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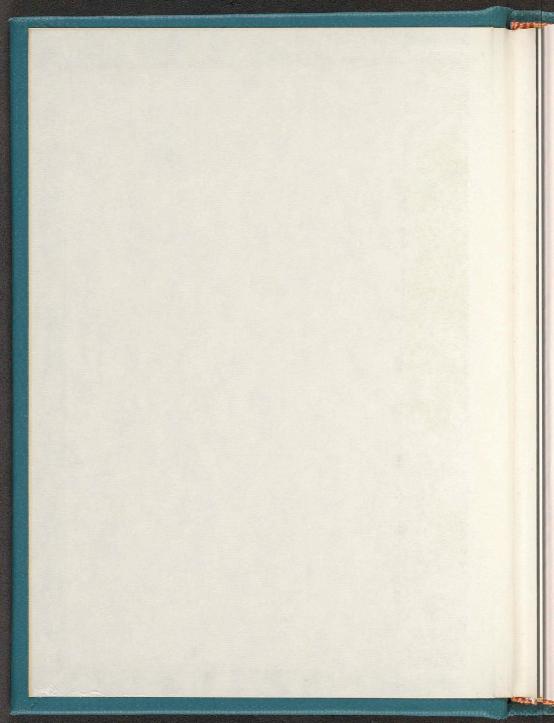
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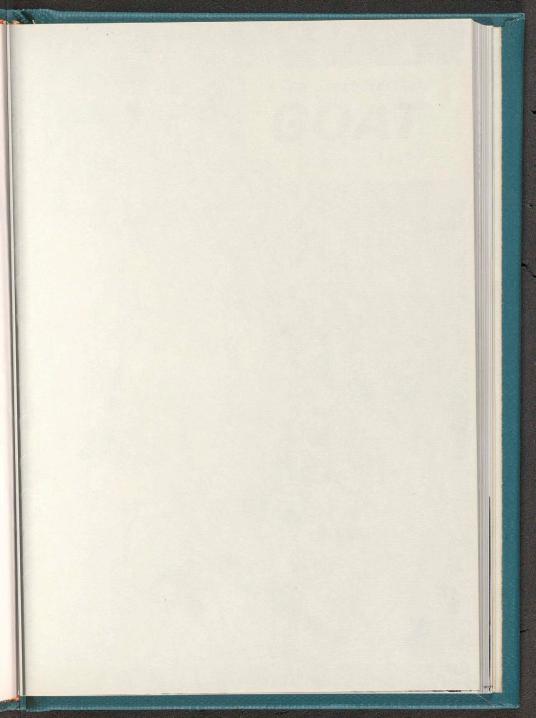
THE GREAT NORTHERN GOAT Vol. 33 No. 1-12 1963

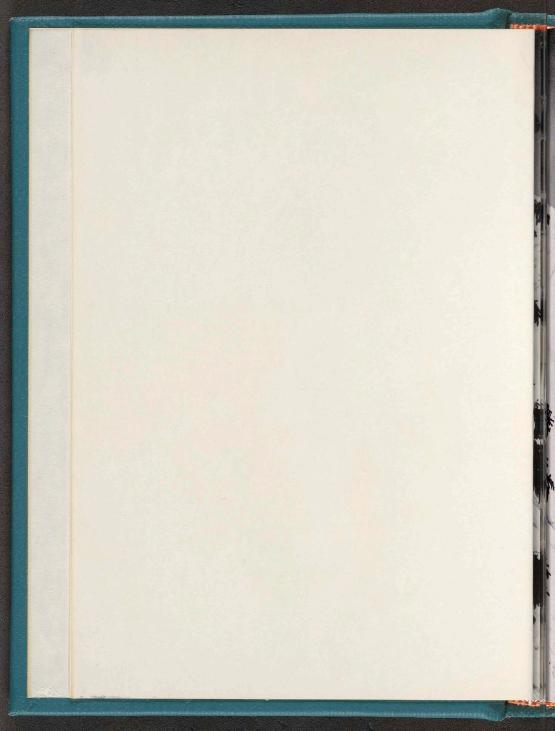








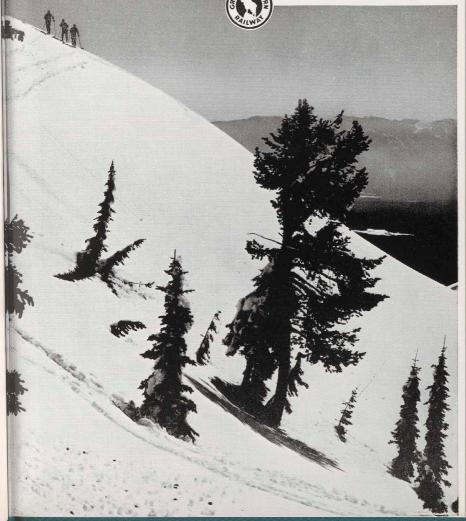








January, 1963



The Great Northern GOAT



Vol. 33 January, 1963 No. 1

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

DAN MUSCH, Editor

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The Goat's Cover



Silhouetted against The Big Mountain at Whitefish, Mont., skiers pause to choose their run that will take the m through powder snow.

Your Railroads

Restrictive government regulations obstruct managerial freedom and railroads need this freedom to succeed in a competitive economy.

These points were emphasized by Clair M. Roddewig of Chicago, president of the Association of Western Railways, at a meeting of the Boston Security Analysts Society.

Railroads are regulated more for the benefit of their competitors than for the benefit of the public, he charged.

Too much ruinously-discriminatory regulation has had its effect on the industry, and governmental policies are inequitable and unfair, the speaker said.

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These add up to denying railroads an opportunity to compete for the nation's transportation business on a fair and equal basis. In fact, railroads are denied the right to compete for a lot of business on any basis.

Unless railroads were permitted to free themselves from the restraints which curtail and often prevent their participation in the free private enterprise economy, the time is not far distant when financial analysts will no longer be concerned with the securities of privately-owned railroads, Roddewig said.

Naturally, this would entail nationalization of an important segment of the nation's economy.

Piggybacking (the hauling of highway trailers and containers on railroad flatcars) has nearly been perfected by railroads to such a degree that as low-cost, all-purpose carriers, they are unexcelled, the group was told.

Looking into the future, the technological possibilities of railroad transportation are only beginning to be realized.

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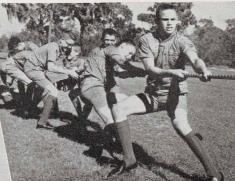
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AVEL



FIT FOR TOMORROW THROUGH VIGOROUS SCOUTING

Physical fitness has been the focal point of many school and college programs of late since government officials have stressed the need for a stronger America.

The Boy Scouts of America, which is noting Boy Scout Week, February 7-13, has taken up the fitness theme with its slogan, "Strengthen America... Be Prepared, Be Fit."

The emphasis of the week is placed on the fitness activities of the movement and use made of the continuing "fitness for tomorrow" program.

"fitness for tomorrow" program.

Along with physical fitness, emotional fitness and preparedness in knowledge and skills as developed through Scouting, will be stressed.

Twelve Boy Scouts or Explorers of Eagle rank will make the Report to the Nation at Washington, D. C., delivering it to the White House and reporting at a breakfast before senators, congressmen and leaders of national organizations working with the Boy Scouts of America.

They will be selected by the 12 Boy Scout regions on the basis of personal

(Concluded on Page 10)





GN Research Unearths 'Gold' In Sand Pile

Great Northern's Mineral Research and Development Department is primarily concerned with development of mineral traffic in many materials, notably oil and metallics.

However, it is often the less glamorous minerals that are responsible for a heavy freight traffic movement: sand and gravel are prime examples.

These materials played an important part in the Minot missile base and associated GN shipments.

Construction of 150 missile sites and 15 control centers in the Minot area requires about 150,000 yards of concrete including 100,000 tons of sand, 150,000 tons of gravel, and 200,000 barrels of cement.

Sand and gravel, called aggregate, used in the missile complex, has to meet rigid U. S. Army Corps of Engineers' specifications. The aggregate must be low in shale, clay and iron oxide, and must fall into a specified size range.

In the summer of 1961, the Mineral Research and Development Department began exploring, sampling and testing gravel deposits in North Dakota near GN lines in various parts of the missile complex in order to influence location of concrete plants.

Thirty-six samples were tested from 15 deposits. Information was distributed to contractors bidding on the missile base. Geology and materials likely to be encountered in excavations at the missile sites also were in the report.

A good potential deposit was found near Verendrye, N. D., a town 30 miles southeast of Minot on the GN main line. Tests were made 30 years ago and additional investigations in 1961 were favorable.

The Verendrye deposit was formed at the end of the glacial period as melt-water from the retreating glacier caused the glacial Souris river to overflow near the present townsite, spilling its heavy load of sand and rock in a low area seven miles long and three miles wide. The deposit of sand and gravel has an average thickness of 10 to 15 feet but locally exceeds 25 feet.

Hallett Construction Company was awarded the concrete work on the missile sites. The firm built a processing plant at Verendrye using the nearby Mouse river for washing and

the GN for hauling.

The plant, capable of producing 300 tons of aggregate an hour, is complete with log washers, hydraulic sand sorter, and jaw and cone crushers.

The aggregate is loaded into railroad cars and shipped to five batch plants where the aggregate and ce ment are loaded into special trucks These trucks move to the missile and in control center sites, water is added and concrete poured.

The concrete work was nearly completed in 1962. GN participated in the shipment of about 3,800 cars of aggregate and 400 cars of cement

After the missile base is completed Hallett Construction may continue operation of the Verendrye plant.

221/2 Million Lumber Damage Attributed To October Storm

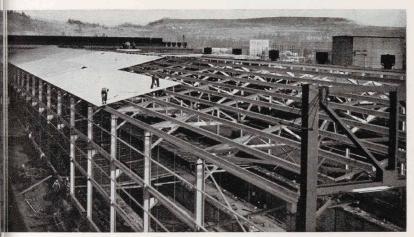
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The U. S. Forest Service reported that \$22,500,000 in lumber damage A was sustained in Washington and e Oregon forests as a result of the Co lumbus day windstorm.

This value is set as nearly 1,150, fi 000,000 board feet — considerably e higher than the original 800,000,000 in

board feet estimate.

Four



New Building at Mead, Washington

KAISER ALUMINUM EXPANDS IN SPOKANE AREA

A major program of expansions and improvements is progressing at Spokakane area plants of Kaiser Aluminum & Chemical Corporation with jobs munder way or approved totaling some in the major in the ma

Construction of a new carbon bakforming furnace and appurtenant facilities
sis nearing completion at the Mead
works, an eight-potline primary alumfinum reduction plant. This unit is
housed in a new 45,000 square-foot
building adjacent to the established
carbon plant area.

Work also is well started on a 115,000 square-foot building at Mead which will enlarge the plant's capacity ffor casting special aluminum products. Additional carbon anode processing equipment also is being installed.

Approved for construction beginming early in 1963 is the corporation's iffirst western facility for production of extrusion billet. It will include chargring, holding and homogenizing furmaces, direct chill casting and accessory equipment to process aluminum from the plant's electrolytic reduction cells into cylindrical extrusion billet. Currently, extrusion billet is produced at the corporation's Chalmette, La., and Newark, Ohio, plants.

Replacement of remelt furnaces at Trentwood Works, the company's huge aluminum rolling mill near Spokane, is approximately completed with work scheduled to wind up late in 1963.

Trentwood also is installing new heat-treat and annealing equipment, especially designed by Kaiser Aluminum engineers to provide one of the most up-to-date facilities of its type in the aluminum industry.

The corporation recently submitted the high bid and purchased a war surplus magnesium plant located near its Mead Works.

Kaiser Aluminum proposes to start production of 50,000 tons annually of calcined coke in the plant in 1963. Other possible uses of the plant are under study.

Five

PRESIDENT BUDD'S YEAR-END REPORT

1962 Operations Improved Over Previous Year; '63 Traffic Outlook Optimistic

(The following year-end report on Great Northern's operations was made by John M. Budd, president of the railway.)

Results of Great Northern's one hundredth year of operation will be somewhat better than in 1961. While final results of 1962 operations will not be known until late January, present indications are that net income will be above last year's \$3.07 per share.

Great Northern's freight volume in 1962 was slightly above the 1961 level and passenger business was the highest since 1953—the impact of the Seattle World's Fair. At the close of the fair in late October, GN's passenger revenue was nearly 24 per cent ahead of the comparable period in 1961, and is expected to be about 20 per cent higher at the end of 1962.

The 1962 grain crop along Great Northern was the best in many years, an extremely encouraging recovery from the effects of the previous year's drouth on grain production. A substantial part of the past year's grain crop is in storage for movement in 1963. Moisture conditions generally in GN's grain-growing territory now are better than at this time a year ago.

It now is expected that GN's traffic volume will be slightly higher next year in line with the anticipated in crease in general business activity in 1963. GN's management shares the industry-wide feeling that substantial progress will be made next year in the long, uphill battle by the nation's railways for equal competitive opportunity with other modes of transportation.

The new Congress will consider corrective legislation generated by President Kennedy's precedent-making message last April on transportation,

in which he cited inequities and inconsistencies in public policy on national transport, and recommended congressional correction of this chaotic situation. A start in this direction was made in 1962, and effective headway is hoped for in the forthcoming session of Congress.

GN's physical plant continues to be in excellent condition. The company's 1962 track and equipment improvement program was on a more moderate scale than those of recent years. A substantially larger capital improvement program has been authorized for next year.

A 373-mile pipeline for transport of North Dakota crude oil was built and opened in 1962 by the Portal Pipeline Company, in which Great Northern shares ownership with the Hunt Oil Company of Dallas and Northwestern Refining Company of St. Paul Park, Minn.

The pipeline's main trunk extend from Lignite, N. D., northwest of Minot, to Clearbrook, Minn. The 16-inch Portal line connects in Clearbrook with lines serving refineries in the Twin Cities, Duluth-Superior and the Toronto-Buffalo area.

Extensive public hearings on the proposed merger of Great Northern Northern Pacific, Chicago, Burlington & Quincy and the Spokane, Portland & Seattle railways before an Interstate Commerce Commission examiner were concluded on July 10, 1962.

At the final hearing in Minneapolis ICC Examiner Robert H. Murphy se Jan. 4, 1963, as the date for filing of briefs with the commission by all parties involved in the proposal. The examiner's recommendations to the ICC on the merger proposal will be submitted sometime after filing of briefs.

THE BIG MOUNTAIN

Snow-encrusted pines greet expert skiers and beginners alike at The Big Mountain, Whitefish, Mont. You don't need to be an expert jumper, as shown, right, to enjoy the delightful powder snow.





St. Paul Rebuffs Wintea



QUEEN OF THE SNOWS
Penny Hicks



KING BOREAS XXVI
Wesley Chandler

Winter has its way in Minnesota, St. Paulites discovered 86 years ago, and since then they have decided to enjoy it and play it for what it is worth.

That is how the St. Paul Winter Carnival began: when citizens joined in the spirit of the season with tomfoolery and fun.

This year's carnival, beginning January 25 and continuing through February 4, will be traditionally launched with the coronation of King Boreas XXVII in jam-packed St. Paul Auditorium.

Following this impressive ceremony, the flood-gates of outdoor activities will be opened launching the National Outdoor Speed Skating Championships; the two-day National

(Concluded on Page 10)

ntast With Carnival Cutups



Fido is put to the test during the carnival as youngsters harness their pets for the dog sled races.



Three bundled youngsters, above, view the giant parade, shown below. The cold doesn't chill their enthusiasm.



The toboggan slide is a main attraction for youngsters.





Ice skating championships pit the nation's best racers,

Winter Is Carnival Time In St. Paul

Majorette Championships, and the colorful Grand Parade through the

city's loop.

Thousands of youngsters and adults will enjoy the half-mile-long toboggan slide on the mall in front of the State Capitol Building, and the World's Original Ice Fishing Contest and Balloon race will headline the outdoor program at neighboring White Bear Lake.

Snow shovels, picks and other snowremoving hand tools will be employed by the myriad of hunters who participate in the King Boreas Treasure Hunt co-sponsored by the St. Paul Dispatch and Pioneer Press and the Saint Paul Winter Carnival Association, Inc., with \$2,500 in prizes hanging in the balance.

Scouting - Conclusion

records in Scouting, school and church, and will meet key leaders also in Philadelphia, Valley Forge, Pa., and in New York where they will receive scholarships.

Other Boy Scouts will report to governors and present Scout momen-

tos to them.

As Scout week begins, open house programs will highlight activities as Cub Scout packs, Boy Scout Troops and Explorer units mark the 53rd anniversary observance of Scouting.

Meetings will feature demonstrations in emergency preparedness in various types of accidents and injuries; Explorers will speak before service clubs and high school assemblies, and a drive for new members will be launched.

As of December 31, 1962, there were an estimated 3,830,000 boy members in the Scouting movement and 1,410,000 active adult volunteer leaders for a total of 5¼ millions.

There are 529 chartered local councils boasting 135,500 units broken into 49,900 Cub Scout packs, 63,600 Boy Scout troops and 22,000 Explorer units.

Second week of activities will see the Winter Carnival Ski Jumping Championships at Battle Creek Park; dog sled team races and the prime attraction of them all, the lavish Coronation ceremonies of the Queen of the Snows.

Climaxing the week of hilarity will be the emergence of Vulcan, masked Monarch of Fire and Brimstone, who raids the domain of King Boreas and the Queen and always wins.

He heralds the end of winter and the coming of Spring and balmy weather.

For the less hardy participants, indoor activities are featured, such as the officially-sanctioned bridge tournament and the television and radio shows of national personalities.

All in all, St. Paul's Winter Carnival is just what the doctor ordered to expose natives and visitors to the fun that Old Man Winter provides, thereby seemingly shortening the season of the cold.

SHOULD HAVE A TOP PRIORITY



Ten



Truth Will Out

He: "Do you drink?"

She: "No."

He: "Do you smoke?"

She: "No."

He: "Do you party?"

She: "No."

He: "Well, what do you do for fun?"

She: "I tell lies!"

Double Time

"I know a good way to end all unemployment: put all men on one island and all women on the other," a man told his friend.

"How would that help fight unemployment—what would they do?" he asked.

"Build boats!"

Curt Comeback

The husband always antagonized his wife by his parting remark each morning: "Good day, mother of three."

She tried without success to make him break the habit, and succeeded finally, one day, with the following remark:

"Goodbye, father of one!"

Ugh!

Customer: "What's this fly doing in my soup?"

Waiter: "Looks like the backstroke to me."

Last Laugh

"Senator, your speech was superfluous, simply superfluous," a woman admirer said.

"I'm glad you liked it," he said, tongue in cheek. "I hope to have it published posthumously."

"Wonderful! Just wonderful," she replied. "I hope it will be scon!"

Tally Ho!

Steno: "Do you have to stand over me all day and watch what I do?"

Office Manager: "You girls have been making too many mistakes. We should do to you what they do to baseball players."

Steno: "What's that?"
Manager: "Publish your errors!"

Never Too Old

"Have you quit lookin' at girls since you got married?" the groom was asked.

"No, why should I?" he replied. "When you go on a diet, you don't stop lookin' at the menu!"

It's That Time

"You look worn out and hollowchested," the car said to the flat tire.

"Blame it on income tacks," was

Eleven

GN Board Votes For Capital Improvements

The board of directors of the Great Northern Railway approved the expenditure of approximately 24 million dollars for new equipment and property betterments this year.

The directors also authorized payment of a 75-cent dividend on the company's stock, payable on February 1, to shareholders of record on

January 9.

GN's 1963 program provides for expenditure of 6 million dollars for improvements to track and other properties, and about 18 million dollars

for equipment.

The program represents a substantial increase over the expenditure of approximately 10 million dollars for capital improvements in 1962. The increased program for this year is based, in part, on the effect of the new Treasury department guidelines for depreciable property, and the 7 per cent investment credit approved by the last Congress.

The equipment program includes acquisition of 820 freight cars, 700 of which will be 50-foot, 70-ton box-cars. GN will build 500 of the box-cars in the company's shops in St. Cloud, Minn. These cars will be the "plug door" type for lumber and grain transport. Fifty of the cars to be purchased will be 60-foot, 70-ton

flat cars.

Other new freight train equipment to be acquired this year includes fifty 90-ton covered hopper cars, twenty 70-ton airslide cars and 20 all-steel cabooses. The company has leased 550 double-door boxcars from the A. A. Morrison Company of New York for an eight-year period, and this equipment will be received during the first quarter of 1963.

GN also plans to replace 17 diesel freight locomotives, acquired in 1944-

45, with an equal number of new engines of greater horsepower.

The 1963 property improvement program includes relaying of 75 miles of new rail on segments of the railway in Minnesota, North Dakota, Montana and Washington.

GN will install additional centralized traffic control on portions of the main line in North Dakota and Montana, and will continue work on a major line change on the western slope of the Cascade mountains in Washington.

Rise Stevens In Minot



Miss Rise Stevens, noted Metropolitan Opera Company star, alights from GN's Empire Builder at Minot, N. D., where she appeared in a musical engagement.

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Twelve

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Oregon 4-H'ers Leave For Chicago Meet

Portland, Ore., teenagers boarded Great Northern's Empire Builder in that city recently and traveled to Chicago to attend the 41st National 4-H Club Congress.

The 25 youngsters participated in a whirlwind of activities including meetings, discussions and social events at which delegates served as leaders.

Highlights of their stay in the Windy City featured interviews with the press and other media; visits to the International Live Stock & Dairy Exposition, Chicago Museum of Science and Industry, Natural History Museum and the Art Institute.

Delegates were permitted to attend the Chicago convention because they excelled in one of the many 4-H project areas. Leaders of 4-H in Oregon who accompanied the youths are Jane Irving, Lois Redman, Glenn Klein and Mr. and Mrs. C. L. Smith.

GN Executives Named To War-Service Post

C. M. Rasmussen, general manager of the Great Northern in Seattle, has been named senior-executive reservist to head transportation service in the event of nuclear war.

R. H. Shober, superintendent of the GN at Seattle, also was appointed to a committee to assist in the event of hostilities.

Senior executives and alternates have complete authority in case of war. Railroads would operate under their command.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

RAILS STAGE '62 RECOVERY, EYE '63 FOR GAINS

A modest recovery from two rockbottom years was staged by the nation's railroads during 1962, but the industry's rally was significant more for its spotlighting of needed 1963 progress than for recorded 1962 gains.

Rising freight traffic, increased railroad income and a possible "bottoming out" of the postwar passenger traffic slump reflected both the nation's improving economic climate and

Gleanings

A new tourist-promotion agency, Washington Welcome, Inc., a nonprofit organization promoting in-state vacations by Washingtonians, has developed the symbol as shown.



The Yukon Star, Canadian cruise ship, would make four British Columbia passenger cruises next April if a market study warrants it, C. B. West, president, announced.

Exhibit of the Port of Seattle at the Seattle World's Fair drew an estimated 770,000 persons during the six-month exposition with favorites of visitors being outstanding models of naval and commercial vessels.

During the first eight months of 1962, railroads have placed into service some 27,500 new, larger and more modern freight cars at a cost of 330 million dollars.

the railroad's concerted drive for self-improvement.

Daniel F. Loomis, president of the Association of American Railroads, pointed out the gains achieved by such narrow margins that railroading's immediate future health clearly rests on 1963 developments in these key areas:

● Congressional action on the administration's transportation program—Up again will be President Kennedy's April, 1962, transportation message proposals, keyed to removal of federal regulation of minimum rail rates on shipments of agricultural and bulk commodities and to adoption of airway and waterway user charges.

• An end to featherbedding—In sight is the successful conclusion of the railroads' protracted struggle to modernize work rules costing them nearly 600 million dollars annually.

• A regulatory green light for mergers—Key decisions are expected on several major proposals for consolidations and mergers of railroad properties designed to bring about operating economies and improved service to the public.

WHITEFISH CARNIVAL QUEEN NAMING SET

The Big Mountain at Whitefish, Mont., was the site for the coronation of that community's queen on January 10, Don Porter, carnival general chairman, announced.

(Naming of the queen was scheduled as this magazine was going to press. Her photo will appear in the February issue.)

She and her ruling companion, King Ullr, will headline activities during the annual Whitefish Winter Carnival.

Fourteen

Acid or Plywood-GN Hauls 'Em All



A load of 23,000 gallons of cresylic acid from North West Petrochemical of Anacortes, Wash., is shown shortly before shipment to the Celanese Chemical Corporation in Gallipolis Ferry, W. Va. The car is one of 50 delivered to the GN in 1962. It is approximately 59 feet long, 10½ feet wide and 15 feet high and features a 6-inch gravity discharge outlet. The equipment has heater coils and 100-ton capacity trucks.



The first carload of plywood manufactured at the J. Neils Lumber Company's new plant, Libby, Mont., is checked at trainside. Shown from the left are Ed Boyes, GN agent at Libby; A. J. Agather, resident manager, Richard P. Neils, sales manager, and Dennis A. Robertson, traffic manager, all of the J. Neils division of the St. Regis Paper Company. Great Northern serves the new plant.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

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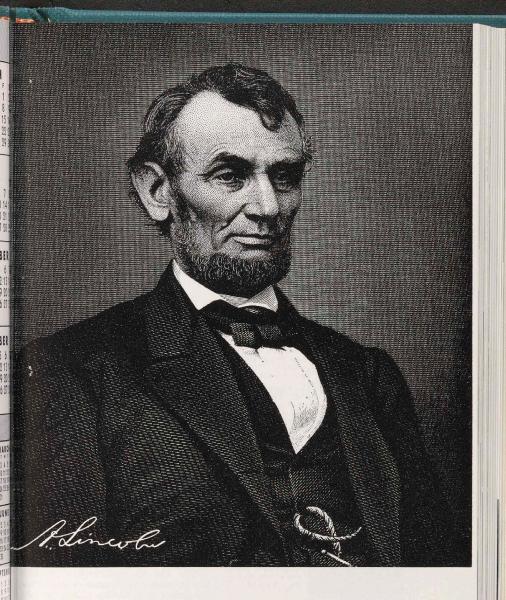
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The Great Northern GOAT February, 1963

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Vol. 33 February, 1963 No. 2

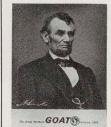
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The Goat's Cover



The cover photo of Abraham Lincoln, from an old etching, is one of many in existence of the president.

and picking the public

tects and coddles road and water carriers while hamstringing railroads" and picking the public pocket of transport savings, was rapped by a railroad industry leader. Speaking to the Economic Club

Your Railroads

"Big Brother" regulation that "pro-

Speaking to the Economic Club of Detroit, Daniel P. Loomis, president of the Association of American Railroads, emphasized that denial of fair competition in the nation's essential transportation industry threatens not only the industry but America's entire competitive system.

He said Congress must take the first step toward restoring competition in transportation by adopting President Kennedy's recommendations for removal of federal restraints on cheaper rail freight rates on shipments of agricultural and bulk commodities.

Big truck and barge line businesses shielded by these regulations from the economic forces of competition are draining off vital volumes of rail freight traffic.

Loomis said this monstrous injustice picks the public's pocket by denying it benefits of vigorous price competition in transportation.

Despite "cob-web controls," the nation's railroads offer tangible evidence of enterprise and initiative stretching the shipper's dollar in open competition.

They include:

1. Expansion of new auto-by-rail

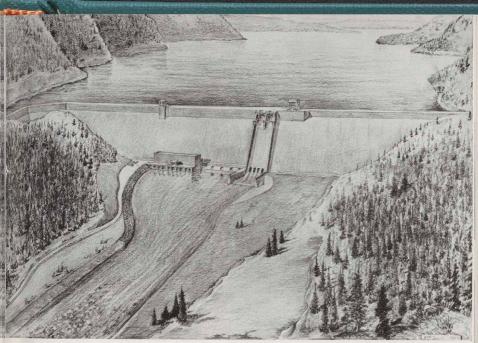
freight services;

2. Development of giant, light-weight, covered-hopper cars which could offer important savings to grain shippers, and

3. Piggyback and containerization services designed to maximize rail earnings and minimize shipper costs.

The key to such mutual benefits lies in plain old common sense based on giving competition that now pervades our transport system an open, honest chance to go to work for the public's interest, Loomis said.

Two



Sketch of Proposed Dam

Libby Dam Work Could Begin in '64, If-

If the Canadian government ratifies the Columbia River treaty, and if Congress appropriates the necessary funds, construction could start on the Libby dam in 1964.

So said Col. Ernest L. Perry, district engineer, Corps of Engineers, who made a year-end report on the proposed Montana project, in which he pointed out selection of a relocation route of Great Northern Railway trackage in the reservoir area is not expected until U.S. plans for beginning construction of the project are definitely established and the Canadian issue is resolved.

"Close liaison and excellent working relationships have been established with the Great Northern Railway Company in a cooperative evaluation of the possible routes for relocating

the railroad," Col. Perry stated.

He added that the first major construction contracts, amounting to about 50 million dollars, would be primarily for GN trackage and highway relocations.

The proposed Libby dam location has been narrowed down to mile 219 of the Kootenai river, approximately 17 miles upstream from Libby, Mont., in the northwestern part of the state.

Exploratory drilling in the site area and tunneling in the abutments have been under way throughout the summer and fall of 1962 and will continue into 1963 to establish foundation conditions for final design of the dam.

Survey and exploratory work in-

(Concluded on Page 14)

Three

CONSTANCE FINDS 'PRINCESS ROLE' ACTIVE

As the railway's official representative in the St. Paul Winter Carnival, Miss Constance Holm was required to attend countless teas, luncheons, parades and the coronation of the Queen of the Snows.

It is all fun, she agrees, but it does

keep a girl on the go!

Miss Holm at 25, has the poise and charm that is required for personal appearances. A comparatively-recent newcomer to the railway, she is a graduate of Superior, Wis., high school and a Duluth, Minn., business school where she first was employed.

GN's princess is a former employee of the State of Minnesota. She is a key punch operator for GN's Data

Processing department.

Among Miss Holm's functions through the year will be appearances with Great Northern's Drum and



Bugle Corps at various community functions in Minnesota and western Wisconsin.

Ann Betzman Named Whitefish, Mont., Carnival Queen



A blond beauty from Whitefish, Mont., was crowned queen of that community's upcoming Winter Carnival at a pre-carnival dinner at The Big Mountain.

She is Ann Betzman, 23, daughter of Mr. and Mrs. Hans Betzman, a technical assistant in the chemistry laboratory at the Anaconda Aluminum Company at Columbia Falls, Mont.

Miss Betzman is an avid sports enthusiast and enjoys skiing, water skiing, bowling, dancing and fishing. She attended Pacific Lutheran university and later was employed as a secretary in Chicago.

Among her first duties was attendance at the St. Paul Winter Carnival where she was engaged in a whirlwind of activities including luncheons, fashion shows and personal appearances on radio and television.

She also was guest at a luncheon for visiting queens and St. Paul Area princesses sponsored by the Great Northern Railway in St. Paul's Minnesota Club.

Four

Whitefish Queen Welcomed With Polka Beat

It was a riotous welcome for Ann Betzman, Whitefish, Mont., Winter Carnival queen, in St. Paul's Union Depot as Great Northern Railway's Clown Club Band struck up a polka beat upon her arrival to attend the St. Paul Winter Carnival.

She is shown dancing the polka, at right, and surrounded by band members, below.







CALIFORNIA

Mountain peaks glisten with snow. Days are sparkling clear. The countryside is lush green after the fall rains and flowers abound.

That is Southern California in winter when it's pleasant in all the sightseeing areas—Pacific Ocean shore, balmy desert, the cities—Hollywood and the valleys with their lush, tropical growth.

It's the best time to watch the surfboard riders skimming in on top of the bigger waves rolling in from winter storms far out in the Pacific.

Marine views can be breathtaking: Through the seaside palms at an ocean sunset at Santa Barbara, and high above the crescent of Santa

The Los Angeles palm tree jungle near the city hall.



Matching stars' hand and footprints is popular in Hollywood.

Where Sun Greets Winter Guests

Monica bay from the brink of the Palisade sea cliff at Santa Monica. San Diego's gorgeous panorama from Point Loma is rated by the Encylopedia Brittanica as one of the three best such views in the world.

It's about 50 miles from the seashore to Palm Springs in the Colorado Desert. This is the time when the most movie and TV stars can be

seen at the oasis resort.

They loll in the warm sun (83 degrees, noontime average), beside the swimming pools—more than 2,600 available or one for every five permanent residents.

Or they golf on the 15 green grass courses which cause Palm Springs to call itself the "World's winter golf

capital."

Almost everywhere in Southern California, the snow-capped mountains are a scenic backdrop. They loom over the orange groves dotted with golden fruit around Riverside and San Bernardino.

The mile-high San Gabriels with their snow caps add color to the

(Concluded on Page 14)

Peacocks roam the state and county arboretum at Arcadia near Pasadena.



Sailboats scud past the Golden Gate Bridge at San Francisco in a stiff breeze.



Coit tower atop Telegraph hill looms above Chinatown in San Francisco—a favorite tourist spot, Below, one of the many pools in Palm Springs is ideally situated near the mountains.



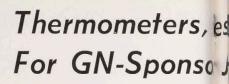




Sawing aluminum strips to proper lengths, two Achievers perform first production step,



Advisor at left, instructs youth in the operation of drill press, while two others, below, view product inspection.



"Company of the Month!"

That is the recognition given JA-ROC-KO Company, a Junior Achievement firm sponsored by the Great Northern Railway in St. Paul.

The enterprising group of 18 Achievers, representing 12 high schools in the St. Paul area, is keeping in the tradition of GN-sponsored companies in the city. Past years have produced energetic JA firms which have reaped praise on its members and sponsoring company alike.

JA-ROC-KO Company is currently in full swing manufacturing ornamental aluminum brackets for quality clock-face outdoor thermometers. In production since November 1, sales for that initial month were \$200.

Achievers hope their \$2 thermometers will gross \$1,000.

JA officials, in naming the JA-ROC-KO Company "Company of the

(Concluded on Page 10)

Obviously intent at their work, two boys bend aluminum to exact shape. The metal serves as thermometer mounts,





This

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chieve Gree

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Captured informally by the camera, Achievers take time out from their scheduled duties.



Under advisors' scrutiny, two youngsters, front row above, check books. Production graphs are exhibited, below.





yo bg: This quartet of assemblers mount there mebo mometers on cards and package instru-

Railroads' Alert In Cuban Crisis Revealed

A short 15 minutes before President Kennedy appeared before radio and television revealing the crisis in Cuba, the nation's railroads were put on an alert.

The action came to light recently after Major General I. Sewell Morris, U.S.A., commander of the Defense Traffic Management Service, congratulated the industry by stating:

"Despite short deadlines and frequent adjustments in our military requirements, the railroads involved responded magnificently. demonstrating again, and most forcibly, that the railroads are a vital part of the transport of military preparedness."

Shortly before the president's talk, the Pentagon wanted on short order 375 flatcars and other units to move troops and heavy military equipment to Florida bases.

A huge fleet of 3,600 cars, 190 gondolas, 40 boxcars and 200 passenger cars was pressed into service to move some 8,000 troops and numerous armored vehicles in this initial operation of the Cuban crisis.

Another phase of the Cuban military build-up by railroads included the expedited movement of Army Air Defense battalions, equipped with Hawk and Hercules missiles, from Fort Meade, Md., Fort Bliss, Texas, and as far away as Fort Lewis, Wash., to Florida points.

Supplies for the military buildup came from all parts of the country. Special movements of liquid oxygen were routed by rail to Minuteman missile bases where crews were on 24-hour vigil. Food rations came from distant inland storage depots where they are kept underground in cayes.

Working around the clock, staff members of the Military Transportation section of the AAR's car service division in Washington, D.C., cooperated closely with railroads and the traffic management section of the defense supply agency throughout the Cuban crisis.

J A Company-Conclusion

Month," cited its attendance, sales and promotion records.

The youths meet two hours weekly and occasionally on Saturdays. Each Achiever assists in the manufacture and sale of the product and all are stockholders in JA-ROC-KO and serve on the board of directors.

Capitalized at \$127.50 (255 shares of stock at 50 cents a share), the JA firm expects to pay a 10 per cent dividend on each share of stock.

Officer wages in the firm are \$2.50 monthly and Achiever wages are 20 cents per hour. A 10-cent commission is paid on each product sold.

S

The four GN advisers to JA-ROC-KO are Ronald Wagner, assistant to the auditor, data processing, who is JA management adviser; Robert Roehrenbach, car foreman, Mississippl Street Coach yard, production adviser; Richard Gunderson, office manager, auditor disbursements, management adviser, and Nick Blazovich, assistant to the director of the industrial and agricultural development department, JA sales adviser.

Principal officers of the JA company are Jean Sommerdorf, president, Tony Menke, vice president, manufacturing; Charlotte Asher, vice president, sales; Barbara Hughes, secretary, and Vernon Schaaf, treasurer.

The Junior Achievement program has long proved its worth to industry by instructing youths in the Free Enterprise system. With the cooperation of labor and other groups in the community, JA emphasizes that America's future lies with its youth



I'm Game!

Two tipsy celebrators were hitting for home after the wee hours and one told the other: "Let's play hopscotch."

"Can't," answered the other, "We're out of scotch—can we play with bourbon?"

Hard-Shelled

The new bride was anxious to appear nonchalant while on her first shopping excursion and closely examined the eggs. She turned to the grocer and asked: "Don't you think these eggs are small?"

"Indeed they are," he replied, "but that's the kind the farmers sent us."

"Yes, that's the trouble with the farmers," she mused. "They're so anxious to sell their eggs, they take them off the nests too soon!"

Girl's Best Friends

Professor: "Diamonds are ornamental, but you know they are valuable in industry. Mr. Jones, list a few commercial uses for them."

Jones: "Diamonds are used for cutting glass, engraving steel and thawing ice."

Professor: "All your examples are good—except thawing ice."

Jones: "Evidently, sir, you never gave one to a girl with a cold heart!"

Know-It-All

A loud, know-it-all neighbor constantly irritated the man next door. One day the neighbor confronted him and began bending his ear.

"What would you say if I told you that in a short time all the rivers in the country will dry up?"

"I'd say," the man countered, "same to you, fella!"

It's in the Cards

Fortune Teller: "You'll be poor and unhappy until you're 40."

Woman, excitedly: "Then what will happen?"

Teller: "You'll get used to it!"

Close Count

Two men, including one Indian, were sitting in the waiting room of a Red Cross Blood Center and conversing after donating blood.

"Are you a full-blooded Indian?" one asked the other.

"Well, no," the Indian replied, "I'm a pint short."

Doggonit!

The policeman whistled the car to the curb and pointed to the dog in the front seat.

"Does your dog have a license?" he

"Heavens, no," the woman replied. "What for? I do all the driving."

Eleven

GN, NP, CB & Q Ticket Office Opens

The Great Northern Railway and two other railroads serving Minneapolis recently opened a Railroad Travel Center in that city's loop.

Joining the GN were the Chicago, Burlington & Quincy and the Northern Pacific who co-hosted an open house that attracted more than 2,000 persons

persons.

K. C. Van Wyck, GN passenger traffic manager, said the railroads' action has put the industry in a new,

progressive light in the city.

"The current office is the best location of a ticket office in Minneapolis," VanWyck said. "That modern office of attractive design proves that railroads are in the passenger business to stay."

Each of the railways has its own ticket counter and office space in the center. Great Northern's section

features tangerine-colored naugahyde backwall with walnut paneling and a front counter of white formica.

Wide expanse of glass facing the street completes the offices which have modern furniture.

Located on Seventh and Marquette, the offices are in the heart of the busiest section of the Minneapolis loop.

Staffing the GN office in addition to R. W. Greenman, general agent, passenger department, are T. F. Taff, city passenger agent; John G. Sullivan, city traveling agent; N. E. Hennum and R. E. Snyder, passenger representatives, and Roy J. Skow, stenographer.

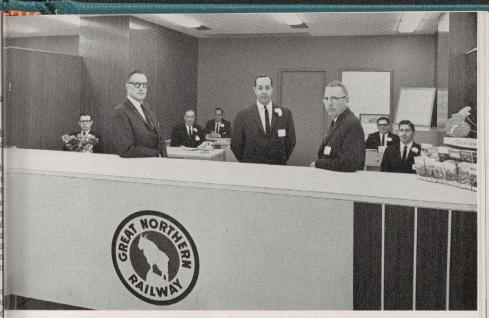
A joint advertising campaign preceded the formal opening which was covered by Twin Cities newspapers and television stations.

d

Miss Downtown Minneapolis, Karen Johnson, exhibits three time folders of representative railways sharing the new ticket office in that city. Presenting her the folders, shown from the left, are J. A. Beatty, NP assistant general passenger agent; W. F. Burke, CB&Q general passenger traffic manager, and K. C. Van Wyck, GN passenger traffic manager.



Twelve



Great Northern, which registered an increase of 16.5 per cent in passenger traffic revenues in 1962 compared to 1961, has been modernizing its ticket offices. Shown at the front desk in the new Minneapolis office, from the left, are N. D. Keller, general passenger agent; R. W. Greenman, general agent, passenger department, and K. C. Van Wyck, passenger traffic manager.

Rails Play Role In Cuban Shipment

American railroads—43 in number—have been handling "Ransom" shipments free of charge as part of the continuing cooperative effort between carriers and the American Red Cross to deliver goods in exchange for the Bay of Pigs prisoners recently released.

More than 200 freight cars loaded with food and drugs were assembled by railroads from all parts of the country. Some 39 other carloads destined to be loaded at a Florida port traveled an average distance of 1,200 miles, originating in 24 cities in 15 states.

Among products hauled were powdered milk and canned baby foods, drugs, chemicals, vitamins, soups, dehydrated potatoes, corn products, dextrose, gelatin, insecticides and disinfectants.

The call for help was met by railroads with a minimum of disruption to normal commercial shipments, the Association of American Railroads announced, and in some instances, freight bound for Florida was coupled to fast passenger trains for over-night hauling.

The Daughters of the American Revolution again has named February as American History month.

The organization's aim is to promote the study and increase the knowledge of American history in order to safeguard our American heritage.

Observance by members of local chapters includes the sponsorship of history essay contests in schools and other activities.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

RAILROADS' RESEARCH AIDS TRAVELERS, SHIPPERS

The constant search for new advances in railroading that will benefit both passengers and shippers has saved 110 millions for these customers.

The Research Center of the Association of American Railroads tells of a typical case, the use of nuclear devices to measure the moisture and density of soil to make sure the soil supports rails and structures.

Irradiation of food in cooperation

California - Conclusion

panoramas of Los Angeles and its cluster of sister cities.

New skyscrapers are bright blue, pink or dazzling white, and their grounds are landscaped with beds of bright flowers and graceful palms.

It is, indeed, a pleasant time to see Southern California's growing family of famous "funlands": Disneyland with its monorail, Knott's Ghost town and its train robbery, Movieland Wax Museum, Marineland and its performing whales, Jungleland and its Baby zoo.

But one must not miss the glamor of San Francisco and its eateries, bayfront areas, the Golden Gate bridge, Chinatown, the trolleys and the cultural events that make San Francisco the cosmopolitan center of the West.

Great Northern Railway's passenger agents and other travel bureaus and agents will plan a charming trip—via rail from Chicago to Seattle-Portland and then convenient connections south to San Francisco and Southern California.

The railway's two streamliners, the Empire Builder and Western Star, afford safe, comfortable transportation, eliminating the delays frequently encountered using other modes of travel.

with the Army Quartermaster Corps has been under way in the AAR's Chicago center. If a system is developed, it would be possible to ship certain fruits and vegetables that are tree-ripened and then treated. Among these would be peaches and potatoes.

Other projects include: Using epoxy resin in bolted joints connecting 1,400-foot lengths of a five-mile strip of continuous welded rail in Chicago; studies of an automatic system for brake inspection; bridge research; tests of railroad curves; maintenance of railroad ties; and the prevention of hot boxes, etc.

Eighty-five major projects dealing with road and equipment are under way at the research center.

The center has played a major part in the 17-billion-dollar modernization of railroad plant and equipment since World War II. Under this program, railroads have been virtually transformed by dieselization, automatic traffic control electronic data processing and push-button switching yards.

Not all the results of research are included in the 110 million annual saving, the AAR points out. Work on freight loss and damage prevention, for example, produces other multimillion-dollar economies. The largest single saving comes from track and roadbed studies estimated to save 70 million dollars annually.

Libby Dam - Conclusion

volved both private and government forces, and contract work, totalling more than \$200,000, was accomplished by nine separate firms

A preliminary plan for development of the excellent recreation potential that would be afforded by the reservoir is being formed jointly by the Corps of Engineers and the U.S. Forest service in cooperation with the State of Montana.

Fourteen

Gleanings From the News

President of the National Associa-

tion of Travel Organizations, Joseph I. McDonell, has been a prime factor in the encouragement of more travel to the United States from abroad. Preliminary to the establishment of the U.S. Travel



Mr. McDonell

Service of the Department of Commerce, he made a special study of visa procedures.

Named associate director of the National Park Service was George B. Hartzog, Jr., of Crestwood, Mo., a career employe of the Department of the Interior.

* * *

Skiing was the main interest for members of the St. Paul YWCA skiers who spent a week at The Big Mountain at Whitefish, Mont., earlier this month.

Merger of the Alaska Terminal & Stevedoring Company and the Alaska Steamship Company became effective on Dec. 31, 1962.

NEWS OF THE TRAFFIC CLUBS



Boston

Newly-elected officers of the Boston Passenger Club are shown being greeted warmly by retiring members. Shown from the left are James M. Cail, Sabena Belgian World Airlines, new president; outgoing president George Osborne, University Travel Company; John P. Connolly, Great Northern Railway, incoming vice president, and William Fillingim, Union Pacific, secretary-treasurer.

St. Paul

Harold Carlson of the Union Depot Company has been elected president of the St. Paul Passenger Association.

Other officers are Mark Harnden, Northern Pacific, vice president; Gordon Landahl, Milwaukee Road, treasurer, and Gene Kampa, Rock Island, secretary.

Elected directors were J. E. Clark, Union Depot Company; F. O. Engebretson, Milwaukee; Ralph Osterberg, Great Northern; F. J. Rangitsch, Union Depot; C. G. Sheffield, Northern Pacific, and Don Stucky, Burlington.

Today, America's research scientists are on the verge of important breakthroughs in the control of heart disease.

They need your Heart Fund dollars more than ever now—to expand their research and speed their victory over America's No. 1 killer.

More will LIVE the more you GIVE!

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

Picture Book Route! CALIFORNIA

lacier

San Francisco

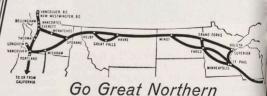
Los Angeles

via Pacific Northwest

SEE MORE OF CALIFORNIA

the scenic top of the nation of Great Northern's great stream liners: the incomparable Empire Builder with Great Domes, or the sleek Western Star. Relax in reclining coach seats with leg-rests or in spacious Pullman privacy. See the majestic Montana Rockies... Spokane, Seattle, Portland in the evergreen Pacific Northwest.

Portland with excellent trains to and from California.

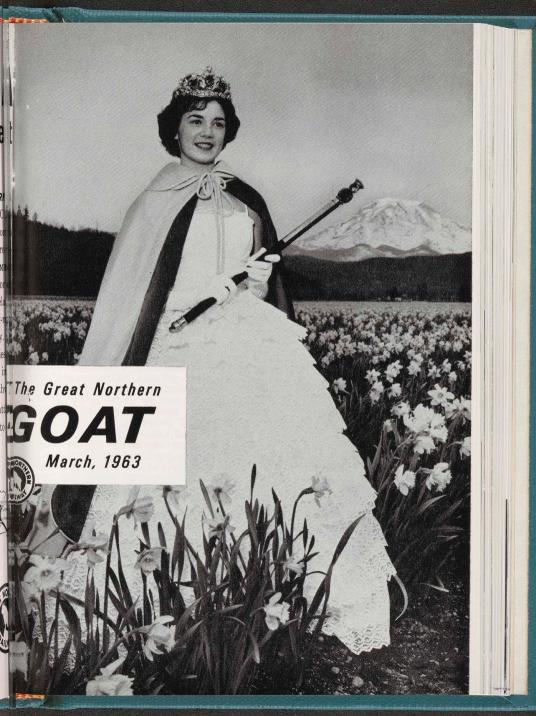


STREAMLINERS

NEW! GO NOW-PAY LATER

Up to 24 months to pay for travel when you go Great Northern. Take advantage of thrifty Family Plan Fares, too.





The Great Northern GOAT



Vol. 33

March, 1963

No. 3

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

DAN MUSCH, Editor

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The Goat's Cover



Sharon Silvernail of Orting, Wash., will be ruling monarch of the 30th Puyallup Valley Daffodil festival.

Your Railroads

Political pressures have been mainly responsible for preserving special privileges of the railroads' competitors, railway business women in Chicago were told recently.

Clair M. Roddewig, president of the Association of Western Railways, stated that railroads' fight for equal competitive opportunity collides headon with self-serving interests of commercial users of highways and waterways who are the beneficiaries of various, invaluable special privileges.

The Chicago chapter of the National Association of Railway Business Women were told that "powerful political clout is used by interest whose fortunes are tied in with the modes of transportation that depend upon pubicly-owned facilities for the conduct of their business."

Despite this formidable opposition, he added, pressures are building up that are going to impel the elimination of special privileges in transportation.

The public is learning that the issue between railroads and transportation interests using public highways and public waterways is much more than a noisy squabble between rowdy competitors.

It is awakening to the fact that it has an overriding interest that demands consideration; and that its law-makers and regulators will respond accordingly—and irrespective of protests of strongly-entrenched special privilege interests.

Roddewig called attention to President Kennedy's transportation message to Congress in April, 1962, which recommends less regulation, more competition and equal competitive opportunity for all forms of transportation.

It is the substance of what railroads have been talking about and trying to have something done about for more than 30 years.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

New Refrigerator Vans Feature Meat Rails

Great Northern recently placed into service 20 new Western Fruit Express trailers featuring tubular meat rails for the shipment of meat carcasses.

The 40-foot, all-aluminum insulated and refrigerated vans are 13 feet high, 8 feet wide and have a loading capacity of 1,984 cubic feet.

Constructed by Fruehauf, they have four vent doors, two in front and two in the rear and one curb-side door.

The insulation is foamed-in-place polyurethane with 6-inch thickness in ceiling, 3 inches in sides and 5 inches in floor, front and rear doors. It is so insulated that it will have a heat loss of not to exceed 70 b.t.u. per degree per hour at a 100-degree ambient temperature differential.

Inside lining is molded fiberglas; side linings have ribs, and six ceiling finger neoprene nylon air ducts assure proper air circulation.

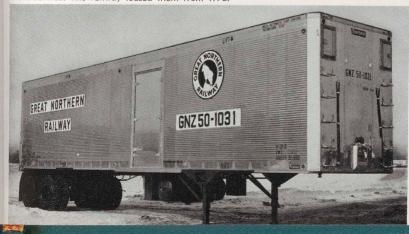
The Thermo King refrigeration unit provides controlled temperatures within the range of minus 20 degrees to plus 70 degrees F. All thermostat controls are located in a box under the trailer enabling readings from ground level while the trailer is on a flat car, which eliminates time-consuming climbing on the flat car.

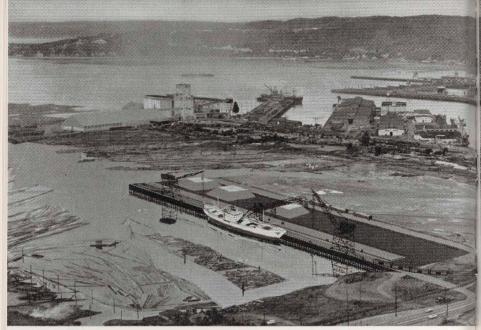


An inside view of the trailer shows the six finger neoprene nylon air ducts on the inside roof assuring good air distribution throughout the cars.

A fuel tank of 100 gallons allows the van to carry enough diesel fuel to operate the refrigerating unit continuously for five to six days.

The first Western Fruit Express refrigerator trailers with side doors on curb sides are in GN service. The railway leased them from WFE.





The new, 1,200-foot unloading facility and pier recently completed cost \$2,250,000. It is among the most modern on the Pacific Coast.

Officials and employes of the Port of Tacoma industrial area have almost wrought miracles.

"Almost," they say because most of the spectacular results in one of the Pacific Northwest's brightest industrial growth pictures has come about by dint of hard work and honest effort.

What formerly made up 3,280 acres of mostly undeveloped tideflats near the "Sawmill Capital of the World" has been rapidly shaping into an ideal combination of industrial sites and flourishing operations.

ed with ideal berthing for deep-water shipping and excellent rail service, has come up with an optimum balance between heavy and light industry, advanced terminal facilities and modern warehouse facilities.

The Tacoma industrial area, coupl-

vevors that have moved 16,000 short tons in a little more than 17 hours, plus more than 2 million cubic feet of refrigeration storage located within 300 feet of shipside. Great Northern Railway and other

Deep-water ship berthing is com-

plete with 40-foot water depth, quick-

loading gantry, grain gallery and con-

lines are served in Tacoma by that City's Belt Line Railway, which has adequate switching and car holding capacities, "tilt-car" grain unloading and industrial siding serving almost every installation of size in the Port.

Industrial and manufacturing concerns favor location in the growing Pacific Northwest as evidenced by their growing presence in the Port of Tacoma industrial area. A full range is represented, from large chemical

Four

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

THE PORT OF TACOMA, WASH.

Industrial Properties Suited For Shipper, Distributor, Manufacturer

processing plants to manufacturers of school furnishings, wood and fiberglass small boats, and other types of light manufacture ranging from electronics to building products.

Port of Tacoma officials are optimistic about continued growth of the area and are working toward completion of their original plan.

An entire hillside is being moved to fill 1,500 additional acres of available space. Powerful dredges are digging waterway extensions to offer deep-water berthing facilities to serve this filled acreage. New sites, combined with land already available, give almost unlimited opportunity for ex-

pansion and further economic growth.

Continuing a historical and geographical relationship with the lumber and woods products industry, the Port of Tacoma is already the Nation's largest single hardwood importer, importing about 15 per cent of Japan's total production, some 15 million board feet of rough hardwood lumber.

At the same time the Port exports nearly 100 million feet of American logs and lumber annually. This relationship, with the continuing industrial expansion of both light and heavy manufacturing plus distribution warehousing, sheds light on the practical

(Concluded on Page 6)



The Port of Tacoma industrial area features prime properties with deep-water ship berthing at trackside. Mount Rainier is in the background.

Five

INCOMPARABLE EMPIRE BUILDER-MORE DOME SEATS

40 Million Rail Exhibit Slated For Chicago

More than 40 million in the latest railroad equipment ranging from rail fasteners to giant locomotives will be featured at an eight-day exhibition in Chicago this fall.

Chicago, the world's greatest railroad center, will host the American Railway Progress Exposition sponsored jointly by railroad suppliers and the railroads from October 9-16.

Headquartered in McCormick Place and various hotels, highlight will be an outside exhibit on a mile of track

TACOMA-Concluded

program being evolved by Port officials.

Marc Anderson, industrial division manager for the Port of Tacoma, states it simply:

"We have no giveaway program to induce the location of industry. Our program is a practical one based on our goals to develop the land to the point where it is ready for industrial use and sell it outright and get it into use and on the area's tax rolls."

That this principle has been successful is well documented, for in 1962 the Port of Tacoma reported in addition to those many industries already located within the project, 11 new sales, 4 new leases and 15 rentals to new commercial and industrial accounts moving to this flourishing area.

Officials of the Port of Tacoma stated that general cargo handled during 1962 was 5 per cent over that of the preceding year.

They added that log and lumber exports should approximate 75 millions feet in 1963. Hardwood imports for 1962 are expected to total 15 million feet.

Tacoma's port commissioners are M. S. Erdahl, president; A. B. Blair, vice president; Morrie Raymond, secretary, and John Binns, attorney.

at the Illinois Central's 31st Street vards.

At the same time, about 20 railroad, industry supply and shipper organizations will convene in Chicago. More than 100 separate but coordinated sessions are scheduled, and the exposition is expected to attract 30,000 industry officials and persons concerned with transportation.

Among organizations which will hold their annual meetings during this period are the Association of American Railroads, the Railway Progress Institute and the National Association of Shippers Advisory Boards.

The four supplier organizations which have combined to present the exhibit are the Association of Track and Structure Suppliers, the National Railway Appliances Association and the Railway Signal and Communications Suppliers Association.

Can't See Trees For the Elk!

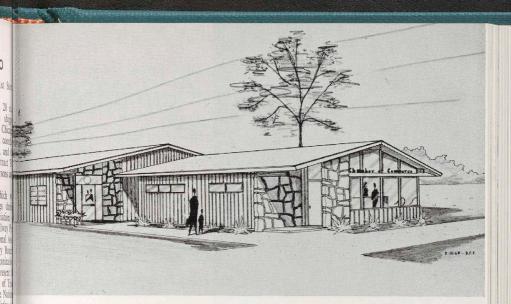
Montana set up a special elkhunting season and Wyoming and Montana accepted elk transplants to thin out the herd in Yellowstone National Park.

The Department of Interior reported Yellowstone's northern range can support 5,000 elk in winter in addition to other species. Due to an elk herd of 6,800, about 1,800 elk had to be moved to protect the range from extensive damage.

Montana's special hunting season from January 26 to February 28 and the elk transplants eliminated the threat.

The summer range has enough forage for all animals, but winter cover eliminates much of the natural food.

Six



Kalispell Chamber of Commerce-GN Office

The Kalispell, Mont., Chamber of Commerce and the Great Northern will soon move into new improved quarters of modern styling and design.

An artist's conception as shown above depicts the glass-fronted Chamber offices which are contiguous with GN's Kalispell headquarters.

Close cooperation with local businesses and the railway is being realized in the new Chamber home. Great Northern leased the property to the Chamber for \$1 per year.

At ground-breaking ceremonies were Mayor Tom Flynn, Robert Kembel, immediate past president of the Chamber and chairman of the steering committee directing construction of the new building, and V. Z. Clarke, general agent of the GN in Kalispell.

GN's section of the building features a ticket office, a waiting room and office of Mr. Clarke as well as an improved freight house.

It is such close cooperation with

local business that exemplifies GN's participation in community affairs.

Best Travellers

Canadian Tourists Outspend Americans

Canadians continue to be the world's best travellers and outspend American tourists \$35.50 to \$14.50 on a per capita basis.

The statistics, appearing in Canadian Travel News and released by the Dominion Bureau of Statistics, reveal that Canadians spent \$642 millions on foreign travel in 1961, up 2 per cent over 1960.

However, travel to the United States including Hawaii totaled 459 millions in 1961—or 3 million dollars or 1 per cent lower than in 1960. In comparison, travel expenditures to other countries rose by nearly 18 million dollars or 11 per cent to a record high of 183 millions.

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Daffodils Carpet Tacoma Area



QUEEN SHARON SILVERNAIL
Ruling Festival Monarch

The blooms of 75,000 to 100,000 fresh daffodils will be plucked from their plants to decorate floats during the 30th anniversary of the Puyallup Valley Daffodil festival.

"Great Moments" is the theme for this year's festival which will be held March 30 through April 7 by residents of Tacoma, Puyallup, Sumner and Orting in the state of Washington.

Daffodil valley's welcome to the arrival of Spring is a two-sided coin. The other reason for the annual

celebration is to honor the multimillion-dollar bulb industry.

Center of the nation's bulb production and the site of the largest King Alfred daffodil fields in the world is the Puyallup valley. Visitors from the Pacific Northwest each Spring view the colorful fields of daffodils, iris, tulips and hyacinths and participate in the festival.

Opening event will be the Junior parade on March 30 in downtown Tacoma. Nine communities will enter

princesses in the queen selection and Gov. Rosellini of Washington will crown the new queen, successor to Sharon Silvernail of Orting.

Scores of activities for all age groups are on the week's calendar of events. These include a queen's ball in Tacoma, athletic events, square dancing, community dinners, and a ski tournament at the new Crystal Mountain ski area on the slopes of nearby Mount Rainier.

The street parade of 60 floats is to be held on April 6 in downtown Tacoma, Puyallup and Sumner. Largest of these usually is the 45-footer built by the Tacoma department

of public utilities for the festival

queen.

On April 7, the festival reaches a climax when the sea-going floats perform on Tacoma's commencement bay. Cruisers, sailboats, work boats and outboards parade on the waterfront.

Residents in the area do not recognize the advent of Spring until they have had their festival.

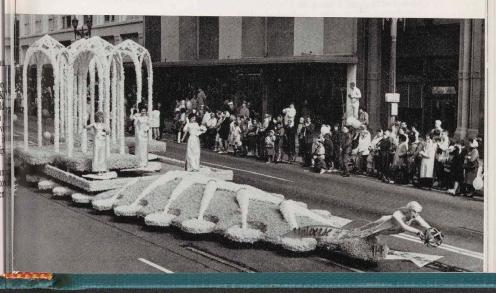
"Universe of Science" float sponsored by the St. Regis Paper Company depicted five science towers at the Seattle World's Fair reflected in a pool.



"Space Generations" float sponsored by Fife, Wash., won last year's sweepstakes award. More than 50,000 daffodils were used in its construction.



Roller coaster, a rolling railroad and a few "cloud nines" combined into this colorful float. Parade day this year will be on April 6.



Class 1 Railroads '62 Income Tops Previous Year

Reduced federal income taxes under new guideline depreciation rates and the new 7 per cent investment credit helped boost 1962 estimated net income of Class I railroad to 574 million dollars.

The total, compared with net in-



WORLD-WIDE ANNIVERSARY

This year, a world-wide volunteer army of mercy marks its 100th anniversary. It was in 1863 that the Red Cross movement began in Geneva.

Concern for the suffering has marked mankind's progress from its early days. In the second half of the 20th century, such concern is commonplace.

In the past century, the Red Cross emblem has silenced guns in battles so that persons who were not active combatants could be aided.

By international treaties known as the Geneva Conventions, this symbol of neutrality protects wounded and ill combatants and people caring for them.

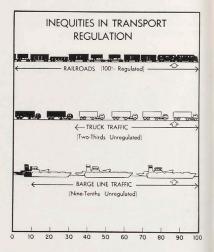
In peace, the Red Cross is the universal symbol around which people rally in time of earthquakes, floods, storms and other natural disasters.

come of 384 millions in 1961 and 446 millions in 1960, was listed in reports filed by carriers with the bureau of railway economics of the Association of American Railroads.

Net railway operating income of Class I railroads in 1962, before deduction of interest and other fixed charges, was 726 millions as compared with 538 millions in 1961 and 585 millions in 1960.

The railroads rate of return in 1962 averaged 2.67 per cent. Rate of return, calculated on net railway operating income, is based on the average value of road and equipment at the beginning and end of the period as shown by the books of the railroads, including materials, inventories and cash, less accrued depreciation.

Total operating revenues in 1962 amounted to \$9,440 million as compared with \$9,187 million in 1961, an increase of 2.8 per cent. Operating expenses in 1962 amounted to \$7,419 million as compared with \$7,271 million in 1961, an increase of 2 per cent.



Ten



Labor Lost

Steno: "Sir, are you in favor of a 35-hour week?"

Boss: "Yes, I am. A few more hours of work for you girls won't hurt you!"

Social Climber

Two buckets of live crabs, side by side at the fish market, were labeled "\$1.50 a dozen," and "\$2 a dozen." A dowager viewed them and suddenly a crab from the \$1.50 dozen tub climbed up with much effort and dropped into the \$2 a dozen tub.

"That's the sort of thing," the dowager told her companion, "which could only happen in America!"

None of Your Lip

Chuck: "It must be difficult to eat soup with that mustache?"

George: "Yes, it's quite a strain".

All That?

An artist in the country noticed a farmer watching him paint.

"Ah," said the artist, "perhaps you, too, enjoy the beauties of nature: the golden fingers of dawn across yon skies; the burning clouds at sunset, the ragged clouds at midnight blotting the moon?"

The farmer shook his head and answered: "Nope, not lately. I've been on the wagon for over a year."

The Terror

Johnny started school and within two weeks the teacher sent home a note containing the following: "Young Johnny is more than I can handle. I am forced to ask your help."

The next day the mother sent her answer: "Listen, all those years I had him alone, did I ask you for help?"

'Nuf Said

"Any big men born around here?" asked the tourist sarcastically.

"Nope," replied the native. "Best we can do is babies."

Dream Time

A psychology instructor defined names in his class the following way: "A neurotic builds castles in the sky. A psychotic lives in these castles, and a psychiatrist collects the rent."

Color Conscious

A robust matron asked a fashion expert her opinion of the purple dress she was wearing.

"What colors should I wear," she inquired.

"Madam," the expert said, "when God created butterflies, he made them with brilliant colors. But when He made the elephant, in His wisdom, He made it gray."

Eleven

ST. PAUL MURAL DEPICTS 1ST RUN WILLIAM CROOKS

An oil mural of the first run of the William Crooks from St. Paul to St. Anthony, Minn., hangs in the home office of the St. Paul Fire & Marine Insurance Company.

The documentary work, 4 x 14-feet, is one of three from the brushes of Irvin "Shorty" Shope, Helena, Mont., artist, whose works are well-known throughout the West.

It was on June 28, 1862, that the

Pool Line Travel Sign Wins Acclaim

"Go by Train. . . Portland-Seattle

Roundtrip only \$4.95."

A multi-colored outdoor painted bulletin advertising design was nominated as one of the five best in its category in the 1963 Oregon Advertising Club's annual advertising awards competition.

The Pool Line Railroads, a joint venture of Great Northern, Northern Pacific, and Union Pacific, are engaged in actively-promoting rail travel between the two points.



Twelve

Crooks made its maiden run representing the St. Paul and Pacific Railroad, a forerunner of the GN. (The engine and tender, recently deeded to the Minnesota Historical Society, are on permanent display in St. Paul's Union Depot.)

Russia's Railroads

Anyone who thinks that railroads are becoming an obsolete form of transportation whose importance is due to steadily diminish would be wise to take a look at what is going on in Russia. For the communist policy-makers, whatever else may be said of them, are hard-headed men, who deal with the realities.

The head of an American railroad tells the story. The war did enormous damage to Russia's transportation plant. When rebuilding began, the Russians had a choice. They could have built a giant highway system, as Hitler had done in Germany. And they could have done it at a relatively small cost in labor and materials.

But the Russian rulers, instead, embarked on a massive rail program. Big freight cars of the most modern type are becoming standard. Diesels and electrics are replacing steam locomotives. In one decade, more than half of the mileage has ben relaid with new and heavy rail. The men in the Kremlin know that the Russian economy and the Russian defensive system are more dependent on railroads than on any other means of moving goods and people.

What is true of Russia is true of any other big nation, the United States included. As Hal Thompson, financial columnist of the Chicago American writes: "... railroads are vital to our defense and should be kept financially healthy."

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GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



GN Lounge Car No. 1085 is shown at dockside before placement on new barge for dedication ceremonies.

RAILWAY BARGE LAUNCHED IN STYLE, COMFORT

It was a scenic maiden voyage for Yorke No. 21 railway car barge in Vancouver, B.C., recently as it carried three railway cars including a Great Northern lounge car through the harbor.

F. M. Yorke & Son, Ltd., of Vancouver, commissioned the new railway car barge which has a rail capacity for 18 cars.

The \$250,000 craft, 273 feet long, 43 feet wide and 12 feet deep, is

labeled the most modern barge on the West Coast. Its internal capacity bulk tanks can carry 160,000 gallons of caustic soda.

It was built by Allied Builders of False Creek, B.C., who used 1,200,000 pounds of steel in its construction.

Other lines participating in the commissioning whose cars were on the initial run were the Canadian National and Canadian Pacific Railways.

Carrying three railway cars, the barge moves through Vancouver harbor bearing specially-invited quests.



Gleanings From The News

On Jan. 1, 1963, the freight car fleet of Class I railroads totaled 11,552,371 cars and had an average carrying capacity of 56.31 tons per car.

The Oakland, Calif., office of the Great Northern moved from the eighth floor to room 915 in the Finan-

cial Center building.

Among recent patrons of Great Northern passenger trains were Fairway Food directors who traveled from the Twin Cities to Grand Forks and Fargo, N.D., and 180 members of the Farmers Elevator Association who moved from Montana and North Dakota points to Minneapolis and back.

Members of the Ice Capades' Disneyrama-Circus on Ice traveled via GN from Winnipeg to St. Paul.

82,000 RAIL CARS HAUL YULE MAIL

During the past holiday season, the nation's railroads mobilized 82,000 pieces of railroad equipment to haul a record load of Christmas mail for the postal service.

More than 6.4 billion greeting cards and gift packages went into railroad cars to millions of Americans.

Tons of holiday merchandise in express and freight cars also were handled, demonstrating the vital part railroads play in their year-round job of carrying the bulk of more than 65 billion pieces mailed in the country each year.

To facilitate this handling, railroads spent more than one billion dollars on mail-carrying equipment and facilities permitting the mail to move more dependably in fewer cars and on

faster trains.

Fourteen



Minneapolis

Newly-elected officers of the Minneapolis Passenger Traffic Club, shown above, front row from the left, are Russell D. Clayton, Rock Island Lines, president; and Sam Lifson, Northern Pacific, vice president; back row, Charles J. Billingsley, Union Pacific, treasurer, and Frank W. Barnfield, Canadian National-Grand Trunk Railways, secretary.

Eugene, Ore.

Roy J. Sampson, associate professor of transportation at the University of Oregon, has been elected president of the Eugene Traffic Club.

Fellow officers are Jerry A. Gates, Burlington Lines, vice president; Ken Knowlton, chief clerk, Great Northern, secretary, and R. J. Rice, Soo

Line, treasurer.

Ted Lund Named Whitefish Winter Carnival King

The reigning monarch of the fourth annual Whitefish, Mont., Winter carnival was Ted Lund, Whitefish florist.

As King Ullr IV, he shared reigning honors during the carnival with Ann Betzman, previously-named queen.

U. S. Opens Door to Overseas Visitors



New York City's Rockefeller Center features a multilingual information booth for foreian visitors.

More Americans than ever before will be "ambassadors-at-large" in their home towns as foreign tourists visit the country under the new program supported by the government.

Since the creation of the U.S. Travel Service under government sponsorship, foreigners have been encouraged to visit this nation under special rates arranged with federal cooperation.

Residents have been urged to roll out the welcome mat by hosting visitors; serving on reception committees for their guests; setting up information booths during peak visiting months; assisting in the arrangement of tours to shopping centers, model homes, drive-in restaurants, baseball games and other typical American pastimes.

Clubs and organizations are urged to plan projects designed to make overseas friends welcome. "Friendly Americans will win America Friends," is the theme of the movement.

American railroads are active in promoting foreign travel. All passen-

ger-carrying railroads in this country and Canada have allowed a 15 per cent reduction in coach class fares from all ports to any interior point in the United States, returning to the same or different port.

This arrangement allows stopover privileges at any point en route within the three-month limit of the ticket.

The Rail Travel Promotion Agency recognizes 350 overseas travel agents. Many railroads have entered agreements with steamship companies for the sale of rail transportation in connection with steamship transportation.

More Chiefs Than Indians

Home from the Capital, a businessman looked out from the window and saw a big log floating down the river. He pointed it out to a friend, and said: "That's just like Washington. If you examine it closely, you would see 10,000 ants crawling on it, and each one thinks he's steering it."

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

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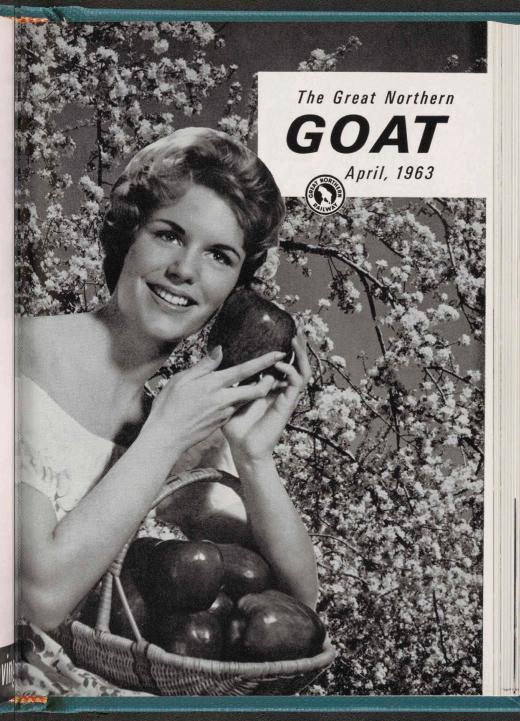


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all Great Northern
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The Great Northern GOAT



Vol. 33 April, 1963 No. 4

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

DAN MUSCH, Editor

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The Goat's Cover



Appropriately positioned against a background of apple blossoms is Mary Radewan, Queen of the Washington State Apple Blossom Festival.

Your Railroads

"Maximum reliance on the forces of competition consistent with a continuing need for protection against destructive competition between forms of transportation or between competing carriers" was called for by President Kennedy recently.

The welcome call was made in a letter sent to Vice President Johnson and House Speaker McCormack.

Kennedy said that unless action is taken to establish a transportation policy consistent with a growing and changing economy, "we face serious problems of dislocation and deterioration in both the transportation industry and the conomic life of the nation which it affects."

A key objective of the president's proposals is removal of federal controls over the minimum level of freight rates for shipments of agricultural and bulk commodities.

Simply stated, the bills would remove some of the regulatory restrictions and interpretations which, in effect, often hold up rail rates as an "umbrella" over those of competing modes.

The legislation would permit lower charges to shippers by allowing railroads to pass on the full benefits of improving efficiency.

The proposed legislation would amend the Interstate Commerce act by:

1. Extending to all carriers an exemption from approval or prescription of minimum rates on the hauling of bulk commodities that may now move by water free of regulation, and

2. Extending to all carriers an exemption from approval or prescription of minimum rates on transportation of agricultural and fishery products that may now move by motor carriers and freight forwarders free of regulation.



Seventeen-year-old Mary Radewan, center, is queen of the Washington State Apple Blossom Festival. She is flanked by her princesses, Janet Evans, left, and Paula Macguire. All girls are 17 and students at the Wenatchee High school.

Spring Brings Festival to Appleland

When it's Springtime in the Rockies, it's Apple Blossom Festival time in Washington State.

In particular, the festival air dominates Wenatchee, Wash., the Apple Capital of the World, which will welcome 100,000 persons to spectacular parades and special events, all a tribute to the apple industry.

This year's festival, the 44th, is scheduled May 2-4 in Wenatchee which boasts being the greatest appleshipping city in the nation.

It comes just as thousands of apple trees in the area reach full bloom, promising another bountiful crop.

The blossoms are part of the scenery during the festival. Thousands of photos are taken of the lovely Apple Blossom Queen, Mary Radewan, a 17year-old, blue-eyed blonde, and her court.

Since 1921, when the Wenatchee Chamber of Commerce first sponsored the event, the festival has blossomed into a full-fledged community celebration.

Events during the three days include a school parade of 3,500 students in original costumes backed

(Concluded on Page 6)

Three

THE INCOMPARABLE EMPIRE BUILDER



Model depicts the future Capital Center of St. Paul—an eight-block renovation of the city's loop featuring new buildings, plazas and courts.

Much has been said about the deterioration of the nation's loop areas and what should be done about them.

Two large cities on the main line of the Great Northern are doing something about it. They are St. Paul, headquarters city for the railway, and Seattle, gateway to the Pacific Northwest.



Some modernization has taken place in St. Paul in recent years, but according to the Metropolitan Improvement Committee, a non-profit corporation of business, labor and civic leaders, that is not enough.

Capital Center, the name given to that committee's proposed project for the loop area, is the first to be presented by that unit.

There is no doubt that in time the city's loop would rebuild itself, but the committee called for a dramatic speedup of reconstruction.

Basically outlined, Capital Center proposes the demolition of buildings in an eight-block loop area containing some 87 buildings. Of the latter, 56 were constructed before 1900, and 22 between 1900-1919. It is assumed that the 1975 tax revenues from the project area would amount to approximately \$2,300,000—an increase of \$1,700,000 annually.

The "Spectacle of Lights" photo, left, shows St. Paul's skyline at night.

St. Paul, Seattle Unveil Loop Plans

Enlightened Leaders Spark 'Rebirth' of Cities' Business Communities

Handsome new office buildings, elegant, modern retail stores, pedestrian passages over streets, open plazas and courts, setbacks along building lines—all these changes will add to the appearance of the area.

At key points throughout the project, escalators would handle vertical movement of pedestrians between levels. Additional space will be provided for more off-street parking at both

street and sub-grade levels.

Capital Center provides many opportunities for private development and it is hoped that the presentation of the project will generate considerable activity in this respect.

At Seattle, the other end of Great Northern's line, the outline of a long-range plan for downtown development also was recently revealed. As much as one billion dollars would be spent in the project presented.

Among its features would be a oneway, "inner ring" of roads to distribute traffic. A mall system also

Two landmarks of Seattle, Mount Rainier, in the distance, and the Space Needle, in right photo, are views familiar to former World's Fair visitors. For the more imaginative is the model of proposed loop reconstruction, below, that was revealed recently.

would be constructed from where automobiles would be banned.

Other aspects of the redevelopment include a water-view park, high-rise apartments, hotel and shops and parking areas for cars on a 12-acre site.

New buildings, waterfront improvements with a marina are but few of the features emerging from the impressive reconstruction plan.

Both cities, experiencing the loss of valuable taxes due to the deterioration of loop buildings, are determined and committed to "loop rebirth."







Apple - Conclusion

by musical bands from north central Washington Schools; the coronation of the apple blossom queen and her princesses by Governor Rosselini of Washington followed by the queen's ball, and the two-hour parade on May 4 featuring 40 floats.

Other events are the Washington State art exhibition April 12 through May 5 featuring artists of western states, Canada and Mexico; an antique car show, a rod and custom car event and a carnival.

The Wenatchee valley welcomes everyone to its scenic lakes, mighty dams, and especially to its springtime Apple Blossom festival.

It is estimated, according to the Seattle Times, that Seattle will host 62,500 delegates to 27 national con-

NEW CONSUL GENERAL REPORTS IN SEATTLE

Stepping off Great Northern's Internationals train at Seattle after a trip from Vancouver, B.C., recently was Albert S. Whiteley, new Canadian consul general in Seattle, and Mrs. Whitelev.

The official, a native of Victoria, B.C., is a graduate of the University of British Columbia. He also took advanced courses at the Universities of Wisconsin and Pittsburgh.

Before his new assignment, Mr. Whiteley worked for the Canadian government in Ottawa for 31 years.

Give More To Cancer Society To Cure More

One hundred and five thousand deaths from cancer will occur in the working force of the nation this year and some 200,000 new cases of the disease will be discovered.

The cost of cancer is nearly 50,000 man-years of productivity, about 215 million dollars in services and salaries.

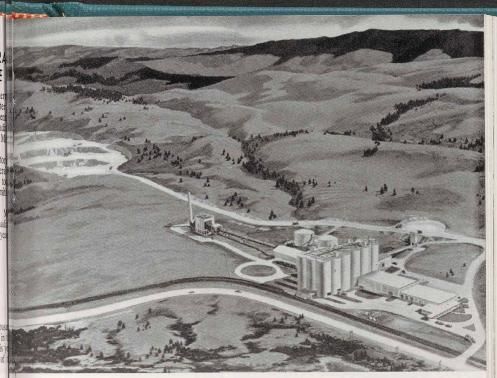
Thus, industry and business have a large stake in controlling cancer. Since this can be done only through early detection and prompt, proper treatment, cancer education through the American Cancer Society, teaching employes to be aware of the earliest signs of the disease and encouraging them to get regular health checkups from their doctors, has become an important industrial activity.

Follow this advice during April designated as Cancer Control Month: To Cure More Give More to the American Cancer Society.

ventions and 56 regional and state conferences who will leave \$9,250,000 in the community this year.

Six

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST



An artist's rendering shows the new modern cement plant recently opened by the Permanente Cement Company at Helena, Mont. The 450-foot-long kiln can be seen just left of the main structure. Adjoining at the left is the limestone quarry.

Helena, Mont., Facility

PERMANENTE CEMENT PLANT OPENS

In an old gold-mining townsite in southwestern Montana near Helena is one of the most modern cement facilities in the nation.

The Permanente Cement Company recently dedicated its 10-million-dollar plant that will have an annual capacity of 1,400,000 barrels of cement.

From 1963 to 1965 a large portion of the output will be used to fulfill Permanente's contract to supply 1,300,000 barrels of cement to the builders of Yellowtail dam in southeastern Montana.

Under construction for more than

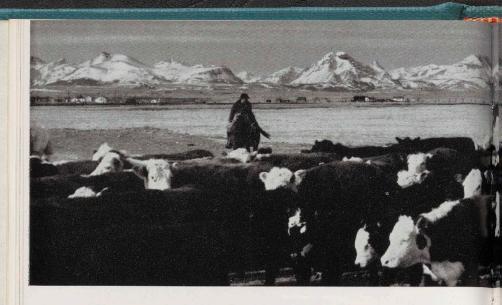
one year at the former site of Montana City, the plant is located on a 470-acre deposit of high grade limestone, a principal ingredient of cement.

The facility is approximately 1,000 feet long, end to end. A primary installation is the 450-foot-long rofary kiln of 12-foot minimum diameter. In this barrel-cannon-type machine, liquified ground limestone and other materials are calcined at 2,700 de-

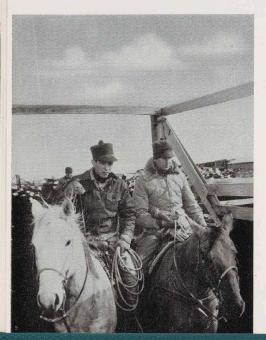
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Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Montana Cattle Roundup Ends



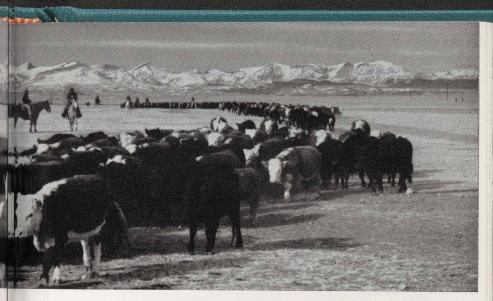
Cowboys—as rare these days as buffalo—made their appearance on the high prairie lands at Blackfoot, Mont., recently with the spectacular backdrop of the snow-encrusted mountains of Glacier National Park bathed in brilliant sunshine.

The cowboy theme, familiar to western fans on television but infrequently seen in actual life in the West, was recorded on film by Mel Ruder, editor and publisher of the Hungry Horse News, and photographer of note.

It was a chill wind that swept down from the park that day as 2,000 cattle were driven off the Blackfoot Indian Reservation east of the park and herded to a siding of the Great Northern Railway where they were sorted and penned prior to shipping

Typical cowboys on the Montana range sport lassoes but not the traditional cowboy hats. They have been replaced by wool caps.

Eight



GN Tracks

Snow-packed peaks of Glacier National Park is the backdrop for the cattle drive involving 15 cowboys and 2,000 animals.

to a new grazing land near Cody, Wyo.

H. P. Skoglund, who reportedly placed a \$700,000 price tag on the herd, shipped the cattle from his 3C Bar Ranch to his 2-Dot Ranch at Cody to consolidate his herd. His Cody stock already totals 3,400 head.

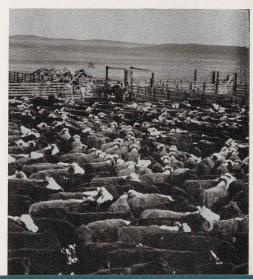
There were 15 cowboys herding the critters the 24 miles from the ranch to railhead. Although some of the western trappings were authentic—such as the lassoes—noticeably lacking were the distinctive Montana-roll cowboy hats which were displaced by the more serviceable cap with ear flaps.

But the animals behaved in the traditional style: recalcitrant and with a tendency to roam, but a fast gallop by the horses spurred on by

All penned and rarin' to go, the mixed cattle will soon be loaded aboard Great Northern cattle cars for shipment to Cody, Wyo.

cowboys and their yells managed them nicely resulting in corralling even the more energetic.

(Concluded on Page 10)



Nine

Cattle Roundup Ends At Trackside - Conclusion

Next phase of the job was loading the herd in the 70 stock cars and subsequent shipment to Cody. On hand was Ralph Sangsland, GN agent at Blackfoot; V. Z. Clarke, GN general agent, Kalispell; Ray Mc-Kean Whitefish, trainmaster, and Maurice Costello, GN traveling engineer.

According to Mel Ruder, the high prairie east of the mountains appeared unusually dry for this time of the year.



grees F. The resultant compound is cooled and pulverized to produce cement.

Sixteen concrete silos—each 105 feet tall—are used to store raw materials and the finished product.

Also part of Permanente's complex are an electrostatic precipitator, the mill building and offices.

At dedication ceremonies were Edgar Kaiser, chairman of the board of Permanente and Kaiser Industries, Tim Babcock, governor of Montana, and Wallace A. Marsh, president and chief executive officer of Permanente.

The Montana Permanente plant is part of the vast Henry J. Kaiser family industries headquartered at Oakland, Calif. Henry J. is founder-chairman of the board and Edgar F. is chairman of the board.

The Great Northern, which has a mile-long spur from the new Montana Permanente plant to its main line, welcomes the new industry and is eager to serve it. The cement facility is one of the many new industries being located in the Treasure State, part of the booming West.



Cattle cars edge the stockyard at trackside. The classified herd is moved for transfer to the Cody, Wyo., ranch.



It takes a bit of lassoing to sort the herd at Blackfoot, Mont. The animals have minds of their own and it's work changing them.

Ten



In The Cards

Fortune Teller: "I am sorry to inform you, ma'am, but your husband is going to meet a violent death. You will soon be a widow."

Wife: "And will I be acquitted?"

Turn About

"Why did you kick your little brother in the stomach?" "He turned around!"

Built In Safeguard

Son: "Daddy, why is a man only allowed one wife?"

Father: "Son, when you grow older you will understand that the law protects those who are unable to protect themselves."

Seein' It Through

A life insurance prospect filled in the application and under the question "weight," he wrote, "183 with glasses."

"Why don't you write your weight minus your glasses?" the insurance man asked.

"Because I can't read the bathroom scale without my glasses."

Red For Danger

"How come all you redheads marry men who are feeble, bald and nervous?"

"We don't. They just get that way!"

Right View

A young man applying for a job was asked by the personnel manager: "Are you married?"

"No," replied the applicant, "but I can take orders, if that's what you mean!"

Twist of Fate

"Why, doctor," an elderly woman screamed, "you probably don't remember me, but 10 years ago when I came to your office you told me to go home to bed and stay there until you called back. But you never called again!"

"Didn't I?" the doctor said. "Well, what are you doing out of bed?"

Kissproof

He: "What would I have to give you for just one kiss?" She: "Chloroform!"

Get The Point?

And there was the rabbit who went to the dentist but became terrified when the doctor reached for the Novocain.

"Don't be afraid, bunny," the doctor said, "it won't hurt you."

"Don't you know," the rabbit answered, "that I'm an ether bunny!"

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Having enjoyed the first "leg" of their extensive western trip, Midwest farmers are shown at Portland, Ore., shortly before entraining for California.

Farmers Tour West, First Segment on GN

It was an impressive travel schedule with plenty to see and do—the 75 farmers who recently completed a tour of the West discovered to their liking.

liking.

They were members of a tour sponsored by THE FARMER, the Upper Midwest's influential bi-monthly farm magazine published by the Webb Publishing Company of St. Paul.

The farmers boarded Great Northern's Empire Builder at various points including the Twin Cities, Willmar, Minn., Minot and Williston, N. D.,

and Wolf Point, Mont.

They viewed the peaks of Glacier National Park then heavily-mantled with snow—a primary vacation spot in the Montana Rockies, and arrived at Spokane, Wash., and shortly thereafter at Portland, Ore.

On Southern Pacific's Cascade train, the group traveled through Oregon and then into California.

Floyd Rupp, retired circulation manager of the magazine, and Mrs. Rupp, were escorts, assisted by F. L. Strecker, general passenger agent of

the Great Northern, St. Paul.

All travelers agreed the highlight of the program was a comprehensive coverage of California beginning with two full days activities in San Francisco, followed by a sightseeing bus tour of the Monterey peninsula.

The group continued along the scenic California Coast through the Big Sur to Santa Barbara and Los Angeles with five days and nights spent in the Southern California

area.

A day's visit to San Diego and Tijuana and dinner at the Hotel Del Coronado on San Diego bay capped

their California trip.

The return route included views of the Southwest with visits to Las Vegas, Salt Lake City, Denver and Kansas City via the Union Pacific, Denver & Rio Grande Western and the Rock Island lines.

As one member of the party put it after the trip was over: "How long will it take us to get used to farm chores after that wonderful trip West—but then again, it's always nice to

return home!"

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

12 Organizations Back Removal of Rate Regulations

Twelve national farm and other shipper organizations representing a major portion of the nation's farmers, fishermen and allied distribution industries recently supported removal of minimum rate regulations from the transportation of agricultural and bulk commodities.

These recommendations were made by President Kennedy to Congress on March 5.

The organizations are The American Farm Bureau Federation; the National Farmers Union; the National Grange; the National Council of Farmer Cooperatives; the American Association of Nurserymen; the Institute of American Poultry Industries; the International Apple Association; the National Canners Association; the

National Fisheries Institute; the National Potato Council; the United Fresh Fruit and Vegetable Association, and the Vegetable Growers Association of America.

In part, their statement said, "we have no differences in our policy position that less regulation of railroads, and not more regulation of motor and water carriers in these areas, will promote a stronger national transportation system and be in the best interest of shipper and the public generally."

The public will be invited to attend the American Railway Progress Exposition in Chicago next October and view the more than one-mile-long exhibition at the Illinois Central's 31st street yard tracks.

Cherry Blossoms Frame Washington Monument

Washington in April means Cherry Blossom time and one of the favorite camera subjects during that time of the month is the Washington Monument. Floodlighted at night, the blossoms are sprayed for longer bloom providing the ideal framing for the famed 555-foot-high monument which may be ascended by elevator.



Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Seattle Reporter 'Rediscovers' U.S.

(The following column, written by Nard Jones, Seattle Post-Intelligencer editorial writer, relates his enjoyment of traveling by train—in particular—via the Empire Builder.)

Not long ago I decided to travel to Manhattan—via the shining rail on which speed the Empire Builder, and out of Chicago, the Broadway Limited.

I trust the airlines will not take this amiss. It would be a curious Puget Sounder who did not appreciate the flying machine, and considering that my role in life is a somewhat sedentary one, I have done my share of winging hither and yon in space which gets less blue and more yonder every year.

Yet I still enjoy the transcontinental trip by train. First of all, it reminds me again of the vastness of this nation. It gives me a sense of its sheer economic power, for from the window of your roomette or the high, wide and handsome Great Dome you see more than grandeur.

You see men at work, and women, too. You see the night fires in the factory furnaces, and the smoke from stacks, and beef and lamb in the broad fields, and the farmer repairing his every more modern equipment in the shelter of a shed.

You not only see cities and towns, but you pause long enough—and in the hearts of them—to feel the rhythm, the great pulse of North America, beating day and night.

You sense something else. You sense again that the nation is not merely people of the great cities. It is, too, the common sense people of the little towns with the station and the main street, and the public square and maybe a bandstand.

Some are wealthy, some are poor, and some are in between. Most will

never see their names in headlines, or want them there. But they have the philosophical calm that seems to go with great open spaces, and the sense of humor rooted in the earth and therefore healthy and without the glib sickness of too many Madison Avenue jokes.

Montana, for example, is a mighty big stretch of state—and when it is covered with snow it seems bigger than that. There are rabbit tracks out there, running every which way and under the fences. There is a small boy, in a cap with a red tassel, school books under his arm, his breath steaming on the air. He waits for the train to pass in wonder. It is an old wonder, but it is still there in his eyes.

And, because you are American, you inevitably think that there may stand a President of the United States—or at least of General Electric or General Dynamics or General What Have You. Or a poet like Robert Frost.

A train brings back a lot of old thoughts that you believed you had put away. And you discover that you have put away a great many good ones, while perhaps keeping on hand too many bad ones.

This may be corn—but good corn—like the corn in the muffins in the diner.

And I noticed something different from a transcontinental train ride I took some five or six years ago. Younger businessmen are riding the train again. The goers, the doers. The new breed are not all in the air. Maybe it is because they want a little time in which to think.

Or maybe it's only that they have discovered what their fathers knew: the sheer beauty and magic and power and meaning of trains. And of a great broad land below the clouds.

Fourteen

GN GREENHOUSE AT MONROE, WASH., CLOSES

After 37 years of continuous operations, Great Northern closed its Mon-

roe, Wash., greenhouse.

The railway maintained the facility in order to provide daily fresh flowers and plants for its transcontinental passenger trains, the buildings at Glacier National Park in the Montana Rockies and its railway station grounds.

3½-MILLION RESORT PLANNED FOR WHITEFISH, MONT.

Decision on application for an area redevelopment loan—if favorable—could result in a 3½-million-dollar resort on Whitefish lake, Whitefish, Mont.

James V. Neely, Silver Springs, Md., is reported in the Whitefish Pilot as seeking such a loan for approximately one-half the project.

Current plans call for the construction of 200 rooms, a ballroom accommodating 300, dining room, coffee shop, bar and lounge. Also in the offing is a 50 x 100-foot swimming pool and the customary shops, such as barber, sports and souvenir shops,

The year-around operation would be ideal for tourists in the summer, hunters and fishermen and winter

skiers, it was pointed out.

On Jan. 1, 1961, the railway disposed of its park properties and consequently the need for fresh flowers and plants was reduced considerably. The company currently is purchasing its fresh flowers for passenger trains from commercial firms.

More than \$40,000 in plants were grown yearly at the greenhouse which was supervised by Tony DeRooy. Before the latter took over from his father, Andy, in 1951, George Dishmaker was supervisor of parks until his death in 1934.

Tony DeRooy will continue as supervisor of parks and will perform other duties for the Great Northern.

Philadelphia Passenger Association Elects

John C. Dolan of the Northern Pacific Railway was elected president of the Philadelphia Passenger Association.

Other officers are Jay B. Weidler, Bell Telephone, first vice president; Albert G. Chamberland, Canadian Pacific, second vice president; Richard J. Harper, Reading Railway, treasurer; James L. Higgins, Philadelphia National Bank Travel Bureau, treasurer, and Wilfred W. Greene, Chicago & North Western Railway, historian.

Some areas served by Great Northern Railway observe Daylight Saving Time at specified periods of the year. For your convenience, this information is shown below:

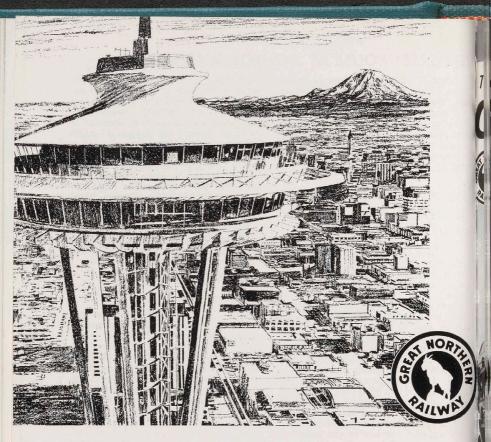
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Fifteen

GREAT NORTHERN—GREAT WAY EAST OR WEST

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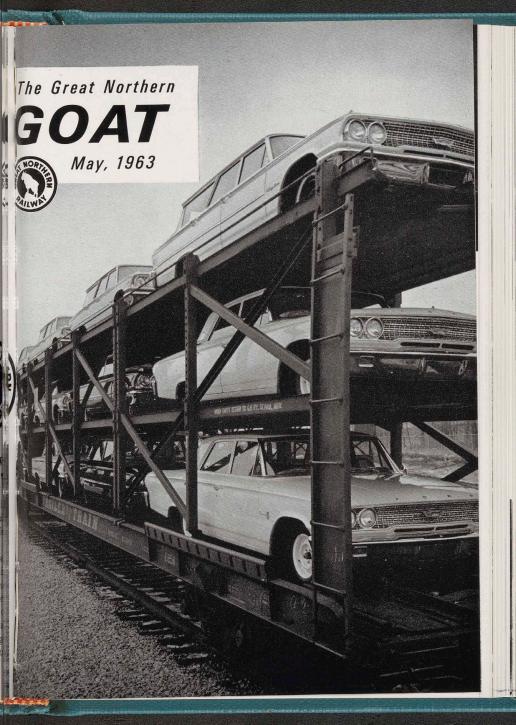
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Seattle invites you for a Needle's-eye view of the mountain the Indians called "God"

The Indian saw Mount Rainier as something so awesome he worshipped it. Last year, millions of Seattle World's Fair visitors saw the mighty mountain as you see it here: fifty miles away from the top of a revolving Space Needle; still awesome, still mystical.

Wouldn't this be a great year (after the World's Fair rush) to see the Needle and the Mountain, the glorious Puget Sound and Cascade mountain country near Seattle? You'll go great, too, in the comfort of Great Northern's incomparable Empire Builder or the streamliner, Western Star. Great sightseeing; superb food and service; your choice of spacious Pullman accommodations or restful, reclining coach seats. Call or visit any GN ticket agent or your travel agent, or write to: Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.



Vol. 33

Great Northern GOAT

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

May, 1963

No. 5

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.



Two

Your Railroads

A timely warning was afforded Congress recently to brace itself against the "self-serving efforts of truck and barge operators to sabotage moves to create a modern transport regulatory policy."

The warning was sounded by Daniel P. Loomis, president of the Association of American Railroads, shortly after the introduction in the House of President Kennedy's proposed bill to remove federal controls over the minimum level of freight rates on rail shipments of agricultural and bulk commodities.

The bill, numbered HR. 4700, was sent to the Capitol along with a special presidential letter urging a new policy based on "maximum reliance on the forces of competition" and "equality of opportunity for all modes and for all passengers and shippers, without any special preferences."

The White House bill would allow railroads the same freedom from controls over rate reductions that are enjoyed by trucks when hauling farm products and by bargelines when hauling bulk shipments.

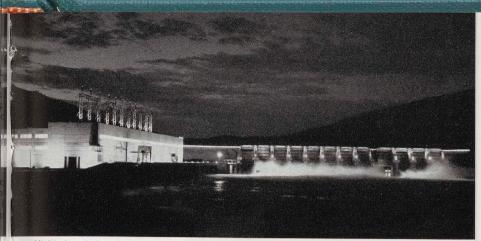
It would hit at an inequity in present law under which all railroad commercial freight movements are closely controlled by government while an estimated two-thirds of truck traffic and nine-tenths of waterway tonnage move completely free of regulation.

Mr. Loomis holds that there is no workable alternative to less regulation.

One of transportation's major problems today is the growing practice of industry's buying its own vehicles to haul its own products.

The only way the general for-hired carrier that serves all the people can meet this kind of competition is by being turned loose to offer shippers the lowest possible prices and the best possible services.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Night doesn't interfere with the power output of the Rocky Reach hydroelectric dam near Wenatchee, Wash., shown above, in a typical nighttime view. Located in the heart of the apple-growing country, the dam produces 775,000 kilowatts, providing power for western industries and water for agriculture. At left is the powerhouse, 1,088 feet long, 210 feet wide and 218 feet high. The reservoir reaches back 43 miles and its level is governed by the seven gates which regulate discharge over the spillway.—Harold Laney Photo from the Wenatchee World.

Rocky Reach Dam Dedication July 20

July is eagerly awaited by residents of Chelan county Washington State.

That is the month when the Rocky Reach hydroelectric project, owned and operated by the Chelan county public utility district, will be dedicated.

The community takes special pride in the project that required no tax or government money for its construction. Rocky Reach, like other projects of the district, has been financed by revenue bonds thereby placing no burden of debt on its owners, the residents of Chelan county.

Ultimately, the customer-owners will hold, free and clear, one of the largest and best utility systems in America.

Rocky Reach, on the Columbia river, was tamed by more than 2,000 workers. Only about half of the dam's nearly 5,000-foot length is at first apparent to visitors—a massive Z-shaped gravity concrete structure

nearly 3,000 feet long standing 220 feet above bedrock.

Barely discernable at the east end is a water-impervious cutoff—a cement-and-chemical-grout curtain deeply impregnating the once-porous gravel-clay strata of the bank for 2,000 feet beyond the visible structure.

Twelve curved tainter gates of the 750-foot spillway abutting the central non-overflow corner section are designed to pass a superflood crest of 1,100,000 cubic feet per second.

Standing lengthwise in mid-river, the 1,088-foot powerhouse has seven intakes far below the surface. Tons of water, enough to serve a mediumsized city, swirl into each intake, plunge down through a giant turbine propeller and are ejected downstream.

The water spins huge propellers on

Concluded on Page 4)

Three

THE INCOMPARABLE EMPIRE BUILDER

*



ROCKY REACH DAM-Conclusion

their 48-inch diameter shafts and the shafts drive generators high above to convert the river's energy into electric current.

Rocky Reach has provided benefits to Chelan county. These include water for irrigation; a man-made Lake Entiat 43 miles long consisting of 9,800 acres and vista points and picnic areas.

Visitors at the dam are intrigued by the Information Center building at the site where they may view salmon, steelhead, trout and some eight other species of fish through five window panels. Also of interest is the fish "ladder" which permits the salmon to pass the dam site on their way to their nesting areas—where eggs are deposited—and eventually end their life cycles.

Rocky Reach affected the lives of Entiat, Wash., long before the dam was completed. Backup waters forming Lake Entiat began flooding the lowlands and the townsite was relocated as were many apple orchards.

A 22-story hotel costing 12 million dollars will be constructed in St. Paul's loop by Hilton Hotels Corporation in conjunction with a group of St. Paul businessmen.

Plans call for 500 rooms, two restaurants, large convention facilities, swimming pool and an underground garage.

(Announcement was made shortly after the Metropolitan Improvement Committee revealed long-range plans for razing and rebuilding a large section of the loop.)

St. Paul businessmen are raising \$5,500,000 toward financing the hotel; the Hilton firm will provide \$500,000 and the remaining 6 million will be borrowed from investors and through the sale of stock.

Philip H. Nason, president of the First National Bank of St. Paul and a director of Great Northern Railway, is spokesman for the St. Paul group.

Four

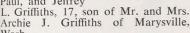
BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

GN Awards 3 College Scholarships

Three high school seniors have been awarded \$3,000 college scholar-

arships by the Great Northern Railway.

They are Roger J. Magnuson, 18, son of Mr. and Mrs. Roy G. Magnuson, St. Paul; John A. McClurg, 17, son of Mrs. Alice McClurg, St. Paul, and Jeffrey



Roger

Mr. Magnuson is stationery storekeeper and Mrs. McClurg, secretarystenographer, both in the GN's general office in St. Paul, and Mr. Griffiths is a vard clerk at Everett, Wash.

The scholarships, valued at \$750 for four years, are awarded annually by GN to sons of its employes. Winners also receive summertime employment on the railway during their college careers.

Roger ranks fifth of 382 graduating seniors at Johnson High school, St. Paul, and John ranks 15 in his class of 178 at Wilson High school, St. Paul. Both intend to study law. Jeffrey placed second in his class of 163 at Marysville High school, Marysville, Wash. He intends to become an engineer.

The scholarships offer youths a choice of college or university of

their choice. This is the eight year of the awards.





Jeffrey

John

Passenger Department Conducts Sales, Service Conferences

Three conferences on the passenger department's sales and services were conducted by the Great Northern in Seattle, St. Paul and New York City recently under the direction of K. C. Van Wyck, passenger traffic manager.

The wide range of topics embraced such subjects as tours, equipment, service, dining car operation, courtesy, convention traffic, advertising promotion and train travel to Glacier National Park during the summer season and The Big Mountain ski resort in winter.

Ed Schenck, general manager of The Big Mountain, Whitefish, Mont., and Don Hummel, president of Glacier Park, Inc., were present at the St. Paul meeting.

Off-Line Railroad Group Elects in St. Louis

F. N. Gaddy, general agent for the Canadian National Railways, has been elected president of the St. Louis Off-Line Railroad association.

Other new officers are: H. J.

Spence, general agent, Northern Pacific, vice president, and J. M. Sinclair, general agent, Denver & Rio Grande Western Railway, secretary-treasurer.

Five





GN Food, Beverage Service Wins 5th Consecutive Award

A special citation for excellence in its dining and lounge cars was presented to J. W. Kirby, general superintendent of dining cars of the Great Northern, for the fifth consecutive year.

J. E. Woodruff, sanitation specialist of the environmental engineering and food protection department of the Department of Health, Education and Welfare, made the presentation at a luncheon in St. Paul.

The Empire Builder's Ranch Car, left, serves passengers fast, tasty meals. For more leisurely dinner fare, the dining room, shown above, presents a varied menu of delicious meals.

The citation honored the GN with a Grade A rating resulting from inspections by the Public Health Service personnel on 27 diners and 13 lounge cars during 1962.

Great Northern's excellent sanitation record results from a planned program that involves many departments of the railway. Of essential nature is good equipment and maintenance as well as a definitive program to obtain key personnel for the dining car department.

There is where GN's waiter training program, begun in 1959, comes into the forefront. Under the direction of D. F. Adams, assistant superintendent of the dining car department, 160 men have taken the railway's 20-hour course of specialized training.

Among topics that get special attention are courtesy, personal hygiene, all phases of dining car service such as tray handling, place settings, etc.; stocking of provisions and the cleaning of silver and glass.

Newly-hired waiters attend the extended course, and employes who were previously worked during the summer season take four-hour refresher courses at the start of the summer tourist season.

Great Northern's dining car service in the Incomparable Empire Builder and the Western Star has made fine impressions on many passengers, as complimentary mail indicates.

It was such service that helped GN record passenger revenues totaling \$11,700,000 during 1962, an increase of 16.1 per cent over that of the previous year.

Much of the increase was attributable to the Seattle World's Fair, travel to Glacier National Park and to the ski resort at Whitefish, Mont.

Professor Finds College Within Waiters' Reach

College educations are not required of Great Northern Railway waiters on its passen-

ger trains, but many of them are attaining degrees as a direct result of railway employment.

Dr. Ralph H. Martin. professor of education and director of guidance at



Knoxville College, Knoxville, Tenn., a recent visitor to GN's dining car department, can attest how important summer waiter jobs can be to Knoxville students.

Aside from the monetary aspects of such employment, Dr. Martin exuberantly describes other benefits derived.

"As a result of this experience with the GN, the college students have become leaders on the campus," he stated. "It has helped them grow-their seeing the country and meeting people."

The genial Dr. Martin, who attended Tennessee A & I State University and obtained his doctorate at the University of Tennessee, said approximately 25 students at Knoxville will be employed by the GN as waiters in its dining cars.

(Knoxville is among 15 other United States colleges who supply men for railroad summer employment on the GN.)

(Concluded on Page 10)

Seven



St. Mary Lake in Glacier National Park



Glacier National Park Tops West Vacation Spots

"Never have I seen such grandeur! That was the comment of one noted travel editor as he viewed the majestic panoramas of Glacier National Park in the Montana Rockies.

Nature's heritage to the touring American (and to fortunate Montanans who make the park their backyards) is a reminder of the prehistoric times, when massive ice formations carved Glacier's soaring cliffs, lush-green valleys and icy lakes.

Situated on the main line of Great Northern Railway, the park is skirted by GN tracks for almost 60 miles of breath-taking scenery.

The railway's streamlined Empire Builder and Western Star make daily stops at the park entrance where at once the visitor is confronted by the

Baring Falls, left, one of many in the park, is a favorite hiking area. majestic scenery that makes the park famous.

Today, despite modern-day conveniences such as camping and lodging facilities, launches and a modern road, Glacier is still a vast, unspoiled wilderness left by the Ice Age.

Animals of virtually every species known to the North American continent flourish in Glacier. More than 1,000 different kinds of wild flowers abound, and some—like the famous Bear Grass—are unknown except in these Alpine regions.

Some 250 gleaming lakes, most of them trout-laden, countless waterfalls and creeks, and 60 moving glaciers, are part of the wonderment

for Glacier visitors.

Escape from summer heat is provided throughout the park, and this is particularly true on the mountain trails, which are so numerous they gained for Glacier the title of "the trail park."

At Logan pass, on the Continental Divide, there's snow in August. Otherwise, the mean temperature in the park calls for a sports shirt during the day and coat at night. Hay fever sufferers find the park a haven, with an extremely low pollen count recorded.

Golf courses, Swiss-chalet type hostelry and delicious meals make Glacier one of the most convenient parks in the nation. In addition to Glacier, Waterton Lakes National Park, which adjoins Glacier, makes visits there a "must."

Great Northern is offering a wide selection of tours to Glacier National Park and the Pacific Northwest this

year.

Of special interest are Rocky's Eleven-Day Pacific Northwest Glacier Park Vacation Trips which are outlined on the back cover of this magazine.

(Concluded on Page 14)

Final sunrays of the day result in another spectacular sunset, right.



Empire Builder Crosses Marais Pass



Pictures Great From Great Dome Car



Moving Glaciers Thrill Park Visitors



RAILROADS SPEND \$1.3 BILLIONS FOR SUPPLIES

United States railroads have left their impact on the 1962 business world with purchases of \$1,311,293 for fuel, material and supplies during the past year.

The Association of American Railroads says that the total was a 3.9-per-cent increase over purchases of \$1,262,220,000 in 1961. But the figure remained well below the \$1,-588,331,000 annual average for the preceding 10 years, and was far below the 1948 post-war high of \$2,183,-331,000.

The 1962 purchases do not include \$833,050,000 invested by the rail-roads in capital equipment and improvements—locomotives, freight and passenger cars, roadway structures, bridges and buildings.

Daniel P. Loomis, president of the AAR, commented on the sub-par level of rail purchases declaring that "this represents still another example of the effect of depressed railroad earnings and reduced railroad spending, one following the other in an unhappy and seemingly endless cycle."

To break this cycle, he pointed out, railroads now are engaged in campaigns on three vital fronts, to win greater competitive opportunity through removal of federal minimum rate controls on agricultural and bulk commodities, to end the \$600-million-dollar-a-year economic drain on featherbedding work rules, and to achieve operating economies and service improvements through sound railroad mergers.

Two spending categories—iron and steel articles and lumber and other forest products—registered strong gains in 1962. Railroads spent \$374,-077,000 on track, locomotive parts,

machinery and other such articles in 1962, an increase of 12 per cent over the 1961 level.

They spent \$80,943,000 on ties, construction lumber and other forest products in 1962, an increase of 15.5 per cent over the 1961 outlay.

Spending in other categories fell just short of 1961 totals. Fuel of all kinds cost \$364,010,000 in 1962, and miscellaneous spending totaled \$492,263,000. This miscellaneous category includes building and electrical materials, paints, chemicals, lubricants and office and train supplies.

Waiters-Conclusion

Dining car waiters, 18 to 22 years old, rely on their summer jobs for tuition funds, Dr. Martin said. They work from June 15 through Labor day, and after four years at Knoxville, they receive degrees in the liberal arts.

Only the top students end up as waiters for the GN. They are selected by Dr. Martin for their scholarship, manual dexterity, conversational ease and their ability to meet people.

Dr. Martin said graduates of the university who previously were employed by the GN have turned out well. Several have entered the professions in the Twin Cities, others are taking advanced training at the University of Minnesota, and one is a Peace Corps science teacher in Nigeria.

He added that the railway should be commended for providing them with the opportunity for a more useful life.

The next time you are a passenger in Great Northern's streamlined Empire Builder or Western Star and are enjoying a meal in the dining car, the waiter serving you may be a potential physicist or college professor!

IK! NE E



Feathered Friends

The new immigrant, applying for his citizenship papers, was doing all right until the judge asked him a question about the American flag: "What is it you always see flying over the court house."

"Peejins!" he replied.

Telltale

"When you serve the guests tonight," the lady of the house told her maid, "please try not to spill anything."

"Ōh, don't worry about me, ma'am," she answered. "I don't talk too much."

Good Fishing

The millionaire's young daughter returned from finishing school and her father gave her a tour of their new mansion. At the swimming pool they stopped to watch several athletic, young men diving and stunting.

"Oh, daddy," she exclaimed, "you've stocked it just for me!"

Old Dependable

The Scoutmaster noted Chucky was having trouble on the over-night cook-out and asked if he had forgotten anything.

"Yeah," the kid replied, "my ma."

The Finish

Matron: "Marie, have you given the goldfish fresh water today?"

Maid: "No, mum, they ain't finished the water I gave them yesterday yet."

The Joker

"When were you born?" the professor asked a tardy student.

"On the second of April," was his reply.

"Late again!" the prof countered.

Cut And Dry

"Why are shower baths put in such small rooms?" one small boy asked the other.

"To make it harder to keep dry," said the second.

Love's Labor Lost

"How come you're back so early?" a fraternity brother asked his buddie. "I thought you had a date with the blonde?"

"I did. We sat awhile and chatted. Then she turned out the lights and I left. I can take a hint."

On The Ball

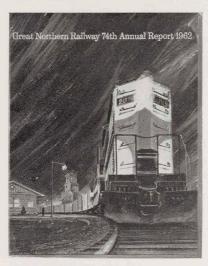
"Johnny," the geography teacher asked, "where is Cincinnati?"

"They're playing in Milwaukee," was the reply.

Eleven

74th Annual Report Mailed To Shareholders

The 74th Annual Report of the Great Northern Railway recently came off the press and was mailed to Shareholders.



Featured on the color cover is an artist's conception of a "hot-shot" freight moving through a small town with a grain elevator in the background.

In his report to shareholders in the issue, J. M. Budd, GN president, made the following points:

• Net earnings of \$4.12 per share for 1962 were considerably above the \$3.07 of 1961, in large part due to the change in tax regulations.

• Freight revenues of \$209.2 million were 2 per cent higher than in 1961, and passenger revenues increased 16 per cent to a total of \$11.7 million, the highest since 1953, boosted by the Seattle World's Fair.

• Expenditures for capital improvements were substantially below those of the last several years.

• Adequate maintenance work kept the railway in good condition.

Looking forward to 1963, Mr. Budd stated that labor and legislative matters loom large in importance for the industry. Some increase in freight traffic is foreseen, but passenger traffic probably will drop back to the 1960-1961 level. Net income is expected to be about the same as in 1962.

M. A. Williams Retires After 50 Years With GN

Martin A. (Marty) Williams, Great

al a dep Des Iowa er 5 ice way.

H
GN

Mr. Williams

Northern's general agent, freight department, in Des Moines, Iowa, retired after 50 years service with the railway.

He joined the GN at Virginia, Minn., in 1913, and later was promoted to cashier

in the local freight office where he also learned telegraphy.

Mr. Williams worked at Chisholm and Duluth, Minn. At the latter point, he was city freight agent and traveling freight agent. He has been in Des Moines since 1938.

Appointment of George B. Hartzog, Jr., of Crestwood, Mo., as associate director of the National Park Service, was announced recently.

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Hullin Transfer & Storage

3 PACIFIC NW WAREHOUSES-

Businesses the GN Serves

The impressive growth of the Pacific Northwest is evident by new industries and businesses that have recently added to the area's growing economy.

Typical of such growth is the Seattle area which has recorded many new firms within the past years.

Warehouses, located along Great Northern's right-of-way, are important to the economy and are an indication of business growth. Two of the three additions on the Seattle scene are shown here, and a third also has had its impact on the community.

• They are the Eyers Transfer & Storage, completed in 1961, containing 108,000 square feet of space. Officers of the firm are E. L. Dempsey, president and A. F. Bell, vice president and general manager. The busi-

(Concluded on Page 14)



Eyers Transfer & Storage

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

AUTO-RACKS BRING BACK BUSINESS TO RAILROADS

Movement of automobiles via autoracks has returned much of the oncelost business to the nation's railroads.

Great Northern Railway auto-rack traffic was up 53 per cent. To provide equipment for this increasingly important traffic, GN acquired 60 bilevel and tri-level racks for application to long flat cars.

Most of the racks were placed on cars of the Trailer Train Company pool in which Great Northern par-

ticipates as a part owner.

Meanwhile, the Association of American Railroads reported recently that there were 16,099 cars loaded with one or more revenue highway trailers or highway containers (piggyback) in the week ended April 6.

This was an increase of 2,293 cars or 16.6 per cent above the corresponding week of 1962, and 4,596 cars or 40 per cent above the 1961 week.

Cumulative piggyback loadings for the first 14 weeks of 1963 totaled 202,998 cars for an increase of 25,290 cars or 14.2 per cent above the corresponding period of 1962, and 57,388 cars or 39.4 per cent above the corresponding period of 1961.

There were 61 Class I United States railroad systems originating this type of traffic in week ended April 6, compared with 58 one year ago and 58 in the corresponding week in

1961.

Business—Conclusion

ness was established in 1889.

• Hullin Transfer & Storage, completed on May 1, 1962, featuring 108,000 square feet. Officers are A. E. Hullin, president; P. R. Dever, vice president; M. L. Nordquist, comptroller. The firm was established in 1889.

Fourteen

● Taylor-Edwards Transfer & Storage; warehouse was completed in 1960 and new office in 1962. The firm's warehouse has 120,000 square feet with 24,000 square feet of office space. Officers are D. E. Taylor, president; Earl E. Finger, vice president and secretary. The firm has been in business 50 years.

Each of the firms handles general

merchandise.

The Great Northern is happy to have been afforded the opportunity to serve these firms—all important business in the Pacific Northwest.

Tours—Conclusion

Other tours include GN's Prearranged Itinerary Tours that touch upon the leading western areas from California and into Canada.

Five such tours are available and each concentrates on one particular region and three of them include stopovers in Glacier National Park. The others are a "Grand Circle Tour of the Pacific Northwest" and "California and the Pacific Northwest and the Canadian Rockies."

Aside from Glacier National Park which is the prime stopover point for many of the tours, also of interest are Banff-Lake Louise and Jasper Park and Mount Rainier in Washington State and its well-known Paradise Inn at the 5.500-foot level.

Pittsburgh Passenger Club Holds Election

Louis J. Kroeck, United Airlines, has been elected president of the Pittsburgh Passenger Club.

Other officers are Carl S. Ewing, Dravo Corporation, first vice president; Joseph J. Messina, Great Northern Railway traveling freight and passenger agent, second vice president, and Maurice F. Snyder, Pullman Company, secretary-treasurer.

GLEANINGS FROM THE NEWS

Chief Engineer of the Great Northern, George V. Guerin, is one of seven American railway and government officials who inspected a new, 300-mile segment of the Japanese National Railways—a tour sponsored by the U. S. State Department.

The new office of C. L. Carlson, GN General agent, at Everett, Wash., is now located at 2900 Bond Street, telephone, ALpine 9-7231.

1963 is Idaho's Territorial Centennial Year, the North Idaho Economic Development Association, of Sandpoint, reports, as it invites all Americans to visit the colorful, beautiful state.

Seattle's Post-Intelligencer reports that the Port of Seattle recorded 1962 operating revenues of \$5,049,795.40—the highest in history, for a net profit before depreciation of \$719,507.82.

POINTING THE WAY!



As skiers will attest, snow depths in western mountain and ski areas have been the lowest in 40 years resulting in poor to "just-so-so" profit years. The Big Mountain at White-fish, Mont., was one of the more fortunate with a comparatively early opening and good season.

Tournament-bound women bowlers—90 in number—members of the Minnesota Women Bowlers Association traveled from St. Paul to Duluth recently on Great Northern's Badger and Gopher trains.

RAIL TRAVEL CREDIT PLAN PROMOTION PAYS

Travel agents have discoverd one of the easiest plans to sell is the Rail Travel Credit Plan.

• No down payment or deposit is required.

• They are good for rail and/or sleeping or parlor car tickets.

• They are good in diners and lounge cars.

 They are accepted for automobile rentals.

By explaining the plan to your business contacts and friends you will make better friends for the Great Northern.

Executives and sales personnel of hundreds of firms make daily use of Travel Credit Cards. In most instances, they use the plan where their company is billed for transportation.

Traffic sales forces of all major companies use them.

By suggesting the Rail Travel Credit Plan, it will result in more business for the GN.

Fifteen

GREAT NORTHERN—GREAT WAY EAST OR WEST

FORM 6009 5-63

PRINTED IN U. S. A.



Rocky's Pacific Northwest Glacier Park 1963 Vacation

Thrill to breathtaking scenery in the evergreen Pacific Northwest and glorious Glacier National Park in the Montana Rockies. Go great—every carefree mile of the way—in the stretch-out, move-about comfort of Great Northern's two great trains: incomparable EMPIRE BUILDER and WESTERN STAR. Pre-planned vacation tours leave Chicago every Monday, June 10 through August 26, 1963. Coach class from Chicago:

Includes hotels, motor coach sightseeing and some meals. (No rail fare tax. GN passes the 10% saving on to you.)

MONDAY Leave Chicago 2:30 P.M. (CST) on GN's incomparable Empire Builder, Great Dome views of historic Mississinni River



Dome views of historic Mississippi River Palisades. Superb meals in Dining or Ranch Car.

TUESDAY Across great plains into Montana's Rockies. Skirt Glacier National Park for 60 miles, cross Continental Divide, follow scenic river canyons past towering peaks to Spokane.

WEDNESDAY Arrive Portland, "City of Roses". All-day motor coach tour of Oregon's rugged coast; 75-miles of spectacular scenery along the blue Pacific. Lunch stop at beach resort of Newport. Visit natural grotto of Sea Lions Cave, world's largest sea cave.

THURSDAY Arrive Seattle. Afternoon and evening free for visiting Seattle's new Civic Center—locale of 1962 World's Fair. Ultra-speed Monorial whisks you to the site in 96 seconds. Don't miss dining in the sky atop 600 ft. revolving Space Needle. See Science Center and other superbexhibits which are retained with complete program.

FRIDAY All-day motor tour of Mt. Rainier National Park. View Nisqually Glacier, Narada Falls. Unexcelled vistas from Ricksecker and Inspiration points. Lunch at Paradise Inn.



Return via Box Canyon, Cayuse Pass, Emmons Glacier and Puyallup Valley. SATURDAY Seattle water tour!
Cruise from salt-water Puget Sound



thru Government
Locksto Lakes Union
and Washington.
Depart by train for
Vancouver, B.C.

SUNDAY After free morning, enjoy an afternoon of sightseeing: Stanley Park, Arboretum, Little Mountain, Burrard Inlet, Capilano Canyon.

MONDAY Ferry to Victoria, B.C. on Vancouver Island. Visit Butchart's Gardens. Twilight cruise to Seattle. Depart 10:30 PM on Western Star.

TUESDAY Leaving Spokane, enjoy thrilling Kootenai and Flathead River approach to Rockies and Glacier National Park. Dinner, overnight at picturesque Lake McDonald Hotel.

WEDNESDAY After hearty breakfast, motor over crest of Montana's Rockies on spectacular Going-to-the-Sun Road. Stop for panoramic view at



Logan Pass, descend along St. Mary's Lake for lunch at Glacier Park Lodge. Departlate afternoon on Western Star.

THURSDAY Ride relaxed thru North Dakota's Red River Valley, Minnesota's lake region. Arrive Minneapolis 2:50 P.M. (CST). Depart 3:30 P.M. (CST) on Burlington Zephyr. End a long-remembered adventure at Chicago Union Station 10:40 P.M. (CST).



*Less from the Twin Cities

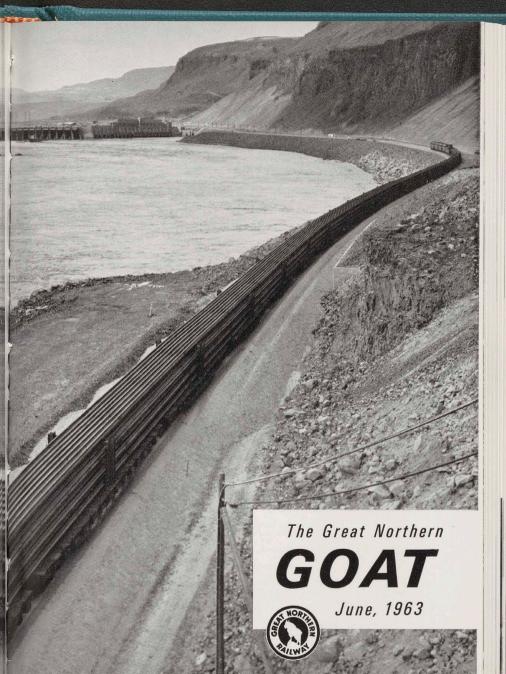


See your travel agent or CONTACT

GRAHAM M. FRENCH, A.G.P.A., Great Northern Railway, 80 East Madison Street, Chicago 2, Illinois WEBSTER 9-2944

GREAT NORTHERN RAILWAY





Great Northern GOAT



Vol. 33 June, 1963

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



Forty, onequarter-milelong strings of continuous steel rail head West on GN near Rock Island dam in Washington.

Your Railroads

Of great importance to the railroad industry and the general public is a newly-printed, concise pamphlet of the Association of American Railroads outlining transport policy programs.

Bed-rock issues requiring constructive action to solve the nation's pressing transportation problems have been laid bare as never before by industry developments in 1962 and early 1963, the booklet points out.

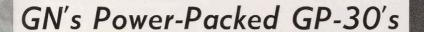
Renewed highlighting of transport policy problems leaves no doubt that the railroad industry has the right to modernize its work rules, to be relieved of federal regulation over minimum rates on agricultural and bulk commodities, and to consolidate and merge certain properties looking toward better service for the shipping and traveling public and needed operating economies.

A summary of the pertinent points includes:

- 1. The clear call issued by a presidential railroad commission for modernization of the outmoded work rules of on-train employes, and continued progress toward that goal despite efforts to block the carriers' programs in the courts;
- 2. President Kennedy's recommendation to free the rails of federal regulation of minimum rates for shipments of agricultural and bulk commodities, which are carried free of such regulation by highway and waterway;
- 3. Progress, however slow, toward federal approval of major railroad merger proposals.

Further delays should not be countenanced in facing up to the issues which have so authoritatively been exposed.

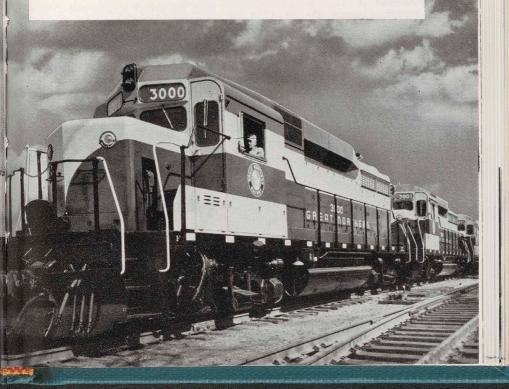
Two



Sparkling new, three of 17 GP-30 diesel-electric locomotives await a "highball" at Union Yard, Minneapolis, for duty West. The 2,250-hp. giants, valued at 3½ million dollars, bring Great Northern's diesel-electric ownership to 642 units totaling a staggering 965,550 horsepower.

The new diesels, which can be used in any multiple depending on freight train tonnage and track gradient, are assigned to main line service where they will help speed fast freight between the Twin Cities and Seattle.

They represent one of the principal items in GN's 1963 equipment program.



SCHULTZ TAKES UP GUSEY POST IN PORTLAND

The retirement of A. W. Gusev. general agent, passenger department of the Great Northern in Portland. Ore. for 39 years, and the appointment of D. B. Schultz as his successor were announced recently.



Mr Schultz

Mr Gusev

Mr. Gusev had been with GN for 41 years starting his career in the Spokane ticket office. He went to Portland in 1923 as assistant city passenger agent, and in 1938 became general agent.

Mr. Schultz has been traveling passenger agent in Spokane prior to his new appointment. He joined GN in 1941 in the railway's St. Paul reproduction bureau

After military service in World War II, Mr. Schultz became passenger representative in St. Paul, and later held the same position in San

Today, 500,000 children are victims of serious mental illness. They are lost children—lost to their families. their communities and to themselves

About a third of them can be helped. New research is the only hope for the rest

The National Association for Mental Health supports such research, and provides special treatment services and schooling for these children. Save the lost children.

Give to the National Association for Mental Health through your local chapter.

Four

Francisco. He was appointed city passenger agent there in 1951, and two vears later traveling passenger agent in Spokane

Other appointments announced were that of George Volland, city passenger agent at Spokane, named traveling passenger agent there succeeding Mr. Schultz, and S. R. Janrepresentative passenger Spokane, promoted to city passenger agent, succeeding Mr. Volland.

J. M. (Milt) Hagen Elected President Rail Ad Chiefs

J. M. (Milt) Hagen, Great Northern advertising manager, has been elected president



of the Association of Railroad Advertising Managers at the organization's annual business meeting at the Greenbrier hotel. White Sulphur Springs, W.Va.

Mr Hagen former editor of

Mr. Hagen The GOAT, succeeds G. Vernon Frederick of Baltimore, advertising manager of the Baltimore & Ohio Railroad

Other newly-elected ARAM officers are: W. F. McFarlane, Montreal, Canadian Pacific, first vice president, and J. O. Howard of Chicago, Rock Island, and V. E. Little, Roanoke, Va.,

Norfolk & Western, vice presidents. Victor Dell Aquila, New York City, REA Express, was reelected executive

secretary and treasurer.

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

Flowers, Fun Mark Portland Rose Festival

Roses find no equal to those in Portland, Oregon, and the residents are especially fun-loving when it's rose-blooming time and the Portland Rose Festival comes around.

Before it concludes its 10-day run on June 16, more than one-half million persons will have participated in scores of outdoor activities and viewed the colorful flower shows when roses are king.

Best known event is the grand floral parade when floats are completely covered with blooms. While ever-white Mount Hood features champion skiers speeding down its slopes, water skiers will be thrilling spectators at the marine day show and "green-thumb" rosarians will be admiring prize-winning rose blooms.

Other highlights include: the nation's oldest and largest rose show; the rose cup sports car races; the golden rose ski tournament above Timberline lodge on Mount Hood; marine day's racing and the zany Merrykhana and Junior rose festival parades.

Of prime importance to the populace—and to the younger set involved—is the annual selection and crowning of the Queen of Rosaria.



Reigning queen of Portland's mythical kingdom of Rosaria is beautiful Cherie Lynn Viggers, above, who inspects a blossom in the city's test garden. At right, the sweepstakes winner in last year's float competition, was a tribute to Packy, Portland zoo elephant.



Five

Spokane Chapter Railway Women Win 'Oscar'



Accepting the Kate Shelley Grand award trophy in the name of the Spokane Lilac chapter of the Association of Railway Business Women is Miss Kathleen E. McNally, center, who is presented the award by David R. Watson, publishing director of Modern Railroads. At left, is Miss Nancy Ford, special features editor of the magazine.

The 27-member Spokane Lilac chapter of the National Association of Railway Business Women was presented the highest award for activities benefiting the industry at the annual Kate Shelley awards in Hollywood, Florida.

The awards are named for a heroic 15-year-old Iowa girl who saved a passenger train from disaster on July 6, 1881, when she struggled through a storm to warn a train crew of a washout ahead.

Kathleen McNally, 1962-1963 president of the Spokane chapter, who also is a stenographer for the Great Northern at Hillyard, Wash., accepted the honor for the unit.

The chapter has representatives of five railways and the Western Fruit Express Company, a GN subsidiary.

A balanced program of activities benefiting the industry was credited for the Spokane chapter's award. The

(Concluded on Page 10)

Six

GN Cornerstone Reset In Stone Arch Bridge

The chiseled granite cornerstone of Great Northern Railway's Stone Arch bridge over the Mississippi river in Minneapolis was recently replaced in one of the final phases of the bridge project.

Weighing six tons and measuring 5 feet, 8½ inches by 10 feet, the massive stone was formerly located in one of the two stone arches removed.

The U.S. Government, under authority of the rivers and harbors act of 1937, 1945 and 1958, undertook the St. Anthony Falls project for extending the nine-foot channel in the Mississippi river above St. Anthony falls.

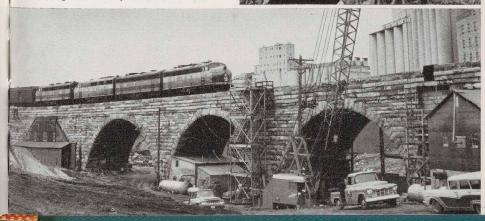
This required alteration of the Stone Arch bridge to allow passage (Concluded on Page 10)

The six-ton cornerstone is shown in top photo as it originally was set in the arch in 1883. The next photo shows workmen adjusting cables before the raising into a new niche, third photo. The project is interrupted, photo below, to permit the streamlined Western Star to proceed over the bridge on its way West.













Ellen Hudson, president of the First JA Bank, was one of the dinner speakers. She won a \$250 cash grant scholarship.



Company awards, announced at the dinner, above, were presented by John M. Budd, Gb president. He is shown in center photo, left, with Candy Otto, who holds the trophy, and Dick Seppala, bearing box of individual trophies for members of 3M Enterprises, Company of the Year.

GN, NP Host JA Awards Dinner

Youth was honored and awarded recently as the Great Northern and Northern Pacific Railways in St. Paul sponsored the Future Unlimited dinner of the Junior Achievement in the city.

The 14th annual awards dinner was held in the massive St. Paul Auditorium Arena attended by more than 2,000 persons including Achievers, their advisors and the latters' wives and special guests.

The colorful evening began in the darkened Arena when the curtains parted and the spirited tunes of a Dixieland band preceded the bell and

whistle of a life-sized model diesel painted in the traditional black and red JA colors,

The diesel and open-air coach are part of a four-car train built and maintained by Great Northern personnel at the railway's Gavin Yard in Minot, N.D. It frequently is the hit of many community festivities along the line

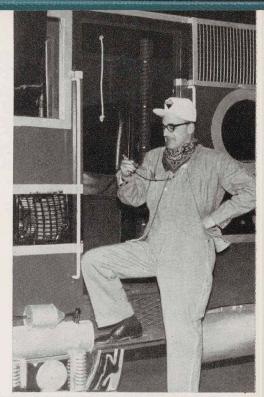
community festivities along the line. In the driver's seat was C. J. Kluck, car foreman of the mechanical department in Minot, and at his side was the Honorary Engineer, Roy J. Dunlap, master of ceremonies, donned in railroad attire. He also is managing editor of the St. Paul Pioneer Press in real life.

In the coach were honorary dinner guests who were driven to their table under glare of spotlights.

The largest number of Junior Achievers and guests to date were served, which is a traditional dinner (Concluded on Page 10)

Roy J. Dunlap, master of ceremonies and chief engineer of the life-size model train, checks his watch prior to pulling his coach of special guests to the head table. The train was the surprise and hit of the eve-

t, nd





Stone Arch Bridge Cornerstone Reset-Conclusion

of river traffic, consisted of replacing two arches with a 200-foot steel deck truss span. It was carried out without

interruption to traffic.

The contract work started in April, 1961, and all work except painting the spans and placing stone facing on the piers, has been completed to date.

James J. Hill, founder of the Great Northern, constructed the bridge in 1882 and 1883 at the cost of \$700,000. He was then president of the Minneapolis Union Railway, a predecessor company of the GN.

Many engineers of that day scoffed at "Jim Hill's folly," but both the bridge and its planner gained new stature as the bridge was finally com-

pleted

Speaking in Minneapolis in 1905, Mr. Hill, reminiscing about the structure, stated: "The hardest thing I ever had to do, or the hardest undertaking I ever had to face, was the building of the Stone Arch bridge."

It is a double-track structure, 2,100 feet long, 76 feet high, 26 to 28 feet

JA Dinner-Conclusion

to the youthful businessmen and the advisors who completed a year of business operations that involved the formation of companies, the sale of stock and the manufacture and sale of products.

Youths were there from 31 St. Paul and area public and parochial schools which comprised the 57 companies sponsored by 41 St. Paul firms.

Scholarship awards were presented by Robert S. Macfarlane, Northern Pacific president, and the company awards by John M. Budd, Great Northern president. H. William Blake, president of the Junior Achievement, made the officer-of-the-year awards.

Many Achievers were honored for their business acumen by receiving more than \$4,300 in scholarships and

trophies.

wide and containing 23 circular stone arch spans of various lengths, namely 98 feet, 80 feet and 40 feet.

It is generally supported on a rock formation known as St. Peter sandstone. It was reinforced in 1907, 1908, 1909 and 1910 with concrete replacing dirt fill over the arches.

The bridge carries all passenger trains of the Great Northern, Northern Pacific, Burlington, North Western and the Omaha Railway between St. Paul and Minneapolis—normally 36 trains every day.

Kate Shelley Award—Conclusion

women sponsored two special trains carrying more than 1,200 persons to the Seattle World's Fair; conducted a campaign to encourage leaders of community organizations to urge Senate action on legislation for competitive equality between the various modes of transportation, and held a panel discussion by railroad officers headed by John M. Budd, GN president.

Judges of the competition were Mrs. Lucia Lewis, travel editor of the Chicago Daily News; Holcombe Parkes, a veteran railroad public relations executive and president of the Railway Progress Institute, and Harold M. Sims, retired director of public relations for the Association of Western Railways.

The longest rail Pullman trip of a president was made by William Howard Taft in 1911 when he traveled 12.961 miles in six weeks.

Tournament-bound women bowlers —90 in number—members of the Minnesota Women Bowlers Association traveled from St. Paul to Duluth recently on Great Northern's Badger and Gopher trains.



No Holds Barred

"You seem to have plenty of intelligence for a man in your position," the attorney sneeringly told the witness on the stand,

"I'd return the compliment," the witness said, "but I'm under oath."

The Freeze-out

New Groom: "I can tell when my wife's mad at me. When I come home from work, she refuses to kiss me."

Old married man: "I can tell when my wife is mad at me, when she serves me frozen dinners without defrosting them!"

Chickened out

A man was manually operating a rotisserie on his front lawn, turning the crank by hand barbecuing a chick-

A beatnik, watching from the sidewalk, couldn't contain himself any longer and said: "I don't want to bug you, dad, but your music's stopped and your monkey's on fire!"

Oh, No!

Two monks set up a fish 'n' chip stand in front of the monastery during the tourist season.

A woman asked one: "Are you the fish fryer?"

"No, ma'am," he replied, "I am the chip monk."

Helpless

The overworked husband was disappointed when the nurse told him his wife gave birth to a daughter and she asked him why.

"I was hoping for a boy," he answered, "to help me with the housework."

Skin Deep

"Is your wife as pretty as she was the day you married," one guy asked the other.

"Yes," he replied, "but it takes her longer."

Good Pickings

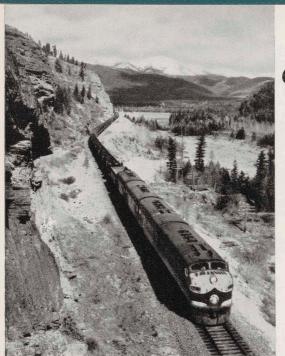
"Russia," cried the Soviet speaker in Paris, "has three wheat crops a year."

When asked to explain how, he said: "That's easy: one from Hungary, one from Poland and one from Russia."

In Triplicate

The college freshman was hit by a car and thought he was mortally wounded. While awaiting the ambulance, he told his roommate: "Write to Myrtle. Give her my love and tell her my last thoughts were of her. Carbon copies to Peggy, Sally and Joan."

Eleven



40 QUARTER-MILLI

In its never-ending modernization of program, the Great Northern this in year is adding 75 miles of continuous to welded rail in various sections of the Minot, Butte, Kalispell and Cascade to divisions.

This figure, added to the 323.46 th miles previously laid, brings the rail-it way's total of welded continuous rail to 398.46 miles.

The 1963 rail was purchased from red Colorado Fuel & Iron, United States of Steel Company and Bethlehem Steer of Company.

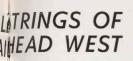
Pictured is steel being moved for a work on an 8.4-mile relay from Dry-sy den to Chumstick, Washington, on the railway's Cascade division.

It was welded at the railways Havre, Mont., shops which have been coperating on two eight-hour shifts to complete this year's welding operations.

Forty, one-quarter-mile strings of continuous welded rail move West over the GN. The above photo, by Mel Ruder of the Hungry Horse News, was taken near Columbia Falls, Mont., and the others by Harold Laney of Wenatchee, Wash., near that community.



Ten rails high and four wide, the steel's removal is assisted by the adjustable rack, left.



Glistening in the sun, the rails are remarkably pliable. The stacking is clearly visible at right.

As the train moves ahead, the rails — one on each side — are placed alongside the track bed.

Threader on the winch car guides rails to the roadbed where they will await arrival of workmen.

The 40, quarter-mile strings on this train load will make five miles of continuous track.



Checking over the routing of the new buses, one of which is shown on a flatcar, are from the left, J. B. Burns, GN general agent, Cleveland; R. G. Obrecht, transportation manager of the Flxib'e Company, Loudonville, Ohio, manufacturers of the buses, and R. W. Johnson, traveling freight agent, GN.

RR Flatcars Haul Buses To Seattle

Just off the assembly line and glistening in the sun, 25 buses valued at about \$25,000 each made the trip from Loudonville, Ohio, to Seattle—most of the distance over Great Northern.

They were shipped the modern and economical way, atop flatcar. GN handled the shipment from the Twin Cities to Seattle.

Built by the Flxible Company, they were one of the recent shipments moved to bolster the Seattle transit system.

The firm was founded about 50 years ago. In addition to buses, it also manufactures 200 funeral cars and ambulances yearly.

Flxible (the spelling is correct: the "e" was dropped because it was a common, descriptive name) also has a plastics division making lightweight materials for aircraft and a locker division manufacturing coin-operated lockers.

Founder and president of the firm is Hugo H. Young.

Alaskan Uranium Handled by GN in Seattle

A load of 1,500 tons of uranium, start of a 12,000-ton shipment, from Kenderik Bay, Prince of Wales Island, Alaska, is shown being unloaded from barge in Seattle onto Great Northern Railway side-dump open gondolas. Bound for Standard Bay West Ventures, Thompson, Utah, the load was transported by Foss Launch & Tug Company, Seattle, from Kenderik Bay to Lake Union, Seattle. Paul Pearson is vice president and general manager of the firm







NAVIGATION OPENS AT HEAD OF THE LAKES

Interlake navigation was officially opened on April 22 this year in Duluth as the Canadian freighter, the John O. McKellar, steamed through the Duluth ship canal.

The 20,650-ton ship from Sault Ste. Marie docked at the Peavey Company's Duluth terminal elevator where she soon loaded 200,000 bushels of grain.

From there she moved to the Cargill, Incorporated, elevators to take on 500,000 bushels of feed barley and sovbeans.

Under charter to Cargill, the ship is owned by Scott Misener Steamships, Ltd., and makes her winter home at Port McNicoll, Ont.

Mayors Charles C. Deneweth of Superior and George D. Johnson of Duluth headed a reception committee greeting the ship which was captained by Capt. T. Orin Allison.

Harbor officials and members of the Duluth and Superior Chambers of Commerce also welcomed the ship which officially symbolized the end of the winter season on Lake Superior.

The past winter was one of the harshest which saw the lake ice-lock-

ed for one of the few times in the past century. Icebergs also were present during the season.

GN Purchases 100 Refrigerator Cars For WFE Subsidiary

Great Northern Railway announced the purchase of 100 mechanical refrigerator cars for the Western Fruit Express Company, a wholly-owned GN subsidiary.

Order has been placed with Pacific Car & Foundry Company of Renton, Washington.

The 50-foot, 70-ton capacity cars are scheduled for delivery starting early in the fourth quarter of this year.

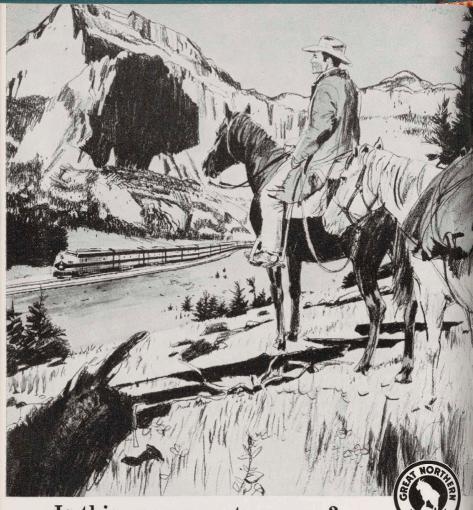
They will have approximately 4,000 cubic feet capacity, and will be equipped with load divider bulkheads, aluminum floor racks, cushion underframes and roller bearing axles.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

FORM 6009 6-63

PRINTED IN U. S. A.



Is this your year to escape?

(instead of just taking a "vacation")

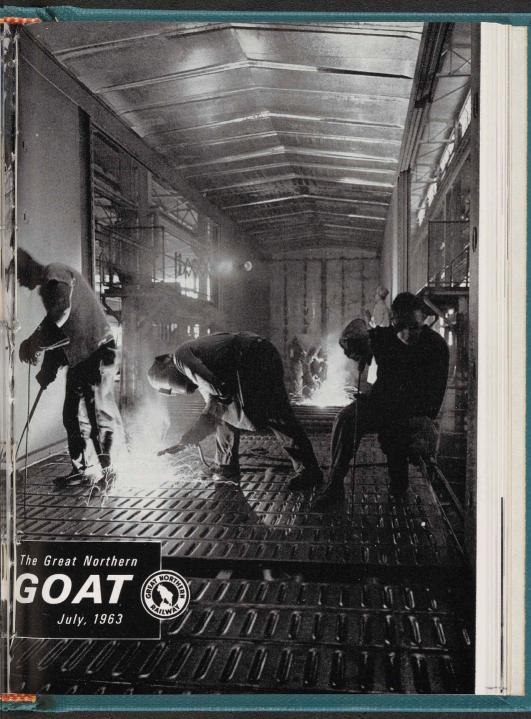
Perhaps you've already decided. This year you won't settle for a "few days off," nor a trip for the sake of taking a trip. You're going to break completely free from the rush, the routine, the noise and the clatter. You're going to get unwound and relaxed like you never have before.

The prescription is right there in the picture.

The prescription is right there in the picture. A carefree, car-free adventure 'way out West. The beauty is bewitching. The air cool, clean, pollen-free. The surroundings expansive, serene—often spectacular.

The way to go? Like those "escapees" above

—bound for Montana's Glacier National Park aboard Great Northern's fast, modern Western Star. Great food and service—superb sight-seeing, mile after marvelous mile. Free folders, information from any GN ticket agent or your travel agent will help you plan an escape to any of dozens of vacationlands along Great Northern between Chicago and Seattle-Portland. (Or write: Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minn.) Offices in principal cities of the U. S. and Canada. (See listing in telephone directory.)



The Great Northern GOAT



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DAN MUSCH, Editor

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The Goat's Cover



Bizarre light and shadow patterns play on walls and ceiling car top of a boxcar as workmen weld floor sections.

Your Railroads

A powerful counter-inflationary force would be realized by the deregulation of minimum rail rates on shipments of agricultural and bulk commodities enabling the railroads to pass on to the public the fullest benefits of accelerating technological improvements.

Curtis D. Buford, Washington, D.C., vice president of the Association of American Railroad's operations and maintenance department, made the statement in Minneapolis before the 72d annual session of the freight claims division of the AAR.

Enactment by Congress of President Kennedy's "fair competition" bill would enable railroads to "maximize use of new-found efficiencies and offer at the lowest possible rates an improved transportation service which the shipping public wants and is entitled to receive," he stated.

Extension to all carriers of the same exemptions from government rate regulation, as are now afforded trucks when hauling agricultural goods and barge lines in moving bulk commodities, would permit the low-cost carrier to pass on the resulting savings to the public.

By contrast, Buford pointed out, rates charged by railroads on all shipments are tightly controlled.

Competitors of railroads who oppose the president's proposals don't relish fair competition, it was pointed out, because they have thrived behind the regulatory barriers which allow them freedom to lower rates while denying the railroads the same treatment.

Other points brought out in the talk:

• Improvement and utilization of the nation's freight car fleet; and

 New multi-level per diem system of graduated charges for railroad equipment aimed at providing greater transport capacity and serviceability.

Two

GN Caboose Auctioned for Charity



The diners were formally-attired and the menu featured sea foods and fancy meats as hundreds of Seattlearea residents outbid each other for items ranging from a Great Northern caboose to 100 cases of mix.

It was the annual Seattle PONCHO Auction—PONCHO standing for Patrons of Northwest Civic, Cultural and Charitable Organizations—which topped \$100,000 for charities from 850 bidders.

Great Northern had donated a caboose and it reportedly brought in more than \$700. Other items auctioned included a year's use of a modern car, a diving board, a Palomino gelding, a night's services of a string ensemble from the Seattle Symphony, a hind quarter of a steer and a fancy garbage disposal unit.

Variety ruled the night and as the 200-odd items went on the block, the charity funds began piling up.

All in all it was a great night, especially for John H. Hauberg, Jr., who successfully bid for the crummy, as a caboose is known by railroad buffs.

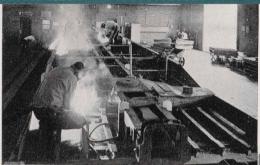
As part of the deal, he also received some 60 feet of rail, ties and tie plates. He will place the caboose at his summer home and will become owner and operator of one of the shortest "short line" railroads on the Coast.

The National Railroad Hall of Fame and Museum of Portland, Oregon, named Abraham Lincoln, John Stevens, Horatio Allen and John Garrett as the first members in its Hall of Fame.

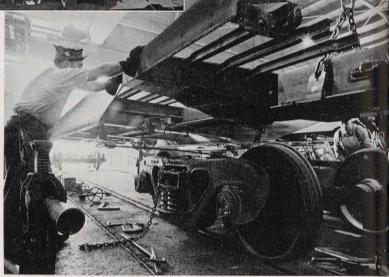
The Shrine for Railroad Immortals will include a library with an extensive collection of miniatures and curios, and a sanctuary for some of railroads' rarest items.

Three

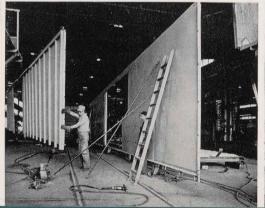
BETWEEN GREAT LAKES AND PACIFIC NORTHWEST



Workmen weld sections of the car's underframe, at left. After completion, the frame is moved onto the trucks, below. Meanwhile, side panels and door are fitted together on track-mounted dollies, lower photos.



E-A-S-Y Does it! Underframe is lowered gingerly.





GN Builds Boxcars On Assembly Line

A boxcar shortage frequently is heralded by news media but a boxcarbuilding program frequently goes unnoticed.

The Great Northern Railway, a progressive railroad which has been contributing its share to the nation's stockpile of cars, is currently building new, larger boxcars at a rate of seven daily.

At its extensive car-building shops at St. Cloud, Minn., 500 new boxcars are expected to be completed by October 2.

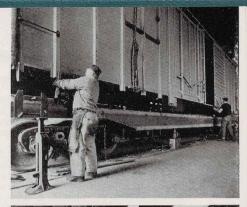
The 50½-foot, all-steel cars have load limits of 160,000 pounds as compared with 120,000 pounds of former cars. Each carries 30 per cent more grain or 2,800 bushels as compared with 2,000 bushels for older cars.

The combination plug-type doors provide six-foot sliding door openings for loading grain and other commodities and 14-foot, plug-door openings for loading of lumber, plywood and other merchandise requiring use of large fork lift trucks.

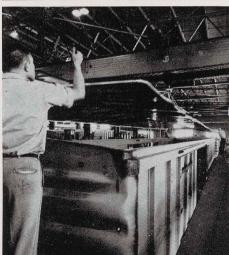
Outside post-type construction and smooth steel interiors permit easier cleaning and are more durable than fragile wooden linings affording "Class A" loadings for longer periods.

Heavier nailable-type steel flooring (Concluded on Page 6)

Another delicate job, top photo, is guiding the body unit frame to underframe. In center photo, pre-assembled roof is raised from a jig and is set atop body unit, right. Nailable floor panels are welded to underframe and other welding tasks are performed.







Assembly Line Boxcars-Conclusion

permits loading operations by fork lift truck up to 50,000 pounds.

The cars are equipped with lading anchors for use of strap binding for securing lading. Long travel truck springs and roller bearings assure easier riding.

GN's boxcar-assembly plant at St. Cloud, Minn., a model of planned production, completes seven boxcars daily from a line that moves approximately 25 feet per minute. A crew of 130 work on the cars and approximately 300 are employed in the area shops.

The step-by-step assembly process, as described by G. L. Snyder, shop superintendent, and condensed here, is as follows:

• Erect sides, ends and corner caps on track-mounted dollies, pinning and welding them together.

• Apply steel and linings and clamping them—welding ends to steel sides;

• Apply completed roof unit to car, doing all necessary pinning, reaming and fitting. (Roof was pre-assembled on an adjacent jig.)

• Rivet roof to car top, and apply weather-stripping to door to car.

• Apply complete body unit on top of underframe and trucks which are fabricated on separate sub-assembly stations.

• Fit up side door and apply all fixtures, welding them, and welding underframe connections to the body.

Apply and clamp steel decking

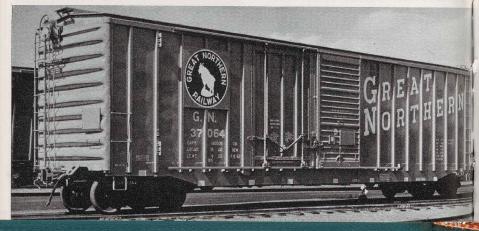
and welding them.

Finishing touches as such as additional welding and inspection precede the car's entry into the wood shop where all-wood fillers and door posts, etc., are installed. Final steps occur in the paint shop where cars are painted Glacier Green and proper stencils are painted.

The new boxcar moves through traveling spray booth twice and emerges Glacier Green.



Spanking new, the newly-painted and stenciled car awaits transfer for line work.



GN '63 EQUIPMENT PURCHASES: 1,002 UNITS

New equipment purchased by the Great Northern Railway totaling expenditures of \$17.1 million for 1963. includes the following:

17-2250 hp. diesel-electric locomotives:

500-50-foot, 70-ton plug-door boxcars:

200-50-foot, 70-ton cushion underframe boxcars:

50-60-foot, 100-ton cushion underframe boxcars:

25-4000 cubic foot, 100-ton aluminum-covered hopper cars:

WE'RE BOASTING, BUT PROGRESS BOOKIFT IS TOPS

"Progress Report To Shippers," a five-color, eight-page booklet published by the Great Northern, recently appeared as inserts in "Distribution Age" and "Traffic World" magazines.

In an opening page, C. E. Finley, GN's traffic vice president, states:

"Here is what we believe is the first report ever made to shippers . . . this is our initial formal effort to tell our customers about our area, what we have done, what we are doing, and what we plan to do to further improve our services to them."

He points out that "more than ever before you'll find an obvious desire on the part of GN people to serve shippers' needs. Whether it be faster, cheaper, less prone to damage in transit, or otherwise adaptable to your needs, all this adds up to better transportation service to you. We intend to keep it that way-only more so."

The booklet tells about the railway's operations, the territory it serves, its varied shippers' services and new equipment.

Special mailings of the booklet also were made to transportation leaders.

30-4000 cubic foot, 100-ton steelcovered hopper cars;

20-70-ton Airslide covered hopper

30-53½-foot, 100-ton flatcars;

10-60-foot, 70-ton flatcars; 100-70-ton, 3845 cubic-foot mechanical refrigerator cars with loading devices, and,

20-cabooses.

GN Advertisement Places First In Twin Cities Show

Great Northern Railway's recent LIFE magazine advertisement of a fishing scene out West won first place in a Twin Cities art competition.

The ad (shown on the back cover of this magazine) was entered in the 9th Annual Exhibition of Advertising and Editorial Art of the Art Directors Club of Minneapolis and St. Paul.

Of 750 entries submitted, 175 were chosen for final competition. GN's winner bested nine other ads and won a first-place Certificate of Award.

Prepared by GN's advertising agency, John W. Forney, Inc., of Minneapolis, the ad won in the magazine art, black and white division.



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

Seven

GN RAN HOTEL TRAIN-

Neither Mud Nor Rocks Halted '13 Glidden Auto Tour

(The following article is based on a story by Alvin W. Waters in the March, 1963, issue of Minnesota History, published by the Minnesota Historical Society and from newspaper clippings of July, 1913.)



The Mitchell "Moose" driver is greeted shortly before departure from Minneapolis. A pause in the mud was far from refreshing. Chains on tires helped cutting through mire.





Man and machine pitted against Nature made history 50 years ago on July 11 as 25 contestants jumped into their roaring machines in Minneapolis heading for Glacier National Park.

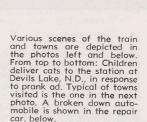
Pouring rain greeted them as they launched what was to be the last of the famous Glidden tours first begun by Charles J. Glidden, a retired magnate and automobile enthusiast.

Great Northern had a major role in that event, however, as the late Louis W. Hill, Sr., then chairman of the board of the railway, provided a hotel train consisting of accommodations for the drivers and guests, two diners, an observation car, a garage car, and a specially-equipped mobile printing plant that featured a linotype machine, mailing facilities and photoengraving plant.

In this latter car was published The BLAZER, a day-by-day account of the nine-day touring trip that was to take the daring drivers from Minneapolis to the park, a distance of 1.245 miles.

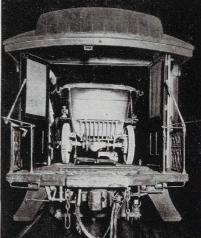
Such tours were popular in the (Continued on Page 10)

Townspeople greeted drivers at this unknown meeting point. (Do you know name of the town?)



car, below.







First edition of Th BLAZER brought of the newspaper com in the traveling new room, left. A copy below

early 1900's and also served the dual purpose of proving the enduring qualities of the infant automobile industry's product and promoting the building of better roads.

The American Automobile Association, which spearheaded the tours, permitted only stock cars to compete. The drivers were judged in the early tours on a point system with specific routes outlined and certain time limits set between points. Car failure, time for repairs and other misadventures resulted in penalties.

On the last tour, some of the stringent rules were relaxed, and penalties were incurred only for tardiness.

Among the entries in the test of man and machine were three Model 22 Metz Roadsters, a Krit team from Minneapolis, and two Hupmobiles, all manufacturers' teams.

Individual car entries included a Marmon and Premier, Stutz, Little, Moon, Chalmers, Locomobiles, Packard, a Mitchell "Moose," the pacemaker car, and a Paige "36," a press car.

The pacemaker was loaded with confetti used in marking the route. The grueling first day's tour took

(Concluded on Page 12)

PILOT CAR IN DITCH PACEMAKER RESCUED TEAM HAIRS IT OUT

Blackfoot Indians proudly pose in the prize-winning Hupmobile with driver. Warren Munzer, before Glacier Park





Finders Keepers

"Look what I found, daddy," said the little boy to his father as he dragged the top half of a bikini bathing suit to the blanket.

"Now show daddy exactly where you found it," the dad begged. "We must give it back to the nice lady."

In Hot Water

Doctor: "I advise you to take a hot bath before retiring."

Railroader: "Before retiring! But I won't retire for 10 more years."

* * * For Art's Sake

A wealthy Texan, returning from abroad, was asked by an art fancier if he picked up a Van Gogh or a Picasso while abroad.

"Heck no," Tex said. "Both of those jobs got right-hand drives—and besides, I already got three convertibles."

Feathered Friend

A magician, traveling on a troopship with his parrot companion, performed sleight-of-hand tricks while the parrot played the role of stooge. Finally, the ship was torpedoed.

The two found themselves on the same raft, and after they floated about for hours, the parrot said: "All right. All right. I give up. What did you do

with the ship?"

Face-Saver

George: "Did you hear about the girl who didn't know the difference between putty and cold cream?"

Chuck: "No, what happened?"
George: "All her windows fell out!"

Time Out For Fun

"When did you decide to cancel your wedding?" a guy asked his buddy.

"It happened the night I had all that fun at my bachelor party."

Food For Thought

A foreign Communist was being honored at a state dinner in Russia and became perturbed when he extracted a piece of rubber tire in his soup. A secret police noted his concern.

Recovering his composure he raised the tire on his spoon saying: "Imagine, only 35 years in power, and the automobile is replacing the horse!"

Cold Shoulder

The husband was gazing intently at a painting of a woman shielded by strategically-placed leaves. It was entitled, "Spring,"

"Well, what you lingering for?" his

wife snapped, "Autumn?"

Eleven

Glidden Tour Anniversary-Conclusion

place in a sea of mud. Stuck cars were commonplace, but all managed to the first stopover, 140 miles away. Other catastrophies struck: the pacemaker ran into trouble and the confetti had to be transferred to another vehicle.

The third day saw the group in Fargo, N.D., a resting Sunday, but on the fourth day's run, from Fargo to Devils Lake, N.D., 188.8 miles, after riding through gumbo, the larger cars drove more comfortably on good, packed roads.

It was at Devils Lake that reporter, E. G. Westlake of the Chicago Post received a jolt. A friend advertised in the Devils Lake Daily Journal that Westlake would pay \$1 for all cats brought in, and as the train entered the community, it was greeted by boys holding pets and strays anticipating the monetary reward.

Ensuing days saw a variety of mishaps: punctures and blowouts, broken springs and radiators and lost lamps marked the route. The Stutz was incapacitated when it struck a boulder and ripped a hole in its crankcase.

Of particular interest were the small Metz cars which ran up and down gullies and over rocks with ease. They proved their worth.

The seventh day, from Williston, N.D., to Glasgow, Mont., both drivers and cars felt the pace. Sunburned faces, blinding dust and car breakdowns were reported. Roads were merely trails in places, and boulders were constant menaces.

On the eighth day, Havre, Mont., greeted the tour in grand style, and on the ninth, they were greeted by the grandeur of Glacier National Park.

Seven cars pulled up in front of the Glacier Park Hotel with perfect scores, and Dr. James D. Park driving his 1909 Locomobile, made it by only 60 seconds and his passengers said they were lucky to be alive.

The Glidden cup went to the Metz team, and Dr. Park won the American Automobile Association touring car trophy.

The role of the Great Northern's hotel train was important, in that it provided the rest and recreation needed between riding stints. Frequently the road paralleled the track and drivers were cheered or catcalled by passengers. The traveling garage car was in constant use, and many welding jobs were done on the road.

The era of the Glidden Tours is past as is the pioneering spirit shown by early drivers who let no rock or gully stand in their way between points.

The BLAZER, published daily on the train, carries many tales of human endurance that would make a modern driver pale.

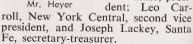
Although today's highways are no comparison to the ruts of yesterday, driving to Glacier National Park in the Montana Rockies is exerting. Permitting ourselves a commercial, we advise you to go via Great Northern Railway.

N. Y. Traffic Agents Elect H. W. Heyer

The City Traffic Agents Association of New York City has elected

H. Walter Heyer,
Great Northern
Railway's New
York City district passenger
agent, as first vice
president of the
unit.

unit.
Other officers
are Edward G.
Loeffler, Northern Pacific, presi-





Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

It's Safer Traveling By Rail

Railroad travel in 1962 was 15 times safer than on the highways and over twice as safe as by domestic airlines.

In releasing this data, the Association of American Railroads stated that a railroad traveler could have covered more than 687 million miles without a fatal accident—equivalent to 27,075 global orbits by America's astronauts.

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

Last year, railroad passenger fatali-

ties numbered 29—some due to traveler carelessness such as attempting to board or leave moving trains. In contrast, accidents involving private cars and taxis last year resulted in an estimated 26,800 lives lost or 924 times the railroad total.

Some 160 passengers died in domestic airplane accidents, including 37 fatalities due to a bomb explosion, while 90 were killed in bus tragedies.

U.S. Railroads carried nearly 312 million passengers for 19.9 billion miles last year. On a per 100-million passenger-mile basis, the fatality rate for railroads was .15, for auto travel, 2.3, domestic airlines, .35 (excluding bomb explosion fatalities), and .16 for buses.

ARAM GOLDEN SPIKE AD WINNERS



Award winners in the 12th annual Golden Spike advertising competition sponsored by the Association of Railroad Advertising Managers are shown. From the left are G. V. Frederick, ARAM president and ad manager, B&O railroad; Merit award winner, Jack Izard, manager advertising department, Chevrolet Motors division; Silver Spike winner, Edwin T. Moffett, manager of advertising, Bethlehem Steel Company; Golden Spike winner, E. K. Lofton, manager of railroad sales, SKF Industries, Inc.; Silver Spike winner, J. L. Coates, chairman, advertising committee, Citrus Processors Association; Silver Spike winner, Don W. Pazdur, assistant director of advertising, General American Transportation Corp.; Merit award winner, Ben Magdovitz, director of advertising, St. Louis Globe-Democrat, and J. M. Hagen, ARAM awards chairman, advertising manager, Great Northern Railway.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Car Return Delays Create Problem For Rails

(The following article written by Stephen Alnes, Staff writer of the St. Paul Dispatch and Pioneer Press, appears with the news-

papers' permission.)

Vacationing in Pennsylvania, Alabama, New Mexico or California, you may have noticed—like a friend from home—a Great Northern or Northern Pacific freight car standing on a siding or rolling along another railroad's line.

You may have wondered how the car got that far from home and how it's going to get back. Car return, in fact, is a problem for the two St. Paulbased railroads, both of which suffered costly car shortages earlier this year.

"Nobody likes a car shortage," Railway Age magazine said in a recent issue. "Nobody ever quite gets used to one—even when shortages recur, year after year. Railroads fume helplessly. Revenue is being lost, sometimes forever. Shippers react angrily, or in disgust. Sales can't be completed if freight cars can't be moved.

"Carbuilders look on wistfully—as they survey huge plants geared for mass production of big-volume orders that seldom come. Legislators often get into the act with resolutions and bills and studies that haven't yet produced much of value so far as beefing up the freight car fleet is concerned."

The magazine says railroad freight car ownership hit its recent peak in 1953 and, except for a brief rebound in 1956-57, has gone down steadily from a high of 1,776,816 cars to about

1,550,000 last year.

While car buying by the railroads is being spurred by improved depreciation regulations and the 7 per cent investment tax credit, both put into effect last year by the government, Railway Age says purchases for the long run could be affected much more dramatically by a change in the rental which a railroad pays another railroad for the use of its cars.

This rate has been a flat \$2.88 a

day, regardless of the age, condition, value or type of the freight car. But now the Association of American Railroads (AAR), in an effort to solve the problem, has adopted a sliding scale of daily rates which are expected to go into effect Jan. 1, 1964.

The rates would range from \$2.16 for cars worth \$1,000 or less, to \$2.70 for cars worth between \$1,001 to \$5,000; \$3.58 for cars between \$5,001 and \$10,000; \$4.50 for cars between \$10,001 and \$15,000; \$6.15 for cars between \$15,001 and \$20,000 and \$7.74 for cars worth \$20,001 and more.

The Chicago, Burlington & Quincy Railroad, one of those which pressed for adoption of the new per diem sliding scale, said in a recent company publication that the present flat \$2.88

rate is not high enough.

"It is so low it discourages the construction of new cars," the Burlington said. "Several eastern roads, financially hard pressed, have literally stopped building cars, and are keeping and using cars built by other roads, including the Burlington.

"Their retention of cars is often in defiance of rules adopted by the AAR ordering that cars be sent in the direction of the owning road once

they're made empty.

"To compound the car shortage problem, these same railroads have cut back their car building programs and virtually stopped repairing cars. As a result, as many as 25 per cent of some types of cars of some railroads are classed 'bad order,'" which means they are out of service.

Harry J. Surles, general superintendent of transportation of the Great Northern, says he feels the per diem rate question is "just a part of the car supply picture, but a very important

part."

(Conclusion Next Issue)

Fourteen

GREAT NORTHERN—SWIFT, SAFE, SURE

Glacier Park Names Hotel Managers

Glacier Park, Incorporated, announced the managers for Glacier National Park hotels and motor inns.

The following managers and closing dates of the facilities were revealed by Don Hummel, president and general

manager of the firm:

Glacier Park Lodge, George Plumer, Sept. 10; Many Glacier Hotel, Ian Tippet, Sept. 9; Lake McDonald Hotel, Ralph Erickson, Sept. 9; Prince of Wales Hotel, Robert Hayes, Sept. 7; Swiftcurrent Motel and Cabin Camp, Miss Helen Forsythe, Sept. 15; Rising Sun Motel and Cabin Camp, Mrs. Mary Harris, Sept. 15, and The Village Inn, Ralph Erickson, Sept. 30.

Combo units provide dinner and dancing music at Glacier Park Lodge and Many Glacier Hotel. Music and entertainment is available in all of the

hotel lounges.

A special traveling entertainer, specializing in western and specialty songs, travels to all units for particular functions, and a string trio is available for dinner music at Many Glacier and Prince of Wales hotel.

R. F. McCartney is the Great Northern representative at the park.

Transportation Fraternity Elects GN Freight Agent

Gerry D. George, city freight agent for the Great Northern at Portland, Ore., was elected first vice president of the Delta Nu Alpha Transportation

Fraternity.

Other elected officers are Lewis J. Maddox, Maddox Transfer & Storage, president; Ralph Britton, The Vinton Co., second vice president; Al Rudy, Pacific Inland Tariff Bureau, secretary, Harry E. Schatz, Richmond Tank Car & Mfg. Co., treasurer, and Joseph Ryan, Flying Tiger Lines, Inc., advisor.

The group is known as the Lewis & Clark chapter of the organization.

DEFENSE TRANSPORTATION GROUP MEETS



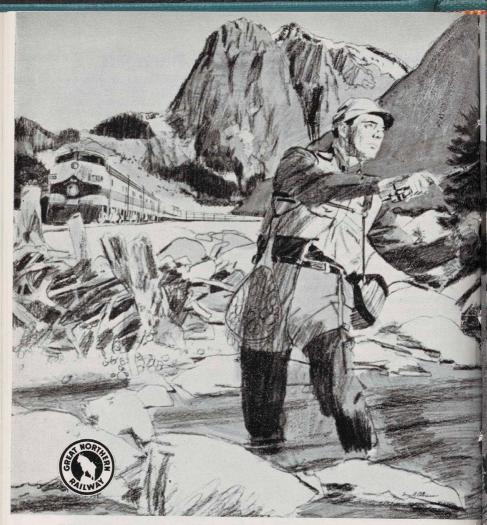
Attending a recent eastern territorial committee meeting of the National Defense Transportation Association meeting in Washington, D.C., are shown, from the left: W. A. Meyers, east regional v.p., NDTA; W. B. Johnson, national president; Rubert Murphy, Howard Freas, R. E. Bisha and Laurence K. Walrath, all of the Interstate Commerce Commission; Joseph F. Thomann, president Washington chapter NDTA and GN general agent there; Maj. Gen. C. W. Allen, U.S. Marines, and F. J. Barton, deputy to under secretary of Commerce for transportation.

Fifteen

GREAT NORTHERN-GREAT WAY EAST OR WEST

FORM 6009 7-63

PRINTED IN U. S. A.



Untamed, unspoiled, unchanged – for a million years

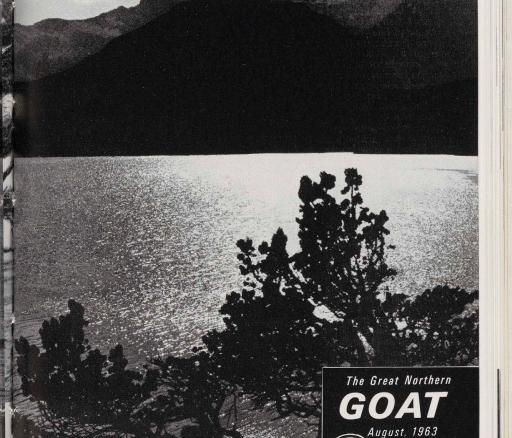
(But not un-named . . . we call it Vacationland, U.S.A.)

Here, except for the train, you see things just as Mother Nature arranged them centuries ago. Cool, clean things—like that river, the Skykomish (Indian for "inland people"); spectacular things—like that skyscraper (Mt. Index in western Washington); living, breathing things—like deer, elk, bears—whole fascinating kingdoms of wildlife.

This is but small sampling of the fun-filled adventure awaiting you 'way out West. And that sleek streamliner above is the great way to go—

aboard Great Northern's incomparable Empire Builder or Western Star. Virtually "hotels on wheels" for luxury, comfort, food, service. For free folders, information on vacationland areas between Chicago and Seattle-Portland, see any GN ticket agent, your travel agent—or write to: Passenger Traffic Manager, Great Northern Railway, St. Paul I, Minn.

Offices in principal cities of the U.S. and Canada. (Listed in telephone directory.)



The Great Northern GOAT



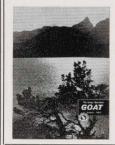
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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

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



Breathtaking sunsets are daily occurrences at Glacier National Park in the Montana Rockies. Your Railroads

Adequate provision for users to reimburse the government for inland navigation projects was recommended to a House appropriations subcomittee recently.

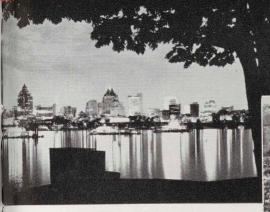
A railroad spokesman, Charles D. Curran, director of waterway analyses of the Association of American Railroads' competitive transportation division, added that railroads produced economies in service to shippers through use of unitized trains for volume movements of coal and high-capacity cars for transporting grain and other bulk commodities.

The public should not be called upon to provide and support construction of waterways to enable water carriers to move certain goods when the railroads can move the same goods at less over-all costs without calling upon the public treasury for any outlay, and at the same time, pay taxes on the property, he said.

The railroad industry's analyses of reports of the Corps of Engineers reveal three basic deficiencies in the current procedure for economic measurement of proposed navigation projects,

- 1. The cost of borrowing money is based on artificial rates of interest (varies from 2% to less than $2\frac{1}{2}$ per cent compared with actual cost of 4 per cent);
- 2. The amortization period on estimated project life frequently is based on a maximum period of 100 years (principle of discovery and advance must govern, consequently, 100 years is unsound), and
- 3. Low interest rate and long amortization period tend to lower annual cost figures and magnify the "benefitcost ratio (or return as related to cost including repayment of capital, interest on investment, and operations and maintenance charges.)

Two



A growing metropolis, Vancouver, B.C., left, is a picturesque city throbbing with commerce. New Westminster, below, also has an excellent harbor and good rail connections.

City of Promise

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TRAVEL

Industrialists and businessmen contend that Vancouver, B.C., is a city of great promise and potential.

But others contend that prosperity is already there and the promise is fulfilled.

That thriving business and tourist area of the Pacific Northwest, blessed by Nature with ideal harbor, weather and natural resources, is currently the third largest industrial area of Canada and its growth potential has only been tapped.

With an area population of some 815,000 (a 42-per-cent increase in 10 years), Vancouver's location on Bur-

(Conclusion on Page 4)





Bridge river water is carried by mile-long penstocks, above, to Hydro's bridge river No. 2 powerhouse. Cleveland dam, left, on the Capilano river provides much of the water to the Vancouver area.

Three

Lamphier Returns to Research, Hoag Heads Klamath Division

Thomas J. Lamphier, superintendent of the Great Northern's Klamath Falls division at Klamath Falls, Ore., has been named to the newly-created position of assistant to the vice president-cperations, and will be in charge of research in that St. Paul department.



Mr. Lamphier

Mr. Hoag

Vancouver— Conclusion

rard inlet and the Fraser river affords it with ideal land and sea accessibility and favorable rail connections.

Aside from its prominence in finance, education, recreation, and business services, Vancouver area is rich in forest resources, raw material and water resources.

Forest land covers much of British Columbia and its mineral wealth is one of the richest in Canada.

To utilize these advantages, many firms have been locating in the Vancouver area acquiring business lands while they are still available.

Great Northern Railway serves many of these available industrial and business sites. Information may be obtained from E. N. Duncan, Director, Industrial and Agricultural Development Dept., Great Northern Railway, St. Paul, 1, Minn.

Succeeding him as superintendent at Klamath Falls is Douglas D. Hoag, former superintendent of King Street station, Seattle.

Lamphier joined GN in 1949 as a chain man on the Mesabi division, and held engineering department positions. Among his other appointments were those in the research field as co-chairman of a computer research committee. He was Univac systems and program director and assistant to the vice president-data coordination, and in 1958, director of GN's economic research.

Mr. Hoag has been with GN since shortly before World War II, and after service with the U.S. Navy, held various railway positions in Havre and Great Falls. In 1954, he was trainmaster at Vancouver, B.C., trainmaster at Interbay, Wash., in 1955, and, subsequently, superintendent of King Street station.

Railway Exposition Expected To Lure Foreign Visitors

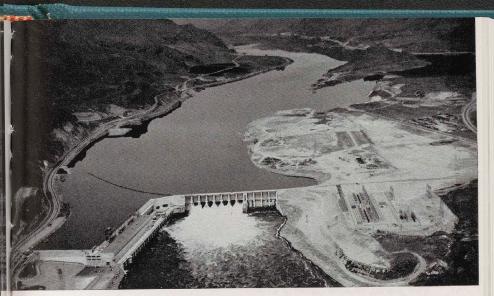
Foreign visitors, eager to see the latest in railway equipment and supplies, are expected to attend the American Railway Progress Exposition this fall in Chicago.

Daniel P. Loomis, president of the Association of American Railroads, invited administrations and associations in more than 60 countries.

The exposition, October 9-16, will feature more than 300 exhibits of different companies at McCormick place and at the Illinois Central's 31st Street yard.

The display is expected to be the largest ever held in the world.

Four



Rocky Reach Dam Dedicated On July 20

Tourists and outstate visitors by the thousands as well as local Washingtonians were on hand on July 20 for the formal dedication of Rocky Reach dam, nine miles from Wenatchee.

The 273-million-dollar project, the ninth largest in the nation, is expected to be a prime tourist attraction for thousands yearly.

Situated on the Columbia river in the apple-growing area of Washington State, the area expects to top last year's tourist attendance of 110,000 visitors.

Of greatest interest to out-of-staters are the five viewing windows in the fishladder wall. In order to provide visitors a close-up view of the fishing passing through the fishway, a view-

(Conclusion on Page 6)

Waters from western snow-packed mountains fall through Rocky Reach dam spillways near Wenatchee, Wash. The Great Northern right-of-way may be seen at the left. Below, a youngster watches fish through one of the five viewing windows in the fishladder wall.



Five

INCOMPARABLE EMPIRE BUILDER-MORE DOME SEATS

YOUR TIME ISN'T NECESSARILY RAILROAD TIME

When it comes to time, American railroads have plenty of it, but it can become a nightmare.

Unnecessary confusion and inconvenience to travellers would be eliminated by the establishment of a uniform time system in the United States, a railroad official told the Senate commerce committee.

Testifying on behalf of the Association of American Railroads, Park M. Roeper, of Philadelphia, vice president, transportation and maintenance, for the Pennsylvania Railroad, said the industry supports legislation (S. 1033) introduced by the committee chairman, Sen. Warren G. Magnuson (D., Wash.), to modernize the 45-year-old Uniform Time act.

He termed the bill a "substantial step in the right direction" toward uniformity in time observance. Confusion reigns now because of irregular adoption of daylight time in the summer months.

He said the bill would require compliance not only by common carriers such as the railroads, but by other parties subject to the jurisdiction of the United States and all civil and business relations with the public.

He explained part of the problem confronting railroads is due to public business being transacted on one time basis while railroads are required to observe a different time standard.

Today's lack of uniform time observance within standard zones has caused considerable confusion on the part of the travelling public.

For example, the different times required to show arrival and departure schedules for trains serving the same terminal often cause passengers to miss connections.

In addition, shippers are inconvenienced where freight service is maintained on standard time while certain markets within the territory served are on daylight time.

Even though railroads must reprint, at their own expense, most of the timetables to reflect these varying time changes, confusion still exists.

Rocky Reach - Conclusion

ing room has been built on the lowest level.

The several varieties of salmon, steelhead, trout and about eight other species may be seen through the five large glass windows as they move upstream to spawning areas.

Underwater lights are placed above and below the windows and directly opposite on the fishladder permitting visitors to see the fish in color and in silhouette.

Also of great interest to the visitor is Lake Entiat, the new recreational reservoir created by Rocky Reach, a 43-mile-long lake covering 9,800 acres.

It provides a body of water for boating, fishing, swimming and waterskiing. Suitable sites are available for overnight camping, but the ideal way is to arrive by Empire Builder or Western Star. Both GN transcontinental passenger trains stop at Wenatchee.

Hotel and other accommodations are excellent in the community. Aside from the dam, there are many activities and sightseeing opportunities that make Wenatchee an ideal vacation area.

Railroad passenger travel last year was equivalent to a 107-mile trip for every person in the United States.

Six

BEARS MAY BITE HAND THAT FEEDS THEM



Ashcan cuisine will do in a pinch for bears, but they prefer direct handouts from tourists. Mount Rainier provides the impressive background of this photo.

Bears may be appealing when begging for food, but they frequently do not hesitate to bite the hand that feeds them.

That warning was reissued by the National Park Service recently as tourists began arriving at national parks such as Glacier National Park in Montana, and Olympic National Park and Mount Rainier National Park in Washington and Crater Lake National Park in Oregon.

These park areas are sanctuaries where wildlife is permitted to roam in complete freedom. While any of the larger animals seen in the areas may be dangerous, the bears are perhaps the most dangerous because their playfulness attracts the attention of visitors.

Realizing their safe status, the animals will often be found near camp, recreation areas and roads and will even venture near hotels and motels looking for handouts.

Most personal injuries and property damage incidents caused by bears occur when the natural barriers between wild animals and man break down. These occasions happen when visitors annoy or tease animals or attempt to become friendly with them.

Bears tend to become demoralized in a short time when they have been permitted to consume food intended for humans. They become more dangerous than wild, free-living bears because they look for handouts of food and resent it when it is not furnished.

Protection of visitors often makes it necessary to destroy bears after they have been accustomed to receiving food from other sources.

In areas where bears have been fed by humans, they can lose their instinct to hunt for food during the seasons when there are no tourists to provide handouts.

Park officials are quick to point out that scattered incidents should not make visitors wary about visiting national parks.

Millions of visitors have camped and toured the beautiful Pacific Northwest national parks without incident because they permitted discretion to be their guide.

Great Northern Railway's attractive tours to the West include many of the parks on their itineraries.

More than a million truck-trailer loads will move over steel rails instead of highways during 1963, the Association of American Railroads estimates. "Piggyback" or trailer-on-flat-car loadings this year are running 14 per cent above those of 1962 and double the 1959 level.

Seven





Big Mountain Film - Conclusion

Prints will be made available to ski clubs, service clubs, and other organizations whose members show interest in the ever-growing national winter sport.

Both Ed Schenck, president and

general manager of The Big Mountain, and K. C. Van Wyck, GN passenger traffic manager, believe the film will be helpful in selling The Big Mountain at Whitefish as the leading ski resort in the West.



Whitefish Winter Carnival Queen Ann Betzman was one of the many carnival representatives at the premiere showing of "Big Mountain of Fun." Shown from the left are Fritz Andres, leading male actor in the film and ski instructor on the mountain; Bill Yale, president, Empire Photosound, Inc., Minneapolis; Miss Betzman; K.C. Van Wyck, Great Northern Railway passenger traffic manager, and Ed Schenck, president and general manager of The Big Mountain.

Seattle Pan-Pacific Festival Boomed As Fair 'Encore'

If Seattleites and other interested planners have their way, 1967 will see a Pan-Pacific Festival in their city as an encore to the successful 1962 World's Fair.

Current plans call for a Cavalcade of Nations, a type of Hemisphere World's Fair timed with the completion of the 20,000-mile Pan-American Highway and Canada's Centennial Confederation in 1967.

The festival would begin in South America and "travel" northward like a "traveling show." The Seattle segment would coincide with a World's Fair in Montreal.

A possibility for such a program is seen in the many modern buildings remaining from the Seattle World's Fair which has been known as the Seattle Center.

Developing of a car for detecting hidden defects in rails is estimated to have saved 700 million dollars since its introduction.

Ten



Oops!

The barmaid was a flirt and when her lieutenant boyfriend walked over to the juke box, she leaned over the bar, pursed her lips to the private seated near her, and said: "Now's your chance, dearie."

The private looked about the room and said: "It sure is." And he promptly drank the lieutenant's beer!

To The Fore!

The cleric kept swinging at the golf ball and missing. Finally, he hit the ball and it skirted 10 feet and stopped.

"Will one of you laymen," he said, addressing the next foursome, "please say a few appropriate words?"

A Gasser

The woman driver's car stalled on the highway and a passing motorist stopped and told her she was out of gas.

"Would it hurt," she asked, "if I drive home with the tank empty?"

Down the Hatch

The doctor noticed that the patient's hands kept shaking during the physical exam.

"You drink a lot, don't you?" the doctor said.

"No, sir," the patient said, "I spill most of it!"

Backward

Intern: "Is that true, nurse, that there's one patient on this floor who hasn't tried to hold your hand?"

Cute Nurse: "Yes, but he gets out of his full-length cast tomorrow."

Numbered

Teacher: "Now, Georgie, if I subtract 25 from 50, what's the difference?"

Georgie: "That's what I say. Who cares?"

Chicken Hop

"Just look at this chicken you served me," the customer complained, "one leg is longer than the other."

"Listen, wise guy, did you come here to eat, or to dance," the waitress replied.

Easy Swap

The following ad appeared in an East Berlin Communist newspaper: "Will trade my luxurious lakeside villa for a hole in the wall."

Holiday

"Was Washington as honest as they say he is?" the lad asked his father. "Why, of course, Sonny," was the

reply.
"Then why do they close the banks on his birthday?"

Eleven

Buses Ride GN Flatcars West



At first glance, they appear to be riding on a highway, but closer observation reveals that these Flxible Company buses from Loudonville, Ohio, are moving via Great Northern flatcar. They are bound for Seattle's transit system.



"Christian Builders," a high school youth group from University Congregational Church, Seattle, boarded the Empire Builder in that city for Chicago. From there they continued to various East Coast points on an historical-educational tour and returned to the Windy City where they embarked on the Builder for home. Led by Rev. and Mrs. John Rogers, the 34 youths comprise the fifth such group since 1947 which traveled via Great Northern.

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Dude Ranch Life Rigorous Or Leisurely

You don't have to rise at 4:30 a.m. and ride horseback for two hours before breakfast if you don't want to.

You may prefer rising at 8:30, enjoy a leisurely meal and lounge

around the pool.

Life on a dude ranch can be as varied as you like-and you will like

it.

The Dude Ranchers Association comprising some 97 ranches in the West attest to the diversified activities at ranches. Aside from the accustomed horseback-riding, fishing and hunting, there's dancing, swimming and rockhounding (if you like rocks.)

Two ranches prominent in Great Northern Railway territory also present a wide choice of activities. These ranches are the Flathead Lake Lodge, (The Quarter Circle LA Ranch), Bigfork, Mont., and McFarland's Quarter Circle MC Ranch, Polebridge, Mont.

The former, on the shores of beautiful Flathead lake in Montana's Flathead Valley, is operated by Les and Doloris Averill; and McDonald's, on the North Fork of the Flathead river and on the edge of Glacier National Park, is under supervision of the Mc-Farland family.

Probably one of the most important questions asked by potential "dudes"

is, "How's the chow?"

It can't be beat, pardner. Outdoor luncheons, fish fries, barbecues and steak fries are chefs' specialties and guests' delights.

You can't describe the sensation of smelling the tantalizing aroma of an

(Conclusion on Page 15)

An open barbecue on the patio on the shore of Flathead lake is a memorable—and delicious-experience, as shown below.



It's time to saddle up on the ranch. Dressed in traditional western garb, the riders choose their mounts.



For those who prefer breakfasts indoors, the lodge is the perfect setting for westerntype meal.—Photos taken at Flathead Lake



'Fee Change May Aid Car Shortage'

(The final installment of the article on hoxcar shortages written by Stephen Alnes, staff writer of the St Paul Dispatch and Pioneer Press, appears below. At the conclusion of last month's article, the writer began his interview with Harry J. Surles, GN's general superintendent of transportation.)

The adoption of a sliding scale will be a step in the right direction. Surles said. The \$2.88 fee isn't adequate for

a modern car, he adds.

J. J. Boettner, Surles' assistant, says the sliding scale has two main purposes: to encourage railroads to get foreign cars off their lines and to encourage them to build more cars.

Eastern railroads, Surles says, customarily have 5 to 10 per cent more than the number of cars they own on their lines most of the time. The GN. on the other hand, has had as low as 53 per cent of its total ownership this year, he adds.

And, while the eastern roads may have up to 25 per cent bad order cars. GN only has about 4 per cent. Surles

savs.

"That 25 per cent has to be made up by somebody else's rolling stock,"

Boettner says.

Car shortages cost railroads money. in shipments they can't make when they should be made, in future business transportation because shippers get angry or don't want to take a chance on running into a shortage and in the investment they had tied up in rolling stock they can't use.

"We feel that the car shortages in February and March, primarily in the wide-door and 50-foot boxcars, contributed greatly to the decline in gross revenues in March," Surles says. The railroad's gross revenues in March totaled \$17,663,728. a decline of \$627,576 from the same month a year ago.

A spokesman for the Northern Pacific says his line also lost "considerable" business as a result of car shortages early this year.

Fourteen

NP, which owns some 35,000 freight cars, has enough cars to take care of its own requirements, he said

"But they get off line and aren't returned. They get out east and they never find their way home."

One of the opponents of the new scale for car rentals is the Boston & Maine railroad, G. F. Glacy, a vice president, wrote a letter to Railway Age in which he said history has demonstrated that higher rates would not increase the car supply but "conversely could increase the financial burden of the per diem debit carriers (those who pay more in per diem than they take in) to bankruptcy proportions."

In 1960, he says, "14 Class I railroads owning 33 per cent of all freight cars suffered 70 per cent (or 72 million dollars) of the national per diem debit. In comparison, seven Class I roads owning but 23 per cent of the nation's freight cars collected 70 per cent of the total per diem credit. Per diem debtor roads owned more than 49 per cent of all freight cars and more than half of all boxcars.

This fact would seem at variance with the often quoted, but erroneous (Concluded on Page 15)



GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

SHERATON-RITZ OPENS IN MINNEAPOLIS

A new, 300-room hotel has been added to the Minneapolis skyline as the Sheraton-Ritz began operations in the city.

The tower-like building features air-conditioned deluxe bedrooms and suites of contemporary decor, but the rooms from the 11th through 18th floors are elegantly-decorated in Louis XV and Louis XVI. The 18th floor has luxury suites furnished with imported authentic reproductions of the mid 1700's.

The hotel encompasses a variety of attractions including a galaxie of shops, sophisticated restaurants, ample space for conventions and business meetings, a swimming pool, a skating rink, and an indoor garage and ramp.

It is located in the Gateway Cen-

Dude Ranch-conclusion

outdoor barbecue wafting over the water just as you fold up your fishing gear for the day! That's living!

Accommodations are best. Cabins and lodges are usual for ranches. You choose what you like—providing, of course, you see your Great Northern agent early enough so he can reserve the diggings of your choice. (It's rumored that ranches expect a 10-percent increase in business this year.)

When in the West, you live like the westerner, dressed for comfort and leisure-livin'. But if you want to spruce up, say for a dance, there'll be no liftin' of eyebrows. You're welcome formal or casual.

Railroad employes who operate America's trains earned an average of \$8,120 in 1962, over 40 per cent more than the \$5,700 annual earnings of the worker in general manufacturing.



ter, an urban renewal area, that is fast becoming graced with many new, inspiring buildings.

Car Supply-conclusion

remark that "it is cheaper to rent cars than to build them."

Another possible future development in the per diem field is legislation pending before the U. S. Senate which would clarify the interstate commerce commission's power to set car rental charges "to insure an adequate national freight car supply."

The Burlington says that, with railroads unable to agree on what charges are fair, "an impartial tribunal seems the only logical way to determine such charges."

Both the GN and NP have fairly heavy car-building and buying programs scheduled for 1963. The NP will spend about 10.5 million dollars for a total of 785 cars, about 460 of them in the often-short boxcar classification.

GN is spending about 13.7 million on 750 boxcars of varying types, 20 Airslide hopper cars, 25 aluminum and steel-covered hopper cars, 40 flatcars and other units. GN now owns about 39,000 freight cars.

Fifteen

GREAT NORTHERN RAILWAY-GREAT FOR FREIGHT

WHAT IS A TREE?

A tree is God's creation everywhere on earth, including Brooklyn. It's said man once lived in trees. And when he climbed down, life never again was quite so simple . . . yet only then did the tree get truly appreciated. For here was food and fuel and shelter. Then a weapon, a tool. a wheel-and transportation. And now it's floors, doors, veneers, piers, baskets, caskets . . . rubber for gaskets. It's a handle for brooms, shovels, rakes . . . syrup on pancakes. It's paper and paints . . . tars, spars, boxes and boxcars . . . storage bins and bowling pins. It's toothpicks and matchsticks . . . even plastics . . . material for distillation. lamination, insulation . . . windows for ventilation, and a thousand and one other we-can't-do-withouts. Yet few people look at a tree in the same way. To the lumberjack it's a Goliath to be sent crashing and thrashing to the echo of "Timbe . . . e . . . err!" To the small boy it's a favorite and strategic place ... where you build a shack, shag a cat, spot a woodpecker, cut slingshots and fishpoles, hang old tires and tie-up "enemies." To the naturalist it's probing a fascinating world of buds, blossoms, bark, branches, needles, cones and leaves . . . spectacles of color . . . and some 1,035 domestic species. (Yet to a baseball player it's as simple as a stick of second-growth ash, sized and shaped to "feel like a million.") To the artist it's inspiration . . . alone on a windswept hill, timberline patchwork on a mountainside, thick and verdant in a valley. To the homeowner it's beauty and shade and property value . . . also digging, planting, pruning, edging, feeding and a lot of other weekend work. To the hobbyist it's a new bookcase, picnic table, panelled den, plywood shelves . . . a chance to become downright "immortal." To the lumberman it's a bustling big business, measured by the billions of board feet. But most of all, a tree remains what it was in the first

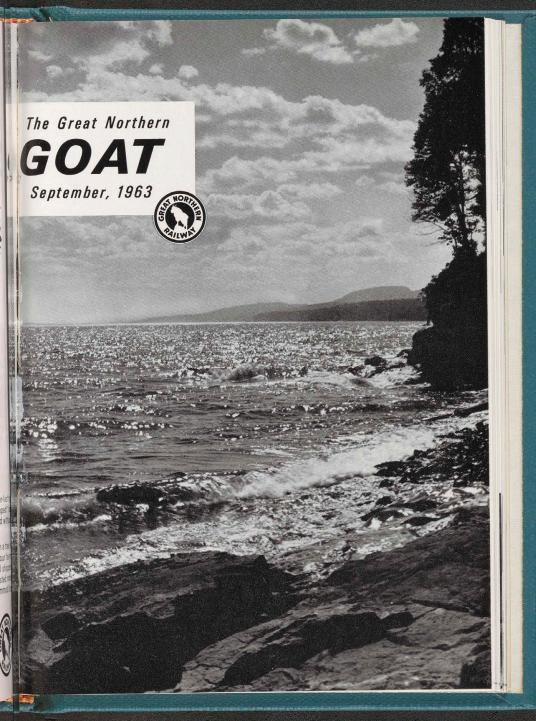


place... man's ever-useful, ever-lasting friend. For we'd sure be "stumped" for a mighty lot of things in a world without trees!

NOTE: To us at Great Northern a tree is precious cargo from some of our favorite people . . . processors and shippers of forest products who entrusted more than 4 million tons of these commodities to GN service in 1962.

GREAT NORTHERN RAILWAY





The Great Northern GOAT



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

DAN MUSCH, Editor

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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



Dapples of sunlight cover Lake Superior in late afternoon in Minnesota's North Shore country. —John Riddell Photo.

Your Railroads

The importance of the railroad industry was graphically portrayed during the recent Cuban crises when the nation's rails transported food and supplies to eastern and gulf ports.

The lessons from the crisis are being applied to new studies aimed at maintaining adequate transport readiness for national emergencies.

Railroads proved anew that they are the foundation carrier for America's defense operations, the Association of American Railroads stated,

One of the targets of the railroad industry's strategic studies is a detailed guide for defense planning. A study will undertake to evaluate both the technological advancements in rail operations and the rapid changes in weapons systems which have occurred since the guide was originally issued in 1956.

Other priority studies in defense preparedness on the railroads includes the vital use of communications. The association reports that a special committee of rail operations officials is currently working with government agencies in the development of communications requirements for emergencies.

Regarded as their nerve system, the railroads' own communications network of telephone, telegraph, radio and microwave systems criss-crosses the nation. This could, in time of catastrophe, serve as a survival link for many communities cut off from the rest of the nation.

An illustration of the railroads' cooperative efforts to be ready for defense emergencies is to be found in the creation by the Interstate Commerce Commission of the National Defense Executive Reserve rail unit.

This little-known but vital group of some 369 railroad executives located in key centers across the country would be instantly mobilized in the event of war.



The Steinhart Aquarium

NO. 1 SAN FRANCISCO SPOT-

Refurbished Aquarium Lures Tourists

You may spend hours viewing the 178 tanks of fresh water fish. Or possibly more to your liking is the octopus grotto or the tanks of electric catfish and electric eels.

Whatever it may be, you'll find the Steinhart Aquarium, a part of the California Academy of Science in Golden Gate park, much to your liking.

A prime tourist attraction in the "City by the Sea," the Steinhart Aquarium recently reopened with a series of improvements making it one of the most impressive attractions in the country.

Cold and salt-water tidepools with recurrent wave action and special displays with 45-degree angle walls, giving the impression that the viewer is submerged with the fish, have been installed.

A dolphin tank of 63,000 gallons with enough swimming room to permit performances for the public will open soon.

The salt water fish are served fresh sea water daily via a 3½-mile underground pipeline from the sea to the park.

Comprising the California Academy of Science, in addition to the aquarium, are the Morrison Planetarium, Science Museum, Alice Eastwood Hall of Botany and the Mailliard Library.

On your next visit to San Francisco, make the worthwhile visit to the city's biggest tourist attraction.

Three

French Appointed General Passenger Agent in Chicago

Graham M. French, assistant general passenger agent of the Great

Northern Railway in Chicago, has been named general passenger agent there.

Mr. French will continue in charge of the railway's Chicago travel office.

He joined GN in 1936 after several years with

steamship lines in Seattle. Mr. French held various passenger department positions including that of traveling passenger agent at Los Angeles, and at Spokane; general agent passenger department, St. Paul, and assistant city passenger agent at Seattle.

N. D. Trading Post

The Fort Union Trading Post near Williston, N. D., has been recommended as a new historic site to be added to the National Park System.

Fort Union was the main fur trading post of the American Fur Company in the trans-Mississippi West. Built in 1828, it also was a focal point for dealing with the Northern Plains Indians.

All that remains of the fort today are the shallow pits of fort cellars, and scattered foundation stones from the once-spacious buildings and the stone bastions of its stockade.

Although there are few physical remains, the site is noteworthy because the surroundings differ relatively little in appearance from the scene in 1828-1867.

Williston, N. D., is on the main line of the Great Northern.

Great Northern Names Millard E. Gieske Director of Purchases

The appointment of Millard E. Gieske of St. Paul as director of purchases for

Great Northern

Railway was an-

nounced by the

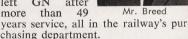
company.



Mr. Gieske

Mr. Gieske succeeds Harry B. Nordstrom who left GN after than 49 more

years service, all in the railway's pur-



Associated with GN since 1923, Mr. Gieske first worked for the railway's engineering department. He joined the purchasing department in 1926, and after several advancements became purchasing agent in January, 1956.

Also announced was the appointment of Harold R. Breed, former assistant purchasing agent, as purchasing agent.

Mr. Breed has been with GN's purchasing department since 1923. He became commissary buyer in 1943 and in 1956 was named assistant to the purchasing agent. A year later, he was named assistant purchasing agent.

Four

INCOMPARABLE EMPIRE BUILDER-MORE DOME SEATS



Wood Conversion's Cloquet, Minn., Plant

Shipped Via GN-

Wood Conversion's 'Tufflex' Used In Mattresses

Another product of American research, fast finding its niche in industry, is one of the materials handled by Great Northern Railway.

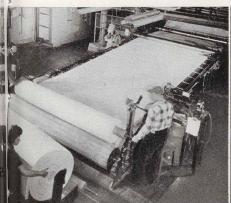
Its trade name is Tufflex manufactured by the Wood Conversion Company of St. Paul. It is made in the firm's Cloquet, Minn., plant.

Tufflex is cellulose padding made from new, cellulose fibers felted and bonded into a white, fleecey homogeneous mat. A unique forming process permits integral chemical and surface treatments as well as the application of laminates. It is available in various thicknesses and densities.

Wood Conversion's Tufflex is being utilized by the Simmons Company in the production of mattresses. Since the firm's initial experiment in mattress production with the fibrous material, Great Northern has been ship-

(Concluded on Page 6)

At the end of the production line, fluffy Tufflex moves in broad, fluffy sheets. At the right, packaged Tufflex is loaded into a Great Northern boxcar at the Cloquet, Minn., plant for shipment to the Simmons Company.





GN SHIPPER-GRAM CONTEST WINNER NAMED

"Ship By Rail the year around, your freight will get there safe and

sound."

That slogan won Great Northern's Shipper-Gram contest and the winner is J. E. Packenham, general clerk in the office of the vice president-operations in St. Paul.

The contest, aimed at damage prevention of rail shipments, was spear-headed by the American Railway Magazine Editors Association.

It served to point out to employes the importance of careful handling and shipping on the GN which results in fewer claims and continued goodwill and business from its customers.

The GN phase of the contest is merely a part of the national competition. Major railroads in the nation are participating with a grand prize of \$1,000 offered by the ARMEA. (The GN first-place winner received three shares of company stock and he is eligible to compete for the \$1,000.)

Judges of the GN competition were William H. Ehrke, traffic manager, Whirlpool Corporation, St. Paul; John E. Braff, traffic manager, Red Owl Stores, Hopkins, Minn., and George O. Wilson, general traffic manager, Gamble-Skogmo, Incorporated, Minneapolis.

Tufflex -Conclusion

ping packaged Tufflex to the Simmons

plant.

J. B. Lockhart, Jr., a 45-year-old Massachusetts-born Yankee, is the comparatively new president of Wood Conversion. He cottoned to the task of managing the firm that has more than 30 million dollars yearly in sales

In addition to Tufflex, Wood Conversion's other products including Balsam-Wool, Nu-Wood and Lo-Tone also have made their imprint on

American industry.

GN's employe publication, "Talking It Over," sponsored the contest.

Rail Safaris Roll When Vacation Crowds Wane

For the seasoned traveler weary of summer vacation crowds, Rail Safaris featuring Vancouver, B. C., and San Francisco present the ultimate in casual traveling comfort.

The pressure of throngs past, early fall travel is the time for greater relaxation—although the comfort and luxury usually accompanying summer

travel is present.

Produced and conducted by Robert T. Stevens, Jr., Inc., Leesburg, Va., the fascinating rail safaris originate in Chicago on two separate dates—Sep-

tember 14 and 30.

Leaving Chicago on the Burlington, they join Great Northern's Western Star in St. Paul were the tour proceeds to Glacier National Park in the Montana Rockies. The passengers will ride the Going-to-the-Sun Highway in special bus, visit Hungry Horse dam, and then climax their eventful stopover with dinner at The Big Mountain lodge at Whitefish, Mont.

Several days later, tourists will arrive at Vancouver, B.C., Victoria and other Canadian points and return to Seattle for departure on the southern

leg of their journey.

Other points on the travel agenda are San Francisco, Nevada, Utah, Colorado and subsequently a return to Chicago. The southeast (optional) leg of the trip includes Texas, Tennessee, Kentucky and return to Chicago.

Further information may be obtained from your GN travel agent or Robert T. Stevens, Jr., Inc., Travel. Leesburg, Va.



GN Remodels Everett, Wash., Station

Great Northern recently completed the renovation of its passenger-freight station at Everett, Wash., a community of 40,000 persons.

Situated on the main line of the railway, Everett is an important point on the GN where lumber, paper and other industrial firms are served by the company.

Remodeling began in March, 1962, which saw the movement of the freight offices into the passenger station affording GN customers easy access to GN freight and passenger personnel and services.

The 43 x 255-foot depot has a new stucco exterior; aluminum windows, new entry door, canopies and planters, and the most obvious alterations, the removal of the 70-foot tower and train shed.

The first Everett depot was built in 1900 near the present depot site. Another was constructed in 1908 at the present location. The current remodeling drastically-altered that structure

Leaders of Everett business and

industry were present at the grand opening of the new station which was visited by more than 350 persons.

The GN's general agent at Everett is C. L. Carlson; L. J. Dierkhissing is depot ticket agent and S. D. Aldcroft is agent.

Newly-remodeled, the railway's station at Everett, Wash., above glistens in the Pacific Northwest sun as a passenger train pulls up. Below, is an interior view of the depot office.



Seven

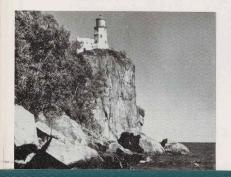
YOU GO GREAT WHEN YOU GO GREAT NORTHERN



An old fisherman's friends—the gulls—put on an acrobatic show for camera fans at feeding time.



Two of the North Shore's prominent landmarks are the Aerial Bridge, above, and the Split Rock Lighthouse, below. At right, an ore boat plys through the Canal at Duluth.



Minsot



Arching over the St. Ler is between Minnesota armsin moonlight.

CANADA

PORT ARTH

ONTARIO

GRAND MARAIS

MINNESOTA SILVER BAY TWO HARBORS

DULUTH

SUPERIOR

WISCONSIN



inota's Fall Color Spectacular



ert ver is the Duluth-Superior Interstate Bridge or consin. The scene was photographed in full



Neptune guards over Duluth harbor.

The procession of seasons in Minnesota leave a marked impression on its natives and visitors.

But one of the most enjoyable and memorable is the charming fall season when Nature stages its last colorful splurge before issuing her icy blasts.

In Minnesota, where the advent of seasons are pronounced, none is more eagerly awaited than Autumn.

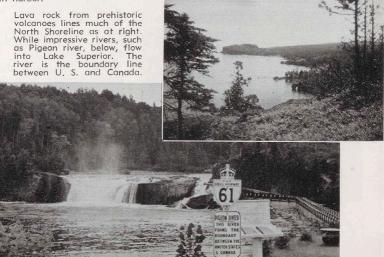
The hazy days of fall are punctuated by warm sunlight and cool evenings laced with a touch of frost. It is the latter that has its effect leaving its imprint in the forests and glades.

A riot of color is an understatement—especially on Minnesota's North Shore Country—some of the most spectacular scenery in the Upper Midwest can be viewed there.

From the harbor city of Duluth, northward on the north shore of Lake Superior to Fort William and Port Arthur, Ontario, Canada, the yellows of aspen, birch and willow contrast with the scarlets, reds and golds of Maples and oak.

Capping the scenic panorama are

(Conclusion on Page 10)

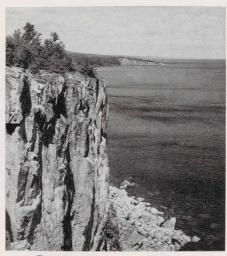




Fishing shacks and cottages dot the shoreline of Lake Superior, adding to the colorful scene.



Not as familiar now as in the lumbering days past are the impressive log booms



Ten

N. Shore Country-Conclusion

the deep blue skies reflected in the placid waters of Lake Superior.

Long ago recognized as one of the nation's most scenic drives, Minnesota's North Shore rates in beauty with the Smoky mountains of the East and the Rockies and Cascades of the West.

Visitors who travel to Duluth and the lakeside cities north of that Seaway harbor to escape pollen-laden air in their states, find immediate relief from hayfever and associated ills as the comforting breezes off Lake Superior produce their air-filtering effects.

Many linger, hesitant to leave the area, to await the onset of the "color season" when autumn leaves, led by the early-to-change sumac, began to transform the north by their succession of color.

Favorite eating and lodging places, such as Duluth-Superior, Two Harbors and Grand Marais up the shore, experience an influx of patrons during the late summer and early fall.

Aside from the brilliant coloration, of special attraction are the many rivers, falls, fishing lakes and boating and recreation areas that are making Minnesota's North Shore a haven for outdoor lovers.

Great Northern Railway serves Duluth-Superior with daily passenger service from the Twin Cities. A trip to Duluth by train and use of a rental car in that city affords the visitor a wonderful opportunity to see Minnesota North Shore country. Make your fall a colorful one—visit the Paul Bunyan country of Minnesota.

Palisade Head, a dramatic volcanic-rock cliff overlooking the lake, shown left, is 314 feet high.



Decision

Judge: "The jury has acquitted you of bigamy. Now you may go home." Defendant: "Thanks, judge. With

which one?"

Quick Comeback

"Laugh all you want," one sailor told his buddy, "but I'll bet you that within 20 minutes of landing in port I'll have one gal on each arm."

"Don't kid me," the other guy said, "there isn't a tatoo artist that can

work that fast."

Inspectress

Peddler: "Do you want to buy a letter opener?"

Husband: "Buy one! I married one!"

No, Corn!

"What does your son do for a living?" the city slicker asked the farmer.

"He's a bootblack in the city," was the reply.

"Oh, I see. You make hay while the son shines."

Get In Line

"I have come here to make an honest living," the stranger in town said.

"Well, you won't have much competition," the native said.

Teed-Off

After a month of married life, the glamor wore off and the young couple went to a psychiatrist.

"Yes," said the doctor, "this is

what she needs!"

With that he swept her in his arms and kissed her. "That is the treatment you must give her Mondays, Wednesdays and Fridays."

"Very good, doc," the hubby said.
"On Mondays and Wednesdays, I can bring her here, but on Fridays I play

In the News

Prof: "Can anyone in the class tell me the name of two ancient sports?" Student: "Anthony and Cleopatra."

Under Suspect

"Do you have a criminal lawyer in town?" a tourist asked an oldtimer. "Well, we think so," the old man said, "but we can't prove it."

Next?

Dad: "My, you certainly are one for asking questions, son, I wonder what would have happened if I would have asked all those questions when I was young?"

Boy: "You probably would be able to answer some of mine."

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

GN STORY TOLD VIA TV NEWS



The railway picture in general and the Great Northern in particular is presented to television audiences in the Greater Twin Cities area by John MacDougall, left, news announcer for KSTP-TV. The news program reaches hundreds of thousands of persons during the 10-10:15 p.m. period. Audiences learn of GN'S passenger and freight services.

AMERICANS' FOREIGN TRAVEL BILL: \$2.9 BILLION

Foreign travel by Americans proved a lucrative business for overseas nations in 1962, the U. S. Department of Commerce revealed, when it stated Americans spent \$2,900,000,000 in travel that year.

Of that total, \$2.5 billion went to foreign nations either as fare payments to foreign carriers or as payments for expenses within foreign countries.

The remainder, about 430 million dollars, was paid for transportation to U. S. air carriers and shipping companies. Foreign trans-ocean carriers earned about 560 million dollars from the American travelers.

The number of travelers to oversea countries increased 12 per cent over 1961, to 1,767,000. About 16 per cent traveled by sea, compared with 17 per cent in 1961.

U. S. travel expenditures to Canada increased 16 per cent to 492 millions, spurred by devaluation of the Canadian dollar and by the Seattle World's Fair. Expenditures in Canada

thus comprised about one-quarter of all U. S. travel expenditures abroad.

With the decline of Canadian travel to the U. S., the latter lost its favorable surplus of travel receipts held since 1952.

Great Northern Gets National Safety Council Public Safety Award

The Great Northern Railway was among 14 national and Canadian lines honored by the National Safety Council for conducting outstanding safety programs for employes and the general public during 1962.

It was presented the council's public safety activities award.

Presentation was made for such railroad activities as off-the-job safety programs for employes; cooperation with local safety councils and civic groups, and safety advertising and public information programs.

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



ISRAEL-BOUND DIKING 'MONSTER' SHIPPED GN

A complicated 200-ton diking machine valued at an estimated half-million dollars moved recently on the Great Northern and other connecting lines in transit to New York and eventual shipment to Israel.

The 110-foot machine was constructed by the R. A. Hanson Company of Palouse, Wash., and it was tested near Spokane before shipment. It was moved in several sections.

The behemoth, which measures 35

feet wide, will crawl on treads on dikes built in the Dead Sea where it will dig a trench then backfill with two types of clay in a continuous operation.

A huge aggregate hopper moving on four smaller treads will be towed by the machine. The project calls for digging 25 miles of dike for settling pens in connection with an Israeli potash reclamation project.

Rails' 'Cuba Ransom' Shipping Nears \$400,000

The nation's railroads have contributed \$398,644 in free transportation services to ransom "Bay of Pigs" prisoners held by the Castro regime.

Taking prominent roles in the Cuba mercy program, rail shipments consisted of 624 carloads of goods and drugs. They were carried over some 51 lines to Atlantic and Gulf coast ports.

According to the Association of American Railroads, shipments totaled 20,749 tons with the average carload moving 981 miles.

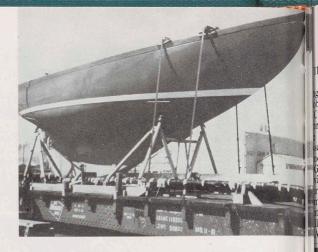
Final tabulations showed that rail shipments accounted for 77 per cent of the total tonnage and over 90 per cent of the ton-miles handled free by all domestic common carriers in cooperation with the American Red Cross program.

It would take more than 75 billion dollars to build from scratch our present system of railroads, the Association of American Railroads reports.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

A sailboat, 44 feet long with an 11-foot be a m, recently moved via G.N. The inverted 10,000-pound lead keel sleeps a crew of nine. It was built by United Boat Builders, Bellingham, and is one of the first of type constructed for the U.S. Navy's cade training program.



We Can Handle It: Give GN A Try!

Large or small, top-heavy or arching, Great Northern's freight traffic department will size-up your cargo and readily pass an opinion whether it is "shippable" over rails.

Two recent cargoes were eyed by GN freight men who stated, "We'll take them on."

If you have odd-sized cargo you want shipped, call your GN agent and he'll eagerly assist you. (GN also is delighted to handle your conventional-sized cargo, too!)

The cargo shows three cars of a 15-car shipment of pre-fabricated arched trusses manufactured by American Fabricators of Bellingham, Wash.



'Hot Box' Rail Problem Lessens

The railroads in 1962 took a gigantic stride toward solution of their long-standing freight car "hot box" problem.

Car-miles per hot box in most months last year were double or triple the corresponding 1961 average, the Association of American Railroads

announced.

Gradual application of lubricating devices to solid-bearing freight car journals (in lieu of waste packing formerly used) has resulted in current monthly averages of almost one million car-miles per hot box set off.

As recently as 1959, the railroads

averaged only about 260,000 car-miles per hot box.

Streamliners Costly

A modern railroad passenger coach costs about \$200,000—the average cost of more than 60 private automobiles. New sleeping cars or diners have cost as much as \$350,000, and a two-unit diesel passenger locomotive nearly \$500,000. Couple 10 coaches, five sleepers and two diners to the diesel and the price tag for the whole streamliner would come to 5 million dollars.



The Twin Cities chapter of the National Association of Railway Business Women recently donated their third model train—this one to the St. Paul Ober House. The youngsters are shown with several railway women shortly after the unveiling of the gift. The women, from the left, standing are: Ethel Johnson, Union Depot Company; Eleanor Hafiz, Great Northern and division chairman; Kathleen Larson, Minnesota Transfer, past president of the Twin Cities chapter, and Valerie Carlson, Great Northern, past president. Obscured by the group is Betty Kinney, Northern Pacific, past president. Funds for the trains are raised by personal donations and club functions. The Twin Cities chapter is the founding unit which began in 1921.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

FORM 6009 9-63

PRINTED IN U. S A



...among some travelers, it has become a sort of new status symbol to take the time to go by train longdistance." BUSINESS WEEK, October 13, 1962. Reprinted by permission

Time to take the train

As BUSINESS WEEK so aptly points out, there may be many in a large corporation who must hurry back and forth across the continent. But not the executive.

While his assistants are hard at work executing projects he set in motion a year or five years ago, the true business leader is managing to take the time and the leisure to think.

ing-for reflecting-for escape from jangly telephones,

twenty callers a day, and even a secretary fluttering back of the executive shoulder.

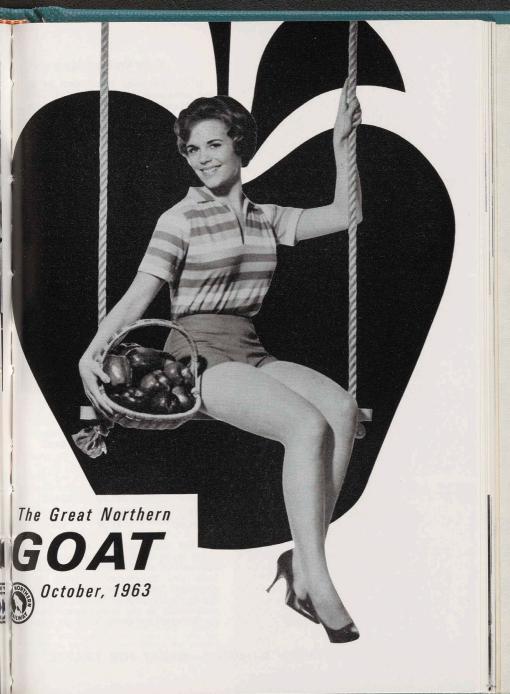
If you are bound for destinations between Chicago and Seattle-Portland, why don't you take on the status of a business statesman-and take the time to enjoy your way through the west. It will pay!

P.S. A lot of bosses feel their men need a real trip for Our EMPIRE BUILDER is a mighty nice place for think- its tonic value, too. Status can be passed around without

the incomparable EMPIRE BUILDER

daily between Chicago and Seattle-Portland





The Great Northern GOAT



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

DAN MUSCH, Editor

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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



An active promoter of Washington State apples is Mary Rade wan, Queen of the Washington State Apple Blossom Festival.

Your Railroads

If the proposed installation of an A-1 commercial airport at East Glacier, Mont., (eastern gateway to Glacier National Park), ever comes to fruition, the Great Northern Railway will probably be stuck for the bulk of the tab.

While federal funds and Glacier county taxes presumably would build the airport, the railway—the county's largest taxpayer—presumably would make the greatest local contribution to providing facilities for a competitor.

Furthermore, the Great Northern's subsequent annual taxes for airport maintenance at East Glacier would help sustain the installation.

In Montana airlines pay no taxes for airport purposes if the facilities are outside city limits. The following table shows taxes paid by GN in 1962 for airport operations in 10 Montana communities, as compared with taxes for the same period paid by the airlines which use the facilities:

Airport	GN Taxes	Airline Taxes
Kalispell	\$3,363.81	\$ 11.55
Cut Bank	958.22	5.36
Great Falls	820.35	None
Helena	779.67	84.00
Glasgow	617.55	2.17
Wolf Point	607.48	1.43
Havre	565.77	1.36
Butte	284.26	329.58
Sidney	188.34	4.23
Lewistown	11.29	None

What the railroads are unhappy about is the continuing dependence of commercial air transport on publicly-built and maintained airports and passenger facilities, in addition to the seeming reluctance of airlines to share realistically in the tax responsibilities for installations useful only to them.

Two

Forest Service's Burning Index Eyes Fire Danger

Ever-vigilant against the destructive forces of forest fires, the Forest Service is constantly keeping a "weathereye" open for dangerous conditions that may result in a holocaust.

One of the devices used by the service to test the humidity status of forests is known as the Burning Index

(B.I.).

According to Paul D. Weingart, district manager of Forest Service in the Flathead National Forest of Montana, fuel moisture, temperature, wind and relative humidity are set up on a sliding scale chart (similar to a slide rule) that results in the B.I.

Manning for the potential fire danger is based on a severity index. The latter is determined from the total fuel moisture per cent for the last

five days.

A simplified version of determining the B.I. is as follows: Four fuel moisture sticks, hardwood dowels, are kept under a mesh screen and retained over ground similar to that of the forest floor.

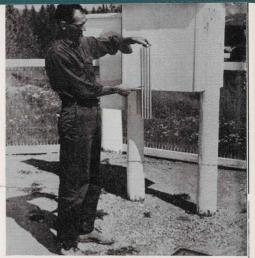
Through rain or shine, they remain there except during the measuring process. They absorb moisture from rain, dew or fog, and are dried by the sun or winds as would a forest.

The sticks were originally weighed after kiln drying and that weight is compared to the daily weighings when

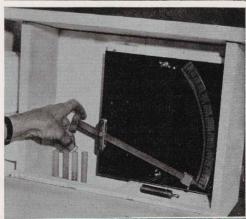
(Concluded on Page 4)

(Photos Courtesy Whitefish, Mont., Pilot)

Sticks, screen and a scale are the key to the Forest Service's daily task of determining the burning index (B.l.) of national forests. Jack Dunne, Forest Service employee, is shown exhibiting the sticks in photo at top, right; center photo depicts screen where sticks are kept to pick up moisture, and last photo shows the weighing process.







Anaconda Aluminum Plans Montana Expansion

A multi-million-dollar expansion program is planned by the Anaconda Company at its Anaconda Aluminum Company's plant at Columbia Falls,

Mont.

Clyde E. Weed, chairman of the board of directors of the Anaconda Company, said the construction project, to be completed in 1965, will add one electrolytic potline to the two now in production and will increase the rated output of the plant from about 135 million pounds to approximately 200 million pounds of aluminum annually.

Excavation has begun at the site and construction of the potline will begin early in 1964 and is be finished

by July 1, 1965.

"The Columbia Falls expansion, added to what we are already doing in the state, means that Anaconda is now engaged in what is by far the largest investment program ever undertaken by an industrial concern in Montana," Mr. Weed said.

The company previously reported that it is spending this year approximately 55 million dollars for new plants, equipment and improvements

in its Montana operations.

"We are making these investments to put our Montana metals and lumber production on a basis to meet the present competition," he added. "We have confidence in Montana and we are endeavoring to move ahead and expand the markets for our Montana products."

The Columbia Falls plant employes about 600 persons. The number will be increased when the new facilities

are in operation.

Two potlines now in operation consist of four buildings, each 1,000 feet

long. Two buildings constitute one line and each line has 120 reduction pots.

The Columbia Falls plant, which marked the Anaconda's entry into the field of aluminum production, was dedicated August 15, 1955. Since then Anaconda Aluminum has grown into a nation-wide production and fabricating concern.

Part of the outpuut of the Columbia Falls reduction plant is processed in the aluminum wire mill of Anconda Wire and Cable Company at Great

Falls, Mont.

Expansion of the Columbia Falls plant has been under study for some

time

At the annual meeting of company stockholders in Anaconda last May, Mr. Weed said the plant was operating at 100 per cent capacity and it was becoming necessary to augment facilities. He also announced that the firm developed an economic process for the production of alumina from domestic clay.

Fire Index-Conclusion

removed from under the screen protection.

A slide rule is used in computing the fuel moisture index from the sticks

and other weather factors.

During 1962, 94 fires were discovered in Montana's Flathead National Forest as compared with 93 so far this year; the Stillwater State Forest in Montana reported 16 in 1962 and a comparable number this year.

Mr. Weingart stated: "It takes good cooperation and radio communication between the National Forest, Montana State Forest, the Northern and Montana Forestry Association, the county sheriff's office and the Great Northern Railway to keep these fires small."

These organizations work together on search and rescue operations.

Four









It was a happy party that left Union Station, Chicago, the Labor Day week-end for Glacier National Park. The scenes above show part of the group awaiting to board the train. They were entertained by a snappy band. Other photos show the week-enders bidding friends goodbye, and later, the same group is seen aboard the train. In the top photo, right, are few of the rail personnel that helped make the trip a success: from the left are Ira Frank, Burlington, Graham French, general passenger agent, Chicago, and Donna Murino, secretary, both of the GN; J. O. Pendalton, GN city passenger agent, and C. F. Glover, GN city ticket agent, all of Chicago.

It was a memorable trip, all passengers agreed, as they disembarked at the Twin Cities and later Chicago after a Labor day week-end Rocky's Glacier Park Spectacular trip.

More than 760 persons participated in two all-expense trips to the Land of the Shining Mountains in Montana just as the majority of the park's facilities were about to close for the season.

The tours originated from the GN's Chicago office.

The \$115 fee per person from

Chicago was one of the best travel bargains offered in the Windy City.

After leaving Chicago on a Thursday evening and arriving in St. Paul and Minneapolis the next morning for additional passengers, the train continued through the Upper Midwest states of North Dakota and into Montana and Glacier National Park.

Features of the Spectacular included three meals daily; accommodations at Glacier; motor and launch trips, entertainment, and return fare home on the Western Star.

Five

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

RAILROADS' IMPACT ON NATION'S ECONOMY

How important is the role of the railroads in this nation's incredibly complex life?

A few facts, without editorializing,

help to answer the question.

The railroads have 215,000 miles of right-of-way, linking virtually all cities, and move 43 per cent of the nation's inter-city traffic.

They employ 700,000 people, and

last year's payroll was \$4,700,000,000 —an average of \$6,659 per employee, against \$5,700 for general manufacturing workers.

Their purchases run to some \$2.1 billion annually, including thousands of items, great and small, produced by workers in plants in every section

of the country.

Their tax payments are in the 905million-dollar bracket supporting schools, fire and police departments, and all the other local and federal government services.

Their investment, after allowance for depreciation, is 26 billion dollars, and represents invested savings of more than 925,000 stockholders and thousands of bond-owners.

So it goes. And this vast railroad plant works at a top level of efficiency. There are push-button controls at terminals and along the line. Some 45 automatic classification yards have been built, complete with remote-controlled switching, car retarders, tele-

vision and radar.

This very brief summary gives an idea of the railroads' importance. Here is an absolutely basic industry, on whose services all of us depend, directly or indirectly, in one fashion or another.

(Reprinted from the Industrial News Review, Portland, Ore.)

Canadian Dollar Value **Boosted in Seattle**

In an effort to promote business, many Seattle hotels, motels and the Seattle Center have been adding cents to the value of the Canadian dollar since June to bring it up to the \$1 value and will continue the practice until December 1.

In mid-September, the Canadian dollar was valued at approximately .9258 cents compared to the Ameri-

can dollar.

EVERY GOOD GUY



UNITED WAY

Six

INCOMPARABLE EMPIRE BUILDER-MORE DOME SEATS

If You Plan A Climb — Get In Shape

If you aspire to greater heights, such as a mountain, enroll in an approved mountaineering school near a national park.

That is the advice given by the U.S. Department of the Interior which adds that the most difficult climb done properly can be achieved more safely than an easy climb done carelessly.

If you have never climbed but would like to do so, the fastest and surest way to learn is by enrolling in a school. Such training sessions provide an opportunity for many people to enjoy safe and comfortable use of the spectacular mountaineering sections of the national parks which would otherwise not be available to them.

If you are just a beginner, you are not ready for a 6½-day climb on the sheer southwest face of El Capitan in Yosemite National Park, California—classified as one of the most difficult climbs in the nation.

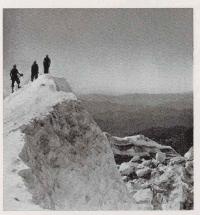
But a person does not have to be a trained climber to reach the summit of Mt. Whitney in Sequoia National Park, California, the loftiest peak in the United States, outside Alaska. He can walk! (So says the National Park Service.) Three out of five hikers make it to the top.

Before you tackle an impressive peak, a good pair of boots, good socks, a knapsack and sleeping bag are necessities.

Warning: allow time to get used to the thin mountain air. Do not try difficult or long hikes if overweight or if suffering from a respiratory or heart condition.



On Mt. Rainier
Half the Fun
Is Getting There



Parks, such as Mount Rainier National in Washington State, have special hiking parties that can be ar-(Concluded on Page 12)

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN





Juicy Washington

The apple trees in Washington State are loaded with juicy, crisp fruit.

After three years of relatively short

After three years of relatively short crops, the production picture in the No. 1 apple-producing state appears to be back to normal.

And for the sprawling Wenatchee-Okanogan growing area this means 17,000 carloads or slightly more. Add another 14,000 carloads for the Yakima district, and you arrive at this year's estimated total of 31,000 carloads.

A good crop of apples always creates an air of expectancy among

Golden and Red Delicious apples grown in the Wenatchee-Okanogan area offer unmatched quality and taste. Typical of GN's role in the industry is the shipment of fruit as that below.



Apples Off To Market

the apple-growing communities. Growers know that when the crop is well-balanced, it is marked by suberb quality. Whether it's a long crop or short, Washington's 5,000 apple growers strive for this feature.

It's quality that sets a Washington apple apart from just any other apple. Pioneer apple growers in Washington know this. And they became leaders

in the nation.

Natural growing conditions were outstanding . . . the water was crystal clear, the soil rich and deep, and the days warm and bright while the





Autumn nights turned frosty cold . . . but it still took skilled hands and know-how to produce the World's Finest Apples.

What comprises a box of Washington State apples? First, the box itself. It is the most up-to-date container that can be developed. It helps keep the fruit cold, guards against bruising and delivers apples in top quality condition.

As to the apple itself, it is firm and cold because it has been stored in the most modern refrigerated warehouses in the country. If it's one of the red varieties, its skin color is perfect in varying shades of solid red

(Concluded on Page 10)

Apple-picking is an art and must be done by hand as shown above. The personal "touch" also applies to proper packing, left, and packaging which assures bruisefree fruit.



An invigorating climate and the nourishing waters from the mighty Columbia river combine to make Washington State apples the best in the nation. Typical of the orchards is the one above.

Washington Apples-Conclusion

stripes . . . with just enough greenishyellow mixed in for contrast. It has Washington apple eye-appeal.

Six major Washington varieties are being harvested now and will be featured during National Apple Week— October 10-19

The red-colored Delicious leads the parade and is closely followed by the Winesap. Jonathan, the spicy variety named for Johnny Appleseed, is a favorite during October and November.

Rome Beauty, the plump baking apple, is another favorite and people who seek a special apple flavor find it in the all-purpose Newtown.

The Golden Delicious is gaining popularity fast and is headed toward a top spot on the Washington apple production ladder.

That's the word from Washington

State during the 1963 harvest period . . . lots of apples . . . lots of good-looking apples . . . lots of good eating apples!

The Great Northern Railway serves the Wenatchee-Okanogan apple-growing area of Washington and hauls much of the crop to ever-growing, apple-lovin' markets.

Railroads Expanding

American railroads are expected to spend \$1,080,000,000 this year for expansion and modernization, outstripping the rest of the economy, according to government reports.

This is a gain of 27 per cent over 1962 expenditures, compared with an estimated expenditure of other industries totaling a 5 per cent increase.

Ten



Who's That?

"Your aunt has been living with us for seven years. Don't you think she should get her own apartment?" the husband asked.

"My Aunt! I thought she was your

aunt.'

Return Show

"Did you learn anything in school today," the proud father asked his son after he returned from his first day in school.

"I guess not," the kid said. "I gotta go back tomorrow."

Duffer

The two friends had just begun playing golf on a new course and the first man swung and missed the ball.

"It's a good thing I found it out at the start: this course is at least two inches lower than the one at home."

Down-Not Out!

Two Cub Scouts, whose younger brother had fallen into a lake, ran home tearfully to their mother saying: "We're trying to give him artificial respiration but he keeps getting up and running away."

Some Number

"Can your secretary add?"
"I don't know, but she sure can distract."

Birds And Bees

"Mom," the little boy asked, "is the stork that brought me the same stork that brings ants, spiders and frogs?"

"It sure is," she answered.

"Then you didn't do so bad after all!"

Smooth Talker

"Old Jones is one of the most tactful men I have ever known," George told his friend. "When he fired me he called me in and said: 'George, I don't know how we're going to get along without you, but starting Monday we're going to try.'"

On The Scent

The matron walked to the department store information booth and asked the pretty young thing to direct her to the perfume counter.

"Just walk this way," she said,

taking the lead.

"Humpf!," the matron said, "If I could walk that way I wouldn't need perfume."

Pooped

Usher: "How far down do you want to sit?"

Old Lady: "All the way down. I'm very tired."

Eleven

Unit Train Concept Pays Off For Rails

The train with a one-track mind is spotlighting a billion-dollar-a-year revolution in American railroading.

Shuttling between two points at sharply-reduced rates, the "unit" train has dramatized the industry's intensive postwar efforts to find better ways to run railroads and better equipment to use on them—a \$17.4 billion-dollar-program in all.

No more striking evidence of this significant rail modernization trend can be found than the closing of an entire coal "slurry" pipeline with the establishment of a unit train operation to furnish coal to a Cleveland utility.

Coal "slurry"—a mixture of crushed coal and water—had been moved some 100 miles through an Ohio pipeline to specially-adapted boilers at the Cleveland power plant. The pipeline had been hailed as the forerunner of a network of Eastern lines holding vast promise of cheaper power.

But three area railoads turned to the newly-evolving concept of the unit train. Using conventional or special

Mountains-Concluded

ranged in advance. Expert climbers will act as guides. Registration of hikers is required.

Rangers place emphasis on the qualifications, training, experience and equipment of the applicants before permitting them to make an ascent.

Properly trained in a pre-climb school, and properly accompanied, you soon can be climbing up the slippery rock on all fours. At the end of the afternoon, you will be swinging off the top of a cliff in a 20-foot rappel, and after that you will never be entirely happy until you have climbed a major peak.

single-purpose cars and loading and unloading methods, the unit train shuttles between cargo origin and destination with little or no switching, uncoupling, servicing and handling operations... or the costs they entail.

For the Cleveland firm, the three railroads fashioned a plan that would move 750,000 tons of coal a year from mine to power station.

The unit train rate: \$1.88 a ton. The slurry pipeline rate: \$2.47 to \$2.65 a ton.

The Cleveland utility bought the railroad plan, and with the railroads' basic economic superiority in moving large-volume commodities demonstrated anew, the coal slurry pipeline last month closed down.

It simply no longer was needed.

Seattle Dedicates 2nd Floating Bridge

Seattle's second floating bridge across Lake Washington was dedicated recently and there is talk about a third.

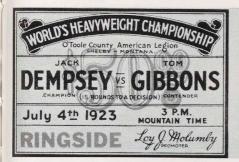
The newest bridge is located at Evergreen point and is a toll bridge as is the first floating bridge which connects Mercer Island with Seattle proper. The latter bridge's toll was removed years ago when tolls repaid its original cost.

A third floating bridge would be built near the original one. Completion date is expected in the early 1970's.

The average traveler in 1962 could journey without fatal accident nearly 700 million miles by train—twice as far as by airplane and 15 times as far as by car or cab.

Twelve

DEMPSEY-GIBBONS FIGHT POST CARD



Dempsey vs. Gibbons
Haavweight Champinship
Sheiby, Montana
JULY 4th, 1923
RAIN CHECK
If raining, good on partposed
Fraining, good on partposed
Stogood
REEP THIS COUPON
SEC. ROW SEAT
D M 17



Fight buffs relived the "good old days" this past summer as a unique post card from Shelby, Mont., found its way into many homes across the nation and overseas. Lloyd E. Stinebaugh, publisher of The Shelby Times, ingeniously publicized his community with the card shown above. It nostalgically brought to mind the Dempsey-Gibbons fight held in Shelby on July 4, 1923. Dempsey successfully defended his heavyweight title on points in the 15-round match. The late Mr. Gibbons, formerly of St. Paul, subsequently became Ramsey county sheriff in Minnesota.

GN's LCL Service Highlighted In 'Modern Railroads'

"GN Revitalizes LCL Service" . . . Stems decline through aggressive promotion of improved service."

That was the headline bannering a story on Great Northern's Less-than-Carload freight service appearing in the August MODERN RAILROADS magazine.

"A hard-hitting advertising campaign by the Great Northern Railway has sharpely reversed a decline in the road's volume of less-than-carload merchandise freight," the first paragraph reads.

"Late in 1961, GN began to emphasize LCL heavily in its on-line, service and institutional advertising in newspapers; in 1963, this emphasis was extended to TV and radio. Copy and script were directed at both shippers and receivers of LCL in roughly the eastern half of GN territory. (A similar campaign has just been initiated for the western half)," the story continued.

The magazine's writer states that the GN stressed its free pickup and delivery; its fast, truck-competitive services via piggyback, truck or boxcar, and its lower-than-LTL (less than truckloads) rates, itemizing it in dollars and cents.

Passenger Deficit Cut

The railroads' continuing deficit from operation of passenger train service showed a decrease of \$14,-200,000 in 1962 in a total business of 394 million dollars.

The Interstate Commerce Commission figures for 1961 registered a deficit of \$408,200,000.

If a 40-ton freight car and a 40-ton truck trailer were given identical 60 m.p.h. shoves on level track and adjoining highway, the freight car would coast five times as far as the truck because of the lower friction of steel wheels on steel rails.

Thirteen

Travel Organization Plans Massive 'See U.S.A.' Drive

An intensive campaign to "See the U.S.A." is planned by the National Association of Travel Organizations at the request of President Kennedy.

Class 1 Railroads Report Rise In Estimated Net Income

Class 1 railroads reported an estimated net income of 270 million dollars for the first six months of 1963.

In a report filed by the carriers with the Association of American Railroads, net income for the first six months of 1963 was greater than it was for the corresponding periods of each of the past three years.

It was 12 per cent less than the first-half net income in 1959, and 33 per cent less than in 1956.

Of the nation's 102 Class 1 railroads, 28 failed to earn enough to cover their fixed charges in the first six months of 1963. Of these, 18 were in the eastern district, seven in the southern region and three in the western district.

The railroads' rate of return on net investment for the 12 months ended June 30, 1963, averaged 3.13 per cent.

Rate of return is calculated on net railway operating income, before the deduction of interest and other fixed charges, and is based on value of road and equipment, including materials, inventories and cash, less accrued depreciation.

Traveling Americans

American travelers are expected to spend 22 billion dollars on travel this year.

Of the total, about 88 per cent will be spent in this country, the Curtis Publishing Company says.

The organization, which has its national headquarters in Washington and is the trade association for the United States travel industry, said that it expects to enlist the full cooperation and support of all segments of industry.

In a letter to J. I. McDonnell, president of NATO, Mr. Kennedy expressed gratification that the domestic travel and tourism industry is responding to the request contained in his special message to Congress on July 18 on the balance of payments.

In that message, he was "asking the domestic travel and tourism industry to launch a more unified drive to encourage Americans to learn more about their own country and the glory of their heritage."

Prosperity has encouraged Americans to spend nearly 2½ billion dollars overseas—an amount that was not recovered from foreign tourists in this country—thereby adding to the crucial balance of payments problem, the president pointed out.

PIGGYBACK GROWTH CONTINUES

Rarely a week goes by that does not show an increase in railway piggyback movements.

The week ended August 10 was no exception: there were 15,565 cars loaded with one or more revenue highway trailers or highway containers (piggyback) in that period.

This was an increase of 2,407 cars or 18.2 per cent above the corresponding week of 1962, and 4,748 cars or 43.5 per cent above the 1961 week.

Cumulative piggyback loadings for the first 32 weeks of 1963 totaled 479,826 cars for an increase of 56,735 cars or 13.4 per cent above the corresponding period of 1962, and 130,389 cars or 37.3 per cent above the corresponding period of 1961.

Fourteen

Biggest Rail Center Unveils Exhibit



It is fitting that the world's greatest railroad center stage one of the largest railroad exhibits in history.

Such an exhibit is featured this month in Chicago sponsored jointly by railroads and the railroad suppliers.

Tabbed the American Railway Progess Exposition, it features more than 40 million dollars in the latest railroad equipment from bolts to locomotives.

Principal exhibit area is Illinois Central's 31st Street yards which drew thousands of railroad employees, suppliers and residents who realize the value of the railroad industry to the nation's economy.

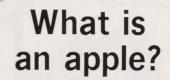
Many railroad organizations and allied organizations scheduled their yearly meetings in Chicago during this period in order to afford members an opportunity to view the exhibit.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

FORM 6009 10-63

PRINTED IN U. S. A.



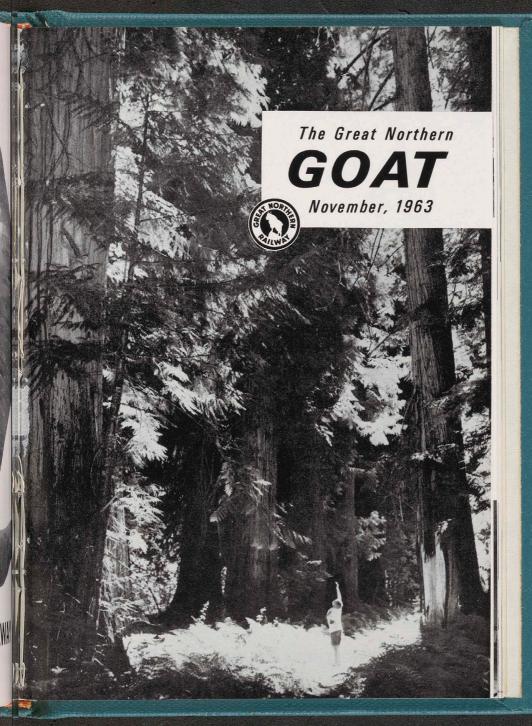
It's what small boys shinny up trees after...and when one fell down on an Englishman's head several centuries ago, it led to Newton's law of gravity and a new age in science. It tells teacher she's "favorite"...and its blossoms tell poets and songwriters and young lovers it's Spring.

An apple is cider, sauce, butter, dumplings, pie and pan dowdy...and about 90 calories. It gets bartered for, begged for and bobbed for... sliced, diced, sealed, peeled and "polished". It gets cooked, candied and carameled... but mostly, just plain chawed and chomped on. It goes into bushel baskets and picnic baskets... lunch boxes, sacks and fruit stand racks... and into policemen's pockets. It keeps the doctor away... and brings kids in from play... and shows up in their cheeks.

An apple is as old as Adam . . . yet it's always news when the "crop's in". And when it's the Wenatchee Valley crop, that's EXCITING news . . . to the whole apple-lovin' world!



GREAT NORTHERN RAILWAY



The Great Northern GOAT



Vol. 33 November, 1963 No. 11

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

DAN MUSCH, Editor

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



Giant cedars, 200 feet tall, in northana soar heavenward and dwarf youngster below. Story on Page 10. — K. A. Eggensperger Photo.

Your Railroads

The danger of permitting the nation's carriers to "waste away . . . despite the knowledge that these carriers would be the backbone of recovery capability" in the event of a nuclear attack was condemned by a retired general recently.

Maj. Gen. I. Sewell Morris of Washington, D.C., assistant vice president of the Association of American Railroads, said that the country's public policies continue to spur the use of private and exempt carriers—a group not at all readily-adaptable to the defense needs in time of emergency."

We have permitted the growth of so-called "gray area" transportation—albeit possibly by default or negligence—so that now we are plagued by a literal boom in the illegal carriage field, he said.

Gen. Morris pointed out that the continuing decline of for-hire transportation is "prejudicial to the general welfare of the country." He asked for prompt congressional action on President Kennedy's "fair competition" legislation as a step towards restoring the railroads and other common carriers to their "preeminent transportation role in the national growth and defense."

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BETW

A strong defense posture would be beneficial to such a rejuvenated common carrier system, he added.

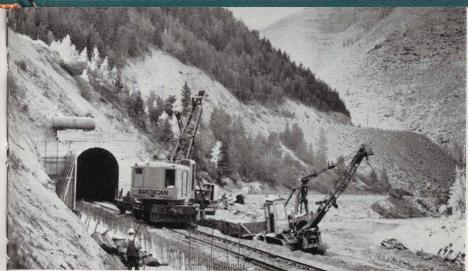
Stating that defense readiness is not a profit-making program, he urged America's transportation industry to develop plans for self-help to meet contingencies arising from rehabilitation needs in the post-attack phase.

All modes of transportation responded to the government's appeal for trained manpower in emergency work by supporting the National Defense Executive Reserve, he said.

Participating reservists would be mobilized in the event of war to aid the government in controlling and monitoring transport utilization.

Two

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Work is progressing rapidly on Tunnel 3.8 on Great Northern's main line near Belton, Mont. It is being extended 275 feet to the east end in conjunction with the Montana State Highway department.

RELINED TUNNEL 3.8 UNDERGOING EXTENSION

Great Northern's Tunnel No. 3.8, located 2½ miles east of Belton, Mont., has been undergoing considerable modification which started with a reinforcement and currently an extension.

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Work began in August, 1962, to reline the 2,100-foot tunnel — a job that used 159,200 pounds of reinforcing iron and 17,000 yards of concrete.

Currently under way is a 275-foot extension from the east end constructed in conjunction with the Montana State Highway department.

In July, 1962, a large rock outcropping on U. S. Hwy. 2, directly above the GN right-of-way, slipped, covering the highway and closing it to traffic.

GN engineers, in cooperation with highway officials, determined the possibility of another slip in the same area and highway officials made plans to stabilize the outcropping and rebuild the highway.

Their plan necessitated a tunnel extension on Tunnel 3.8, and the department agreed to provide 66.6 per cent of the cost of the extension.

Work on the project is approximately 25 per cent complete. Two crews of 10 men each are working on the job that requires 317,000 pounds of reinforcing iron and 2,765 cubic yards of concrete.

The work is expected to continue to Thanksgiving, or as long as weather permits. It will resume in May with completion expected in June, 1964.

NEWS FOR SHIPPERS!

Great Northern has announced a new freight scrvice which cuts one full day on delivery shipments from Chicago and the Twin Cities to Spokane, Seattle and Port-

land.
This important shipping news has been widely advertised in financial papers, magazines and in newspapers across GN territory.

tory.
See the back cover of this issue for more details.

Three



Thomas Billberg, 16, of Wannaska, Minn., is pictured above with his lamb that was sold at auction to the GN at the South St. Paul livestock pavilion, below.

Minnesota Youw

Although an air of merriment and comradery prevails each year at the Junior Livestock show in South St. Paul, the last day—the day of the auction—is always sobering for the Minnesota youths exhibiting animals.

For that is the day of judgment, the day when a host of buyers fill the auction pavilion at South St. Paul and vie for the choice sows, lambs and steer.

The representatives of business and other organizations are there to assist the young Minnesotans who spent the majority of the year feeding, grooming and "babying" their stock previous to the final judging for awards and eventual sale.



whow Livestock

The 4-H Clubbers had earned the right to exhibit at the show through recent successful competitions. They covet the ribbons that will designate their animals as Champion Baby Beef, Champion Market Lamb, Champion Market Hog, Reserve Champions and Trio of Lambs.

Great Northern Railway, a yearly participant in the livestock show, engages in this activity as part of its long-standing program to encourage

junior agricultural projects.

This year, the GN purchased one steer and three lambs. The Hereford, raised by Kathy Gronseth, 16, of Rothsay, Minn., weighed 870 pounds and was purchased at 39 cents a

pound.

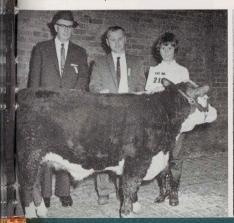
The lambs, owners and purchase prices were as follows: Sandra Brattien, Clearbrook, Minn., 120 pounds, \$1.45 a pound; Julie Anderson, Monticello, Minn., 110 pounds, \$1.35 a pound, and Thomas Billberg, Wannaska, Minn., 90 pounds, \$1.10 a pound.



One of the exhibitors, above, caught 40 winks after lunch. Below, Julie Anderson, 16, of Monticello, Minn., shows her lamb shortly after GN purchased it.



A final appearance with her Hereford, sold to the GN, was a picture-taking ceremony for Kathy Gronseth, 16, of Rothsay, Minn. She is shown, below, with J. L. Baldwin, left, assistant to the GN purchasing agent, and A. L. Nelson, GN industrial and agricultural development agent. Sandra Brattien, 15, of Clearbrook, Minn., is shown with the third lamb GN purchased.





SPECIAL FARES PUBLISHED ON FOUR TRAINS

Great Northern's passenger department has established a special oneway coach fare of \$3.50 with a threeday limit between the Twin Cities and Duluth, Minn., and Superior, Wis.

Also announced was a special round-trip coach fare of \$5.95 with a 15-day limit between the points.

The special, one-way fare and round-trip fares also apply from, to and between, intermediate stations between St. Paul and Duluth, wherever the regular one-way or round-trip coach fare is higher.

Great Northern operates the Gopher and Badger trains between the Twin Cities and Duluth-Superior.

GN Conductor's Safety Ad Stirs Comment

Persons reading the Williston, N.D. Herald on September 3 were surprised to see an unusual advertisement.

Upon closer observation, they soberly read the message headlined: "Please Mr. Driver. . . Would You Do Me A Big Favor?"

Copy of the ad included an appealing photo of Kim Mahlen, 6, shown clutching a book on way to her first day in school.

Inserted by Syvert Mahlen of Williston, GN conductor on the railway's Minot division, his message was an honest plea for drivers to watch carefully that day because Little Kim was on way to school for the first time.

It concluded:
"Please, Mr. Driver, keep an eye
out for my little girl whenever you are
driving. It won't be difficult to recognize her because there are so little
girls and boys just like her.

"It really isn't a big favor after all, is it, Mr. Driver? But it means the world to me."

morra to

New low fares also are in effect between Seattle and Vancouver, B.C., Canada, on GN's International passenger trains and between the Twin Cities and Winnipeg, Manitoba, Canada, on its Winnipeg Limited.

One-way fare between Seattle and Vancouver is \$3.50, and the round trip, \$5.95. This amounts to a saving of \$1.66 on regular one-way fare.

Between the Twin Cities and Winnipeg, the one-way fare is \$9.20 and the round-trip fare, \$16.90 from Minneapolis and \$17.30 from St. Paul. On regular one-way fares, the savings are \$4.29 to Minneapolis and \$4.62 to St. Paul.

Savings are realized in rates from intermediate points on the three lines mentioned.



Great Northern Railway recently was presented with the National Safety Council's Public Safety Activities award for a program among employes and residents of communities along the system. J. T. Andrew, GN's general safety supervisor, is shown holding the award. In accepting the honor, he said that the special agents department and safety department supervisors have been helpful in assisting in the program to control trespassers on railway property and in instructing children of dangers there. Local officers also have assisted the GN program.

Six



Kalispell, Mont.-

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FREIGHT, PASSENGER OFFICES REMODELED

The newly-remodeled freight and passenger offices at Kalispell, Mont., opened recently, are of modern design and decoration.

The structure was extended on the east into a 40 x 50-foot addition with offices and waiting rooms on the ground level. The upper level has facilities for a freight and baggage room, warm room and file area.

Outside decoration of the grade level is of stone siding and wood and features an aluminum and plate glass entrance.

Interior decorations consist of vinyl wall covering and formica, ceiling acoustical tile, flush fluorescent lighting and vinyl asbestos floor covering.

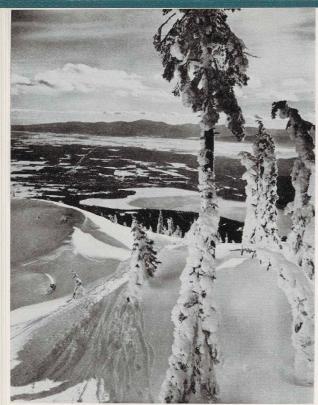
Modern laminated plastics cover the ticket counter and all furniture is of modern decor.

The GN building adjoins the Kalispell Chamber of Commerce's new offices.

GN's recent Kalispell offices open house featured a ribbon-cutting ceremony. Shown from the left, below, are A. K. Sample, president of the Kalispell Chamber of Comerce and president of the Conrad National Bank; V. Z. Clarke, GN agent; Otto Fisher, GN Kalispell division assistant superintendent, and Tom Flynn, Kalispell mayor. At right, below, is the office interior.







Big Mountain Eyes Winter's First Snowfall

iding louds

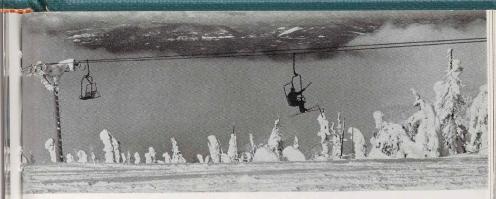
Wet snow, clinging to weather-beaten pines, fashions a palm tree appearance of a tree on the mountain.

American plan meals in the chalet provide a wide variety of dishes preferred by hardy skiers.

Atop of the mountain, skiers pause to view the spectacular panorama of Whitefish, a GN rail point.







Riding the top of the world, a lift-borne skier moves above the clouds which shroud the valley.

Although summer persisted during early Fall throughout most of the nation, operators of The Big Mountain at Whitefish, Mont., have had snow on their minds most of the summer readying the mountain for the upcoming season.

At this time of the year, eyes frequently move heavenward looking for the first snowfall of the season that will herald the bustling snow-skiing season in the West.

For the past several months, activity on The Big Mountain has been stepped up as the management under the direction of Ed Schenck has manicured the hills making wider runs down the mountain.

From a vantage point on the "hill," one may see the chalet, lodge and ski shop of the resort.

Boulders and snags have been dragged away; the 6,800-foot double chairlift has been checked inch by inch, towers inspected, and a general grooming of the countless runs have been accomplished.

Meanwhile, in the offices, the reservations department has been busy filling requests, mailing brochures and tending to the hundreds of other activities performed by the active public relations office.

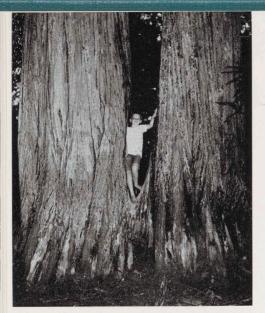
Chalet and lodge facilities have been readied into "top-notch" condition in anticipation of the thousands of skiers that will transform the area into a bustle of fun and merriment

(Concluded on Page 10)

Frost and snow combine on the mountain top and make eerie patterns of lift tower and trees.







Tom Eggensperger, son of K. A. Eggensperger of Thompson Falls, Mont., stands in the crotch of twin cedars believed to be more than 500 years old. The youth's father photographed the impressive stands—photos that originally appeared in the Great Falls, Mont., Tribune's MONTANA PARADE.

Years before Columbus discovered America, young cedar saplings already were thriving in the Ross Creek scenic area south of Troy in northwestern Montana

Today, some 500 years later, many of these saplings are 200-foot giant cedars, their branches soaring skyward and their massive canopy of needles screening the sun.

Patches of sunlight play on the forest floor—illuminating a fern and casting highlights on the immense devil's club whose bright red berries glisten as jewels among the forest greenery.

K. A. Eggensperger of Thompson Falls, Mont., captured the glory of God's handiwork during a recent trip to the area which is fast becoming a "must" stopover for countless of nature lovers.

ture lover

SKIING - Conclusion

around Thanksgiving day—the traditional opening of The Big Mountain—snowfall permitting.

Although snow—or at least the first snow—is always looked for with anticipation, The Big Mountain averages more than 90 inches each season.

One of the major improvements this season is the widening of the road leading from Whitefish to the ski resort. In addition to that project, the switchbacks have been altered, improving transportation up the mountain.

A color film, "Big Mountain of Fun," produced by the Great Northern Railway and Winter Sports, Inc., operators of the ski resort, vividly depicts the wonderful skiing conditions and fine accommodations and excellent food on the mountain.

Since its release this summer, the film has been viewed by thousands of skiers across the nation. It is available for use by civic and service clubs and ski organizations through Great Northern's public relations offices in St. Paul and Seattle, GN ticket offices in Minneapolis and Chicago and The Big Mountain at Whitefish.

The ticket offices also are eager to supply interested skiers with an illustrated folder, "Ski The Big Mountain," and a rate sheet which describes the many attractive package deals and ski weeks at the popular resort which was featured last year on the cover and inside pages of SPORTS ILLUSTRATED magazine.

Contact your GN ticket office or travel agent for more information on a ski trip to Whitefish, Mont., on the Continental Divide and on the main line of Great Northern.

He will gladly arrange accommodations for you on the GN's Incomparable Empire Builder or Western Star.



Name's The Same

Two kids, returning from Sunday school, fell into conversation.

"Do you believe all that stuff about the devil?" one asked the other.

"Heck no!" replied the second. "It's just like Santa Claus—it's your old man."

A Word For It

The wife of an English professor entered his office and discovered his secretary on his lap.

"George!" she cried. "I'm sur-

prised."

"No, my dear," the professor countered. "We are surprised. You are astounded!"

Acclimatizing

A North Carolina farmer was watching his daughter's teen-age party and was fascinated by the twist.

He scratched his head and said to his wife: "Well, if that don't bring on

rain, nothin' will!"

Color Conscious

"There's a story in the paper that says in 100 years there won't be one blonde left in the country," the dark-haired wife told her husband.

"No doubt about it," he answered.

"It's hard to leave one now."

Fire Water

Coroner: "What were your husband's last words?"

Widow: "He said, 'I don't see how they can make any profit on this stuff at \$1 a quart."

Got The Bird

A vacationing family loaded their pet squirrel, cage and all, into the front luggage compartment of their foreign, rear-engined car.

While stopping at a remote gas station in the mountains, the husband told the station attendant to 'fill her up' and the family stepped out to look at the view.

When they returned, the husband asked, "How much do I owe you?"

"Don't rightly know," the attendant said. "I gave your engine two bags of peanuts, but I'll be danged if I know how to check its oil."

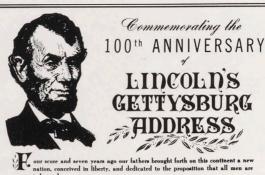
Corralled

Driving in a dense fog, the motorist followed the taillight ahead and when the car came to a sudden stop, his car crashed into the rear of the other.

"Why don't you put out your hand when you stop!" the second driver screamed.

"What for?" was the reply. "In my own garage?"

Eleven



created equal.



ow we are engaged in a great civil war, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We are met on a great battlefield of that war. We have come to dedicate a portion of that field, as a final resting place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this.

ut, in a larger sense, we cannot dedicate - we cannot consecrate - we cannot this ground. The brave men, living and dead, who struggled here, have

consecrated it, far above our poor power to add or detract. The world will little note. nor long remember what we say here, but it can never forget what they did here. It is for us, the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us - that from these honored dead we take increased to the great task remaining before us — that from these honored dead we take increased deficient to that cause for which they gave the last full measure of devotion — that we here highly resolve that these dead shall not have died in vain — that this nation, under God, shall have a new birth of freedom — and that government of the people. by the people, for the people, shall not perish from the earth.



Nineteen hundred and sixty-three is the 100th anniversary of Abraham Lincoln's Gettysburg Address.

This speech of 10 sentences is recognized as America's greatest.

The Gettysburg speech was not immediately taken as the great masterpiece that it is. President Lincoln's invitation to speak at the dedication of the Gettysburg battlefield was an afterthought.

Edward Everett, a famous orator was selected as the speaker. He was notified in September that the dedication would be on October 23. He asked for more time so the date was

set ahead to November 19.

Late in October, President Lincoln received a printed invitation, the same as went to other citizens. When he accepted immediately, the question arose whether he should be asked to speak.

The committee in charge agreed he was a clever and witty politician but they were uncertain if he could deliver a solemn greeting. On November 2. he was asked to say a few appropriate remarks.

The president was a guest at the home of Judge David Wills where he wrote the address on two pieces of

(Concluded on Page 14)

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Warehouses Play Vital Role in Seattle Economy



Taylor-Edwards Transfer & Storage

Merchants and consumers alike realize the importance of warehouses in the economy of the community.

The ability to store supplies of products and equipment and to call upon them to fill the requirements of the community at any time are but two advantages.

Modern warehouses are daily becoming more specialized to meet the various demands of the products and equipment handled. The great strides in packaging and refrigeration in the past decade have produced the need for more space and more advanced construction.

The current population increase and forecasts of more highly concentrated populations in cities and suburbs stress this need.

The GOAT magazine previously published photos of two Seattle-area warehouses and this month we include two others.

(Concluded on Page 14)

System Terminals No. 2





The Martin Litton family are shown in Chicago shortly before boarding the Empire Builder on return trip West.

Address-Conclusion

paper. The next morning, he rode in the parade on horseback to Cemetery hill. He wore a black suit, high black hat and white gloves. They arrived on time but waited 45 minutes for the main speaker, Edward Everett, and then listened to his oration for two hours

The president read his address in a loud, clear voice. It was over in less than five minutes. Reactions were mixed: some newspapers condemned it, others praised it; some printed it without comment, some criticized it and the president viciously.

One newspaper read: "We pass over the silly remarks of the president; for the credit of the nation we are willing that the veil of oblivion shall be dropped over them and that they shall no more be repeated or thought of."

Another read: "The cheek of every American must tingle with shame as he read the silly, flat, dish-watery utterances of the man who has to be pointed out to intelligent foreigners as the president of the United States."

President Lincoln felt that the

SUNSET Editor, Family Travel

on Great Northern

The travel editor of SUNSET magazine and his family recently were passengers on Great Northern's Empire Builder on a trip to and from Chicago.

Mr. and Mrs. Martin Litton, daughter Kathleen, and sons, John and Donald, traveled to Glacier National Park in the Montana Rockies from Oakland, Calif., on a swing to Great Lakes ports and eastern points.

Mr. Litton, one of the leading travel editors in the nation, spent several days in Glacier National Park gathering story material for his magazine.

Storage—Conclusion

System Transfer & Storage Company—System Terminals, No. 2, the newer structure of two buildings in Seattle, is a 60 x 200-foot building of 12,000 square feet, completed in 1963 on land purchased from the Great Northern. The two warehouses of the firm have a total of 108,500 square feet. System Transfer now boasts 83,000 square feet under cover.

The firm was founded in 1919 and its company officers are headed by Lloyd Coder, president. R. E. Gerlach is manager and treasurer.

Taylor-Edwards Transfer & Storage, as previously reported in a past issue, is headed by D. E. Taylor, president.

In business 50 years, the firm's 120,000-square-foot warehouse was completed in 1960 and the 24,000-square-foot office in 1962.

speech was not a good one but Edward Everett in a note to him wrote, "I should be glad if I could flatter myself that I came as near to the central idea of the occasion in two hours as you did in two minutes."

Fourteen

Freight Slogan Nets Californian \$1,000 Award

A \$1,000 check for the best slogan urging damage-free handling of freight went to a locomotive engineer from Stockton, Calif.

Lincoln C. Parkinson, an employe of the Western Pacific Railroad, sub-

mitted the following:

"Your freight we'll handle damagefree.

With on-time arrival for the consignee."

His slogan was one of 30,000 submitted by railroaders in the United States and Canada in a contest sponsored by the American Railway Magazine Editors Association which announced the winner at its 41st annual conference recently in Cleveland.

The presentation was made by Miss Careful Handling, Kathy Mooney, 3,

of Lakewood, Ohio.

Shipper-gram winner, L. C. Parkinson, sums up his theory of careful handling of shipping this way:

"From personal business experience, I have learned that a business cannot

prosper with a continuing rise in damage costs.

"This not only reflects in loss of profits for the company but also, indirectly, in the loss of jobs when shippers, as a result of costly damage, switch to other modes of transportation."



Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

FORM 6009 11-63

PRINTED IN U. S. A.

Great news for shippers...effective immediately

Now freight moves one full day faster to Spokane·Seattle·Portland via Great Northern

Here's important news for shippers in the East and Midwestt and receivers of goods in the Pacific Northwest: Great Northerm Railway announces new speeded-up freight schedules . . . schedules that curuone full day on delivery of shipments from Chicago and the Twin Cities to Spokane, Seattle and Portland.

This new faster Great Northern service means...

- Third-night delivery on freight from Chicago to Seattle-Portland
- Third-morning delivery on freight from Chicago to Spokane
- Second-night delivery on freight from Twin Cities to Seattle-Portland
- Second-morning delivery on freight from Twin Cities to Spokane

For complete information, exact schedules see your nearby Great Northern Freight Traffic Representative, or write as G. D. Johnson, General Freight Traffic Manager, Great Northern Railway, St. Paul, Minnesota 55101 CApital 4-558838

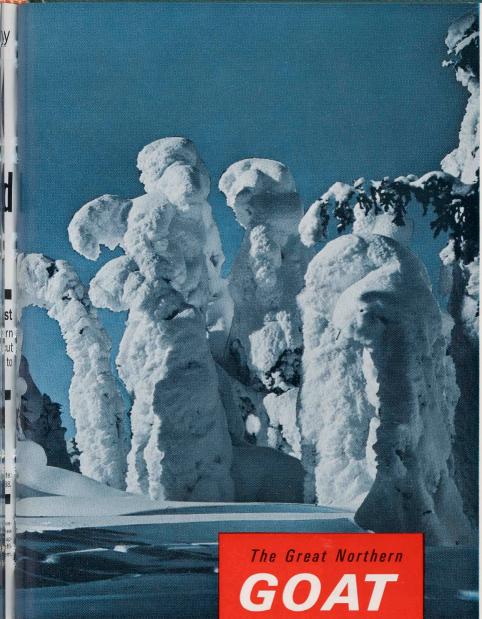
PROGRESS IS A GREAT NORTHERN HABIT

And it's a habit that pays off—in improved operations, in better service to our customers. This latest speed-up in transcontinental freight service is made possible by such progress as: electronic car classification; lightning-fast communications and car locating-reporting systems; new added miles of Centralized Traffic

Control; continuous programs of track maintenance, line improvements and relocations; replacement of old "high iron" with newsmooth-running ribbon rail; modern new special-duty carriers, upgrading of present cars; countless time- and money-saving effial ciencies all up and down Great Northern's 8,270 mile rail systema



Now, more than ever, freight goes great when it goes Great Northern!



December, 1963

The Great Northern GOAT



Vol. 33 December, 1963 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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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



S n o w a n d shadow combine atop The Big Mountain at Whitefish, Mont., to produce a postcard view of the ski area.— Lacy Photo

Your Railroads

Greater public cooperation is needed to avoid costly grade-crossing deaths.

Public funds should be made available to build and maintain expensive grade separation structures and automatic protection devices, stated Joseph H. Hays, general counsel of the Association of Western Railways.

He spoke recently before a meeting of the National Safety Council in Chicago.

The severity of these accidents and their frightening fatalities, injuries and property loss require special efforts to prevent them.

Prospects for improvement lie in better enforcement of laws and regulations applying to drivers of motor vehicles, and in the installation of more grade separation structures and crossing protective devices, Hays said.

The cost of separating all of the 224,547 grade crossings in the nation would amount to an estimated 86 billion dollars—more than three times the total capital investment in all of the nation's railroads.

At a reasonable average of \$10,000 each, it would cost a minimum of \$1.8 billion to equip 183,000 presently unprotected crossings with automatic protection devices. The resulting expense to the railroads of simply maintaining such equipment would approximate 202 million dollars annually.

The magnitude of the cost for an appreciable number of new installations and automatic devices makes it clear that railroads could not be expected to bear the burden.

Some means must be formulated by which public funds can be obtained and used to build and maintain structures and devices which will automatically protect the motor vehicle driving public from its own folly, Hays concluded.

Two

GN's president, John M. Budd, above, signs a stock purchase order presented by Burke Strickland, president of GreNorCo. Below, Mary Lee Pratt, secretary of the JA firm, hands a stock receipt to Anthony Kane, GN vice president and general counsel.



GN Achievers' Product Ends With A 'Twist'

A quality "Quik-Twist" jar opener designed to make the job easy for the lady of the home is being manufactured by GreNorCo, a Great Northern-sponsored Junior Achievement company.

Twenty-five youths from 14 St. Paul and suburban schools comprise the budding company that is learning American free enterprise by becoming

businessmen.

Beginning with an 8-inch-wide, 8-foot-long piece of sheet metal, the Achievers expend about one hour in manufacturing the opener that eventually is mounted under a shelf or kitchen cabinet.

Selling for \$1, GreNorCo expects

to sell 1,000 openers.

Achievers purchase one share of stock in their company, and each must sell the product in addition to performing other company duties. The firm is capitalized at \$70.

The youngsters meet Monday evenings for a two-hour session under

the guidance of GN advisors.

The latter are Dick Gunderson and John Slaughter, both management; Harry Wales, production, and Nick Blazovich, sales.

Joint Ticket Office

Great Northern's passenger traffic department has moved into a joint city ticket office in Rochester, Minn., the city that boasts the famed Mayo Clinic.

Also in the office are Chicago, Burlington & Quincy, Northern Pacific, Chicago, Milwaukee, St. Paul & Pacific and the Chicago, Rock Island & Pacific lines.

The appointed agent and address of the office is C. F. Day, Ticket Agent, Rochester Ticket Office, 105½ Second Ave. SW., Rochester, Minn.

Three



Banners Flying, Show Was An Eye-Opener

U.S. Rail Industry 'Struts Its Stuff'



GN's new 50-foot boxcar, right, a Youngstown Steel display, drew many admiring glances—almost as many as the attractive blonde at one of the exhibits, above. If there were any doubts about the future of the railroad industry, they were quickly dispelled by a visit to the recently-completed American Railway Progress Exposition in Chicago.

In addition to the hundreds of exhibitions of railroad-orientated products and equipment, was an overriding exhibition of faith in an industry that is on the go.

Chicago, the hub of the nation's railroads, was the site of the largest such railroad exhibit ever conducted.



More than 30,000 railroad and industry supply people converged on massive McCormick Place on Lake Michigan and at the 31st street yard of Illinois Central.

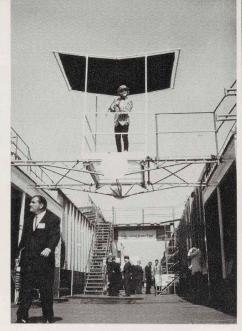
They saw more than 40 million dollars in modern railroad equipment and facilities—including giant locomotives and specialized freight cars.

McCormick Place, the 35 milliondollar convention and exhibition center, was utilized by more than 300 suppliers of smaller railroad items.

Among the exhibits were electronic devices, radio and television communications equipment, freight-handling mechanisms, centralized traffic control and modern signal systems, "pushbutton" freight yards and other new developments in the railroads' continuing modernization program.

Since World War II, railroads spent 17.4 billion dollars for various facilities in keeping abreast of the needs and demand of shippers and travelers.

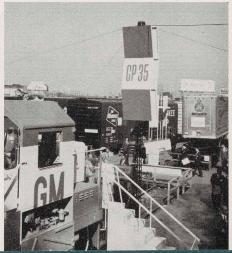
In conjunction with the exposition, about 25 railroad and related organizations conducted meetings at various locations in Chicago.



Perched high above U.S. Steel's exhibit area, a charming dancer, above, ballyhooed the firm's products.



Two views of the extensive exhibits are shown, above and right. Hundreds of pieces of equipment, exhibits and machinery provided hours of educational inspection.



Editor, Wife Go GN



Mr. and Mrs. James E. Kurtz of Chicago are shown in that city as they are about to leave for Seattle aboard Great Northern's Empire Builder. Mr. Kurtz is editor and publisher of Opinion Magazine.

Oregon Steelheads Lure Anglers To State's Rivers

One of the nation's most challenging game fish, the fighting Steelheads, are luring fishermen to Oregon's hundreds of forested streams.

Each year, following the first heavy rains of winter, Steelheads enter the rivers and head upstream to spawning grounds.

By mid-December, rivers and creeks are teeming with husky fish. Fishermen take advantage of the situation in boats or in secluded spots along favorite streams.

The fish average 24 to 30 inches in length and four to 10 pounds, although they occasionally top 16 to 18 pounds.

Many of the good streams are within hours of Oregon's principal cities. The winter season runs from November to March 31, although the Columbia river is open all year.

Licenses for out-of-state fishermen is \$1 for one day, \$5 for a seven-day vacation and \$10 for one year.

You may want to tie in your fishing trip with a ski trip to the many peaks in the area. See your local Great Northern ticket agent for accommodations to Portland via GN's Incomparable Empire Builder or Western Star.

FIND ADVENTURE...



The nation's 135,389 Cub Scout Packs, Boy Scout troops and Explorer units are engaged in their Adventure Roundup.

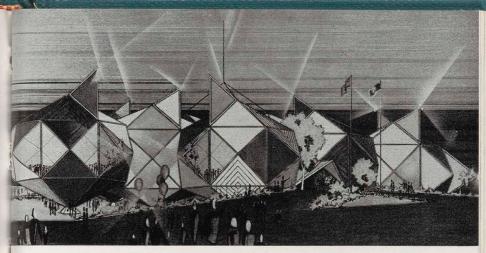
They are opening wide the doors to their meeting places to welcome thousands of additional boys into their ranks.

The Boy Scouts of America needs no introduction. Formed in 1910 and granted a federal charter by Congress in 1916, the movement has affected lives of some 36 million Americans.

The value of Scout training shows up significantly in those who graduate from our service academies. In each institution more than half of the graduates were Scouts.

Of the first seven astronauts, five were Boy Scouts and one was an adult leader.

Six



Minnesota's N.Y. World's Fair Building

The Minnesota Pavilion of the 1964-65 New York World's Fair offers a space-age concept in design which is sure to capture the imaginations of the millions expected to view it.

It will be a polyhedron featuring a variety of laminated wood and plastic panels composing some 36 plane surfaces found in each polyhedron.

Though each panel is six inches

NDTA Elects J. M. Budd National Vice President

J. M. Budd, president of Great Northern, was one of the nation's transportation leaders elected as a national vice president of the National Defense Transportation Association.

Elected president of the group was Maj. Gen. I. Sewell Morris, assistant vice president of the Association

of American Railroads.

The NDTA is a professional, military-civilian association of more than 13,000 members dedicated to promoting the strength and vitality of all segments of the transportation industry to insure its readiness to meet any emergency.

thick, its weight is substantially less than ordinary building materials of the same dimension. In fact, one unit weighs approximately one-tenth of a building of similar size constructed of ordinary materials.

The Minnesota structure will be situated on the main mall to United Steel's Unisphere—focal point of the

entire Fair.

It will be flanked by the French, Vatican, Italian and New York Pavilions in a beautiful setting near Flushing Meadows overlooking New York City.

The Fair begins on April 22, 1964.
The Minnesota pavilion was designed by James R. Dresser Associates, Inc., Minneapolis.

GN Company Physician Delivers Quints

The doctor who delivered the nowfamous Aberdeen, S.D., quintuplets has been a Great Northern Railway staff physician for 10 years.

Dr. James Berbos delivered the four girls and one boy on September 14.

The famed Fischer quints are thriving, thanks to the careful handling of the 40-year-old physician.

Seven



A fully-loaded Trailer Train tri-level is shown at the car facilities at Renton, Wash. The equipment carries 15 standard-sized automobiles.

GN Hauls Chevrolets to Pacific NW

The advent of the new-car "season" is important for the nation's railroads who once again have demonstrated their ability to alter operations to fit the times.

Years ago, the railroads were the principal movers of new automobiles, but later, this important traffic was lost to highway carriers.

Today, the rails once again are in the forefront of the new-car movement and have abetted the development of unique equipment to assure faster and safer delivery of these automobiles to the vast American market.

Great Northern Railway has been active in the hauling of automobiles, and today, rarely a freight train heads West without a share of the car traffic on its rails.

Recent improvement in freight scheduling which saw the paring of a day in the freight time West has heightened dealers' interests in the railroads.

Among recent arrivals at the carunloading facilities at Renton, Washington, was a shipment of Chevrolets destined for distribution to Pacific Northwest automobile dealers.

Chevrolets arrive at Renton from General Motors plants located at Kansas City, Jamesville and St. Louis, Missouri; Oakland, California, and Willow Run and Pontiac, Michigan.

Firms distributing General Motors vehicles at the Renton site are Transport Service and Distributors and Kenosha Auto Transport.

Eight

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

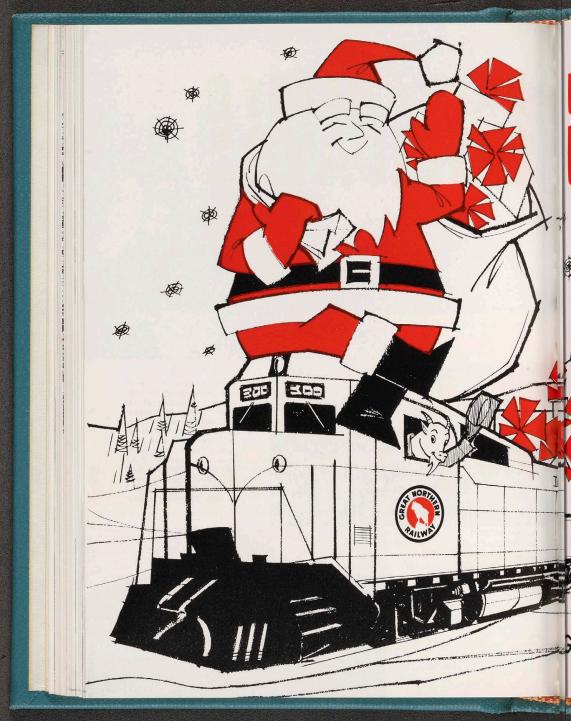






Various types of ramps have been devised for loading and unloading of car racks. Each used requires the services of a sharpeyed driver who is an expert behind the wheel. The photos depict that type of driver who handles thousands of dollars in cars in several hours. Lower photo shows an auto rack of cars unloading at Renton.

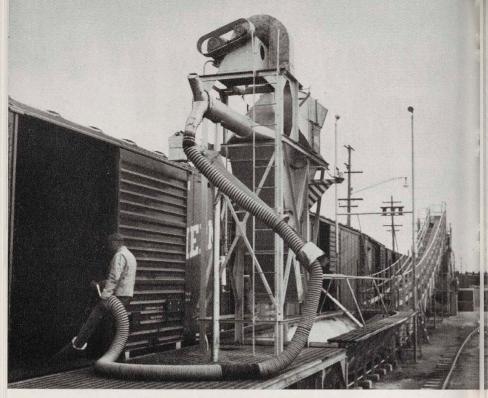




HAPPY HAPPY I HOLIDAYS:



GREAT NORTHERN RAILWAY



A giant-sized vacuum cleaner is used by the workman, above, in cleaning out the smaller pieces of debris from a boxcar. The refuse eventually is deposited by conveyor in a movable container at the end of the line.

At Grand Forks, N.D.-

GN Mechanized Boxcar Cleanout

A clean boxcar policy serves a dual purpose: it provides better shipping and happy shippers.

This is becoming more evident as benefits of Great Northern's car cleaning facilities at Grand Forks, N.D., become more apparent to both shipper and the railway.

Many products moved via Great Northern necessarily require various methods of packing, packaging, bracing and steel banding. After removal of merchandise at destination, this dunnage frequently remains in the boxcar.

At Grand Forks, a scientificallycontrived method of removal of dunnage has been successfully used for more than one year.

The cleaning complex installed by GN's bridge and building department includes two lines of parallel track, each about 1,350 feet long.

A switch engine moves 25 cars onto

Twelve

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

The moving conveyor, right photo, carries the dunnage removed from boxcars into the pulverizer where it is cut to pieces and deposited into a container. Below, the control panel shown regulates operation of the conveyors, pulverizer and vacuum cleaner.

one track opposite the cleaning apparatus. An electric winch along the clean-out tracks pulls cars through the

cleaning facility.

A carman checks the interior of the cars and removes cleats from walls and floor, and extracts protruding nails and occasionally lining boards to remove caked materials.

Refuse in cars is thrown into hoppers and debris is carried by conveyor belt into the "hog," or pulverizer. It is then discharged into a container which is hauled away by truck.

Each car is cleaned by a giant-sized vacuum which picks up materials too small to be gathered by hand. A control panel operated by vacuum operator also has controls for the operation of the conveyors and hog, the washing machine, and car pull which moves the string of cars by each station.

Carman and helper inspect the cars making minor repairs to floor and lining in order to upgrade the car to the highest classification. If heavier repairs are needed, the car is marked and later switched to the adjacent repair tracks.

Car then moves to the washing area where it is cleaned automatically through control from the control board. After this task is completed, it is classified and if suitable to carry food for human consumption, it is fumigated and sealed.

As one line of cars is cleaned, the other track is readied for immediate

operation.

The Oliver Iron Mining Division of U.S. Steel says 186,563 persons viewed its open pit mines on Minnesota's Mesabi Range during the past summer.

The report, appearing in the Saint Paul Area Chamber of Commerce's ACTION leaflet, also states that Oli-





ver's taconite plant was open to the public seven days a week between June 30 and Labor day.

Guided tours to both the taconite mine and plant were conducted hourly. Tourists from almost every state in the Union visited the area.

Thirteen



All set and rarin' to go, Great Northern's track-conditioning equipment presents a weird appearance to the unknowing eye—but its results has revolutionized track maintenance.

RIG RECONDITIONS TRACK-

Rail Bed Gets 'New Look'

Maintenance of the right-of-way is a necessary and costly expenditure in the operation of a railroad.

Great Northern has constantly strived to keep its road bed in tip-top condition.

Smooth roadbeds result in safer transportation of both passenger and freight trains. Costly mishaps are lessened and damage claims reduced.

GN's ballast sled for rehabilitation of track is one part of a multi-unit set of equipment capable of renovating

Looks can be and are deceiving. This segment of the track maintenance equipment appears to be a missile launcher, but the upward-pointing tubes are segments of a sled that moves under the lifted track.

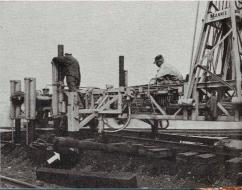
one mile of track daily. It performs more work in one day than a large crew formerly performed in one week.

The equipment was tabbed a "launcher" because it throws old ties from the roadbed. In a unique function, wings of the sled move under raised rail ejecting the old, weathered tie. Another machine sets in the new ties

Then the tie spacing machine goes into operation and the track is ready for new ballast.

A crosstie streaks out from under the rails (arrow) by the power of the "launcher" shown in left photo. The tie will be marked and eventually removed, only to be replaced by another.







Warpath

An easterner, retelling his western vacation trip to fellow officeworkers said: "There I was, in the middle of the plains, Indians to the left, front and rear of me, coming at me!"

"Well, hurry, tell us. What did you

do?" a secretary asked.

"The only thing I could do," he replied. "I bought a blanket and two baskets."

Rebate

"But doctor," the mother said. "Don't you think the bill is too high?"

"No, ma'am," he said. "I made 11 visits to Johnny when he had the

measles."

"And don't you forget," she emphasized. "That Johnny made you a lot of money when he gave measles to the whole fourth class!"

Friendly Dessert

"What's for dessert, honey?" the husband asked.

"Sponge cake," was the reply. "I sponged the eggs off Mrs. Smith, the sugar off Mrs. Jones and the flour off Mrs. Brown."

No Help Here

Diner to Waiter: "Is it raining outside?"

Waiter: "Sorry, sir, this isn't my table."

Comeuppance

Judge: "You've been appearing before me in this court for 20 years." Drunk: "Can I help it if you don't

get promoted?"

Biting Remark

The dentist had just begun working on the pretty girl's teeth when he announced: "Sorry, miss, I'm out of gas."

She leaped out of her chair and snarled: "Ye Gads, do dentists pull that routine, too?"

Not His Type

Employment Bureau Clerk: "Why, miss, we just sent you to your new job yesterday and the boss fired you already?"

Cute Chick: "Yes, and for no reason at all. I only asked him if he wanted the carbon copy of his letter double-spaced, too."

Phew!

"Your sister's spoiled, isn't she?"
"No, that's the perfume she uses."

Good Boy!

"How nice of you, Junior, sitting as quiet as a mouse while daddy sleeps in his rocker."

"I'm waiting for his burning cigarette to reach his fingers," Junior re-

plied.

Fifteen

COIL STEEL SHIPPED TO SPOKANE VIA GN



Sheet coil steel—425,000 pounds—recently was shipped on 11 flatbeds on six Trailer Train flatcars from Portland, Ore., to Spokane, Wash. Destined for Corrugated Metal at Spokane, the coils are shown, protected from the weather by plastic coverings. The steel was to be used in the manufacture of roofing and siding in the fabrication of farm buildings, etc.

Big Mountain Rebuilding at Fire Site

A portion of The Big Mountain lodge destroyed by a late Autumn fire is being rebuilt and is expected for occupancy this skiing season.

Ed Schenck, Big Mountain general manager, stated that the new permanent structure will be at the same site as the burned portion.

The unit will be two stories, 65 x 40 feet. The first floor will contain the day skiers' area: snack bar, kitchen, rest rooms and other facilities.

The upper floor will have a kitchen and guest dining room seating 120, with view of both the Flathead Valley and the ski slopes.

The management pointed out that the fire which consumed approximately half of the lodge will not interfere with this year's operations. The resort will be able to handle the same number of guests as last year, and the new dining room will feed more persons than past years.

As of mid-November, The Big Mountain already had a generous layer of snow and the ski resort was in operation for the thanksgiving weekend.

Park Service Chief, C. L. Wirth, Retires

The retirement of C. L. Wirth as director of the National Park Service and the appointment of George B. Hartzog, Jr., to the post were announced recently by Stewart L. Udall, secretary of the Interior.

10

Sixteen

INCOMPARABLE EMPIRE BUILDER-MORE DOME SEATS

HEAVY SNOW MANTLE ON GLACIER PEAKS



A thick covering of powdery snow has sifted on Glacier National Park in the Montana Rockies. Going-To-The-Sun Road on the Continental Divide has long been closed to traffic due to the snow which began in October. The above photo from Granite Park chalets in Glacier shows Heavens Peak in the background. The unusual closeness of the mountain is due to the compression effect from the 400 mm. focal length lens used by Hal Kanzler of Columbia Falls, Mont.

Whitefish Hotel Building Begins

Work is under way on the new 42unit Viking hotel at Whitefish, Mont., and completion is seen possible for the Christmas holidays.

Situated on the road en route to The Big Mountain ski resort, the structure will feature a heated swimming pool, cocktail lounge, large guest lounge, main dining room with seating capacity for 150, coffee shop, speciality shop and special rooms for private parties and dinners.

The new hotel will be operated by

Viking, Incorporated, with Sverre Askevold, president.

Opening of the hotel will augment housing during the upcoming skiing season at Whitefish.

U.S. railroads receive less than 1½ cents for moving the average ton of freight a mile. This compares with 6 cents for motor carriers and 22 cents for air carriers.

Seventeen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

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The Big

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Wirth and an American George Boundard were and L. Udall

SEATS

Southern California 'Date Capital' Of United States

It's harvest time across the country, but one of the most unusual crops in the nation is the date crop of Southern California known as the "Arabia of America."

This is the Coachella Valley, where, according to the region's All-Year club, 90 per cent of America's fresh dates are grown, and the favorite sport is camel racing.

Centering on Indio, the "Date Capital," the Coachella is a desert trough about eight miles wide and forty miles long.

Most of the valley is below sea level but Palm Springs, at the northern end, is 475 feet above sea level. At Indio, it is 22 feet below sea level.

Mountains rise on both sides of the valley, some of them two miles high, and it is on the mountains that snow collects in winter and melts to fill Coachella's wells.

Date palms need summer heat and plenty of irrigation. An old Arabic saving goes: "A date palm must have its feet in the water and its head in the fire of heaven."

A visitor first becomes aware of the date country when a thick green cloud looms on the yellow desert horizon. Closer, this becomes the even-green topknots of blocks of thousands of palm trees, laid out in symetrical patterns.

There are more than a quarter million producing palms in the valley in areas called date gardens. Clusters of dates, some 10 to 20 per tree dangling below the palm fronds, are easily seen by visitors. Unfortunately, dates do not ripen all at once, and pickers must mount ladders many times to harvest the crop.

Visitors can munch fresh dates, eat

Date groves, such as the one above located in Palm Springs, Calif., help produce more than 20 million pounds of dates yearly.

date candy or enjoy date malted milk or ice cream.

Before your next visit to Southern California, visit your Great Northern ticket agent and let him prepare an interesting trip to the state arranging transportation for you on GN's streamlined Empire Builder or Western Star to Portland-Seattle with convenient connections to California.

Golden Freight Car Awards

Six railroads were named winners of the 1963 Golden Freight Car competition.

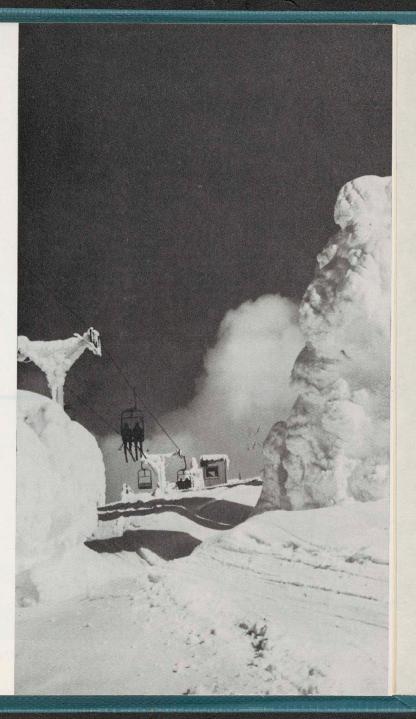
The Railway Progress Institute's 55th annual dinner in Chicago recently revealed the winners as the Southern Railway System, the Atchison, Topeka and Santa Fe, the Baltimore & Ohio, the New York Central and the Norfolk & Western Railway.

Eighteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

SKI BIG MOUNTA N

An exciting ride on the 6,800-foot chairlift brings you into a snowy wonderland. Awaiting is the ski plunge down the mountain.





In the high reaches of a mountain ski run,
Far above the city's tumult, the skier may find solace unmatched below.
The noble pines, frosted with fog and Blanketed with snow, bow to the Christmas
Star and to Whom
It represents.





GREAT NORTHERN RAILWAY

