. The door mat, shown top left, was manufactured by 20 St. Paul JA members under supervision of four GN employees, center photo. Other photos depict supervised Achievers at work. Advisers are Otto Bleedorn, Robert Taylor, Francis Coyne and Ronald Wagner.

# NIOR ACHIEVERS TOPS IN CITY

## -of-the-Month

Four Great Northern employees, Otto Bleedorn, Robert Taylor, Francis Coyne and Ronald Wagner supervise the boys and girls.

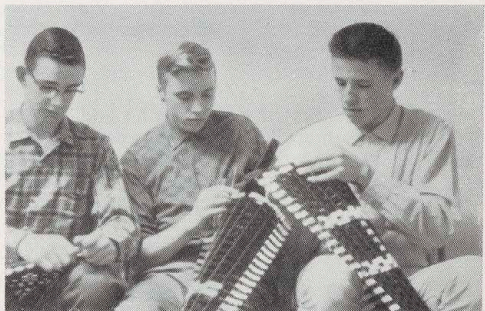
They are ably assisted by JA officers, Raymond Ricks, president; Gene Anderson, vice president, manufacturing; Jean Mailand, vice president, sales; Louise Ackerman, treasurer, Georgianna Benson, secretary.

Achievers meet two hours weekly and occasionally on Saturdays.

Every youth sells the product, helps manufacture and deliver them to customers.

Great Northern Railway, which has been sponsoring Junior Achievement companies for several years, is a firm believer in youth education programs.

Railway officials believe JA provides a solid foundation in practical business education for high school youths who eventually will enter the world of business.



Vinyl plastic pieces wired together on a plastic frame materialize into effective door mats. The 16 x 20-inch product was produced for the first time in St. Paul. Working youths are paid 20 cents hourly, and company officers receive \$2.50 monthly. Coordination of a working force and company objectives coupled with a wage incentive often makes the difference between a successful company and company loss.

PIRE BUILDER

BAD AXE RIVER



Twenty-seven Oregon 4-H club members and chaperones recently boarded GN's Empire Builder at Portland, Ore., and traveled to Chicago to attend the 1961 National 4-H Congress. They are shown shortly before departure.

## Portland 4-H'ers Move to Club Congress

It was an enjoyable trip for Portland, Ore., 4-H club members recently when 27 members and chaperones attended the 4-H Congress in Chicago.

The annual educational and inspirational trip included a visit to the Chicago Museum of Science and Industry, the Museum of Natural History, the International Livestock Exposition and the internationally-

known Chicago Symphony Orchestra.

Accompanying the youths were 4-H workers, Burton Hutton, Misses Ruth Brasher, Anne Strachan, Emily Haut, Elizabeth Heath, Mr. and Mrs. Leighton Davis and John Gurton.

The congress is an assembly of state and national winners chosen from competitive judging in each of the states. The Oregon group represented 27 project areas.

## Mail-Hauling Trains Santa's Best Helper

An average of more than 30 pieces of Christmas mail for every man, woman and child in the nation was transported by U. S. railroads for the Post Office department this past season.

Weeks of preparations and numerous special crews and railroad equipment were programmed to move the bulk of the more than 6,250,000,000 gift packages and greeting cards which the postal service delivered, the Association of American Railroads said.

To handle the anticipated record load of mail, the railroads expedited the equivalent of more than 62,000 standard-size mail cars each 60 feet

long. They also moved thousands of cars of express and freight loaded with holiday merchandise.

The holiday deluge represented only part of the year-round phenomenal mail performance in which they carried the bulk of the nation's approximately 64 billion pieces.

## Complimentary Yule Dinners Served on GN Trains

Santa Claus' effect on Great Northern's dining car department was felt again this year when the railway served complimentary Christmas dinners to passengers.

Ten

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## Goat Gaieties

### Forced Holiday

A salesman, held up in Montana by an early-winter blizzard, wired his boss: "Stranded here due to storm. Wire instructions."

Back came the reply: "Start summer vacation immediately!"

\* \* \*

### Potted

The cannibals stoked up the fire under the pot in which an explorer was being cooked.

The chief came up and asked the victim: "Do you have anything to say?"

"Yes," the explorer said, "I am smoking more now and enjoying it less!"

\* \* \*

### Happy Home

The divorce court judge turned to the husband: "I am told you pay more attention to your dog than to your wife. Is that true?"

"Sure is," he answered. "My dog comes when I whistle; keeps my feet warm at night, and grows his own fur coat."

\* \* \*

### Parting Ways

Warden: "I have been warden here for 10 years—that calls for a celebration. What kind of party would you boys suggest?"

Prisoners: "Open House!"

### Beastly Show

An ape walked into a bar and ordered a martini giving the bartender a \$10 bill. Testing the ape's intelligence, he gave him 50 cents in change.

Leaning across the bar, the bartender whispered to him: "We, uh, don't see many apes in here anymore these days."

"At \$9.50 a martini, I can understand why," the ape replied.

\* \* \*

### Time Tested

A shapely, young steno rushed into the office 15 minutes late on the first morning she reported for work.

"Young lady," the supervisor said, "you're late already!"

"Oh, no, sir," she replied, "I just took my coffee break before I came in."

\* \* \*

### Thick-Skinned

"How you getting along?" the old-time salesman asked the fledgling.

"Terrible," he answered, "I have been insulted in every place I made a call."

"That's funny," the old man replied. "I've been on the road 40 years. I've had my samples flung in the street; been tossed down stairs, and manhandled by janitors—but insulted, never!"

# HILL MUSEUM HOUSES WORLD'S ART

## Culture on the Bank of the Columbia

In the vastness of southern Washington State, on the north bank of the broad Columbia river in Klickitat county, stands a gleaming castle that never served as a residence but today is visited by thousands of tourists.

It is the Maryhill Museum of Fine Arts—a dream of Sam Hill, the late Washington businessman, whose dream of a castle on the Columbia was ruined by World War I, but whose “castle” eventually was dedicated as a museum in honor of his wife, Mary Hill, daughter of James J. Hill, founder of Great Northern.

Although both Sam and Mary Hill had the same surname, they were not related.



Clifford R. Dolph  
*Museum Director*

Seattle Times Photos

Hand-carved furniture overlaid with beaten gold from the Queen Marie of Rumania summer place is featured in one wing. The queen dedicated the museum in 1926.



Designed in 1911 to be the home of Sam Hill, the structure stood in its unfinished state until its dedication in 1926 by Queen Marie of Rumania, a friend of Mr. Hill.

Upon the building's completion in 1940 and its opening to the public—some nine years after Mr. Hill died—the building reputedly was worth more than one-half million dollars.

Its support is financed by income from a 7,000-acre cattle ranch, a peach orchard endowed by Mr. Hill, and from a small admission charge to the museum.

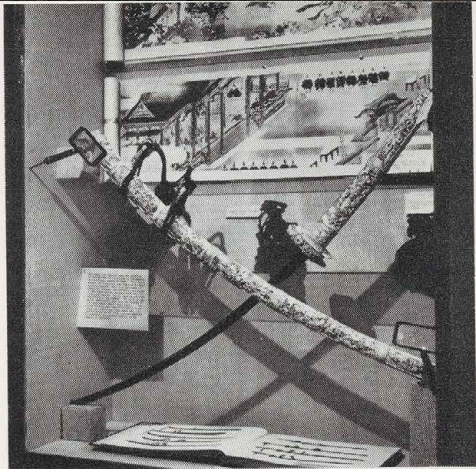
Since its opening, one million persons have viewed the hand-carved throne overlaid with beaten gold and matching suite from Queen Marie's royal summer palace near Bucharest.

Mementos of the Orient are the carved-ivory Japanese sword and scabbard, top right, and other artifacts. The stately Flemish-style museum, below, stands impressively on the banks of the Columbia. A wide variety of exhibits are provided in the three floors of rooms, such as the one shown at right.

Other items of particular interest in the three-story, 18-gallery museum are a solid silver crown inlaid with jewels used during Queen Marie's coronation ceremony in 1914; one of her coronation gowns; famous paintings and portraits; Greek antiques predating the birth of Christ and a unique collection of 200 French fashion dolls, each standing 2½ feet tall.

Three miles east of the museum on a cliff on Hwy. 97 stands Maryhill Stonehenge built by Mr. Hill as a memorial to the war dead of Klickitat county.

Sized, shaped and positioned to copy the ancient stonehenge on Salisbury Plain, Wiltshire, England, it is near a ledge where Mr. Hill's ashes lie entombed overlooking the peaceful countryside of Klickitat county.



## **GREAT NORTHERN YEAR-END REPORT**

### ***President Budd Cites 'Disappointing' Year; Estimates Traffic Boost Next 6 Months***

Expectations that 1961 would produce an improvement in railway traffic failed of development, and Great Northern shared another disappointing year with rail carriers generally.

The past year was one of contrasts for Great Northern, with traffic volume and earnings in the first half at levels substantially below predictions.

The effect of rigid cost control measures became apparent in the third quarter of 1961, and moderate increases in revenues in the final phases of the year stimulated encouragement.

While results of 1961 operations will not be known until late January, net income will be under that of 1960.

Movement of grain, lumber and iron ore, of which Great Northern is a principal carrier, declined in 1961. The total movement of iron ore for the year exceeded earlier estimates because of the increase in tonnage during the latter part of the season.

Drouth in 1961 seriously affected grain production along Great Northern's lines in North Dakota and Montana, but the damage fortunately was not quite as severe as pre-harvest predictions. The excessively dry weather did result in a substantial reduction in the total crop, and grain in storage at the end of the year was less than the record high level at the close of 1960.

Early winter moisture has greatly benefited the grain-growing areas affected by drouth, and an encouraging start has been made in replacing subsoil moisture which had been depleted by an extended period of inadequate rainfall.

While it obviously is not possible to

accurately predict the volume of business for 1962, we now estimate that there will be a moderate improvement in Great Northern traffic for at least the first six months.

The railway begins 1962 operations with its equipment and physical plant in excellent condition. Track improvements in 1961 included a 107-mile extension of Great Northern's centralized traffic control mileage on its main line in North Dakota and Montana. GN also installed approximately 33 miles of new, heavy rail last year, and placed more than 300,000 cubic yards of new ballast. In addition, the company made a start on a major line change in the Cascade mountains in Washington.

The railway added 650 cars to its freight-carrying fleet last year. This new equipment included 550 boxcars with wide doors, 40 "airslide" cars for transport of sugar, flour and similar bulk commodities and 60 tri- and bi-level automobile-carrying cars. GN also continued its program of improvements to older boxcars and specialized freight equipment.

The first two of a series of public hearings before an Interstate Commerce Commission examiner on the proposed merger of Great Northern, Northern Pacific, Chicago, Burlington & Quincy and the Spokane, Portland & Seattle railways were held in St. Paul and Minneapolis in October and December.

The ICC has designated 12 other cities in which further hearings on the merger are to be held this year, and it is possible that a decision on the proposal will be made by the commission before the end of 1962.

*Fourteen*

**GREAT NORTHERN—GREAT WAY EAST OR WEST**

1962



1963

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JUNE							DECEMBER						
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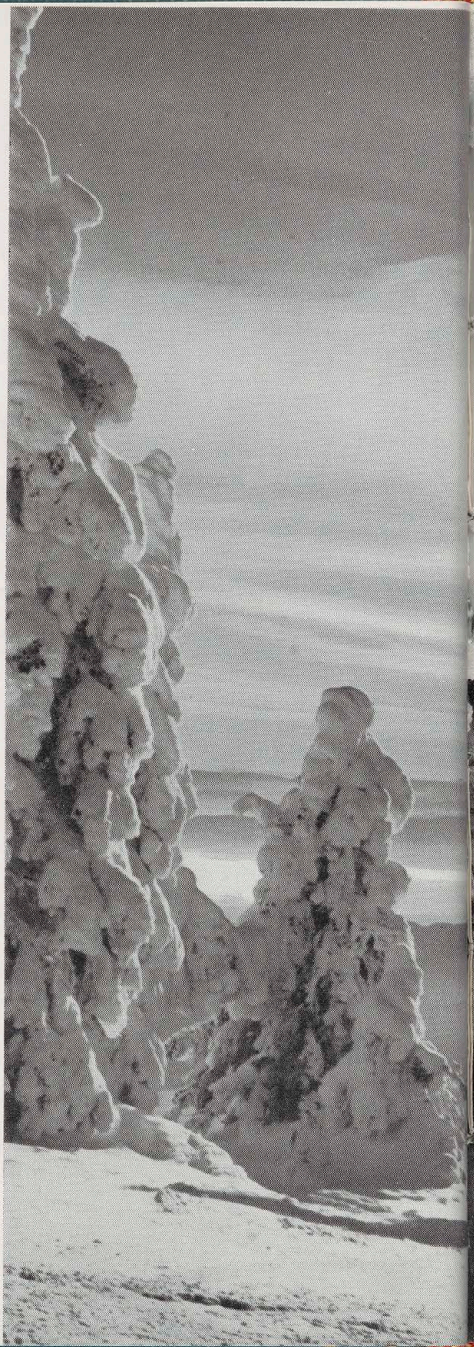
GREAT NORTHERN RAILWAY

# THE BIG MOUNTAIN

Tops of distant mountain foothills pierce through a morning mist as two skiers ride the 6,800-foot double chairlift at The Big Mountain, Whitefish, Montana, on Great Northern's main line.

Eight feet of packed snow topped by a layer of newly-fallen powder await the skiers on the 7,000-foot summit.

From there they will choose one of a score of exciting ski runs comprising more than 20 miles of open slopes and trails cut through stands of alpine forest.



*The Great Northern*  
**GOAT**

*February, 1962*



# The Great Northern GOAT



Vol. 32 February, 1962 No. 2

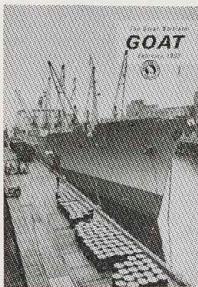
*The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

**DAN MUSCH, Editor**

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## The Goat's Cover



The M. S. Rosario of the Johnson Line takes on cargo at GN's Pier 88 on Elliott Bay, Seattle, bound for Atlantic and Baltic ports.

Two

## Your Railroads

America's railroads have many inherent advantages that need expanding in order to give further service to the public.

They are able to haul great quantities of freight with minimum outlay of fuel, materials and manpower, therefore at extremely low costs per unit of freight.

Railroad capacity can be quickly enlarged, without increase of facilities, merely by loading more freight per car and hauling more cars per train and more trains more miles per day up to the limits of such facilities.

Only railroads can haul anything, at any time, in any quantity, between points on a continent-wide system.

Despite these advantages, they are suffering severely from diversion to other types of carriers.

This illogical situation comes about because railroads are severely handicapped by unfair and unsound government policies.

Transportation service should be performed by the carrier which can handle it most efficiently and economically. Many competitors' facilities are provided by public funds, so part of costs are hidden and borne by the taxpayer.

Transport competition being present and keen, no sound reason appears why railroads should not be allowed to adjust pricing policies to their competitive situation.

They should be permitted maximum freedom to adjust rates to attract the maximum volume of remunerative traffic, utilizing their inherent ability to handle added traffic at diminishing unit costs.

This should include the right to make trainload, seasonal, and other, incentive rates based upon volume and to offer, under appropriate condition, contract or agreed rates (as are available in Canada) for particular traffic to be handled under specified conditions.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## Ralph Budd, Former GN, CB&Q President, Passes

Ralph Budd, former president of Great Northern and Chicago, Burlington & Quincy railways, died on February 1 in his sleep in his home in Santa Barbara, Calif. He was 82 years old.

Mr. Budd, who retired from the Burlington presidency in 1949, had lived with Mrs. Budd in Santa Barbara since 1954. Funeral services were held on February 6 in Santa Barbara.

In addition to Mrs. Budd, he is survived by two sons, John M. Budd, president of Great Northern, and Robert W. Budd of Charlottesville, Va.; one daughter, Mrs. Victor Hunt (Margaret Budd) of Mexico City; one brother, John, Des Moines, Iowa; three sisters, Mrs. George Kahl, Oregon City, Ore., and the Misses Helen and Buelah Budd of Claremont, Calif.

An international figure in railway engineering and management, Mr. Budd was born in 1879 near Waterloo, Iowa. He was graduated from Highland Park college in Des Moines, and began his railway career as a civil engineer for the Chicago Great Western in 1899.

In similar work for the Rock Island in 1904, Mr. Budd met the distinguished John F. Stevens, the engineer who explored for James J. Hill, Marias Pass through which Great Northern crosses the Rocky mountains in Montana.

In 1906, Mr. Stevens took Mr. Budd to the Panama Canal as chief engineer of the Panama railroad, and the latter subsequently laid out and built the present railway across the isthmus.

In 1909, Mr. Budd returned to the United States to work for Mr. Stevens, who was president of the Spokane, Portland & Seattle Railway, which is jointly owned by Great Northern and Northern Pacific.

Mr. Budd attracted the attention of



James J. Hill, and in 1912 the former became assistant to the president and chief engineer of the GN in St. Paul. He became president of the railway in 1919 and left this position in 1932 to become president of the Burlington.

Outstanding among Mr. Budd's many achievements was the construction of GN's eight-mile Cascade tunnel in the Cascade mountains in western Washington. This project, completed in 1929, involved the relocation of about 43 miles of railway in the Cascades. In the same year, GN inaugurated a new transcontinental train, the Empire Builder, on a schedule which reduced running time between Chicago and the Pacific Northwest by a full business day.

Meanwhile, Mr. Budd had organized a highway bus subsidiary—the Northland Transportation Co., out of which grew the Greyhound corporation; and, his last contribution to the Great Northern was the extension of

*(Concluded on Page 4)*

Three

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**



Shown between sessions of the seminar in transportation pricing policy are, from the left, Paul F. Koernig, assistant general statistician, GN; Dr. Eliezer Krumbein, assistant director of education at the transportation center; Robert H. Shober, division superintendent, GN, and Curtis H. Berg, assistant general solicitor, GN.

## GN Staffers At Transportation Seminar

Three Great Northern employees were among 38 shipper and carrier representatives who attended the fourth annual executive seminar in transportation pricing policy recently at Northwestern university at Evanston, Illinois.

The subject under study was "Transport Costs, Prices and Profits," dealing with the various costs incurred

by transportation agencies and particularly rail and motor carriers.

Representatives discussed the various methods and techniques available in cost finding in order to determine the basis of rates available to the several modes of transportation. Results of the studies were aimed at enabling the respective modes to meet competition and maximize profits.

## Ralph Budd

the company's line in 1931 into California, where it connects with the Western Pacific at Bieber.

During the summer of 1930, Mr. Budd made an extensive inspection trip over the Russian railway system at the request of the Soviet government, and acted as an adviser on many problems of railway construction and operation in Russia.

Less than two years after Mr. Budd became president of the Burlington, he introduced the stainless steel "Pioneer Zephyr," the first diesel-powered, streamlined passenger train to be built and operated in this country. This train was the forerunner of the Burlington's fleet of Zephyr trains. The first so-called "vista dome" passenger cars were built by the Burlington under Mr. Budd's direction in 1945.

Mr. Budd served his country in 1940 and 1941 as a presidential appointee for transportation on the advisory commission to the Council of National Defense. On his retirement

from the Burlington presidency in 1949, Mr. Budd became chairman of the Chicago Transit Authority, the organization which operates public transportation in that city. He retired from this position in 1954.

During his distinguished career with Great Northern and Burlington, Mr. Budd received many honors from professional, industrial and educational societies.

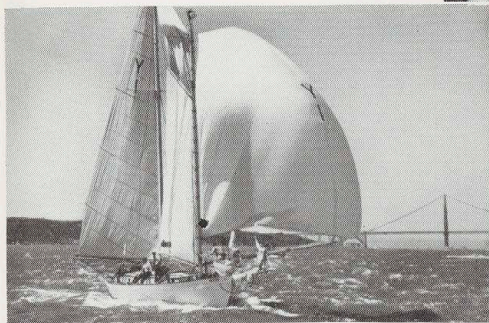
Mr. Budd's avocation was Western history, and while president of GN he not only sponsored a series of historical pamphlets by Grace Flandrau, St. Paul writer, but also launched the country's first coast-to-coast network radio program, "The Empire Builder."

He personally conducted two historical excursions to the Pacific Northwest from St. Paul, and was accompanied by the nation's leading historians.

Mr. Budd was a trustee of the Great Northern Iron Ore Properties.

Four

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



Yachting in San Francisco bay is a Redwood Empire sport enjoyed by thousands. Havens for small boats are located near the Golden Gate bridge.

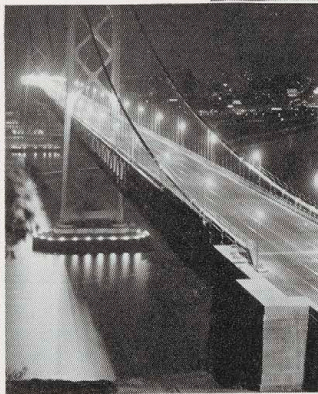
## CALIFORNIA SUNSHINE WINTER'S ANTIDOTE

As winter's blasts are felt throughout the nation's mid-section and Eastern coasts, California is a haven for vacationists who revel in the sun.

Great Northern agents have prepared many attractive vacation programs for happy travelers lucky enough to be able to get away when the northern weather is at its worst.

GN's streamlined Empire Builder and Western Star are favorite modes

*(Concluded on Page 15)*



Palm Springs golfing, left, has no equal, in winter, just as the Golden Gate, center, has no equal in engineering beauty. Also renowned are the giant redwoods of Del Norte county, above, famous for their age and size.

Five

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**



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# SEATTLE WORLD'S FAIR SPACE NEEDLE

## A Tribute to the Power of Steel

A dynamic keynote of the Seattle World's Fair and a dramatic tribute to the nation's steel industry is nearing completion 600 feet above the Pacific Northwest city.

The Space Needle, a slim-waisted beauty on three pair of slender steel legs, is destined to be to Seattle what the Eiffel Tower is to Paris.

The story of its construction is a story of top American engineering—a story that will be evident to fair visitors during the six-month run, April 21 through October 21.

Only 13 months will have elapsed between its planning and completion, and in its construction was utilized a relatively new structural carbon steel called A36.

The greater strength of the steel permitted higher design stresses, welded fabrication at cost savings.

At Pacific Car & Foundry's fabricating plant, leg and core sections were made. Also constructed there was the derrick crane designed to lift 35 tons which would literally climb its way up the inside of the Space Needle's core, unfold its boom and reach over the top to hoist the fabricated steel sections into position.

Great Northern was among the lines to ship the massive steel beams on the 65-foot open-end gondolas with flat cars at either end acting as "idlers" to permit coupling to the train.

Getting the fabricated leg sections to the site presented a problem. They were 90 feet long, weighed up to 90,000 pounds each and were moved through traffic without mishap.

How to curve the massive beams to form the Space Needle's waist also presented a problem. Technicians heated pie-shaped portions of the beams, as the beam cooled, the wide part of the heated section shrank more than the narrower part and curved the beam.

United States Steel describes the method as a "combination of temples, touch and good old-fashioned horse sense."

### SPACE AGE DINING— AT 500-FOOT LEVEL!

*Half of the fun will be getting up there, but Space Needle visitors will enjoy delicious meals atop the Needle's 260-seat revolving restaurant at the 500-foot level.*

*Also crowning the structure will be an observation deck.*

*Diners will make one complete revolution an hour while dining and enjoying the grandeur of the Cascade and Olympic mountains, Mount Rainier and Puget Sound.*

*Elevators and two stairways (832 steps) will get you there!*

The Howard S. Wright Company's story of the Needle's foundation is a fascinating one. A Y-shaped excavation was dug 30 feet deep, laced with 250 tons of reinforcing steel and 72 huge steel anchor bolts 4 inches in diameter and 31½ feet long. More than 5,600 tons or 470 truckloads of concrete buried the steel.

The foundation is so massive that despite the 3,500 tons of steel in the tower alone, the center of gravity of the structure is very near ground level.

The first leg sections were tied to the anchor bolts by June, 1961, and the tower "sprouted" 120 feet every month. At the 373-foot level they had already used 30,000 high-strength bolts and two carloads (about 80,000 pounds) of welding rods.

The top 50 feet is a tripod of tubular stainless steel capped with a flaming beacon of natural gas.

Seven

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**

# GIRL SCOUTING: 50 Years of Fun With Service to Community



*Typical of the flowers Girl Scouts plant at Veterans' hospitals are the blooms held by the young Brownie*

Fifty years ago, in Savannah, Georgia, Juliette Low, founder of the Girl Scouts of the U.S.A., established the first troop of 12 girls.

Since then, more than 18,500,000 girl and adult members have been active in the organization.

*Stories told before a roaring fire hold the attention of Scouts at camp in northern Wisconsin*



On March 12, when the group marks its golden anniversary, it will have its founder in mind with the slogan, "Honor the Past—Serve the Future."

Under direction from adult leaders, Girl Scouts have spent long hours ac-

*Fascinating accounts of Indian lore and tribal dances tell of our nation's heritage*



quiring skills which they have used for the common good. They have gone to work with a will in hospitals, nurseries, day camps, libraries and museums.

They have cleaned up playgrounds; planted golden blossoms in front of veterans' hospitals; read aloud to the blind, and cared for children at election time so mothers could get to the polls.

Typical of such organizations in the nation is the St. Paul Area Girl Scouts Council embracing parts of Ramsey, Washington and Dakota counties in Minnesota.

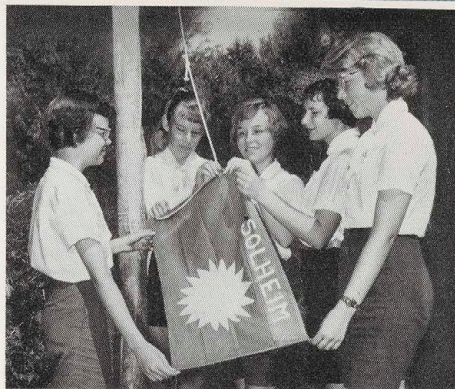
However, their efforts do not result in all work and no play.

For their enjoyment are four camps which cater to some 13,500 members—and plans call for the establishment of others.

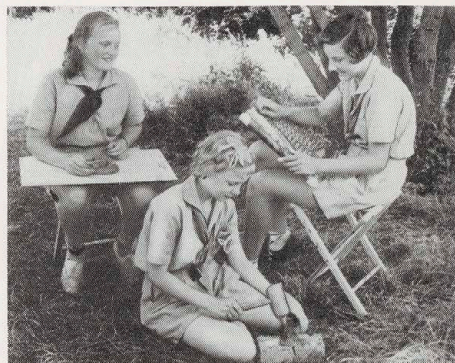
Executive Director of the council, Ellen Betz, with a staff of nine professionals and four clerks, are busily engaged in a commemorative program this month that includes council-wide meetings, luncheons and conferences.

Mrs. Betz emphasizes the important work performed by the 3,000 adult volunteers and the council board currently headed by Mrs. John Conley of St. Paul.

After the year's program has been prepared during the comparatively  
(Concluded on Page 10)



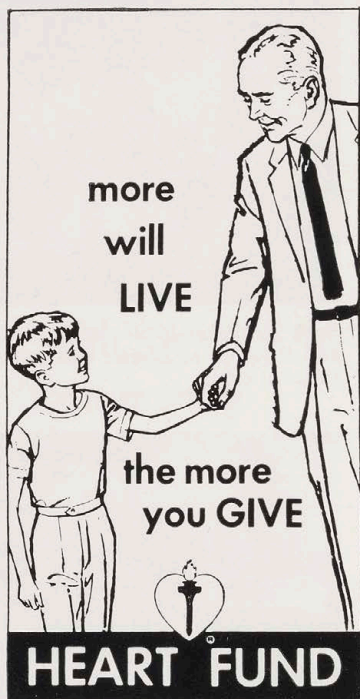
*Each girl takes a turn at flag raising and lowering at sunrise and sunset, a ritual at camp*



*Arts and crafts play a major role in camp life, above, but there's ample time for outdoor cooking, below*

*Water safety and life-saving lessons taught at camp benefit Scouts a lifetime*





No matter who you are or what you do, you are threatened by America's No. 1 killer—the diseases of the heart and blood vessels.

They are your problem. Why? Because they:

- Kill more Americans each year than all other causes of death combined.
- Afflict 10 million living Americans, including 500,000 children.
- Threaten you in your most productive years—between 45 and 64. Half of all deaths in this age group are due to cardiovascular diseases.
- Cost business a billion dollars a year in lost production.

Despite the grim statistics, there is great hope that the heart and blood vessel diseases can be controlled.

Ten

Medical scientists today are on the verge of important breakthroughs. Your Heart Association is supporting more than 1,300 research scientists to find new ways of preventing and treating heart diseases.

### Girl Scouts—Conclusion

“quiet” winter months, the council's four camps abound with activity and youngsters.

They are located at Camp Northwoods, Delta, Wis.; Camp Lakamaga, Marine-on-the-St. Croix, Minn.; Camp Katherine Abbott, Willernie, Minn., and Camp Sacajawea, Rosemount, Minn. They are constructed to be used throughout the year. During the summer they are resident or day camps.

The St. Paul Council has gone far since its initial founding in St. Paul in 1916. Prospects point to greater participation when a proposed expansion program at Camp Northwoods is accomplished.

There are 3,454,000 registered members in Girl Scouts of the U.S.A. These include 2,685,000 girls between the ages of 7 through 17 and 769,000 adults.

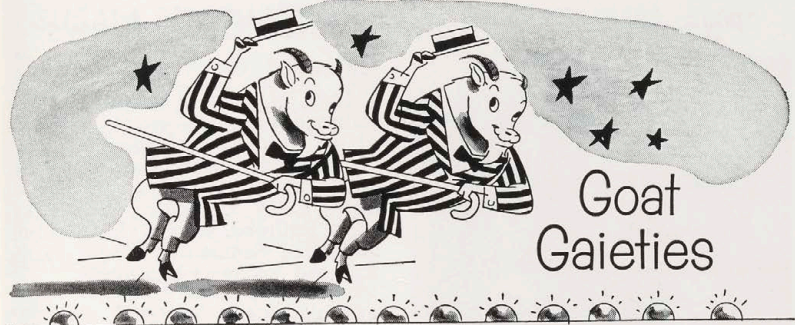
Strangely enough, some 40,000 men are “Girl Scouts.” They serve as board members, financial experts, program consultants and in many other capacities where their talents aid the program.

### Lohmann, GN Purchasing Agent in Seattle, retires

The retirement of L. F. Lohmann, GN purchasing agent at Seattle, and the appointment of E. W. Bergquist as his successor, were announced by H. B. Nordstrom, director of purchases.

Mr. Lohmann is a veteran of 51 years with the railway.

Steam heating in passenger cars first replaced stoves and hot water heaters in 1881.



## Goat Gaieties

### Tight Fix

A man, pinned underneath his overturned car after an accident, was asked by the policeman:

"You married?"

"No," replied the man, "this is the worst fix I've ever been in!"

\* \* \*

### Where to Start?

"Boy, am I scared! Got a letter from a guy saying he'd shoot me if I didn't stay away from his wife!"

"Well, all you gotta do is stay away."

"Yeah, but he didn't sign his name!"

\* \* \*

### Money Talks

A rookie policeman was asked by the chief what he'd do to break up a mob.

After studying the question for a few moments, the rookie answered: "Take up a collection!"

\* \* \*

### In the Family

The daughter of a lay preacher who attended a dance against her father's wishes was greeted coolly by him the next morning.

"Good morning, daughter of satan," he said.

"Good morning, father," she replied.

### Eye-Popper

"How did you get that scar across the bridge of your nose?"

"From glasses."

"Why don't you get contact lenses?"

"They don't hold enough beer!"

\* \* \*

### Light-Footed

"Is it true," the reporter asked the explorer, "that wild animals in the jungle will not harm you if you carry a torch?"

"It all depends," said the explorer, "on how fast you carry it."

\* \* \*

### Brighter Outlook

"Guess what," said the weatherman to his wife, "I've been transferred to Seattle."

"That's good," replied his wife, "I noticed the weather here doesn't agree with you."

\* \* \*

### Room For Improvement

The No. 1 salesman came back to the office after six weeks and handed in a healthy expense account bill.

"What's this big item for?" his boss demanded.

"That's my hotel bill," was the reply.

"Well, from now on," the boss yelled, "don't buy any more hotels!"

Eleven

**GREAT NORTHERN—SWIFT, SAFE, SURE**

# 

### 



The St. Paul Passenger Association's new officers are shown from the left, front: Robert Strom, Minnesota Mining & Manufacturing Co., president, and Harold Carlson, St. Paul Union Depot, vice president.

From the left, rear, are Gordon Landahl, Milwaukee Road, secretary, and Mark Harnden, Northern Pacific, treasurer.

Elected to the board of directors were: K. C. Van Wyck, Great Northern; Len Holmstrom, Northern Pacific; Ken Young, Rock Island; Mel Skogmo, St. Paul Union Depot; E. M. Brady, Great Northern, and Axel Bergma, Northern Pacific (retired.)

\* \* \*

### 

William Dewitt, city freight agent for the Great Northern at Fargo, N. D., has been elected president of the Fargo-Moorhead Traffic Club.

Also elected were Robert Couture, Consolidated Freightways, vice president; William Wenner, Chicago and North Western, secretary, and Norbert Meinz, Wilson Truck Line, treasurer.

Twelve

### 

Chris H. Moffatt of the Santa Fe Railroad has been elected president of the Chicago Passenger club.

Other officers are Dale Dornburg, Shell Oil Company, first vice president; Larry Carpenter, Erie-Lackawana Railroad, second vice-president, and Fred Samuelson, Union Pacific Railroad, secretary-treasurer.

\* \* \*

### 



Edmund J. O'Leary, front, of the Great Northern Depot, is the new president of the Minneapolis Passenger Traffic Club.

Other officers, from the left, are N. E. Hennum, Great Northern, secretary; Russell D. Clayton, Rock Island Lines, vice president, and John F. Strauss, Chicago, Burlington & Quincy, treasurer.

\* \* \*

### 

Newly-elected president of the Southern California Passenger Association is L. H. Linstrom of the Union Pacific Railroad.

Fellow officers are William Krisman, Santa Fe, first vice president; G. W. Hudkins, Southern Pacific, second vice president, and E. D. Chamberlain, Union Pacific, secretary-treasurer.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## SUSAN TO SHARE WHITEFISH CARNIVAL RULE

Brown-haired, blue-eyed Susan Monroe, 20, of Whitefish, Mont., will share rule over that community's third annual winter carnival February 16 through 18.

The daughter of Mr. and Mrs. Burt J. Monroe, Queen Susan attended Montana State college and business college and currently is employed as a bookkeeper.

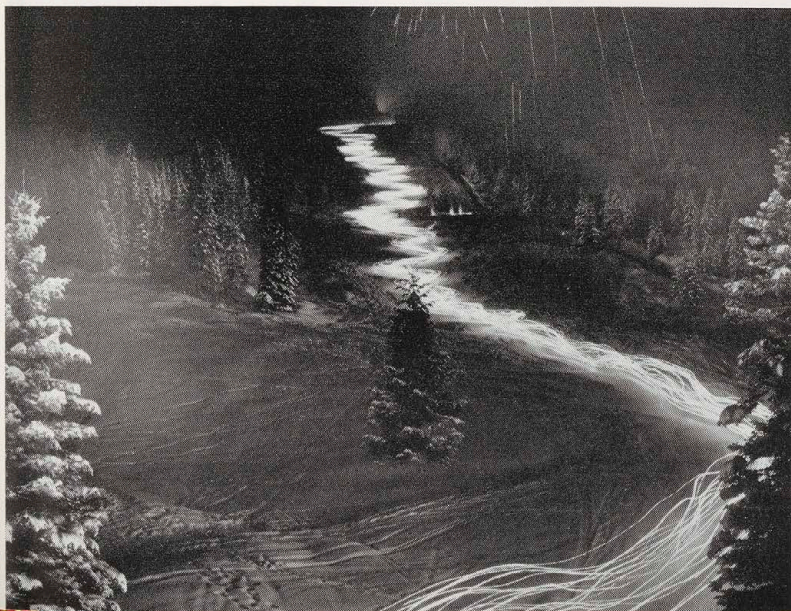
Her father is employed by the Anaconda Aluminum Company, Columbia Falls, Mont. Carnival King Ullr III was to be named early this month.

She was crowned by last year's carnival queen, Kay Knapton, at a dinner held at the Big Mountain chalet.

The new queen's first official function was attendance at the St. Paul Winter Carnival.



Flaming torches held by The Big Mountain ski patrol weave intricate patterns down the mountain during the Whitefish Winter carnival. Bursting fireworks help light the snowy landscape in this time exposure.

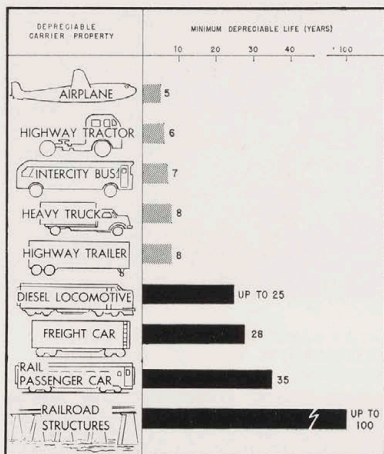


## GOVERNMENT POLICY INEQUITIES—

# The Gathering Transportation Storm

Inadequate depreciation allowances hurt railroads particularly because equipment used by competitors has far shorter taxable lives.

### DEPRECIATION ALLOWANCES FOR TAX PURPOSES



Thus, airlines are permitted to recover their investment in new airplanes in as little as five years.

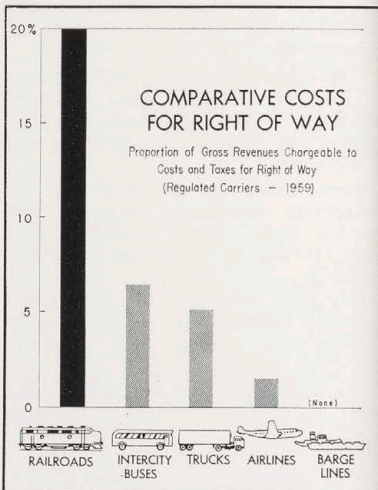
Buses can be written off in seven years and truck equipment in six to eight years.

But invested capital in freight cars is written off in an average of 28 years, and railroad buildings and structures in up to 100 years.

Longer rail write-off periods, while related to the longer life expectancy of such equipment, fail to recognize obsolescence and make it much more difficult for railroads to accumulate capital for replacement and modernization.

In another department, the proportionate cost of owning, building and maintaining facilities over which their

Fourteen



vehicles run, railroads bear three times as much as buslines, four times as much as trucks and 13 times as much as domestic airlines.

Bargelines pay nothing toward the cost of navigation works.

Contributions by non-rail carriers include all so-called user taxes, such as gasoline, fuel and oil taxes, plus license and registration fees and toll payments.

The comparisons further include annual carrying charges on investment in right-of-way, way repair expenditures and way property taxes—all of which railroads bear out of their own pocket but which the taxpayer bears in whole or in part on behalf of other carriers.

Appointed chairman of the Tacoma Daffodil committee for 1962 was Max H. Bice who will play an important role in the 29th annual Daffodil festival April 2 through 8.

## INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

## CALIFORNIA VACATION—Conclusion

of transportation for those wishing to view the magnificent panorama of winter in the Rockies—in transit, from inside—while on their way to the Golden State.

There's plenty of cold weather ahead in the North, and the promise of California is warmer and balmy weather as days lengthen into Spring.

Visitors find there's no comparable spot in the nation this time of the year than San Francisco and Southern California. Both areas are a "must" on the California traveler's list.

### GN DINING, BAR CARS WIN 4th 'A' RATING

Great Northern Railway has been recommended to receive a special citation for excellence in sanitation in the operation of its 30 diners and 10 bar cars, James E. Woodruff, sanitation specialist for the Department of Health, Education and Welfare, announced.

In a letter to John M. Budd, president of the railway, Mr. Woodruff stated: "Your company is to be commended for this outstanding accomplishment."

The "A" rating is a top honor for the railway—marking its fourth straight such award. A plaque will be presented this month.

James W. Kirby is the railway's general superintendent of dining cars.

### Tacoma Harbor Busiest Since World War II, Chamber Says

The Tacoma, Wash., Chamber of Commerce reported that its port facilities are enjoying the most prosperous business since World War II days.

Improved facilities and a stepped-up promotion are credited with aiding in the upturn in traffic.

The scenic and cultural aspects of San Francisco have been touted many years—and justifiably so! Southern California, including the Imperial Valley and the string of communities along the coast beckon the vacationer with the promise of excellent weather and a variety of sporting, cultural and social events.

Each community "specializes" in a prime attraction with tourists in mind. The friendliness and neighborliness pays off in repeated visits.

### A BIG REASON FOR MAGNA CARTA ACTION



### 740,000 Persons Visited Glacier Park in 1961

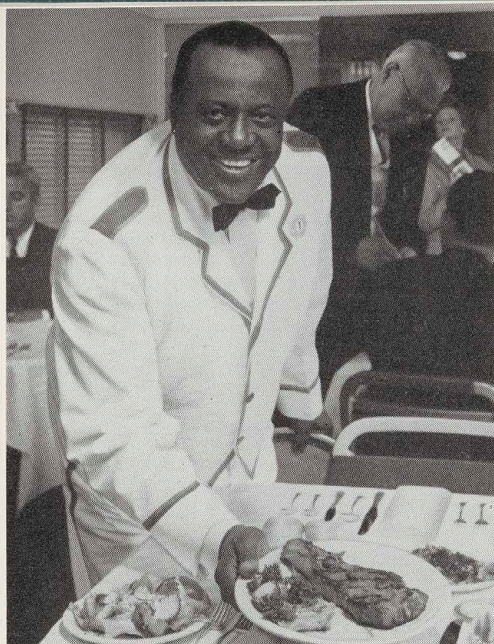
Fred Binnewies, acting superintendent of Glacier National Park, announced recently that 740,000 persons visited the park during 1961.

The figures follow 1960 when 724,538 persons viewed the park situated on the main line of the Great Northern.

A healthy boost in visitors is expected this year, it was pointed out, due to the Seattle World's Fair.

*Fifteen*

**GREAT NORTHERN—GREAT WAY EAST OR WEST**



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rested, relaxed...thrill to Great Dome views  
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*The Great Northern*  
**GOAT**  
*March, 1962*

# The Great Northern GOAT



Vol. 32      March, 1962      No. 3

*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.

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## The Goat's Cover



Polly Kinney, newly-chosen queen of the Washington State Apple Blossom festival, proved to be the apple of the judges' eyes. She will promote Washington apples all year.

Two

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## Your Railroads

The long struggle of the railroad industry to eliminate featherbedding practices is nearing a climax.

The presidential railroad commission, appointed by President Eisenhower to study railroad work rules, has made its report and recommendations to the White House.

This 15-member commission was appointed on Dec. 22, 1960. It began its work Feb. 6, 1961, and was scheduled to present its recommendations on or before December 1, but was given the privilege of extending that deadline for as much as 90 days and did extend it.

In a study as vital to the American economy as this one, the stature of the commissioners is of prime importance. The commission's findings are not legally binding on either side, but they are certain to have great weight in bringing about a solution of the troublesome work rules issue.

That weight largely will depend on public opinion, and the quality of the membership of the commission has much to do with what that opinion will be.

This commission is one of the most outstanding ever appointed.

The railroads have five representatives, one being president of the Association of American Railroads, another being chairman of the labor relations committee of the Western Railroads, and others being high officials of their roads. (Thomas A. Jerrow, vice president-operations of the Great Northern, is a member.)

The unions have five representatives, all ranking officers of the operating brotherhoods. The five public members, not connected with either unions or management, include a former federal judge, a distinguished lawyer and arbitrator, and three leading educators with broad experience in labor-management problems.



Three lovely Wenatchee High school seniors will play leading roles in the 1962 Washington State Apple Blossom festival. From the left are Princess Susan Looney, Queen Polly Kinney and Princess Carolyn Billingsley.

## Washington Apple Festival Chooses Queen

A brown-haired, 17-year-old Wenatchee High school senior will reign over the oldest civic celebration in Washington State—the Washington State Apple Blossom festival.

Green-eyed Polly Kinney was chosen from three finalists who included Susan Looney and Carolyn Billingsley. The two semi-finalists will serve as Polly's princesses.

The 43d annual festival will be held May 3-5 in Wenatchee, "The Apple Capital of the World," which is a shipping point for an average 18,000 carloads of apples each year, more than any other city in the world.

It is a three-day round of activities that attracts 100,000 persons to the

"Apple New Year," a time of hope and happiness with the promise of a bountiful new crop.

Rated among the top 10 festivals of the nation, the festival will feature a grande parade on May 5 of more than 40 beautiful floats, marching bands, drill teams and a bevy of beautiful girls.

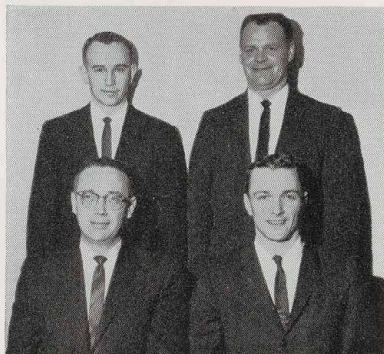
A fitting climax to the colorful festival is the program and giant fireworks display, the festival ball and art and antique art shows.

Queen Polly, who will dominate the regal scene, is the sister of Peggy who was the 1960 ruling monarch of the festival.

Three

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**

## Passenger, Freight Traffic Club News



Newly elected officers of the Eugene, Ore., Traffic Club are Glenn W. Wright, front row, left, president, of Oregon Electric Railway, and Bruce McCracken, McCracken Brothers Motor Freight, vice president.

Shown at left rear, are Jerry A.

Gates, Burlington Lines, secretary, and Marvin E. Dailey, Illinois Central, treasurer.

Additional directors elected are P. C. Ivory of the Great Northern Railway; Jim Reid of Clear Fir Sales Co., Art Sept of Williams Aero Mayflower Transit Co., and W. R. Williams, Snellstrom Lumber Co., outgoing president.

\* \* \*

### New York City

Thomas F. Dowd, city passenger agent for the Great Northern, was named president of the New York City Association of Passenger and Ticket Agents at the club's 68th annual meeting.

Other elected officers are Walter A. Kelly, Pennsylvania Railroad, first vice president; R. Keith Willis, Atlantic Coast Line Railroad, second vice president; Alfred A. Roche, Canadian Pacific Railway, secretary, and John T. Connery, New York Central, treasurer. \* \* \*

### SEATTLE WORLD'S FAIR LODGINGS OFFICE ASSISTS TRAVELERS

EXPO-LODGING, an office to assist visitors in securing hotel reservations, has been opened in Seattle.

GN's Seattle city ticket office and the office of the general agent have been receiving numerous requests by wire and mail from GN agencies requesting hotel reservations for persons attending the Seattle World's Fair.

While GN representatives want to cooperate in every way, the burden of requests has been so great that the office has been forwarding requests to fair officials.

Agents have been informed that all requests are handled by EXPO-LODGING, 311 First Avenue N., Seattle 9, Washington.

Four

Newly-elected president of the General Eastern Passenger Agents Association of New York is L. G. Sak, of the Southern Railway System.

Also elected were P. C. Servino, Atlantic Coast Line Railroad, vice president; W. C. Havens, Northern Pacific, treasurer; H. E. Worley, Pullman Company, secretary, and A. E. Born, Canada Steamship Lines, assistant secretary.

### Rutter Superintendent Of Mt. Rainier Park

John A. Rutter, assistant superintendent of Mount Rainier National Park, Washington, has been named superintendent succeeding Preston P. Macy who retired.

A native of Twin Falls, Idaho, he has served at various national parks until being transferred to Mount Rainier in December, 1960.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**

## RAIL TRAVEL IN WINTER? THIS COLUMNIST LOVES IT!

The following is a reprint of a column written by Wilfred R. Woods of the Wenatchee Wash., Daily World.

It's the most comfortable feeling to doze on the train, listening to the clickety-click of the wheels over the rails.

It is even more comfortable in winter, when the roads are icy, and the snow is blowing a gale on the passes.

We breathed a little prayer of thanks for the Great Northern the other morning (even after waiting from 3 a.m. to 6 a.m. for the Empire Builder to appear).

Yes, this is the season when you appreciate the rail service.

**And not just ordinary rail service, either. The mainline passenger trains through here are surpassed by none we have ridden.**

There's an extra something about train travel, too.

The chance to wander up and down the train, visiting with friends. (Isn't it away from home that you meet so many?)

The luxury of a leisurely meal on board.

You wonder sometimes what the future of railroad passenger service will be.

But when bad weather arrives, you can be thankful that it is still available.



Five

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**

## Giant Aluminum Hopper Hauls Vermiculite



Photographed at Libby, Mont., on the Great Northern is one of Union Tank Car Company's new aluminum-covered hoppers. Shown in front of the car is R. A. Bleich, left, manager of the Zonolite Company at Libby, and Ed Boyes, GN agent.

A massive new aluminum-covered tank hopper car moving along the Great Northern has been causing much interest in railroad and business circles.

It is one of Union Tank Car Company's 4,000-cubic-foot cars used in the shipment of dry bulk commodities. Recently it has been used at Libby, Mont., in service for the Zonolite Company in the movement of vermiculite, where the world's largest vermiculite mine is located.

Approximately one-third greater than standard steel hopper cars, its light-weight construction, larger capacity and special design permit a greater payload in proportion to gross weight, thus effecting increased economies for both shipper and railroads, E. A. Locke, Jr., Union Tank Car president, said.

The car is suitable for transporting a wide variety of dry, granular or powdered commodities including salts, fertilizers, lime, cement, chemicals, food products, grains and feed.

Developed by Aluminum Limited, the car has the curved sides of a tank car with a flat surface on top. There

are 10 loading hatches on top and six unloading hatches on the bottom.

Contour of the car permits simple gravity unloading, the material funnelling from the curved sides through sliding gate outlets.

The car is approximately 55 feet long over the strikers, 13 feet, 9 inches high, and 10 feet, 5 inches wide. It has a light weight of 43,000 pounds and a payload capacity of 208,000 pounds.

### Pullman Sleeping, Parlor Car Travel Sets Record

The Pullman sleeping and parlor car travel achieved a perfect mark for the tenth consecutive year, setting a new record in passenger safety performance for car operations.

During the past 10-year period ended November 12, 1961, almost 92 million passengers travelled a total of more than 57.6 billion passenger-miles by Pullman without a fatality.

This is equivalent to some 18 million individual transcontinental journeys without a fatal accident.

Six

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**

## Puyallup Valley Gets Sunny Nod For Daffodil Show

Spring favors special attention on the Puyallup valley of Washington State where it arrives early with its annual profusion of King Alfred daffodils which bloom two weeks earlier than in other parts of the nation.

It's then that residents of the valley in Tacoma, Puyallup, Sumner and Orting shake off winter's doldrums and celebrate during their annual Daffodil festival which runs April 2 through April 8.

Theme of this year's activities is "Daffodils Salute Century 21," Seattle's World's Fair.

Two million daffodils are utilized in the decoration of floats, store windows, hotel lobbies, a three-day daffodil show and an all-Puget Sound marine regatta.

Activities are plentiful including community dinners, parades, square dancing, and a ski tournament on Mount Rainier.

Reigning until selection of a new queen will be Carmel Mackin of Puyallup, who will ride on a float that usually is the largest in the parade—45 feet in length and decorated with 100,000 King Alfred daffodils, iris and azaleas.

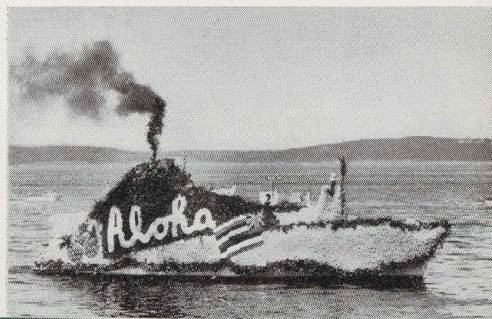
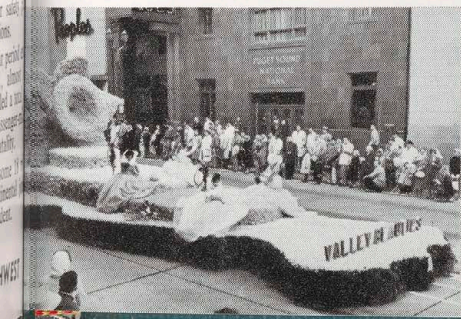
Floral floats consisting of thousands of King Alfred daffodils grace both land and sea. The Orting float, left below, is 44 feet long and boasts 85,000 daffodils. A typical entry in the marine regatta, right, depicts a lava-spewing volcano in the Hawaiian Islands. Thousands of blooms make up the "ship."



### Queen Carmel Mackin

#### Beauty Amid Blooms

Visitors by the hundreds come to the Puget Sound country every Spring to see the floral spectacle in Puyallup valley which is easily reached from Tacoma. The valley stretches for 15 miles from the shore of Tacoma's Commencement bay.





## GN Moves First 4 Monorail Cars To Seattle

The first of four cars of the Alweg monorail train for the Seattle World's Fair arrived in St. Paul on February 15 for movement on the Great Northern to Seattle.

All Transport, Inc., New York City, was the foreign freight forwarder who acted as liaison between the owners and the various customs, foreign, ocean and inland carriers involved in the through movement.

A. J. Wollish, assistant vice president of All Transport, Inc., was in charge of the movement.

Designed by the Wegematic Corporation, an American company which has patent rights to the Alweg system developed in Germany, the monorail will connect downtown Seattle with the 74-acre fair.

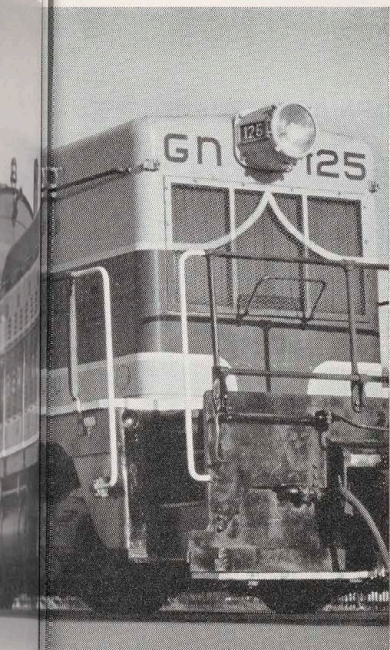
Each of two trains will be formed

by two, two-section cars for a total length of 122 feet. Design emphasizes modern decor, electronic equipment, speed, comfort and noiseless transportation.

The train is powered by eight electric 100 hp. motors permitting the train to reach a top speed of 70 mph. Although it has seats for 124 passengers, the trains have ample space for standees allowing a total of 450 passengers each. Specially-designed rubber tires and airspring suspension assures a comfortable ride.

Train exterior is of glass, aluminum and chrome. Windows begin at the interior seat level and continue up the sides and curve into the roof.

Total cost of the Alweg monorail project is more than \$4,500,000, financed by Swedish money.

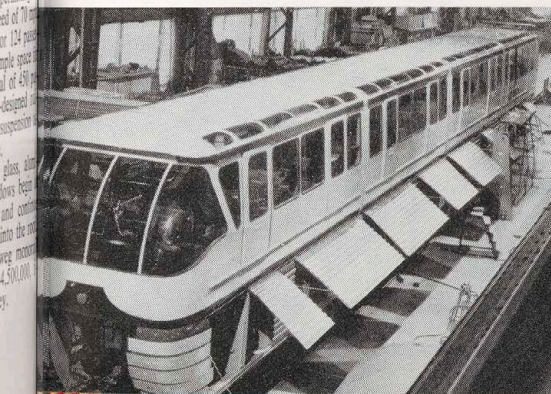


The four monorails are shown left on GN's waterfront tracks at Seattle shortly after arrival. Below, left, one of the cars are shown on the assembly line in Germany. A front section of the Monorail cars, extreme right photo, is loaded on a ship which delivered them to the United States where they were reloaded on railway cars for shipment west.

## To Seattle World's Fair

It was stated that 90 per cent of the sum was spent in the United States for the Alweg structure, stations, train equipment, and the electrical and signalling installations.

The Seattle Monorail starts at Pine and Westlake and extends along Seattle's Fifth Avenue to the Exposition site. Terminals are located downtown and at the fairgrounds.



## SUMMER SKI TOURS BOOST PASSENGER TRAFFIC 7%

An upswing in patronage of organized summer tours and increased winter travel to The Big Mountain ski area at Whitefish, Mont., contributed principally to a 7 per cent increase in Great Northern's passenger revenues in 1961.

GN's passenger revenue last year exceeded that for both 1960 and 1959, said Kent C. Van Wyck, the railway's passenger traffic manager. Passenger revenue in 1961 was \$10,069,969 as compared with \$9,355,273 in 1960 and \$10,032,180 in 1959.

Mr. Van Wyck also announced that GN has acquired six 56-passenger coaches to supplement its transcontinental streamliner service in antici-

tion of travel to the Seattle World's Fair, which opens April 21.

"More persons participated in organized train tours to Glacier National Park and the Pacific Northwest last summer than for many previous seasons," said Mr. Van Wyck, and the increased interest in this method of vacation travel is continuing, especially among older people.

"Expansion of The Big Mountain skiing facilities near Whitefish, Mont., has led to consistent increases in patronage of our train services from the Midwest and Pacific Northwest cities during the winter months for the past three years, and we anticipate this trend will continue."

## REA Express Adopts New Diamond Symbol

A large white "X" in a red diamond with the letters REA superimposed has been introduced by REA Express.

Replacing the red diamond carrying the words, "Railway Express Agency," the new service mark will be used nationally and worldwide to denote REA's coordinated domestic and international surface and air transportation services.

First application of the new symbol will be on the \$9,500,000 in new trucks, tractors, trailers and other equipment which REA is beginning to receive in its vehicle replacement program.

The company's terminals, refrigera-

tor rail cars and some 12,500 automotive units are scheduled for repainting.

The new diamond-shaped symbol, going back more than a century to its early use by Wells Fargo and other predecessor companies, first was adopted universally in 1918 in green, red and white when the seven major express companies were unified as American Railway Express Company.

In 1929, when the major railroads of the nation purchased the business and renamed it Railway Express Agency, Inc., the diamond color was changed to red with white lettering.





## Goat Gaieties

### Mental Strain

A genial fat man watched a group of Bikini-clad beauties doing their early-morning exercises on the beach.

"Do you think this sort of thing is really good for reducing?" a sour-faced acquaintance asked.

"Certainly," said the fat man, "I walk three miles every day just to watch it!"

\* \* \*

### Double Bounce

Doctor: "That check you mailed me last month came back."

Patient: "So did my arthritis."

\* \* \*

### Cool, Ma'am!

Dowager on the sinking Titanic: "I ordered ice, but this is ridiculous!"

\* \* \*

### Crazy Quotes

Caesar's Wife: "Brutus came over today and borrowed your hunting knife."

Note Left on Music Store Door: "Johann to lunch. Bach at one. Offenbach sooner."

Church Bulletin Sign: "Mr. Jackson donated loudspeaker to the church in fond memory of his wife."

\* \* \*

### Bright Answer

Teacher asked Johnnie what happens when there is an eclipse of the moon.

"A lot of people," the boy said, "come out and look at it."

### Talk Down

"Dad, why aren't there more women skin-divers?"

"They can't talk under water!"

\* \* \*

### Hot Story

An editor received word a wire had fallen across a road on a car and sent out two reporters who inquired why two had to go.

"Well, no one knows whether the wire is hot or not," the editor said. "One of you is going to touch it and the other is going to write the story."

\* \* \*

### No Countdown

A diplomatic westerner was asked by the hostess of a dinner party to estimate her age.

"I rightly don't know ma'am, but I do know one thing, if I saw you on the street, I'd whistle first and estimate later."

\* \* \*

### Cutdown

Husband: "I wish you could make the bread my mother used to make."

Wife: "I wish you could make the dough my father used to make."

\* \* \*

### Price Is Right

Hubby bought his wife a new mink scarf.

"Oh, is it really mink?" his thrilled wife asked.

"Better be," he answered, "or I'm out \$25."

Eleven

**GREAT NORTHERN—SWIFT, SAFE, SURE**

## **Lightweight Aggregate—**

### **Along The Great Northern**

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

A type of construction that has found wide favor in recent years and is developing rapidly today is the use of concrete blocks and pre-stressed and pre-cast concrete panels.

This has led to a growing market for lightweight aggregates, including naturally-occurring mineral materials such as pumice and scoria, and such manufactured products and by-products as expanded shale and lightweight cinders and slags.

A satisfactory aggregate must be inert and must not react with constituents of the cement, in contrast to pozzolanic materials such as pozzolana or fly ash, which react with lime released during hydration of the cement and which may take the place of part of the portland cement in the mix.

Expanded shales make high-grade aggregates, but not all shales are expandable and extensive testing is required to determine their bloating characteristics. These are not directly dependent upon the major chemical and mineral components, but may be affected by impurities such as organic material, by hydration and by the degree of weathering.

A shale will bloat if it develops a viscous glassy phase and a gas phase within the same temperature range.

To form a good aggregate, a clay or shale should:

1. Bloat at low temperature and over a sufficient temperature range so that the close control of temperature in the kiln is not critical;
2. Form an aggregate of low bulk density;
3. Form rounded particles with closed pores to insure low water absorption;

*Twelve*

4. Form a well-graded mixture of coarse and fine particles;

5. Form pellets of sufficient strength;

6. Form a chemically-inert product, lime being one of the commonest and more objectionable impurities.

Deposits of shale suitable for lightweight aggregate are well distributed in territory served by the Great Northern.

They have been outlined and tested near Seattle and Spokane, Wash.; Great Falls, Mont.; Noonan, N.D.; Yankton, S.D. A plant at Noonan is in successful operation.

With all of the plants in operation or others in various stages of planning, the Mineral Research and Development Department has played an active part. Geological and analytical work is being continued in an effort to obtain more of these plants.

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## **15 STEEL CABOOSES TO BE BUILT AT GN ST. CLOUD SHOPS**

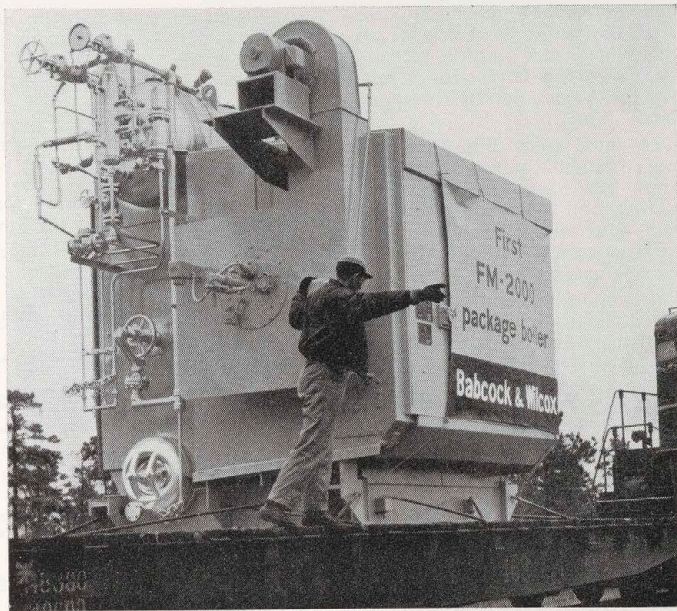
Great Northern will construct 15 new all-steel cabooses at its St. Cloud, Minn., shops.

Miles B. Crowley, chief mechanical officer for GN at St. Paul, said he was hopeful the new program would be underway by the latter part of April, dependent on delivery of materials, and should be completed by July 1.

The modern, 30-foot cabooses, electrically lighted and equipped with train radio, oil heaters, ice boxes and toilets, will cost \$20,000 each. They are designed for high-speed main line freight service on GN.

The railway's Waite Park shops in St. Cloud employ 323, substantially the same as a year ago. Present activity is concentrated on heavy freight car repairs.

## GN Carries Advance-Design B & W Boiler



Moving on the first leg of a six-railroad, cross-country trip is the first of a new model boiler designed and built by Babcock & Wilcox Company in Wilmington, N.C.

An advance-design package boiler, being shipped coast-to-coast by rail, recently completed the last leg of its journey via the Great Northern.

Built and shipped from Wilmington, N.C., by Babcock & Wilcox Company, the boiler is consigned to the Northwest Petro-Chemical Corporation, Anacortes, Wash., in the extreme northwest tip of Washington.

Known as the FM Series 2000, the boiler is the first of an advanced design series to leave the plant. More than 1,000 FM-types have been shipped to date, nearly 800 traveling by rail.

The new line has a capacity of 11,000 pounds of steam per hour and

a design pressure of 325 psi. The boiler will provide power for the Northwest Petro-Chemical Corporation. The cross-country trek took about two weeks.

### Rail Employment Varied

Railroads employ nearly 800,000 skilled workers, including some 50,000 women in 128 job classifications embracing nearly 2,400 different occupations.

The total payroll of Class I railroads last year approximated 5 billion dollars.

The average railroad worker earned \$6,115—well above the \$4,500 average for employees in general industry.

Thirteen

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**

## RAILROADS' PROGRESS EMPHASIZED IN NEW FILM

The technological and scientific advances of the nation's railroads are highlighted in a new motion picture, "Science Rides the High Iron," produced by the Association of American Railroads.

The 16 mm. color film, narrated by news commentator Chet Huntley, shows how new ideas and designs for modernizing and improving railroad operations and services resulted from teamwork between railroads and scientists and engineers.

The 25-minute film takes the viewer inside the modern laboratories studying problems ranging from atomic locomotion to stress research. Other laboratory scenes show development of better ways to stow newsprint safely in transit, radio-isotope studies of lubricating oils, and groups of students viewing tests of stresses on diesel locomotive wheels.

### P. O. Regulations Require Box No. If You Have One

Postal regulations covering mailing of third class matter, which includes Great Northern Railway GOATS, now require full and complete addresses.

The postal department requires a post office box number if one is assigned instead of a street address. If there is no P.O. Box, complete street address must be shown, even for smaller communities.

The Post Office Department is returning to St. Paul, along with corrected address, those GOAT magazines which do not comply with the above requirement. Corrections to our addressograph plates are being made as rapidly as possible.

Fourteen

Automated freight classification facilities, modern communications and data processing equipment are covered in the film.

## Ice Follies at Home On Blades—Or Rails

The Shipstad and Johnson Ice Follies have again taken to the rails.

The fabulous Ice Follies have traveled almost a million miles by rail and cover approximately 20,000 miles every year over the railroads of the nation.

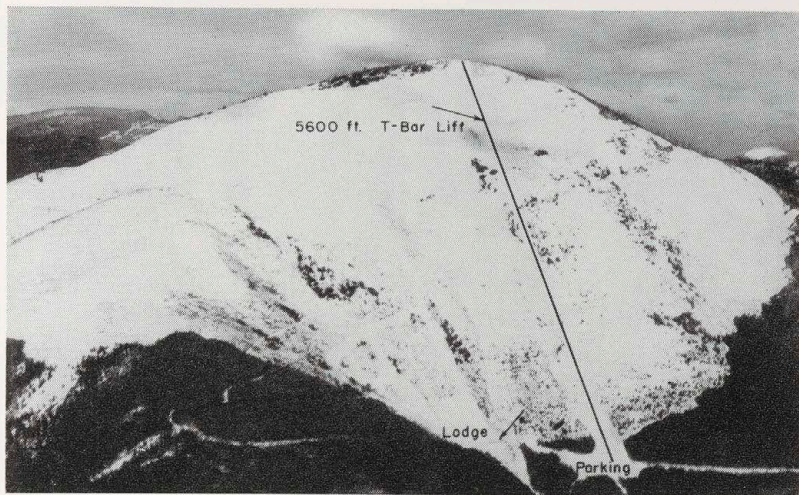
No strangers to the Great Northern, the ice troupe has favored this line for the past 20 years, and again will be using the GN after its appearance in Minneapolis March 28 through April 15.

Shortly after the Twin Cities stint, the group will appear at the Seattle World's Fair, April 21 through October 21.

The Shipstad and Johnson Follies boast their own 16-car special train, complete with sleepers, dining cars and lounge. This year, the follies will trek to 22 cities, all by rail.



**GREAT NORTHERN—GREAT WAY EAST OR WEST**



## Turner Mt. Ski Area Opens Near Libby

Montana's newest ski area—Turner mountain near Libby—recently began operation of its 5,600-foot T-Bar, reportedly the highest T-Bar in North America.

Installed by the Kootenai Winter Sports, Inc., in 1961, the lift rises 2,165 feet to the summit of Turner mountain.

The 11,800-foot cable weighs 13 tons and contains 77 T's. The skier is assured no waiting at the Constam lift and is whisked more than one mile to the top in only eight minutes.

From the summit, the skier views acres of the most exhilarating ski slopes in that part of the country.

For novice skiers, a rope tow ascends 375 feet on a gentle slope. Competent ski instructors assist beginners.

Turner mountain boasts a variety of slopes and complete facilities assuring skiing thrills for experts to novices.

The mountain is one of the higher peaks of northwestern Montana's Pur-

cell range. Located in spectacular mountain scenery, it lies near the bottom of the loop made by the Kootenai River as it bends into the United States from Canada.

Turner's elevation is 5,952 feet and lies 22 miles northwest of Libby. A forest fire several decades ago burned timber off the face of Turner creating a natural ski slope.

In addition to the lift, Turner also has a 20 x 30-foot warming hut at the base of the mountain; parking area for 400 cars and a ski shop with equipment for sale or rent.

Great Northern's transcontinental streamliners serve Libby daily.

Seven fine motels and a hotel, good restaurants, sporting goods stores and other facilities assure the visitor necessary services.

President of the corporation is Jerry Rawles, assistant traffic manager, J. Neils Lumber Co., a subsidiary of the St. Regis Paper Co. Also active in the development is Herb Neils of Libby.

*Fifteen*

**GREAT NORTHERN—GREAT WAY EAST OR WEST**

# get on the

**Shipping or receiving goods LCL?** It will pay you to look into the way Great Northern can do it for you. Choose piggyback or freight car—either one, or both. You can believe the rumors you hear about the speed, convenience and low cost of *fully coordinated* Great Northern shipping services.

# right track



with Great Northern's  
Coordinated  
Shipping Services



Check your telephone directory for the number of your local Great Northern representative.



*The Great Northern*  
**GOAT**  
*April, 1962*



**SEATTLE  
WORLD'S FAIR**

APRIL 21 • OCTOBER 21 • 1962



## Governor, Mayor Bid You To The Fair

It is my pleasant duty, as Governor of the State of Washington, to extend a cordial invitation to all readers of the Great Northern GOAT to attend the Seattle World's Fair this year.

When you plan your itinerary, plan to see all of our great state. There are ocean beaches for clamming, surf fishing, and deep sea fishing. There are mountains for hiking, for picnicking, and for photography. There are lakes, rivers and streams for water sports galore. Washington State has everything you could possibly ask for when you are vacationing. We'll look forward to seeing you.

*Albert Russell*

Greetings to the readers of the GOAT:

This is a cordial invitation to visit Seattle during our World's Fair. As our city looks forward to the excitement of this great international exposition and the pleasure of welcoming millions of our world neighbors and fellow Americans to our beautiful community, we look forward to counting you among our guests.

The fair has been designated the top tourist attraction of the year in the United States with about 40 nations of the world taking part with national exhibits. As you schedule your trips on the Great Northern Railway this summer, we hope you include Seattle in your plans.

*Gordon S. Clinton*

## The Great Northern GOAT

Vol. 32 April, 1962 No. 4

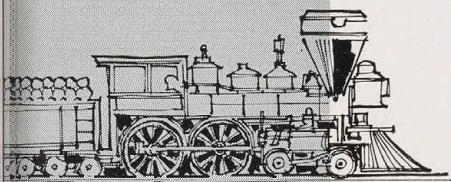
DAN MUSCH, Editor

*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.*

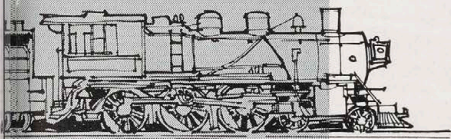
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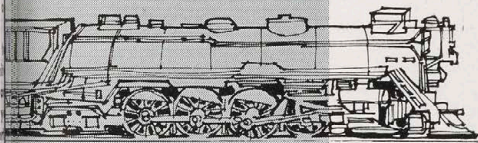
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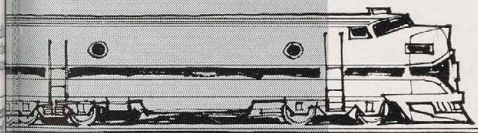
New York  
World's Fair  
1853



Alaska-Yukon-Pacific  
Exposition, Seattle  
1909



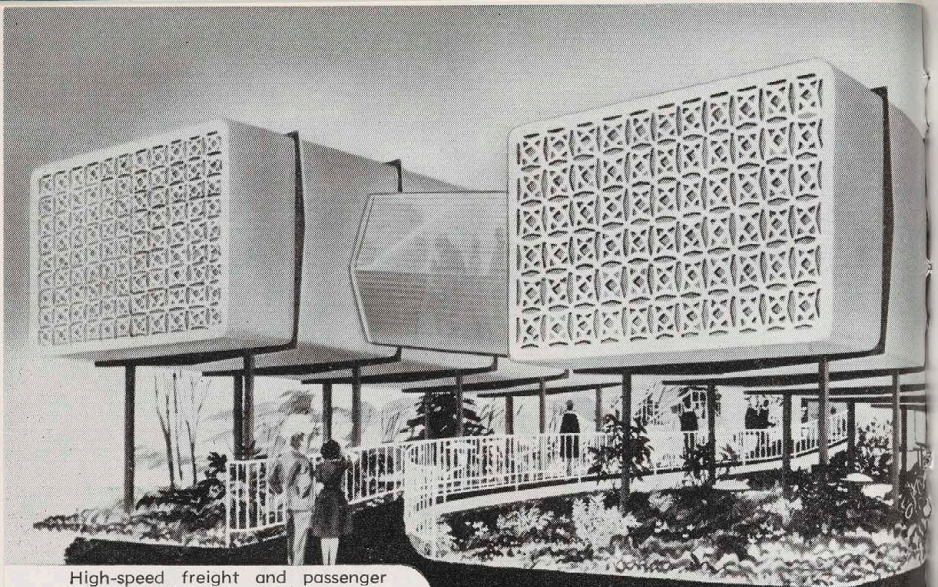
Century of Progress  
Exposition, Chicago  
1933



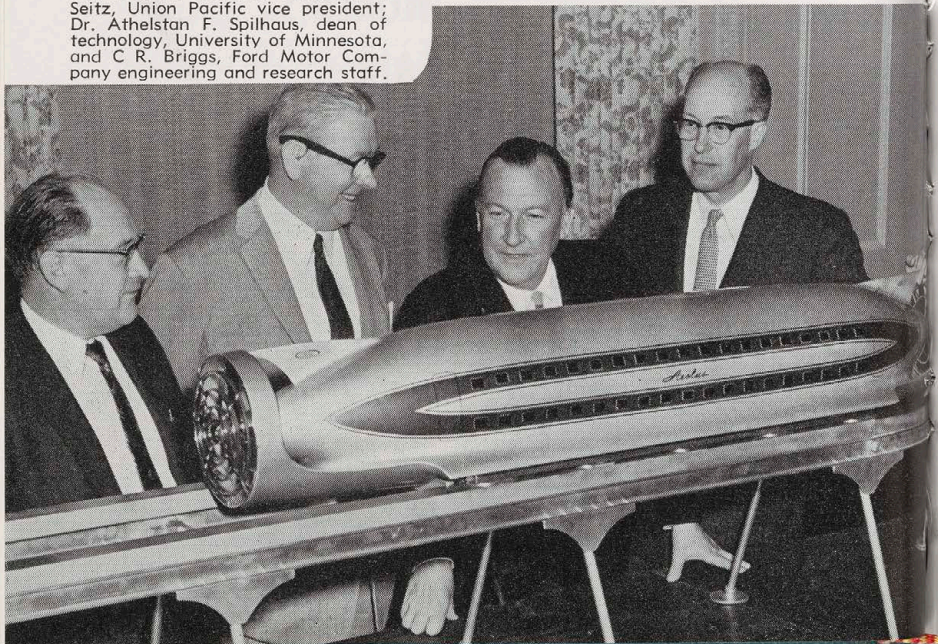
Seattle  
World's Fair  
1962

GN  
PREVIEWS  
THE SEATTLE  
WORLD'S  
FAIR  
1962





High-speed freight and passenger service of the future is demonstrated in the Railroads' Century 21 building, above. One of the exhibits is the model of the Ford Levatrain, below, previewed from the left by Clark A. Eckart, GN vice president and western counsel; Ambrose J. Seitz, Union Pacific vice president; Dr. Athelstan F. Spilhaus, dean of technology, University of Minnesota, and C R. Briggs, Ford Motor Company engineering and research staff.



- Levatrails
- Passenger Capsule
- Underground Travel

# SPACE AGE RAIL TRANSPORT

## How You'll Travel in Century 21

Trains capable of speed of 200 to 500 miles an hour are predicted for the Space Age in Transport 21, World's Fair exhibit sponsored by four railroads serving the Pacific Northwest.

The Great Northern, Northern Pacific, Milwaukee Road and the Union Pacific, with cooperation of the Ford Motor Company, unveiled a working model of such a vehicle, the Levacar "Aeolus" which will be one of the attractions of the Railroads Century 21 Building.

The wheel-less vehicle principle was first proposed more than 30 years ago by Dr. Andrew A. Kucher, Ford vice-president, engineering and research.

Other technological advances also are depicted by the sponsoring railroads demonstrating high-speed freight and passenger service.

The Levacar is a model of a 200-passenger unit that skims over rails on a thin film of air. Ford engineers have made preliminary design studies of Levatrails composed of several freight-carrying Levacars linked with propulsion units at both ends. The principle virtually eliminates friction and sharply reduces power requirements.

Refinements of the railroads' role

as integral parts of the assembly lines of industry are portrayed in the exhibit. In keeping with improved production techniques, distribution will be geared to eliminate as many interruptions as possible between producer and consumer, the future rail concept assumes.

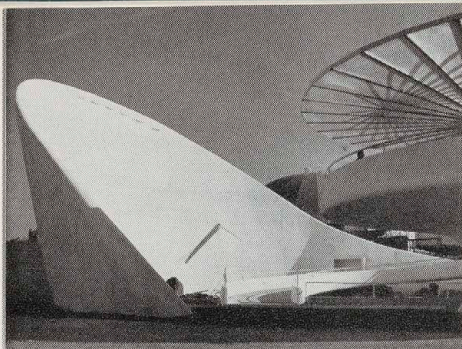
Shipping centers in principal metropolitan areas will assemble electronically-dispatched units of containerized freight.

With the development of nuclear-powered tunneling devices, these centers and intercity-intracity rail networks will be moved below ground to free earth space.

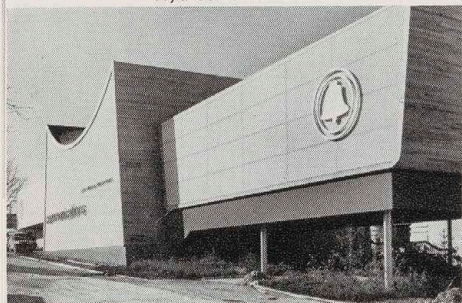
A passenger capsule, designed to accommodate a family, is shown in life-size mockup as an exhibit. The capsules, obviating the necessity for scheduled departures, would operate over levitation rails within tubes or underground travelways.

Transport 21 exhibits are housed in a three-unit structure between South Gate and the base of the Space Needle. Each of the three buildings depict an era beginning at the immediate future, through the closing decades of this century and into Century 21.

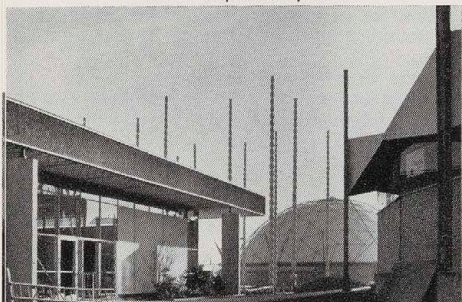
An introductory building of the exhibit complex shows the latest freight and passenger equipment.



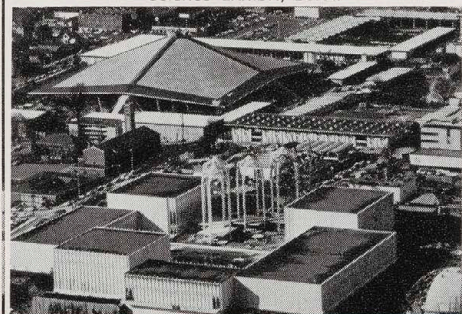
Hydroelectric Exhibit



Bell Telephone System



Ford Dome, above, U.S.  
Science Exhibit, below



## Fair Buildings House Dinner In Sky, Space Ride

The graceful arches of the monorail, the impressive majesty of the Washington State coliseum, the gracefulness of the Space Needle.

They and the other structures at the Seattle World's Fair depict the architecture of the future.

Forty nations of the world are displaying the best of their technical predictions in pavilions ringing the landscaped malls of the fairgrounds.

On boulevards lined with colorful shops, bazaars and restaurants, the nations' craftsmen will sell native food and goods, and in new theatres and a huge stadium, they will perform a continuous parade of music, dance and legitimate plays.

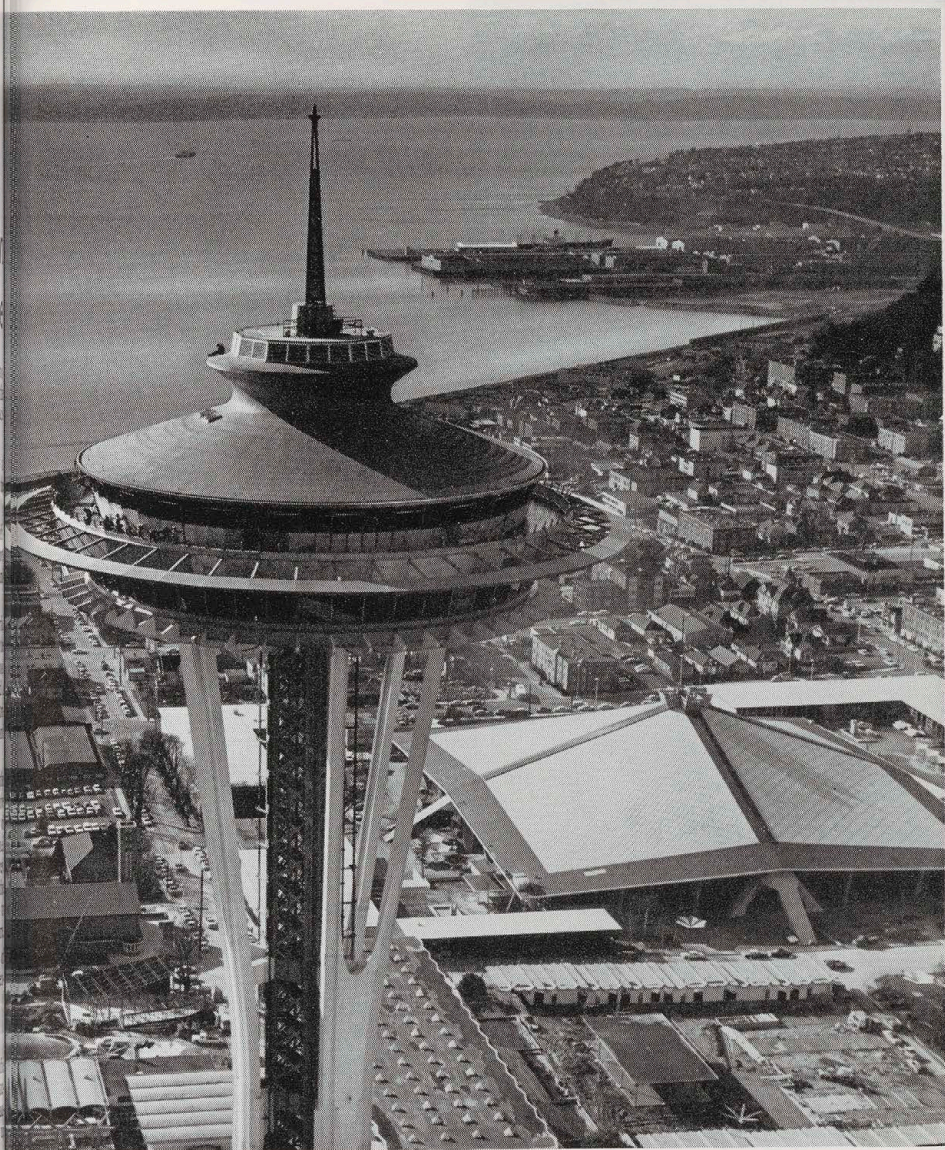
Although the official hosts of the fair are the U.S. Government, the State of Washington and the City of Seattle, many firms have constructed buildings to better exhibit their wares. Some of the leading architects in the world have utilized their genius to design leading buildings of the future.

Here is a capsule view of some of the buildings and other structures featured on the 74-acre fairgrounds.

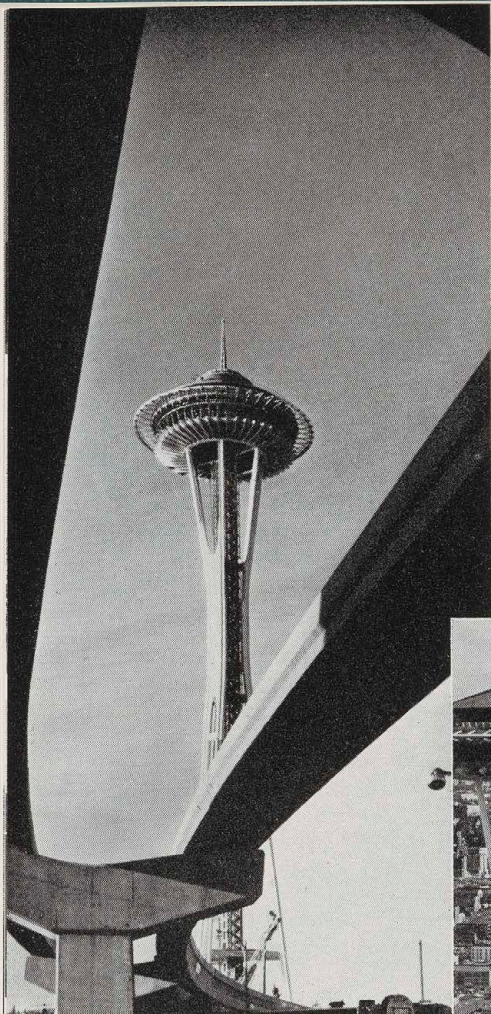
### SPACE NEEDLE

The tallest building west of the Mississippi, the 600-foot steel structure is topped by a revolving restaurant and observation deck. A ride up

(Concluded on Page 18)



*Space Needle, Washington Coliseum*



Concrete arches of the Monorail, above, frame the Space Needle. At right, the Monorail track may be seen from the Loop to the fairgrounds.

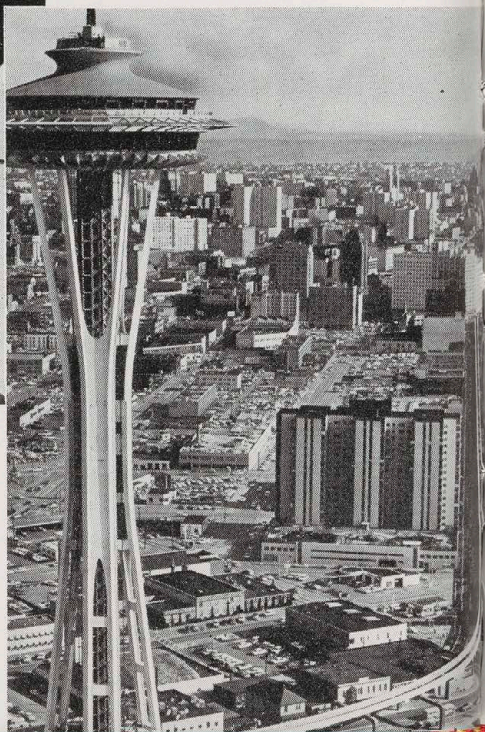
## MONORAIL RIDE: SE

What possibly may set the pattern for the mass transit of the future—the Monorail—affords fairgoers with a fast, dependable transportation service from downtown Seattle to the fair.

The Allweg commuter service moves passengers up to the stations on moving belts known as “speed ramps.”

Leaf doors open and shut automatically for speedy loading and unloading. One technician operates the train.

The Monorail car is shown, right, on its first test run from downtown to its terminal at the base of the Space Needle.



## SECONDS TO THE FAIR GROUNDS

Alweg has designed two trains for the fair with four cars to each train, shuttling back and forth on a dual beamway between Westlake and the fair.

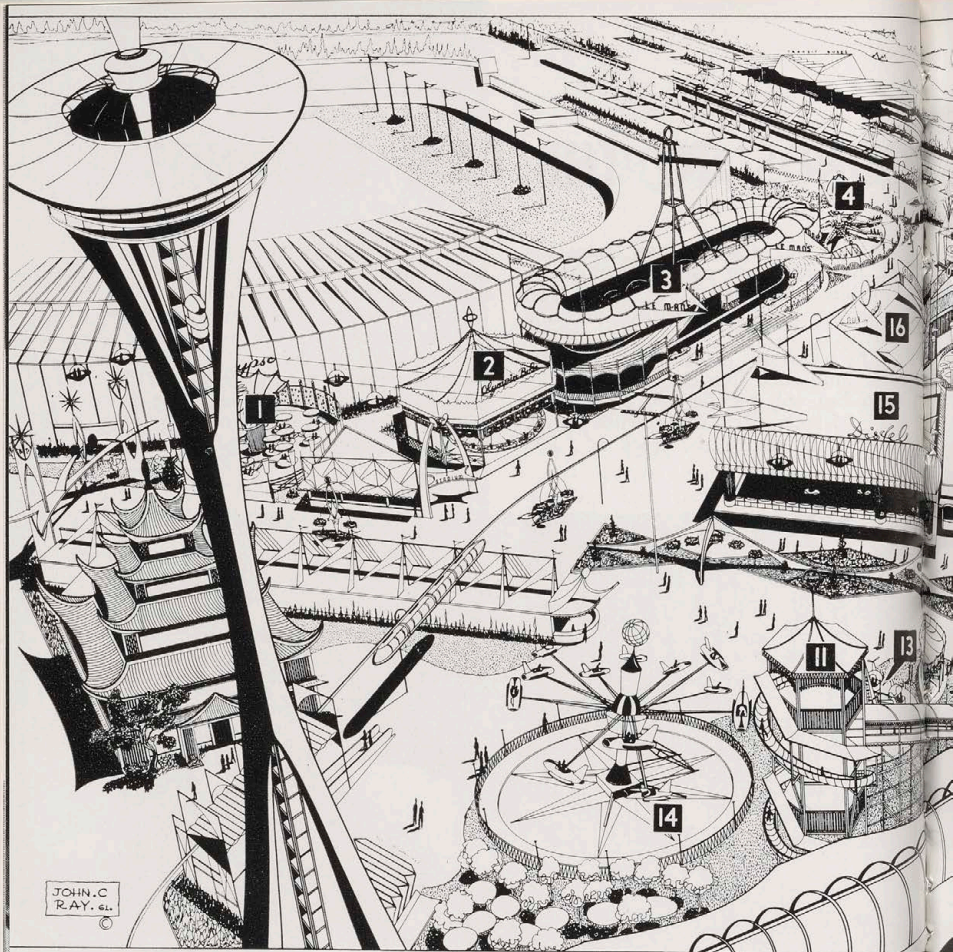
The trains are 120 feet long, 10 feet wide, and each four-car train has 124 seats but will handle 450 persons on each 95-second trip during rush hours.

Total length of the track is 5,200

feet, three feet wide and five feet deep. It is made of pre-cast concrete supported by concrete columns spaced 85 feet apart on the straightaway and 60 feet on the curves.

The cars, powered by a General Electric motor, permit speed of 70 mph. on the straight runs. Cost for riding the monorail is 50 cents one way and 75 cents round trip for adults.





## Gayway 21—Seattle World's Fair

The Seattle fair features a Gayway 21 amusement zone unique in the history of fairs—a 2-million-dollar operation put together by two experts in the amusement business.

Rides are priced to fit the family budget. Fun for all ages are featured

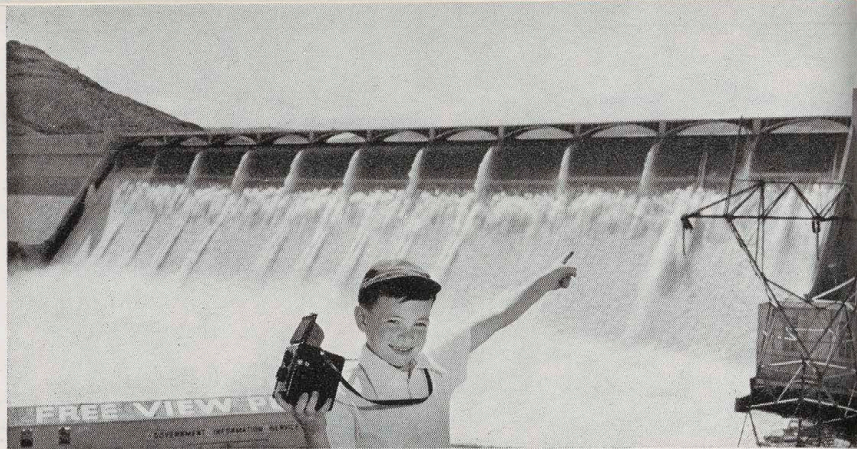
on the fair's eight-acre Gayway amusement center. Nineteen rides have been custom-built for installation combining the ridiculous with the "rides of the future."

See you on the Gayway at the Seattle fair!



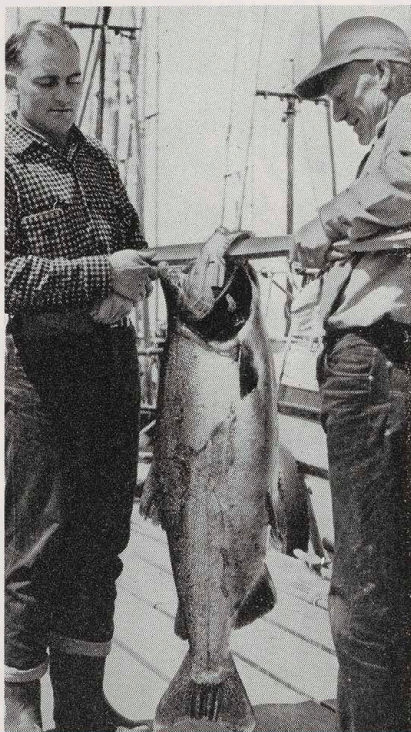
## 2-Million-Dollar Fun Street

- |                                    |                                   |
|------------------------------------|-----------------------------------|
| 1. Calypso: revolving cars         | 11. Cakewalk: bamboo chute ride   |
| 2. Olympic bobs; bobsled ride      | 12. Carousel: merry-go-round      |
| 3. Le Mans: sports car race        | 13. Helicopter: rider controlled  |
| 4. Flying Coaster: space ride      | 14. Satellite Jet: speed car ride |
| 5. Wild Mouse: roller coaster      | 15. Distel: dodge 'em car ride    |
| 6. Scrambler: spinning car         | 16. Fun House: secret surprises   |
| 7. Crystal Maze: trick mirrors     | 17. Rotor: revolving drum         |
| 8. Geister Express: tunnel of love | 18. Space Whirl: spinning cars    |
| 9. Allotria: fun house             | 19. Octopus: four cars            |
| 10. Space Wheel: ferris wheel      | 20. Sky Ride: cable cars          |



Plenty to do, plenty to see is the prospect for persons on GN tours. Grand Coulee dam, above, tames the Columbia and feeds irrigation fields. If it's fishing you like, the salmon beauty, below, was caught at Westport, Wash.

## GN Rails Take You To Nature's Scenic Areas



An upsurge in train travel to the Seattle World's Fair and the Pacific Northwest is expected this year by the Great Northern Railway which has prepared a variety of package travel programs.

The railway is offering Rocky's Ten-Day Seattle World's Fair Vacation Trip which also includes a stopover at Glacier National Park in the Montana Rockies.

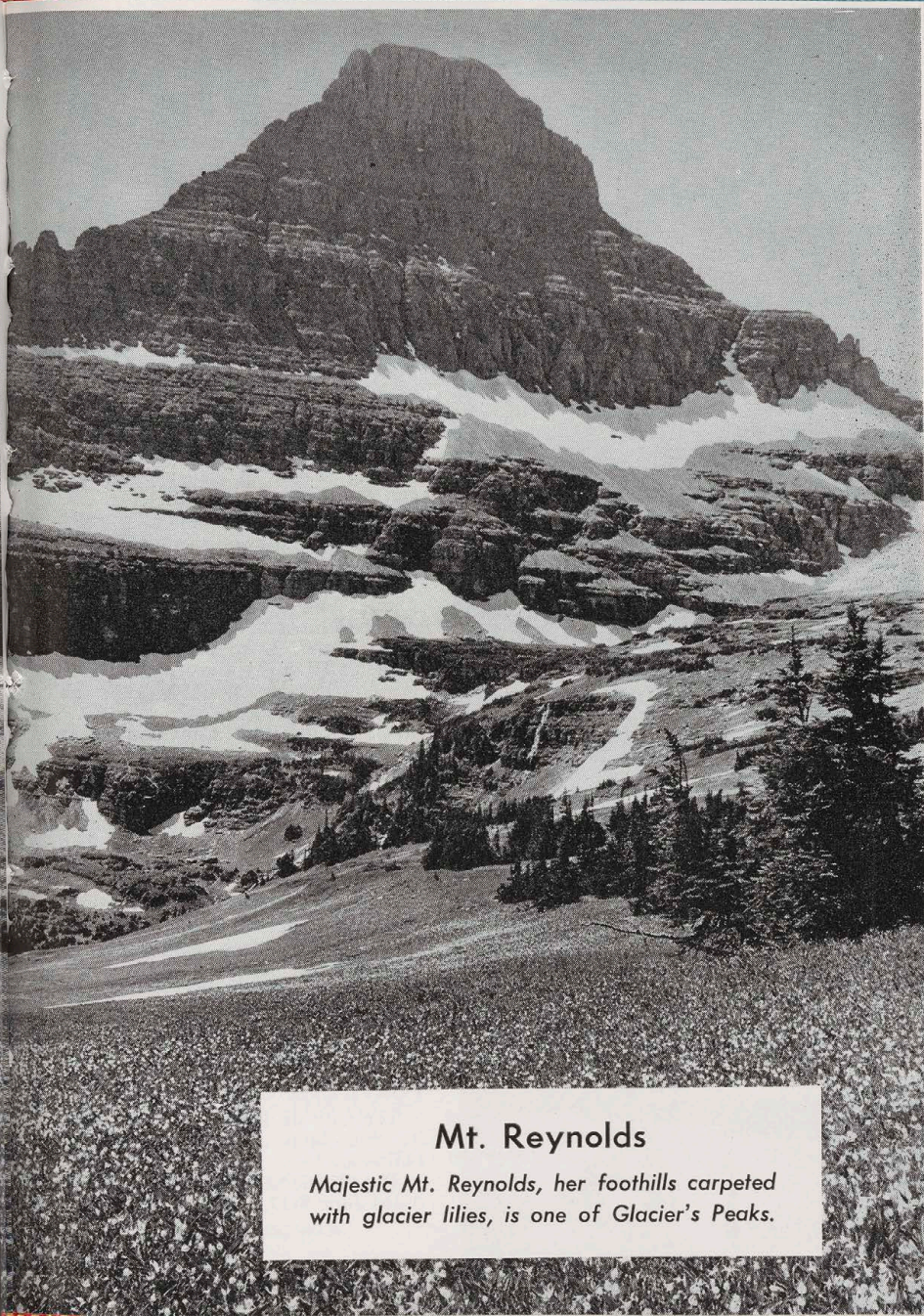
It is an opportunity to join a congenial group of vacation travelers to see the Space Age Fair and highlights of the Evergreen Pacific Northwest with everything planned, reserved and handled by Great Northern.

Aboard GN's great trains, the Empire Builder and the Western Star, travelers have a reserved, reclining leg-rest coach seat.

The package includes a full day and night in Portland, Ore.; a visit to Bonneville dam on the Columbia river; three nights and 2½ days in Seattle with ample time to visit the 74-acre fair grounds; a full-day cruise

*(Continued on Page 14)*

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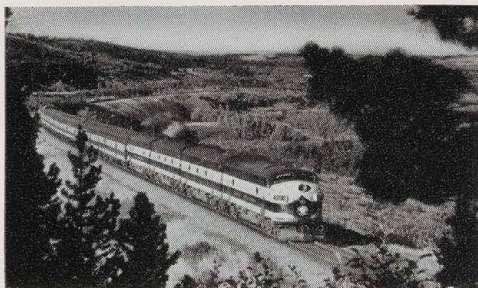


## Mt. Reynolds

*Majestic Mt. Reynolds, her foothills carpeted with glacier lilies, is one of Glacier's Peaks.*



No scenery escapes notice from the Empire Builder's Great Dome cars.



Piercing the Montana Rockies, the Empire Builder moves through Nature's scenic routes.



The Prince of Wales hotel in Waterton Lakes National Park has old world charm. Silver smelt follow breakers off Oregon shores in July and August. Nets bring in hundreds at each throw.



## Scenic West—Continued

to Victoria, B.C.; a day trip up and around Mount Rainier south of Seattle, and a 26-hour stop over at Glacier park on the return trip to the Twin Cities.

Travel rates for the trip, which includes rail transportation West on the Empire Builder and East on the Western Star, is \$224.50 from Chicago for one individual, sharing twin-bed room at hotels.

The GN also offers independent, pre-arranged itinerary tours to five different Pacific Northwest areas including Seattle, as well as an American Express tour of Seattle.

Itinerary tours encompass the beauties of the most spectacular mountain areas in the nation. They include Glacier National Park tour; Grand Circle Tour of the Pacific Northwest and California; Glacier National Park; Banff, Lake Louise, Columbia Icefields Highway, Jasper Park; Pacific Northwest, Seattle World's Fair and the Canadian Rockies, and Glacier National Park, Canadian Rockies and Banff-Lake Louise tour.

The above tours are pre-arranged for independent travel.

Great Northern's travel agents or your local travel bureau will gladly supply details of each tour and will quote prices.

You also will want to visit other fascinating cities of the Pacific Northwest before or after visiting the Seattle fair.

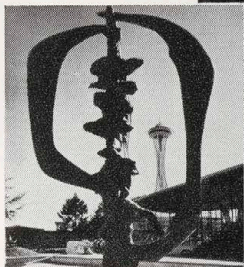
Each has a distinctive charm, favorable weather during the fair period, and each boasts many community activities to interest the visitor.

## PORTLAND, ORE.

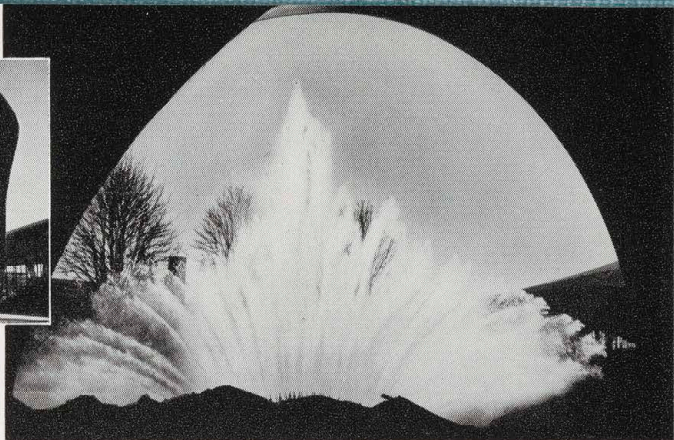
The City of Roses prides itself on its fine homes, gardens and civic buildings.

The Portland Rose Festival, scheduled June 8-17, is one of the nation's

(Concluded on Page 18)



Sculpture, above, and the International Fountain, right, are but two of the many in the fair complex.



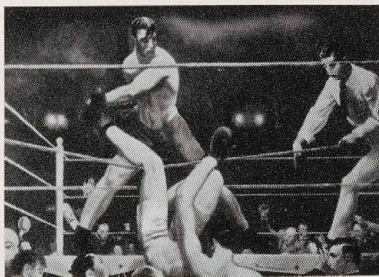
## Masters or Moderns, Art Exhibition Top-Notch Show

An impressive array of fine art works, sculpture and fountains, comprise the show in the Fine Arts Pavilion at the fair.

The great masters' works, contemporary showpieces, outstanding sculpture and artifacts have been collected from private and public showrooms from across the nation and overseas in order to provide a history of man's achievement in the arts.

Maximum security, fireproofing and air-conditioning have been planned for the pavilion. Insurance value of the masterpieces alone reached 8 million dollars, although the paintings are valued at 20 million.

Among the various works are 75 paintings and sculptures from top mu-



"Dempsey and Firpo," above, by George Bellows, and "The Jungle," below, by Henri-Julien Rousseau, are among the art masterpieces at the fair.



seums in the United States and Canada; 200 paintings and 60 sculptures of this nation's artists and a collection of Northwest Coast Indian art.



# SEATTLE, METROPOLITAN

## *Empire Builder Pulls into Seattle*

Seattle, a city of 650,000 population in the northwestern most corner of the United States, reposes in scenic grandeur alongside Puget sound, an island-dotted fjord extending 250 miles inland from the Pacific ocean.

Built on seven hills, the city is ringed by evergreen forests, lakes and snowy mountains. To the east, the Cascade range is dominated by majestic Mt. Rainier which towers 14,410 feet over the city. To the west rise the mighty Olympic mountains, one of the last truly primitive areas of the nation.

*Sixteen*

Dense rain forests carpet the seaward slope of the Olympics, where the annual precipitation reaches 140 inches per year. The mountains, however, act as a barrier to the storms and Seattle enjoys a mild, healthful climate. Summers are clear and warm.

Seattle industry, centered at first around timber and fishing, has diversified enormously, so currently the growing population is engaged in almost every type of manufacturing and business.

Recreationally and commercially,

# MIDST SCENIC GRANDEUR

salmon fishing is still one of the area's most important activities. It is engaged in largely by persons of Scandinavian descent, who make up the major segment of Seattle's populace.

With the finest harbor in the Pacific Northwest, Seattle serves as a shipping gateway to Alaska and the Orient. Of particular interest is the waterfront which is reminiscent of San Francisco.

For years, Seattle has centered upon an outdoorsman's paradise—hunting, fishing, boating, skiing and mountain climbing. In recent years, with the advent of the World's Fair, night life has been rejuvenated with a number of clubs offering jazz and floor shows.

But natives contend that their recreational facilities are their strongest asset and the wide open spaces of the wilderness areas prove a strong attraction for Americans congested in sprawling cities.

## Seattle Weather

The weather outlook for Seattle during April-October, 1962: Mild, generally fair skies, with low temperatures seldom below 45 degrees, and highs occasionally reaching 85.

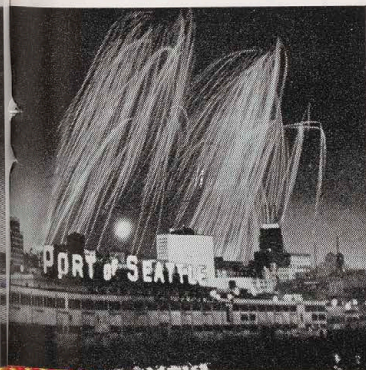
Moderate humidity and gentle breezes.

Seattle's rainy season begins in October and eases in April. The city's normal precipitation is 32 inches, with one-fourth falling during the fair period.

While summer days are warm enough for most tropical attire, cool evening breezes call for use of jackets, sweaters or coats for outdoor events.

Temperatures reach 90 degrees on an average of only two days each summer. Humidity is moderate. Normal daily maximum temperatures during the warmest months are about 75 degrees and normal daily minimums in the low 50's.

Port of Seattle Marks July 4



Sails Unfurled On Lake Washington



## Visit Northwest Vacation Areas—Conclusion

most beautiful civic celebrations in which thousands of roses comprise imaginative floats.

A bustling inland harbor, Portland boasts fine restaurants, 56 parks, 14 golf courses, lavish public gardens and 11,253-foot Mount Hood which may be seen in the city which is 62 miles from its base.

### **SPOKANE, WASH.**

Surrounded by four great mountain ranges, Spokane is part of Washington's Inland Empire. Its annual Lilac festival, slated this year, May 12-20, is one of the nation's impressive floral tributes. Five national parks are less than a day away from the city's business mecca of smart shops, boulevards and hotels. It's an ideal vacation stopover!

### **TACOMA, WASH.**

Twenty-three miles south of Seattle on Puget sound, Tacoma is a shipping and lumber capital and a Gateway to Mt. Rainier. From this city you may take one of the many tours of the famed mountain visiting the 28 glaciers, lakes and rivers.

### **VANCOUVER, B. C.**

City of beautiful gardens, parks and bridges, Vancouver with its splendid harbor and blithe spirit is a charming blend of the traditional and modern. It's cosmopolitan to the core.

### **VICTORIA, B.C.**

British Columbia's "Old World" capital, Victoria is a bit of England transplanted in the New World. The mild, sunny climate is ideal for golf, swimming and fishing.

### **FLATHEAD VALLEY, MONT.**

Northwestern's Montana's Flathead valley and the Whitefish resort area present a generous sampling of Nature's wonders. In a 400-square mile area southwest of Glacier National Park, broad stands of pine, many

lakes and rivers beckon the traveler to the varied sports and activities of the area. Flathead and Whitefish lakes abound with fish, and water sports challenge the adventurous.

## Fair Buildings—CONCLUSION

its 800-foot-per-minute elevators results in a spectacular view of Mt. Rainier, the Olympic and Cascade ranges.

### **U.S. SCIENCE PAVILION**

Beneath five arching towers representing man's constant knowledge of the universe, visitors may see the government's 10-million-dollar world's fair program.

Among the various scientific undertakings in the building is the Spacearium in which through projection on a 78-foot in diameter aluminum screen, 30 feet high, visitors will view a spacial film in which they will appear to be passengers in a space ship streaking past the Moon, Sun, Mars, the rings of Saturn and into interglacial space. Numerous space scientists and astronomers have pooled their talent in this imaginative filming.

### **STATE COLISEUM**

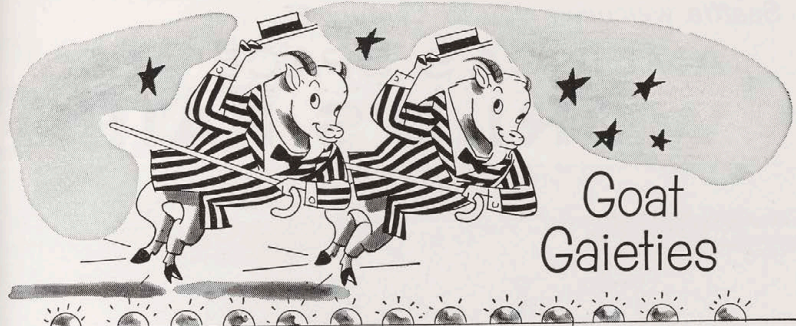
The coliseum, rising 11 stories under a huge, hyperbolic-paraboloid roof sheathed in gleaming aluminum, is housed the theme exhibit: How Man will live in the Space Age.

## Perfume Pool Setting For Style Shows

The Fashion pavilion at the fair is promoting "The Miracle of American Fashion."

Theme is designed to demonstrate by style shows and exhibit area the products of companies who contribute to Americans' reputations as the best-dressed people in the world.

The show site consists of dressing rooms and stepping stones located over a 24 x 40-foot "perfume pool."



## Goat Gaieties

### Cut Down

A long-haired musician was approached by a bootblack who inquired if he wanted a shoeshine.

He looked down on the dirty-faced boy and said: "No, but if you go and wash your face I will give you a quarter."

The boy ran into his home and came out sparkling. The pianist held out the quarter which the boy took, but immediately handed back, saying: "Here, mister, you take it yourself and get a haircut."

\* \* \*

### Hot One

Insured: "Now that I've taken out this policy, how much would I get if my house burned down tonight?"

Agent: "About 10 tons."

\* \* \*

### Next?

Teacher: "Georgie, tell us, what is the third letter of the alphabet?"

Georgie: "I dunno."

Teacher: "Of course you do. What do you do with your eyes?"

Georgie: "Ma says I squint."

\* \* \*

### Going, Gone!

"Who will drive this car away for \$50?" read a sign in a used car sales room.

Pondering the situation from the outside for a few minutes, a man walked in, saying: "I'll take a chance. Where's the money?"

### Hot Head

While combing her hair, little Lois asked: "Mother, what makes my hair crack when I comb it?"

"Electricity," the mother answered.

"Ain't we a funny family?" the girl replied. "I got electricity in my hair and grandma got gas on her stomach."

\* \* \*

### See Me Later

A Sunday school teacher asked her children how many wanted to go to heaven. All raised their hands except Billy.

"Why, Billy," she inquired, "don't you want to go to heaven?"

"Sure," the kid said, "but I thought you were making a load up for tonight."

\* \* \*

### Lost Breed

Driver: "You can't arrest me! I come from one of the best families in Virginia."

Cop: "That's o.k., buddy. We ain't arresting you for breeding purposes."

\* \* \*

### On The Way Up

An Annapolis cadet was being quizzed by a visiting admiral.

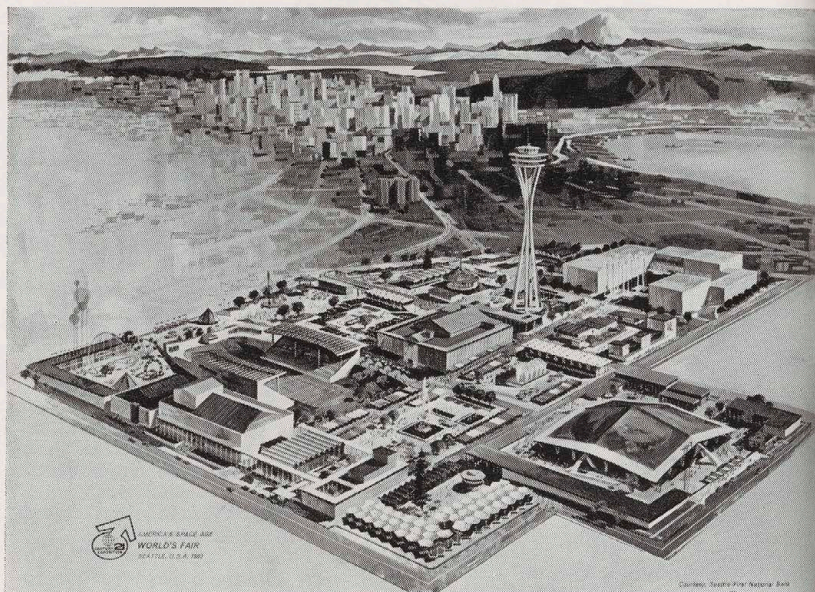
"Name three great figures in naval history," he asked.

Without hesitation, the cadet replied: "Farragut, Dewey—and, beg pardon, sir, but I didn't quite get your name."

Nineteen

*Seattle welcomes you to Century 21...*

# AMERICA'S SPACE AGE WORLD'S FAIR



**Rocket through space** at the speed of light as a "Spacearium" takes you on a simulated journey to the outer planets. Browse in a home, an office and a food center—each constructed full-size—and a century ahead of time. Thrill to spectacular, block-high views of Puget Sound, Mt. Rainier, the Cascade and Olympic mountain ranges as you "dine in the sky" atop a Space Tower with revolving crown. Ride the world's first high-speed Monorail. Marvel at a myriad of colorful exhibits featuring art, science, commerce, industry and cultures of foreign lands. Visit exotic bazaars, gay shops and restaurants, authentic native villages. View renowned works of painting, sculpture from the Renaissance to the Space Age . . . on magnificent display in 40,000 sq. ft. Pavilion of Fine Arts. Watch an endless parade of international performing arts, sports and other spectator events. See exhilarating evidence of how today's most advanced thinking in architecture, design and technology will provide tomorrow's everyday living.

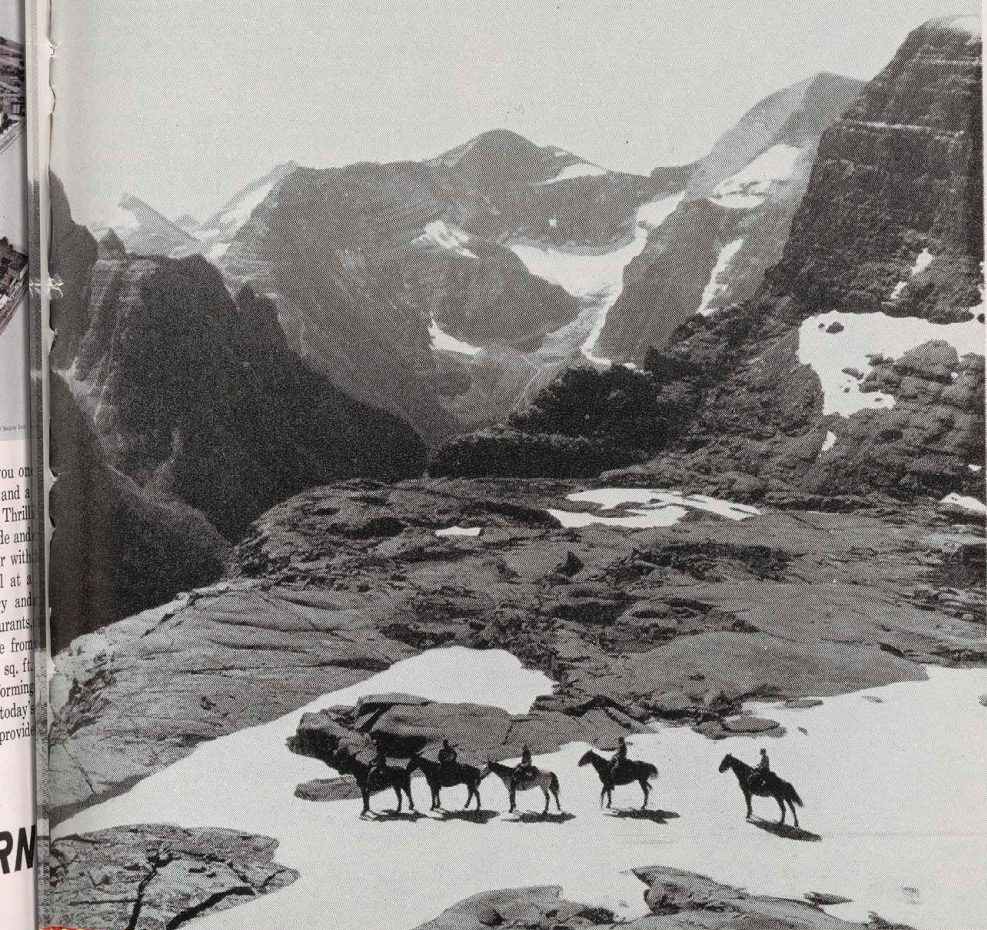
*Go Vacationing All The Way...*

## **GO GREAT NORTHERN**

*The Great Northern*

# GOAT

*May, 1962*



# The Great Northern GOAT



Vol. 32

May, 1962

No. 5

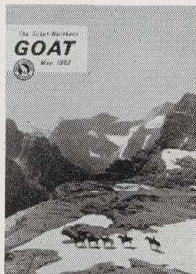
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DAN MUSCH, Editor

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## The Goat's Cover



High above the timberline at Glacier National Park ride five horsemen crossing a retreating ice field.

Two

## Your Railroads

Record expenditures to promote railroads' competitors will be made by federal, state and local governments this year.

The Association of American Railroads' study into this matter disclosed that transportation programs for 1962 will cost \$13.8 billions, up almost one billion from 1961 and more than double the total of 10 years ago.

Outlays for building, operating and maintaining domestic waterways, highways, airports and airways and air mail subsidy payments will take some \$4.6 billions from the federal government alone.

State and local governments will spend an additional \$9.1 billions.

The trend of the expenditures is increasing so rapidly that the past decade accounts for more than half the aggregate of all such government expenditures to date. Including the 1962 figures, the total government spending on transportation will exceed \$192 billions.

President Kennedy's recommendations in his budget message for certain user charges to be paid by aviation and inland waterway carriers are a step in the right direction.

The association's study shows that of the estimated \$13.8 billions to be spent by government on transportation programs this year, more than 12 billions will go for highways.

Another 613 million dollars would be spent on airways; close to 445 millions on airports; 82 millions on domestic airmail subsidies, and some 568 millions on water transportation, including more than 170 millions on inland and intracoastal waterways.

Contrasting with the above, the self-supporting railroads spent more than 1.4 billions in 1960 on their rights-of-way for construction, maintenance and tax payments.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## Portland, Oregon Festival Pays Tribute To Roses

The advent of spring signals the start of a series of community civic celebrations along the Great Northern—many based on a flower that thrives in the area.

Such is the Portland Rose festival, an annual tribute to one of America's favorite flowers, which reaches perfection in the favorable coastal region of Oregon.

Each year, for 53 years, the City of Portland, Oregon, has tied its celebration to the rose in a 10-day display. This year's fete is June 8 through June 17.

Annual highlight of the festival is the grand floral parade seen by more than 500,000 persons. Like its predecessors, this year's event will feature many floral-decorated floats interspersed with colorful bands and spirited marching units.

There are two other parades—the junior festival, or children's parade, and the Merrykhana, the night-time event where zany entries and general hilarity reign supreme.

Ruler of all Rosaria during festival week and the year following her coronation



Queen Linda

is a lovely Portland high school senior who is selected and crowned in a program replete with pageantry and color.

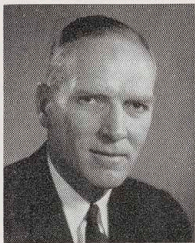
The fleet comes to Portland during the festival with open house aboard ships of the U.S. Navy's First Fleet and visiting vessels from other nations.

Of special interest to festival visitors are the Golden Rose ski tournament at Timberline lodge on the slopes of Mount Hood; the Rose show and Portland's international rose test gardens in Washington park.



## Cautious Business Optimism Stressed

Shareowners of Great Northern Railway were told by President John M. Budd in the company's 73rd annual report that "we share the cautious optimism of business generally" for 1962, and while "the outlook for general commodities is better than a year ago, we continue to face the cost-price problem."



Mr. Budd

The company's report on 1961 operations was distributed to nearly 42,000 stockholders.

Mr. Budd reported that results of last year's operations were "disappointing," with net income of \$3.07 per share as compared with \$3.41 in 1961.

He added that: "Lower earnings resulted principally from a 13-million-dollar drop in operating revenues. Three adverse factors—the lag in recovery from the recent recession, the poor grain crop in our territory and the competitive price squeeze from unregulated carriers—were largely responsible for this drop."

The company continued the \$3 per share dividend in 1961.

GN's gross operating revenues in 1961 were just under 233 million dollars as compared with 246 millions in the previous year. Last year's net income was \$18,632,420 as against \$20,723,214 in 1960.

The best summer travel business for several years and a very large increase in rail arrivals at Whitefish, Mont., during the skiing season at Big Mountain resort, were principal contributors to a 7½-per-cent increase in passenger revenues in 1961. The company's passenger revenue last year was some-

what more than 10 million dollars.

Freight services accounted for approximately 205 million of 1961 operating revenues, a decrease of 6.2 per cent. Principal declines were in the movement of grain, iron ore, apples and petroleum products; but there was a bright spot, too—a 78-per-cent increase in carriage of new automobiles on multi-rack cars.

GN operating expenses in 1961 were 185 million, 4.6 per cent or 9 million less than the previous year. Additions to betterment and properties last year totaled 20.5 million as compared with 24.5 million in 1960. The railway invested 12.8 million in new freight-carrying equipment and upgrading of diesel motive power last year, and plans capital expenditures in 1962 for additional freight cars and major repairs to 550 older box-cars.

The annual report states that 151 new industries were located on Great Northern trackage in 1961—the same as in 1960. The bulk of the installations are warehouses and distribution facilities.

The report also advises shareowners that hearings before an Interstate Commerce Commission examiner on the proposed merger of Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle railways began in October and are continuing. The hearings are expected to end by July 1, and final decision by the ICC is not expected before mid-1963.

### Freight Train Study

A new kind of freight train designed to cut the cost of moving coal, ore and other bulk commodities featuring an integrated unit with semi-permanent couplings and motive power on both ends and through the train is being studied by a committee of railroad executives.

Four

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



SAFE and sound after a trip from Seattle over the Cascades to Wenatchee, Wash., is this Minuteman missile, shown on a flatcar encased in its transerector in a test run for railroad handling. Discussing the shipment from the left are Rowland Watson, Boeing Company, Seattle; T. W. Mackenroth, GN master mechanic, Seattle; Everett Olson, Boeing Company, and Vilmar Varend of Space Technology Laboratories, Los Angeles.—Wenatchee Daily World Photo.

## GN HANDLES MISSILE DELICATELY

It was a crucial test designed to determine if the rails could carry a delicate Minuteman missile and its accompanying fragile equipment without damage.

When the massive, covered missile pulled into Wenatchee, Wash., on Great Northern's main line, residents were not fully aware of the significance of the test.

In Seattle, the missile in its transerector (a combination of trailer and crane) was loaded on a long flatcar. Next to it, was an air conditioning unit, its outlet connected to the transerector, and behind that was the instrumentation unit, a large trailer full of equipment designed to electronically measure every stress that could occur

on the rail trip to any section of the missile and transerector.

Technicians from the Boeing Company of Seattle, Air Force personnel, sub-contractors and railway officials inspected the delicate equipment upon its arrival at Wenatchee.

Before the equipment was hooked on to a westbound train and moved to Seattle, Boeing officials indicated that the test was successful.

Eventually, Minuteman missiles will be transported to sites in California, Montana and other areas. The rails will prove an important link in the national defense—thus proving the necessity for a strong railroad network.

*Five*

**GREAT NORTHERN—SWIFT, SAFE, SURE**

## Staff Promotions on the Great Northern

The appointment of Ralph L. Merklin as Great Northern's general freight agent at Portland was announced by C. E. Finley, traffic vice president.

Mr. Merklin succeeds S. J. Anderson, who died at Portland on March 27.

Succeeding Mr. Merklin as general agent is Paul C. Ivory, general agent at Eugene, Ore. Bert E. Waugh, traveling freight agent at Portland, was assigned to the Eugene post.

M. T. Bonney, formerly a city freight agent at Portland, was named to the position vacated by Mr. Waugh. Horace E. Bell, chief clerk in GN's Portland freight office, was named to succeed Mr. Bonney.

Other freight traffic department news:

L. E. Wagner, general agent at Kalispell, Mont., retired and was suc-

ceeded by V. Z. Clarke, who recently was general livestock agent in St. Paul.

J. F. Germscheid was named general livestock agent in St. Paul replacing Mr. Clarke, and L. J. Eret was appointed commercial agent, J. N. Stamos, traveling freight agent, and J. J. Hamilton, city freight agent, all in Minneapolis.

### J. M. Hagen Named Advertising Manager

J. M. (Milt) Hagen has been appointed advertising manager of the Great Northern, announced C. W. Moore, executive assistant, public relations-advertising.

Mr. Hagen, a former editor of the **GOAT**, was a Minneapolis newspaperman before coming to the railway 14 years ago.

## Rails Back Adoption of Railroad Study Recommendations

Overwhelming approval of recent recommendations of the presidential railroad commission was expressed by the railroad industry at a recent meeting in Washington.

The first meeting of the member roads following the commission's report also called on the five operating unions to accept the report in the public interest.

Pointing out that they are ready to start immediate collective bargaining with the unions in conformity with the commission's report, the railroads said that "the benefits to the national welfare which will flow from this commission's recommendations make acceptance of this report by both management and unions essential."

"We recognize the work of this commission, covering a period of more than a year, as the most extensive wage and manpower study

ever made in the railroad industry," the rails reported.

"In our complete acceptance of the report, we are taking the bitter with the sweet, recognizing that no subject as complicated as this can be settled to the entire satisfaction of everyone," the railroads representatives' report concluded.





## LUCIA LEWIS, TRAVEL WRITER, GOES GN TO FAIR

Lucia Lewis, Chicago Daily News travel editor, and Mr. Lewis, center in both top and bottom photos, are shown boarding and in the Empire Builder in Chicago with Graham M. French, GN representative.

Lucia Lewis, travel editor for the Chicago Daily News, and her husband, William Lewis, recently traveled on Great Northern's Empire Builder to preview the Seattle World's Fair.

Mrs. Lewis is one of the leading travel writers in the nation.

On the all-rail trip to the Pacific Northwest, the Lewises also visited other coastal vacation areas.

Graham French, GN assistant general passenger agent in Chicago, who saw the Lewises off on their trip, reports that the fair has engendered one of the most impressive vacation migrations to the West Coast in years.

Thousands of requests for fair information and train accommodations have been handled by GN's Chicago ticket office as well as in offices in the Twin Cities and other metropolitan areas.



Seven

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**

## Seattle Fair Opens With Record Throng

The Seattle World's Fair—a preview of life in Century 21—opened on April 21 with great ceremony.

Thousands of early fair visitors passed through the gates shortly after the noon opening and lines of persons awaited an opportunity to be among the first to board elevators for a ride atop the 600-foot Space Needle.

Last-minute landscaping was still under way and painters were hastily making last touches to the many buildings in Seattle when State of Washington and United States officials entered the grounds at the 74-acre site.

The fair, which will continue through October 21, is expected to draw upwards to 10 million persons.

Expo-Lodgings, the organization that assists in locating accommodations for fair visitors, has been extra busy since the fair opening.

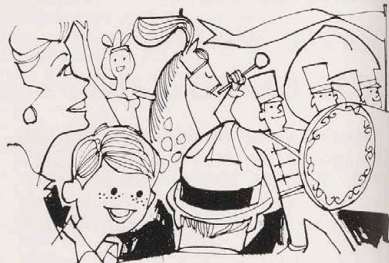
An optimistic note in the accommodations picture was the announcement that the 27,000-ton British luxury liner, "Dominion Monarch," will tie up along Seattle's waterfront and serve as a floating hotel for some 960 guests—many of whom will be housed in luxury quarters.

### What You'll Spend To See The Fair

The average visitor to the Seattle World's Fair will spend \$5.19 a day to see it, according to the Economic Research Associates.

Basic admission is \$2 for adults, \$1 for children. The monorail ride from downtown Seattle to the fairgrounds is 75 cents for a round trip for adults, 50 cents for children.

All exhibits are free except the fine arts, which has a 50-cent charge.



### States Have Day At Seattle Fair

Each of the 50 states have special days at the Seattle World's Fair when representatives—often the governor and other dignitaries—and marchers or drum and bugle corps stage special shows for the visiting public.

Several of the states already have been honored, and many of them have tentative days scheduled.

Below is a list of states who have not "had their day" at the fair. The roster begins with May 15.

Alaska, July 7; Arizona, August 15; California, June 15; Colorado, May

15; Connecticut, June 2; Delaware, August 1; Florida, June 27; Georgia, June 9; Hawaii, June 5; Illinois, June 20; Indiana, June 8; Kansas, June 7; Kentucky, July 21; Louisiana, June 13; Maine, October 1; Maryland, September 12; Massachusetts, mid-August; Michigan, June 19; Minnesota, June 12; Mississippi, September 6; Missouri, June 11; Nebraska, May 25, and Nevada, June 12.

Others are, New Hampshire, September 28; New Jersey, July 20;

(Concluded on Page 10)

Eight

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**

## Gavin, Former GN Chief, Passes

Francis J. (Frank) Gavin, retired president and chairman of the board of the Great Northern who ended a 62-year run with the railway in 1959, died in a St. Paul hospital on April 7 at the age of 81.

From a \$15-a-month job as office boy in 1897, Mr. Gavin rose through the ranks of the GN to the presidency in 1939 and to chairman of the board in 1951.

A native of Alberton, Prince Edward Island, Canada, Mr. Gavin came to St. Paul with his parents when a boy.

On his first pay day as GN's newest ticket sorter he drew \$6.90—he had worked a half month.

After leaving the traffic department in 1899, he was transferred to the operating department and worked in Spokane and Everett, Wash., and eventually became trainmaster in Spokane in 1911.

He was made superintendent of the western district in 1917, and in 1919, became general superintendent in the Duluth-Superior area. Nine years later, he was promoted to assistant general manager of all GN lines east of Williston, N.D.

A year later, he advanced to general manager, and in 1936, he returned to St. Paul as assistant to the late William P. Kenney, then president.

In May, 1939, Mr. Gavin became executive vice president, and four months later, president of GN. He was elected chairman of the board in 1951.

Great Northern's modern, electronic classification yard at Minot, N.D., is named in honor of Mr. Gavin.



## GN SPECIAL AGENTS WIN SAFETY AWARD

The special agents department of the Great Northern Railway has been awarded an Award of Merit by the National Safety Council.

Recognition was made to the department for having 1,346,114 man-hours without a disabling injury from Jan. 23, 1956, through Dec. 31, 1961.

J. T. Andrew is general safety supervisor of the GN.

## Bonds For His Future

Your son may be drawing with crayons now, but within a few years he will be drawing from your savings for a college education.

You can assure him of an opportunity to attend the college of his choice by saving now—by buying U.S. Savings Bonds and investing in his future.

Nine

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**

## AROUND THE NATION—

# Freight, Passenger Club News

### **Baltimore**

Warren W. Guerke of the American Express Company has been elected president of the Baltimore Passenger Association.

Other officers are A. W. Best, Sr., Baltimore & Ohio, first vice president; G. W. Dotson, Baltimore & Annapolis, second vice president; Frank H. Zborowski, Baltimore & Ohio, secretary; and Vernon H. Risseler, Baltimore & Ohio, treasurer.

\* \* \*

### **No. California**

John L. Johnston of Western Greyhound Lines, was elected president of the Northern California Passenger Association.

Fellow officers are Homer F. Caswell, Avis-Gray Line, first vice president; Hal Klein, Western Pacific Railroad, second vice president; Fred

Sullivan, Random Tours, third vice president, and Frank Rauwolf, Western Pacific Railroad, secretary-treasurer.

Among members of the advisory board is A. L. Scott, assistant general passenger agent of the Great Northern Railway.

## **BROWNING, MONT., MUSEUM SETS ATTENDANCE RECORD**

Two popular special exhibits at the Museum of the Plains Indian at Browning, Mont., helped boost attendance in 1961 to 55,769 persons—a 15 per cent increase over 1960, Dr. Claude E. Shaeffer, curator, announced.

Among foreign visitors that totaled persons from 44 countries, were 4,668 from Canada; 102 from Britain; 81 from Germany; Australia, 21; India, 15; Austria, 17; Israel, 12, and Denmark, 11.

The two exhibits that drew special attention were The Bison in Western American Art, and Walter McClintock's colorful views of the Blackfeet Reservation taken during the early years of the century.

### **STATES—Conclusion**

New Mexico, July 14; North Carolina, June 23; North Dakota, June 5; Ohio, September 7; Oklahoma, May 31; Oregon, May 26; Pennsylvania, July 3; Rhode Island, June 22; South Carolina, June 28; South Dakota, June 10, and Tennessee, in September.

The remainder are, Utah, August 16; Vermont, September 27; Virginia, September 5; West Virginia, June 20; Wisconsin, April 23 and Wyoming, June 3.

## **Minot College Band 'Band of Day' At Seattle World's Fair**

The Minot State Teachers College band of Minot, N.D., was honored as "Band of the Day" at the Seattle World's Fair.

The 100-member organization headed by Dr. Ira Schwarz, director of bands, appeared at the end of April. It was one of 180 bands chosen throughout the nation from a selection of thousands.

Drum major of the musical unit is Myron Dybing and majorettes are Diane Hanson, Sheila Harmon, Merilee Lerbacken and Judy Saunders.

The group traveled to Seattle via the Great Northern.

Ten

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



### Bad Break

"How come you look so sad, sir?"  
 "I just got a check for \$100 and the only guy that can identify me so I can cash it is a guy I owe \$75!"

\* \* \*

### Baby Derby

A lecturer, talking on the population explosion to a women's club stated: "Do you realize, that somewhere in the world a woman is giving birth to a baby every second?"

The audience gasped.

The lecturer asked: "What do you think we should do about it?"

A woman rose to her feet and declared: "Find her and make her stop!"

\* \* \*

### Photo Finished

Personnel director to young typist: "Do you have any references?"

Girl: "Yes, sir, lots of them."

He: "Why didn't you bring them along?"

She: "They are like my photographs—they don't do me justice."

\* \* \*

### Lost Quote

Said the old maid to the burglar: "Sure I have money. Don't just stand there—frisk me!"

\* \* \*

### Changeover

Chuck: "What happened, George? How did you get those black eyes?"

George: "Oh, nothing much. I was living the life of Riley—and then Riley came home!"

### Take A Letter

"Are you really an experienced stenographer, Miss Jones?"

"I certainly am. I haven't bought my own lunch for the past year!"

\* \* \*

### A Sticker

The hobo's sad story touched the shopkeeper's heart.

"Here you are," the storeman said, "There's enough groceries for a whole week. Do you want anything else?"

"Where are my green stamps?"

\* \* \*

### Typed

"I haven't met your husband. What's he like?"

Wife: "Just the ordinary type: 42 around the waist; 42 around the chest; 92 around the golf course and a nuisance around the house."

\* \* \*

### Tunnel of Love

The bachelor was sitting opposite a young blonde in the lounge car as the train approached a tunnel.

"We're coming to a tunnel, are you afraid," he asked her.

"No," the girl answered, "not if you'll take that cigar out of your mouth."

\* \* \*

### Feline Fun

The mother lion who saw her offspring chasing a hunter around a tree, yawned and said: "Junior, quit playing with your food!"

Eleven

**GREAT NORTHERN—SWIFT, SAFE, SURE**

## GN, Hunt Oil To Build N.D. Pipeline

A 350-mile pipeline for the transfer of crude oil from North Dakota's Williston basin to Clearbrook, Minn., will be built by the Great Northern Railway and the Hunt Oil Company of Dallas, Texas.

The line will be constructed by Portal Pipeline Company, being organized by the two firms to ensure completion and operation of the new facility before next winter. The pipeline will move to market oil that formerly had been transported by railway or tank truck.

It is expected that a group of Midwest refining companies will share ownership of the 16-inch line which will cost an estimated 20 million dollars.

The main trunk of the line will extend from Minot, N.D., to Clearbrook, 30 miles northwest of Bemidji, Minn., where it will connect with Minnesota Pipeline, which delivers crude to the Twin Cities area, and with Lakehead Pipeline, which de-

livers crude through Michigan as far east as the Toronto, Ont., area.

GN's 50-mile gathering line for crude from fields north of Minot will become part of the Portal Company's operation. Additional lateral lines will be built to connect fields in North Dakota's Marketing District No. 2.

Pipe is being ordered for the new line, and Pipeline Technologist, Inc., of Houston, Texas, is in charge of engineering. The route between Minot and Clearbrook will follow GN's line to the extent that it is practical.

## Minneapolis Site Of Final Rail Merger Hearing

Hearings on the proposed merger of the Great Northern, Northern Pacific, Burlington and the Spokane, Portland & Seattle Railways that began in St. Paul on Oct. 10, 1961, will conclude in Minneapolis with a session beginning on June 27.

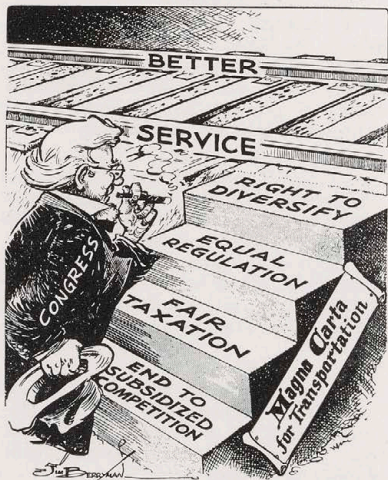
Since January of this year, sessions were held in St. Paul; Des Moines, Iowa; Omaha, Neb.; Portland, Ore.; Seattle and Spokane, Wash.; Chicago, and Duluth, Minn.

Between May 16, when the last St. Paul session will begin, and the Minneapolis session in late June, other hearings are scheduled for Fargo and Bismarck, N.D.; Missoula, Helena, Great Falls and Billings, all in Montana, and Aberdeen, S.D.

ICC Examiner Robert H. Murphy has presided at the hearings.

The average journey per passenger, per railroad, increased from 75.1 miles in August, 1957, to 77.6 miles in August, 1958.

### STEPS HE SHOULD TAKE



Twelve

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## Golden Gate Bridge Marks 25th Birthday

Golden Gate bridge—the bridge “that couldn’t be built,” will be 25 years old on May 27 and is considered one of the structural wonders of the world.

The mile-long steel link between San Francisco and the Redwood Empire counties of Northern California is traversed by nearly 2 million toll-paying motor vehicles each month.

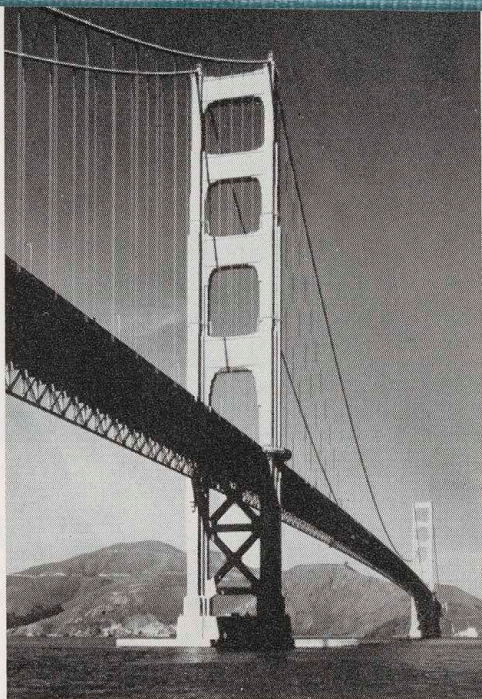
It is the most photographed bridge in the world and ranks in popularity with California’s cable cars and the giant coastal redwood trees.

The late Joseph B. Strauss, world-renowned builder of bridges, first studied the bridge area in 1917, and decided it could be built in spite of predictions of catastrophe by critics who said such a bridge could be toppled by enemy gunfire or earthquake.

Voters passed a 35-million-dollar bond issue and soon construction began. The channel was more than 300 feet deep and 5,357 feet wide. Length of the main span, more than 4,000 feet, presented staggering problems. So did the wind, fog, currents and ocean storms.

Materials used in the bridge construction included 83,000 tons of structural steel and 389,000 cubic yards of concrete. Some 80,000 miles of wire were required to make the two cables of the bridge, each 7,650 feet long.

The cables are anchored on two 746-foot-high towers.



The bridge has been closed but once since its opening. On Dec. 1, 1951, winds of gale force caused the span to sway, and it was shut down for three hours. Since then, a system of lateral bracing eliminated the sway.

### Rail Facts

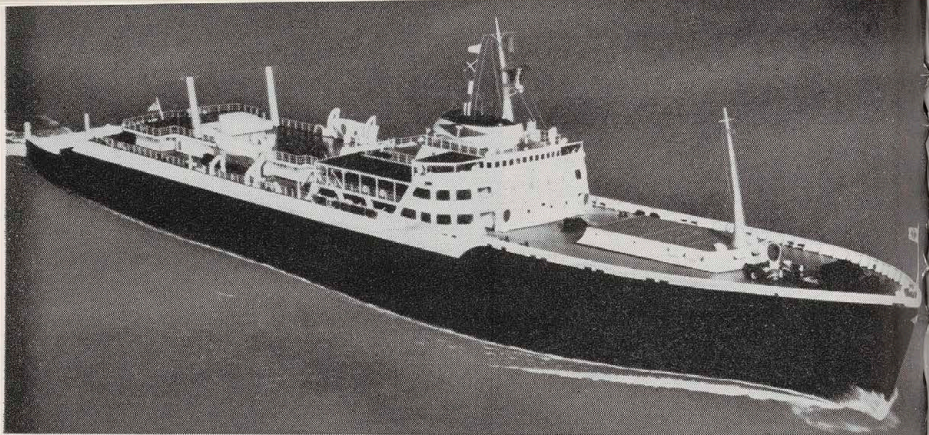
Railroad tank cars are fitted with cylindrical steel tanks lined with metal, porcelain or glass. Every tank car has a safety dome to provide for expansion of its contents. Tank cars are used for shipments of crude oil, fuel oil, gasoline, naphtha, kerosene and various other liquids.

\* \* \*

The first railroad freight car to run from Boston through to Chicago made the trip in January, 1864. The car was so equipped that wheels could be adjusted on the axles to fit minor differences in gauges of track.

Thirteen

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**



The "City of New Orleans"

## Alaska-Seattle Trainship Service

\* \* \*

### GN Participates in 3-Day Delivery

Regular weekly Trainship service between Seattle and the Alaska Railbelt will begin late this summer with Great Northern and other lines serving Seattle participating.

The announcement was made by D. E. Skinner, president of the Alaska Steamship Company, who said the new Alaska service will be inaugurated by the "City of New Orleans," a fast, modern Trainship being acquired for the service.

The vessel's capacity of 56 rail cars for handling all types of rail freight, including piggyback and containers, and her 18-knot speed will assure regular, dependable three-day service from Seattle to Whittier, Alaska, which means fourth-day delivery in Anchorage and fifth day in Fairbanks.

"For the first time, the Alaska Railbelt, served by the Alaska Railroad, will be connected directly with all areas of the 48 contiguous states by fast, scheduled through-rail service," Mr. Skinner said.

"Significant service benefits and savings in costs should result for

Alaska consumers and shippers and give new impetus to Alaska's economic growth," he added.

The "City of New Orleans" is a 6,126-deadweight-ton, twin-screw steam turbine vessel with a length of 520 feet and a beam of 70 feet.

The service will be in addition to present conventional services of Alaska Steamship Company serving all Alaska.

### Nuclear-Powered Ship To Visit Seattle Fair

The Savannah, the first United States nuclear-powered commercial ship, will visit Seattle in September.

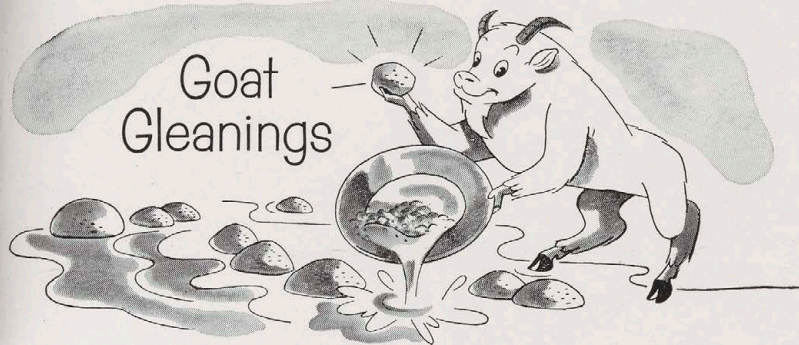
The ship, which probably will be kept in port until after the fair's end, will be open to the public.

It is 590 feet long with a beam of 78 feet and a full-load displacement of 21,840 tons. Capable of operating three years without refueling, the Savannah can sustain a speed of 20.25 knots.

Fourteen

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**

## Goat Gleanings



**Private** rafts, floats and other water craft would be illegal on Crater Lake in Oregon under regulations proposed by the National Park Service.

\* \* \*

**Eastern** Washington wheat farmers have formed "farm hospitality days" for Seattle World's Fair visitors, according to Dick Jennings of the Washington Association of Wheat Growers of Ritzville, Wash.

\* \* \*

**Agreement** that a survey be conducted to study the construction of facilities on Mount Rainier to replace the old inn at Paradise Valley was announced by the Department of Interior.

\* \* \*

**Election** of E. W. Hilton Jr., traffic manager of the Douglas Fir Plywood Association, Tacoma, Wash., as president of the Pacific Advisory board was announced.

\* \* \*

**Fifty** Fairway and Super Fair food store proprietors and staff members from North Dakota and adjacent Red River Valley towns entrained on GN at Fargo, N. D., for Minneapolis where the 48th annual convention of Fairway Foods, Inc., was held.

**1961** was the second-best year in ship traffic on Puget Sound, Pacific Northwest, since World War II. A total of 2,188 vessels arrived averaging six ships a day compared with 2,278 in 1960.

\* \* \*

**Automation** has spread to the reading end of the travel industry. In Berlin, maps and guides are sold through vending machines, the Holiday news letter reports.

\* \* \*

**America's** travel program already is paying off, Voit Gilmore, director of the U. S. Travel Service said, reporting that several foreign countries have signed tours.

\* \* \*

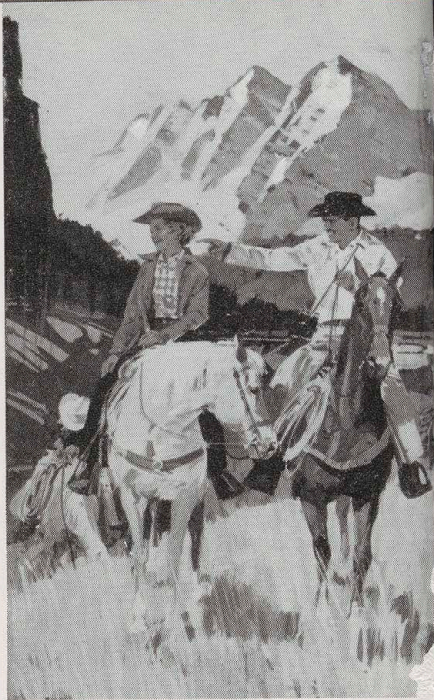
**There** were 58 Class I U. S. railroads originating piggy-back traffic in the week ending March 24 compared with 51 one year ago.

\* \* \*

**Bear** incidents in Glacier National Park were comparatively few in 1961 writes Mel Ruder, editor of the Hungry Horse News, Columbia Falls, Mont., who quotes E. A. Hummel, superintendent of the park.

Fifteen

**GREAT NORTHERN—GREAT WAY EAST OR WEST**



## let Great Northern help you plan a wilderness adventure with home fireside comfort in Glacier National Park

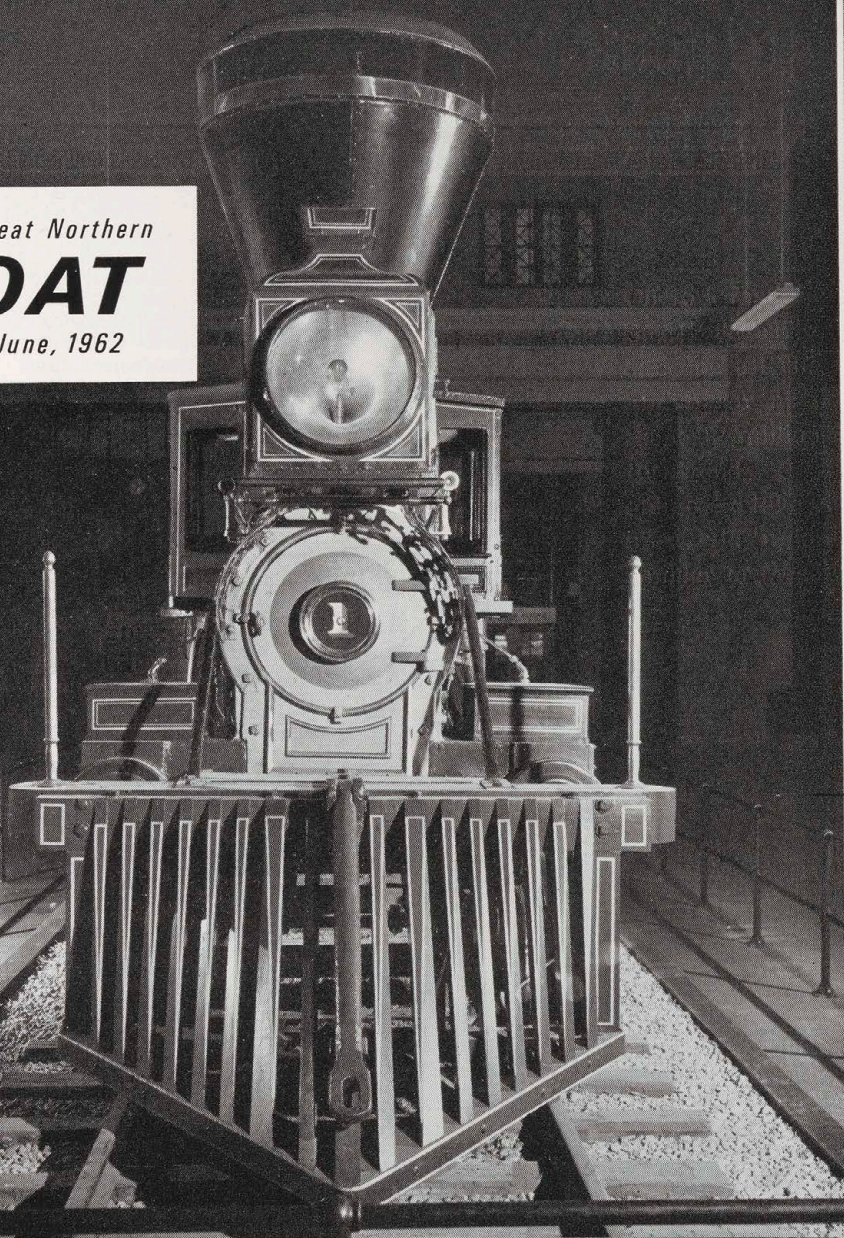
One moment you're an "explorer"—hiking, riding, sightseeing, picture-taking—in a vast, glacier-carved wonderland. The next moment, a "homebody"—snug in the pleasures of rustic lodging, superb meals. This is the rarity—the true *beauty* of a vacation in glorious Glacier. And your carefree mood begins the moment you step aboard Great Northern's great Vacationland train: the fast, modern WESTERN STAR. For further information and free folders, write to: Mr. K. C. Van Wyck, Passenger Traffic Manager, Dept. N-32, Great Northern Railway, St. Paul 1, Minnesota.



The Great Northern

# GOAT

June, 1962



# The Great Northern GOAT



Vol. 32 June, 1962 No. 6

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

DAN MUSCH, Editor

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## The Goat's Cover



The 100th anniversary of the first run of the William Crooks on June 28, 1962, also notes the first 100 years of the Great Northern Railway. (See story on page eight.)

Two

## Your Railroads

A cheering note and brighter outlook for the nation's railroads was forwarded recently with the recommendations of President Kennedy in his transportation message.

The importance of the message was emphasized by Clair M. Roddewig of Chicago, president of the Association of Western Railways, who told the Traffic Club of Greater Los Angeles that "until a month ago, the danger of nationalization of our transportation system was staring us in the face."

Roddewig said that President Kennedy has made comprehensive and forthright recommendations in the public interest to overcome deficiencies and difficulties that have beset the entire transportation industry for many years.

He pointed out that if the recommendations are made into law, they will blast away the threat of nationalization and lay that threat to rest permanently.

An encouraging aspect of the presidential recommendations were "among other things, user charges on waterways, rate-making freedom and equalization of competitive opportunities."

The president's message indicated that we must preserve our great national transportation assets.

His recommendations cut across the lines of all conflicting private interests that are affected. It courageously ignored considerations of political expediency, Roddewig stated, and faced highly controversial issues from the single viewpoint of what is required by the public interest.

The public is aware of the current crisis in transportation and is more informed now than ever before on the urgent need for prompt, sound reforms.

The time has come to substitute business and economic judgment in transportation policy for political expediency.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



Raising the "All-American City" flag in Anacortes, Wash., are from the left, Palmer Swenson, president of the Chamber of Commerce; Councilman Jerry Mansfield; Dr. L. E. Nicholson, school board member; Dr. E. A. Strom, mayor; Wallie Funk, publisher of the Anacortes American; Mrs. C. F. Stafford, member of the Historical Society; Scott Richards, county commissioner, and Henry Biesheuval and Paul Luvera, representatives of civic groups.

## Anacortes, Wash.—'All-American City'

The story of a Pacific Northwest community of 8,414 which raised itself from civic lethargy to the title of "All-American City" is the story of Anacortes, Wash.

It was on March 14, 1962, that the community received its honor after ten years of effort that included sweeping changes in its school system, municipal government, streets, and hospital and port facilities.

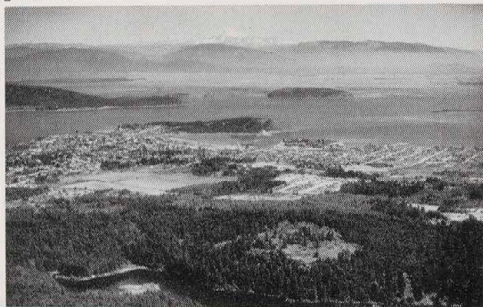
After an attempt to change the form of city government was defeated last year, the city engaged in an exhaustive city-wide "soul search" under the direction of the University of Washington's bureau of community development.

Some 1,300 residents participated in the study, examining their town and recording findings which encompassed all major phases of community life—government, schools, beautification, etc.

In rapid succession, eight bond issues for school construction got the go-ahead; more than 2,300 voters—a record for participation in a municipal election—approved council-manager form of government; improvements were made in the water and sewer system, street paving and other projects.



The City of Anacortes, Wash., is shown, above, with Texaco, Inc., and Shell Oil refineries in the foreground. In the distance are the famed San Juan Islands. Below, is another aerial view of the city showing the Scott Paper Co. in the foreground and snow-capped Mount Baker in the background.



# THOUSANDS VISIT

## Industry Te

Thousands of persons daily have visited Transport 21, the World's Fair exhibit sponsored by four railroads serving the Pacific Northwest.

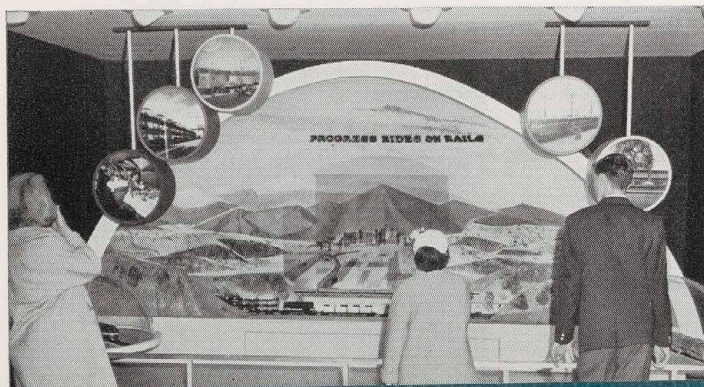
The sponsoring lines, the Great Northern, Northern Pacific, The Milwaukee Road and the Union Pacific have been telling the railroads' story

with a graphic exhibition that takes the visitor from the railroad of today to the railroad of the future as visualized in Century 21.

Of particular interest during the fair which opened on June 21 and continues through October 21 is the railroads' exhibit of the electronic car-



Transport 21 Building, sponsored by four railroads, is shown looking toward the South Gate of the fair.



A model train illustrating the various passenger and freight services attracts fairgoers.

# VISAILS' EXHIBIT

## y tory At World's Fair

sorting system now being used to speed-up over-the-road rail service.

The Ford Motor Company's working model of the Levacar, "Aeolus," also has made a hit with fairgoers. The model of a 200-passenger vehicle skims over rails on a thin film of air.

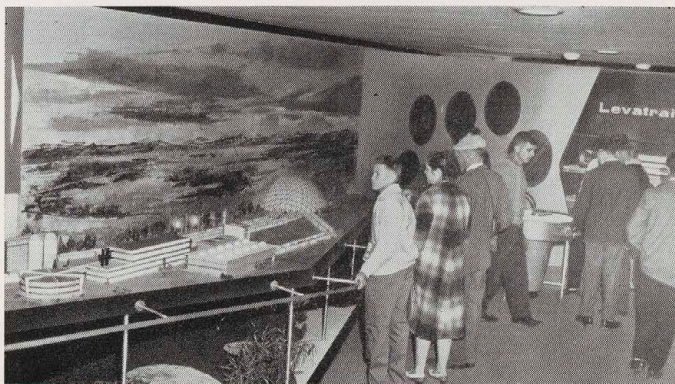
In the introductory building of the exhibit complex, visitors operate light-animated representation of electronic switch yards currently being used in the industry to speed up over-the road rail service.

Transport 21 is located in a 3-unit structure near the Space Needle.

Pushing a button at the electronic sorting system exhibit begins the novel chain reaction of sorting cars.



A lading center showing the speed-up of traffic between city centers depicts transport of the future.



**GREAT NORTHERN RAILWAY—**

## Freight, Passenger Traffic Promotions

Several promotions in the Great Northern's freight and passenger traffic departments were announced by C. E. Finley, traffic vice president, effective on June 1.

Vance Opsahl, assistant to the freight traffic manager, sales and service, was named assistant to the general freight traffic manager, sales and service.

Succeeding him as assistant to the freight traffic manager, sales and service, is Charles D. Merk, chief clerk of the freight traffic manager, San Francisco.

F. J. Loughney, assistant general freight agent at Duluth, has been named general freight agent at Chicago. His successor is M. V. Schoonover who was industrial development agent at Seattle.

Wilmar W. Dewitt, city freight agent at Fargo, N. D., was appointed traveling freight agent at Wenatchee, Wash., and James P. Noonan, chief clerk, Cincinnati, Ohio, succeeded him at Fargo.

Charles E. Jarrett, industrial and agricultural development agent at Great Falls, Mont., has been appointed western development agent at Seattle, replacing D. A. Cowles who was named industrial development agent in the latter city.

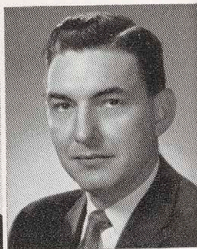
The following promotions were announced in the railway's passenger department:

Frank L. Strecker, assistant general passenger agent, was named general passenger agent succeeding Cyrus M. Cornelius, a 45-year veteran with the railway, who retired.

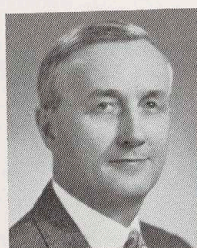
Emmett M. Brady, general agent, has become assistant general passenger agent.



Mr. Opsahl



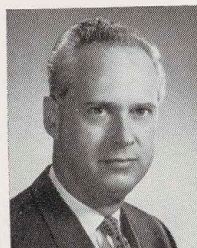
Mr. Strecker



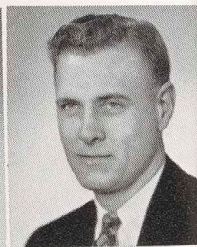
Mr. Cornelius



Mr. Brady



Mr. Watkins



Mr. Osterberg

Ralph E. Osterberg, traveling passenger agent, was named general agent.

Warren Watkins, city ticket agent, becomes traveling passenger agent, and Edward L. Faeth, passenger representative, was promoted to city ticket agent.

## Budding 1912 Romance Still Blooms in 1962

Some fifty years after Cupid found his mark on Great Northern's old Oriental Limited passenger train, the railway learned the role it unknowingly played in the lives of a couple who recently marked their golden wedding anniversary.

It was in 1910, that Lee M. Hall of Gloversville, N.Y., inquired of the GN in St. Paul about purchasing a ticket for Spokane, Wash.

GN's agent at Buffalo, N.Y., traveled 400 miles to Gloversville and sold one to Mr. Hall. He was determined to follow Horace Greeley's advice and Go West, he said, and it was on the train he visited with a mother and her two daughters bound for Portland, Ore.

"Also at the time, it was customary for passengers to 'pack' a lunch for the trip, and I soon found myself across the aisle at lunch time," Mr. Hall wrote K. C. Van Wyck, GN passenger traffic manager.

"There was a cookstove on the train where passengers could make coffee, and the porter would supply a table which would fit across the seats," he added.

After a railroad courtship that traversed several states, Lee M. Hall realized that it was the "end of the line" for both the trip and the romance. He was getting off at Spokane, and she continued to Portland.

"I had the pretty girl in mind," Mr. Hall wrote. "Well, to make a long story short, I found the girl and on April 16, 1912, we were married."

"So you see, the Great Northern Railway means many things to me," he continued. "I am wondering today, if a traffic agent would travel 400 miles to sell a ticket for \$28.50?"

In a telegram to Mr. and Mrs. Hall,



C. E. Finley, GN traffic vice president, said:

"Heartiest congratulations to you and Mrs. Hall on your golden wedding anniversary. We are quite happy to learn that your romance started on the Great Northern.

"We still travel many miles to sell a \$28.50 ticket and travel many miles to sell one for less. My sincere good wishes for many more happy years to you and Mrs. Hall."

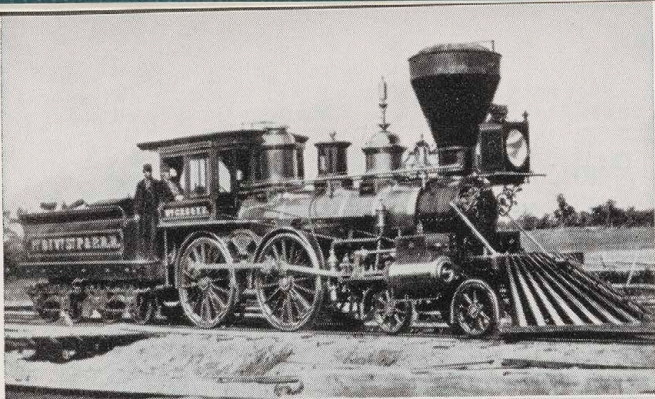
## Seattle World's Fair Lures More Than 41 Conventions

The Seattle World's Fair is proving an attractive lure to more than 41 conventions during the first month of the show.

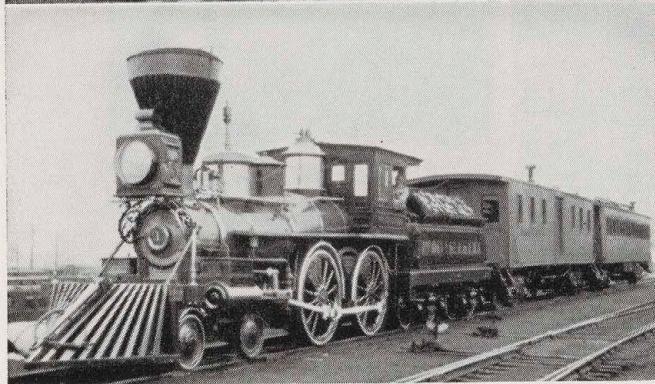
The facilities of the fair, such as the opera house, arena, playhouse, display hall and exhibit hall are being made available for convention use.

U.S. astronauts, during the second national conference on the peaceful uses of space, addressed the public from the stage of the opera house.

Seven



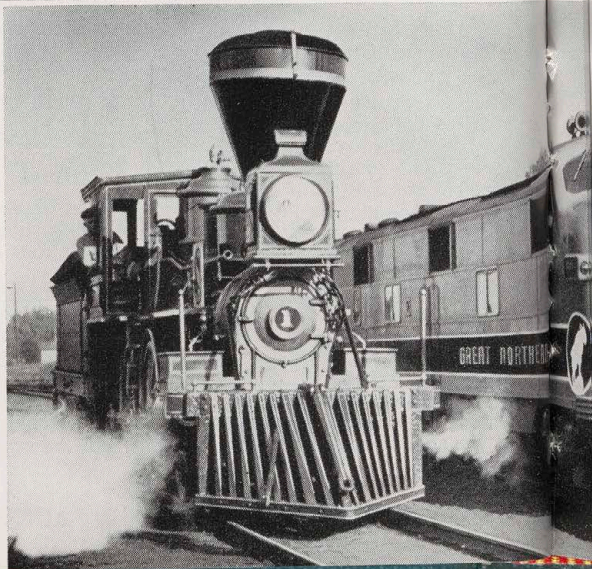
*Crewmen pose proudly on the Crooks in the 1864 photo at Elk River, Minn.*



1862-1962

*Polished and shining, the old engine pulls its tender and two cars.*

*Three generations of GN power are shown, the Crooks at left, Diesel No. 503, and Steam Engine No. 2575.*



# GN Marks 100th Anniversary



## First Run Of William Crooks

“Yesterday afternoon, by invitation, the lieutenant governor, the mayor and aldermen, directors of the railroad, and citizens the number of about 100, made an excursion trip to St. Anthony.”

That was the first written report that appeared in the St. Paul Pioneer & Democrat on June 29, 1862, the morning after the first passenger train in Minnesota made its first official run from St. Paul to St. Anthony, now Minneapolis, a distance of 10 miles.

It is that run that Great Northern Railway is celebrating on June 28—marking the 100th anniversary of the railway.

The firm's predecessor company, the St. Paul & Pacific Railroad, had only that morning unloaded two passenger cars on St. Paul's lower levee. These were attached to the No. 1

engine of the GN, the William Crooks, and its tender, and history was written in Minnesota.

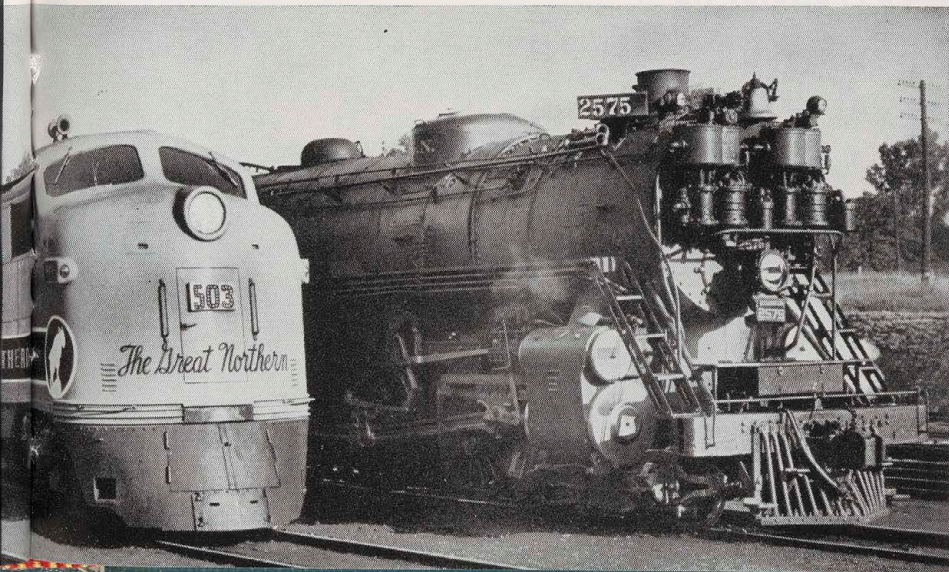
The St. Paul Daily Press reported:

“Invitations for an excursion were immediately issued, and by half past 2 o'clock, a sufficient number of excursionists—ladies and gentlemen—had assembled at the terminus of the road to fill the two sumptuous carriages, and after a brief delay, the locomotive steamed down from the station house, attached itself to the train, and with a shriek, started on its first trip to the setting sun.”

Obviously moved, the writer continued:

“It was an exhilarating spectacle, those crowded cars of excursionists who were taking their first railroad ride in Minnesota!

*(Concluded on Page 10)*



## 100TH ANNIVERSARY—Concluded

"The road is well built, the track substantially laid," and with some degree of comfort, he added, "all agreed that railroading in Minnesota is very much like railroading anywhere else."

A writer on the Pioneer & Democrat, who joined a group of officials on July 1, 1862, a day before regular passenger service had begun, told his readers:

"The only obstacle to the passage of a 'lightning train,' was the disposition of the cattle along the road to race with the engine, and always in front of it, as if a test of speed and bottom off the track was an infringement of racing rules.

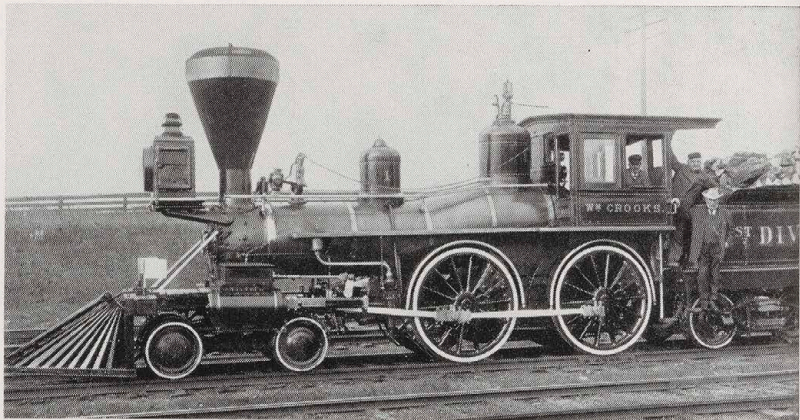
"The face of the country through which the road passes, is delightful. On striking the high ground, a few miles out of St. Paul, the eye is gladdened by immense fields of grain, waving luxuriantly in the healthful breeze, interspersed here and there with farm houses, and pleasant groves, and nearer St. Anthony by

the State University (now the University of Minnesota) and other handsome buildings, while West of the Mississippi the eye takes in a portion of Minneapolis, and the vision of the beautiful country beyond seems only bounded by the verge of the horizon."

On the first trip to St. Anthony were William Crooks, chief engineer and Mrs. Crooks; Edmund Rice, president of the railroad; Elias F. Drake of Winters, Drake & Co., builders of the line; John H. Randall, ticket agent; Ignatius Donnelly, lieutenant governor of Minnesota; Mayor K. S. Pierce of St. Paul and Mrs. Pierce; Mayor O. S. Merriman of St. Anthony and Mrs. Merriman, and aldermen.

Great Northern's centennial celebration will include a June 28 program before the William Crooks which is on permanent display in St. Paul's Union Depot and a civic dinner in the Prom ballroom, St. Paul.

James J. Hill, founder of the GN, poses on the step of the William Crooks with crewmen. The engine and tender are on display in the St. Paul Union Depot.



Ten

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



### Bright Passage

A young lady who had been going out with a young man for more than a year was asked by her parents what she thought her beau's intentions were.

"I'm not quite sure," she replied. "He's been keeping me pretty much in the dark."

\* \* \*

### They're Off!

The father looked up from his Racing Form and noticed baby in the play pen. Turning to his wife, he said: "Baby's nose is running again."

"Don't you think of anything but horse races?" his wife snapped.

\* \* \*

### A Looker

Father: "You know, son, beauty is only skin deep."

Son: "That's enough for me. I ain't no cannibal!"

\* \* \*

### A Start

He: "You're the only one I have ever loved!"

She: "Beginners! Beginners! Beginners! All I get is beginners!"

\* \* \*

### Tell Tale

"You make a small deposit at first," the salesman told the couple, "and then you don't make another for six months."

"Who told you about us?" the husband asked.

### Break Between Lulls

Two first-graders were conversing during recess: "Do you know that projectiles turn red when they pierce the heat barrier?"

"I read something about it the other day, but—" he was interrupted by the school bell.

"Darn it," the first one said, "there goes the bell. Now we have to go in and string beads."

\* \* \*

### Cut Price

Patient: "What will it cost to operate?"

Doctor: "My fee is \$500."

Patient: "You'll have to shave your price a little—I had a better bid from the undertaker."

\* \* \*

### Fleet Afoot

Recruiting officer: "Why don't you want to join the cavalry? That's a fine branch of service."

Recruit: "No, sir. If I have to retreat, I don't want to drag a horse behind me."

\* \* \*

### Words That Move

The young deacon read his sermon to the visiting bishop and asked: "Will that do?"

The bishop, who listened to the sermon in stony silence, replied: "Do what?"

Eleven

**GREAT NORTHERN—SWIFT, SAFE, SURE**

## CRIPPLED CHILDREN RECEIVE MODEL TRAIN

The Twin Cities chapter of the National Association of Railway Business Women presented a model electric train to patients of Gillette State Hospital for Crippled Children in St. Paul.

The gift, one of 44 presented to homes for mentally retarded and handicapped children across the nation, were unique contributions to National Transportation week.

Each of the gift trains has a retail value of \$131 and consists of a locomotive, two piggyback cars, a pickle car, illuminated caboose, TV monitor car, 190-watt transformer and track requiring a 52 x 90-inch base.

The National Association of Railway Business Women is 40 years old,

having had its inception during World War I when a group of railroad women in St. Paul and Minneapolis met informally to exchange ideas on ways they could better perform their expanded duties in posts vacated by railroaders who went to war. Today there are 59 chapters.

Accepting the train for Gillette hospital was Miss Jean D. Conklin, superintendent.

Officers of the Twin Cities chapter are:

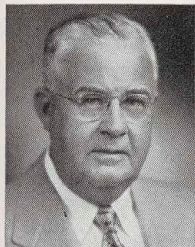
Kathleen Larson, president; Mary Ann Kight, second vice president; Ruth Lindegren, corresponding secretary; Ethel Johnson, recording secretary; Eleanor Arcand, treasurer, and Valerie Carlson, past president.

It didn't take long for children to take to the model train presented to the Gillette State Hospital for Crippled Children of St. Paul by the Twin Cities chapter of the National Association of Railway Business Women. Shown standing from the left are, Lee Rullman, hospital recreation director; Harold Carlson, president, Twin Cities Model Railroad Club; Kathleen Larson, president, Twin Cities Chapter NARBW; Valerie Carlson, GN, past president of the Twin Cities Chapter of NARBW, and Loreli Costello, GN, division chairman.



## Alex W. Campbell, GN Vet, Retires

Alex W. Campbell, veteran general superintendent of transportation of the GN, retired effective June 1.



Mr. Campbell

Succeeding him was Harry J. Surles, superintendent of the railway's Willmar division.

Also announced were the following personnel changes:

Eugene F. Oviatt, Mesabi division superintendent at Superior, Wis., replaced Mr. Surles as superintendent of the Willmar division.

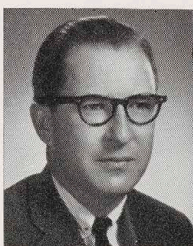
Worthington L. Smith, Klamath division superintendent at Klamath Falls, Ore., was named Oviatt's successor at Superior.

Thomas J. Lamphier, director of the economic research for the railway at St. Paul, became superintendent at Klamath Falls.

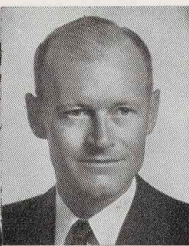
Mr. Campbell's retirement ends a 52-year career with the GN which began in 1910 as a trucker in the railway's freight house at Grand Forks, N.D.

Colonel Campbell, who was a combat pilot during World War I, was director of transportation at general headquarters of the United States Military Railway Service in the European Theater of Operations at the end of World War II.

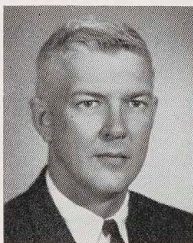
He became general superintendent of transportation in 1951.



Mr. Lamphier



Mr. Surles



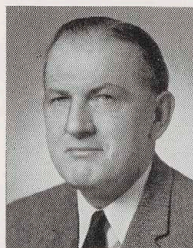
Mr. Smith



Mr. Oviatt

## M. M. Scanlan Named To Economic Research Post

Mal M. Scanlan, assistant general freight traffic manager, has been appointed director, division of economic research, executive department, of the Great Northern in St. Paul.



Mr. Scanlan

He succeeds Thomas J. Lamphier whose transfer has already been reported.

Mr. Scanlan has been a member of the traffic department since 1941, and was named assistant general freight traffic manager in St. Paul in 1958.

Thirteen

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## GN Awards Three Youths College Scholarships

Two Pacific Northwest high school seniors and one from Iowa were awarded \$3,000 college scholarships by the Great Northern Railway.



Daniel

They are Kenneth Kosai, 17, son of Mr. and Mrs. Kiso Kosai of Spokane, Wash.; Daniel J. Kennedy, 17, son of Mr. and Mrs. Daniel M. Kennedy, of Vancouver, B.C., and John F. Beacom, Jr., 17, son of Mr. and Mrs. John F. Beacom, of Sioux City, Iowa.

Mr. Kosai is a tractor driver; Mr. Kennedy a coach cleaner, and Mr. Beacom is a conductor for the railway.

The scholarships are valued at \$750 for four years and are awarded annually by GN to sons of its employees. Winners also receive summertime employment on the railway during their college careers.



John



Kenneth

The youths are permitted a choice of college or university. This is the seventh year of the awards.

## Travel Editors Go To Seattle Fair On Empire Builder

Kermit Holt, right, left photo, travel editor of the Chicago Tribune, chats with Graham M. French, GN assistant general passenger agent, in the lounge of the Great Dome car of the Empire Builder. Mr. Holt visited the Seattle World's Fair.



Fourteen

Wade Franklin, right, lower photo, travel editor of the Chicago Sun Times, and Mrs. Wade are bid "Bon Voyage" in Chicago by E. D. Whittemore, GN assistant general agent, before boarding GN's Empire Builder for the West Coast.



**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**

FORM 6009 6-62

PRINTED IN U. S. A.

## U. S. Steel Wins ARAM Golden Spike Award

The United States Steel Corporation, Pittsburgh, Pa., was named winner of the Golden Spike Award at the annual meeting of the Association of Railroad Advertising Managers held recently in Chicago.

The recognition is given annually by ARAM to the advertiser—exclusive of railroads—who is believed to have made the most outstanding contribution, during the year, through his advertising, to a better understanding and appreciation of American railroads or which directly or indirectly helped to promote railroad freight or passenger traffic.

Edward C. Logelin of Chicago, U.S.S. vice president, accepted a "Golden Spike" plaque at the annual awards banquet. G. V. Frederick of Baltimore, advertising manager of the Baltimore & Ohio Railroad, made the presentation.

Certificates of merit were awarded to the Reynolds Metals Company, Richmond, Va., and to General American Transportation Corporation, Chicago.

Special awards were given to Random Travel, Inc., San Francisco, and to the Jenney Manufacturing Company, Boston.

Judges for the 1961 competition were Charles Gillan of Baltimore, chairman, transportation department, University of Baltimore; Russel Gray of Philadelphia, vice president, Foley Advertising Agency; David Watson of Chicago, president, Modern Railroads and Traffic Management magazines, and J. N. Ragsdale, Washington, D.C., ARAM outgoing president and advertising manager of the Association of American Railroads.

Mr. Frederick later was elected ARAM president for 1962. Other newly-named officers are J. M. Hagen, St. Paul, advertising manager, Great Northern Railway, first vice president; P. G. Beach of Omaha, Union Pacific eastern advertising manager, second vice president; W. T. McFarlane, Montreal, Canadian Pacific, manager advertising division, third vice president, and Victor Dell Aquilla, New York City, advertising manager, REA Express, treasurer.

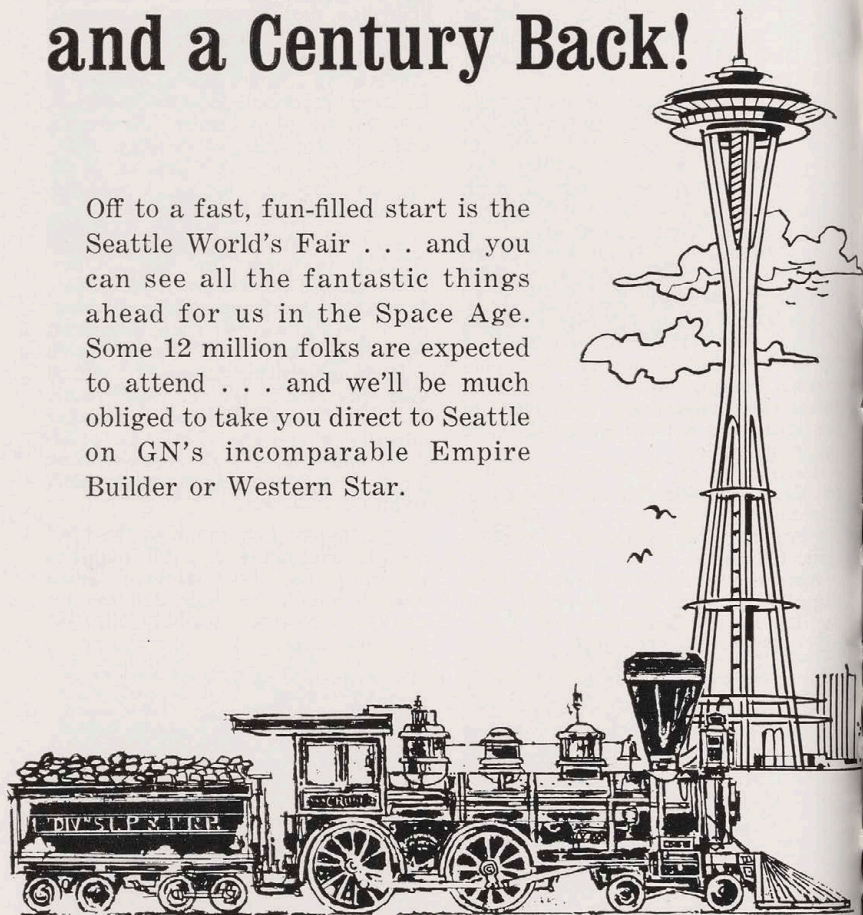
Mr. Hagen is chairman of the 1962 awards committee and all inquiries regarding the 1962 Golden Spike Awards should be addressed to him c/o Great Northern Railway, St. Paul 1, Minnesota.

Displaying awards at the annual meeting of the Association of Railroad Advertising Managers are, from the left, G. V. Frederick, ARAM president; F. C. Sullivan, Random Travel, Inc.; E. A. Atwood, Jr., E. H. Weiss Advertising Co., for General American Transportation Corp.; Edward C. Logelin, vice president, United States Steel Corp., who was presented the Golden Spike Award; R. L. Krauss, Reynolds Metals Co.; H. W. Stoetzel, Griswold-Eshleman Co., for Jenney Manufacturing Co., and J. N. Ragsdale, outgoing ARAM president, and advertising manager, Association of American Railroads.



# Looking a Century Ahead and a Century Back!

Off to a fast, fun-filled start is the Seattle World's Fair . . . and you can see all the fantastic things ahead for us in the Space Age. Some 12 million folks are expected to attend . . . and we'll be much obliged to take you direct to Seattle on GN's incomparable Empire Builder or Western Star.

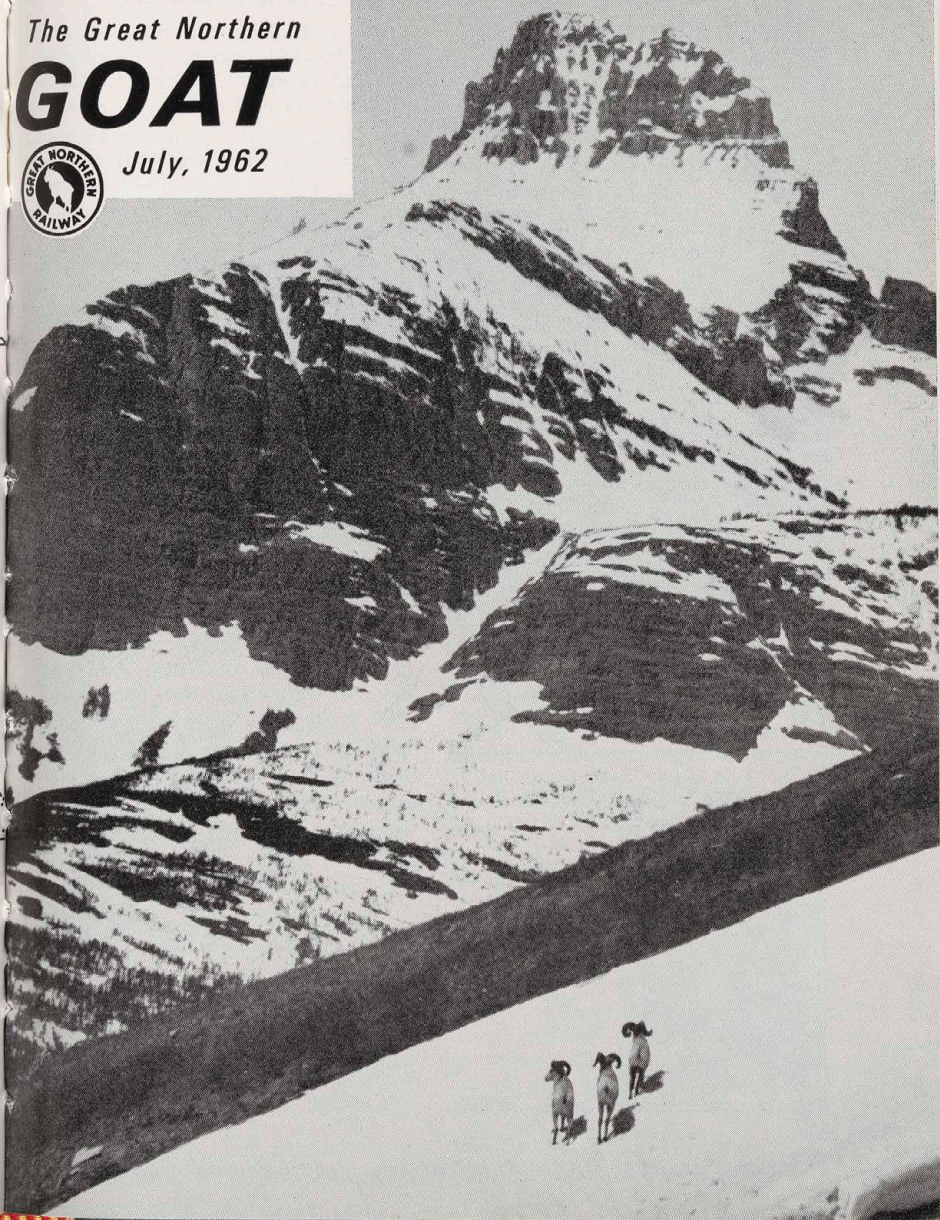


This year is also a 100th anniversary for Great Northern. It seems hardly yesterday that our pioneer locomotive, the William Crooks, chugged from St. Paul to St. Anthony (now Minneapolis). The date: June 28, 1862.

*The Great Northern*

# GOAT

*July, 1962*



# The Great Northern GOAT



Vol. 32

July, 1962

No. 7

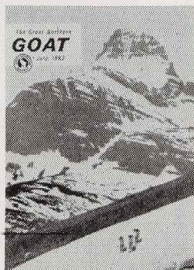
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

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



Three Bighorn sheep rams cross a Spring snowfield high on Mt. Henkel in Glacier National Park. In the distance is Mt. Wilbur. Photo by Hal Kanzler.

Two

## Your Railroads

Railroads were the safest way to travel in 1961, according to statistics released recently by the Association of American Railroads.

In fact, a rail traveler could have covered more than one billion miles without a fatal accident—equivalent to 12,520 journeys of America's astronauts.

In a report on travel safety, the AAR noted that railroads were 22 times as safe as automobiles, almost four times as safe as domestic airlines, and half again as safe as busses.

The report, based on figures from the federal government, and other authorities, rated the railroads' performance with airplanes and motor vehicles on the directly comparable basis of passenger-miles per fatal accident.

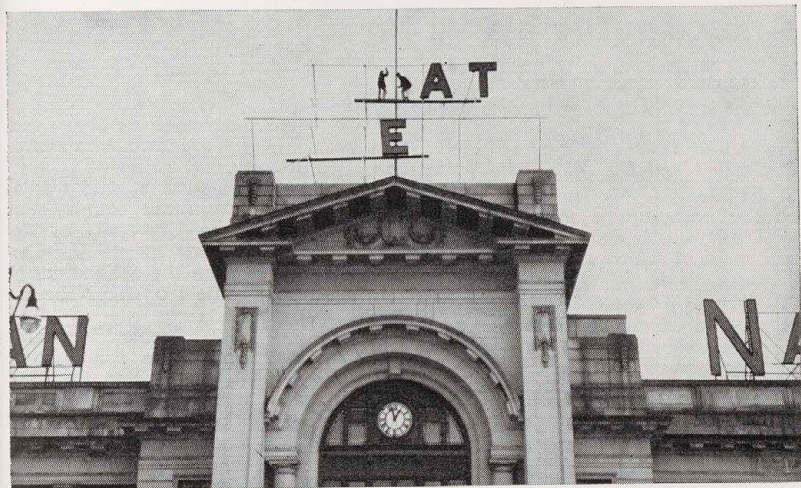
The railroad picture was even brighter in the comparison of fatality totals alone. There were 20 railroad passenger fatalities in 1961, most of which were due to the traveler carelessness such as attempting to board or leave moving trains.

By contrast, private cars and taxis claimed 24,700 lives—1,235 times the railroad total—124 persons died in domestic airplane accidents, and 80 persons were killed in bus tragedies.

The nation's railroads carried nearly 317 million passengers a total of 20.3 billion miles last year, making the railroad fatality rate .10 per 100-million passenger-miles. The rate for auto travel was 2.2, for domestic airlines, .38, and for busses, .15 per 100-million passenger-miles.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## What's Goin' On Up There?



Sky high, two workmen set up the lettering "E," "A" and "T" on a building at Vancouver, B.C. Is it a new eatery? Turn to page seven to see!

### GREEN SUCCEEDS POWERS AT WENATCHEE

Thomas H. Green has been named general agent at Wenatchee, Wash., succeeding John C. Powers who died there of a heart

attack on June 8.

Not a newcomer to Wenatchee, Mr. Green served as clerk in the general agent's office there from 1950 to 1952.

Also announced was the appointment of L.

J. Eret who succeeds Mr. Green at Fargo, N.D., as general agent.

Mr. Green was born in Winnipeg, Manitoba, and began his railroad career with the Canadian National at Vancouver, B.C., in 1939. He

joined GN as a stenographer in that city in 1947.

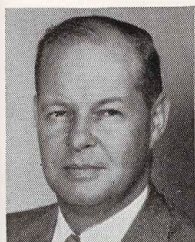
Mr. Green also served a year in St. Paul as the railway's commercial agent, and was appointed general agent in Fargo in September, 1956.

Mr. Eret has been with Great Northern since 1936. He has held various freight department positions including his last as commercial agent in Minneapolis.

Among recent passengers on GN's Empire Builder were Charles Frederick, hearing commissioner of the Federal Communications Commission of Washington, D. C.; Mrs. Charles Culmer, president, Girl Scouts of America, New York City, and Robert B. Thorpe, director of public information of the American Cancer Society of New York City.

Three

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**



Mr. Green

## Safflower: A Beauty Aid for Cleopatra, An Economy Boost for Eastern Montana

Cleopatra used it as a cosmetic, Indians favored it as a feed for their sacred cows, and cloth makers before Christ used it as a dye.

Today, safflower, the lowly desert thistle-like plant is leaving its mark on the economy of the agricultural west as well as in the diet kitchen and medical wards.

As one safflower advocate put it: "If Cleopatra would have drunk the oil instead of putting it on her face, Julius Caesar would never have left the Land of the Pharaohs!"

This probably is an over-statement, but many contend that the oil from safflower is the most highly poly-unsaturated vegetable oil available, and therefore, one of the most effective dietary weapons in the war against cholesterol—the substance that allegedly is a prime suspect in coronary thrombosis heart attacks.

Playing a role in the safflower story—which is a comparatively new agricultural product in this country—is the Pacific Vegetable Oil Corporation's safflower mill at Culbertson, Mont., on the main line of the Great Northern, 52 miles west of Williston, North Dakota.

In operation since November, 1959, the safflower plant processes approximately 60,000 acres of the flower that is grown within a 125-mile radius of the community.

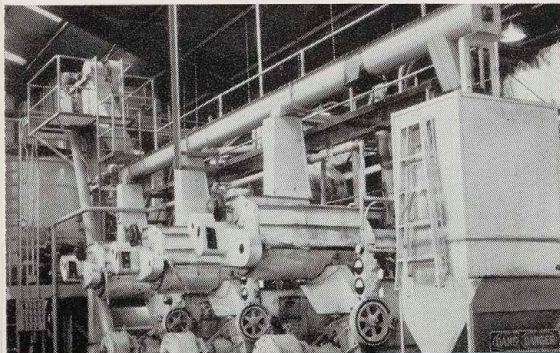
The first hard look at safflower as a possible crop in the country was made by a young University of Nebraska agronomist in 1940. Carl Claassen was given the assignment of finding a substitute crop for Nebraska wheat farmers.

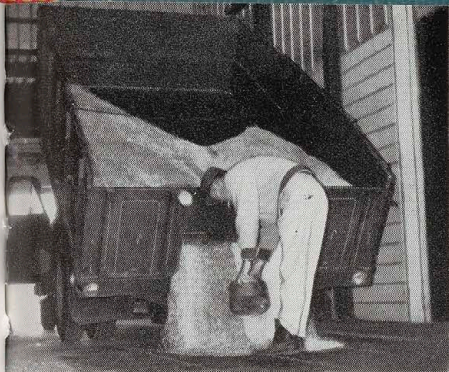
Teaming with Pacific Vegetable Oil Corporation of San Francisco in 1950 to push the development of safflower as a commercial crop, new strains of safflower were developed beyond experimental plots and soon large acreages of safflower with a greater oil content in their seeds were blooming in the west.

As the acreage increased, so did research into safflower oil. Doctors at Northwestern university have shown that safflower oil in the diet of diabetics reduces their susceptibility to atherosclerosis, a type of arteriosclerosis, or hardening of the arteries.

Today, the oil is used in the manufacture of vegetable oils, and margarine and its oil-extracted seed is

Special machines called expellers, shown left, below, extract 70 per cent of oil from the seeds and another 29 per cent is removed by solvents. The safflower oil is checked for purity by Curt Halseide, below right, plant superintendent.





A sample of safflower seed is taken at unloading and tested for purity.



Shovelers cut into the huge crop of seed in the plant from local fields.

sold as cattle feed because of high protein.

From a handful of plots 10 years ago, safflower expanded to more than 390,000 acres—most of this acreage concentrated in the Sacramento Valley, Western Great Plains, Arizona, Utah and other western areas.

Safflower requires a dry, sunny growing season of at least 120 days, and good soil. Water is necessary, but too much rain during the growing season—and too much humidity—harms plants.

Farmers enjoy growing safflower because they get a guaranteed price, and they can grow and harvest it

with the same equipment as wheat.

Safflower growers were paid \$75 a ton for clean seed in 1961.

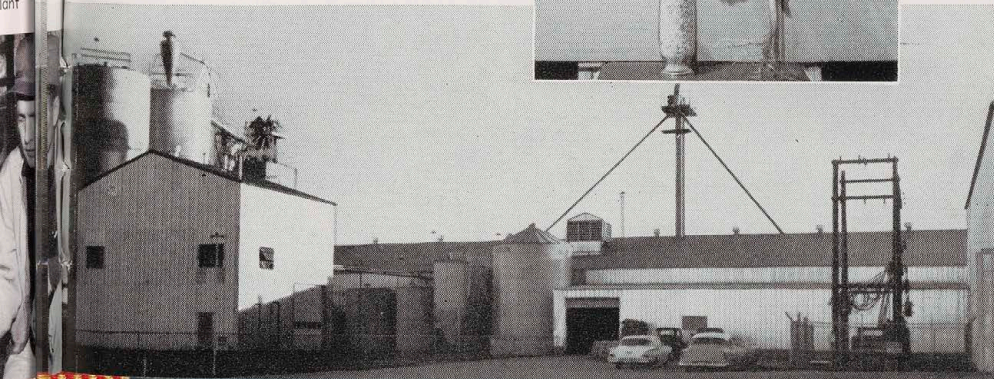
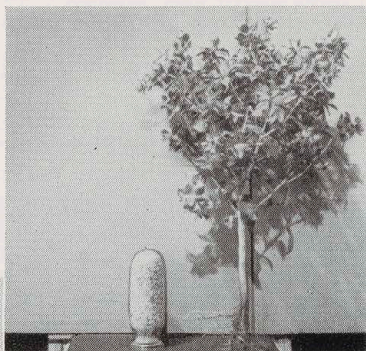
Plant manager at Culbertson, Les Hefferline, moved to Montana in 1959. He is a graduate of the University of Washington.

The Pacific Vegetable Oil Company's plant at Culbertson—an investment of about \$800,000—indicates the confidence the firm has

*(Concluded on Page 6)*

#### **(Great Falls, Mont., Tribune Photos)**

The Pacific Vegetable Oil Corporation's plant at Culbertson, Mont., below, is one of the state's newer industries located on the GN line. The vibrant mature plant, and a glass container of seed is shown, right.



## Safflower-New Montana Crop—Conclusion

in the area. The mill also processes flax and perhaps, in the future, will process soybean, rape seed and mustard.

Mr. Hefferline has great faith in the future of the plant and believes research "pays off" for the firm in the long run.

Joseph R. Smith, vice president of the Pacific Vegetable Oil Corporation, said the firm decided to build at Culbertson because it wanted to tap a vast potential growing and

consuming area. The firm is nearer to Midwestern paint plants which also utilize the oil.

"We studied various locations for some time and decided on Culbertson because it offered good through-rail service, and we have been pleased with the service ever since," Mr. Smith said.

"Your local and district representatives were very helpful in supplying us with information for our study," he concluded.

## Washington State Apple Crop Seen Topping 1961

Apple crop forecasters in Washington State made their first estimate shortly after blossom time and saw a possible 26,000-carload crop this year, the Wenatchee, Wash., Daily World reported.

The 1961 crop was 19,500 carloads. It was believed the current crop might have reached 30,000 cars, but frosts pared the estimate.

The newspaper also stated the pear crop is down, but other soft-fruit crops look favorable. The Wenatchee-Okanogan district apricot crop is as good or better than that of 1961. The same also applies to the peach crop.

Great Northern hauls much of the fruit crop in the Wenatchee-Okanogan area.

## Safe-Secure Lumber Load Heads East

A carload of Montana fir and larch 1 x 10's headed east on the Great Northern recently destined for the Air Force at Rome, N. Y. Milled at Rocky Mountain Lumber Company, the load is shown being checked by Al Reid, Rocky Mountain manager, and Chris Lauman. The load on flat car was secured with steel strapping and 2 x 4 railing nailed on each side at the bottom.—Hungry Horse News Photo by Mel Ruder.



## GN MOVES IN WITH CANADIAN NATIONAL



The letters "E", "A", "T" are part of Great Northern lettering placed atop the Canadian National Station at Vancouver, B.C., shortly before the GN began using the facilities on April 10, 1962.

The Great Northern moved into the Canadian National Railway station at Vancouver, B.C., on April 10 with the arrival of its Internationals.

Great Northern's station, immediately adjacent to the north, constructed in 1917, has been abandoned as a passenger station.

Six-foot letters, in orange with red neon, were moved from atop the GN station and reassembled for use at the new location.

The station is fronted by beautiful Thornton park owned and maintained by the City of Vancouver. Many acres in area, the park was named after famed railroader, Sir Henry Thornton, the late president of Canadian National System.

All GN passenger business, tickets, baggage, etc., are handled at the Canadian National station.

The future use of GN's station has not been disclosed.

### *Inhofer Heads St. Louis Railroad Association*

R. J. Inhofer, general agent for the Great Northern Railway in St. Louis, was elected president of the St. Louis Off-Line Railroad Association.

Other officers are D. E. Goalby, general agent, Kansas, Oklahoma & Gulf Railroad, vice president, and F. N. Gaddy, general agent, Canadian National Railways, secretary-treasurer.

The USS Kearsarge was the first ship to enter the new drydock, the world's largest, located at the Puget Sound Naval shipyard at Bremerton, Wash.

Seven

## THE STREAMLINED RED RIVER



Even a king and queen suffer from aching feet. Royalty rests with Space Needle in background.



King Boreas XXVI Wesley Chandler, and Queen of the Snows, Penny Hicks begin their World's Fair visit.

## Seattle World's Fair

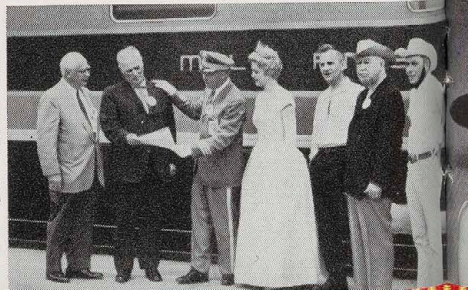
A carnival air prevailed on the Empire Builder in early June between St. Paul and Seattle when St. Paul's Winter Carnival royalty travelled on the Empire Builder to the Seattle World's Fair.

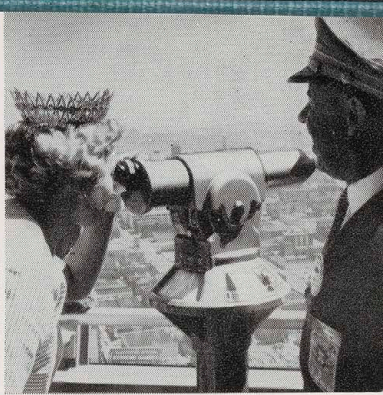
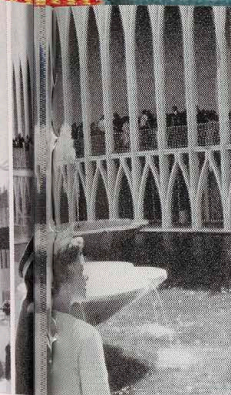
They participated on June 12 in Minnesota day festivities at the fair—a day set aside for the North Star State's sons and daughters.

As the Builder streaked west, St. Paul's goodwill ambassadors greeted the 462 passengers on the train and posed for photographs with many out-state visitors.

Comprising the carnival group

A western-style greeting awaited the St. Paul Winter carnival group at trainside, Havre, Mont.





The United States Science pavilion attracted the attention of the royal visitors. In the photos above, King Boreas and the Queen

of the Snows toss coins in the fountain and view the City of Seattle from atop the 600 ft. Space Needle.

## World's Fair: Show Fit For King (And Queen)

were Miss Penny Hicks, Queen of the Snows, whose father is a GN employee; Wesley Chandler, King Boreas XXVI; Gareth Hiebert, Prime Minister, and Oliver Towne columnist of the St. Paul Dispatch, and John Geisler, managing director of the St. Paul Winter Carnival Association.

Also accompanying them was GN's official representative, Walter N. Norris, newly-elected president of the St. Paul Winter Carnival Association, who also is general auditor of the GN, and wives.

A full agenda kept the ambassa-

dors in full uniform for most of the trip which included official train-stops at Whitefish and Havre, Mont., and Spokane, Wash., where they greeted members of the Whitefish Winter Carnival, the Havre Pioneer Multicentennial and the Spokane Lilac festival. On hand at Seattle were greeters from the Seattle Seafair.

In that city, the Winter Carnival group joined other Minnesota representatives including the Gaylord Over-60 Band and the University of Minnesota Morris branch choruses; the Minnehaha Academy band of

(Concluded on Page 10)

Presented at a World's Fair style show, Queen Penny spoke to the crowd as models paraded.

Whitefish, Mont., Winter Carnival royalty greeted the St. Paulites during a brief stopover of the Empire Builder.



## Royalty at the Fair—Conclusion

Minneapolis and the Fairmont and Proctor high school bands.

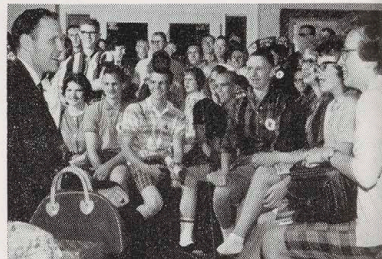
Leading the 1,000 Gopherland sons and daughters was Gov. Andersen of Minnesota who joined the group at a picnic at the fair—the only one sanctioned by fair officials. Minnesota's contingent was the largest on record for state day celebrations.

The North Star State visitors joined winter carnival royalty in rubbernecking at the fair—visiting the Space Needle, the U.S. Science Pavilion, the Gayway—and riding on the Monorail and making appearances at the many pavilions and foreign buildings.

All agreed the fair was exceptional

and worth traveling to see. See you at the fair!

While waiting for the train to come in, Roger Tenney, left, director of the Owatonna, Minn., high school choir, dispenses last-minute instructions to his singers before boarding GN's Western Star for Seattle.



Sweet music deserves its reward, says Penny Hicks, Queen of the Snows of the St. Paul Winter Carnival, who pins a rose on Louis B. Morsching, 80, oldest member of the Gaylord, Minn., Over-60 Band, which entrained at Great Northern's station in Minneapolis for Seattle and the World's Fair. They performed on Minnesota day.



Ten

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## Goat Gaieties

### Horse Laugh

Housewife: "My romantic life is a story of tragedy—I went to a masked ball as Helen of Troy and met two fellows dressed as the Trojan horse. Both of them fell in love with me."

Neighbor: "What's wrong about that?"

Housewife: "I married the wrong half!"

\* \* \*

### Another Bite

Congressman: "And now, gentlemen, I want to tax your memories."

Opposition: "Good heavens! Why hadn't we thought of that before?"

\* \* \*

### In Hot Water

Wolf to Waitress: "I read in the paper where a couple on a mountain were buried by a snowslide for 18 hours. How would you like to be buried in a snowdrift with your sweetie?"

Waitress: "If me and my honey were buried in a snowdrift," she said, "we'd be swimming in 20 minutes!"

\* \* \*

### Fine Line

"You are a barber, aren't you?" the lawyer asked the witness.

"Sir," he replied, "I am a tonsorial artist."

"Come now," objected the judge, "let's not split hairs."

### In The Cards

The cook related the rosy future facing her as outlined by a fortune teller.

"Why that's just wonderful," her employer exclaimed. "Take me to your reader!"

\* \* \*

### Eye-Stoppers

"How can you possibly justify a trip to Miami Beach as a legitimate business expense?" the tax investigator asked the optometrist.

"I was trying to develop contact lenses that wouldn't pop out," he replied.

\* \* \*

### Old Complaint

"Doctor," pleaded the old man, "you've got to help me. I am 90 years old and am still chasing girls."

"What's wrong with that?" the doctor asked.

"I chase them," he said, "but I don't know why."

\* \* \*

### Short & Sweet

The Lord's Prayer has 56 words; Lincoln's Gettysburg Address, 226; and the Ten Commandments (which set a whole moral code for mankind), 297.

In contrast, the words used in a federal order dealing with the price of cabbage total 26,911.

*Eleven*

**GREAT NORTHERN—SWIFT, SAFE, SURE**

## U. S. Rails' 1961 Purchases Top 1.2 Billions

United States railroads purchased \$1,262,220,000 in supplies during 1961, the Association of American Railroads reported.

The total did not include \$646,452,000 spent for capital equipment and improvements, including locomotives and cars, bridges, buildings and roadway structures. The amount spent in this category in 1960 was \$919,154,000.

Of the total purchases, iron and steel products such as rails, machinery and parts and wheels for cars and locomotives amounted to \$333,839,000, a sharp drop from the \$446,049,000 in 1960.

Fuel oil for diesel locomotives accounted for \$328,733,000 of the 1961 supplies expenditure, with fuel purchases of all kinds totaling \$365,541,000.

Forest products of all kinds including cross ties, switch ties and lumber for bridges and piling cost \$70,055,000 as compared with \$96,553,000 in 1960.

## 20-Million-Dollar Show

The largest entertainment program ever allocated in a six-month period is thrilling Seattle World's Fairgoers.

Performances are staged in a 20-million-dollar complex of buildings including a 3,100-seat opera and concert hall, a 5,500-seat arena, an 800-seat playhouse and a 12,000-seat stadium.

Many nations are represented in the performing arts including Sweden, Mexico, Yugoslavia, Greece, France, Japan, The Philippines and Poland.

The Seattle Symphony orchestra with famed guest conductors will perform at the fair as well as Louis Armstrong, Errol Garner, Carl Sandburg, Victor Borge, Van Cliburn and Benny Goodman.

*Twelve*

Miscellaneous supplies accounted for \$492,785,000 of total supply purchases in 1961, a drop from \$555,484,000 in 1960.

Included in the miscellaneous category are building materials such as brick, cement and roofing; paint and chemicals; lubricating oils and greases; office and train supplies and electrical materials.

## Idaho's Pend Oreille Lake Yields Two More Prize Fish

Fish from Lake Pend Oreille in northern Idaho have captured two more national prizes for their species, Field & Stream editors announced recently.

Topping the spinning division winners were a 29¾-pound Kamloops rainbow trout caught last November 24 by Jim Parsons of Sandpoint and a 17½-pound Dolly Varden caught last August 6 by Mrs. Yvonne H. Donaldson of Spokane, Wash.

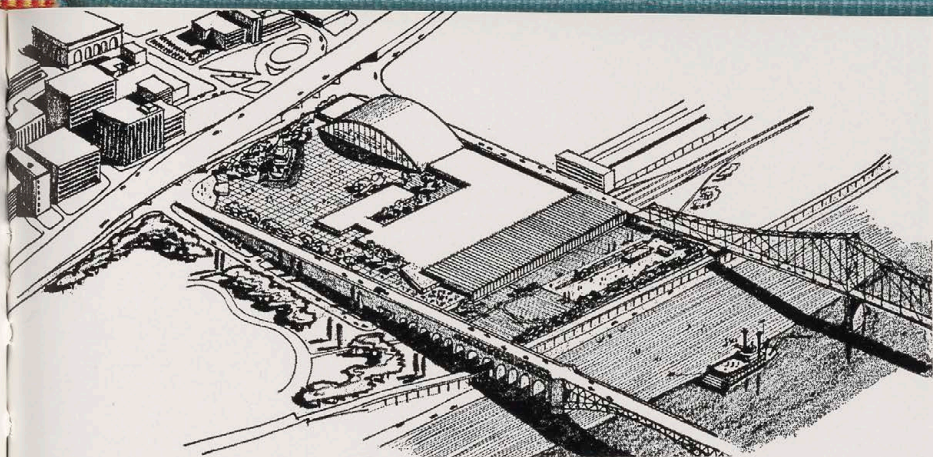
The magazine also reported that nine of the ten largest rainbows caught on the continent in 1961 came from North Idaho's "big hole." Parson's fish was ninth in that group.

The world Rainbow record is still held by the 37-pound Kamloops caught in 1947 at Pend Oreille.

Many visitors to the Seattle World's Fair are planning stops this year at northern Idaho's fishing spots such as Lake Pend Oreille.

Great Northern, which serves Spokane, Wash., takes passengers within a few miles of some of the world's best fishing areas.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



## Illinois Eyed As Site for Transport Museum

The southwest regional port district is eyeing the East St. Louis, Ill., area as possible site of the Transport Museum because of the failure of the St. Louis bond issue supporting location in St. Louis.

John P. Roberts, museum president, made the statement after the March 6 election proposing relocation of the National Museum of Transport on the St. Louis riverfront missed passage but received a 64.9 per cent majority of the vote, short of the needed amount.

It was added, however, because of the confidence from a majority of the voters, public opinion favors construction of the museum in the St. Louis area even though it be across the Mississippi river.

Location will depend on the organization's receiving immediate and aggressive support. The site would be adjacent to the river and convenient to the core area of Greater St. Louis.

On basis of expected museum attendance in excess of a half-million visitors yearly, it has been determined that financial houses in the East will underwrite revenue bonds

necessary for construction of initial sections of the physical plant.

Several large foundations have shown increased interest in participating and application is being prepared to one foundation for a \$200,000 grant to finance a study to determine what should constitute the physical plant.

The museum currently is situated on a 65-acre tract west of Kirkwood, Mo., but because of its location, has not been drawing the public and consequently is in financial difficulties.

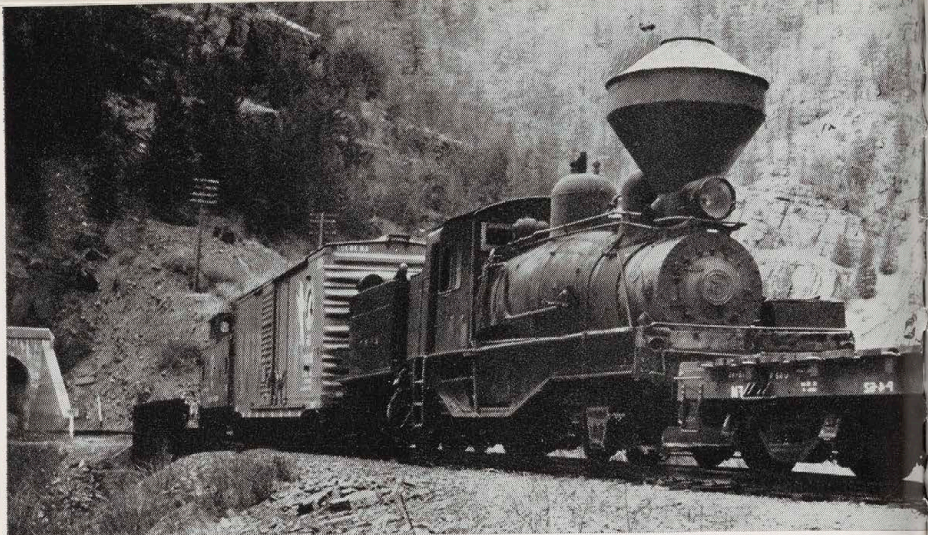
In the past 18 years, the museum has acquired one of the most impressive collections of railway and city transit equipment in the country and is obtaining new material monthly.

Originally, the defeated bond issue sought \$100,000 for moving the museum to the St. Louis waterfront.

One of the most interesting exhibits at the Seattle World's Fair is for youngsters of 8 to 13 years only: the "doing" laboratory at the U. S. Science pavilion, where adults are not permitted.

Thirteen

**GREAT NORTHERN—SWIFT, SAFE, SURE**



The Lima Shay, coupled to a flatcar, is shown emerging from a tunnel in Montana in the movement between Helena and Great Falls.

## SHAY ENGINE HAULED TO MONT. RANCH MUSEUM

A balloon-stack shay, used by the Anaconda Forest Products Company of Montana for 40 years to haul logs in the Blackfoot country, recently made its last trip on commercial rails before movement on a museum railroad ranch of a retired wheat farmer.

The Great Northern originated a special train to haul the Class C, 3-cylinder shay locomotive from Helena, Mont., to Great Falls.

The engine will finally "rest" with other historical railroad equipment on the Walter Mehmke farm, approximately eight miles east of Great Falls on Box Elder creek.

Owned by Jack Hoover, an executive of the First National bank of Great Falls, the shay will be placed in running condition for possible

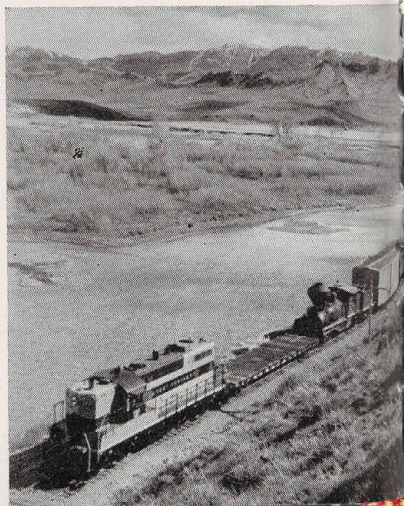
"trips" on track that will be laid on the ranch.

The engine is designated No. 5 and has Lima shop No. 3203. Mr. Hoover says, "the shay will need a lot of work

*(Concluded on Page 15)*

Nearing Ulm, Mont., the entire special train pulling the shay is shown in this photo taken from surrounding heights by R. V. Nixon of Missoula, Mont.

*Fourteen*





Posing for a "work crew" picture before the Shay are, from the left, Virgil Wright, brakeman; Jack Hoover, owner of the engine; Shirley Williamson, conductor; Al Butkoske, brakeman; L. J. Denning, engineer; R. A. Blay, fireman, and E. C. Coan, master mechanic.

on it before it is operative. I am missing all the line shafts which were scrapped by the Anaconda company."

An enthusiastic railroad fancier, Mr. Hoover has an excellent collection of railroad items including an ex-GN Drovers Coach No. X757, which also will be moved to the ranch.

He hopes to restore the coach to as close to the original condition as possible, and intends to utilize old Adlake double kerosene coach lamps that will be installed from the ceilings.

Mr. Mehmke, also an avid collector, has a wonderful assortment of 30 steam traction engines and approximately the same number of old gas tractors.

The Mehmke farm is a safe site for protection of old equipment by virtue

of its very location which prevents vandalism.

The plan is ultimately to build approximately a mile of track, Mr. Hoover says. He is currently arranging for the acquisition of track and other accessories.

He has a fine collection of locomotive headlights, bells, whistles and builders plates that he plans to install in an old depot that will be constructed.

In his "free" time away from the bank, energetic Mr. Hoover has been working on a 15-ton 0-4-0 narrow gauge Davenport locomotive on the farm.

The Northern Pacific Railway moved the engine from Missoula, Mont., to Helena, where it was picked up by the Great Northern.

*Fifteen*

## GREAT NORTHERN—GREAT WAY EAST OR WEST

# AN IMPORTANT OCCASION!

The Minnesota Historical Society and  
Great Northern Railway jointly welcome  
you this morning to a commemorative program of

 **UNUSUAL**   
HISTORICAL SIGNIFICANCE  
*at the St. Paul Union Depot*

\*\*\*\*\* It was just 100 years ago today, on the sunny summer afternoon of June 28, 1862, that a colorful little locomotive named the William Crooks headed out of St. Paul, a pioneer town on the banks of the Mississippi, and chuffed across the prairie to the Village of St. Anthony. This inaugural trip over the first 10 miles of the St. Paul & Pacific Railroad signalled the beginning of what has culminated today in a century of rail service to the State of Minnesota. From this beginning—the linking of St. Paul and a village now known as Minneapolis—grew the Great Northern Railway, a mighty 8,227-mile system stretching from the Great Lakes to the Pacific Coast. \*\*\*\*\*

**T**he first run of the William Crooks was an impromptu but festive occasion. The two cars pulled by the diminutive engine had arrived by steamer just that morning, but they were quickly filled with excited passengers and the hastily-scheduled departure was marked

by lusty cheering and waving of hats. It is in this spirit that we gather about the William Crooks, here in the St. Paul Union Depot, to recall that historic first run of our old "No. 1"—and to commemorate the Centennial of the Great Northern Railway.

## **PROGRAM**

11 A.M. (D.S.T.) JUNE 28, 1962

Selections by Professor George Donnay's Military Band

### Introductory comment

Mr. John M. Budd  
President, Great Northern Railway

### Presentation of special guests

Mr. Budd

### Remarks

Governor Elmer L. Andersen

### Musical memories

Montevideo Quartet

### Address

Monsignor James P. Shannon  
President, College of St. Thomas and  
1st Vice President, Minnesota Historical Society

### Presentation to Minnesota Historical Society

Mr. Budd

### Response

Mr. Walter N. Treuherz  
President, Minnesota Historical Society

### Closing Remarks

Mr. Budd



Colorful, old-style  
flyers were handed  
guests attending the  
ceremonies marking  
the 100th anniversary  
of the first run of the  
William Crooks and  
Great Northern's  
Centennial.

THE GREAT NORTHERN

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*The Great Northern*  
**GOAT**

*August, 1962*



# The Great Northern GOAT



Vol. 32 August, 1962 No. 8

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

DAN MUSCH, Editor

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



Beautiful Minnehaha Falls in Minneapolis, although never seen by Poet Longfellow, was made famous in his poem of Hiawatha. Story on Page 13.

Two

## Your Railroad

A warning—well sounded—that unless Congress adopts the president's transportation proposals the railroad industry under private enterprise will be endangered was given by Secretary of Commerce Luther H. Hodges.

As the first witness before the Interstate and Foreign Commerce committee, Secretary Hodges emphasized that the administration's goal was an unsubsidized transportation system, privately owned, through a policy providing a comprehensive way for all modes to compete on equal terms.

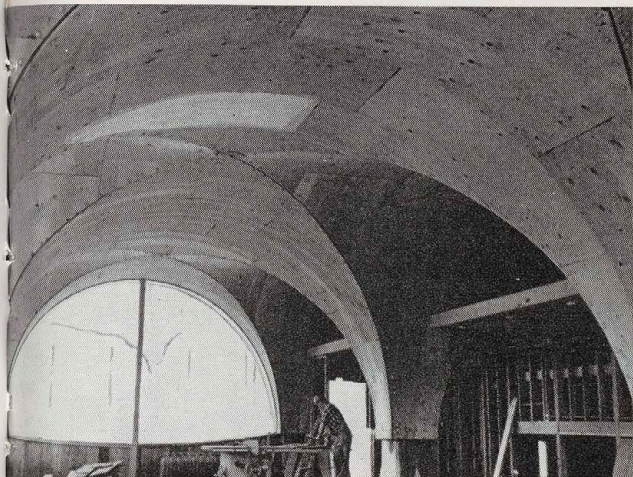
Under consideration before the committee are two bills: "The Transportation Act of 1962," an omnibus bill, and another designed to eliminate minimum rate regulation on bulk and agricultural commodities and on passenger fares.

"Unless a comprehensive program for transportation is developed which considers and coordinates all elements of public policy, the nation's transportation system is in danger of collapse," Secretary Hodges stated.

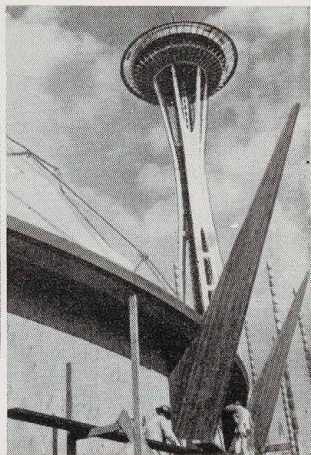
Key elements in the public policy needed to provide an orderly framework within which the several modes of transportation may compete on equal terms listed by Mr. Hodges are:

- A more coordinated federal policy and a less segmented approach;
- A system of user charges so that, to the extent possible, the users of transportation services will bear the full cost of the services they use, whether those services are provided privately or publicly;
- Equal opportunity for all forms of transportation and their users and undue preference to none, and
- Greater reliance on the forces of competition and less reliance on the restraints of regulation.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



A carpenter works on the uncompleted Hofbrau beer garden, above, at the Seattle World's Fair, which features large plywood vaults. At right, workmen sheath the Ford Motor Co. geodesic domed building emphasizing plywood's unique qualities.



## Durable Plywood Puts On Show At The Fair

The effectiveness and durability of plywood in building is dramatically displayed at the Seattle World's Fair.

The Century 21 Exposition has utilized versatile plywood as the basic building material at the running show which features a peek into the future.

There is no doubt that plywood has an even brighter future in the world of tomorrow if the buildings at

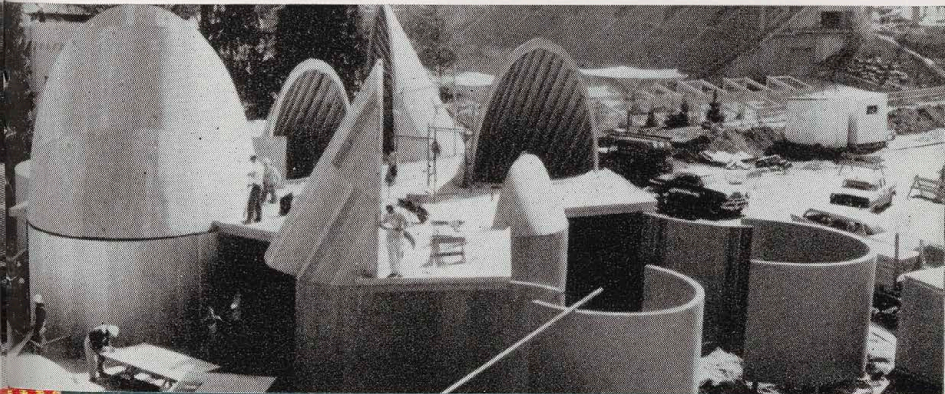
the fair are any indication.

Substantially more than one million square feet of the material was used in the building of the fair. The footage was figured on a  $\frac{3}{8}$ -inch basis.

More buildings on the grounds use plywood as the primary structural material than any other building product.

*(Concluded On Page 12)*

The Douglas Fir Plywood Association's building, the Plywood Home of Living Light, is the biggest user of plywood at the fair with a booming 65,000 square feet. The building depicts the freedom of design permitted by plywood.



## Fair Ups Great Northern Passenger Traffic

The Seattle World's Fair is attracting substantially more train travel via Great Northern than was expected.

GN's transcontinental streamliners, the Empire Builder and Western Star, carried approximately 115,300 westbound and eastbound passengers from January 1 through July 18, as compared with just over 97,300 for the same period in 1961.

The trains operate between Chicago and Seattle-Portland via St. Paul.

The trend is expected to continue through July and August—peak summer travel period—and into early October. The Seattle World's Fair ends on October 21.

"The volume of traffic thus far has surpassed our expectations," said K. C. Van Wyck, GN passenger traffic manager. "Every piece of serviceable passenger equipment is in use including six coaches purchased this year. No other equipment is available from other lines because this is the peak

travel season for most railroads."

He pointed out that the traffic increase does not mean that passenger space is unavailable. "Some space is canceled every day," he said, "and this factor should be considered in planning travel to the fair."

Of particular interest this year, he added, are the increases in traffic originating from points east of Chicago and in coach travel.

Also benefiting from world's fair travel have been GN train arrivals in Glacier National Park in the Montana Rockies by tourists who are making stopovers at the park either to or from the Seattle exposition.

An increase of 2,355 arrivals over 1961 already had been recorded on July 18 for a grand total of 4,690 persons.

Many other Pacific Northwest points including Portland, Ore., Spokane, Wash., and Vancouver and Victoria, B.C., also have experienced big gains in tourist business.

## Miss Betty LaSorte Chosen Whitefish Railroad Queen

The daughter of a section foreman for the Great Northern at Cut Bank, Mont., recently was chosen and ruled at the 3d annual Railway Appreci-

ation day at Whitefish, Mont.

She is Miss Betty LaSorte, a junior at the Montana State college at Bozeman, who was chosen from a field of 25 candidates.

Also selected as railroad princesses were Mrs. Joan Drager and Boneta Lovell. All three of the royal family are Great Northern accounting office employees in Whitefish.

The celebration was held in conjunction with the 100th anniversary of the Great Northern.

Events of the unique community get-together included a dance exhibition, spike-driving contest, bowling tournament and golfing. Old-time railway employees with up to 54 years' service were presented gifts.

Mrs. Florence Decker of the Whitefish Chamber of Commerce was appreciation day chairman.



From the left are Mrs. Joan Drager, princess, Betty LaSorte, queen, and Boneta Lovell, princess.

Four

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**



## Diversification Key To J. R. Clark Co.

In the 84 years since it was founded in a rented basement on Nicollet island in Minneapolis, the J. R. Clark Co. has demonstrated the value of diversification.

It has proven that a company's growth depends upon its ability to anticipate changes in consumer tastes.

Today, the Clark company produces 35 per cent of all ironing tables sold and 40 per cent of all ladders made in this country. Its "Rid-Jid" label on its products has been a by-word in American households for 40 years.

From its scenic, 18-acre factory site alongside Lake Minnetonka in Spring Park, Minn., it sends approximately 1,000 boxcars of ironing tables, ladders and a "leisure products" line of lawn and garden furniture and folding patio carts, tables and chairs each year. The plant is served by a Great Northern spur which branches off from the railway's Hutchinson-Orono line.

Great Northern also plays an important role in feeding the Clark

(Concluded On Page 13)



Lumber, unloaded from boxcar, above, is manufactured into one of Rid-Jid's well-known products, ladders. Workman stacks ladders into boxcar, below.



## 1887 MONTANA GN LINE

### Gandy Dancers Set Records to Great Falls

The western stretches of North Dakota and eastern Montana rang with the clang of spikes being driven into ties 75 years ago as one of railroad's most impressive construction projects thrust rails 545 miles westward from Minot to Great Falls, Mont.

It is a festive summer for many communities along that Great Northern right of way as various points celebrate the 75th anniversary of their founding—an anniversary year they mark in conjunction with the GN which is 100 years old.

Among these communities are Great Falls, Havre, Glasgow, Culbertson, Plentywood and Malta, all in Montana, and Williston in North Dakota.

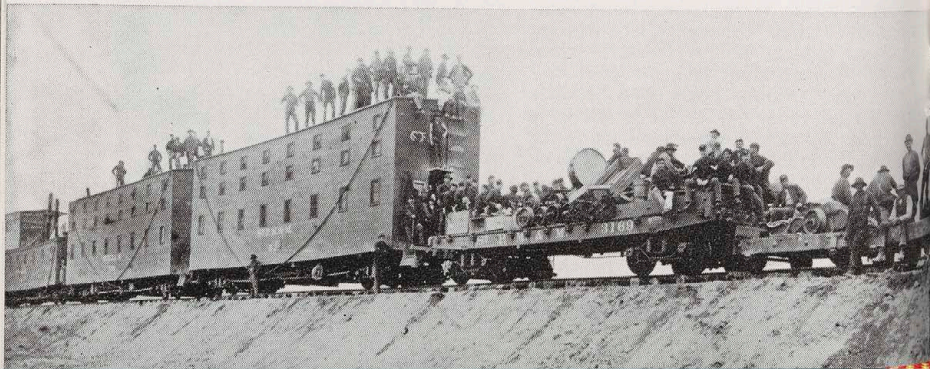
James J. Hill's accomplishment in pushing the line that distance in 1887—in one construction season—stands out in railroad history. It is an achievement that has no comparison.

The only working resources at the disposal of the contractors were a crew of 9,000 men and 7,000 horses—plus enormous drive.

In preparing the roadbed from



The long line of equipment, horses and men, shown above, was needed for the Montana line extension in 1887. Below, gandy dancers had protection of the military in warding off attacks.



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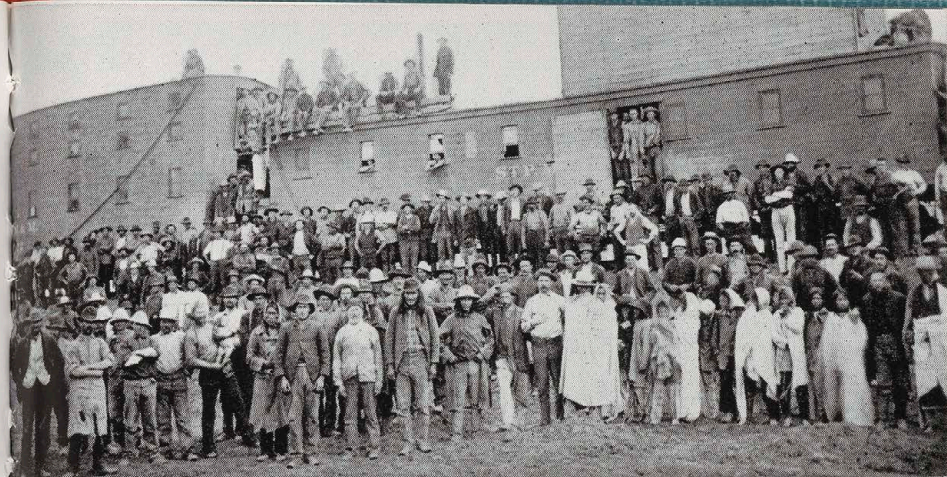
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Workers, Indians and squaws pose in front of the massive dormitory cars that moved westward with construction.

Minot to Great Falls, nearly one million cubic yards of earth and 22,500 cubic yards of loose and solid rock were moved.

Hill made his first trip to the area in 1884. From a vantage point on the trail, he studied the terrain and stated that sooner than people expected, he would extend the St. Paul, Minneapolis & Manitoba Railroad, a predecessor line of the GN, to Great Falls, and by one of the passes over the mountains to the Pacific Coast.

Later that day they drove to the townsite—a treeless prairie with a few buildings. They sat down to a trout picnic supper, and Mr. Hill said: "Montana is a revelation to me!"

Of particular interest to him were

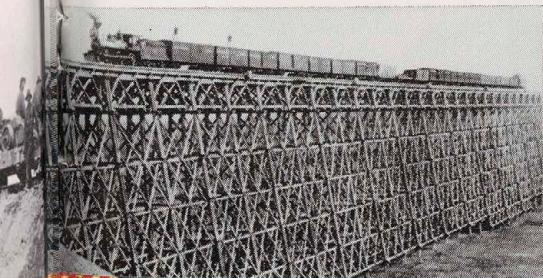
the possibilities for livestock and agriculture along the Sun and Missouri river valleys and the water power potential.

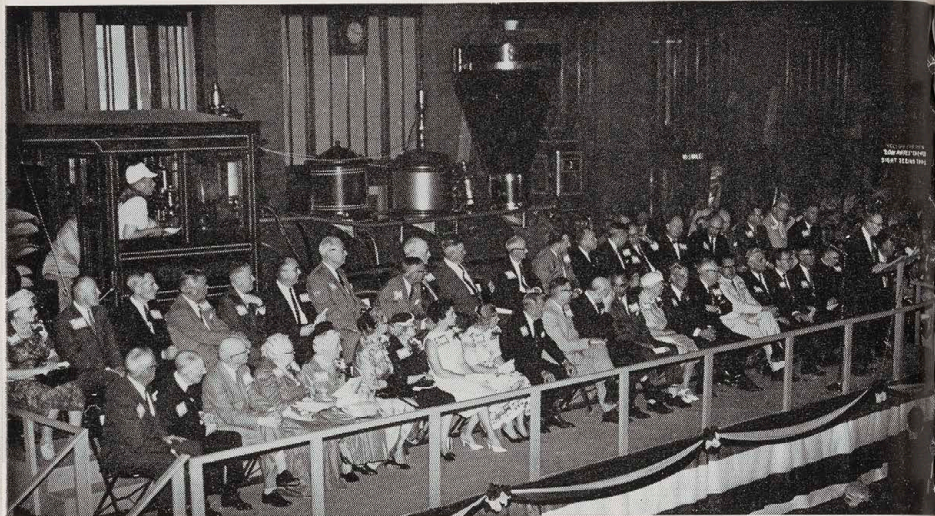
Construction of the 545-mile stretch between Minot and the new city of Great Falls began on April 2, 1887. Mr. Hill accumulated a great stock of material, men and horses. Between April and September, 500 miles had been graded and steel gangs laid rail behind the graders with a speed that astonishes present-day railroaders.

On July 16, 7 miles and 1,040 feet of track were laid, and on August 8, 8 miles and 60 feet were set down. The work was accomplished by han-

(Concluded On Page 15)

The Gasman Coulee bridge, left below, three miles west of Minot, N.D., was 1,609 feet long, and 102 feet high. In it were 1,303,998 feet of timber. It was replaced by a steel bridge in 1899. A horseback rider, below right, leads the rail-laying crew which is seen lowering track from car.





Honored guests at the morning program are seated on a specially-constructed platform in front of the Crooks. At the microphone is John M. Budd, GN president.

## WM. CROOKS DEEDED TO HISTORICAL SOCIETY

Minnesota's first locomotive, the William Crooks, No. 1 on Great Northern Railway's roster, has been deeded to the Minnesota Historical Society.

Transfer of ownership was made on June 28—the 100th anniversary of the railway—in impressive cere-

monies in St. Paul's Union depot.

John M. Budd, president of GN, made the announcement to more than 1,500 employees and guests shortly after 11 a.m. before the famous antique locomotive that is on permanent display in the depot.

The impending transfer was a well-kept secret. Employees, well aware of the importance the Crooks played in Great Northern's history, gasped when the announcement was made.

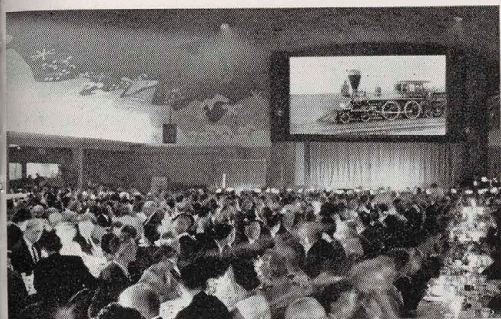
Mr. Budd handed the deed to Walter N. Trenerry, president of the Minnesota Historical Society, as descendants of many of the Crooks' first passengers, viewed the ceremony.

Among them were Misses Peggy and Evelyn Crooks, granddaughters of William Crooks; Miss Anna Furness, granddaughter of Alexander Ramsey, first territorial governor of Minnesota; Mrs. George Rugg, granddaughter of Henry L. Sibley, first governor of the State of Minnesota; Gov. Elmer L. Andersen of

(Continued On Page 10)



Engineer of the day shown in the cab is Gary Hiebert, Oliver Towne columnist of the St. Paul Dispatch.



Dinner guests at the evening musical program viewed historical photos projected on a huge screen suspended from the ceiling.



Morning program guests also were luncheon guests of GN on a special train which made a round trip between the Twin Cities.



Colorfully-designed and printed flyers describing the eventful day were distributed to the audience at the Union depot.



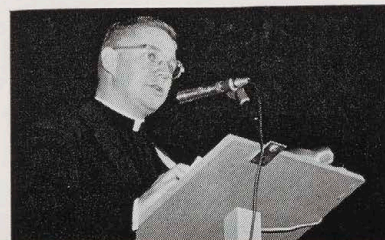
Mrs. Beverly Rawlings, GN hostess, pins a corsage on Miss Anna Furness, granddaughter of state's 1st territorial governor.



GN President John M. Budd presents plaque to Walter N. Trenerry, president of the Minnesota Historical Society.



The Montevideo Quartet "serenades" Mrs. Lois Arndt, GN hostess at the program in the Union depot, where Msgr. James P. Shannon, below, spoke.



## WM. CROOKS DEEDED TO SOCIETY

Minnesota; representatives of state and county historical societies and city, county and state officials.

In presenting the locomotive to the society, Mr. Budd stated:

"The general idea of an historical society is that of an organization concerned mostly with the past, giving scant attention to the present and future.

"This is not a true concept, of course, for throughout our country are historical groups—large and small—which are devoted to projecting and interpreting the past for the benefit of the present generation, and preparing for those to come."

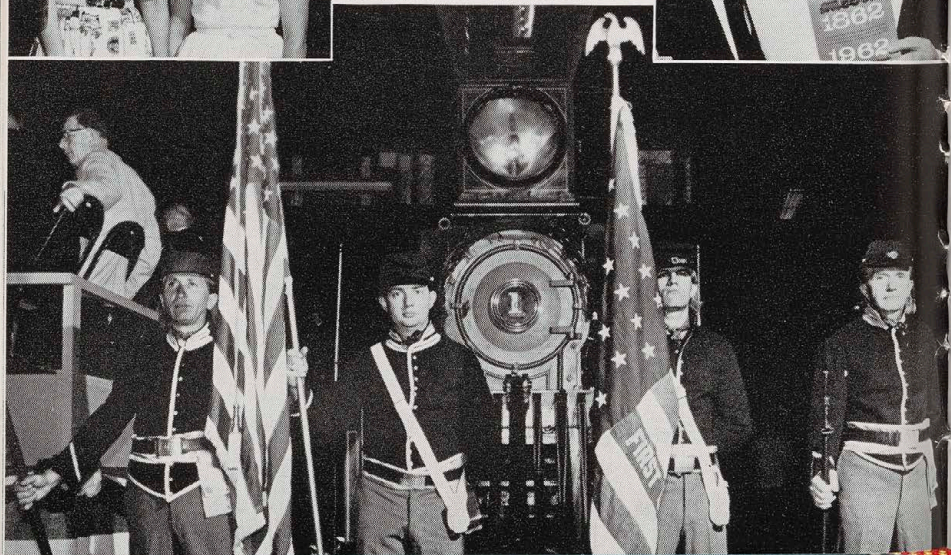
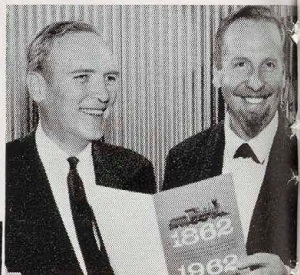
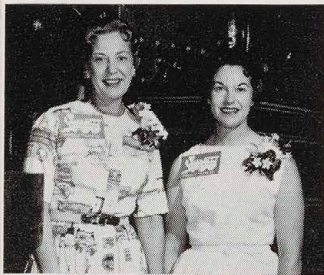
The GN president added that "Although what Great Northern is about to do definitely has not been under consideration for 100 years, we feel that the society's enduring hope and patience are deserving of award."

Upon the bronze plaque handed to Mr. Trenerry was the legend:

"As a fitting climax to its commemoration of a century of rail transportation service in the State of Minnesota, the Great Northern Railway on the 28th of June, 1962, presented this famous pioneer locomotive to the Minnesota Historical

*(Concluded On Page 12)*

Honored guests at the morning program were Misses Peggy and Evelyn Crooks, shown from left in left photo, granddaughters of William Crooks. At right, John M. Budd, left, GN president, chats with Skitch Henderson, music director of the National Broadcasting Company, who produced and directed an evening musical commemoration of the centennial. Below, the Color Guard, dressed in authentic Union uniforms, were comprised of GN employees.





## Goat Gaieties

### Outdated

The bachelor boss asked his secretary what she was doing Sunday night. "Nothing. Nothing at all," she answered excitedly.

"Good! Then maybe you'll be on time for a change on Monday morning," he said.

\* \* \*

### Even Score

George was on his deathbed and began confessing to his business partner:

"I have to tell you that I stole \$10,000 from the firm, sold our secret formula to a competitor, have been going out with your wife, and . . ."

"That's all right, George," the partner whispered. "I'm the guy who poisoned you!"

\* \* \*

### Rise and Shine

Judge: "Have you ever been up before me?"

Accused: "I don't know. What time do you get up?"

\* \* \*

### Some Shot!

The two hunters were sitting in a duck blind when a flock came by and Dan blasted away but none fell.

He turned to Charlie and said: "You have just witnessed a miracle! Somewhere in that flight of ducks flies a dead one."

### Strange Encounter

"So you met your wife at a dance. It must have been romantic!"

"Not particularly. I thought she was home, taking care of the kids."

\* \* \*

### Cornered

A tipsy hubby called his wife from a phone booth and instructed her to pick him up.

"But where are you?" she inquired. "I'll look at the street signs—just a minute," he said.

Upon returning, he told her: "I'm at the corner of Walk and Don't Walk!"

\* \* \*

### Song 'n' Dance

"The canary you sold me has a broken leg!"

"So what?" was the reply. "When you bought him you said you wanted a singer, not a dancer."

\* \* \*

### It's like this . . .

"Daddy," the 6-year old boy asked, "before you married mommy, who told you how to drive?"

\* \* \*

### Recount

"You told me how good you were when I hired you three months ago," said the office manager to the new typist, "now, tell me all over again; I'm getting discouraged."

Eleven

**GREAT NORTHERN—SWIFT, SAFE, SURE**

## THE WILLIAM CROOKS—Conclusion

Society, to have and to hold for public enjoyment forever. The civic ceremony this day marked the 100th anniversary of the first run of the William Crooks between St. Paul and St. Anthony, now Minneapolis."

Speaking for the Minnesota Historical Society, Mr. Trenerry remarked:

"The gift of this historic engine is also a first, I believe, for any historical society. No other society has had the good luck to acquire such a possession and I am sure that all the others will envy us.

"You may be sure, Mr. Budd, that the Minnesota Historical Society will love, honor and cherish your gift of Minnesota's pioneer locomotive, and will be proud that the Great Northern Railway, over whose line the William Crooks made its historic run, chose the society to receive it."

Main speaker at the morning program was Msgr. James P. Shannon, president of the College of St. Thomas, St. Paul, and first vice president of the society. In his talk, Rev. Shannon outlined the role of the railroads in the early history of Minnesota.

Greeting visitors that morning was "Professor George Donnay's Military Band," dressed in authentic Union uniforms of the Civil War. The band played before and after the program, and the Montevideo, Minn., Quartet, a barbershop group comprised of businessmen entertained.

Following the morning program, the special guests were Great Northern luncheon guests on a train trip between St. Paul and Minneapolis.

A musical tribute to the "Iron Horse in Minnesota" was presented by Skitch Henderson, music director of the National Broadcasting Company, who produced and directed a

specialty-prepared show before 1,000 dinner guests in St. Paul's Prom ballroom.

Mr. Henderson conducted the Centennial Symphony Orchestra, comprised of 75 members of the famed Minneapolis Symphony.

Historic scenes were projected on a huge screen hung from the ceiling.

The nostalgic photos depicting railroad, state and city history were obtained from the files of the Minnesota Historical Society.

## Plywood—Conclusion

The whole range of plywood application is represented at Century 21 including concrete forming, sheathing, subflooring, roof decking, wall paneling, siding and use in prefabricated components.

As an example of effective use of plywood, Seattle Architect Paul Thiry used 40,000 feet of plywood in the construction of the base of Ford Motor Company's geodesic dome. It has a diameter of 110 feet.

The outside wall of the building is punctuated by 12 laminated-wood fins piercing the sky.

Another fair structure, the Alaska building, designed by the Seattle firm of Mandeville & Berge for the National Bank of Commerce, also is a dome-shaped building. The entire shell is plywood consisting of 25,000 square feet of plywood.

The Transportation building, of which Great Northern was one of the sponsoring railroads, consists of three rectangular buildings elevated on metal posts and inter-connected by translucent fiberglass walkways.

Inside each of the plywood rooms are railroad exhibits depicting railroad advances visualized for Century 21. Used in the construction of the building were 10,000 square feet of plywood.

## Summer Rains Put Roar Into Minnehaha Falls

Heavy snows and an unusually wet spring and summer have put new life in Minnehaha Falls made famous by Poet Longfellow.

During the past few years, dry summers converted the falls into a "whisper," but this year the roar of the waters may be heard a block away.

The falls is located in Minnehaha park in Minneapolis proper. The waters fall 93 feet over a limestone ledge in their course to the Mississippi river which is a half-mile distant.

It is believed Longfellow received inspiration for his famed "Hiawatha" in which he vividly describes Minnehaha Falls from a daguerreotype given to him by a friend.

The poet reportedly took it with him to an eastern woods and conceived the poem.

(A source of pride to Minneapolitans, water is pumped into the stream during dry seasons, when Minnehaha creek is at a low ebb and special visitors arrive in the city.)

### J. R. Clark—Conclusion

assembly line machinery. More than 8 million board feet of lumber—fir, western hemlock and oak—and 10 million pounds of coiled steel sheeting are brought to the 288,500-square-foot factory each year. Virtually all the lumber comes from the West Coast and Canada, while steel is transported from eastern mills.

The firm was founded by John Rice Clark, a Massachusetts Yankee who emigrated to Minnesota in 1856. After initially manufacturing such items as wooden boxes, ladders and ironing tables and clothes racks, a secondary line—corrugated paper containers—enabled the firm to with-

stand the switch in consumer demand. A streamlined, collapsible version of the ironing table was introduced under the name, "Rid-Jid Regular." In the 1930's, John R. Clark, grandson of the founder, succeeded his father as president.

The Clark firm began experimenting with steel, wooden legs were first replaced, then an expanded metal top was introduced. During World War II, the company produced wooden and steel ammunition boxes for the navy, and upon conclusion of the war, it moved production west of Minneapolis to Spring Park near Lake Minnetonka.

During peak production, the company operates around the clock employing 500 persons. Its annual payroll amounts to \$2,250,000.

Investing in research and product development, the Clark Company introduced other items such as the first knee-room table for sit-down ironing and the first aluminum ladder.

Other products include devices for automatic welding, steel tube fabrication, electrostatic painting and automatic packaging and the manufacture of laundry carts and a spread-wing ironing table.

With the increase of leisure time, new markets were established for lawn and garden furniture, folding patio carts, tables and chairs.

The company also operates a 36,000-square-foot plant in Reading, Pa., where ladders are assembled from parts made in Spring Park and Rid-Jid products are warehoused for distribution to East Coast outlets.

John R. Clark, third-generation president, is chairman of the board and treasurer. D. J. Munson is president; L. C. McManus, executive vice president and secretary; W. P. Johnson, vice president for marketing, and Ronald Plude, controller.

Thirteen

**GREAT NORTHERN—SWIFT, SAFE, SURE**

## GN TRIPS PRIZES IN HEATING FIRM'S PROMOTION

An unusual advertising program which recognizes in a practical way the use of products and services, and at the same time makes for a closer relationship between contractor and supplier, is the unique sales promotion plan of a leading Minnesota heating equipment firm.

Ethier-Stolpe-Paar, Incorporated of St. Paul, provides all-expense trips, via Great Northern trains, to such points as Winnipeg, Manitoba, Glacier National Park in the Montana Rockies and Seattle, Washington, site of the 1962 World's Fair.

A point system, based on the use of the company's products and services, is employed. An accumulation of 11,000 points entitles the contractor and his wife to an all-expense round trip to Winnipeg; 15,000 points to Glacier National Park, and 22,000 points to Seattle.

Recent winner of a World's Fair trip via Great Northern was Mr. Larry Falk, a northeast Minneapolis building contractor, Mr. and Mrs. Falk, along with their three daughters, Demey, Pam and Faye, left Minneapolis several weeks ago bound for Seattle aboard the incomparable



Arriving in Seattle for the World's Fair after a trip from Minneapolis via the Empire Builder are Mr. and Mrs. Larry Falk and daughters, Demey, Pam and Faye. Greeting them, at left, is Louis V. Larsen, director of special events for the World's Fair.

Empire Builder. The Falks were the first to realize the Fair trip.

Ethier-Stolpe-Paar, Inc. specializes in the supplying, installation and servicing of radiant baseboard heating systems. Mr. Edgar Stolpe heads the firm as president.

## Family Camping To Set New High In National Parks

A new high of more than 5 million camper days is expected in U.S. National Parks, reports the Department of Interior.

Park superintendents make increasing efforts to accommodate campers who want the experience of spending nights in the park.

(The term, "camper day," means one person spending a night in the park.)

Family groups have been the most avid users of park facilities, it was

pointed out. No other experience brings the family closer together.

Campgrounds are normally located near scenic areas which attract tourists—such as the Pacific Northwest served by GN.

Many campers, reluctant to drive to the areas, have been patronizing Great Northern's Empire Builder and Western Star, and upon arrival at the site of their choosing, rent equipment from various agencies.

Fourteen

**THE INCOMPARABLE EMPIRE BUILDER**



Students from Portland and Milwaukie, Ore., board Great Northern's Empire Builder at Portland for a visit to various eastern points including Washington, D.C., Boston and New York City. They are members of the Foundation of American Democracy.

## 1887 MONTANA EXTENSION—Conclusion

dling the iron on low flat cars, and depositing it on the trackbed from the car at the front end.

Supplying the materials was a major task in itself: used were 8,018 cars of ties; 1,223 cars of timber; 808 cars of piling; 458 cars of lumber; 947 cars of spikes and 237 of bolts.

The average force on the grading was 3,300 teams and about 8,000 men. Upon the track-laying, surfacing, piling and timber work, there were about 225 teams and about 650 men.

The heaviest work was encountered on the eastern end, so the track-laying force was close upon the heels of the graders up to June 10. Some of the cuttings were very heavy. After that day, progress was rapid.

Track was placed high enough to prevent drifting of snow. Supplies were hauled far enough ahead to prevent interference with grading—in some instances, 30 miles ahead.

Sidings were installed at seven to eight-mile intervals, and spur tracks were 16 miles apart. The latter were used for storage of material. As the

work moved on, the spurs were taken up.

The construction train included boxcars two and three stories high in which workmen boarded and lodged.

A single item illustrating the magnitude of the supply problem was oats for horses. An estimated 590,000 bushels were shipped to Minot and forwarded along the building line.

A chronicler of the day painted this word picture at the end of the line at Great Falls:

"Quaint and solitary, everything but picturesque—was the end of the track at Great Falls, back in the fall of 1887.

"It was a lone boxcar body which poked its raised roof up from the banks of the Missouri river across from Great Falls.

"Its sole occupant was Pat Kelly, operator at the front, as he was known in those days.

"Through the winter, that shell of a boxcar was the end of the longest stretch of railroad built in a year. It was stopped at the river because a bridge hadn't been built and winter had set in checking building operations."

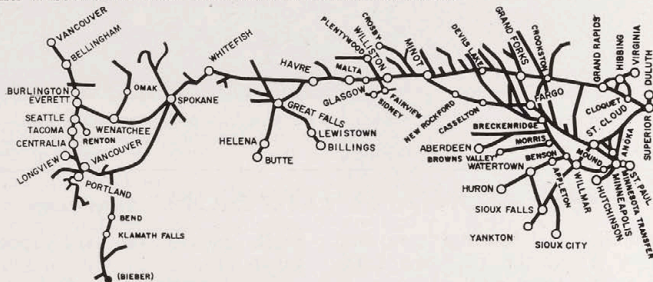
Fifteen

## GREAT NORTHERN—GREAT WAY EAST OR WEST

# GREAT NORTHERN PIGGYBACK (TOFC) SERVICE

*Between the Great Lakes and the Pacific Northwest*

**SERVING** Iowa, Minnesota, Montana, North Dakota, Oregon, South Dakota, Washington and Wisconsin as well as British Columbia (Canada).



**PLANS AVAILABLE** Plans 2, 3, 4, 5. Interline with CB&Q, CGW, CMS&P, C&NW, CRI&P, SI, Soo, SP, SP&S, WP. In addition to trailer loads, Great Northern specializes in LTL traffic via TOFC. All shipments move on **EXPEDITED FREIGHT SCHEDULES**. Trailer load and LTL shipments also move highway in substituted freight service. Executive in charge of Piggyback development: K. G. Heimbach, Director-Truck and TOFC Sales, Great Northern Railway, St. Paul, Minnesota.

## PIGGYBACK RAMP LOCATIONS

**Iowa**—Sioux City.

**Minnesota**—Anoka, Bingham, Breckenridge, Chisholm, Cloquet, Crookston, Duluth, East Grand Forks, Fergus Falls, Grand Rapids, Hibbing, Hutchinson, Minneapolis, Moorhead, Morris, Mound, St. Cloud, St. Paul, Spring Park, Virginia, Willmar.

**Montana**—Billings, Butte, Fairview, Glasgow, Great Falls, Havre, Helena, Lewistown, Malta, Plentywood, Sidney, Whitefish, Wolf Point.

**North Dakota**—Casselton, Crosby, Devils Lake, Fargo, Grand Forks, Minot, New Rockford, Wahpeton, Williston.

**Oregon**—Bend, Klamath Falls, Portland.

**South Dakota**—Huron, Sioux Falls, Watertown.

**Washington**—Bellingham, Burlington, Centralia, Everett, Longview, Omak, Renton, Seattle, Spokane, Stanwood, Tacoma, Vancouver, Wenatchee.

**Wisconsin**—Superior.

**British Columbia (Canada)**—Vancouver.

Portable ramps for TOFC movements are available at any point on GN where rates are published in tariffs.

**TRAILER EQUIPMENT** Great Northern has a large fleet of all types of trailers especially constructed for piggyback service. This includes dry freight vans, insulated and refrigerated vans and flatbeds.

**PIGGYBACK CAR POOL** Great Northern is a member of Trailer Train Company, a private firm owning in excess of 8,500 piggyback flat cars. In addition, Great Northern has a substantial fleet of its own piggyback flat cars.

**AUTOMOBILE FACILITIES** Great Northern has an adequate fleet of multi-level rack cars for transporting automobiles and trucks with permanent loading and unloading ramps at St. Paul, Minn., Laurel, Mont., Renton, Seattle, Spokane, Vancouver, Wash., Portland, Ore., and in Canada, Winnipeg, Manitoba and Vancouver, B.C. Great Northern also has portable ramps for movement at any point on railway where rates are published in tariffs.

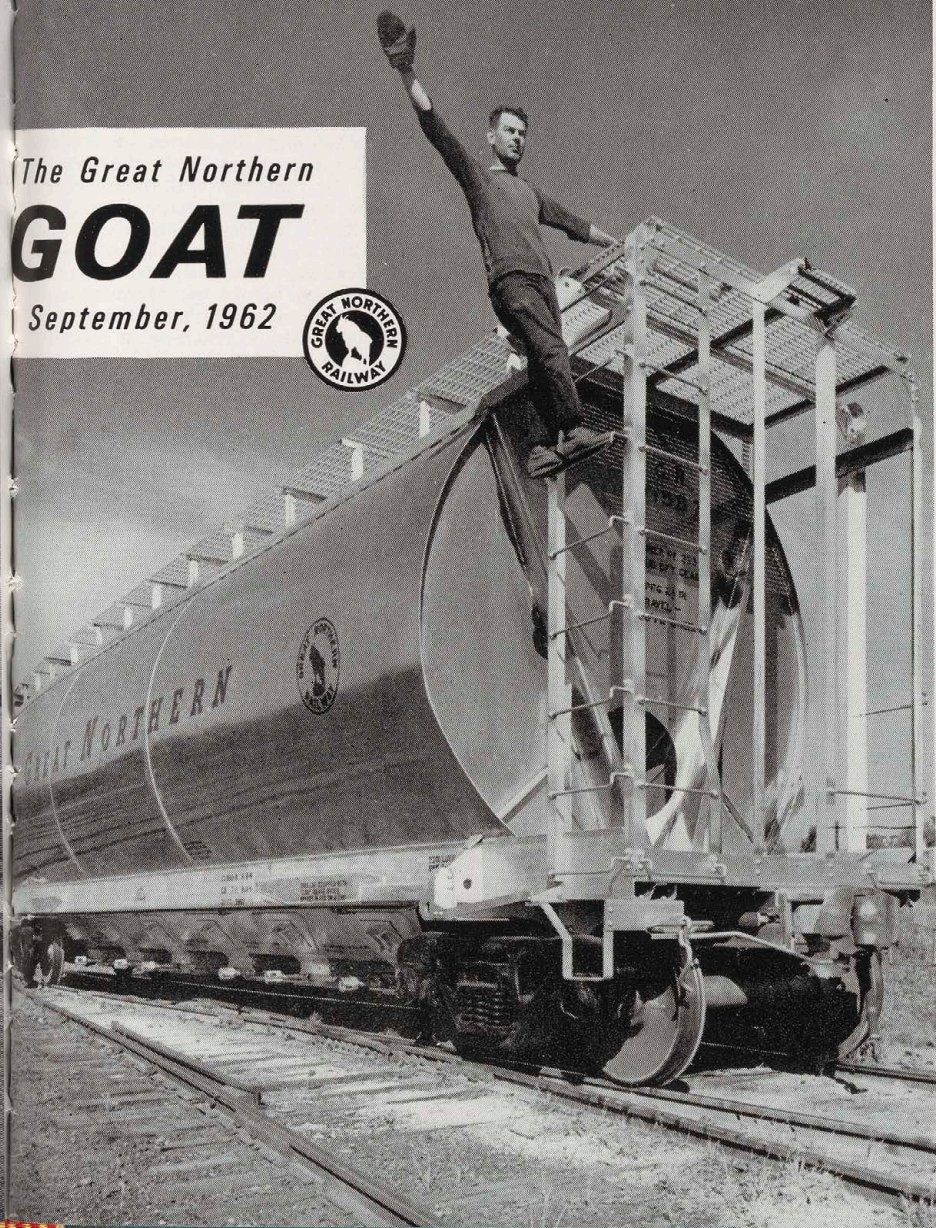
**Piggyback Freight goes Great when it goes Great Northern**

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The Great Northern

# GOAT

September, 1962



# The Great Northern GOAT



Vol. 32 September, 1962 No. 9

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

DAN MUSCH, Editor

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



Ten new aluminum jumbo hoppers have been placed into service by the GN hauling high-class food products.

Two

## Your Railroads

A railroad showdown on two fronts—featherbedding and the right to compete on an equal basis with other forms of transportation—is coming to a head.

Daily newspapers and magazines are headlining the issues to readers familiarizing them with the importance the outcome will have on the United States economy.

As Clair M. Roddewig of Chicago, president of the Association of Western Railways, recently pointed out in a speech before the Mercury club there, "the entire featherbedding issue at long last is reaching a climax. Make no mistake, this showdown has to come—or the railroads are all washed up as privately-owned business."

"By featherbedding," he explained, "I mean wages railroads have been forced to pay for unnecessary and non-existent services. The railroads insist on a day of productive work for a day's pay. They are going to stop paying wages to employes who no longer perform any useful services."

He added that the railroads' labor problem basically is one of adjusting railroad work and pay rules to technological improvements and changes in operating conditions.

Outmoded work rules are costing the railroad industry 500 million dollars annually in payroll waste for work not needed or performed.

Railroads are a mass production industry and they have no future unless they retain their advantage of low costs.

The recommendations of President Kennedy to Congress on transportation support the principle of equal competitive opportunity for all forms of transportation.

The president proposed that there be less reliance on regulation to protect the public interest and greater reliance on competition.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## Montana Fair Display Depicts GN Role in State

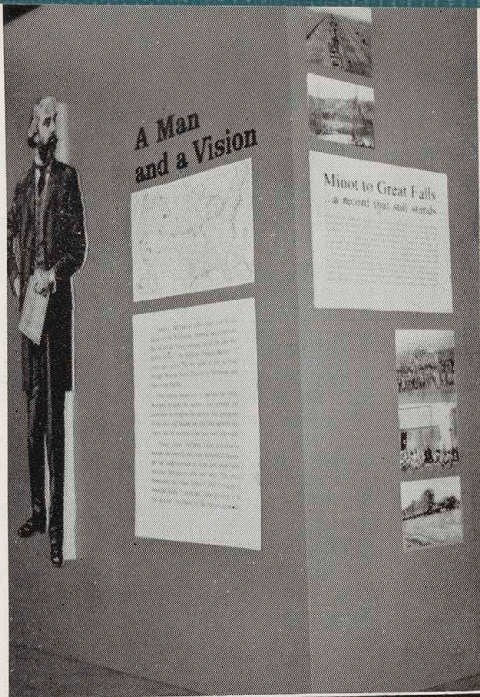
The Great Northern Railway which was important in the development of the State of Montana was honored last month with a special day at the Montana State Fair.

Representing the railway at ceremonies was C. E. Finley, traffic vice president, who spoke from the grandstand stage and stated that designation of GN day "was a most unusual recognition and an impressive, valued tribute by one of the railway's oldest and best friends—the high, wide and handsome Treasure State."

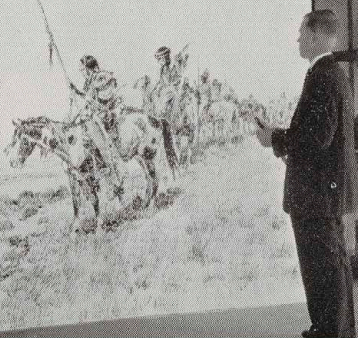
Mr. Finley told how James J. Hill, the railway's founder, envisioned

*(Concluded on Page 4)*

The role of James J. Hill in Montana's agriculture, the building of GN's line in the state and the railway's centennial were the subjects of the pictorial display at the Montana State Fair. Portions of the exhibit are shown here.



## Great Northern Railway Comes to Montana



### Montana Fair—Conclusion

ed Montana as the keystone to the railway he was building from Minnesota to the Pacific Northwest.

It was appropriate that fair officials should honor the railway during a time when the state was commemorating one hundred years of progress in agriculture, since Mr. Hill was an early advocate of crop diversification, cattle breeding and settlement.

As Mr. Finley pointed out: "The railway believes that its assistance to the man on Montana land in helping him to improve the yield and quality of crops and livestock is an important chapter in the agricultural history of the Treasure State, and Great Northern knows that the reliance of Montana ranchers and processors of agricultural products on the railway for transportation of their goods to the nation's markets has been of tremendous importance to Great Northern's well-being and progress."

The railway's exhibit at the fair featured 1,580-feet of display space consisting of 45 panels in modules of two, three and four-foot widths, all ten feet high.

Two basic stories were told in the display: the railway's identification with Montana's agriculture and the railway's own centennial.

Among the features in the colorful display were a huge photo mural of Charlie Russell's drawing of the coming of the railway to Montana in 1887; a photo mural of Peter Hurd's drawing as appearing in "Montana: High, Wide and Handsome; railway literature and pictures through the years featuring Montana agriculture, and models of the railway's first locomotive, the William Crooks with tender and two passenger cars and steam locomotive No. 2517.

The Crooks model is 10 feet long and No. 2517, seven feet.

Four

### Many Thanks For Your Congratulations!

*Readers of the GOAT and other friends and customers of the Great Northern have graciously written the railway congratulations on its 100th anniversary celebrated on June 28.*

*GN officers, including those from the freight and passenger departments, express their thanks to you.*

*We are happy to have served you!*

### MONORAIL DRAWS ATTENTION OF U. S. GOVERNMENT

The federal government is showing increasing interest in the Seattle World's Fair Alweg Monorail.

U. S. Housing administrator Robert C. Weaver stated that he has approved a \$10,000 mass-transportation demonstration grant to the University of Washington. This will help finance a five-month study of the monorail system. The study will cost \$15,000 with the university providing \$5,000.

Under scrutiny are costs, degree of public acceptance, operating characteristics, mechanical problems, right-of-way acquisition, etc.

The Alweg monorail study is appropriate, it was pointed out, because of the increasing need for fast transportation in many metropolitan areas of the nation.

A late apple harvest is forecast for this year due to cool weather for a month after apple blossom time, the Wenatchee, Wash., World reported.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



Delivered in time for hauling wheat are 10 new aluminum hopper cars, such as the one on right. It is capable of hauling twice the cargo of hopper on the left. The "jumbo" is the first of its type ordered by a Northwest railroad.

## 'Jumbos,' Tankers Added to GN Fleet

Keeping a railroad ahead of competition and making its services available to the shipping public requires a healthy investment of capital for new equipment.

Great Northern has been bolstering its equipment inventory, investing millions of dollars by purchasing specially-designed rolling stock to speed up traffic.

- Arriving in time to assist the transportation of a bountiful wheat crop are 10 new aluminum jumbo hopper cars.

Compartmented into three hoppers, each car is equipped with five upper

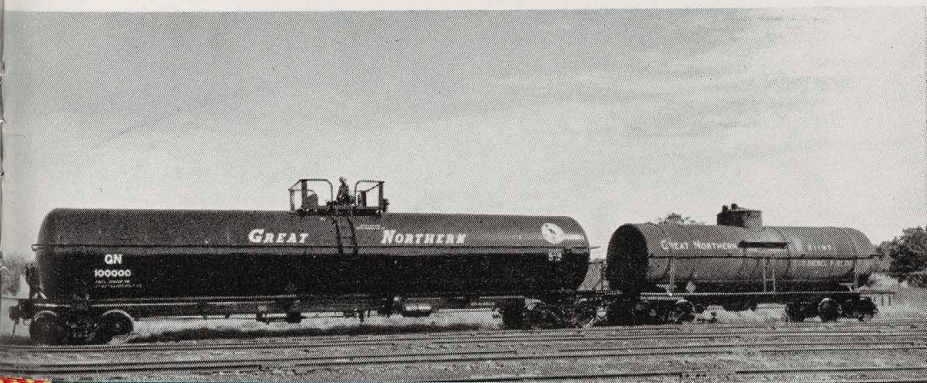
loading hatches and six discharge gates at the bottom.

The jumbos are designed to haul high-class food products such as flour, sugar, grains and malting barley. They are 52 feet long and their weight load on rail is 263,000 pounds.

- Also acquired by the railway are GN's new PS-2's—40 new, 90-ton, all-welded steel hoppers constructed for hauling food products. Cargo is loaded through 10 roof hatches and unloaded through three discharge gates at the bottom of the car drum. Of the

*(Concluded on Page 6)*

The first of 50 massive all-steel, oil-hauling tank cars has been put into service by the GN hauling crude oil from Minot to Bagley, N.D. It carries 23,450 gallons of crude compared to the 10,000-gallon limit of the smaller car.



## New Equipment on the GN—Conclusion

40, ten have pneumatic outlets for air-unloading using the suction principle.

The cars are 47 feet, 6 inches long; 14 feet, 8½ inches high and 10 feet, 6½ inches wide.

- On the crude oil front, Great Northern has had delivered 50 massive, all-steel oil-hauling tank cars that have been put into service hauling crude oil from Minot, to Bagley, N. D. The 60-foot-long cars have capacities for 23,450 gallons.

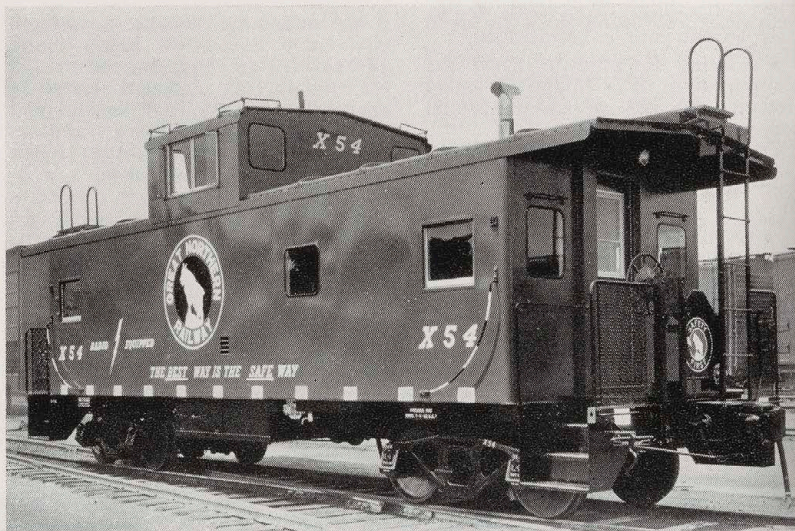
- The “nerve centers” on GN freight trains which carry new equipment as listed above are the all-important cabooses. Aside from the diesel end of the freight train, the caboose is the most vital piece of equipment from where the conductor keeps in contact with the engineer via radio and where the former has his running office.

GN has recently put into main line freight service 15 new cabooses constructed in its St. Cloud, Minn., shops.

They are the ultimate in convenience for trainmen and their construction was unique because the railway utilized production-line techniques perfected in varying forms by the automotive industry.

All sections were shop-fabricated except for the roofs and running boards. Cupolas, walls, cabinets, bunks, electrical assemblies, etc., were made as separate units and then assembled on a 2,100-foot line of construction and painting stations.

Modern offices on wheels are appropriate names for GN's cabooses which are so important in a freight train's successful transportation of your products to the consumer.



Six

**THE STREAMLINED RED RIVER**

# THE MAIL MUST GO THROUGH!

(GN Does Its Share To Help It Along)

"The Mail Must Go Through" is a well-known and shopworn slogan, but to the nation's railroads it's an important economic factor often signifying profit or loss for a scheduled train.

One hundred years ago, the first experimental railroad postal car in America—complete with sorting racks, pigeonholes and a little iron stove—was put into service between Hannibal and St. Joseph, Mo.

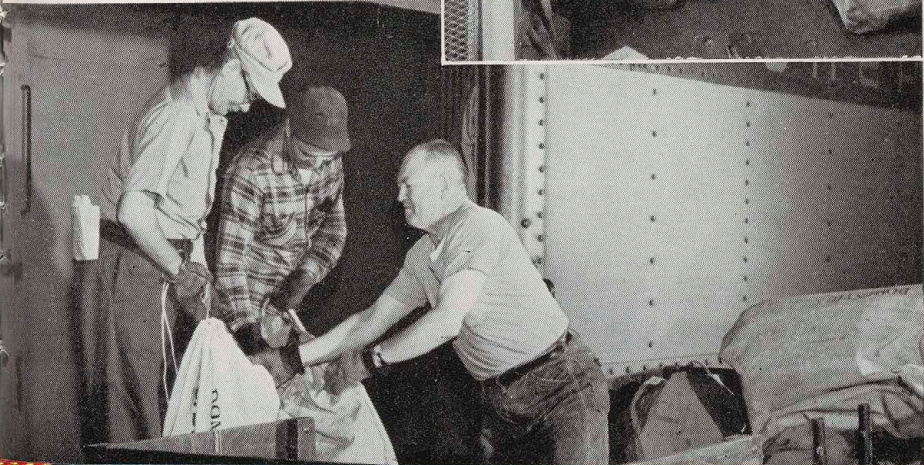
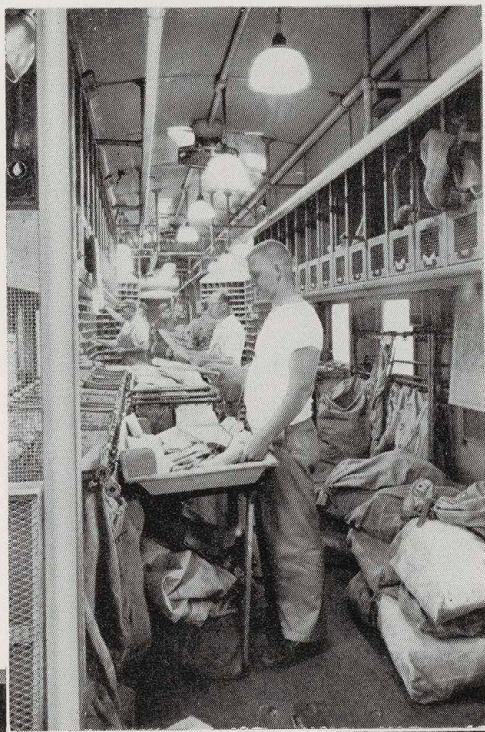
It served as a tiny link in trans-continental mail service which extended west from St. Joseph by stage-coach and at one time by the famed Pony Express.

The little rail car was a far haul from today when 1,844 railway postal cars, requiring some 10,500 Post Office Department employees, are carrying an estimated 25 billion pieces of mail yearly.

The century of railroad service

*(Concluded on Page 10)*

Workers sort mail, right, while in transit and in depots before train begins its run. Below, parcel post sacks are loaded on a GN train.





GRAZING BUFFALO DOT COUNTRYSIDE

## Montana Buffalo Roundup

A western home where the buffalo roam is a rare home in these days of space flights, but there is an occasional ranch on the vast stretches of prairie lands that raises buffalo as an oddity.

Such was the ranch of Ike Melton in the Flathead valley of western Montana where tales of a buffalo roundup still can be heard.

It was a far cry from the days of the famed Indian riders' buffalo hunt which provided food and hides important to the Indian economy. In those days, the "buffalo drives" saw thousands of the wily beasts driven into canyons and eventually the force of the drive resulted in hundreds plunging over precipitous cliffs to their deaths below.

The modern buffalo hunters are riders who round up a buffalo herd in

order to thin out the herd to provide adequate pasture.

At Melton's "Whisky Trail Ranch" last fall, riders combed thousands of acres to round up 180 head of his private herd which was sold to Bob Davidson, Gillette, Wyo., rancher.

The Great Falls Tribune Montana Parade feature magazine highlighted the run covered by newspaper staffman Paul Fugleberg.

Melton had run the herd for years on his buffalo-fenced ranch midway between Hot Springs and Ronan, Mont. Eastern sportsmen had come in annually for buffalo-hunting expeditions.

At the drive's start, a sizeable herd of bison were driven to the corrals near the ranch house, but en route a number of the critters eluded the

cowboys and headed back to the hills.

The next day, the drivers herded the batch back, only to have them break through the fence and head south again.

Several weeks later, after the bison quieted down, they were successfully rounded up.

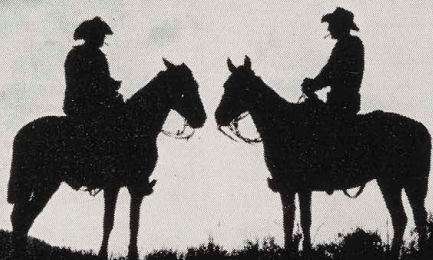
A buffalo drive is hard on horses—and cowboys. One rider barely escaped injury as a bull buffalo decided he wanted out and turned on rider and horse. The rider sought refuge in an uncomfortable thorn-apple tree.

A second roundup in the Flathead Valley was held at the National Bison Range near Moiese in the southern part of Lake and Sanders counties.

Yearly, bison are culled and either slaughtered or sold for exhibition purposes. Selective culling is determined by range conditions. The size of the herd is dependent upon the grazing permitted on the 19,000-acre range.

(Photo on page 8 by C. J. Henry, U. S. Fish & Wildlife Service. Photos page 9 by Paul Fugleberg.)

Buffalo have minds of their own and demonstrate the fact at top, right, as they try to fight out of pens leading to the corral. Center photo, a rider takes to the safety of a high perch as the animals storm through the gates. After the day's work, two cowboys stop for a cigarette, below, silhouetted against the sunset sky.



## Railroads Help Deliver Your Mail—Conclusion

since 1862 amounted to a vast revolution in the nation's communications.

Before railroads entered mail service, it cost 25 cents to send a one-page letter, without envelope, a distance of over 400 miles. A four-page letter, for those who could afford it, cost \$1. (A dollar would buy 10 pounds of meat over the butcher's counter, or 12 pounds of sugar.)

But with the railroads in the picture, the high cost of keeping in touch with grandma dropped to only 3 cents by 1863.

In 1864, George B. Armstrong, an assistant postmaster at Chicago, operated a postal car successfully between Chicago and Clinton, Iowa, starting what became known as the Railway Mail Service.

In 1875, began the first all-mail train in America—the "Fast Mail" between New York and Chicago, and in 1880, the first official estimate of annual mail volume placed it at 2,658 million pieces. In 1888, the first all-street mail cars were placed in service.

Today, the railroads carry three-fourths of all inter-city mail in this country. They have invested more than one billion dollars in mail handling equipment. It ranges from simple track-side cranes at small stations, from which single pouches are picked up by train on-the-fly, to elaborate electronic installations including chutes and conveyor belts at major cities such as in St. Paul, GN's headquarters.

---

More Americans are visiting Canada this year due to the Seattle World's Fair than ever before.

Such cities as Victoria and Vancouver, B. C., have felt the full impact of the fair since many package tours included these cities.

*Great Northern's 60-foot rail postoffice cars are authorized for its Empire Builder, Western Star and Winnipeg Limited passenger trains and 15 and 30-foot RPO cars on its Twin Cities to Duluth trains, the Gopher and Badger.*

*To date in 1962, mail revenue is running 2.3 per cent ahead of 1961, emphasizing the increasingly important role the railroad plays in the speedy delivery of mail.*

*Harold Lavik is manager of GN's mail, baggage and express department.*

## Big Mountain Schedules Ski Instructor School

Skiers interested in becoming ski instructors will gather at The Big Mountain at Whitefish, Mont., Dec. 3-8, Karl Hinderman, ski school director, announced.

A ski "college" will feature demonstrations by top French and Austrian skiers, classroom sessions in applied physics of skiing motion; the psychology of ski instruction, free skiing and social activities.

Although the sessions are not intended for certification purposes, it is felt they will afford both associate and candidate instructors an excellent background for future certification as well as familiarize them with the latest instruction information.

Further information on the college may be obtained by writing Karl Hinderman, director, The Big Mountain Ski School, Whitefish, Mont.



## Goat Gaieties

### An Earful

The young boy was being examined by a psychiatrist.

"If I cut off your left ear, what would happen?" the doctor asked.

"I couldn't hear," the boy answered.

"And what would happen if I cut off your right ear?" the psychiatrist countered.

"I couldn't see!" the lad exclaimed. "Aha, I have stumbled on your trouble," the doc said. "Why do you say you couldn't see?"

Looking slyly at the psychiatrist, the boy answered: "My hat would slide down over my eyes."

\* \* \*

### Show-Stopper

The gorgeous blonde walked into the dress shop and inquired: "May I try on that blue dress in the window?"

"Go ahead," the owner said, "it may help business!"

\* \* \*

### Big Shot

Human Cannonball: "Boss, I got news for you, I'm quittin'!"

Circus Manager: "You can't, Cannon. Where will I find another guy of your caliber?"

### Last Words

During the height of the battle, Custer reportedly said: "I can't understand it. They seemed friendly enough at the dance last night!"

\* \* \*

### Fish Story

Housewife: "I don't like the looks of your codfish."

Grocer: "If it's looks you want, how about our goldfish?"

\* \* \*

### Bunkalow

The prospective housebuyer inspected the walls, saying: "These walls certainly don't look very sturdy."

"Of course not," said the builder, "we haven't put on the wallpaper yet."

\* \* \*

### What's In A Name?

"Waiter, I ordered chicken pot pie but there isn't a piece of chicken in it!"

"That's no surprise," the waiter answered, "don't expect too much in our cottage cheese, either."

\* \* \*

### High and Dry

"You must wear a swim suit when tanning on the roof of the hotel," the Las Vegas hotel matron told the young model.

"But why, we're high enough?"

"You were lying on the dining room skylight!"

Eleven

**GREAT NORTHERN—SWIFT, SAFE, SURE**

## GN's Six-Month Net Income Up

Net income of Great Northern Railway for the first six months of 1962 was equivalent to 97 cents per share as compared with 29 cents in the comparable 1961 period.

While there were variations in the volume of several commodities handled in the first six months of 1962 and 1961, grain loadings continue to be affected adversely by last year's relatively small crop along GN in North Dakota and Montana.

### SEATTLE WORLD'S FAIR WINS VISITOR APPROVAL

It is a rare visitor to the Seattle World's Fair that goes back home dissatisfied.

That is the consensus of opinion of surveys and man-in-the-street (or at-the-fair) interviews which sought to question the visitor.

If complaints were lodged, they usually were associated with long lines—especially at the base of the Space Needle and Science Pavilion. But fairgoers were fast to point out that the wait was worth it!

Aside from getting a preview of the 21st Century, many fairgoers received their first exposure to the Pacific Northwest in general, and to Seattle, in particular.

Voit Gilmore, director of the U. S. Travel Service, recently said in Seattle that the agency will spotlight the Pacific Northwest in future promotions.

Stating that the fair was the top tourist attraction this year. Mr. Gilmore contends that travel from overseas to this nation was merely tapped this year and he forecasts an ever-increasing flow of visitors in upcoming years.

Twelve

The decline in grain loadings was offset by a 14-per-cent increase in iron ore shipments in the first six months of this year.

The railway reported to the Interstate Commerce Commission that net income for the first half of 1962 was \$5,873,839 as against \$1,751,342 in the same period a year ago.

First-half operating revenues this year were \$107,869,949, as compared with \$106,259,376 a year ago. Operating expenses of \$90,212,520 in the opening six months this year were \$2,466,000 less than for the comparable period a year ago.

Grain harvesting is still under-way in GN territory, and because of late planting it will continue into September. This year's crop prospects generally are considered excellent, with an abundance of moisture in most of the producing areas along the railway. This reversal of last year's drouth, the company said, generated renewed confidence among farmers, ranchers and businessmen in GN territory.

### Industrial, Agricultural Department Promotions

Byron D. Rasmussen has been named industrial and agricultural development agent in St. Paul and Everett H. Thomas has been named to a similar position in Great Falls, Mont.

Nick Blazovich was appointed assistant to the director of the department in St. Paul succeeding Mr. Rasmussen.

E. N. Duncan is director of the GN industrial and agricultural development department.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



The Indianhead Boy Scout Drum and Bugle Corps, shown left, played for the public in front of St. Paul's Union Depot upon their triumphant return from the Seattle World's Fair.

## St. Paul Scout Band Tops At Fair

The Indianhead Council Boy Scout Drum and Bugle Corps of St. Paul made a clean sweep of awards at the Seattle World's Fair and the city's Seafair parade.

Sponsored by the First National Bank of St. Paul, the unit won the sweepstakes musical prize for the grand parade at the fair and also took first place in the Lake City Western parade. Members also received a first in the drum and bugle competition of the musical and motion contest.

Comprising the visiting group were

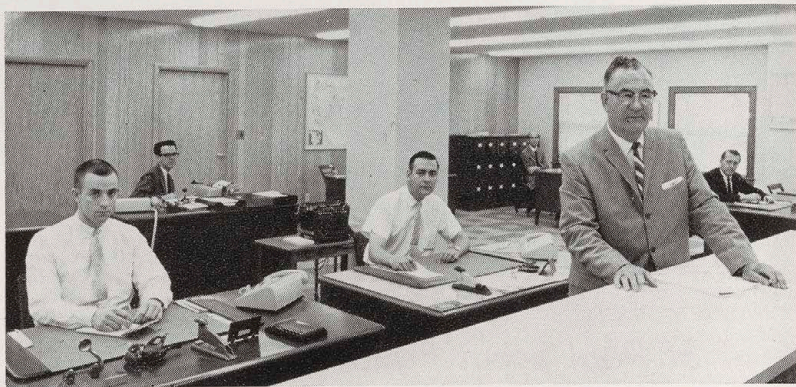
63 boys and five adult leaders who traveled to and from Seattle via Great Northern.

Herbert A. Johnson, First National Bank vice president, is executive director of the corps, and Robert Guetz, another First bank staffer, is musical director of Indianhead and also serves in the same capacity in the Great Northern Railway Drum and Bugle Corps.

Snap and precision and an impressive musical ability has made the Indianhead group one of the leading outfits in the nation only 5½ years after it was formed.

Going via Great Northern to the Fair, the Scouts had sufficient time for last-minute practice within the privacy of their railroad cars, as shown, left. Comfort was the keynote of the trip as bermuda shorts, slacks and tennis was the "uniform" of the day, evidenced, right photo.





Roy L. Wyatt, GN's general freight agent in Minneapolis, is shown in the foreground in the railway's new freight office in the Great Northern station.

## GN FREIGHT DEPT. IN NEW MILL CITY OFFICES

One of the newest freight traffic department offices of the Great Northern is the new quarters in Minneapolis.

Located in Room 218 in GN's passenger station, it is the base of operations for Roy L. Wyatt, general freight agent, and the freight department staff who were formerly located in Room 2230 of the Rand Tower.

New walls, ceilings, floor, lighting paneling and office equipment have transformed the area into one of the most attractive rail freight offices in Minneapolis.

Its location in the station is convenient to GN customers who have access to both freight and passenger department offices there.

Other freight department personnel situated in the office are R. M. Brestel, commercial agent; H. J. Michaels and J. N. Stamos, traveling freight agents; G. M. Metzger, J. P. O'Con-

nor and J. J. Hamilton, city freight agents, and W. R. Heaton, merchandise agent.

### Six Good Reasons For Buying Bonds

You can save automatically on payroll savings or by buying at your bank.

You now earn  $3\frac{3}{4}$  to maturity,  $\frac{1}{2}$  per cent more than ever before.

You invest without risk under a U. S. Government guarantee.

Your bonds are replaced free if lost or stolen.

You can get your money with interest any time you need it.

You save more than money—you buy shares in a stronger America.

Fourteen

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**

## Gleanings From the News

**Elected** president of the Seattle Chamber of Commerce was J. E. Pendergast, Seattle division manager of the Shell Oil Co.

**Handsomely-portrayed** is Wenatchee, Wash., which is the subject of a new brochure proclaiming "Come to Wenatchee Wonderland—recreational and vacation playground supreme!"

**An intimate** and interesting story appearing in the Seattle Times entitled "People-Watching At Railroad Stations" by Janice Krenmayr tells of the many fascinating persons that may be seen by an observant visitor

at the King Street station in Seattle.

**May travel business** throughout the U.S.A. was up 7.69 per cent over that of May, 1961—much of it credited to the Seattle World's Fair.

**There** were 13,177 cars reported loaded with one or more revenue highway trailers or highway containers (piggyback) in the week ended July 21, 1962—or an increase of 2,389 cars or 22.1 per cent above the corresponding week of 1961, and 2,955 cars or 28.9 per cent above the 1960 week, the nation's railroads reported to the Association of American Railroads.

### *Browning Museum Acquires Famed Clark Carving*

An "anatomically perfect" carving of a Rocky Mountain goat by John L. Clark, noted Blackfeet Indian artist, has been presented to the Museum of the Plains Indian, Browning, Mont.

The former owner, who made the presentation to Dr. Claude E. Schaeffer, museum curator, is Howard Hays of Riverside, Calif.

Mr. Hays spent 30 summers—from 1926 to 1955—in the Glacier National Park area as president of the Glacier Park Transport Company.

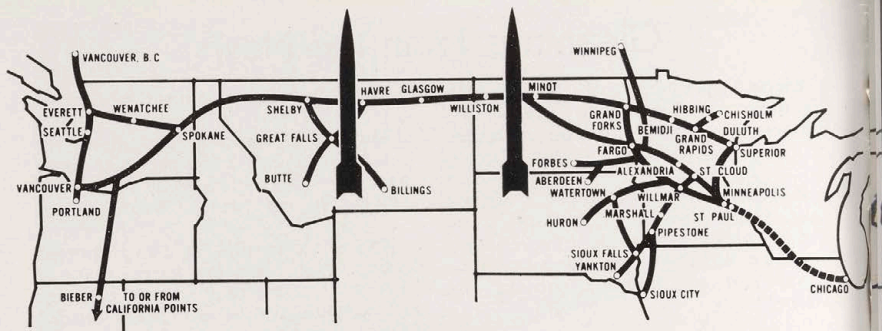
In accepting the gift, Dr. Schaeffer said: "We are highly pleased to acquire this striking piece of sculpture. It tops off our already fine collection of John Clark's carvings."



HOWARD HAYS

*Fifteen*

### **GREAT NORTHERN—GREAT WAY EAST OR WEST**



## GN "minuteman" service to first ICBM bases

Great Northern's service stripes extend from the end of the Civil War through the Spanish-American War, World Wars I and II, and the Korean affair.

And now we're busy again. We have just completed the heavy volume movement of steel, cable, cement, electronic equipment, as well as dimensional loads requiring special handling for America's first Minuteman Missile complex in the Great Falls-Lewistown-Augusta area of Montana. In addition, we're hard at the task of hauling in similar articles for the Minuteman Missile complex in the Minot, North Dakota area.

Key to the uninterrupted flow of commodities from factory to construction site is Great Northern's Coordinated Shipping Service: by train from the East and the West to our railheads—then transfer to GN trucks for fast, direct-to-the-job delivery.

For information on how a complete, low-cost, *coordinated* GN transportation "package" can better serve your shipping needs, call or write:

G. D. Johnson, General Freight Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota



*Work we like—for National Defense!*





*The Great Northern*  
**GOAT**

*October, 1962*

THE  
WORLD  
FINEST  
APPLES

THE  
WORLD'S  
FINEST  
APPLES

# The Great Northern GOAT



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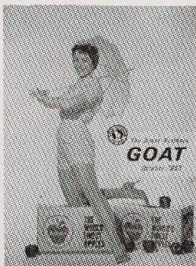
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DAN MUSCH, Editor

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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



Polly Kinney, Washington State Apple Blossom Festival Queen, contends that rain or shine, apples are your best buy!

Two

## Your Railroads

Regulatory drags on the railroads must be removed if breakthroughs in railroad technology are to benefit the national economy.

So the Senate Commerce committee was told by Daniel P. Loomis, president of the Association of American Railroads, who said the heart of the administration's proposals for a sound transport policy is the minimum rate bill in legislative proposals S. 3242 and S. 3243.

S. 3243 would eliminate controls on minimum rate levels for the hauling by rail of agricultural and bulk commodities. Mr. Loomis pointed out that approximately 70 per cent of railroad tonnage consists of this traffic from which is derived some 45 per cent of the industry's gross freight revenues.

He called attention to exemptions from minimum rate regulation which are now given to motor carriers in the hauling of agricultural commodities and to water carriers in the movement of bulk commodities. These exemptions create gross discrimination against fully-regulated railroads and pose severe competitive difficulties.

Motor and water carriers have no such standards to observe in the hauling of these exempt commodities, and where "railroad rates are open, theirs are secret," Mr. Loomis reports.

He maintained that agricultural and bulk commodity exemptions free a large part of the unregulated two-thirds of highway transport and the unregulated nine-tenths of water carriage from control.

The AAR president said elimination of minimum rate levels for agricultural and bulk commodities moving by rail would constitute only partial equality for railroads. He explained that S. 3243 would not grant railroads the complete regulatory exemptions available to highway and waterway operators.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## GN Patents Automatic Journal Box Oiler

The Great Northern recently patented an automatic journal box oiler that may economically affect the entire railroad industry.

Put into operation at the railway's Allouez, Wis., ore yard, the machine has been tested on some 1,200,000 journals on GN's ore cars.

The invention is a great development over the present manual oiling which requires the opening and closing of journal box lids by hand.

Trackside installations house the automatic oiler. After the ore train diesel passes the area at approximately five miles an hour, an attendant triggers the machine mechanism and oiling heads rise from the installation. Journal box lids are automatically opened and six ounces of oil are injected into each journal. Following this procedure, the lids are automatically closed.

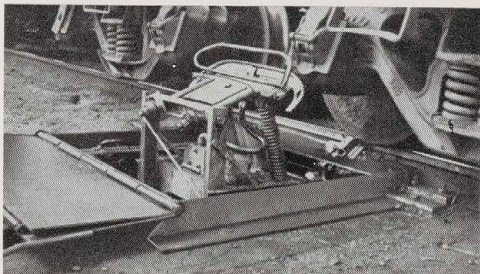
It is reported that formerly approximately eight man-hours were required to oil the journals of a 220-car ore train, while the automatic oiler does the job in 15 to 20 minutes.

Another factor proving the advantages of the automatic oiler is the savings incurred: From July 1, 1961

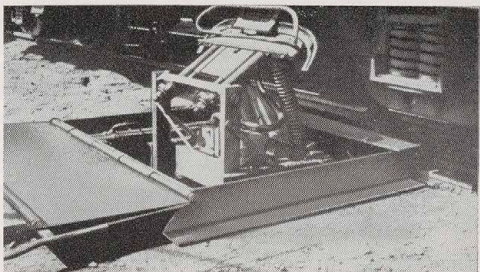
to mid-August of 1962, savings totaled \$13,600. There also was a substantial saving—\$14,800—in the reduction of hot boxes attributed to the device.

GN officials stated that the auto-

*(Concluded on Page 10)*



The automatic journal box oiler in top photo is about to engage the journal box lid. In photo, below, oil is being injected into the box.



Two retracted journal box oilers are seen at trackside—each placed to service journals on both sides of the cars.



## *J. Neils Utilizes Larch In Libby Plywood Expansion*

**Pilot Plant Produces  
First U.S. Gum Arabic  
Under Stractan Name**

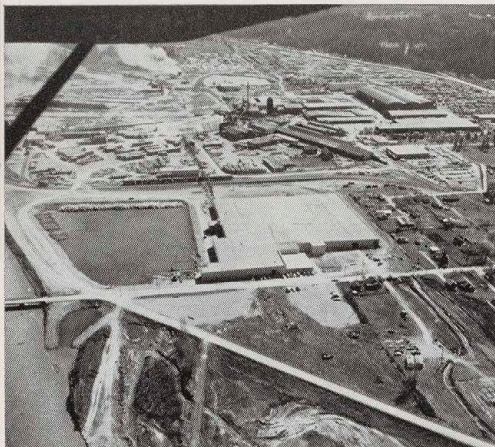
One of the largest buildings under one roof in the State of Montana was dedicated recently marking operations of a new larch plywood plant at Libby, Mont.

The J. Neils Lumber Company, a division of the St. Regis Paper Company, opened its new plant that will eventually employ 150 persons and will create a new industrial payroll for Montana of about one million dollars yearly.

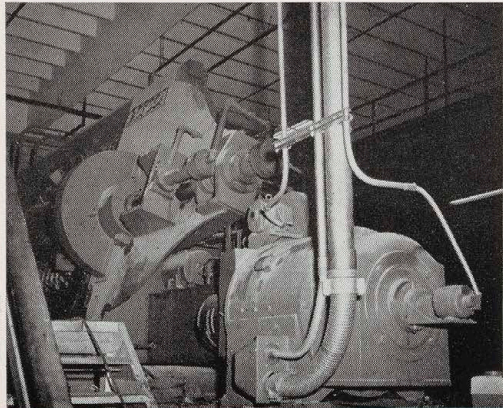
Gov. Tim Babcock of Montana addressed 140 officials representing government agencies and related industries and executives of St. Regis and J. Neils at the dedication.

The plywood plant spreads over five acres of land and is 440 x 400 feet. It will produce both exterior and interior plywood sheathing with a small per cent of sanded. Estimated monthly production will be five million square feet of larch plywood on a three-eighth-inch basis.

Production of larch plywood will expand even further J. Neils' diversification of lumber products and permit greater utilization of forest resources in Montana.



The J. Neils complex is shown above with new plant in foreground. Below are views of machinery housed in one of Montana's largest buildings under one roof.





## Cabinet Mountains Impressive Backdrop for Libby Plant

J. Neils established its manufacturing headquarters at Libby in the early 1900's and is the state's largest logging and lumber industry. In addition to the Libby operation, the company has a sawmill at Troy, Mont., and a large pine sawmill and wooden box factory at Klickitat in south-central Washington.

The firm's other operations at Libby include a sawmill, a large pole preservative and treating plant, Pres-To-Log plant, box factory, grain door factory, and a new pilot plant to produce industrial gums.

Sudan, Africa, has held a virtual monopoly of gum arabic for 4,000 years. The J. Neils pilot plant will produce the first domestic source of this gum from larch trees. The process has been developed after 13 years of research with help from

Washington State University. Its tradename is Stractan.

J. Neils Lumber Company merged with St. Regis Paper Company in 1957 and operates as a division. St. Regis is the nation's second largest paper company with annual sales approaching 580 million dollars. With the acquisition of J. Neils, St. Regis also became the nation's seventh largest producer of lumber.

Robert L. Neils, a third generation member of the J. Neils lumber family, has been appointed manager of the new larch plywood plant. Under the organizational setup of the firm, he is administrative assistant.

Three vice presidents and two members of the board of directors of St. Regis were in Libby for the dedica-

*(Concluded on Page 10)*

Five

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**

## Railroads, P.O. Officials Study Problems

Improved mail transportation techniques should result from on-the-spot investigation of rail terminal facilities at Washington, D. C., by 25 representatives of the nation's leading railroads and 30 postal officials.

The meeting was a joint effort by the Association of American Railroads and the Post Office department to gain a better understanding of the problems involved in loading and moving the mails.

The railroad industry, largest car-



A first-hand inspection of mail facilities took place in Washington recently. From the left are F. E. Batrus, acting assistant postmaster general; H. K. Sinclair, Santa Fe Railroad; Harold R. Lavik, Great Northern Railway; G. W. Schleisner, railway specialist in the Minneapolis postal region, and G. Allan Brown, executive assistant to Mr. Batrus.

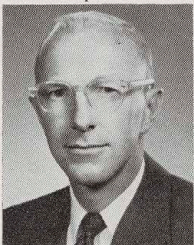
rier of the U.S. mails, receives nearly two-thirds of the total transportation allotment which amounts to more than 360 million dollars annually.

Acting Assistant Postmaster General Frederick E. Batrus, who also is head of the Bureau of Transportation, said the session represented another giant step forward in promoting closer cooperation with the industry.

Among those representing the industry at the conference was Harold R. Lavik, manager, of GN's mail, baggage and express department.

### Norman F. Kurtz Appointed To GN PR Post in Seattle

Norman F. Kurtz of Whitefish, Mont., has been named public relations representative of Great Northern Railway in Seattle, the company announced in St. Paul.



He succeeds Bob H. Hansen, who resigned to join the staff of a Seattle newspaper.

A native of Seattle, Mr. Kurtz has been assistant general manager of The Big Mountain ski resort in Whitefish for the past three years, and from 1956 through 1958 was general manager of radio station KGEZ in Kalispell, Mont.

Mr. Kurtz attended the University of Washington, and in 1952, after military service with both the Navy and Marine Corps, he joined the Hearst advertising service at the Post-Intelligencer, and was marketing department manager of that newspaper when he left Seattle for Montana in 1955.

Six

### Hummel Leaves Glacier For New Park Post

Edward A. Hummel, superintendent of Glacier National Park since 1958, has been appointed assistant regional director for conservation, interpretation and use in the western regional office of the National Park Service.

## GN'S SPECIAL EQUIPMENT—

### Lowly Spuds Get 'Pampered' Treatment

Railway refrigerator cars especially equipped for movement of bulk potatoes from producers to potato chip processors have begun transport of the 1962 crop from the Red River Valley of Minnesota and North Dakota.

Western Fruit Express, a Great Northern subsidiary, developed the special spud equipment in collaboration with chip manufacturers, and expects to have 75 of the cars in service at the height of this year's harvest in the valley.

The new equipment, said E. C. Grayson, WFE district manager in St. Paul, permits shipment of more than 60,000 pounds of bulk potatoes in each refrigerator car as compared to a 50,000-pound movement of sacked spuds. This service reduces bruising and assures rapid loading and unloading.

Conversion of standard WFE refrigerator cars for potato service consists of the removal of the standard floor racks which are replaced with sloping plywood floors and conveyors permanently installed on the centerlines in each end from the bunker bulkhead to the middle of the car.

Across the center of the car at the doorway a channel is provided for a portable belt conveyor to be supplied by receivers. The potatoes are delivered to the center conveyor which transports them to factory bins.

A pair of light tracks fastened lengthwise to the ceilings of the cars support a lightweight belt conveyor furnished by shippers facilitating loading of produce from warehouse into the refrigerator cars.

The cars are equipped with standard ice bunkers, wall flues and overhead electric fans. Tests under winter and summer conditions proved satisfactory under all standard forms of

service—heating, ventilation and refrigeration.

Mr. Grayson said several successful test runs of potato shipments were conducted with the special equipment during winter and summer weather in various regions of the country.

### Wineries' National Wine Week October 20-27



*We don't think that lovely National Wine Queen Pat Campbell actually rolls out barrels of wine, but she does make a charming picture. She will reign over National Wine Week, October 20-27—the annual tribute to the wines from California and other American vineyards.*

The U.S. Science exhibit at the Seattle World's Fair was built with a 9.9-million-dollar appropriation by Congress—the largest cash outlay ever made by government or industry for such an exhibit based on science.

Seven

**YOU GO GREAT WHEN YOU GO GREAT NORTHERN**



## ***Nature Can Be Friend or Foe To Apple Growers***

A housewife rolls her shopping cart down a supermarket aisle glancing at an apple display of Washington State apples.

She places eight of the apples in a bag and continues on her way.

This will occur hundreds of times daily in most American cities as more than 26,000 carloads of Washington apples are brought into American homes from now until next July.

That is the size of the crop that is being harvested in the mountain valleys of the Wenatchee-Okanogan area and the Yakima district as National Apple Week is celebrated October 11-20.

Apple growing is a complicated business. Long, irregular hours, scientific researches, pruning, grafting, budding, fertilizing, spraying, harvesting and selling the crop are but few of the problems in the many-faceted industry.



**Apple Orchard**

It also is laced with moments of cliff-hanging uncertainty, financial profit—or loss—and sheer excitement. Washington apple growers are gamblers. Weather offers the single largest area of uncertainty.

Even a 20 or 30-acre apple orchard can be valued at a sizeable figure. Cost ranges from \$2,000-\$4,000 per acre depending on location, variety of apples, age of trees, etc. Most orchards take eight to 10 years to profit.

In November, 1955, a sharp, cold spell slammed across the state, catching the trees in a partially-dormant stage. Many young trees were killed. Cold spells appear to hit periodically: approximately every 20 years—1916, 1936 and 1955.

Spring frosts can be a dangerous killer of blossoms. And after the crop is hanging on the trees, problems

*(Concluded on Page 10)*

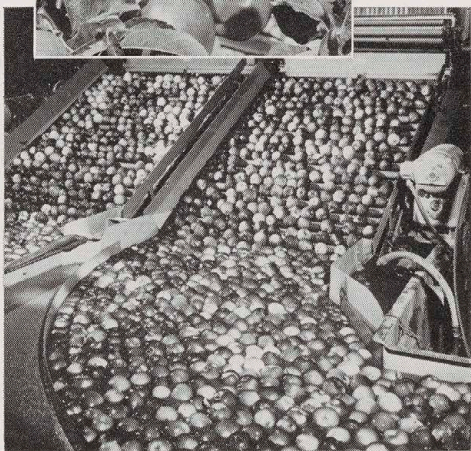
**NATIONAL APPLE WEEK**



...the Banks of the Columbia River



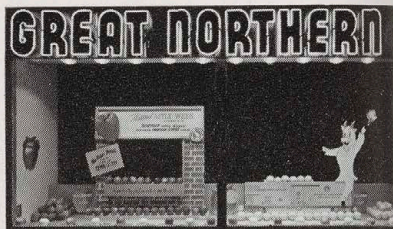
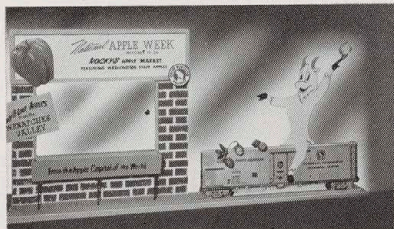
Unfamiliar low temperatures cause orchard-  
ists to light heaters during blossom time  
to keep frost from tender blossoms.



Apples . . . apples . . . apples . . . mil-  
lions of them bob through a bath after  
harvest and are off to the packing room.

OCTOBER 11-20

## Growing Apples Touchy Business—Conclusion



### Typical GN Ticket Office Window Apple Displays

arise: hail, winds, and searing sun.

But when the weather is right, and that is most of the time, there's no finer place to grow apples than the gentle slopes of the Cascade mountain range in Washington State.

Apple-growers have been in the business in Washington for 75 years. It's the No. 1 apple-producing state.

When the housewife buys shiny apples from the display in her supermarket, she doesn't realize the factors that brought them there includ-

ing the blossom stage, the 145 days the apples hung on the trees through their final coloring stage, the harvest, and the long train ride by Great Northern freight to the home town.

Washington State apple-growers—all 5,000 of them—are worriers who are kept busy thinking about all the problems that can arise. As long as the apple-lovin' public buys and enjoys apples, they think it's worth all the worry!

## Automatic Journal Oiler—Conclusion

matic journal oiler in use currently is only adaptable to ore car operations, however, it perhaps can be modified and improved for standard car operation.

Developed in the railway's St. Paul Jackson street shops, the device was built by GN men.

Working closely on the project were L. R. Amundson, mechanical engineering department draftsman after whom the device was named; R. E. Johnson, mechanical engineer; James Summers, superintendent of shops, and William Johnson, foreman, and Eugene Dock and Paul Benjamin.

The following persons on the railway's Mesabi division cooperated with the mechanical department in the development of the oiler: Oscar Gran, supervisor, buildings and bridges department; J. P. Sullivan, master me-

chanic; Walter Crystal, car foreman, and carmen operators, Jim Carroll and Leo Daniels.

All were under the supervision of Superintendent E. F. Oviatt, and currently under W. L. Smith.

### Libby Plant—Conclusion

tion. The vice presidents, all of New York City where St. Regis makes its headquarters, are John E. Cowles, treasurer; Paul M. Dunn, in charge of St. Regis forest lands, and Kenneth D. Lozier, in charge of advertising and promotion.

Board members, both of Tacoma, are Edgar N. Eisenhower, the company's western counsel and brother of former President Eisenhower, and Everett G. Griggs, II, retired president of the St. Paul and Tacoma division of St. Regis.



### Quick Awakener

The country dweller was admitted to the hospital and immediately went to bed. Shortly after he was awakened by a knock on the door and a woman entered.

"I'm your doctor. Please take your clothes off."

She examined him thoroughly, told him to dress and asked if he had any questions.

"Jest one, ma'am," he said. "Why did you knock?"

\* \* \*

### Out-Maneuvered

The rookie hillbilly had just run his first obstacle course in the Marines.

"Well, Zeke," the drill sergeant said, "what do you think of the Marines now?"

"Shucks, it's really nothin', sarge," the hillbilly answered. "From where I come from, we go through country like that jest to get to the barn."

\* \* \*

### Self-Torture

The wife followed her hubby unseen to a tippling parlor. As she entered, he was staring into a drink. She approached him, unseen, and suddenly sipped his drink.

"It's whiskey," she spluttered. "How can you drink that horrible stuff?"

"Now there you are," he answered, "and all this time you thought I was enjoying myself!"

### Fly By Night

St. Peter (to new arrival): "How'd you get here?"

Guest: "Flu."

\* \* \*

### Pursued

"Was the doctor serious when he said you wouldn't live long if you didn't stop chasing women?"

"He sure was! I was chasing his wife."

\* \* \*

### Fast Exit

The football coach was awakened and told the next-door dormitory was on fire and his team was sleeping on the third floor.

"Is there a way down?" he asked the firemen.

"Yes, one fire escape," they answered.

He saw the players straining at the windows and yelled:

"The first team to the fire escape. Everybody else jump!"

\* \* \*

### What's in a Name?

Teacher: "What was the Russian leader called?"

Billy: "The Czar."

Teacher: "His wife?"

Billy: "She was the Czarina."

When asked what their children were called, Billy answered: "Czardines."

## Two Safety Awards Presented to GN

The National Safety Council's public safety activities award and the Minnesota Safety Council's highest honor for outstanding public safety service were awarded to J. T. Andrew, Great Northern's general safety supervisor.

### 3 Great Northern JA Officers Back From Meet

Three Junior Achievement members of Great Northern's Ge-N-Co firm were among 1,400 Achievers who recently returned from the 19th National Junior Achievers' conference on the campus of University of Indiana at Bloomington.

They are Louise Ackerman, treasurer of the JA firm; Charlotte Asher, delegate-at-large, and Jean Mailand, vice president of sales, vice president of the sales-of-the-year contest.

The teenagers' trip was a valuable experience, they said, enabling them to learn of fellow-Achievers' problems and successes.



Jean



Charlotte



Louise

Twelve



#### NATIONAL SAFETY COUNCIL AWARD

The National Safety Council's recognition is based on GN's community safety programs for prevention of grade crossing accidents—a campaign which resulted in a reduction of such mishaps along the railway.

Mr. Andrew received the Minnesota group's award at the organization's annual summer dinner meeting in Duluth. Presentation was made by Thomas F. Gallagher, council president, in recognition of Mr. Andrew's outstanding and valuable safety service."

The National Safety Council's citation noted the railway's installation of safety belts in all company-owned automobiles and its program of encouraging its employees to equip their cars with belts.

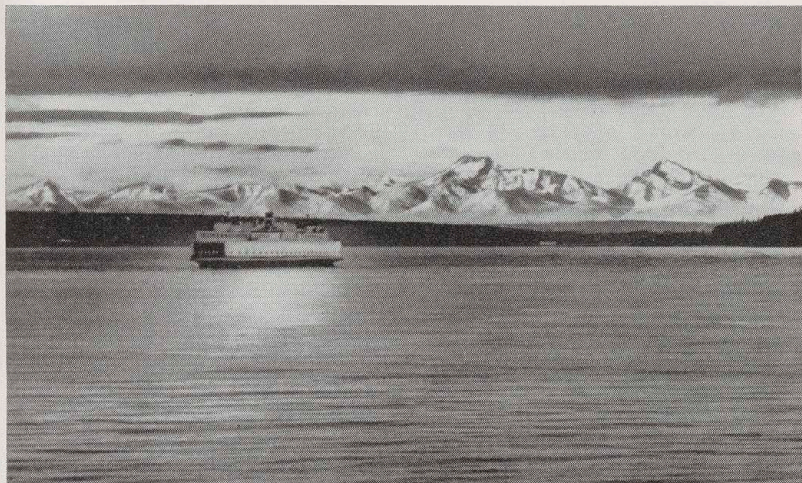
Another factor was the railway's drive in preventing trespassing accidents in yards and along GN's lines.

#### Forest Fire Prevention

Nine out of ten forest fires are man-caused. These fires result from simple thoughtless acts . . . a flipped cigarette, an abandoned campfire, an unguarded trash fire. Be doubly careful . . . crush smokes, drown campfires, be careful with trash fires. Remember, only YOU can prevent forest fires!

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**

## SNOWY OLYMPIC MOUNTAINS GLISTEN IN SUN



Storm clouds part over Puget Sound, Washington State, near Edmonds to reveal the sunlit splendor of the Olympic Mountains. A ferry boat is seen plying the waters of the sound presenting passengers a close-up view of one of Nature's scenic wonders.—Seattle Times Photo.

The impressive Olympic Mountains of Olympic National Park in the northwestern corner of Washington State is one of the "last frontiers" of Nature in this nation.

Encompassing an area of more than 800,000 acres of virgin forests, canyons and alpine meadows, the park's beauty is capped by lofty mountains with shining glaciers and vast snow fields.

Nature purists, who strive to keep the primeval beauty of the park intact, luxuriate in its rain forests, rivers and seacoast.

The park was first created on June 29, 1938, and since then it has become a favorite in the heart of the nature-lover.

The dense vegetation and rugged terrain make it easy to keep the park a wilderness, although giant strides are being made to build new housing accommodations to permit tourism.

The Olympic Mountains rise near the center of the park encircled by a belt of evergreen forest 50 miles wide and more than 200 miles in circumference. Their heights ranged from 3,000 to 8,000 feet—the latter the height of Mount Olympus.

Thick glaciers, numbering in the 50's, slowly grind their way down the mountains, their melting waters feeding the many streams and waterfalls that cascade into filmy mists.

Interesting is the fact that the area boasts one of the highest precipitation averages in the nation—144 inches annually, most of it falling as snow during the winter.

One of the most interesting animals native to the area is the Roosevelt elk where it browses the lower valleys in winter and in summer follows the melting line into the high country.

*Thirteen*

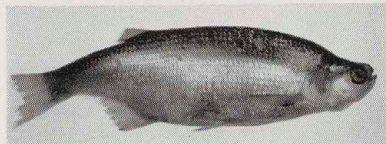
**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**

## Winnipeg Finds 'Gold' In Them Thar Goldeye

Smoked Winnipeg Goldeye invariably gets into the conversation when gourmets talk over their notable gastronomical experiences.

Yet, this unusual delicacy — unsmoked — would not even be considered good food for sled dogs.

When fresh, the flesh of the shad-like goldeye is soft. After smoking and dyeing process, however, it becomes a dish so much sought by connoisseurs of fine food that the demand frequently exceeds the supply.



Although not especially photogenic, the goldeye makes up for it in taste. The succulent fish's preparation was developed in Canada.

The secret of the goldeye's success is a special smoking process developed by accident more than 70 years ago. The same process is used today to transform the fish into a delicacy.

In the early 1890's, a young British butcher more than half-cooked the fish he caught in the Red River at Winnipeg instead of merely smoking them. The result of the "mistake" was the smoked Winnipeg goldeye.

Since then, goldeye smoking has been a tradition in the Robert Firth family, and grandson, George, carries on the tradition at Booth's Fisheries Canadian, Ltd., where about 150,000 pounds of goldeye are smoked each year.

Cordwood-size oak logs are used in the special smoking room. An adjoining room is used for thawing, scaling and dyeing processes. The fish thaw overnight in brine, and the next day they are soaked in a vat of orange-golden vegetable dye.

Fourteen

The smoking racks, each of which can hold 900 pounds of fish, is the next stop and the actual smoking process takes from four to six hours.

When caught, the goldeye is a silvery-colored fish with large gold-rimmed eyes. After smoking, it takes on a rich golden-red shade.

Goldeye is prepared by steaming: wrapping the fish in foil and placing in the oven or by wrapping it in foil and boiling. Both call for 10-minute cooking.

In the early 1900's, goldeye sold for 25 cents a dozen; today, the Winnipeg price is \$1.30 per pound. The Great Northern ships quantities of goldeye to this country.

Of late, the delicacy has caught on in many St. Paul restaurants after columnist Gareth Hiebert—the Oliver Towne of the St. Paul Dispatch—wrote of his goldeye experiences in Winnipeg.

(Incidentally, anglers, it is worth your while to travel to Winnipeg on GN's Winnipeg Limited. Experts there say that the goldeye, caught on a light fly rod, will put up a fight that will satisfy the most exacting of anglers!)

### H. L. Bill Superintendent of Glacier National Park

Harthon L. Bill has been named superintendent of Glacier National Park in the Montana Rockies, the Department of Interior announced.

A native of Bridgeport, Conn., Mr. Bill has been superintendent of Grand Teton since January, 1960. He served in various capacities at Grand Canyon National Park, Arizona; Mount Rainier National Park, Washington; Yosemite National Park, California, and was assistant regional director of the park service's southwest region at Santa Fe, N. M.

## Gleanings From the News

Biggest stacks of canned salmon in recent history are building up in Seattle warehouses, the Port of Seattle publication reports, due to the record packs of pink salmon from Alaskan waters.

\* \* \*

Named co-chairmen of the Tacoma, Wash., Chamber of Commerce's 1963 Daffodil Festival committee are Merton F. Crawford and Max H. Bice. The three-day celebration is set for March 30 through April 7.

\* \* \*

\$1 in fuel will move 40 tons 151 miles by railroad, but only 11.9 miles by truck and just 3.1 miles by plane.

A railroad with extensive terminal facilities in an eastern city tried to reduce its tax burden by selling 33 acres of land assessed at \$621,000—but the sale price was less than \$20,000!

\* \* \*

Under plans recently announced by St. Paul's city planning board, a Capital Centre redevelopment program of the central business district would feature green-filled plazas, courts, enclosed pedestrian passageways, and 11 new major buildings by 1972.

## Night Scene: Empire Builder At Spokane



The time is 11:30 p.m. in Spokane, Wash., as the Great Northern's westbound Empire Builder waits on the clock in the GN station for its 11:59 p.m. departure for Seattle. Ahead lie 330 miles of rugged railroading including the 7.79-mile Cascade tunnel, longest railroad tunnel in the Western Hemisphere.—Glenn C. Lee Jr. Photo.

*Fifteen*

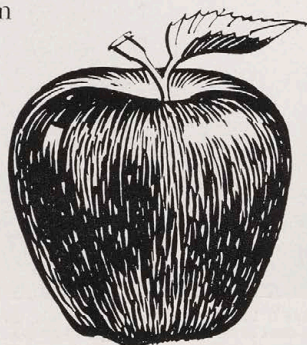
**GREAT NORTHERN—GREAT WAY EAST OR WEST**

## 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  
caramelized . . . 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.

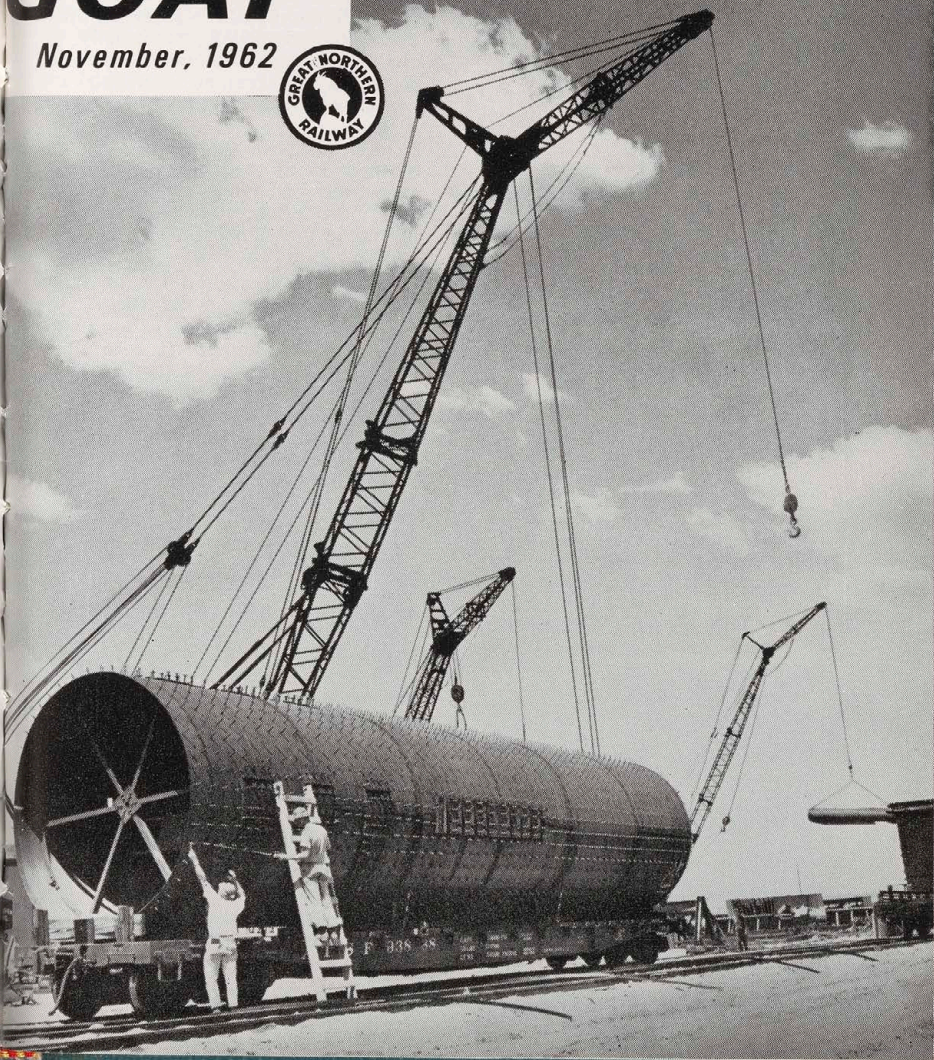
An apple is as old as  
Adam . . . yet it's always  
news when "crop's in."  
And when it's the Wenat-  
chee Valley crop, that's  
*exciting* news . . . to the  
whole apple-lovin' world!



*The Great Northern*

# **GOAT**

*November, 1962*



# The Great Northern GOAT



Vol. 32 November, 1962 No. 11

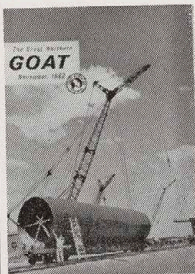
*The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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## The Goat's Cover



Big job for the "Big G": efficient handling of a 52-foot section of launch tube for installation at the Minot, N.D., Minute-man Missile Site.

Two

## Your Railroads

Ten leading economists have challenged traditional regulatory yardsticks that have forced higher costs onto the public by barring the lowering of railroad freight rates.

The economists say there is no validity to practices of pegging railroad minimum rates to so-called fully-distributed costs. These usually include arbitrary amounts that are supposed to represent such fixed expenses as tracks, stations and other items.

In an article in the October Journal of Business of the University of Chicago, the panel particularly attacks "the false notion that all costs can be traced and attributed."

The study, which took several months, was sponsored by the Association of American Railroads.

It showed that arguments long have raged about whether to base minimum rates on the fully-distributed yardstick or on incremental (often loosely called "out-of-pocket") costs—which the economists said are the guide to the real cost to society.

The economists recommend the incremental cost yardstick, which is the increase in total cost resulting from increased business.

The report noted that "unutilized railroad capacity is a chronic problem which demands effective steps to retain existing traffic and to attract additional traffic."

The least effective way to cope with this, it continued, would be to include arbitrary sums of fixed costs in pricing floors "for the high prices which would result could only discourage utilization of this facilities and aggravate the condition."

The panel said railroad management need freedom to estimate costs and make pricing decisions. Particularly urgent, the economists said, are cost determinations tailored to specific situations.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## 'Careful Freight Handling' Slogan Nets \$1,000

"Keep Freight on the Go—Handle Easy, Couple Slow."

The winning slogan in a contest sponsored by the American Railway Magazine Editors Association meant \$1,000 to an employe of the Kansas City Southern Lines. It was the best slogan of 50,000 submitted for judging.

The contest was one feature of an intensive educational campaign being conducted by railroads on ways to prevent loss and damage while expediting freight.

In their over-all program for better handling of shipments, the nation's railroads also are expediting physical improvements including specialized freight cars, devices for holding freight in place during transit, shock-absorbers built into freight cars, and

electronically-controlled freight yards and modernized freight stations.

Many railroads, including the Great Northern, are cooperating with shippers in the development of new loading and packaging methods that help keep shipments safe.

### Engineer Wins Great Northern Slogan Contest

Winner of Great Northern's slogan contest was James E. Charlton, of East Wenatchee, Wash., who was awarded three shares of GN stock.

His entry, "Freight Tippers Lose Freight Shippers," was judged the best of 494 slogans.

Charlton is a locomotive engineer on the railway's Cascade division.

## SUMMER NATIONAL PARK ATTENDANCE UP

The past July and August set new records for attendance in the nation's national parks, the Department of Interior announced.

During the two-month period, 33,451,000 persons were counted in the 192-park system, with the July total of 16,745,000 signifying an increase of 12.5 per cent over July, 1961, and August total of 16,706,000 realizing an increase of 18.6 per cent over the same month last year.

The two-month total pushed the year-to-date figure to 67,320,000, or an increase of 13 per cent for the first eight months of the year.

It is believed the year-end total park attendance this year will top the 88-million-person mark.



"Miss Careful Handling," Donna Carr of Chicago, presents a \$1,000 check to L. E. White, right, freight yard clerk of the Kansas City Southern Lines, for his winning slogan, as R. J. Schiek, president of the American Railroad Magazine Editors Association, looks on.

**GREAT NORTHERN—SWIFT, SAFE, SURE**

# Minuteman Missiles Poised for U.S. Defense

On the vast, bleak stretches of Montana's plains, on farmland once limited to agriculture or grazing, 150 concrete "fortifications," well-fenced and electronically protected, are rising in uniform pattern.

They are Minuteman Missile sites, concrete and steel silos, top secret and guarded from unqualified visitors—missiles that are instant deterrents to the nation's enemies.

At the conclusion of 1964, more than 600 more Minuteman sites will dot the countryside in Montana, North and South Dakota, Wyoming and Missouri.

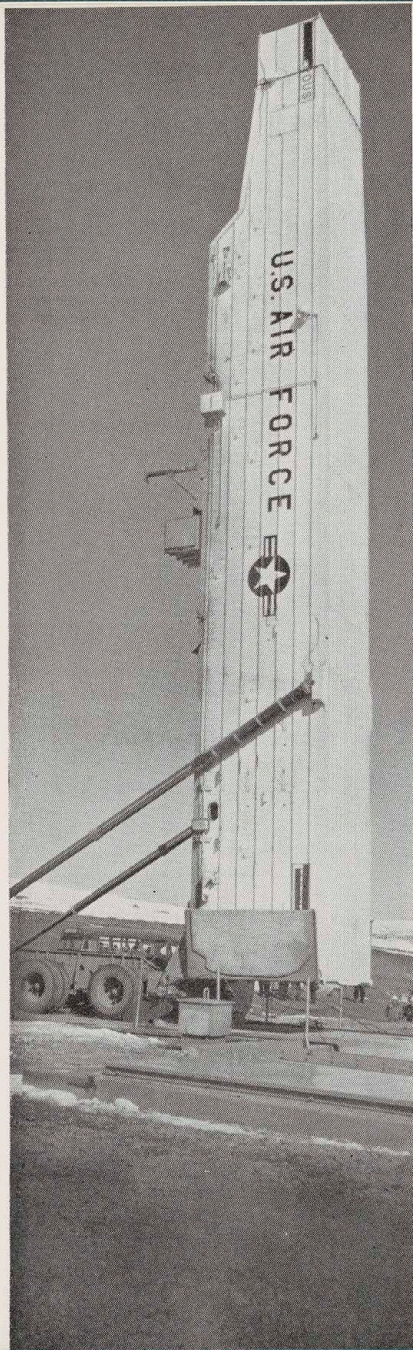
Each will house a three-stage, solid-propellant missile boasting a range of 6,300 miles and carrying a nuclear warhead capable of being delivered to pre-selected targets at 15,000 miles an hour.

The Malstrom Air Force base near Great Falls, Mont., is protected by 150 such sites, each on a three-acre plot heavily guarded from unwarranted inspection and possible sabotage by chain-link fence, topped with barbed wire and bristling with alarm devices.

Each site had been the scene of hurried activity months before beginning with the purchase of the plot from farmer or rancher; the movement of earthmoving and digging machinery; the delivery of steel, concrete and cables and the eventual placement of a 60-foot-long, six-foot-wide Minuteman missile.

A transporter-erector housing a Minuteman missile is tested by Air Force and Boeing Company personnel.

Four



The "nesting pad" for the gigantic missile is a steel-reinforced, concrete well or silo, 80 feet deep and 12 feet wide. Covering the opening is a four-foot-thick steel door weighing 80 tons.

A special gas charge will raise the immense door at the time of firing—should the need ever arise.

The string of missile sites is connected by cable to the Strategic Air Command's Minuteman launch control center, 30 to 50 feet below the ground.

Two men—the firing crew—are always on duty on revolving shifts, fully provisioned for 30 days. Monitoring electronic devices keep a constant eye on 10 Minutemen installations, each about five to 10 miles distant from the other.

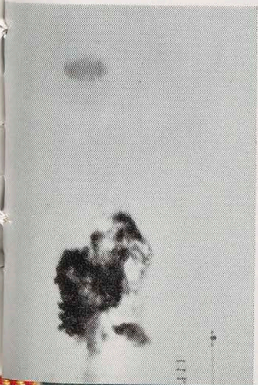
The first Minuteman was fired on Feb. 1, 1961, traveled 4,000 miles and was within target center by one mile.

The Malmstrom network is being duplicated at the Minot Air Force base in North Dakota; Ellsworth Air Force base, South Dakota; Warren

*(Concluded on Page 10)*



**Blastoff!**



## NEW USES FOR GN EQUIPMENT—

### *Sugar Beets, Spuds Shipped To Processors*

Among the principal expenses in running a railroad is the investment of capital for new equipment.

Great Northern has been ever-conscious that new equipment and renovation of old are essential for the profitable operation of the company because modern equipment attracts shippers and freight.

Among the latest innovations for the GN have been the conversion of refrigerator cars of the Western Fruit Express Company, a subsidiary of the GN, into special cars for the hauling of bulk potatoes, and the use of ore

cars for bulk transportation of sugar beets.

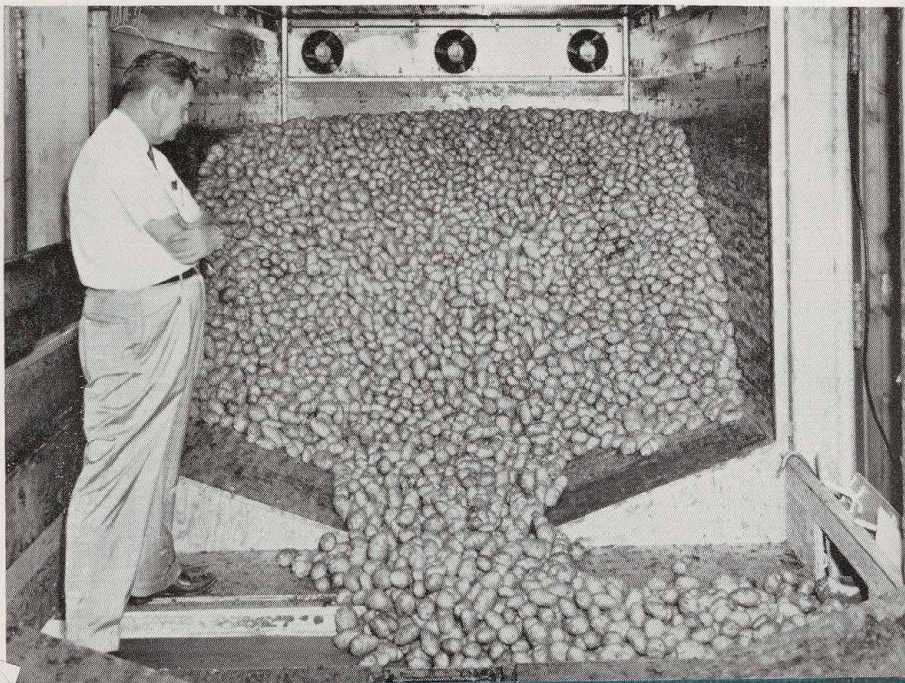
Seventy-five WFE cars have been in operation hauling potatoes from warehouses to potato chip processors in the Red River Valley of North Dakota, Minnesota and Texas.

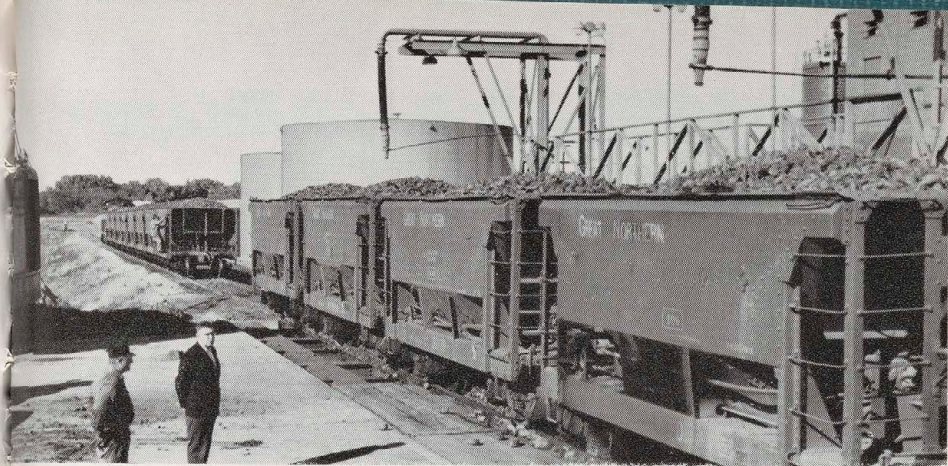
Meanwhile, more than 900 ore cars, in use hauling iron ore in northern Minnesota several months ago, were put to use transporting sugar beets to processors at Bingham and Wilds, Minn.

In fact, the sugar beet operation has been progressing so successfully

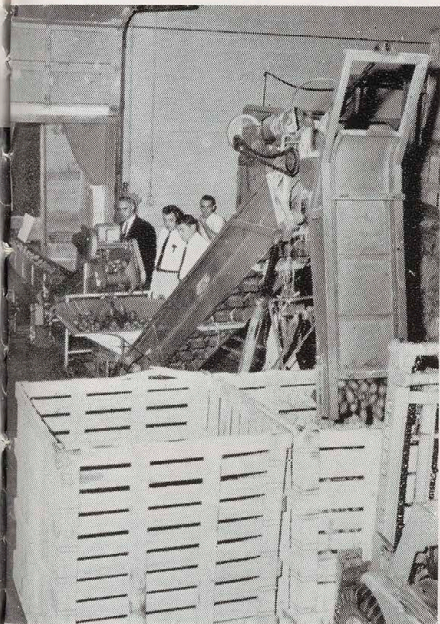
*(Concluded on Page 12)*

Potatoes—thousands of them—roll down the inclined floor in the Western Fruit Express' reconverted refrigerator car, onto conveyors and out of the reefer. T. B. Arledge, assistant plant superintendent of Morton Foods, Inc., Dallas, Texas, surveys the movement.





Twenty tons of sugar beets are delivered in each of these ore cars to the American Crystal Sugar Company processing plant.

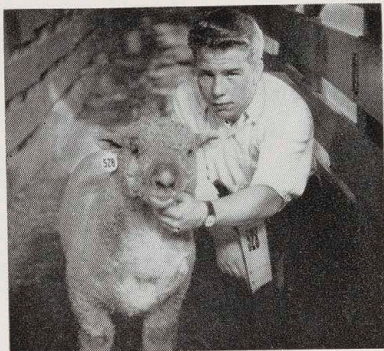


Watching potatoes move into the plant are from the left R. D. Phillips, GN general agent, Dallas; T. B. Arledge, assistant plant superintendent, and J. W. Campbell, vice president, purchasing, both of Morton Foods, Dallas, and Kenny Martz, unloading foreman, Jorde Potato Company, Dallas.

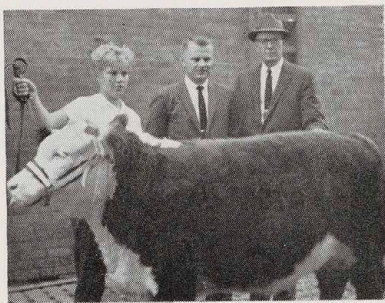


A wheel-mounted motor with universal jointed shaft at side of the warehouse conveyor illustrates power driving car chain conveyors. For unloading, opposite end of car motor is rolled to opposite side of warehouse conveyor and drive is reversed.

# Pet Lambs, Steers Auctioned



Michael Hamilton, son of a GN employe, shows his lamb purchased by the railway.



Proudly posing with her steer, Kathleen Fuhrmann of Marshall, is joined by A. L. Nelson, center, and J. L. Baldwin of the GN. Below, is Shirley Anderson of Comstock, Minn., with her lamb.



Three lambs and one steer—one of the lambs raised by the son of a Great Northern employe—were purchased by the railway at the Junior Livestock show auction recently in South St. Paul.

Lambs were raised by Michael Hamilton, 17, son of Mr. Wallace Hamilton, a GN employe at Minneapolis; Shirley Anderson, 16, of Comstock, Minn., in Clay county, and Curtis Forte, 13, of Park Rapids, Minn., in Hubbard county.

The 957-pound Hereford steer was raised by blond Kathleen Fuhrmann, 16, of Marshall, Minn., in Lyon county.

Young Hamilton, a freshman on the St. Paul Farm Campus of the University of Minnesota, hopes to use the money gained from the sale to further his education. His 80-pound lamb was purchased at \$1.25 per pound.

He aspires to become an agricultural instructor and is a member of the Cloverleaf 4-H club.

Cattle, hogs and sheep representing winners in the various Minnesota 4-H club divisions at county fairs in

Curtis Forte of Park Rapids, Minn., hopes to use the money realized from the auction to further his education.





### ***Moment of Decision: Under the Auctioneer's Block***

the state were judged and the prize-winning livestock sold at auction.

Twin Cities area businesses were the principal bidders for the animals which generally brought in above current-market prices.

The grand champion Angus steer at the show was purchased at \$2.50

per pound, bringing in \$2,557.50 for its 13-year-old raiser, Richard Walser, of Minnesota Lake.

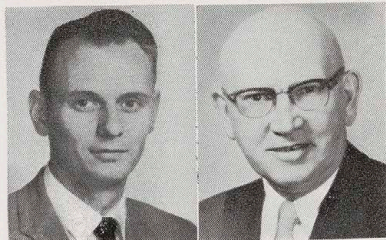
The Great Northern has participated in the Junior Livestock show and auction for many years as part of a long-standing program to encourage junior agricultural activities.

*Nine*

**GREAT NORTHERN—GREAT WAY EAST OR WEST**

## E. C. LeRoy, Duluth Passenger Agent, Retires

A veteran of 42 years service with the Great Northern who has been primarily concerned with passenger travel retired November 1 with a rosy outlook for future train travel.



Mr. Michel

Mr. LeRoy

E. C. LeRoy, whose 20 years in the Twin Cities area and 22 years in Duluth made him a familiar figure in cities and towns in his 240,000-square-mile territory, stated that he

foresees a resurgence in train travel in the next 10 years.

Factors leading to his opinion are the increase in highway travel that makes transportation more perilous and crowded each year and the loss of "glamor" of flying.

LeRoy retired as passenger agent and was able to look back and see passenger travel increases in his Duluth area.

Throughout his career he has seen many changes in the passenger business and he frequently relates the "strange" assignments that faced him in the past such as the movement of Chinese from Havana to the Orient requiring train transportation across country. They were sugar cane workers assisting in the harvest.

Military troop movements during World Wars I and II and the Korean conflict also are fresh in his mind.

What will the passenger travel expert do during his retirement? Travel, of course, but not until he has instructed his successor, Arlo D. Michel, formerly of GN's Seattle office, in his job.

Mr. Michel joined GN in 1951 as a stenographer in the railway's Seattle city ticket office. He subsequently became assistant accountant and cashier and passenger representative there.

### Missile Bases—Conclusion

Air Force base, Wyoming, and the Whiteman Air Force base in Missouri.

The Boeing Company of Seattle conducted the systems engineering test program to demonstrate installation, operation and maintenance procedures for the weapon system; the training of Air Force supervisors and instructors who in turn trained the SAC crews, and assisted SAC in initial launchings.

Great Northern has been taking an active role in the Minuteman missile program at both Malmstrom AFB and Minot AFB.

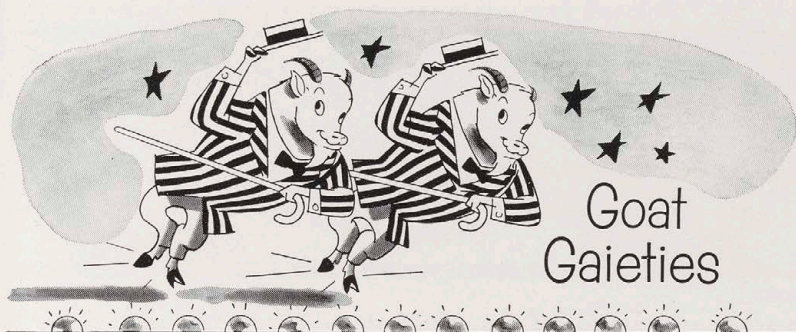
The railway has felt the impact of both bases in the shipment of material and manpower to the sites—both by rail and truck—and, in one case, the construction of trackage and terminal truck facilities.

(Next Month: GN's role in the missile program in Montana and North Dakota.)

### Piggyback Loadings Continue to Rise

An increase of 1,941 cars or a 14.4 per cent boost in one or more revenue highway trailers or highway containers (piggyback) was reported by American railroads in the week ending September 29.

The total of 15,402 cars for the week was added to the cumulative piggyback loadings for the first 39 weeks of 1962 which totaled 522,430 cars.



### Pilloried

A harried businessman asked his physician for a prescription for sleeping pills, but discovered he was allergic to sedatives.

"What about some of that twilight sleep I heard so much about?" he asked.

"Oh, that's only for labor," the doctor remarked.

"Good heavens! Haven't you got anything for management?" the patient stormed.

\* \* \*

### Getting Ahead

"You say a sweater is a good investment for a girl?"

"Yeah. She gets out of it what she puts into it and draws considerable interest, too!"

\* \* \*

### Tit for Tat

Two English schoolboys constantly battled in school, but in their prime they both became famous: one was an admiral and the other a bishop.

Years later, meeting on a railroad platform, the bishop, who had gained weight considerably, swept up to the uniformed admiral, and inquired:

"Stationmaster, from which platform does the 10:05 leave?"

The admiral, looking at the churchman's robes, replied:

"Platform five, madam. But in your condition, you shouldn't be traveling!"

### Tender Hearted

Not a man rose to give his seat on the crowded bus to the lady overburdened with packages. Finally, one young man tugged at her skirt and she hopefully moved to sit down.

"Be on your toes on Market street, lady," he said. "That's where I get off!"

\* \* \*

### Plane Crazy

"Hi, beautiful, let's play airmail!"

"What's that?"

"Post Office—on a higher plane!"

\* \* \*

### Gulp!

A young Yank pilot landed his plane on an aircraft carrier during the war and dashed up to the bridge, and as he was pulling his life jacket off his head, recounted the day's work:

"What a day I had, skipper!" he proclaimed. "Sunk a Jap carrier, shot down seven Jap planes and left a Jap battleship listing!"

As he finished pulling his life jacket up over his eyes, he heard:

"Velly good, Yank! But you make one velly bad mistake!"

\* \* \*

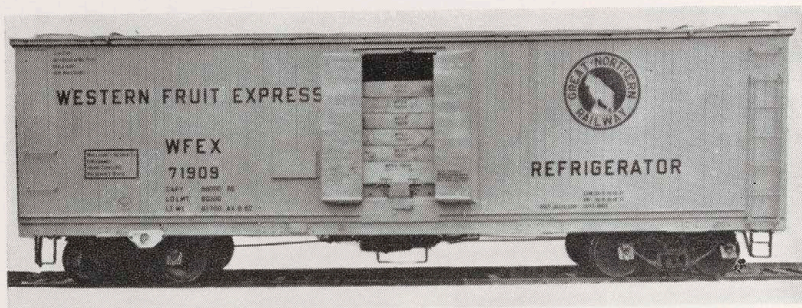
### Kissproof

He: "What would I have to give you for just one kiss?"

She: "Chloroform!"

Eleven

**GREAT NORTHERN—SWIFT, SAFE, SURE**



Fully loaded, the Western Fruit Express refrigerator car is capable of hauling 60,000 pounds of bulk potatoes.

### *Beets and Spuds On the Move—Conclusion*

that it is estimated about 202,000 pounds will be hauled by ore cars to both points before the season concludes.

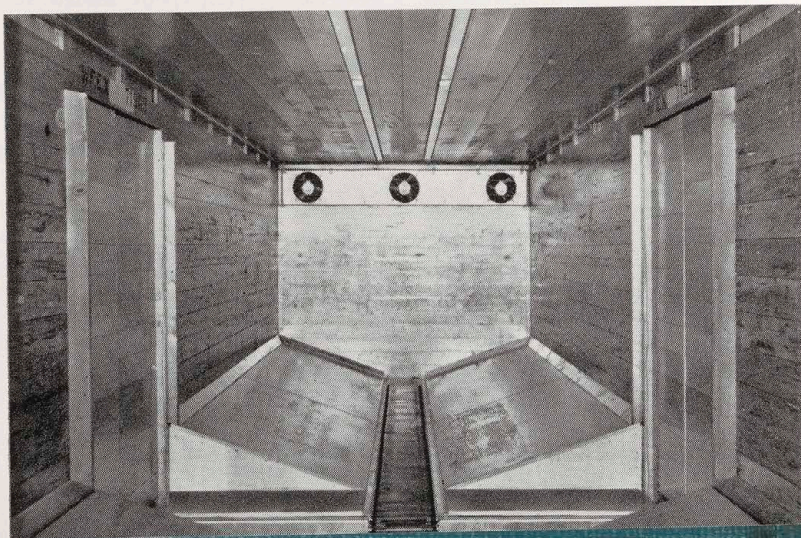
At both the Bingham and Wilds, GN furnished a trapping machine facilitating the opening and closing of hopper doors. Under the present setup, only five minutes elapse between unloading a car, closing the

door and moving up another car, a considerable saving in time in comparison to the regular gondolas.

However, conventional, flat-bottom gondolas are utilized in stockpiling sugar beets.

Ore cars haul 20 tons of beets each compared to the 40-ton loads in the conventional gondolas. Both plants handle 150 ore cars of beets daily.

The interior of the Western Fruit Express refrigerator car converted for delivery of bulk potatoes is shown. Conveyors transport potatoes to a center conveyor.



## FISHING BOATS PLY SEATTLE WATERS



Headquarters for Seattle's picturesque fishing fleet, Fishermen's terminal at Salmon bay, berths more than 1,000 vessels in a year's time, including gill netters, trawlers, seiners, herring, halibut, crab and tuna boats that range as far south as Mexico and north to the Bering sea.

An estimated 10-million-dollar payroll is earned by 2,000 fishermen who berth their boats at the terminal which is owned and operated by the Port of Seattle.

As many as 600 boats, varying in length from 24 to 100 feet, are moored simultaneously at the Salmon bay site, one of the best-equipped commercial fishing facilities in the nation.

Numerous marine supply and service firms are conveniently located at Fishermen's terminal, which has become one of Seattle's most interesting tourist attractions, especially to thousands who visited the World's Fair.

Tourists enjoy watching fishermen mend their nets and work on their

boats at dockside, while artists and camera fans roaming the area capture the color and atmosphere of Salmon bay.

A big attraction for visitors at Fishermen's terminal is a restaurant which specializes in seafoods caught in Puget sound and Alaskan waters.

While dining, tourists look out across the docks and watch fish boats come and go. Another attraction there is the collection of tropical fish placed about the dining area.

From the area, visitors may see the Ballard bridge open and close periodically to admit tall-masted sailing vessels plying the waters of Salmon bay and the Lake Washington Ship canal.

An impressive view of the terminal and its massive fishing fleet is seen from the bridge, while driving or afoot. Tourists walking across the Ballard bridge can enter the terminal by either of two stairways leading

*(Concluded on Page 14)*

*Thirteen*

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**

## GN SCHOLARSHIP SELECTIONS COMMITTEE NAMED

The Great Northern Railway recently announced the membership of its 1962-63 scholarship selections committee.

They are George B. Risty, director, bureau of student loans and scholarships, the University of Minnesota; Dr. Merrill E. Jarchow, dean of men, Carleton college, Northfield, Minn.; Joseph B. Klemp, vice president, St. Paul Foundry & Manufacturing Co., St. Paul; Lachlan Reed, manager, special sensor products, Minneapolis-Honeywell Regulator Co., Minneapolis; R. L. Bushaw, chairman, Brotherhood of Locomotive Firemen and Enginemen, and R. M. Patterson, general chairman, Dining Car Employees' Union, Local 616.

Great Northern offers four-year college scholarships for graduating sons of its employees. Basic grants are \$750 annually for four consecutive years of schooling in the accredit-

ed college or university of the student's choice.

A minimum of three scholarships are awarded.

## Seattle Center Planned For Fairgrounds Site

Former Seattle World's Fair visitors who return in the future to the fair site will see several familiar landmarks that will be converted into "Seattle Center" in 1963.

Demolition crews are under way removing temporary buildings devoted to various fair activities, but many impressive structures will remain.

Among them are the Space Needle, International Fountain, Opera house, Playhouse, Arena, Coliseum and perimeter buildings, the Hall of Industry, Commerce-Fashion-Interiors pavilion, and two umbrella-roofed buildings.

The Memorial stadium and the lighting, lawns and landscaping at the fair site will not be disturbed.

## U.S. Science Pavilion Retained as Science Center

The famed U.S. Science Pavilion at the Seattle World's Fairgrounds will operate as the Pacific Science Center Foundation.

Thirty-three prominent Americans, among them some of the nation's top scientists, educators and businessmen, have been named to the foundation's board of trustees.

Edward E. Carlson, president of the non-profit organization, said the group is making excellent progress in its negotiations with the government.

## Fisheries—Conclusion

from the south end of the bridge down to the docks.

At the west end of the docks, a novel maritime museum has been established aboard the lightship Relief by the Relief Lightship Guild, Inc.

For the convenience of tourist fishermen visiting the terminal, a charter service features morning and afternoon fishing trips aboard a 50-foot craft, The Stranger.

Also operating from the terminal, excursion boats feature charter cruises and special excursions to the San Juan Islands and on nearby Lake Washington during the Gold Cup and Sea-fair trophy hydroplane races.

Yielding 70 million dollars annually to the state's total economy, the fishing industry is well served by Seattle's fishing fleet headquarters on picturesque Salmon bay.

Fourteen

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**

## Gleanings from the News

The **HOLIDAY News Letter** reveals that the U.S. Travel Service is paying off: the rate of growth in incoming foreign travel volume has doubled from the customary 9 per cent rise to 18 per cent this year.

\* \* \*

**Deliveries** of new freight cars to the nation's railroads and private car lines totaled 3,541 in August compared with 3,181 in July, the Association of American Railroads reports.

\* \* \*

**Estimated net income** of Class I railroads in the second quarter of 1962 amounted to 105 million dollars as compared with 74 millions in the second quarter of 1961 and 139 millions in the second quarter of 1960.

\* \* \*

**Completing their** 43d consecutive

round trip via Great Northern to Vancouver Island, B.C., were Mr. and Mrs. Frederick H. Rhodes, of Madison, N. J.

\* \* \*

**Other recent patrons** aboard GN's passenger trains were 11 executives of the Anaconda Aluminum Company including A. P. Cochran, chairman of the board; T. D. Gebhart, president; E. C. Tatgenhorst, vice president and secretary treasurer, and J. B. Sanderlin, assistant secretary-treasurer.

\* \* \*

**Railroads** carry passengers, freight, mail, express and baggage. As common carriers, they will carry anything that is movable from any station on the North American continent.

## National Railroad Hall Of Fame and Museum

The National Railroad Hall of Fame and Museum is seeking a new building to display many items now unable to be shown because of space limitations.

C. J. (Jeff) Keenan of Portland, Ore., the founder and driving force behind NARHFAM who was in St. Paul recently, said the building itself, not to mention the many exhibits, would become an important civic asset and unquestionably one of the finest facilities for education and research on railroads.

The organization is America's historical shrine relating to persons who have made significant contributions to American railroads; it is America's heritage pertaining to railroads of the past and future, and a foundation maintained for the education and pleasure of the public.

As of June 1, 1958, it became a non-profit, tax exempt and educational corporation for the procurement and

maintenance of buildings and railway coaches as a museum and historical shrine relating to persons who have made significant contributions to American railroads.

Currently, the main exhibit is in the Oregon Museum of Science and Industry in Portland. Exhibits are displayed in the Coach of Fame now standing on track in Travel Town, Calif., a division of the department of parks and recreation, City of Los Angeles.

Eighteen persons are enshrined in the Hall of Fame. The first was Abraham Lincoln, and seven persons have been named to the Hall of Romance, beginning with Casey Jones.

A certificate of award is issued honoring each person enshrined or elected for placement in the most logical repository. A certificate honoring James J. Hill, Founder of the Great Northern, is on exhibit in GN's museum in St. Paul.

Fifteen

## INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

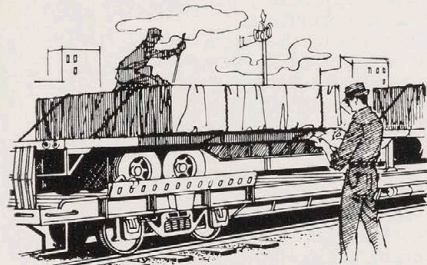
# ★ ★ ★ ★ ★ New breed of "yes-man"



★ ★ ★ ★ ★  
*He's your Great Northern Freight Traffic specialist... a man whose answer to the most complex shipping assignments is nearly always: "Yes... can do!"*

From the Great Lakes to the Pacific Northwest—with some 1450 points in-between. That's my "beat" as Rocky, the Great Northern goat. (And at the pace this railroad is moving, you can make that "gallopin' goat"!)

Boy, you should see the great solutions our GN freight experts come up with for tough transportation problems. I mean, they're really *answer-men!* Like what they did for a Minnesota granite quarry, for example.



**66 Piggyback loads later... a brand new market for Minnesota granite!**

This company needed to move 2,000,000 lbs. of granite to a cemetery chapel construction site in Worth,

Illinois—at "rock-bottom" cost.

Enter GN Piggyback Service to save the day... with 66 loads delivered direct from the quarry to the off-track cemetery site. Thus, a Minnesota industry found a new market for its product—thanks to a whopping big saving in transportation.

## **Cutting the cost of "paperwork"**

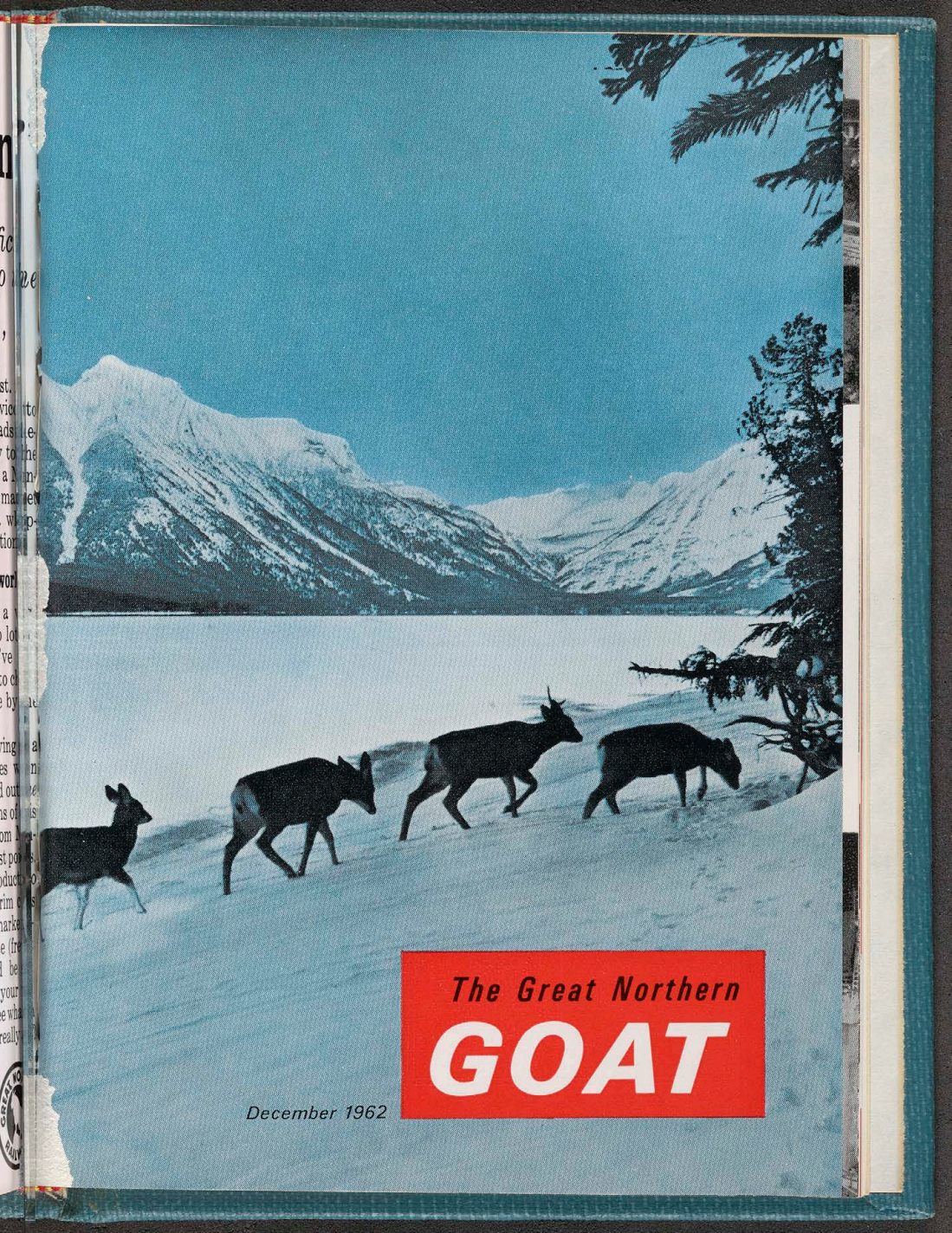
When regular shipments of a wide variety of goods are made to lots of different points—well, you've got "paperwork." (Freight rates to check and bills of lading to prepare by the desktop-full!)

So you can imagine the saving to a large chain of variety stores when GN freight specialists worked out one LCL rate for all classifications of their customer's goods shipped from Minneapolis to each of 16 Midwest points.

If you're moving new products to a market—or would like to trim costs of distribution in present markets—Coordinated Shipping Service (freight car-piggyback-truck) could be the answer. Why not contact your GN freight representative and see what an eager breed of "yes-men" we really are?

# Great Northern Railway





*The Great Northern*  
**GOAT**

December 1962

GREEN  
MOUNTAIN

# The Great Northern GOAT



Vol. 32 December, 1962 No. 12

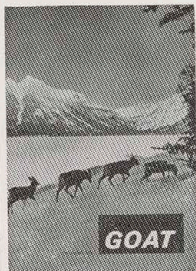
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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## The Goat's Cover



The serenity of winter is captured in the scenic photo of Mule Deer on the shore of Lake McDonald in Glacier National Park.—Hungry Horse News Photo by Mel Ruder.

Two

## Your Railroads

The drug thalidomide and government subsidies are similar in certain instances: both produce a pleasant sensation when taken.

But, tragically, the drug produces deformities in unborn children, whereas subsidies have been found to produce disastrous economic distortions.

So spoke Clair M. Roddewig of Chicago, president of the Association of Western Railways at the St. Paul Midway Civic Club recently.

"Unfortunately, we do not have any counterpart for the United States food and drug administration to cut off government subsidies to segments of our country's transportation system," Roddewig said.

Several hours before the 87th Congress adjourned, it approved additional expenditures of nearly four billion dollars for government-owned transportation facilities, he pointed out.

More than 3 billion dollars were allocated for highways and 558 millions for rivers and harbors—waterway facilities which the government builds, maintains and operates without any compensation from users.

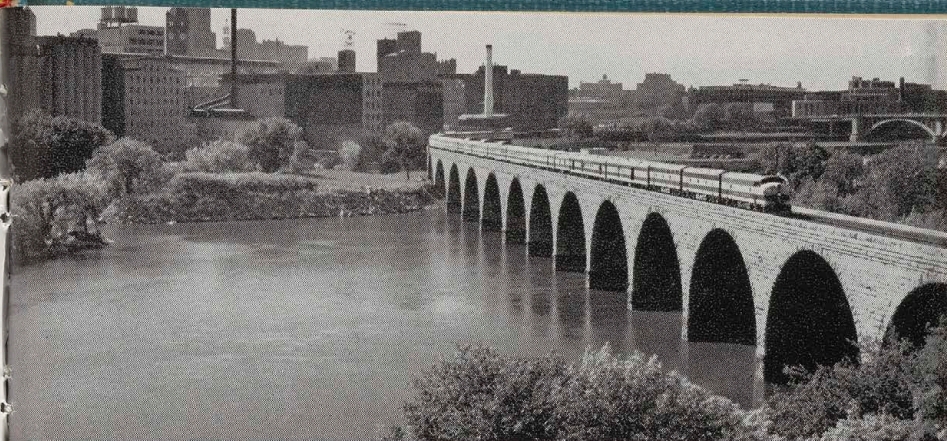
Another example of 38 million dollars spent is the forthcoming opening of the upper Mississippi river harbor project at Minneapolis—an effort to extend river navigation a few miles.

By the end of the year, Mr. Roddewig said, total appropriations of all units of government—federal, state and local—for highways, waterways, airports and airways, will be approximately 193 billion dollars.

About 73 billion dollars, or 38 per cent of the total, has been appropriated the past six years.

"When subsidies and government financing are extended beyond their legitimate purposes, generally assumed to be research, experimentation and aid in pioneering, they invariably create surpluses and become an economic drag on society," he added.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



The Empire Builder moves across the Stone Arch bridge over the Mississippi river at Minneapolis in days before engineers removed two arches and replaced them with a steel truss.

## *Stone Arch Bridge Gets New (Steel) Span*

Once described as his most difficult undertaking, the Stone Arch bridge which gracefully arches over the Mississippi at Minneapolis, is undergoing a face-lifting.

James J. Hill's engineering achievement completed in 1883, a 2,100-foot bridge costing \$690,000, has been altered with the removal of two arches and the installation of a steel truss which will permit passage for tugboats and barges into the Upper Mississippi.

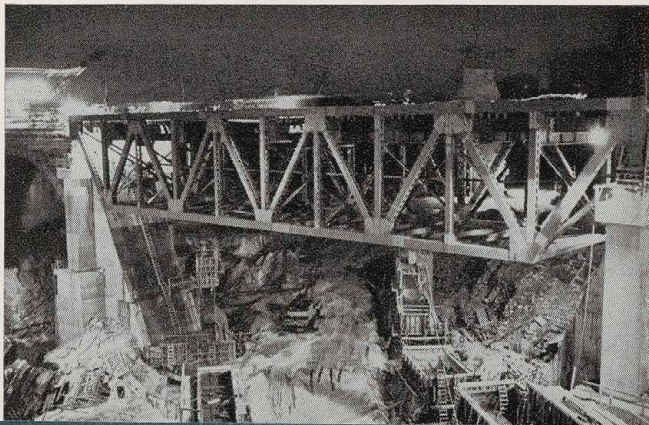
Two arches and one pier were torn

down and replaced by a 200-foot truss, but the interesting feature about the change is that most work was done during the night hours in order not to interfere with traffic which includes more than 30 trains daily from six railroads.

The concrete, limestone and granite structure was labeled "Hill's Folly" when first announced. Since then it has stood the test of time and has proved to be an important link in the Twin Cities transportation picture.

This night scene—which deceptively appears as a miniature model—actually was taken during replacement of an arch of the bridge. The trucks below ably demonstrate the height of the project.

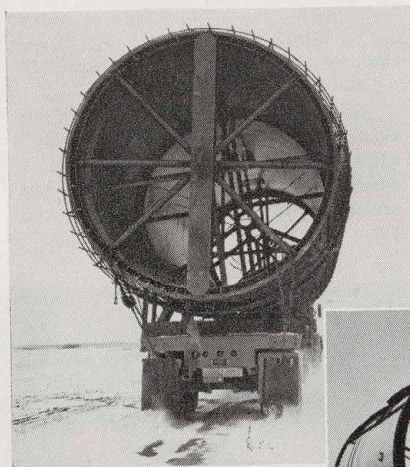
(Photo Onan Division, Studebaker-Packard Corp.)



# GN Freight, Trucks Utilized M

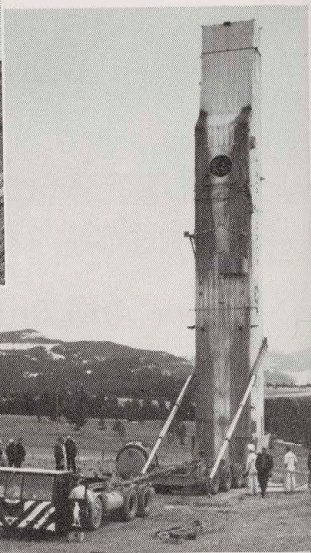


Minuteman tractor-trailers cross Montana countryside to missile sites

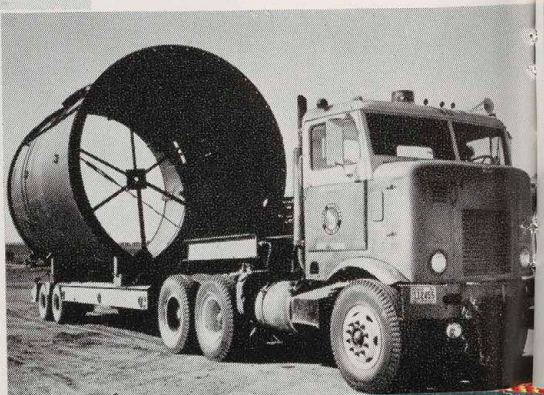


GN trucks move gigantic steel silo liners to out-of-way points

Four



Soaring skyward, the transporter-erector is tested by military and Boeing Company specialists



## at Missile Sites

The railroad industry—and the Great Northern Railway in particular—again is proving that when national defense is concerned, railroads are vital to the nation's transportation system.

That fact is apparent in Montana and North Dakota where the combination of GN's rail and trucking services are performing an impressive job of transporting steel, gravel, sand and other building supplies and machinery for the construction of Minuteman missile bases at the Malmstrom Air Force Base near Great Falls, Montana, and the Minot Air Force Base in North Dakota.

Months of railway planning have gone into the presentation of a "case" for the GN which assured government representatives and military officers and contractors that the railway could deliver to the appointed place at the appointed time.

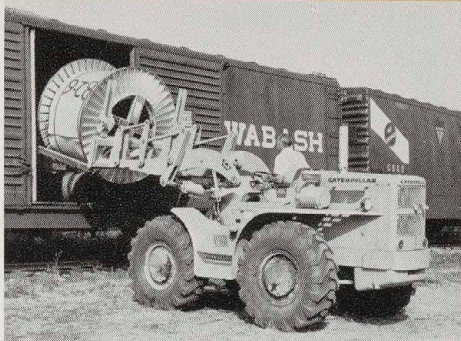
The planning and subsequent rail movement involved scores of persons on the GN including personnel of the freight traffic and the industrial and agricultural development departments.

The Minuteman missile program is utilizing both long-haul rail delivery and short-haul truck delivery. The railway provided facilities for Bethlehem Steel Company on a 20-acre site near Gavin Yard outside Minot.

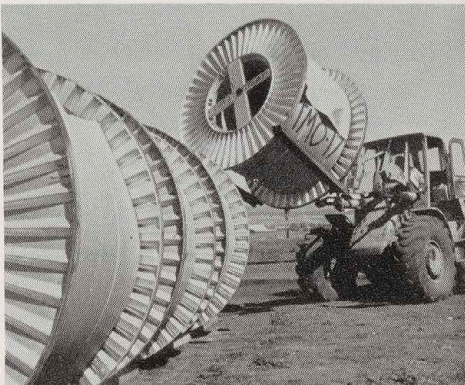
It also proved the importance of its mineral and industrial department which located an aggregate pit and sand and gravel site near Verendrye, N. D., providing much of the basic materials needed in the Minot-area missile program.

The railway supplied an average of 40 cars daily for use between Verendrye and Minot, and the company also purchased special equipment for the handling of cable reels and silo

*(Continued on Page 6)*

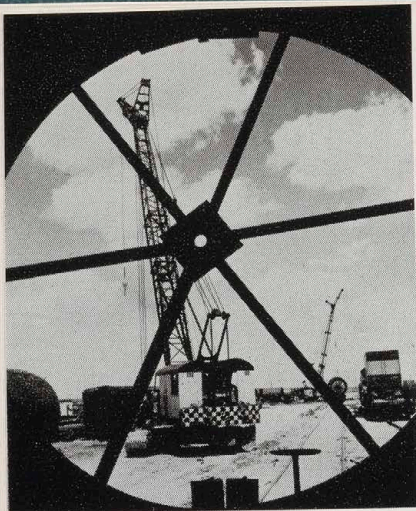


Reels of cable are unloaded from boxcars and moved by GN trucks to trenching sites

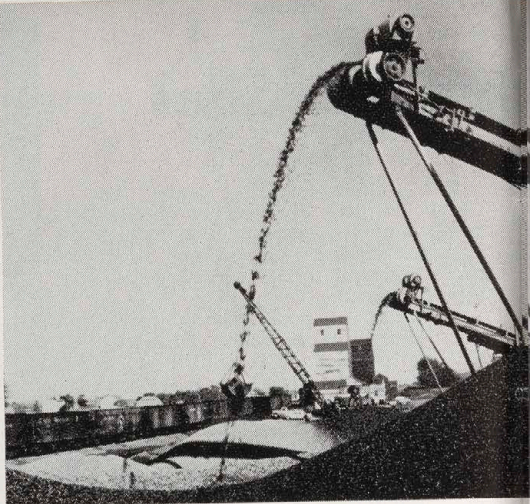


Handled gingerly by an experienced machine operator, above, the reels of cable soon find their way to the "back country" below, where they are laid into a missile site network





The massiveness of the silo liners is aptly demonstrated by the dramatic photo, above



Much of the sand and gravel for the Minot-area missile sites came from this pit at Verendrye, N.D.

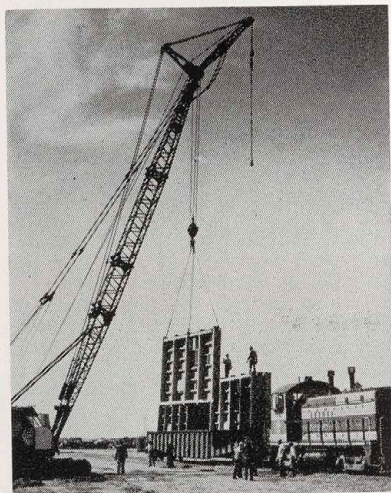
liner "cans" from the Bethlehem steel yard to the missile sites.

(The Minuteman story was told in the November issue of *The GOAT*, and this story deals primarily with the way GN tackled the transportation challenge.)

Before any commitment was made by the government and other interested parties, GN prepared a brochure and descriptive material containing such pertinent information as:

- A general statement indicating cooperation rendered in developing information related to transportation of all equipment and materials involved in the missile program;
- Description of transportation services available, including train schedules, statement on rates and a description of coordinated rail-truck service and TOFC;
- Detailed list of properties and trackage at towns throughout the area including maps, sizes of sites, length of tracks and available utilities. Aerial

(Continued on Page 12)



Bethlehem Steel Company's yard outside GN's Gavin Yard provided steel products for the sites

# The Big Mountain Skiers' Paradise



Snow-laden pines bow to the blast of Mighty Winter atop the mountain as skiers glide down its fun-packed slopes.

When one eastern skier asked why The Big Mountain at Whitefish, Mont., was called "The Skiers' Paradise" by many visitors, it took only one ride up the double chairlift to discover the answer.

From that lofty perch high above the Flathead Valley and on practically eye-level with peaks of Glacier National Park, the skier is as close as he will be to Paradise—while still on Earth.

The feeling, while exhilarating, is normally of short duration because the urge to take that long run is too strong to resist.

Top-notch snow conditions—frequently unmatched at the more-

heralded resorts—are normal for The Big Mountain which boasts an average of more than 90 inches of powder snow each winter.

One glimpse of the towering pines, subjected to the weight of countless powder snowfalls, tells the story itself. Under constant pressure from the falls, they gradually bend to winter's blast and not uncommonly appear as old, bent men. (Incidentally, they make excellent photographic backgrounds!)

Ed Schenck, general manager of the mountain, a man never satisfied with the status quo, kept his forces

*(Concluded on Page 8)*

After alighting from the 1¼-Mile double chairlift, skiers, left, take time to decide which of the many ski runs to choose. At right, the mountain looms ahead and the lodge and bierstube, left, and chalet, right, await skiers at end of the day.



Seven

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**

## He Was Fit To Be Tied!

When Ed Boyes, Great Northern agent at Libby, Mont., saw the guests, he was fit to be tied! But the guests were not.

If it's too confusing, read on: Ed was guesting four St. Regis Paper Company officers at his hunting cabin near Libby.

John E. Cowles, vice president and treasurer of St. Regis; Everett Griggs, board director; Paul Dunn, vice president and Henry Wegner, executive sawmill engineer from Tacoma, Wash., came finely attired, sporting neckties.

Startling his guests, Ed came after them with a butcher knife—and slashed off their ties.

Unbeknown to them was one rule of the house: No Neckties! The trophies were added to others on the cabin wall—former neckties of governors and other dignitaries who also were victims of the butcher knife.

### BIG MOUNTAIN—Conclusion

busy all summer manicuring the slopes and cutting through forests removing the snags and stumps and brush enabling the skiers to ski on the first snowfalls of the season.

Other improvements include: new cables, re-built sheaves, and several T-Bars and reinforcement of all ski towers.

Karl Hinderman, ski school director, contends that his instructors are rarin' to instruct the novice as well as expert. Among Karl's better-known quotations: "A week of ski lessons, and anyone can be a good skier."

Because the skier prefers to arrive fresh on the mountain, the Great Northern Railway's streamliners, the Empire Builder and the Western Star, deliver the skier and equipment right

*Eight*

to the mountain's base, and within 20 minutes, he can be waxing his skis for the first run down.

Visit your local ticket agent or GN representative. He will be delighted to arrange your itinerary on a personal or group basis, and he will give you a newly-printed Big Mountain ski brochure telling you all about attractive ski weeks and package plans.

## Rails' Importance During National Crises Recalled

As the international situation darkened of late, many railroaders and national leaders recalled the importance of the country's railways during World War II.

More than 97 per cent of all troops, more than 90 per cent of all Army equipment and supplies and about 90 per cent of all Navy equipment and supplies were transported by rail.

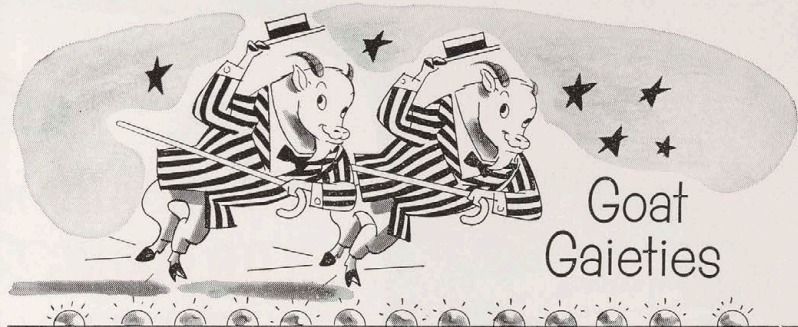
From December, 1941, to August, 1945, railroads handled a total of 113,891 special troop trains and transported approximately 43,700,000 members of the armed services in troop or hospital trains, or in special cars attached to regular trains.

Federal operation of railroads during and following World War I cost American taxpayers more than 1½ billion dollars, or an average of nearly 2 million dollars daily.

In World War II, the railroads were privately operated at no loss whatever to the taxpayers or the federal government. Instead, during the war period they paid an average of \$3,172,000 daily in federal income taxes.

The first known instance of United States mail being transported by railroad was from Charleston, S.C., in November, 1831.

**GREAT NORTHERN—SWIFT, SAFE, SURE**



### Canine Cutup

While standing in line with her French poodle, the dowager noticed her dog which was scurrying about, worried the man next in line.

"Don't be afraid," she said comfortingly. "Fifi doesn't bite!"

"Madam," said the man, "I wasn't afraid she'd bite. But I noticed her lifting her leg and I thought she was going to kick me!"

### Over-Acting

Director: "What was your last job as an actor?"

Actor: "I worked in summer stock for my meals and was cast as the rear end of a horse."

Director: "Why were you fired?"

Actor: "They said I padded my part."

### Last Word

Customer: "Why is it I never get what I ask for here?"

Waiter: "Perhaps, madam, we are too polite!"

### Wrong League

Johnny told his mother the teacher asked the class where they were born.

"Certainly you could answer that?" she said, "It was Woman's Hospital."

"Course I knew but I didn't want to sound like a sissy so I said 'Yankee Stadium'."

### Carrying Plan

"Here's the bill for my services," the doctor said. "You pay \$500 down and \$50 for the next 24 months."

"Sounds like buying a car," the patient said.

"I am," the doctor replied.

### Next Question?

"Will you marry me?"

"No!" she thundered.

"That just proves it: ask a silly question, you get a silly answer."

### Ante up!

Hubby came home at 2 a.m. and the wife met him at the door: "Halt! Who goes there?" she said.

"A friend," he answered.

"Advance friend and give password."

"I won \$18," the man said.

"Come in, darling," she replied.

### Toughie

Norm: "How's your wife?"

George: "As compared to what?"

### Handicapped

At the end of the examination, the teacher in the mountain area told the pupils to write a pledge they hadn't received or given any help.

One kid wrote: "I ain't received no help and God know I can't give none."



AND  
TO BRING  
CHRISTMAS.

DELIVERED ON



FOR

AND



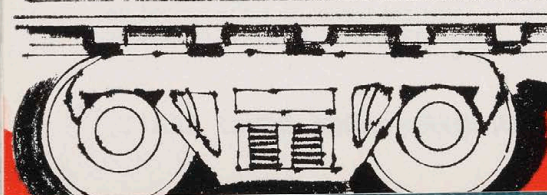
FOR



THE

CHRISTMAS TA

TAKE A HOLA



GREAT N

WORK TOGETHER  
A HAPPIER  
FOR

AND A  
ON A  
ON A  
FOR YOUR  
ON A  
TRIP ON A

*Merry Christmas*



NORTHERN



## GN HAULS TO MISSILE SITES—Continued

photo of property in Minot also was furnished including the site selected for the steel yard by Bethlehem Steel;

- List of locations of sand and gravel sources as well as cement origins;

- Detailed information on water supply, power sources and rates, fuel, population, labor laws, labor supply and wage scales, tax structures, zoning ordinances, miscellaneous facilities at towns in the area;

- Rail mileages from origins together with map of rail lines;

- Highway locations and description including highway map;

- Description of available buildings, and,

- List of names, addresses and telephone numbers of key personnel of utility companies, Great Northern Railway, labor unions, North Dakota Employment Services, and various material and equipment suppliers.

This data was made available by GN to interested parties well in advance of contract awards.

After negotiating decisions were made, the railway solved problems to the satisfaction of persons concerned.

As one of the terminating railroads involved in the projects, GN presented a package deal that included long-distance hauling of material such as huge reels of cable from Midwestern points to various destinations.

The railway utilized its fleet of trucks at Minot and Great Falls in hauling cable and other material. It spotted its rail cars at many points, and generally speaking, limited its truck services to 50 miles.

After delivery of cable by GN trucks to pre-determined points where trenches already had been dug, the cable was laid by contractors. Thus, eventually, Minuteman missile sites will be connected with launch control centers miles away—some 30 to 50 feet below ground surface. (Cable

crosses under GN tracks at 30 points in the Minot area alone.)

The sites and centers required additional GN services: hauling of sand, gravel and aggregate; tubing and the steel silo "cans" which house the 60-foot-long missiles in steel and concrete-reinforced underground "cacons." Many of the silo caps—80-ton, 4-foot-thick steel doors—were moved by rail and others by truck.

The magnitude of the task of moving equipment from the Bethlehem steel yard is realized when it is known that the launching tube silo "cans" are 52 feet long, 12 feet in diameter and weigh 67,000 pounds.

GN carried approximately 150 cans with tractor, extended trailer and carrying cradle, each totaling a staggering 105,000 pounds. Its trucks from the Minot steel yard handled steel to the construction sites for distances up to 100 miles.

Of particular interest to residents in the area is the transporter-erector, a tractor-trailer combination which conveys missiles to the launch sites. They can be transported on railroad flat cars, highways and makeshift roads—whichever the terrain permits.

The Boeing Company assembles the missiles, services them at the support bases prior to transportation to installation sites, and also is responsible for the operation of transportation-erectors.

Among contractors prominent in construction of the Minot missile base project are: Arvol Hayes Company; Bethlehem Steel Company and Bethlehem Steel Company c/o Gilmore-Skoubye; Boeing Company; Century Fence Company; Commonwealth Electric Company; Ets-Hokin-Galvan; Hallett Construction Company; Peter Kiewit & Sons, Prime Contractor; Leslie Miller, Incorporated; Lydick Roofing Company; Mid-States Ornamental; Mountrail Electric Company

(Concluded on Page 14)



The turning of the valve marking the opening of the pipeline at Clearbrook, Minn., was witnessed by several officers of the Portal Pipeline Company. From the left are M. G. Langhorne, Dallas, vice president of Portal and an executive of Hunt Oil Company; R. W. Downing, St. Paul, president of Portal and Great Northern vice president; J. G. Ross, Minneapolis, treasurer and controller of Northwestern Refining Company; R. N. Whitman, Duluth, vice president of Portal and general manager of GN's lines east, and James Osborne, Hunt Oil Company engineer.

## Oil Flows Through New Portal Pipeline

North Dakota crude oil, flowing eastward through a newly-completed 373-mile pipeline at an initial rate of 25,000 barrels per day, reached Clearbrook, Minn.

Opening of the facility was announced by officials of Portal Pipeline Company, who said that reduced transportation costs will mean an increased net of about 20 cents a barrel to producers in the area served. (Subsequent news dispatches verified the 20-cent increase.)

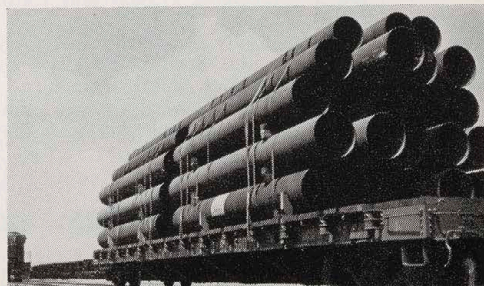
Main trunk of the Portal system, organized earlier this year by Great Northern Railway, Hunt Oil Company of Dallas, and Northwestern Refining Company of St. Paul Park, Minn., extends to Clearbrook from Lignite, N.D., northwest of Minot in the Williston Basin producing area.

Tied into this line are additional spurs and gathering systems serving the Newburg, Wiley, Glenburn and Sherwood areas near the North Dakota-Canada boundary.

At Clearbrook, the Portal company's 16-inch main trunk connects with Minnesota Pipeline, which delivers crude to refineries in the Twin Cities, and with Lakehead Pipeline, extending to Duluth-Superior and through Michigan toward the Toronto-Buffalo area.



Shown at the Minnesota Pipeline dispatcher's board where the interchange is being recorded, are, left to right, R. W. Downing, St. Paul; R. N. Whitman, Duluth; M. G. Langhorne, Dallas, and J. G. Ross, Minneapolis. Below, is a typical load of 16-inch pipe shipped via GN that was used by Portal in construction of the pipeline.



## TAX REPEALED, GN TRAIN FARE 10% LESS!

November 16 was a banner day for patrons of Great Northern trains!

On that day, the federal government's 10 per cent tax on rail fare was dropped and the saving was passed on to the consumer.

In addition to train fares, the 10 per cent reduction also applied on sleeping accommodations.

To secure a refund on round-trip tickets sold before November 16, the traveler, prior to the time the return transportation has begun, must present the return portion of the ticket to agent at starting point of return trip.

The agent will make a cash refund (one-half of tax originally paid for round-trip), and have the traveler sign a receipt, showing complete description of ticket—selling carrier, form, number, from and to points, and tax originally paid, also name, address, and amount of refund.

The agent then endorses all coupons of the return ticket "Tax Refunded" and returns ticket to the traveler.

## G. A. Siebold, Freight Agent, Retires

After 45 years of railroading behind him, George A. Siebold, GN traveling freight agent based in Seattle, retired.

He is succeeded by Clyde J. Speakes of Seattle who has been city freight agent there.

Mr. Siebold joined GN in 1917 as secretary for the western traffic manager in Seattle.

Robin E. Little, GN chief clerk in Denver, has been named city freight agent in Seattle.

### MISSILES—Conclusion

and the Otis Elevator Company.

Contractors prominent in construction of the Malmstrom missile base project are: Alcorn Fence Company; Amco Electric Company; American Air Filter Company; American Bridge Company; E. K. Jenkins Company; Ets-Hokin-Galvan; Fergus Electric Co-Operative; Fuller & Webb; Hood Construction Company; Idaho-Maryland Industries; Montana Power Company; Montana Trailer Sales; Normont Equipment Company; Pappen & Sons; Peter Kiewit & Sons; Prepakt Concrete Company; Royal Company, Sletten Construction Company, and the Teller Construction Company.

## Rainier National Park Visits Near 2 Million

One of the most successful years on record was reported by officials at Mt. Rainier National Park in Washington State with total visitor figures just short of 2 million persons.

Paul H. Sceva, president and general manager of the Rainier National Park Company, said park travelers increased from 1,634,611 in 1961 to 1,904,373 this year—or a boost of 16.5 per cent.

Among statistics released: persons housed overnight, 21,631, and meals served, 235,116.

It is generally recognized that many visitors to the Seattle World's Fair also made a tour of Mt. Rainier.

Great Northern's advertising campaigns emphasized the dual-visit feature.

Fourteen



**POLIO • BIRTH DEFECTS • ARTHRITIS**  
AND THE SALK INSTITUTE

**GREAT NORTHERN—GREAT WAY EAST OR WEST**



A new steel bridge spans the Skykomish river near Index, Wash., a major improvement in the first phase of GN's line change.

## NEW BRIDGE ON INDEX, WASH., LINE CHANGE

Wet weather has temporarily halted work on the giant-sized Index, Wash., relocation on Great Northern's main line between Gold Bar and Halford.

The project is phase one of a four-phase, 6-million dollar line change that will affect 13.3 miles of the existing line paring it down to 12 miles of new track, and will reduce the number and degree of curves permitting faster speeds.

The bridge pictured—a steel truss 225 feet long—spans the North Fork of the Skykomish. The older bridge, 252 feet long, is being dismantled and will be reerected as part of the second phase.

The initial phase of the project also includes the building of another bridge across Highway 2 and the movement of a million cubic yards of earth—this phase is approximately 95 per cent complete. Earthmoving work involved two massive land cuts, one 125 feet deep, located on both sides of the river.

The relocation is situated in very

heavy mountain terrain on the west slope of the Cascade mountains.

### The Piggyback Picture

There were 15,996 cars reported loaded with one or more revenue highway trailers of highway containers (piggyback) in the week ended November 3, the Association of American Railroads reported.

This meant an increase of 2,498 cars or 18.5 per cent more than the corresponding week of 1961, and an increase of 4,046 cars or 33.9 per cent above the 1960 week.

Cumulative piggyback loadings for the first 44 weeks of 1962 totaled 599,298 cars, or an increase of 100,892 cars above the corresponding period of 1961, and 125,503 cars or 26.5 per cent above the corresponding 1960 period.

There were 61 Class I United States railroad systems originating this type of traffic compared with 59 one year ago, and 54 in the corresponding week in 1960.

*Fifteen*

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**

## SEATTLE WORLD'S FAIR ENDS 'IN BLACK'

A make-believe fair!

That is one of the descriptions given to the Seattle World's Fair which ended on October 21 after 9,635,067 persons had previewed "Life in Century 21."

On the fair's last day, 124,479 persons entered the grounds, but counting that final week, an astounding 602,000 persons—many returnees—came back for one final look.

Fair officials contend that counting unused admission tickets that were sold, attendance soared over the 10-million mark compelling many "doubting Thomases" to admit they were too skeptical when pre-fair estimates set attendance at 10 millions.

The strains of "Auld Lang Syne" countered by blasts from booming

fireworks hung over the stadium at the closing ceremonies.

But the fair, characterized by many as one of the most imaginative and one of the few ending in the black column, will not be forgotten by the millions who were exposed to the Pacific Northwest for the first time.

Due to wise planning and consultations before the fair closed, there are high hopes for a prosperous post-fair era.

Already announced was the fact that almost 33 million dollars in fair buildings will permanently stand to benefit the community. It is believed that these buildings will boost the Seattle-area economy with an influx of conventions, meetings and cultural activities that will also attract more industry.

As an indication of what to expect in the future, the Seattle Tourist Bureau is negotiating for 60 national conventions and others are likely.

At hand are the select fair buildings that will be retained to become part of a 74-acre cultural center. Available for meetings, plays, civic gathering and sporting activities are the opera house, playhouse, and banquet-exhibition hall.

Also major attractions will be the U.S. Science Pavilion whose management was turned over to the Pacific Science Center Foundation which has leased it from the government for \$1 yearly. The estimated \$500,000 yearly operating expenses will be met from admission charges and membership sales.

The Space Needle and Monorail will continue operation, and the former is expected to compare in attraction with the Eiffel Tower in Paris.

President Lincoln has been the only president of the nation for whom a special railroad car was built.

### Montana Editor's Photo Graces GOAT Cover

There is nothing more enjoyable to a Columbia Falls, Mont., editor than traveling to Glacier National Park in the Montana Rockies and photographing Nature's handiwork.

Mel Ruder, editor and publisher of the Hungry Horse News, does not restrict his photography to the comfortable summer months, as this month's GOAT cover indicates.

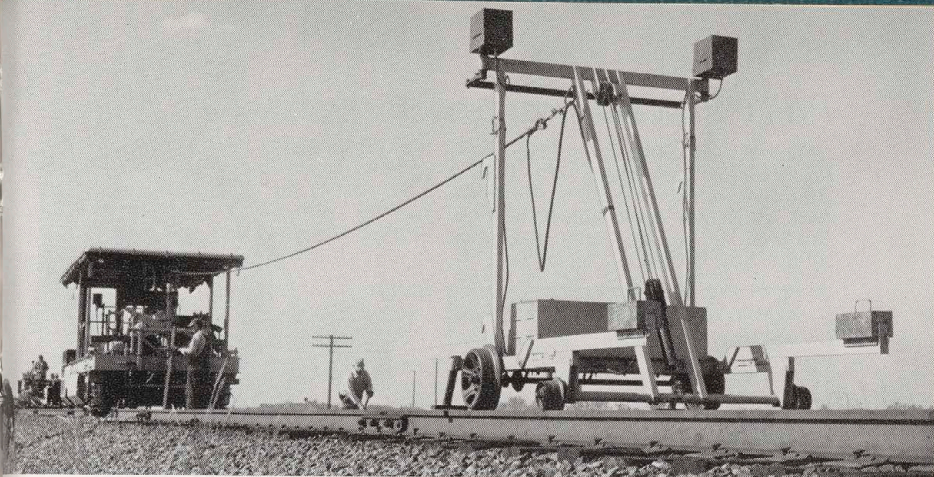
The prize-winning photographer manages to capture the beauty of the park—winter or summer. Lake McDonald in Glacier is one of his favorite subjects.

His photographic talents are evident in his weekly newspaper and are compounded in his summer and winter pictorial sections.

(Noted newsmen who attended the Governors' Conference in Glacier National Park in June, 1960, were taken with his summer pictorial of that year which was available to them on Great Northern's Governors' Conference special train.)

*Sixteen*

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



## *Infrared Beam Helps Smooth Roadbeds*

Passengers on Great Northern's trains and shippers back home in the office take it for granted that their trips or their shipments will be a smooth run to destination.

Railway maintenance of way personnel and engineers are responsible for passenger and shipping safety, and there is no complacency when the roadbed is concerned.

GN's roadbeds are under constant surveillance and the latest equipment is purchased and put to work to keep them in "tip-top" shape.

Assuring good roadbeds are the railway's 10 automatic tampers bristling with electronic controls. These production tampers have been in operation the past summer tackling three tasks: measuring track surfaces, jacking the rail to proper level and grade and tamping the ballast.

The machines operate automatically or semi-automatically with an infrared light beam, combined with a gyro, giving the basic guidance for jacking height. The beam principle was developed by Tamper Limited's railway division personnel in cooperation with GN personnel.

The Electromatic with Autojack attachment raises and tamps, completely mechanizing the lift gang with a single operator. The Autojack changes the Electromatic Tamper into a production tamper, line surfer and jack-tamper. A self-propelled buggy, operating in front of the tamper, projects the infrared beam picked up on the rear of the tamping machine. A beam is shot over each rail, but usually one is used as the reference.

Another part of the Autojack, mounted on the tamper, features a pair of hydraulic jacks that raise the track to the proper height as commanded by the electronic equipment.

Usual crew for this equipment is nine men, and two of these usually work with the tampers, one on each side. They throw ballast material into the tamping area when the cribs are lightly filled. When the cribs are filled, they help adjust spikes or anchors.

A 125 hp. diesel drives the tamper and its auxiliary equipment. The effectiveness of the equipment is shown by a few days' operations (with "working days" frequently comprising four hours): 3,996, 4,300 and 3,043 feet of track were smoothed.

*Seventeen*

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

## Rails Pioneer Scouting Industry Ties

The National Railroad Committee on Scouting comprising 40 Class I Railroads recently issued its 1961 report which has been hailed by J. A. Brunton, Jr., Chief Scout Executive of the Boy Scouts of America.

### Two GN Employees Win Silver Badger Awards

Coveted Silver Badger Awards were recently given to two Great Northern Railway employees for Scouting activities in the Indian-head Council of the Boy Scouts of America.

The recipients are Albert G. Bell, vice district chairman of the Capitol district, and Scoutmaster of Troop 183, St. Paul, and Jerome J. Jasinski, Scoutmaster of Troop 182, St. Paul.

In a written tribute to the organization, Mr. Brunton said in part:

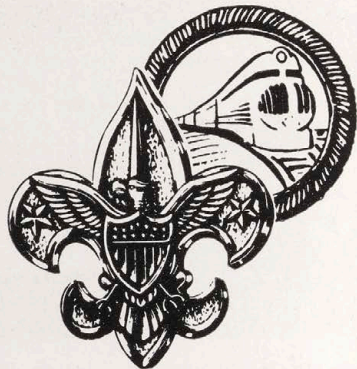
"The railroad industry has been a pioneer in the development of broad cooperation between industry and Scouting.

"The program has given thousands of boys an insight into one of America's greatest industries and a deeper appreciation of the American free-enterprise system.

"It has brought boys into contact with men of character and has brought benefit to the railroad industry through the reduction of trespassing, crossing accidents and vandalism on railroad property."

The committee's membership is formed of liaison representatives appointed by the chief executive officers of those 40 lines. The Boy Scouts of America and the Association of American Railroads also are represented on the committee.

In March, 1958, John M. Budd, president of the Great Northern and a member of the National Executive



Board of the Boy Scouts of America, suggested that railroad presidents appoint management liaison representatives to assist in carrying out a co-operative program with Scouting.

Forty railroads responded and are represented on the committee which works with national committeemen. They have ably assisted local Scout councils in their work.

According to the committee's report, since 1957, 15,218 merit badges in Railroadng have been earned. Last year, 3,678 Railroadng merit badges were awarded.

The Safety Merit Badge of the BSA increased since development of the National Railroad Committee on Scouting and to date, 1,037,890 Boy Scouts or Explorers have earned merit badges of which 46,000 were awarded in 1961.

A pamphlet entitled "Council Guide for Railroad-Scouting Cooperation" prepared by the division of relationships of the BSA helped the 529 local Boy Scout Councils in the development of local programs of cooperation with railroads.

J. T. Andrew, general safety supervisor of the Great Northern, is the railway's liaison with the Boy Scouts of America.

*Eighteen*

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**

## Gleanings From the News

A \$320,000 Area Redevelopment Administration loan has been approved for the development of Schweitzer Ski Basin near Sandpoint, Idaho, which is located on Great Northern's main line.

A contract for \$816,994 was awarded for the reconstruction of more than nine miles of the South Entrance road of Crater Lake National Park in Oregon.

New member of the Douglas Fir Plywood Association is the new J. Neils Lumber Company plywood plant at Libby, Mont., which is division of the St. Regis Paper Company.

**Notable Quote:** "The notion that all we need to do to solve national problems is to set up commissions and regulatory agencies is dangerous, as the condition of the railroads, probably the most regulated of all industries, proves."—Great Falls (Mont.) Tribune.

### A BIG LIFT FOR SANTA



To separate all highway-rail crossings at present costs would take the entire net income of the railroads for 130 years!

According to the NIEDA-GRAM of the North Idaho Economic Development Association, Inc., of Sandpoint, Idaho, Canadian agreement is expected soon on the Columbia River treaty, already ratified by the U.S. Senate, and signing will mean official approval of the Libby dam project on the Kootenai river.

### The Christmas of Old

An eccentric 19th Century Englishman who died in 1912 is largely responsible for an increasing amount of knowledge on the origin of our modern American Christmas traditions.

Jonathan King devoted 60 years of his life to amassing more than a half-million Christmas cards published from 1843 onwards.

A major part of the King collection, lost for nearly 40 years, is now part of the Hallmark historical collection.

King began his collection in the 1850's, only a few years after the first Christmas card was published.

The historic greeting, designed in 1843 by John Calcott Horsley, for Sir Henry Cole, director of the Victoria and Albert Museum, was unearthed in England the past summer.

Albert, Victoria's consort, also introduced the Christmas tree to England.

It is to Prince Albert that we owe the inspiration for these Christmas customs now so firmly established in America.

All rail freight movements are subject to government control while only about one-third of intercity truck volume and less than one-tenth of inland waterway traffic is so regulated.

Nineteen

**GREAT NORTHERN—GREAT WAY EAST OR WEST**

# GREAT NORTHERN RAILWAY



## The Friendly Animals

The friendly animals around Him stood,  
Jesus, our Brother, kind and good.

"I," said the donkey, all shaggy and brown,  
"I carried His mother to Bethlehem town."

"I," said the cow, all white and red,  
"I gave Him my manger for a bed."

"I," said the sheep, with curly horn,  
"I gave Him my wool for a blanket warm."

"I," said the dove, from the rafters high,  
"I cooed Him to sleep so He should not cry."

Thus every animal by some good spell,  
In a stable dark was glad to tell,  
Of the gifts that it gave to Immanuel.

