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THE GREAT NORTHERN GOAT

Vol. 34 No. 1-12

1964

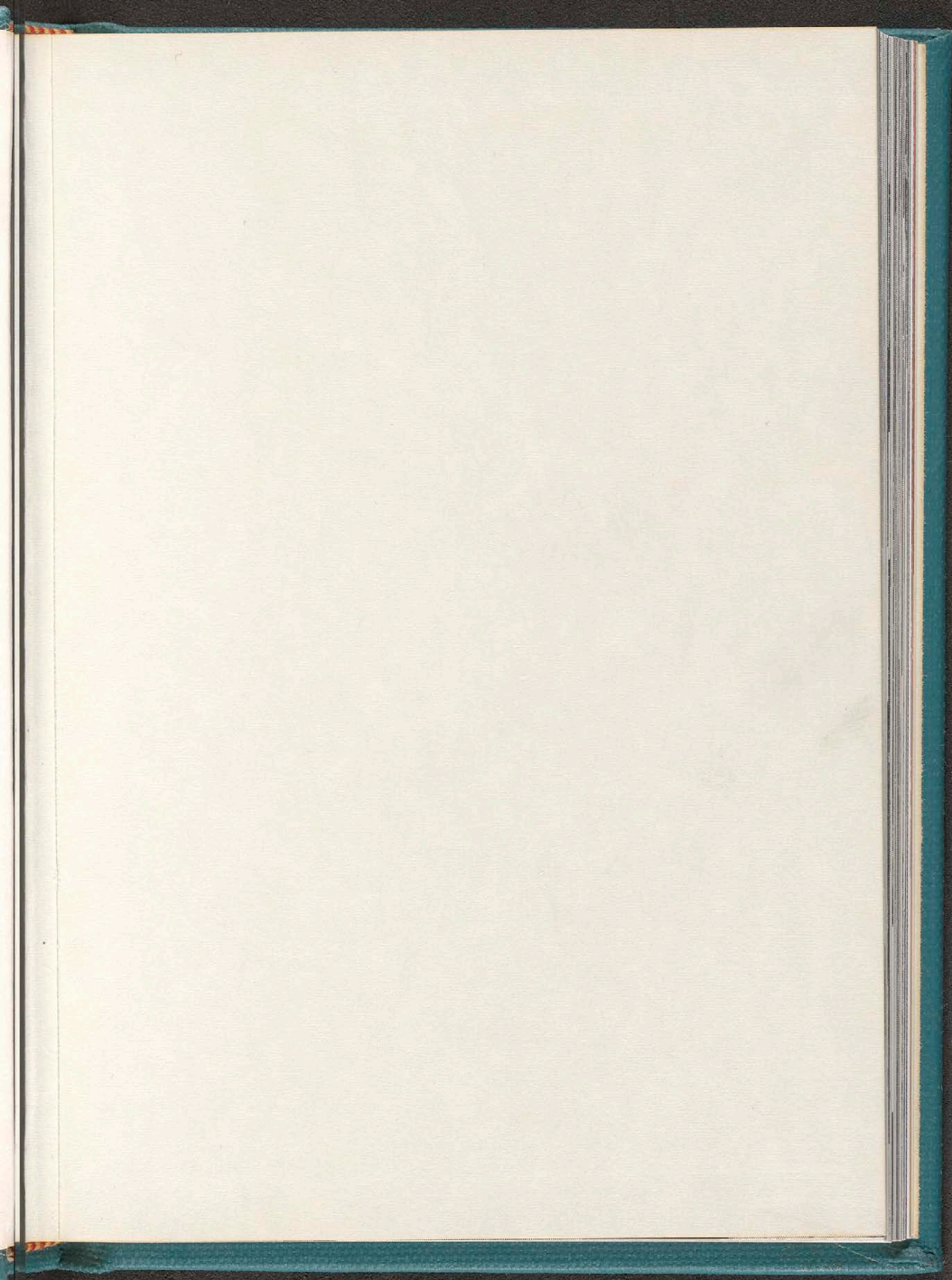
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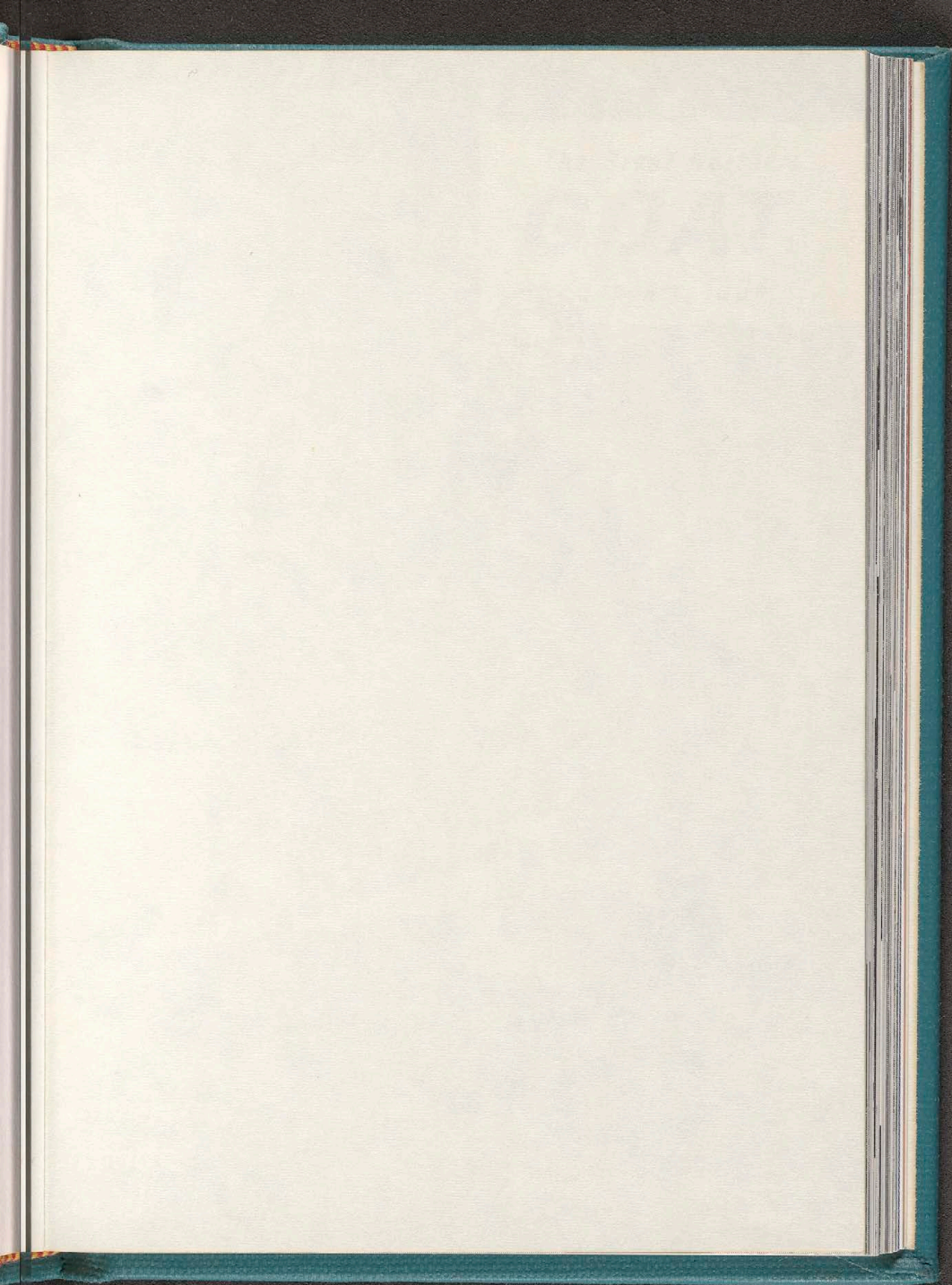
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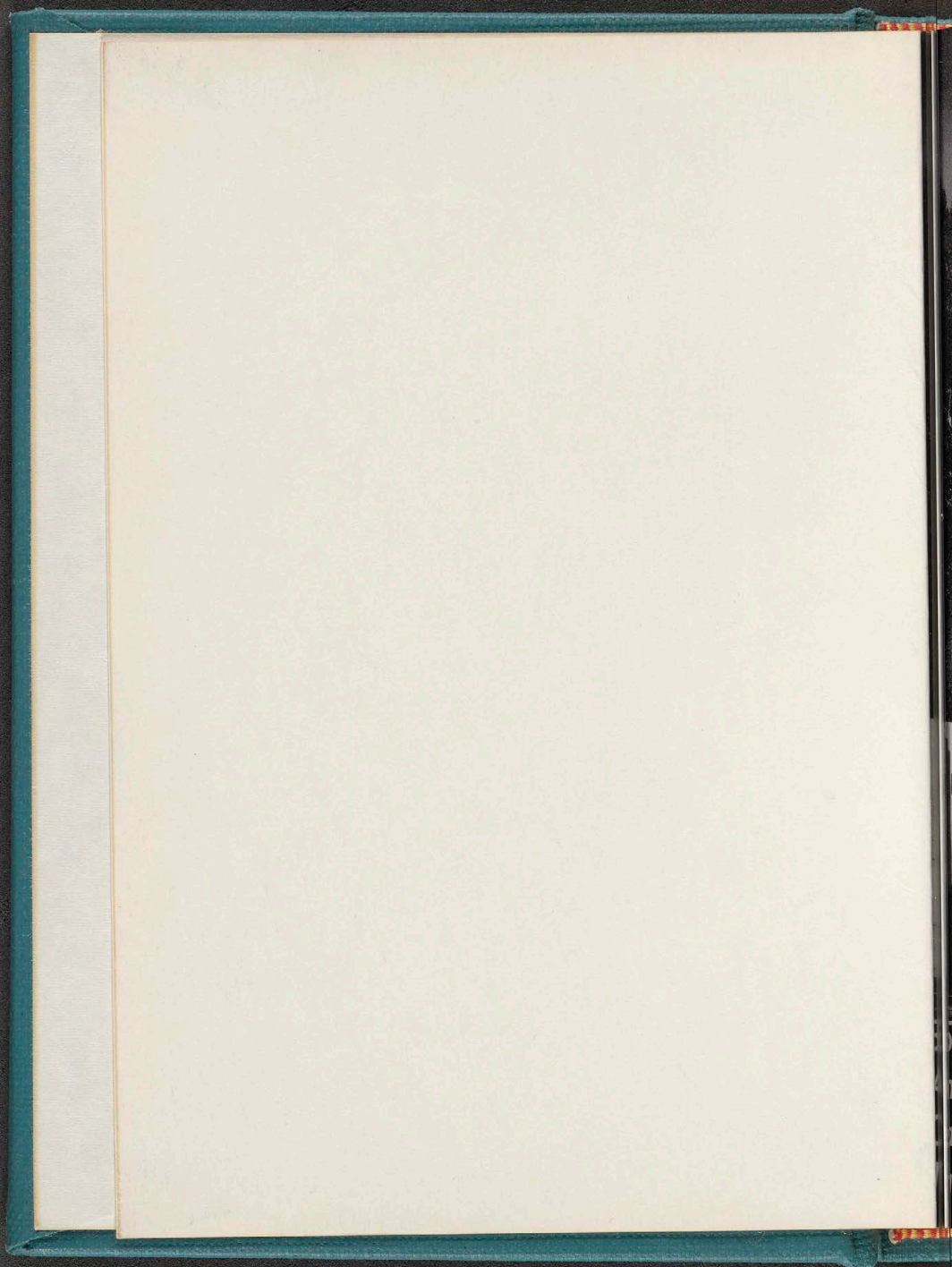
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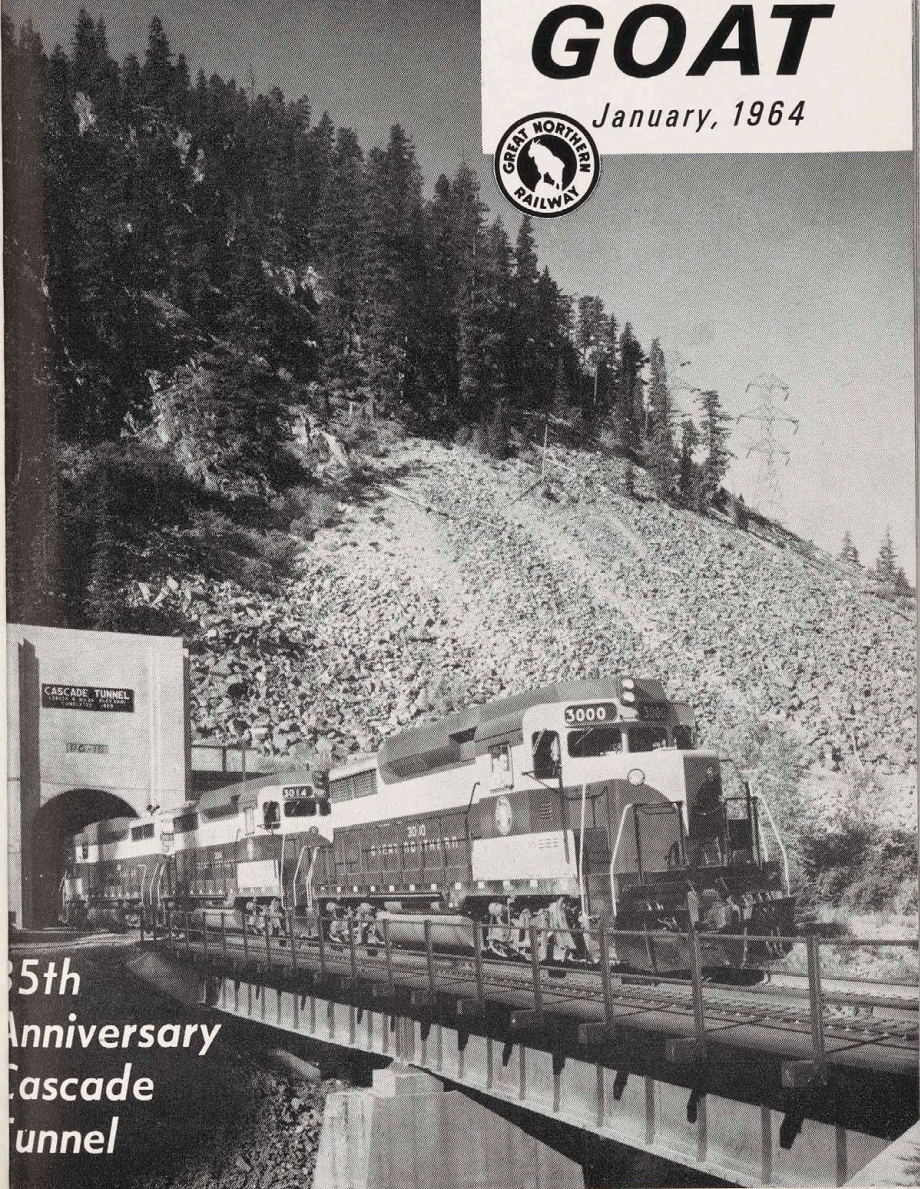






The Great Northern
GOAT

January, 1964



5th
Anniversary
Cascade
Tunnel

The Great Northern GOAT



Vol. 34 January, 1964 No. 1

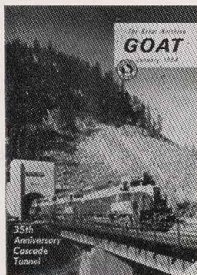
The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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The Goat's Cover



Three of four GP-30 diesels—each 2,250 hp. emerge from the western portal of the Cascade tunnel.

Two

Your Railroads

Barge transportation on artificial inland waterways is a drag on the national economy from a cost standpoint, the Greater South Dakota Association was told in Sioux Falls, S.D., recently.

Clair M. Roddewig of Chicago, president of the Association of Western Railways, spoke in opposition to a proposal to extend navigation on the Missouri river above Sioux City.

He told the South Dakotans that barge transportation has failed to promote an industrial boom in areas located on artificial waterways in the Mississippi valley.

Most industries locating on rivers do so because they need large volumes of water in their manufacturing processes, he pointed out, with only a very small percentage making any use of water transportation.

Attacking the "myth" that barge transportation is the cheapest form of surface transportation, he added that inland waterway interests fail to include the cost of providing, operating and maintaining the facilities that the barges use—all paid by the nation's taxpayers.

The total real cost of barge transportation is considerably more than shippers pay the railroads for a far superior, faster and year-around service, it was pointed out.

He added that railroad transportation also pays millions of dollars in taxes each year to state and local governments.

Further development of the inland waterway system—at tremendous cost to taxpayers—adds to an already excess of normal transportation facilities in the nation.

The more business that is diverted away from railway transportation, the more it will cost to move the traffic that remains.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Formal activation of Great Northern's UNIVAC III was accomplished with the push of a button. Shown from the left at the console desk are John M. Budd, GN president; R. E. McDonald, vice president and general manager of the Twin Cities division of UNIVAC, and John A. Tauer, GN vice president and comptroller, who is shown pushing the button setting the mechanism in motion.

GN Activates New UNIVAC III Computer

A "sophisticated," \$1,500,000 electronic computer system—the UNIVAC III—recently was set in motion and today is performing a series of tasks for Great Northern Railway.

The installation, an ultra-modern data processing center, is the first of its kind in the St. Paul area where an integral part of the big computer was designed and built.

Its official acceptance by GN was occasion for a joint celebration with the UNIVAC division of the Sperry Rand Corporation.

Participating in the button-pushing ceremony at GN's St. Paul headquar-

ters were R. E. McDonald, vice president and general manager of UNIVAC's Twin Cities operation; John M. Budd, GN president; and John A. Tauer, vice president and comptroller, whose department operates the data processing center. Walter N. Norris, GN general auditor, long associated with electronic data processing on railroads, was master of ceremonies.

The UNIVAC III installation, housed in a spacious, specially-designed room with sensitive heat and humidity controls, consists of a central processor, 11 magnetic tape units,

(Concluded on Page 4)

Three

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

Holmquist Retires, McEnary Ore Docks Chief

The appointment of Robert R. McEnary as superintendent of Great Northern Railway's ore docks at Allouez, Wis., was announced recently by T. A. Jerrow, railway operating vice president.

Mr. McEnary succeeds Otto Holmquist, a veteran of 45 years service with the GN, who retired effective on January 1.

Also announced was the appointment of Jean A. Lehn, general yardmaster at Allouez, as Mr. McEnary's successor as trainmaster at Superior, Wis.

Mr. Holmquist joined GN in 1918 as a clerk on the ore docks. He held various clerking positions until 1946 when he became assistant superintendent of the docks. He was named superintendent 10 years later.



Mr. McEnary

Portland Transportation Club Elects President

The Portland Transportation Club elected Paul Swingle of the Nickel Plate Railroad president of the group.

Other elected officers are Dave Steelquist, Sea-Land Service, vice president; Bert Kelley, F. H. Peavey & Co., secretary, and Henry Wentzien, Spokane, Portland & Seattle Railway, treasurer.

One of the holdover directors for the year is Paul Ivory, Great Northern general agent in Portland.

On November 18, 1883, railroads throughout the country adopted standard time.

Four

Mr. McEnary entered railway service in 1937 as a chainman on the Mesabi division. He later was named master carpenter on the Butte division, district roadmaster on the Spokane division; assistant trainmaster at Grand Forks, N.D., and trainmaster at Devils Lake, Minn., and Superior.

UNIVAC III — Conclusion

a high-speed card reader, a high-speed printer and control console.

The "heart" of the computer is its memory unit, constructed of magnetic ferrite cores which are assembled in modular stacks and tested in UNIVAC's Roseville, Minn., plant. The modular, or building-block concept was pioneered in the Twin Cities by the memory development department of UNIVAC.

GN, long recognized as one of the nation's leading transportation firms in adapting electronic data processing to its operation, is also one of UNIVAC's principal industrial customers. The two Twin Cities companies have been associated for 35 years—since GN's initial use of punched-card equipment in 1928.

The railway established its data processing center in 1948, and this was climaxed in 1957 by the acquisition of its first big UNIVAC I electronic computer system, the second of its kind on any U.S. railroad and the first installed by a western line.

In 1961, GN took another major stride with the addition of a UNIVAC solid state computer, its first step in the use of transistorized equipment.

UNIVAC III, with a greatly-expanded memory and processing capacity, is more than 10 times faster than UNIVAC I. It will handle large-volume work for GN, beginning with stockholder records, dividend payments and car records.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

Princess Elaine GN Representative At Winter Carnival

The usual uncertainty and nervousness prevailed recently as Great Northern chose its annual princess who will represent the railway during the St. Paul Winter Carnival January 24 through February 2.

The uncertainty rested with employees and princess candidates gathered in GN's cafeteria where company officers and other guests awaited the decision and placement of the crown on the head of one of five candidates for the coveted princess title.

Connie Holm, outgoing princess, promenade in front and then behind the candidates and finally placed the crown on the head of Elaine Leach, 22, the charming stenographer-receptionist of the public relations-advertising department in the railway headquarters.

She will participate in the many activities of the carnival and also will accompany the Clown Band on trips



to various children's hospitals and homes during the festive winter fun week.

Miss Leach also will qualify to compete for the title of Queen of the Snows—the year-long title that will keep the winner in the public eye in local functions and many outstate.

Great Northern's Clown Band made its usual "hit" during ceremonies naming GN's Princess. The novel group also visits hospitals and other institutions during the carnival season.



Directors Authorize 29 Millions

Great Northern directors authorized the railway to acquire this year new diesel power and 1,075 freight-carrying cars, and to continue the company's long-range track improvement program.

GN's equipment and track betterment programs in 1964 will cost approximately 29 million dollars.

The railway's directors also authorized payment of a 75-cent quarterly dividend on GN's outstanding stock, payable Feb. 1, 1964, to shareholders of record on January 9.

The railway's 1964 capital improvements program represents an increase of nearly 6 million dollars over the authorization for betterments in 1963, said John M. Budd, GN's president, and is substantially above the average annual expenditure for these purposes in the five-year period, 1959 through 1963.

GN's freight car program this year will include acquisition of 400 seventy-ton boxcars, equipped with wide doors for greater loading convenience; 200 seventy-ton boxcars with cushion under-frames and nine-foot doors; 100 one hundred-ton covered hopper cars; 50 tank cars, each with 24,000 gallons capacity; 100 seventy-ton steel flat cars; 100 seventy-ton solid bottom gondolas; 25 one hundred-ton airslide cars for movement of bulk foodstuffs—sugar, flour, etc., and 100 one hundred-ton open top hopper cars.

New diesel locomotives for GN this year will include a total of 18 units, which will be 2,500-horsepower, general purpose engines.

The 1964 track improvement program provides for installation of an additional 133 miles of CTC (centralized traffic control) on GN's principal lines in North Dakota and Washington. GN will have 1,137

miles of CTC by the end of 1964.

The railway's track relaying plans for this year also provide for placement of 75 miles of new rail, 62 miles of which will be welded. At the conclusion of the 1964 track program, GN will have 453 miles of welded rail.

GN is scheduled to begin work early this year on the third phase of a four-phase major line change on the west slope of the Cascade mountains in Washington.

The first two phases of the project, which was started in 1961, was completed in December, 1963. The third phase—between Gold Bar and Halford, Wash.—involves further shortening of the line and reduction of curvature.

Piggyback Upswing

The use of piggyback on American railroads continues to climb.

The 62 Class I railroads originating piggyback traffic reported loading of 15,960 cars with one or more revenue highway trailers or highway containers in the week ended Nov. 16, 1963.

This was an increase of 1,399 cars or 9.6 per cent above the corresponding week of 1962, and 3,305 cars or 26.1 per cent above the 1961 week.

Cumulative piggyback loadings for the first 46 weeks of 1963 totaled 710,651 cars for an increase of 81,692 cars or 13 per cent above the corresponding period of 1962, and 186,994 cars or 35.7 per cent above the corresponding period of 1961.

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

Tacoma Totem Pole Nation's Tallest

The tallest totem pole in the nation is located in Tacoma, Wash., carved from a single cedar tree 105 feet high.

Alaskan Indians, who trimmed the stately tree into a work of beauty, were brought to Tacoma for that purpose in the summer of 1903 from Sitka.

A Tacoma fur dealer, W. F. Sheard, conceived the idea and the project was financed by Chester Thorne, Tacoma lumberman and capitalist.

Sheard hired the Indian tribe and kept them and their families in Tacoma during the summer until the carving-painting was completed.

Totem poles tell a story of a tribe or family, and every figure is part of the legend. During the years the Tacoma totem pole has been standing, it has been cleaned and repainted several times.

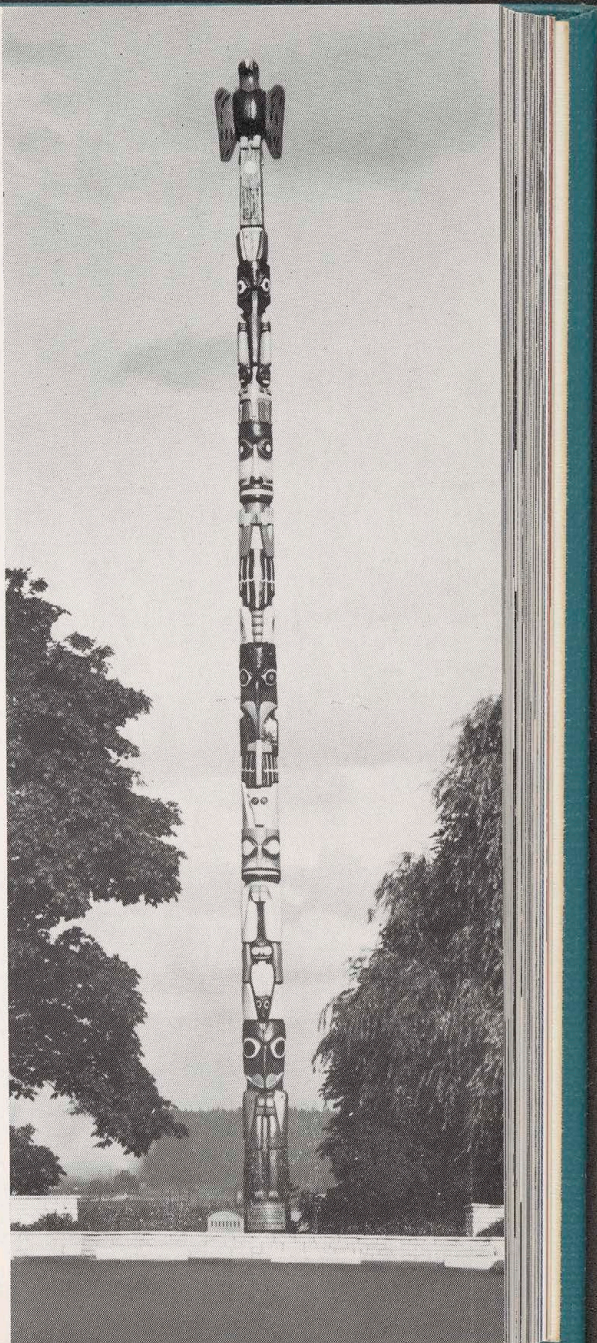
As an example of the symbolism, the eagle at the top is Shanskwin, clan of the Nexa'da people, and below him is a killer whale. The "last man on the totem pole" is Qo-Tc, the wolf, or Wolf Clan, the family crest of the man for whom the pole was carved.

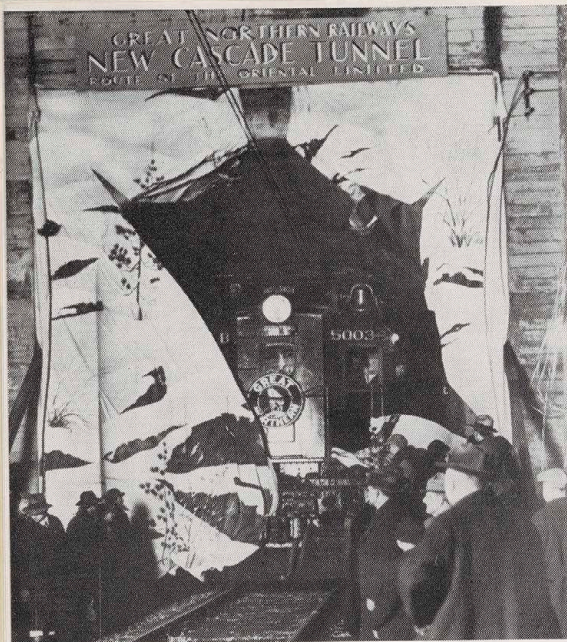
Chevrolet Shipments To Renton, Washington

The December issue of The GOAT magazine erred in the story concerning the shipment of Chevrolets to Renton, Wash.

Chevrolets arrive at the car-unloading facilities at Renton from Kansas City, Mo., Janesville, Wis., and Oakland, Calif.

The Transport Storage & Distributing Company of Renton distributes the vehicles to Pacific Northwest points. The firm is headed by T. R. Thomas, president.





A paper facade depicting a mountain scene, covering the western portal of the tunnel, is pierced by the westbound Oriental Limited—forerunner of the Empire Builder—on January 12, 1929, marking tunnel opening ceremonies.

GN's CASCADE TUNNEL MARKS 35th YEAR

The longest railroad tunnel in the Western Hemisphere—Great Northern's Cascade tunnel—marked its 35th year of service on January 12.

The 7.79-mile straight bore through the granite backbone of the Cascade mountains in Washington State was "activated" 35 years ago when the then-named Oriental Limited, the top-flight passenger train forerunner of the Empire Builder, passed through the tunnel breaking through a paper replica of the mountainside attached to the western portal.

Construction began in 1925 and was completed in slightly more than three years. During that construction, 43 miles of main line were relocated and 75 miles electrified.

The tunnel is single tracked, concrete lined, electrically lighted and measures 18 feet wide and 25 feet high. Straight as a rifle barrel, the

grade is 1.57 per cent ascending from the west to east.

Cost, including necessary relocation and electrification of the 75-mile segment from Wenatchee, Wash., to Skykomish, was more than 25 million dollars.

The project replaced difficult mountain grades and curvatures that had been mastered less capably through switchbacks built in 1893 and a shorter tunnel finished in 1900.

Construction of a small, "pioneer" tunnel, paralleling the Cascades made possible under-mountain operations at many points. (This tunnel currently is utilized in draining the Cascade tunnel.)

Nearly 1,800 men were enabled to work simultaneously, and so accurate was their work that when crews working from east and west met, 3,000 feet underground and four miles in

from the west portal, the lines carried in from the two ends were only seven inches apart, with an elevation difference of only nine inches.

President Hoover spoke from Washington on a nationwide radio broadcast of the dedication program. Earlier President Calvin Coolidge pressed a key in Washington to set off the blast shattering the final rock barrier in the "pioneer" tunnel.

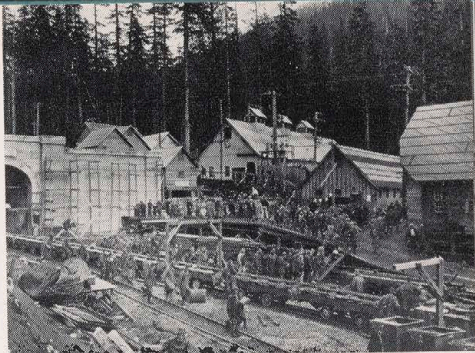
President Hoover described the tunnel as "more than an engineering accomplishment . . . it is a contribution for all time to quickened and cheapened transportation. Through these savings it adds something to the productivity and prosperity of the far-flung communities which it serves. In the end it means a mite of contribution to better living for many hundreds of thousands of people."

But the opening of the tunnel did not mean the end of progress in bettering the Cascade division. On Aug. 1, 1956, the railway terminated nearly half a century of electrified train operation in the Cascades.

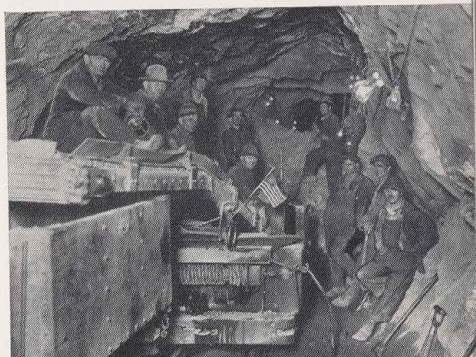
With the activation that day of a \$650,000 ventilation system, heavy diesel-powered freight trains were able

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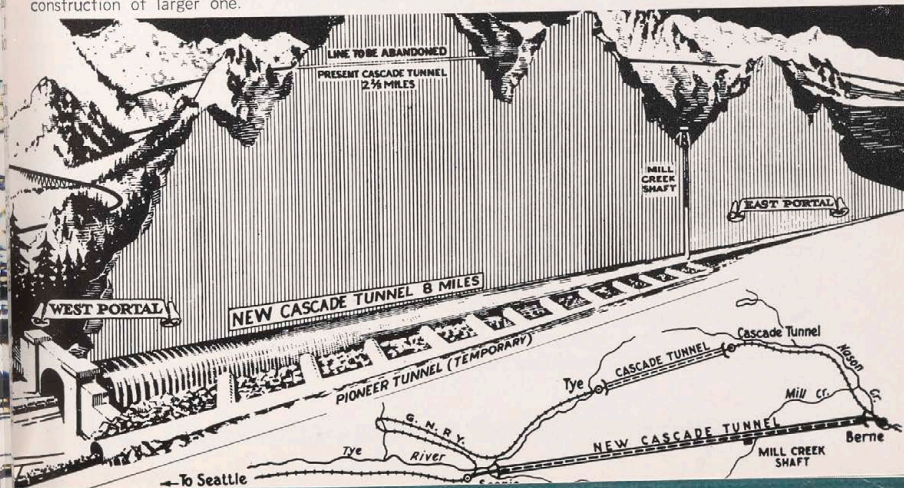
Sketch shows the Cascade tunnel and the old abandoned line. Pioneer tunnel speeded up the construction of larger one.



Workmen are shown emerging from the western portal of the tunnel. Boring operations took $2\frac{1}{2}$ years.



"Mucking out" photo was taken as workmen broke through the pioneer tunnel. An American flag adorns their rig.



'63 Net Income Seen Topping '62

Great Northern is expected to conclude 1963 operations with revenues somewhat ahead of 1962, and although final results will not be determined until late January, it now appears that net income will be higher than last year's \$4.12 per share.

Railroads Haul Bulk of Holiday Greetings, Packages

American railroads more than quadrupled their fleet of over 10,000 mail cars to carry for the Post Office the bulk of six billion yuletide greetings and packages.

The department, shortly before the holidays, expected the mail to average nearly one-quarter of a billion pieces a day during the three weeks preceding December 25. (The final figures were not in at presstime.)

To handle the burden, railroads pressed into service specially-trained crews on hundreds of all-mail trains for the Post Office.

In addition, the railroads handled thousands of express and freight cars, including piggyback vans and containers, loaded with holiday shipments.

The seasonal deluge represents only part of the railroads' year-around mail transportation performance in which they carry the majority of the nation's some 66½ billion pieces annually.

Railroads receive an average of less than one-half a cent for moving each first-class letter, and currently move more than double the volume of all non-local mail carried by rail 30 years ago.

According to the Association of American Railroads, the lines have invested more than a billion dollars in mail equipment and facilities.

As we move toward the end of GN's 101st year, freight revenue is about 3 per cent above 1962. However, revenue from passenger service is substantially under last year.

In 1962 the railway's passenger business increased 16 per cent over the preceding year, principally from travel to the Seattle World's Fair. While we did not expect the same level of passenger business in 1963, it is felt that strike threats generated by the work-rules dispute seriously affected Summer vacation travel by train.

Agricultural production in Great Northern territory in 1963 was generally comparable with the preceding year. While a few small grain-growing areas had light yields due to local conditions, over-all wheat and barley harvests for the system as a whole were better than the excellent crops of 1962.

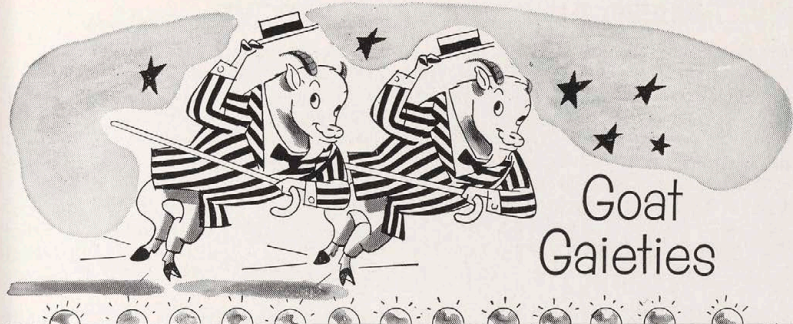
Although grain shipments in the past 90 days have been heavier than in the comparable period last year, a large portion of the 1963 crop is in storage, and will move to market this year.

The apple crop in Washington's Wenatchee Valley in 1963 was one of the best in recent years. Potato production along GN this year was excellent, and the sugar beet harvest in the Red River Valley was the largest for several years.

GN's physical plant continues to be in tip-top condition. The company's investment in track and equipment betterments in 1963 was greater than the preceding year, and a substantially larger capital improvements program recently was authorized by GN directors for 1964.

The railway inaugurated in late Fall an accelerated freight service which reduced by a full day GN's west-

(Concluded on Page 12)



Goat Gaieties

Some Looker

Karen: "What's the matter with you? You've been acting so strange."

Ruth: "It's the efficiency expert—he's had his eye on me all day. I don't know whether to act busy or act interested!"

* * *

It's In the Books

The bank burglary went off smoothly: the thugs overpowered the guard and herded the employees in the back room and were about to take off with \$50,000 in cash.

The cashier made desperate, pleading noises through his mouth gag, and taken with curiosity, one thug leaned over to hear what he was saying.

"Take the books, too," the cashier pleaded. "I'm \$5,000 short!"

* * *

Saw The Light

A politician, seeking guidance, talked to his minister.

"Go out in the next rain," the cleric said, "lift your eyes to heaven and it will bring you a revelation."

The next time the politician saw him he complained: "There was no revelation. In fact, water ran down my neck and I felt like a fool."

"Well, now," the minister said. "Wasn't that quite a revelation for a first try!"

Change of Fare

The husband complained about his dinner.

"What's wrong with you?" the wife inquired. "Monday, you like veal cutlets; Tuesday you like veal cutlets, and Wednesday you like veal cutlets. Now, Thursday, all of a sudden you don't like veal cutlets!"

* * *

Now's the Time

"Dad," the young man said. "I've made up my mind and you have to take it. I'm leaving home . . . going to find my fame and fortune and have fun with beautiful women. Don't try to stop me, Dad, I have made up my mind."

"Stop you!" the father yelled. "I'm going with you!"

* * *

Evicted

Girl Friend: "Who was that lady I saw you with at the sidewalk cafe last night?"

Boy Friend: "That was no sidewalk cafe," he replied, "She was my landlady and that was my furniture."

* * *

Deal's Off

"Where's that horse you were going to sell me?" the city dweller asked the farmer.

"He got better," was the reply.

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

PRESIDENT'S YEAR-END REPORT — Conclusion

bound transcontinental schedules. The speed-up, in which the Burlington lines and the Spokane, Portland & Seattle railway are participating, provides third night delivery of freight from Chicago to Seattle and Portland.

The new schedule offers second-night delivery to receivers in Seattle and Portland on shipments from St. Paul and Minneapolis. For Spokane customers this means second morning arrival of goods from the Twin Cities and third morning arrival from Chicago.

Shippers and receivers of merchandise in carloads and piggy-back trailer loads are benefiting particularly from the faster service, which is made possible by GN's continuing investment in the tools of increased operating efficiency—better plant, better communications, better equipment.

Present estimates on GN's traffic volume for 1964 indicate a level comparable with 1963—perhaps slightly higher, depending on the trend of business generally. Business prospects for next year now appear good.

At this time in 1962 the nation's railways were hopeful of relief, through Congressional action in 1963, from the inconsistencies and inequities in the national transportation policy, under which they must work and compete for business. We are still hoping!

Congress did act in 1963 on a plaguing labor problem of our industry—the four-year-old work-rules dispute—by establishing in late Summer a seven-man arbitration board to conduct still another of a long series of studies on two of the issues. The board announced on November 26 its recommendations for gradual elimination of up to 90 per cent of locomotive firemen from freight and yard service, and remanded to settlement on individual lines a second work-rules issue relating to consist of crews on trains.

Twelve

The board's proposals for elimination of firemen and job protection provisions would be effective early this year, but four operating unions quickly announced they will contest the board's recommendations in federal courts. How long this delaying maneuver will further prolong settlement of the work-rules dispute is conjectural.

The year 1963 ended without a report and recommendations to the Interstate Commerce Commission on the proposed merger of Great Northern, Northern Pacific, Chicago, Burlington & Quincy and Spokane, Portland & Seattle railways. Hearings on the merger application were concluded in Minneapolis on July 10, 1962, before Robert H. Murphy, ICC examiner, who is preparing a report and recommendations on the proposal.

Railroad Show's Success Prompts Second in 1967

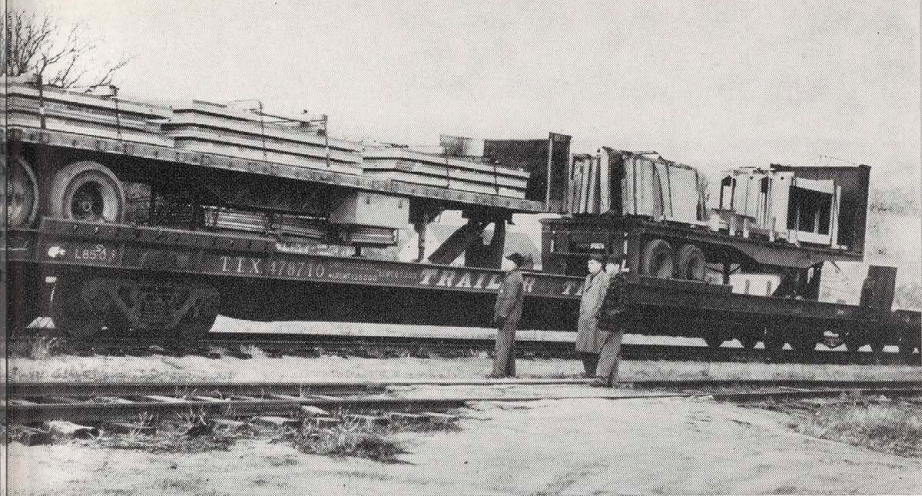
After studying the favorable attendance and publicity derived from the first American Railway Progress Exposition, the railroad industry is planning a second for 1967.

Railroads, shippers and railroad supply organizations indicated they favor Chicago's McCormick place on the waterfront for Fall of that year.

It was also disclosed that 35,000 railroad and supply people registered at the recent exposition. The total attendance exceeded 75,000.

U.S. railroads recently hauled to ports without charge 624 carloads or 22,528 tons of the "ransom" goods exchanged for Castro-held prisoners. This accounted for 77 per cent of such goods transported by all domestic carriers.

Railroads in 1925 transported 1,269,913,000 passengers, the greatest number carried in any year on record.



Trailers on Flat Cars loaded with granite are shown shortly after loading for shipment to Detroit. The granite from the St. Cloud, Minn., area is shipped to many sections of the country.

NUMBERED PIECES IN BUILDING PUZZLE—

Granite Moves Via GN To Detroit

To the puzzle fancier, the massive job of constructing the Home Savings & Loan Company building at Detroit seems an impossible task.

But to the professional architect and builder, it is quite a logical process and the Great Northern Railway is playing its part in reconstructing the "puzzle."

Granite from the Cold Spring Granite Company of Cold Spring, Minn., is being utilized as the "facing" of the new savings and loan structure. After being mined in Minnesota, it is cut to specifications, and following another process of binding it to concrete, it is shipped on GN trailer on flat car (TOFC) and eventually is driven right to the construction site.

Each piece is numbered—the railway thereby acting as a moving store-

house for the builders. The pieces are shipped in proper sequence as they are needed at the building site. The railway will haul 416 trailers on 208 flatcars before the last piece of granite is set into place.

The granite industry is a thriving business in Minnesota. Situated from 10 to 15 feet below the surface in most instances, granite is quarried in large blocks and then cut into smaller slabs.

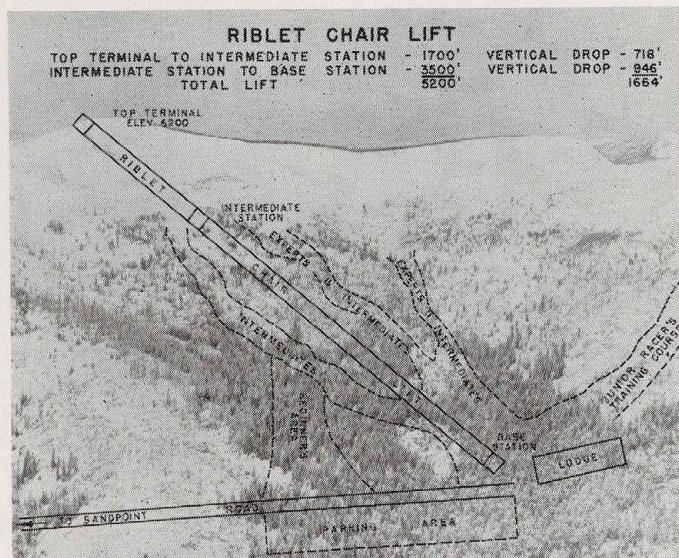
It comes in various colors and shades from light grays, pinks, to reds and blacks. Many of the leading firms in the nation have utilized St. Cloud, Minn.,—area granite in the construction of their buildings.

Great Northern has hauled hundreds of tons of granite by imaginative use of equipment that assures safe, prompt delivery.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Schweitzer Basin, Idaho Ski Area, Opens



One of the newest ski areas in the West—another major one on Great Northern's main line—opened for the first time this season.

Schweitzer Basin ski area is a huge, natural bowl in the Selkirk mountains of North Idaho overlooking beautiful Lake Pend Oreille. Nearby is Sandpoint, Idaho, a city of 7,000, on the main line of GN. The railway's Western Star transcontinental train arrives at Sandpoint from the West at 8:25 a.m., and from the East at 1:04 p.m.

Facing out over 65-mile-long Lake Pend Oreille, the amphitheater offers 1,200 acres of skiable area and boasts a Riblet double chairlift service for 600 skiers hourly.

It operates from 9 a.m. to 4 p.m., seven days a week, through May 15. The upper parts of the basin are timber-free, and three runs, each 300 feet wide and approximately 2,000 feet long, have been cleared from

timberline to the lodge area. Ski trails are unlimited.

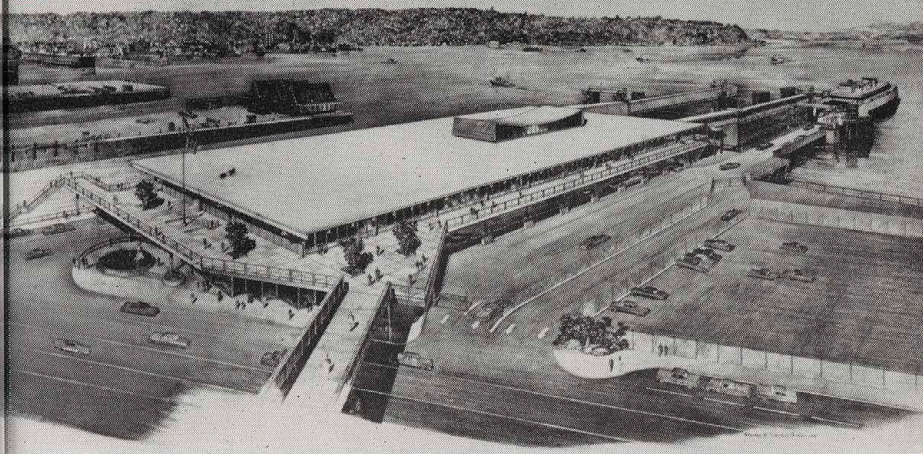
More than \$500,000 has been invested in the facility—65 per cent of that total through a federal Area Re-development Administration loan.

Sandpoint, an area suffering economically through the winter when lumbering's pace slows, is welcoming the new "industry" with open arms.

Mayor Floyd L. Gray of Sandpoint told a Spokane Chamber of Commerce meeting last Autumn that more than 600 residents of his community invested in the ski area demonstrating their faith in the project.

He appeared at the meeting with Jim Parsons of Sandpoint, also a staunch promoter of Schweitzer basin.

Sandpoint has numerous facilities for lodging, dining and entertainment as well as business eager to cater to visiting skiers. Sam Wormington is manager of Schweitzer basin.



New Seattle Ferry Terminal Planned

Construction of the new \$200,000 Seattle Ferry Terminal, now in the final stages of design and planning, is expected to commence early this year.

Final plans, which are yet to be approved by the Washington State Highway Commission, will involve properties now known as Pier 52, Pier 52-A and Pier 53. The latter two piers are now used by Black Ball Transport in their large freight operation which utilizes both truck and ship facilities.

Relocation of this operation at Pier 30 by the Port of Seattle is the major factor in starting date for construction of the ferry terminal as this in itself is a project of considerable size.

Maximum attention is being given to incorporating contemporary design with modern, efficient operation of ferries. With the great variety of traffic handled by the ferry system this is a challenge to the planners.

Among the major improvements to be included in the new terminal will be a moving passenger ramp from Alaskan Way to the upper areas, double width bridges and ferry slips, and overhead clearances in the lower area that will allow handling of all legal highway vehicles. Live storage area

for ferry traffic will be increased to 240 vehicles from the present capacity to 125.

Use of the double-lane bridges will greatly speed unloading and loading and thereby enable more efficient utilization of ferries.

Design of the new structure includes facilities for future automatic toll equipment and passenger handling. Main offices of Washington State Ferries also will be housed in the building.

TUNNEL — Conclusion

to roll safely and comfortably through the tunnel.

Ventilation made possible the complete dieselization of 74 miles of electrified main line and 21 miles of yards and sidings between Wenatchee on the east slope and Skykomish on the west slope. The railway's fleet of 15 electric locomotives, comprised of 20 units, were sold or scrapped.

In March of 1962, the GN completed a unique radio system in the Cascade tunnel, assuring a smooth communications operation in the Cascade division.

Fifteen

GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL

ST



the Great Northern

GOAT

February, 1964



Sat 6
Sun 7
Mon 14
Tue 21
Wed 28
Thu
Fri 5
Sat 12
Sun 19
Mon 26
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The Great Northern GOAT



Vol. 34 February, 1964 No. 2

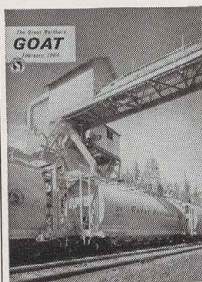
The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

Address all communications to the Editor, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, Saint Paul, Minnesota 55101.

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The Goat's Cover



Jumbo tankers, 52 feet long, take on vermiculite at The Zonolite Division of the W. R. Grace Co. at Libby, Mont.

Two

Your Railroads

The year 1963 was "Year one of a new railroad era."

Pointing out that the great age of railroading in the 19th Century was one of thousands of miles of new track reaching out beyond the wilderness frontiers, Daniel P. Loomis, president of the Association of American Railroads, added that the railroads' frontier today arcs overhead.

The future is no more limited than man's ventures into space. Railroads are laying the technological foundations for a great "renaissance" but Loomis added that government officials hold a veto power over bringing this about.

The modern Iron Horse of the 1960's cannot hope to give full measure of service to the public if hitched to an 1887 hitching post of restrictive government controls.

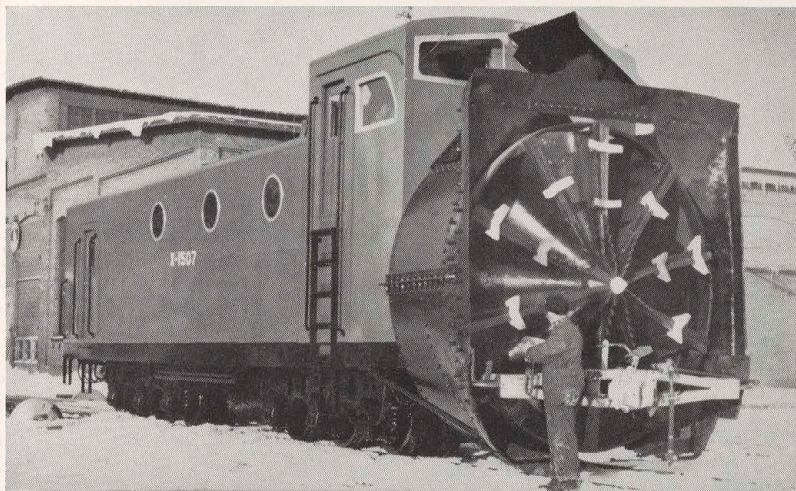
He calls for a turn-about by government toward policies of favoritism to none and equal treatment for all.

An important topic also was stressed by Loomis in a Chicago speech when he asked when are the road, water and air transport giants going to begin paying their way?

Railroadmen have been rocked by the construction with tax funds of thousands of miles of superhighways . . . half drowned in the waters of mammoth government inland navigation projects . . . dizzied by the drowning around our heads of thousands of government-subsidized airplanes. We have been hobbled and restricted and finally confronted with transport giants in many other fields.

The AAR president said unparalleled opportunity exists today for national leaders "who will rise above the petty squabbles of conflicting lobbies and give the public the great benefits of a fundamental overhaul of our archaic, irrational, conflicting and wasteful government transport policies."

GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL



CONVERTED ROTARY PLOW HEADS WEST

The X-1507, Great Northern's newly-converted 236,000-pound rotary snow plow, is in service based at Havre, Mont.

Machinists at GN's Dale street shops in St. Paul changed the behemoth from steam drive to electric, augmenting the three other converted snow plows.

The 11-foot, 2½-inch rotary wheel is driven by four traction motors from former GN electric locomotives. The unit is 45 feet, 2 inches long and 15 feet, 8 inches high.

When cutting through heavy snows on the plains or mountain areas one diesel is used to supply electric to the

traction motors which power the main rotary shaft and one or more diesels are utilized to propel the rotary and power-supplying diesel.

The General Electric controls permit all units to be operated from the rotary cab.

The X-1507 rotary cuts a 12-foot, 5-inch-wide swath through the snow. Maximum revolutions of the wheel are 150 per minute.

Estimated net income of Class I railroads for the first nine months of 1963 was 426 million dollars—greater than the corresponding periods of each of the past five years.

The reports filed by the carriers with the Association of American Railroads also pointed out that the figure was 21 per cent less than the nine-months net income in 1957, and 30 per cent less than in 1956.

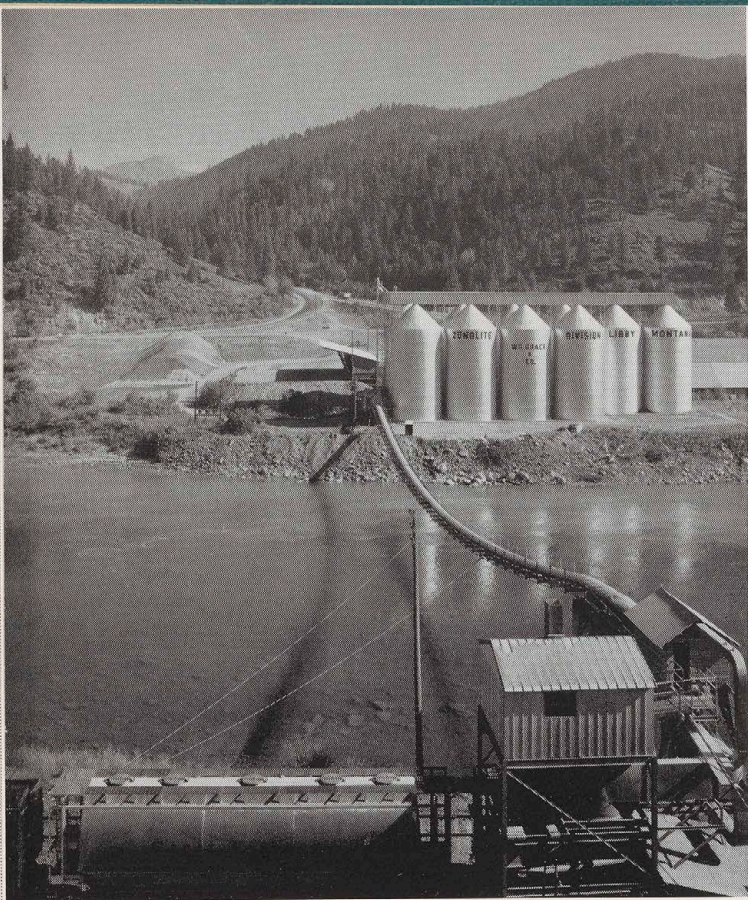
Of the nation's 102 Class I railroads, 26 failed to earn enough to cover fixed charges in the first nine months of 1963. Of these, 16 were in the eastern district, eight in the southern region and two in the western.

Hotel, Motor Hotel Group Rides GN's Red River

Approximately 45 persons, members of the Minnesota Hotel And Motor Hotel Association, were recent passengers on Great Northern's Red River train traveling from Moorhead, Minn., to Minneapolis.

M. J. Ocken, executive secretary of the organization, headed the group.

Three



Vermiculite moves across the Kootenai river on a novel suspension-bridge conveyor for eventual loading into a Great Northern hopper car shown in the foreground.



A Union Tank Car Co. aluminum-covered hopper car, shown at Libby, is typical of the type used to haul vermiculite.

Vermiculite Mine Near Libby

A builder settles loose-fill vermiculite insulation into your new home.

The gardener mixes vermiculite into the soil as a conditioner.

Or the architect specifies the use of vermiculite plaster as a lightweight fireproofing.

Whatever the use, chances are the vermiculite originated from Nature's largest deposit in the nation and from one of the largest vermiculite mining operations in the world.

The Zonolite division of W. R. Grace & Company maintains the mine nine miles northeast of Libby, Montana, on Great Northern Railway's main line. The firm has sufficient vermiculite reserves there atop the 4,000-foot mountain to supply the nation and many other countries for 100 years.

Vermiculite has been mined commercially at the Libby deposit since

1923. It currently is obtained 200 feet below the original surface, but due to the nature of vermiculite deposits, the ore bodies are essentially the same as they were when the surface operations began.

The general mining plan is to mine in 20-foot-high benches. Main haul roads afford access to the levels. The present mining rate is approximately 180,000 tons monthly. Currently, only about 6 per cent of the total tonnage mined results in a marketable product.

The open-pit mining operation is continued throughout the year. Ore masses are cut by syenite rock dikes varying in width from a few inches to many feet. The wider are blasted with dynamite.

Waste is hauled to the dump and ore to the transfer point. There the

(Concluded on Page 6)



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The unique aerial view shows the Zonolite Division's mine operation. The mine, top of the page.



Huge power shovel employed in loading trucks with ore. Snow-capped mountains in the background.

Vermiculite Mine — Conclusion

coarse rock is scalped off and the ore drops 186 feet through an underground raise onto a 1,200-foot conveyor belt which carries it to one of five storage bins at the mill, each holding a different type of ore.

From the bins, different ores are blended on belt conveyors to form a uniform mill feed of approximately 35 per cent vermiculite. This is fed to the mill at a rate of about 3,000 tons daily.

Concentrations which are collected in bins at the mill are transported on a 1,700-foot-long surface tramway to another bin. From there they are hauled to a storage and shipping point on the Kootenai river.

Concentrates subsequently are conveyed across the river on a belt built on suspended cables—a unique type of suspension bridge. They are loaded by an automatic loading-weighing device into boxcars of approximately 50 tons each for shipment on the GN.

Vermiculite concentrates are shipped in bulk form to approximately 60 processing plants distributed all over North America, 20 of which are Zonolite-Company owned. There also are expanding plants in foreign countries to which shipments are made from Libby.

Six

At the expanding plants the material is put through a vertical furnace operating at temperatures approximating 2,000 degrees. The heat expands the material to approximately 12 times its original size. The material is cooled and packaged for marketing.

Expanded vermiculite—a free-flowing, highly absorptive, inorganic material—is available in wide range of forms and particle sizes.

The material's low density, chemical inertness, fireproof and dielectric properties make it suitable for insulating, packaging, absorbent, carrier and filler-extender applications.

Portland Industrial Traffic Club Elects

Earl Metzger of Archer-Daniels-Midland Company has been elected president of the Portland Industrial Traffic Club.

Other officers are Robert Lawson, Crown Zellerbach Corp., vice president; Ron Hoffman, Oregon Portland Cement Co., secretary; Don Lombard, North Pacific Grain Growers, treasurer, and Ivan Olson, West Coast Lumbermen's Association, Frank Larwood, Portland Freight Traffic Association, and James Mitchell, P & C Tool Co., directors.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

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DAKOTA FARMERS TRAVEL TO GRAIN GROUP MEET

Great Northern Railway again this year was patronized by more than 740 persons who traveled to St. Paul for the 26th annual Farmers Union Grain Terminal Association meeting.

The two photographs on this page were taken at Minot, N.D., as passengers boarded the train and just before the train left the station.

The three-day St. Paul meeting heard Emil Loriks, president of the board of directors, of Arlington, S.D.,

announce that total assets of the association are 100 million dollars.

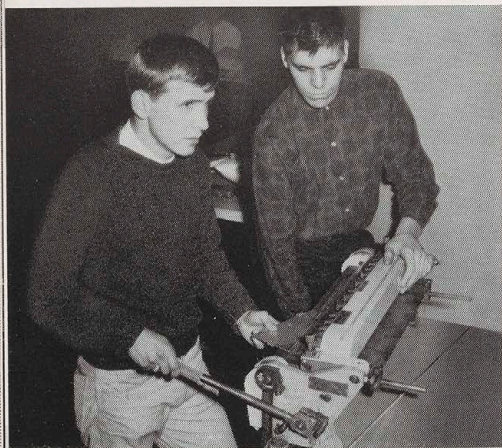
One of the impressive events of the session was the "farmer-style" dinner in the St. Paul Auditorium where 5,000 delegates, wives and children were served at one sitting.

The GN has been cooperating with the association for many years—its passenger agents handling the arrangements for transportation of many members.



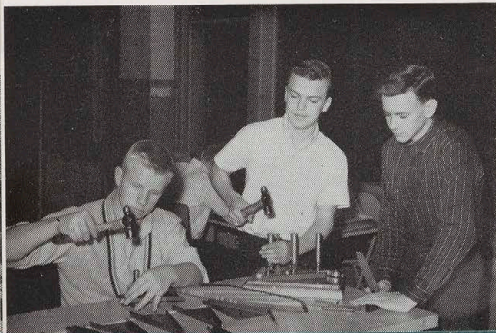


A shearer is utilized to cut metal to workable lengths and widths.



Metal pieces are cut and shaped on a pattern to the opener design.

Unlimited energy of the young is put to good use on the "heavy" jobs.



Railway J Time 'Tied

She may be a winsome miss who skipped supper dishes in order to attend, and he may be a member of the high school football team whose Monday evenings are "tied-up" until Spring.

Both are members of the Great Northern-sponsored Junior Achievement company, GreNorCo of St. Paul—a group of 20 energetic youths representing 12 area high schools.

Also contributing their time in an effort to help the youths familiarize themselves in the American Free Enterprise system are four advisors—full-time day employees of Great Northern's family.

Both advisors and youths are part of the vast Junior Achievement family across the nation whose "workshops" are busy with activity and where the sounds of hammers, drill and punch presses and other tools

A crew, below, glues rubber strips to sides of wine bottles. The center photo shows the office. In front, are Laurel Judkins, treasurer; Burke Beside Lee Pratt, secretary. Back row are William resic



GN Active In Renton Industrial Development



Exhibiting the North Renton, Wash., industrial brochure recently off the press is C. A. Eckart, right, GN vice president and western counsel, Seattle. Accepting the copy is Renton Chamber of Commerce President Sam Cayce.

Great Northern Railway recently contributed added momentum to the Renton, Washington, Industrial Development program with the presentation, by C. A. Eckart, GN vice president and western counsel, Seattle, of news that GN's North Renton Industrial area was ready for additional occupancy.

Mr. Eckart stated that before the end of 1964, the development would boast the completion of paved streets with 60-foot rights of way, sanitary and storm sewer facilities, as well as fast transportation links to any part of the nation.

The industrial area, seven miles south of Seattle, is located one mile north of Renton City Center on land formerly occupied by the Pacific Coast Railway, purchased by GN in 1951.

Initial development has already seen occupancy by Boeing Co., Gladding McBean division of International Pipe & Ceramics, Transport Storage &

Distributing Co., and Pacific Car & Foundry Co.

Located centrally in an area with a labor force of a half million, GN's North Renton site has 55 acres of prime industrial lands remaining available for lease or sale and lends additional impetus to Renton, Washington's claim as the fastest-growing city in the Pacific Northwest.

Fuller Company Salesmen Ride Special Train

A novel way to hold business sessions for salesmen was demonstrated recently by the H. B. Fuller Company of St. Paul.

Company officials arranged with Great Northern for a special train consisting of two coaches and lounge car to accommodate 125 branch salesmen of the firm.

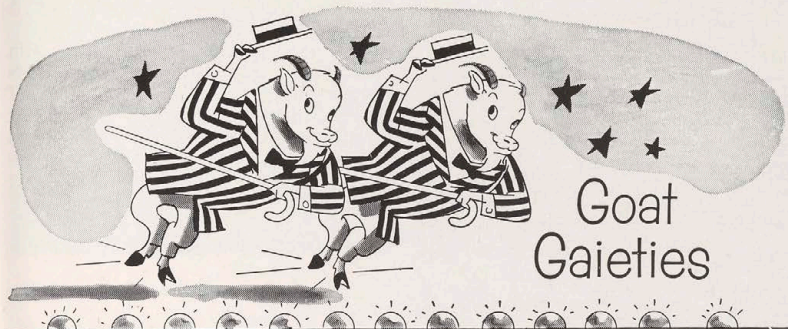
The train moved via Great Northern and Minnesota Transfer from the Minneapolis Depot to the Fuller plant in St. Paul's Midway district and subsequently, Cedar Lake Yard where the group detrained and proceeded to a local restaurant.

Salesmen's highlight was a tour of home office and factory of the adhesive firm.

Retired GN Engineer Presented Model Train

A retired Great Northern engineer who presented a \$5,000 model railroad system two years ago to the Polk Historical Society in Minnesota received a like gift this past Christmas.

Richard Dredsler of the St. Vincent's Rest Home, Crookston, Minn., was visited by friends during the Holidays who presented him with a model train set—smaller than the one he presented to the county years ago—but one that can be enjoyed and added to in his current home.



Goat Gaieties

Close Call

"Some people are funny," an office-worker told his co-worker.

"You just found that out? What happened?"

"Well, I know a guy who hasn't kissed his wife for 10 years. Then he goes out and shoots a guy who did!"

* * *

Honorable But Smelly

The hobo stopped at the farmhouse and asked the lady for an odd job for a meal.

"If I thought I could trust your honesty," she said, "I'd send you into the henhouse and gather the eggs."

"Listen, lady," he replied. "I was janitor in a men's club shower room for 15 years and I never took a bath."

* * *

Auto Motive

"You went back on your promise, George, I see. You told me you were going to buy your wife a new car and there you go and buy her a new mink coat."

"Listen, Chuck," he replied. "They don't make imitation cars!"

* * *

One's Enough

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

Dad: "Son, when you grow up you will learn that the law protects him who can't protect himself."

Tell Another One

The young quiz kid faced his mother and asked: "Didn't you tell me the other day that the stork brought me?"

"Why, yes, junior," she answered hesitatingly.

"Well, for your information, the stork hasn't got the wing spread to carry an eight-pound load!"

* * *

Not Too Graceful

It was a blistering hot day and the guests just sat down to dinner. The mother asked her 4-year-old son to say grace.

"But I don't know what to say," he cried.

"Oh, just say what you hear me say," she answered.

Obediently, the boy bowed his head and murmured: "O, Lord, why did I invite those people on a hot day like this?"

* * *

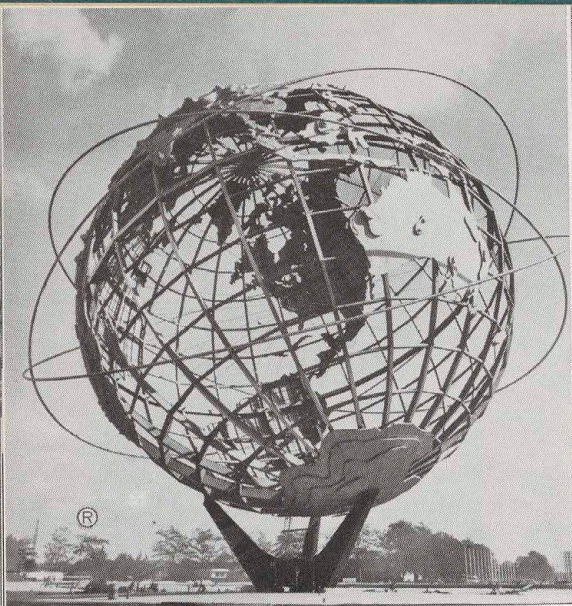
Who's First?

Student: "It says here that if we study hard, don't drink, smoke or run around with girls, we'll live longer. Is that true?"

Professor: "We won't know for sure until somebody tries it!"

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



The Unisphere, shown above, presented by the U.S. Steel Corporation, is the symbol of the Fair. It will dominate the landscape and will be the focal point of the New York World's Fair which is shown below in a scale model.

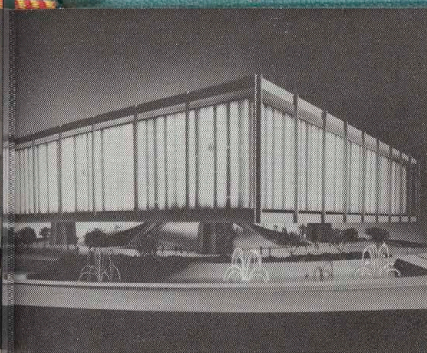


Transportation & Travel Pavilion

New York World's Fair * * * Tercentenary Of A Great City

Hong Kong Pavilion





Federal Pavilion



Ford Motor Company

The 300th anniversary of New York City will be celebrated on a world-wide scale as most of the principal nations of the world, business and government participate in the New York World's Fair on 646 acres of Flushing Meadow Park, Queens, New York.

Landlord of the property, the City of New York, is leasing the grounds to the Fair Corporation for \$1, but millions of dollars will be spent in the New York City area by the 70 million persons who are expected to see the fair this year and in 1965.

The fair's benefits are expected to be felt through both years—especially through the fair dates from April 22 through October 18 of this year and April 21 through October 17, 1965.

"Man's achievements in an expanding universe" is the theme of the fair whose symbol is the Unisphere, pre-

sented by the United States Steel Corporation.

The fair has the sanction of the U.S. government and the site was selected by a special commission appointed by President Eisenhower.

Beautifully-landscaped grounds have been cataloged into international, transportation, industrial, federal and state and lake amusement areas.

An estimated 500 million dollars will have been spent by various governments, states, industries and other interested parties in buildings and landscapings.

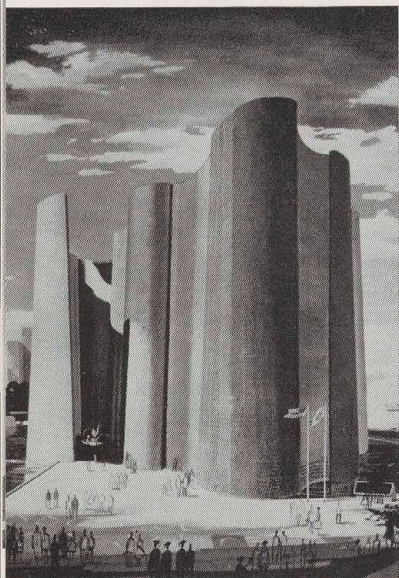
The impressive financial statistics reveal that \$137,725,000 in costs will be borne by the fair from estimated revenues of \$188,450,000. The City of New York will be reimbursed with 24 million dollars and \$26,725,000

(Concluded on Page 14)

General Motors

Solar Fountain

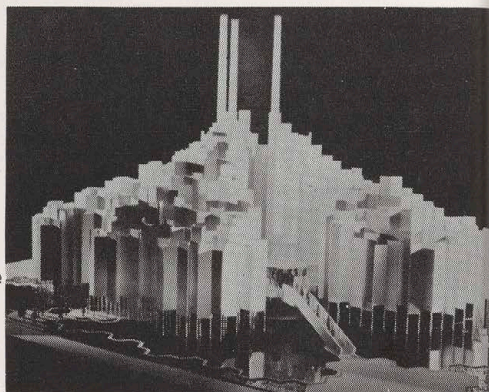




New York City Museum of Science
& Technology, above, and
the Electric Power & Light
Companies Exhibit.



Hall of Education



Fair — Conclusion

will be allotted for park improvement and educational purposes.

The varied architectural gems represented in the 200 plus structures are difficult to describe. They range from colorful stylings of individual countries to the latest in the American and European schools of architecture.

More than 3,000 trees have been planted along street malls where the visitor may gaze at the decorative shrubbery, fountains and pools. This Spring more than 100,000 bulbs are expected to blossom in fair grounds gardens.

New York City-area hotels are expecting the millions of visitors and many of the hotels have been redecorating and refurbishing quarters.

Great Northern Railway's travel

agents are geared for the busy travel year. They will happily assist you in arranging your New York itinerary which should include either the Incomparable Empire Builder or the Western Star in your travel program.

The National Defense Transportation Association announced its first annual \$1,000 transportation essay contest for students at college level.

The topic assigned for this year is: "An Inquiry into a Critical Transportation Problem." Essays are to be between 2,500 to 3,000 words.

Prizes to be allotted are \$500, first place; \$300, second, and \$200, third. All entries should be submitted to NDTA's National Headquarters in Washington, D.C., by March 1.

GN FEATURED ON COVERS OF TWO RR MAGAZINES

Two of the nation's leading railroad magazines, *Modern Railroads* and *Railway Age*, recently devoted their covers to Great Northern Railway.

Modern Railroads' managing editor, Robert Roberts, previously traveled to GN's car-cleanout facility at Grand Forks, N.D., and photographed the facility in color.

The product of his photographic ability adorned the January, 1964, cover of the magazine.

Railway Age Weekly devoted its cover and five inside pages to an exclusive interview with John M. Budd, GN president.

Gus Welty, senior editor of the magazine, interviewed Mr. Budd in his St. Paul office. The ensuing article in the Dec. 23/30, 1963, issue stressed car supply and "How and Why the Nation's Car Fleet Must be Improved."

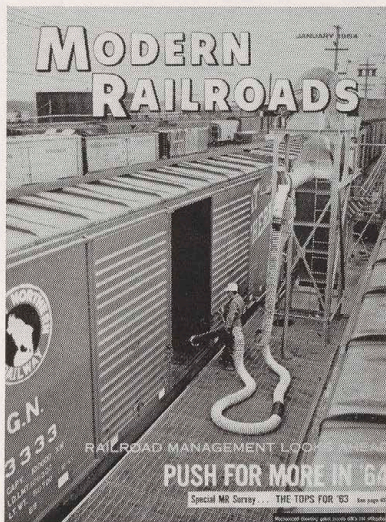
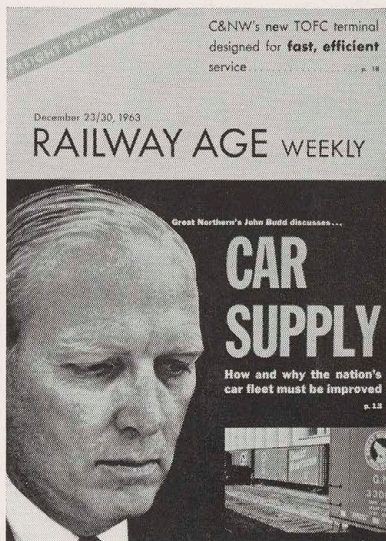
The article is "must" reading for the railroad employee, shipper and general public who have a definite interest in a healthy, prosperous railroad system.

Snow Train Excursion Held In Cascades

The beauty of the snow-covered Cascade mountains of Washington State was the topic of conversation among passengers during the annual trip via Great Northern early this month.

GN's special train left Interbay, Wash., and made scheduled stops at Edmonds, Everett and Snohomish.

Special features were a two-hour stop at Cashmere where the group toured points of local interest and a stop at the east portal of the Cascade tunnel. There many passengers temporarily left the train to frolic in the snow and take photographs.



Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Great way to run your business!

And you arrive a new man...relaxed, refreshed and rarin' to go

Give it a try on *your* next trip between Chicago and the Pacific Northwest. Hobnob with other business leaders who go Great Northern whenever the opportunity comes up. Escape for awhile from frantic office routine. Work, if you must, in comfort and privacy.

Meanwhile, enjoy a *vacation* as you travel. Eat superb meals at the times you choose. View the splendors of the Montana Rockies, the Cascades, Puget Sound from intimate eye-level. Sleep in undisturbed Pullman comfort.

Two great trains each day, each way, between Chicago, St. Paul-Minneapolis, Spokane, Seattle and Portland. The incomparable Empire Builder and the fast, modern Western Star. Your secretary can arrange accommodations for you on either train through any travel agent or Great Northern ticket agent.

(Offices in principal cities of the U.S. and Canada. She'll find a listing in the telephone directory.)





The Great Northern
GOAT

March, 1964



The Great Northern GOAT



Vol. 34 March, 1964 No. 3

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DAN MUSCH, Editor

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The Goat's Cover



Seattle's Space Needle, framed by leafless trees and the nation's flag, again will be visited by scores of tourists this year.

Two

Your Railroads

A rosy picture of prospective 1964 railroad purchases was given recently by an Association of American Railroads executive.

Curtis D. Buford of Washington, D. C., vice president, operations and maintenance department of the AAR, told the Southeast Shippers Advisory Board in that city that the nation's railroads will spend upwards of 20 per cent more than last year's one-billion-dollar outlay for the purchase of new equipment this year.

The increased capital spending and modernization is due in large part to liberalized depreciation guidelines for "writing off" of rail equipment for tax purposes, and to the investment tax credit enacted by Congress in 1962.

But, he pointed out, these programs afford no relief for those railroads with no taxable income.

He forecast that orders for new freight cars in 1964 may double those of 1963, when 50,000 units were ordered.

The official expressed the hope that enactment of several key bills pending before Congress would provide a long-range basis of enabling railroads to secure additional capital for modernization programs.

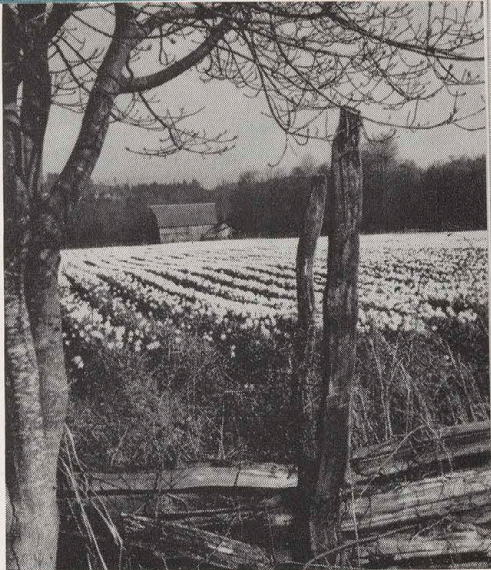
These proposals include an administration-sponsored bill that would remove controls over the minimum level of freight rates on shipments of agricultural and bulk commodities and the president's tax bill.

It is hoped that President Johnson's recent call for reforming the nation's tangled transport policies will bring a speedy enactment of pending legislation.

Prospective purchases by the nation's railroads stress the role railroads play in the nation's economy.

A healthy railroad industry, free from restrictive regulations that impair progressive policies, would reflect its prosperity by increased purchases—thereby improving the national economy.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



"Monarch" of the festival is Gail Belknap of Tacoma, left, who is attired in her royal robes. Typical of Puget Sound growing areas is the field of daffodils which begin blooming in February.

IN WASHINGTON STATE —

Daffodil Festival Denotes Spring

The first warm zephyr doesn't usually denote Spring.

But when thousands of daffodil buds break forth in bloom closely followed by millions of others including tulips, hyacinths and iris, it's a good indication that Spring has indeed arrived.

That's what is occurring now in the Puyallup valley of Washington State where local citizens, proud of their lead in the flower market, each year set aside their cares and participate in the Puyallup Valley Daffodil festival.

This year's event is scheduled April 4-April 12 with the theme, "Nations on Parade," as a salute to the coming Olympic games in Tokyo

and the 75th anniversary of Washington's statehood.

Visitors from all over the Pacific Northwest will witness the first flower festival of the year which includes parades, a giant ski slalom on Mount Rainier, community dinners, dances, flower shows, athletic events and the crowning of the queen of the festival.

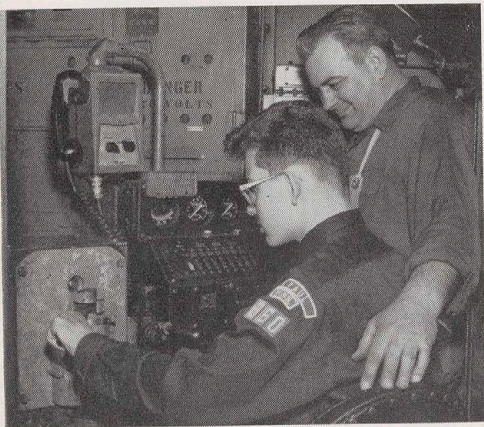
Ruling monarch of this year's festival is Gail Belknap of Tacoma. Although she is a native of the latter city, she also is a representative of Puyallup, Sumner and Orting—all communities in the valley—which are participants in the festival.

Probably the "topper" of the event is the street parade of giant land floats comprised of 75,000 fresh daffodils.

Three



Wayne Reinhardt, Explorer Scout, had an eventful day at GN headquarters. He is shown, top photo, "taking over" the duties of R. W. Downing, vice president, executive department, who stands behind him and confronts him with the morning mail and reports. The youth later visited his father, Leo, below, a GN machinist at Dale Street shops, and experienced the thrill of sitting behind the throttle.



Four

GN Explorer Scouts Enjoy "On-The-Job" Railway Training

Reversing the normal procedure in American business, members of Explorer Scout Post 360, sponsored by the Great Northern Railway, started at the top and "took over" management of the Great Northern for a few hours recently.

The process of getting the feel of railroad operations was part of Explorer day at the GN which also saw the youths inspecting the St. Paul headquarters and facilities.

Fourteen St. Paul-area high school youths comprise the newly-formed Explorer post which has the long-range objective of encouraging them to follow railroad careers.

GN department heads met the Scouts at the beginning of the work day, and after the latter viewed GN's color film, "Empire on Parade," a pictorial story of the industries and territory served by the railway, they accompanied the executives to their offices and were at their sides as problems arose and were resolved.

They toured GN's UNIVAC III installation, were luncheon guests of the railway and toured the company's Dale Street shops where they observed repairs of diesel-electric engines.

Members of the post are Wayne Reinhardt, James Pendergrass, Kim De Geer, Donald Neudauer, Robert Johnson, Ronald and Jerry Weiss,

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

John Pentalis, Steve Lee, Greg Gremenz, Jon and Daniel Rude, Lloyd Whittaker and Joseph Howard.

Under their GN leaders, Jerry J. Jasinski, post chairman; Joseph Griemann, post advisor, and Hugo Keller, associate advisor, the troop hopes

to travel this summer to Gavin Yard, GN's efficient freight car classification yard, and to Allouez, Wis., where GN maintains the largest iron ore docks in the world. A 10-day canoe trip to northern Minnesota will top summer activities.



One of the highlights of the Scouts' day was a visit to GN's Dale Street shops in St. Paul where they observed repairs on diesel-electrics. The group is shown perched on the diesel while GN personnel stand below.

Railroads High Tax Payers

Paying one of the nation's biggest industrial tax bills, American railroads turn over to federal, state and

local treasuries all revenues received for nearly 40 days of the year—a total of over 900 million dollars.

Five

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Around the Nation —

Passenger, Freight Traffic Club News

St. Paul



New officers of the St. Paul Passenger Association are shown shortly after their election. From the left are Gordon Landahl, Milwaukee Road, vice president; Mark Harnden, Northern Pacific, president; E. R. Kampa, Chicago, Rock Island & Pacific, treasurer; R. E. Osterberg, Great Northern, secretary, and Harold Carlson, Union Depot, past president.

Boston

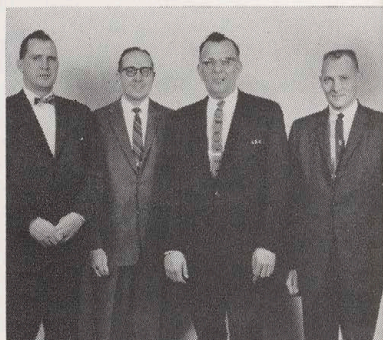


John Connolly, left, great Northern's New England freight and passenger agent, is the newly-elected president of the Boston Passenger Club.

Others, shown from the left, are Orrin J. Petrie, the club's first presi-

dent; James Cail of Sabena Belgian Airlines, outgoing president, and William Fillingim of the Union Pacific, reelected secretary-treasurer. Wallace Smyth of Grace Line, elected vice president, was not present when the photo was taken.

Minneapolis



The Minneapolis Traffic Club has elected Sam B. Lifson of the Northern Pacific as president.

Shown from the left, above, are Frank W. Barnfield, C.N.-Grand Trunk, treasurer; Charles J. Billingsley, Union Pacific, vice president, Sam B. Lifson, and Don E. Randle, Great Northern depot ticket seller, secretary.

* * *

New York

W. C. Havens, Northern Pacific, has been elected president of the Eastern Passenger Agents Association.

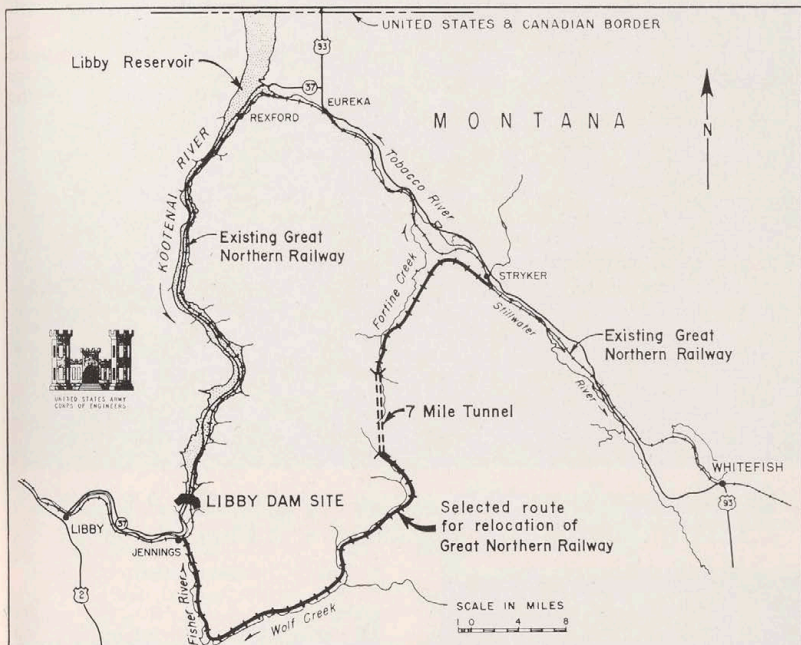
Other elected officers are H.E. Worley, Pullman Company, vice president; A. E. Born, Canada Steamship Lines Limited, treasurer; E. A. Harding, Pennsylvania Railroad, secretary, and P. S. Jones, New York, New Haven & Hartford, assistant secretary.

Six

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

PLAN INCLUDES 7-MILE GN TUNNEL

Libby Dam Line Change Announced



The route for relocation of approximately 60 miles of Great Northern Railway's main line in the reservoir area of the proposed Libby Dam in western Montana has been agreed upon by the company and the U.S. Army Corps of Engineers.

The route selection recently was announced by the railway and the Corps of Engineers.

The selection of a line relocation route closely followed recent developments on the Canadian-American treaty. The route selection is predicated on the condition that satisfactory negotiations on the final design and cost details can be concluded

with the Great Northern Railway and the federal government.

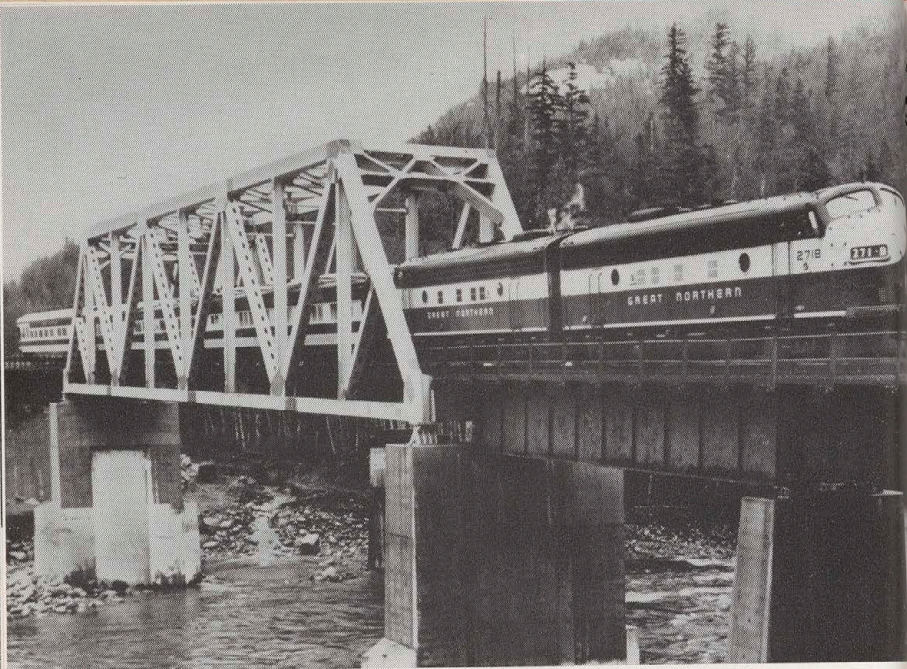
Construction will not be initiated until after Canadian ratification of the treaty and funds are appropriated by the Congress.

The route selected begins near Stryker, Montana, and follows Fortine creek upstream through a seven-mile tunnel at the Fortine-Wolf creek summit, and continues downstream in the Wolf creek and Fisher river valleys to a connection with the existing track at the mouth of Fisher river near Jennings, Montana.

This route will cost an estimated
(Concluded on Page 14)

Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

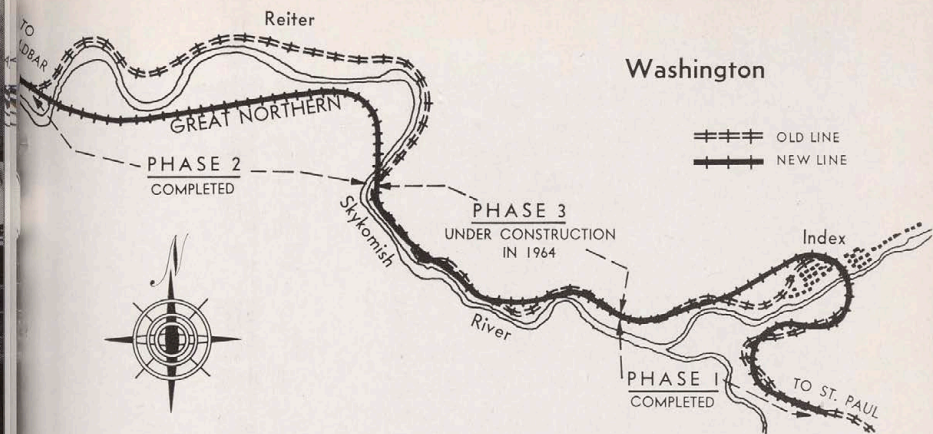


One of three new bridges spanning the Skykomish river is shown, above. A special train of newsmen has temporarily stopped to permit them to view the line change. Below, Art MacDonald, KOMO-TV reporter, interviews C. A. Eckart, GN vice president and western counsel, on the rear platform of the train. Seattle-area viewers saw the program that evening.



Passenger train patrons aboard GN may easily view a new sign at the Index Line Change, bottom left, which proclaims the new project built with private funds. In the center, newspaper and television personalities are shown in one of the special train's cars listening to a 1929 tape recording of the opening of GN's Cascade tunnel. While right, below, newsmen and GN personnel pose for photographers along the Skykomish river.





The map illustrates GN's new route by the solid line. The three phases are indicated—the center phase—Phase 3, is under construction. Phases 1 and 2 are completed.

CASCADE MTS. PROJECT COSTS 5 MILLIONS —

GN Opens Index Line Change

Greater operating efficiency, speed and service are key objectives of a progressive railroad.

Great Northern recently exhibited—to press and television—its new 5-million dollar Index Line relocation and announced the awarding of the contract for the third phase of the massive project.

Two phases of the Index change have recently started carrying main line traffic.

It was over part of this line that GN hosted newsmen and television personnel from the Puget Sound area

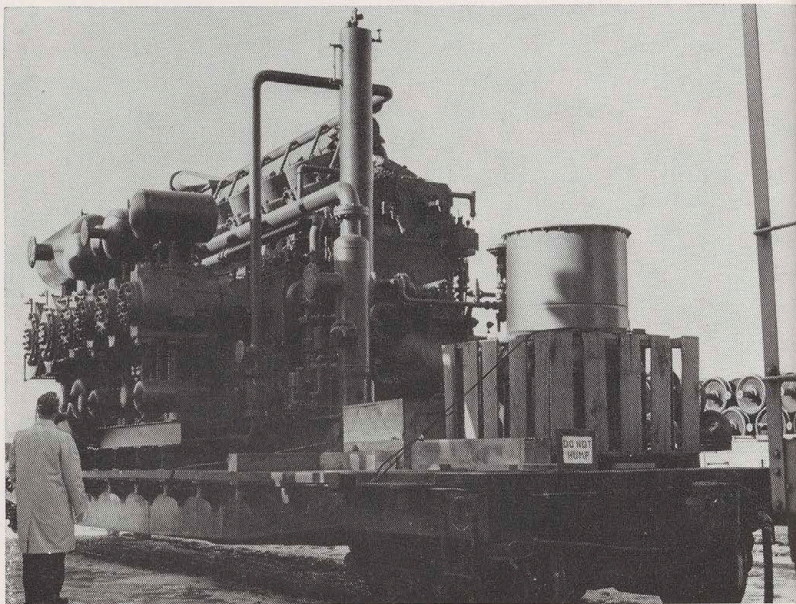
in order to give them a first-hand view of the railway's modernization program.

The "look see" train originated in Seattle's King Street station, continued on GN's main line with stops for additional newsmen at Edmonds, Everett and Monroe, all in Washington, and tied-up for lunch at Index where a heavy, wet snow plastered the towering pines and cedars and proved to be a field day for the newsmen-photographers.

Among the newsmen were Bob
(Concluded on Page 14)



COMPRESSOR MOVES TO TEXACO VIA GN



A 66-ton compressor is shown in Great Northern's St. Paul yards shortly before shipment to Lignite, N.D. The equipment, valued at \$160,000, will be installed at Texaco's natural gasoline plant. The "high-and-wide" load was given special handling and routing.

Nation's Freight Car Deliveries Increase

Deliveries of new freight cars to the nation's railroads and private car lines totaled 4,442 in December,

SRE Group Travels Via GN In Minnesota Tour

The February meeting of the Society of Reproduction Engineers proved to be a novel experience for members.

The group left St. Paul aboard Great Northern's Dakotan train occupying an observation-lounge car. After arrival in St. Cloud, Minn., they toured the St. Cloud Reformatory then bussed to Sartell, Minn., where they visited the St. Regis paper mill.

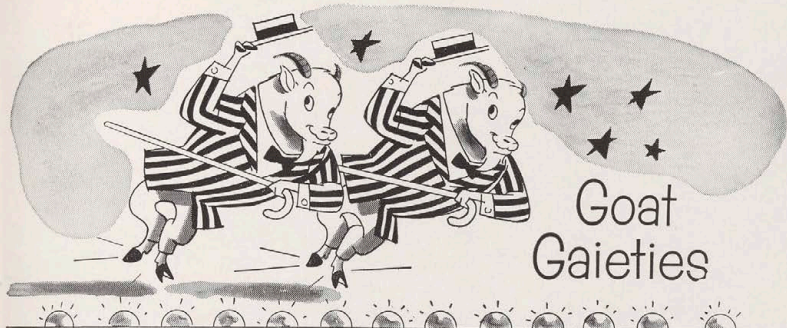
Ten

1963, compared with 3,911 in November, 1963.

A joint announcement by the Association of American Railroads and the American Railway Car Institute revealed that of cars delivered in December, 3,087 were produced by contract car builder and 1,355 by railroad shops.

The backlog of cars on order and undelivered as of Jan. 1, 1964, was 12,150 on order in railroad shops and 19,961 in shops of contract car builders for a total of 32,111, compared with 26,611 on order and undelivered on Dec. 1, 1963.

PROGRESS IS A GREAT NORTHERN HABIT



Caught

Two business competitors were discussing their trade when one blurted out: "There are many ways of making money, but there's only one honest way."

"What's that?" asked the other.

"I knew it," the first replied, "you don't know!"

* * *

Good Reason

Judge: "You are accused of habitual drunkenness. What is your explanation?"

Defendant: "Habitual thirst, your honor."

* * *

Tit for Tat

Husband, finding holes in his socks: "Didn't you darn these yet?"

"Did you buy me that coat you promised me?" she asked.

"NO-O-O!" he answered.

"Well, if you don't give a wrap, I don't give a darn," she retorted.

* * *

Who's Left?

A man was applying for a life insurance policy.

"Ride a bicycle?" the agent asked.

"No," said the man.

"Drive a car or perhaps fly?" he inquired.

"Certainly not! I don't do anything dangerous."

"Then I'm sorry," the agent said.

"We don't insure pedestrians."

Sight Unseen

Two hillbillies were train passengers for the first time. They purchased bananas from a food butcher and just as they began peeling the fruit, the train entered a darkened tunnel.

"Have you et yours yit?" one asked the other.

"Nah, why?"

"Well, don't touch it. I've et one bite and gone blind."

* * *

I Bet!

"Were you surprised when you were reelected, senator?" a newsmen asked.

"I certainly was," he replied. "Why my victory speech almost fell out of my hand."

* * *

Some Crust

"My wife worships me," George told the office staff.

"Oh, is that so?" a stenographer asked.

"Yeah, she places burnt offerings before me every morning."

* * *

Thin-Skinned

"A man is as old as he feels and this morning I feel like a 2-year-old," the pesty customer told the waitress.

"A 2-year-old what—horse or egg," she replied.

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



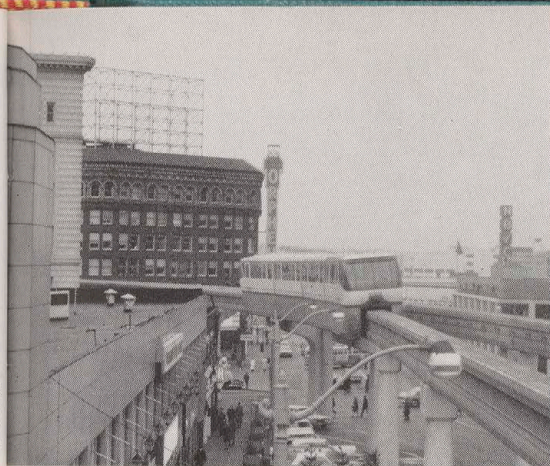
From atop the Space Needle, fair grounds attractions are readily seen and photographed.

SPACE NEEDLE FOCAL POINT —

Seattle Fair Grounds Magnet For Tourists



The cathedral-like arches, part of the Science Center, exemplifies the modern architecture.



The Monorail transports tourists from the Seattle Loop to within several hundred feet of the Space Needle, right above. The 600-foot steel structure features an observation deck and revolving restaurant affording a spectacular view of the area.

With the winter weather at an end, the Seattle World's Fair grounds—renamed the Center grounds—has been readied for the influx of tourists and local residents.

The grandeur of the Center's structures, such as the impressive Space Needle, the eye-pleasing Pacific Science Center, and the Washington State Coliseum have been utilized as Seattleites eye the future.

Reaping the legacy of the fair, residents are determined to convert the buildings and beautifully-landscaped grounds into a prime tourist attraction as well as a cultural center.

The coliseum is being converted to

house conventions and to accommodate sport activities. The Pacific Science Center will feature new exhibits and shows, and the Repertory theater, stadium and major concessions will provide amusements of varying interests for visitors.

Operating between the loop and Center grounds is the unique Monorail which delivers passengers practically to the door of the Space Needle.

The latter continues to be the focal point of the grounds—its observation tower and revolving restaurant affording a magnificent view of Seattle, its harbor and the Cascade and Olympic mountains.

Silhouetted against the skyline, the Space Needle elevator operator whisks passengers up the Needle in seconds. At right, a tourist uses an observation deck telescope to pick out landmarks and nearby mountain ranges.



Index Line — Conclusion

Barr, Seattle Times; Bob Hansen, Seattle Post-Intelligencer; Earl Clark, editor-publisher, Edmonds Tribune-Review; Bob Best, publisher, Everett Herald; Lloyd Spence, reporter, Everett Herald; Ward Bowden, editor-publisher, Monroe Monitor; Tye Hagman, photographer, Monroe Monitor, and Art MacDonald, reporter, and Williard Hatch, cameraman, both of Seattle's KOMO-TV.

As the three-car train moved over the new line and bridges, officers of GN including C. A. Eckart, vice president and western counsel; C. M. Rasmussen, general manager, Lines West; R. H. Shober, superintendent, Cascade division, and J. D. Taylor, assistant to the vice president, operating department, detailed to newsmen the various improvements such as reduction of curvature, installation of new welded rail and line reduction.

The completed project, located just off Hwy. 2 between Gold Bar and Index, reduced 13 curves of up to 10-degree maximum curvature to 7 curves with only 4 and 5-degree maximum curvatures.

The resultant straightening of the railroad eliminated more than one mile—5,572 feet—of track and 7½ minutes of travel time!

The obvious advantages of higher speeds and safety on the shortened line with its lower curvatures are fur-

ther enhanced by the reduced maintenance necessary on lesser curvatures and a shorter, straighter railroad.

These two phases cost GN slightly less than 5 million dollars in the three-year course of construction which employed up to 168 men, including private contractors, exclusive of track department crews engaged in normal maintenance functions.

To bring about the true operating economies desired, the two phases are augmented by the third phase of construction located in the center of the main line between Index and Gold Bar.

This phase, although not as extensive as those recently completed, will allow trains to maintain efficient operating speeds through the area, formerly a typical example of the difficulties of mountain railroading.

The project will reduce track length 469 feet, from a length of 10,015 feet, but more important, reduce curvatures by as much as 4 degrees.

The connecting relationship between the completed phases of construction remains the most important feature of the new project, which will cost the company about \$870,000.

Libby Dam — Conclusion

110 million dollars to construct, and will shorten Great Northern's line between Whitefish and Libby by about 15 miles. However, the new route will necessitate steeper grades in each direction than the present line.

Several routes have been under study, and the one selected offers the most practical solution to relocating the line as a requirement for construction of Libby dam.

Fourteen



GREAT NORTHERN — SWIFT, SAFE, SURE

Piggyback Up 24.7%

Piggyback continues to increase on the nation's railroads.

The 63 Class I railroad systems originating piggyback traffic reported loading 15,923 cars with one or more revenue highway trailers or highway containers (piggyback) in the week ending January 25.

➡ This was an increase of 3,159 cars or 24.7 per cent above the corresponding week of 1963, and an increase of 3,540 cars or 28.6 per cent above the 1962 week.

Cumulative piggyback loadings for the first four weeks of 1964 totaled 58,254 cars for an increase of 9,252 cars or 18.9 per cent above the corresponding period of 1963, and 12,677 cars or 27.8 per cent above the like 1962 period.

Piggyback Today in The U. S. A.

What is railroad piggyback in the U.S.A. today?

It's more than just the hauling of highway trailers on railroad flatcars.

It's moving more than a million truck-trailer loads a year through searing heat and numbing cold.

It's carrying over two million new automobiles to dealer showrooms to meet the car-buying demands of the American public.

It's providing a new system of distribution that links the economies of rail transportation with the mobility of over-the-road truck-trailer pick-up and delivery.

No wonder piggyback is railroading's "glamor boy"—strong, youthful, healthy, prosperous—with powerful potential for continued growth.

Emergency Transportation Officers Meet



A group of the nation's leading transportation executives are shown in Washington, D. C., with Secretary Luther H. Hodges of the Department of Commerce where they discussed their new roles as regional directors of the Office of Emergency Transportation. From the left are: John S. Rice, Great Falls, Mont.; Thomas H. Davis, Winston-Salem, N.C.; Secretary Hodges; S. Charles Knight, Oakland, Calif.; James P. McAllister, New York City; Delos W. Rentzel, Oklahoma City, Okla.; John M. Budd, president of the Great Northern Railway, St. Paul, Minn.; A. C. Ingersoll, Jr., St. Louis, Mo., and John W. Barriger, Pittsburgh, Pa. These executives would assume responsibility for the functioning of essential civil transportation services in their areas in an emergency.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Again...Great Northern makes transportation news

One full day slashed off freight schedules from Seattle-Spokane to Twin Cities-Chicago

Important news for receivers of freight in the Midwest and East and for shippers in the Pacific Northwest: Now freight leaving Seattle and Spokane on a Monday for example, arrives in the Twin Cities on Wednesday morning—in Chicago on Wednesday night. This is no *partial* day reduction that Great Northern has made... but a cut of *one full day*.

This new eastbound schedule matches the one full day faster westbound service Great Northern originated last October.

For complete information and exact schedules, see your nearby Great Northern Freight Traffic Representative or write or call: G. D. Johnson, General Freight Traffic Manager, Great Northern Railway, 175 East Fourth Street, St. Paul, Minnesota 55101. Phone: 224-5588.

*Remember! Your freight goes great... and
FAST!... when it goes Great Northern.*





The Great Northern

GOAT

April, 1964



The Great Northern GOAT



Vol. 34 April, 1964 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



Apple Blossom Queen Lynn Nicholson displays her shapely talents as she promotes the apple industry.

Two

Your Railroads

New attention has been focused by a capable railroad spokesman on railroads' passenger business.

When James N. Sites, assistant to the vice president of the Association of American Railroads, recently spoke on the passenger business before the southeast chapter of the Society of American Travel Writers, his remarks were quoted across the nation.

Among the pertinent highlights of his talk:

- Railroad passenger business is undergoing reorganization which, with the government's help, could usher in a new era of super-trains.

- Older cars are being sidetracked or junked with remaining trains featuring modern equipment.

- In freight hauling, a great new system of super-railroads is in the making.

- Among commercial carriers, competition is waged on a lop-sided basis: railroads build, repair and operate all their facilities out of their own revenues, while competing air, road and water carriers depend on government to provide their rights-of-way.

- While railroads pay heavy taxes on tracks, there are no taxes on highways and airports.

- Competing carriers helped "shoot" the passenger train, but expanded government development programs on their behalf furnished and loaded the "gun."

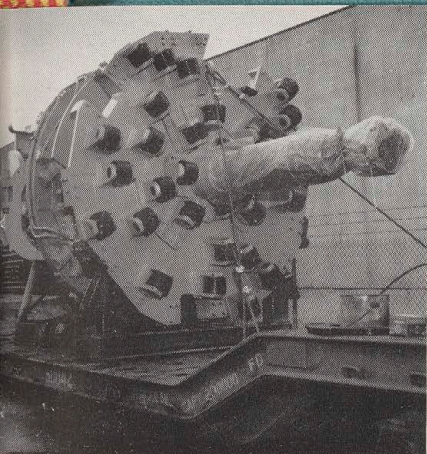
- The wonder is the survival of passenger business in face of the handicaps.

- One myth: Railroads do not want passenger service. The lines are not abandoning the service, the public is — by using automobiles and heavily-subsidized airplanes.

- To date, the total of 2.8 billion dollars has been extended in loans and grants to build up railroads abroad by various U.S. agencies.

GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL

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70-TON TUNNELER MOVES EAST VIA GN

The Alkirk Hardrock Tunneler photographed in Seattle during the tie-down stage of loading prior to shipping is typical of Great Northern Railway's ever-advancing shipper service.

The 12-foot-diameter, 70-ton machine, designed and built in Seattle by Lawrence Machine & Manufacturing, Inc., has been shipped to Brooklyn, N. Y., where it will be utilized in the construction of the New York board of water supply's Richmond tunnel.

The equipment will bore five miles through hard rock, 900 feet below the surface of the Upper bay between Brooklyn and Staten Island.

Using the Alkirk pilot-pull principle, the tunneler literally pulls itself into the rock to be bored with over one million pounds of thrust.

The majority of the 720 hp. available is used to turn the 12-foot diameter cutterhead with its 50 carbide insert rolling cutters.

The hydraulically-controlled machine completely eliminates the slow process of alternately blasting and mucking-out methods previously used in tunneling operations.

Shipping was effected in two cars. A GN depressed flat car and an end-door box car were used as the business end of the machine which was uncoupled from its power supply to facilitate the GN cross-country haul.

Off Line Railroads Unit Elects Grantz President

The Off Line Railroads Association of Kansas City, Mo., has elected John C. Grantz of the Canadian National-Grand Trunk Railroad System president.

Other elected officers are W. T. Pridgen, Atlantic Coast Line Railroad, vice president, and Charles L. Hand, general agent, Great Northern Railway, secretary-treasurer.

Vancouver, B.C., reportedly handled the most cargo of any port on the North American Pacific Coast in 1963, the Seattle Times stated. Its general-cargo tonnage is expected to top Seattle, Portland and San Francisco combined when final figures are in.

Three

VETERANS SCOTT, CLARK RETIRE FROM GN

Two veteran Great Northern Railway passenger department staffers have retired effective on April 1 after a combined service record of 87 years.

Arthur L. Scott, assistant general passenger agent at San Francisco since 1956, retired after 51 years service.



Mr. Scott

Harry Clark, general agent, passenger department, at Vancouver, B.C., since 1948, retired after 36 years.

Mr. Scott has been succeeded by Charles G. Alexander, former district freight and passenger agent at Oakland, Calif., who has been promoted to general agent, passenger department, at San Francisco.

Mr. Clark has been succeeded by Donald W. Teed, former city passenger agent, Vancouver.

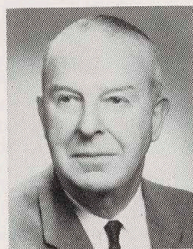
Also announced were the following appointments:

Roy R. Cameron, former passenger representative in Vancouver, has been named city passenger agent there.

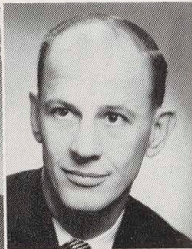
Ronald J. Keate, former cashier in San Francisco, has been promoted to city passenger agent in that city.

Messrs. Scott and Clark are well-known in the travel business. Both have been active in various organizations during their careers which spanned many years.

The railroad career of Mr. Scott began in 1913 when he was clerk in the superintendent's office in Everett, Wash. He later became clerk in Spokane and Seattle, Wash., traveling car agent, transportation department, in Seattle, and in 1924 was named



Mr. Clark



Mr. Teed

passenger agent there. He was appointed general agent, passenger department, in San Francisco in 1930, and assistant agent, passenger department, in 1956.

Mr. Clark, a native of England, became ticket clerk in Victoria, B.C., in 1928, and agent there in 1931.

He was named city passenger and ticket agent in 1935 and general agent, passenger department, in 1948, a post he held until his retirement.

Philadelphia Passenger Association Elects

Jay B. Weidler of the Bell Telephone Company was elected president of the Philadelphia Passenger Association.

Other officers are William G. Fortis, Burlington Lines, first vice president; James L. Higgins, Philadelphia National Bank, second vice president; John G. Thomas, Atlantic Coast Line Railroad, secretary, and Ralph E. Dunn, Pennsylvania Railroad, treasurer.

Among those elected directors were Albert E. Rohmer, Great Northern district freight and passenger agent.

Railway mileage reached its peak in 1916—254,000 miles.

Four

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

'64 Mrs. Minnesota GN Chief Clerk's Wife

Mrs. Minnesota of 1964 is a Minneapolis housewife whose husband is night chief clerk in Great Northern Railway's transportation department.

Mrs. Jay (Beverly) Babcock, 32, was crowned Mrs. Minnesota of 1964 in a live telecast of WTCN-TV, Minneapolis.

The mother of three daughters competed against 16 finalists to represent Minnesota in the Mrs. America contest. Contestants cooked, baked, styled their hair and underwent homemaking quizzes.

Mrs. Babcock, a brown-haired and brown-eyed mother of three daughters, 7, 5, and 2, maintains a specialized party food decorating business. A Take Off Pounds Sensibly (TOPS) vice president, she is also active in politics, church work, PTA and the Blue Birds.

What's her image of a good homemaker? Mrs. Babcock says: "I believe she should be a woman who is active in the interests of her husband and children; one who does her part in working for her church and com-

munity; supports her political beliefs with physical efforts and yet takes time and effort in keeping her home and herself attractive."



Mr. & Mrs. Jay Babcock

Perishable Loss Prevention Workshop in Yakima

The transportation of fresh fruits and vegetables from farm to market will be the topic of the annual Northwest Perishable Loss Prevention workshop May 20-21 in Yakima, Wash.

Fruit and vegetable researchers, specialists, growers, shippers and dealers from Washington, Oregon and Idaho will attend the sessions in the Chinook hotel.

Sponsors of the workshop are the horticulture departments of the three Pacific Northwest land-grant institutions — the Universities of Idaho and Washington State and Oregon State university — and the American Railway Development association.

Dave Hamm, chairman of the 1964 session, stated that the workshop will cover major new developments in the transportation equipment and packaging for perishables; quality control problems, rail carrier distribution questions, new developments in controlled atmosphere storage and its effect on rail transportation; proper loading of perishables; freight claims and rail carrier protective service.

The national picture of freight car distribution will be outlined by Carl A. Naffziger, director of freight loss and damage prevention section of the Association of American Railroads.

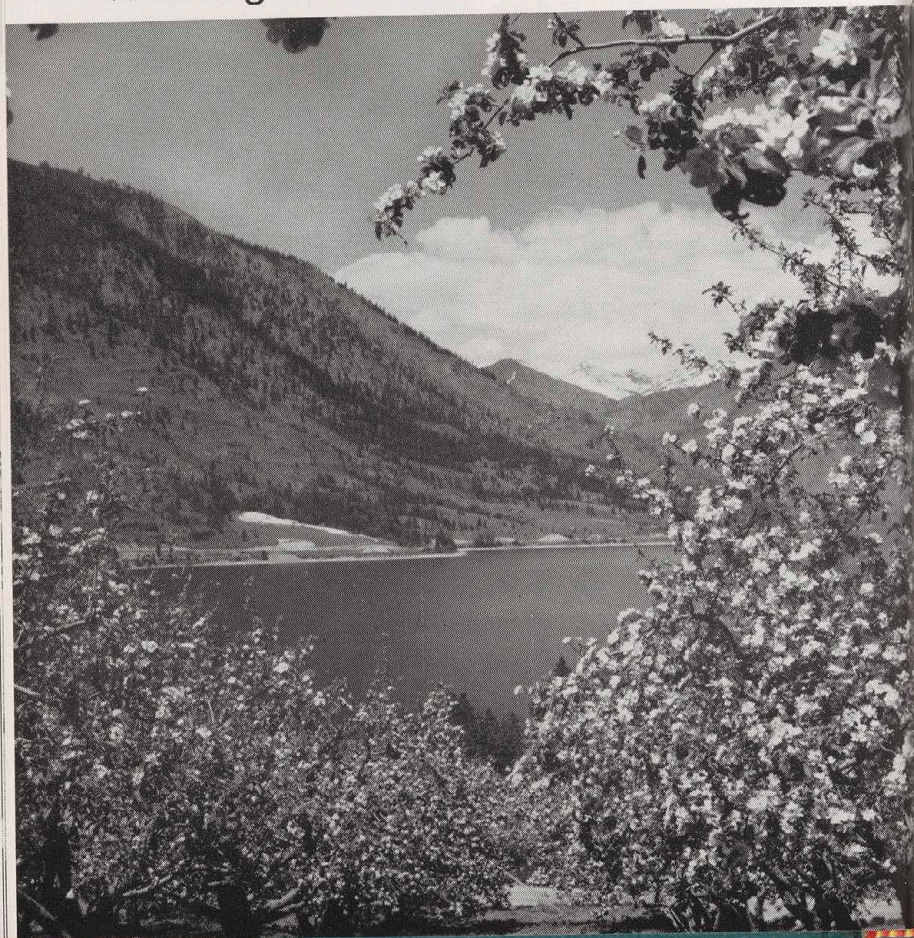
Five

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



APPLE BLOSSOM TIME IN WEST

Washington State Chooses Apple Queen



A charming brunet whose father is an apple grower and whose great-grandfather shipped the first carload of apples from Entiat valley is queen of the 45th annual Washington State Apple Blossom festival.

Queen Lynn Nicholson will be the ruling monarch of the festival in Wenatchee, Wash., April 30 through May 2.

Her father, Joe R. Nicholson, proudly admits she is the "apple of his eye." It is historically interesting to the community that she is related to the former J. A. McArthur, who shipped the first carload of apples from Entiat, Wash.

The Nicholson family still owns the home ranch, up the Entiat, and Mr. Nicholson operates the highly successful Entiat Warehouse.

Queen Lynn is 17 years old, 5-foot-5, with brown hair and green eyes. She has a high scholastic standing—as must all girls competing for the title. Her princesses are Sheila Hildebrand and Nancy Conyers.

The Washington State festival is timed as thousands of apple trees in the area reach full bloom, promising another bountiful crop.

Offering something for all ages, the festival includes a musical and dramatic production, an art show, social events and the colorful grand parade which is expected to attract 100,000 persons to the apple-growing center of the world.

The festival is a spectacular salute to Washington State's multi-million-dollar apple industry and is the nation's original apple blossom festival and the oldest civic celebration in the state.

Great Northern Railway which serves the Wenatchee-Okanogan apple-growing area in Washington State wishes a happy reign to Queen Lynn and congratulates the Wenatchee Chamber of Commerce, sponsors of the celebration, for its enterprising and successful promotion of the industry.



The Queen and princesses of the Washington State Apple Blossom Festival are shown, above, shortly after naming of the queen. From the left are Princess Sheila Hildebrand; Queen Lynn Nicholson, and Princess Nancy Conyers. At left, among the spectacular sights common in the apple-growing Wenatchee-Okanogan area are blossoms in bloom. A local miss, below, finds the blossoms and their perfume to her liking.



BREMEN—DOVER—DUNKIRK—EDINBURG—GLASGOW

What American Railway Serves All These Cities?

HAVANA—MALTA—MOSCOW—MUNICH—NAPLES—TOKIO

While you are pondering your answer, let us also ask what railway calls on Antelope, Elk, Buffalo, Deer (River) and Coon (Creek Jct.)?

What railway stops at Blackberry, Box Elder and Lone Tree—at Ball Club and Moccasin—at Snohomish and Skykomish—at Kandiyohi and Kootenai—at Locket and Winlock—and at Hong but not Kong?

The answer, if you have done a bit of investigation, is Great Northern Railway.



PLACE NAMES IMPORTED

The foreign flavor of many place names along Great Northern's routes in 10 states and two Canadian provinces reminds us that in the 19th Century, while GN was a-building, our nation took hundreds of thousands of immigrants into its "melting pot" and these newcomers introduced Old-World town names in the New World.

But many a station on GN carries a name as indelibly American as pumpkin pie. Where else would one look for Prosper or Tobacco or Devil's Lake or Twisp? Or Chinook, Rising Wolf, Wenatchee or Wayzata?

Or for that matter, St. Paul and Minneapolis on the banks of the Mis-

sissippi; Spokane in the center of the Inland Empire of eastern Washington and Seattle, Tacoma and Portland in the Pacific Northwest.

SERVING A GREAT EMPIRE

It is this combination of an adventurous people in a region of immense natural resources that helped make GN great. Out of this had grown a great agricultural, mineral and industrial empire—one we seek constantly to serve with superb and low-cost transportation.

All Aboard!—for Auburn, Hazel, Silver City, Pinkham, Greenacres, Blacktail, Whitefish, Amber, Red Eagle, Bluestem, Gold Bar, Yellepit, Montrose and Grays—yes, even Rainbow!

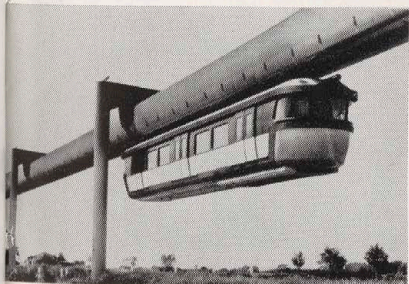
(For your information, Bremen, Edinburg, Munich and Tokio are in North Dakota. Dover, Dunkirk, Glasgow, Malta are in Montana. Moscow and Naples are in Idaho. Havana is in Minnesota.)

If you intend to ship to one of these "foreign" points on Great Northern, GN's freight agents are always eager to assist you.

Recent patrons on Great Northern's passenger trains included speed skaters from Winnipeg, Canada, to Minneapolis; members of the "How To Succeed In Business Without Really Trying" show company from St. Paul to Seattle; "Ice Capades" 23rd International Edition from Winnipeg to St. Paul; Farmers Elevator Association and Seed Dealers members who entrained from North Dakota points for Minneapolis.

Eight

PROGRESS IS A GREAT NORTHERN HABIT



N. Y. World's Fair Features Monorail Worth 5 Millions

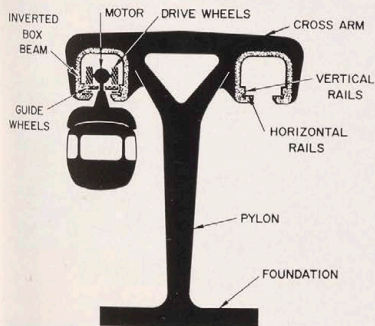
The New York World's Fair monorail will afford fairgoers an air-conditioned view of the fair's lake amusement center.

The 5-million-dollar investment features seven two-car trains, each 90 feet long, that will be operated on two parallel, closed 4,000-foot loops — three trains on one loop going one way, and four on the other going in the opposite direction.

Built by the American Machine & (Concluded on Page 14)

The 4,000-foot route of the Monorail is shown above. It will feature seven two-car 90-foot trains, each carrying 80 passengers.

A test track of the high-speed Monorail 90 miles south of Paris is shown, top left. The French railcars have been operating two years. A typical Monorail pylon is shown in lower photo. The drawing shows the 30-foot high T-type supports for double track.

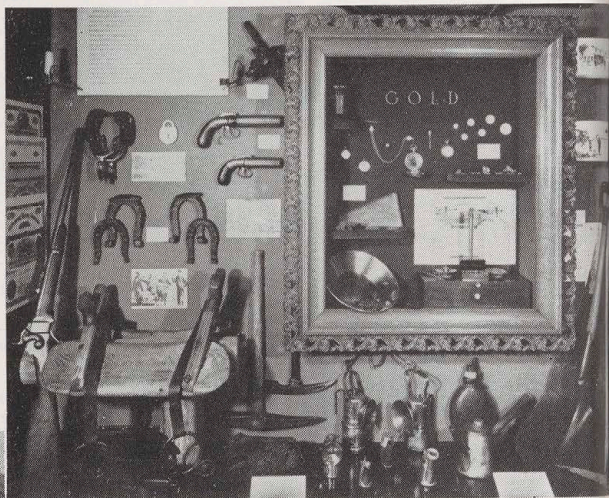


Nine

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

The **BIG TRAIN** *from* **BIG SKY** *Country*

Authentic miners' equipment used in the search of gold, silver, lead and copper adorn one of the displays in the train. Gathered from the Foote Collection, included are pistols, picks, lanterns and the familiar mining pans.



The Montana Centennial Exhibition train, shown at left, has been touring the Treasure State during the past few weeks attracting thousands of visitors. Millions of others will view it at the New York World's Fair.



You'll know when it's coming by the distant blare of its diesel.

And when it approaches, there'll be no mistaking that it's the 1964 Montana Centennial train—a 25-car complement including nine exhibition cars painted blue, gold and orange—as flashy as a circus train and bearing 8 x 16-foot painted panels of familiar Montana scenics, historical and animal subjects.

A portion of the train has been touring Montana points attracting thousands of viewers. The full train currently is slowly making its way to the New York World's Fair where the display cars will remain on exhibit during the 1964 and 1965 run of the fair.

On its transcontinental run to the East Coast, the Centennial train has planned stops at Omaha, Kansas City, Louisville, Cincinnati, Charlestown, W. Va., Washington, D. C., Baltimore, Philadelphia, New York City, arrival time for the fair on April 22, Pittsburgh, April 25, Cleveland, April 27, Chicago, April 29, Milwaukee, May 1, Moline, Ill., May 2, and Minneapolis on May 3.

Purpose of the stops is to generate interest in Montana which is marking its Centennial year and to encourage tourists to visit the Big Sky Country.

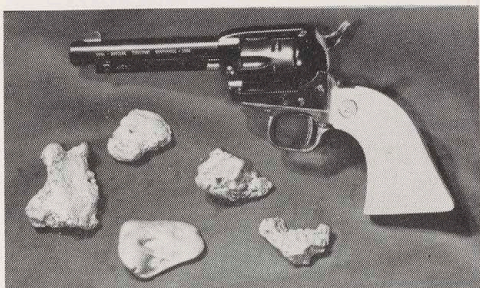
Comprising the train are 14 sleepers, three horse parlor cars, three exhibition cars, and a stand-by power and utility car, a dormitory Pullman car, a lounge car, a vehicle car and a coffee shop coach car.

Aboard the train are 325 cowboys, cowgirls, Indians, a band, Governor Babcock of Montana, and other state officials.

(Concluded on Page 12)



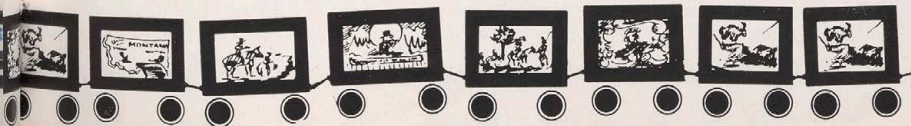
A map of Montana welcoming visitors to the state adorns one of the outside panels of the train.

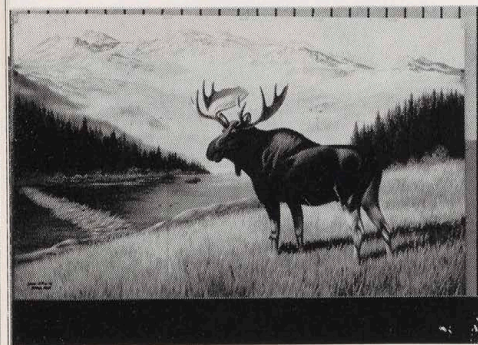
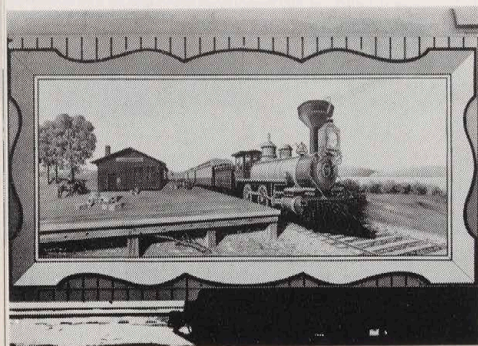
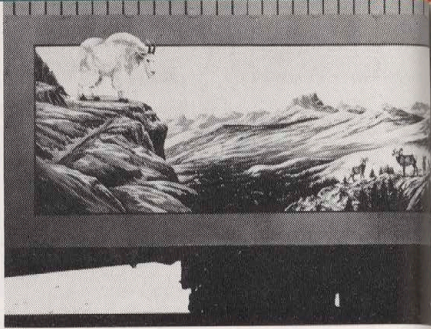
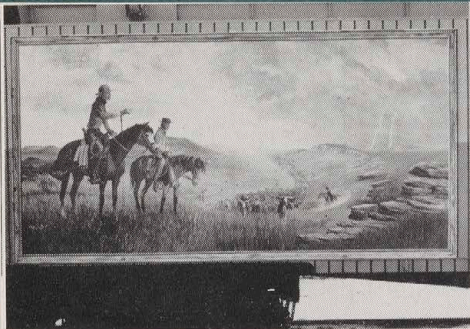


Gold nuggets and the ever-present pistol went hand-in-hand during the riotous early gold-mining days of Montana.



At dedication ceremonies, Gov. Tim Babcock of Montana addressed well-wishers who saw train off on its first leg.





Scenes, reminiscent of Wild West days, mountains and other scenics are emblazoned on the sides of railroad cars comprising the Centennial Train. The panels advertise the Treasure State's tourist attractions and Old West nostalgia beckoning easterners West for a vacation stay.

Montana Train—Conclusion

The exhibition cars contain one of the largest gold nugget displays of the West, historically famous mementos of Custer's Last Stand, Buffalo Bill, Calamity Jane, Wild Bill Hickok, Indian arts and crafts, and life-size big game mounts and color originals of famous western artists — Charles Russell, Frederic Remington and others.

There are 75 horses aboard with horse-drawn vehicles from a Tally Ho stage coach to a chuck wagon.

In each visiting city, the programmed time features parades, Indian tribal dances, exhibit cars, a pageant, showings of special films on Montana, and free time for groups to mingle with residents of the host area.

Great Northern's trackage carried the five-car exhibit train to several points in Montana. The tour visited Sidney, Glasgow, Malta, Chinook, Havre, Shelby, Cut Bank, Kalispell, Great Falls, and Lewistown on the GN. It traveled to other Montana points on the Northern Pacific, concluding its state run at Billings.

At that latter city it was consolidated with other cars that made its out-of-state visits.

Twelve

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS



Goat Gaieties

Time On His Hands

"What's the big idea being late again this morning, Chuck?" the office manager asked.

"Well, George, it's like this," he replied. "All day long you tell me not to watch the clock. I guess I got out of the habit watching it at home, too!"

* * *

Good Deal

Salesman: "I've been trying to see you all week. When can I have an appointment?"

Executive: "Make a date with my secretary."

Salesman: "Fine! But I still want to see you."

* * *

Some Target

"You drunken beast," scolded the wife. "If I were in your condition, I'd shoot myself!"

"If you were in my condition, dear, you'd mish!"

* * *

At Odds End

A man was struggling with a piano, trying to get it through the doorway. A bystander came to his assistance and both continued the battle.

"Phew!" one mumbled to the other. "At this rate it will take us all day to get it out!"

"Get it out!" the other shouted. "I've been trying to push it in!"

Trust In Ma

"Do you say your prayers before eating?" the minister asked the boy.

"No, I don't need to," he replied. "My Ma's a good cook."

* * *

In the Book

"Do you have the book, 'Man, Master of Women,'" a man asked the lady librarian.

"Fiction counter to your left," the librarian replied.

* * *

Diluted

A habitual drinker went to the doctor complaining he was feeling poorly.

"What's the matter with me, doc?" he asked.

"It appears, my good man, that a small percentage of blood is getting into your alcohol system," he answered.

* * *

Brighter Side

"My poor man," the old lady told the beggar, "it's unfortunate being lame, but think how terrible it must be being blind."

"You're right, lady," he lamented. "When I was blind I kept getting counterfeit money!"

Thirteen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

REPRODUCTION ENGINEERS' ST. CLOUD TRIP



All agreed — it was a pleasant trip. So went the comment of 72 members of the Society of Reproduction Engineers of the Twin Cities who recently boarded Great Northern's Dakotan train to St. Cloud, Minn. From their special Dome car, the members viewed the late-winter Minnesota countryside. GN hosts were H. E. Jackson, assistant auditor, Data Processing, (who may be seen at extreme right of photo), and R. K. Tetu, forms analyst, vice president and comptroller's office. The group toured the St. Cloud reformatory and the St. Regis Paper Company mill at Sartell, Minn.

Monorail—Conclusion

Foundry Company, the firm estimates more than 15 million persons will ride the monorail that will be automatically controlled.

Capacity of trains will be 80 passengers, each car will have an attendant and a continuous recording will describe points of interest along the way.

Of contemporary design, the monorail station will be located in lake amusement area facing Grand Central parkway and Long Island expressway.

The New York World's Fair begins April 22 and continues through October 18 of this year, and April 21 through October 17, 1965.

Fourteen



RED CROSS
IS ALWAYS THERE
WITH YOUR HELP

GREAT NORTHERN — SWIFT, SAFE, SURE

Charles M. Russell, Western Artist, Painting On Stamp



A fine arts series stamp featuring one of the works of Charles M. Russell, famed western artist, went on sale at Great Falls, Mont., the artist's hometown, on March 19.

The five-cent, multi-color stamp marks the 100th anniversary of the artist's birth, announced Postmaster General John A. Gronouski.

Whitefish Carnival Names GN Employee



The Whitefish, Mont., winter carnival is history. The railroad community saw a Great Northern employee named King Ullr V, the ruling monarch of the community.

Previously crowned before his identity was made public was the queen and her princesses.

King Ullr V is Don Porter, supervisor of the railway's district accounting office, and his queen, Ginny Loy, is active in social and sporting activities. Her princesses are Sharon

Stolte and Cheryl White.

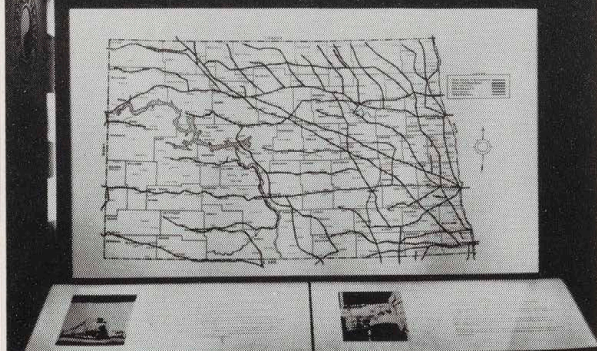
Among visitors of the carnival were Seattle's Seafair King Neptune, Vice Adm. Albert M. Bledsoe, U.S.N. (Ret.) and his Queen of the Seas, Arlene Hinderlie, shown left in the photo. They arrived from Seattle aboard GN's Empire Builder.

The carnival attracted thousands of visitors to the community to witness the ski races on The Big Mountain ski resort, and various functions in Whitefish proper.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

NORTH DAKOTA'S RAILROADS



This section of the display depicts the entire railroad system in North Dakota including the lines sponsoring the exhibit. Not a single state county is without railroad service.



Over-all views of the 8-foot-high and 30-foot long displays, left, and on the next page, feature panels of the sponsoring railroads. Between the emblems were photographs and the story of the economic impact of the lines.



The reverse side of the top panel shows North Dakota railroading from its beginnings to the present — from original track-laying to the modern electronic yards handling thousands of cars.

Rails Impact On North Dakota Exhibited

The importance of the railroad industry to North Dakota's development was graphically displayed recently in Fargo at the North Dakota Economic Conference.

Held in conjunction with the 75th anniversary of statehood, the conference studied the long-range goals for North Dakota and the state's determination to move toward those goals.

Displays showed the progress during the past, present-day accomplishments and prospects for the future.

Railroads of North Dakota participated in the planning, building and financing of a display. The photographs and copy ranged from the prairie days of Dakota Territory when James J. Hill thrust his pioneer St. Paul, Minneapolis & Manitoba Railway westward from Minot in 1887, to the modern rail electronic classification yard operated by Great Northern at Minot's Gavin Yard.

Each of the sponsoring railroads—the Great Northern, Northern Pacific, Soo Line, Milwaukee Road, the Mid-

land Continental and the Chicago & Northwestern—who operate in North Dakota, are represented by the displays which were some of the most attractive in the exhibition.

They highlighted how the glistening rails led to the colonization of the state. People arrived by the trainload. Railroad agricultural agents demonstrated the latest equipment, developed and distributed new strains of seed, helped improve breeds of livestock, and constantly preached for a sound agricultural economy.

On November 2, 1889, when President Harrison declared North Dakota a state, the homesteader population had swollen to 190,000, and at the turn of the century, it topped 319,000.

The key to the development was the railroad. There was formed a partnership between the existing lines and the people. Since those days, the state's railroads continued to promote

(Concluded on Page 18)



GN Active in Train-Ship Freight Service

Establishment of a new train-ship freight route and service between the United States, Canada and Alaska was announced by Alaska Trainship Corporation of Seattle, Great Northern, Northern Pacific, Union Pacific and Milwaukee railways.

Service on the train-ship segment of the route between New Westminster, B. C., and Whittier, Alaska, for connection with the Alaska Railroad, will be inaugurated in May. The service is expected to produce substantial savings in time and costs for transportation of freight to and from Alaska.

The new through freight service will be substantially faster than present rail-water schedules to and from

Alaska, and will be made possible by operation of the modern, streamlined train-ship, "Alaska."

The "Alaska" formerly was the "City of New Orleans," and was built for freight car transport. The vessel recently was acquired by Alaska Trainship Corporation, and now is undergoing modification in Florida for Alaska service.

Operating at 18 knots, the "Alaska" will transport up to 56 loaded box-cars in fully enclosed decks, providing protection to cars and lading from weather and water. The train-ship is scheduled to arrive in New Westminster in late Spring.

Interchange of rail traffic with the new train-ship service will be handled by Delta Alaska Terminals, Ltd., a Canadian corporation recently formed by the participating transportation company.

New terminal facilities for the service now are under construction near New Westminster on property leased from the New Westminster Harbor Board, and construction cost of the facility will approximate \$500,000.

GN Dining Car Department Wins 6th Straight Year



A special citation for excellence in its dining and lounge cars was presented to J. W. Kirby, center, GN's general superintendent of dining cars, by J. E. Woodruff, right, sanitation specialist of the environmental engineering and food protection department of the Department of Health, Education and Welfare. John M. Budd, left, GN president, attended the special luncheon in St. Paul where the award was made.

Eighteen

RR Display—Conclusion

the economic welfare and prosperity of the state.

Although 44th among the states in population, North Dakota ranks 17th in railroad mileage. Its 5,265 miles of main and branch line comprise 2.3 per cent of the nation's total.

Its six railroads, the Great Northern, Northern Pacific, Soo Line, Milwaukee, Chicago & Northwestern and Midland Continental paid \$5,282,822 in taxes in 1963 on their operating property alone.

The largest taxpayer in North Dakota, the railroads are one of the state's principal employers and are among the most active developers of the state's natural resources.

GREAT NORTHERN — SWIFT, SAFE, SURE



Departure from Whitefish for Spokane, Wash., marking the end of the ski holiday was a happy one after days of excellent skiing on The Big Mountain.

Spokane Students On 5th Outing To The Big Mountain

Tired but happy.

That was the general opinion of 56 students and four chaperones who recently completed a three-day skiing holiday at The Big Mountain, Whitefish, Mont.

All but the chaperones are students at Spokane's St. George's private school and range in age from 13 to 17. Accompanying them on the Great Northern's streamlined Empire Builder was Ray DuBois, GN's general agent passenger department, at Spokane.

After greetings at Whitefish by The Big Mountain staff, the group was taken up the mountain to the ski resort where they enjoyed three days of skiing. The outing is one of the

Skiers usually are singers and among the most popular ski trip members are the musicians. An impromptu "hootenany" developed at the Whitefish station while skiers awaited the Empire Builder.



favorite student body activities of the year.

Nineteen

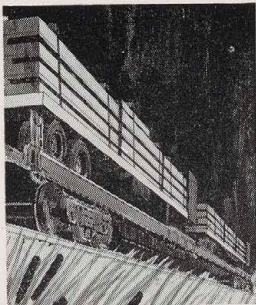
GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL

MOVING THE "IMMOVABLE"

or why all the freight goes great when it goes Great Northern

This is Rocky, the Great Northern goat, reporting what's new in our Freight Traffic Department. And boy, some of the cargo we've handled lately would appear about as hard to move as a linebacker for the Chicago Bears.

Take what you see in this picture, for example. Those are blocks of polished granite bonded to reinforced concrete . . . each weighing 2½ tons (or about twice the poundage of the Bears' whole defensive team).

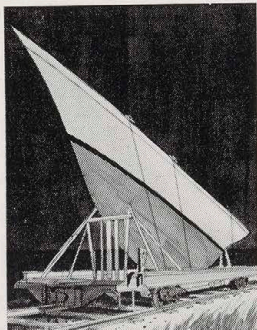


Handle with care ... hustle it there!

And that's just what Great Northern's doing. We're hauling 416 trailerloads of these blocks from the quarry in Minnesota to the site of a new 22-story building under construction in Detroit, Michigan.

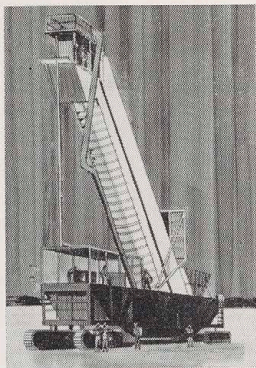
This mammoth movement takes place with just one loading (right at the quarry) and one unloading (right at the construction site). In between, it's a coordinated rail shipping job under Great Northern's efficient supervision. No wear and tear on expensive, tax-paid highways. And the cost of transportation is right where our granite shipping customer likes it: at rock-bottom.

One thing about being in this business of moving things around—you never know what you might be asked to tackle next. Like in our next illustration—a unique 44-ft. sailboat with a 10,000-lb. inverted lead hull that sleeps a crew of nine. It was created by a Bellingham, Washington boat builder for the U. S. Navy training program.



Smooth sailin' . . . via GN

Actually, though, our freight traffic specialists tell me that delivering this king-size craft was rather "routine" compared to getting the bemothen you see below on the rails. Take a look!



Its job: digging dikes ... in Israel

Great Northern's job: to start this 200-ton monster on its way—from Spokane, Washington to New York City (via connecting lines) for eventual shipment overseas.

You see, over in Israel there's a big potash reclamation project going on that calls for digging 25 miles of

dike for settling pens. And since not just anybody happens to build dike-digging machines, the order was received by one of the enterprising industries in the area Great Northern serves.

So once again our team of "unstumpables" came in, sized up the assignment, figured out how to break down the machine into several sections for efficient movement—and away she rolled.

Now, it's true that the shipping assignments described here are somewhat unusual. But look at it this way: if Great Northern can provide fast, safe, economical transportation for such huge, odd-shaped cargo as a diking machine, granite blocks and sailboats—just imagine what great service we provide on "everyday" kind of freight.

We've got the best in modern special-duty equipment—from mechanical refrigerator cars and trailers to multi-level auto carriers.

We've got electronic communications and a car locating system that control and report on freight movements like lightning.

And most of all, we've got the savvy—applied by men who take a real problem-solving, cost-reducing approach to getting things from one place to another. There's a Great Northern freight traffic representative in your city or vicinity. Why not give him a call for a thorough, no-obligation appraisal of your shipping?

So let's hear from you. On matters of freight, write: G. D. Johnson, General Freight Traffic Manager.



Offices in principal cities
of the U. S. and Canada

GREAT NORTHERN RAILWAY

175 E. 4th Street, St. Paul, Minn. 55101

The Great Northern
GOAT

May, 1964



GP-35's: GN's Transcontinental Workhorses

The Great Northern GOAT



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May, 1964

No. 5

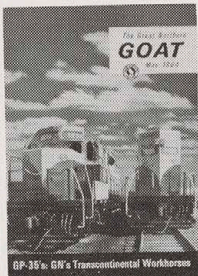
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DAN MUSCH, Editor

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The Goat's Cover



Coming or going? These GP-35's shown are presenting their front view (left diesel), and back view.

Two

Your Railroads

A startling fact was revealed recently emphasizing the obstacles faced by America's railroads.

Federal spending in 1964 for highway, air and water transport facilities will total more than five times the entire cost of President Johnson's 970-million-dollar "attack on poverty" program sent to Congress.

This year's outpouring of federal funds in support of these modes of transportation will reach an estimated \$5,300,000,000!

Coupled with state and local government expenditures of \$10,300,000,000, this will total transportation outlay averaging \$410 for each of those men, women and children, who, in the words of the president, "have not shared in the abundance which has been granted to most of us."

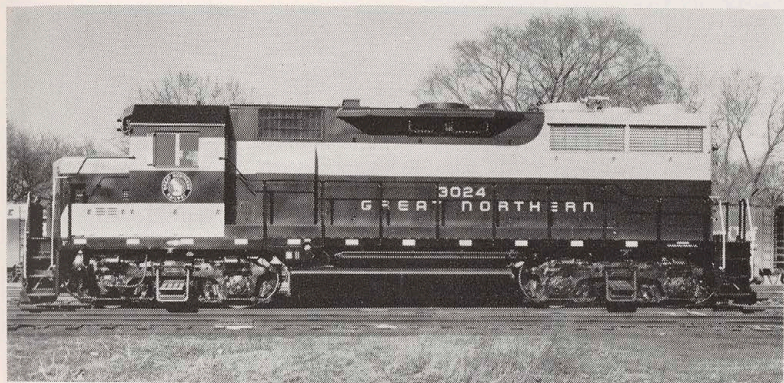
A study by the Association of American Railroads showed that construction and maintenance of highways will account for almost 4 billion dollars of the \$5,300,000,000 of the federal government's 1964 transport expenditures.

Of the remaining, 777 millions will be spent on federal airways; 85 millions on airport development, administration and research; 85 millions on cash subsidies to domestic airlines and helicopter carriers, and 341 millions on water transportation, including 183 millions for inland and intra-coastal waterways.

For all levels of government, this year's transport spending:

- Tops 1963's previous record-high total by more than 800 million dollars;
- Continues an unbroken upward trend that has averaged well over three-quarters of a billion dollars a year in spending increases over the past decade.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Broadside View of GP-35

18 New Diesels in GN Service

Eighteen new 2,500 HP. diesel-electric locomotives—eight GP-35's and eight UB25B's—have been put into service by Great Northern hauling freight to and from the Pacific Northwest.

They are valued at \$3,702,124. The GP-35's were built by the Electro-Motive Division of General Motors, and the UB25B's by General Electric.

With the addition of the new power, GN's engine roster boasts 635 diesels ranging from 600 to 2500 HP., with a total of 977,150 HP.

(GN recently announced a speed-

up of freight by cutting off one full day from freight schedules between Seattle-Spokane to the Twin Cities-Chicago. The eastbound schedule matches the one full day faster westbound service Great Northern originated last October.)

PIGGYBACK UPSWING

The 64 Class I United States railroad systems originating piggyback traffic reported loading 16,865 cars with one or more revenue highway trailers or highway containers in the week ended April 4.

This was an increase of 766 cars or 4.8 per cent above the comparable 1963 week, and an increase of 3,059 cars or 22.2 per cent above the 1962 week.

Cumulative piggyback loadings for the first 14 weeks of 1964 totaled 222,792 cars, or an increase of 19,794 cars or 9.8 per cent above the corresponding period of 1963, and 45,084 or 25.4 per cent above the 1962 period.

Transportation Club Of Everett Elects

Jay W. Johnson, shipping superintendent of the Scott Paper Company, was elected president of the Transportation Club of Everett, Wash.

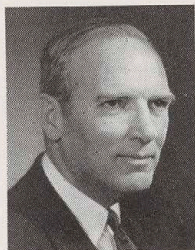
Other officers are Stewart Aldcroft, terminal agent, Great Northern Railway, vice president, and James Fisk, traffic manager, Sumner Iron Works, secretary-treasurer.

Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Favorable Business Prospects Cited

Operation of Great Northern in 1963 "was more satisfactory than in



Mr. Budd

any of the past several years," and business prospects for this year "seem favorable on the whole," shareholders of the railway are told by President John M. Budd in the company's seventy-fifth annual report.

The report on GN's 1963 operations was distributed to nearly 45,000 shareholders from the railway's headquarters in St. Paul.

Reporting a net income of \$29.3 million for last year—an increase of \$4.3 million over 1962, Mr. Budd said GN's "improved net in 1963 reflects to some extent a healthier national and regional economy. But, our ability to capitalize on better business conditions in the face of accelerated competition is attributable in large degree to effective traffic development and improved services."

"To better our own service position," GN's president added, "Great Northern in late October (1963) slashed a full day from delivery schedules on westbound freight between Chicago, the Twin Cities and the Pacific Northwest—the fastest transcontinental freight service we have ever offered."

A comparable full-day reduction in GN's eastbound freight schedule was made in early February this year.

GN's gross operating revenues in 1963 approximated \$243 million as compared with nearly \$239 million in

the preceding year. Last year's net income was \$29,273,689, equivalent to \$4.80 per share, as against \$25,018,986, or \$4.12 per share in 1962.

Freight revenue of \$215.3 million in 1963 was just over \$6 million ahead of last year, while the volume of freight traffic was nearly 4 per cent greater than in 1962.

GN's 1963 passenger revenues were \$2 million less than the year before. The decline in passenger business last year was attributed to non-recurring heavy travel to the Seattle World's Fair in 1962, and to cancellation of Summer tour parties because of a threatened rail strike.

The company invested \$24 million in capital improvements to property in 1963. Of this amount, \$7.3 million was spent for betterments to track and other operating facilities, and \$16.7 million was expended for freight-carrying equipment and new diesel-electric motive power.

Last year's capital improvement program exceeded the 5-year (1959-1963) average of nearly \$20 million. GN plans to spend approximately \$29 million on capital improvements in 1964.

GN's 1964 equipment program includes acquisition of 18 new 2,500 horsepower diesel-electric locomotives, 600 boxcars, 175 large-capacity covered hopper cars, 100 flat cars and 250 freight-carrying units.

One hundred new industries were located on GN tracks throughout the system in 1963, an increase of 10 over the previous year. Nearly 40 per cent of the new industries are distribution warehouses, largest of which is the \$2½ million Safeway Stores distribution center in Spokane, Wash.

Kensington Stone 'Controversy' Stirs Alexandria

Whether you believe its authenticity or not, it's not good policy to doubt the Kensington Stone in Alexandria, Minn.

And if a doubt is expressed, the Chamber of Commerce of that community will provide ample material that will "prove" its point.

The Kensington Stone, a Runestone, was found in Douglas county, Minnesota, by pioneer farmer, Olaf Ohman, in 1898.

The significance is as follows, according to some authorities: "About 1355, Magnus Erickson, King of Norway and Sweden, sent an expedition to Greenland. Part of his royal settlement there were known to have fallen from the faith and emigrated to Vinland (the mainland).

"In his search, Sir Paul Knutson penetrated the American continent from the north through Hudson's bay. Relic of the voyage is the famed Runestone carved with a tragic memorial for their '10 men red with blood and dead'."

Carved in Norse runes, a primitive alphabet used during the Middle Ages, is the following legend:

"8 Goths and 22 Norwegians on exploration journey from Vinland over the West We had camp by 2 skerries one days journey north from this stone We were and fished one day After we came home (found) 10 red with blood and dead Ave Maria Save from evil."

On the edge of the stone is inscribed: "Have 10 of our party by the sea to look after our ships 14 days journey from this island Year 1362."

That year, natives contend, proves

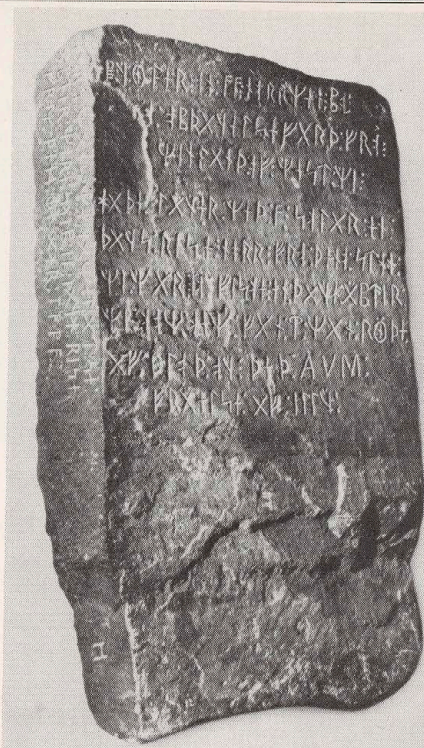
that America was discovered by the Vikings more than 130 years before Columbus appeared on the scene!

A giant Runestone replica is located one mile east of Alexandria at the intersection of Highway 52 and Sixth Avenue. It is a prominent tourist attraction.

The Smithsonian Institution has inspected the Runestone and claims it "appears to be authentic."

The original stone rests in the Runestone Museum at Alexandria with other 13th Century weapons and implements lost on the voyage along Minnesota waterways.

(Great Northern's passenger trains, the Dakotan, the Red River and the Winnipeg Limited, make regularly-scheduled stops at Alexandria.)



GN President Cites Freight Car Rental Rate Change Benefits

The new scale of railway freight car rental rates will benefit shippers and encourage acquisition of new equipment and repairs to older cars. John M. Budd, president of Great Northern, told the Interstate Commerce Commission hearing recently in Washington, D.C.

Appearing in support of the multi-level scale of rental rates (per diem charges), which went into effect nationally on January 1, Mr. Budd also expressed belief that the new rates will hasten return of freight cars to the home railway and result in a better on-line car supply for shippers.

The new multi-level per diem plan provides for rental charges ranging from \$2.16 a day for cars valued at \$1,000 or less to \$7.74 for equipment valued at \$20,000 or more. Prior to January 1, the daily rental rate was \$2.88 regardless of car value.

Since World War II, there has been a significant change in car design, and in the cost of buying cars, said Mr. Budd.

"Railways no longer build and use only a standard-type car," he said. "The trend is to acquire specialized cars equipped with expensive devices to meet individual shipper needs, to effect economies in loading and unloading, and to lower damage claims. The variance in values is shown by the fact that Great Northern cars range in value from \$1,044 to \$21,100 per car."

"Few railways, if any, invest in new car equipment with the motive of renting it," GN's president said. "Investment in freight cars is made because the carrier expects to use the equipment to earn transportation revenue."

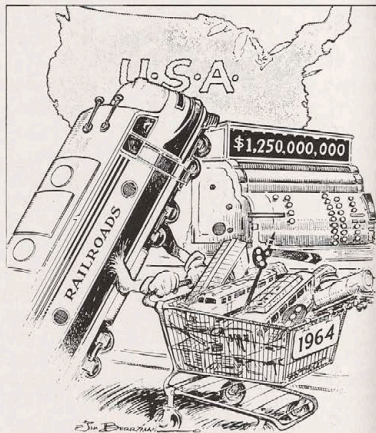
Six

"Unfortunately, as measured by GN experience, the carrier which invests in new cars has no assurance that its investment will be available more than 15 per cent of the time," he continued. "The acquisition of new cars costing \$12,000 to \$20,000 each for someone else's use at a rate of \$2.88 per day is not a very attractive investment. It is much more economical to use someone else's newer cars at that rental than to acquire one's own."

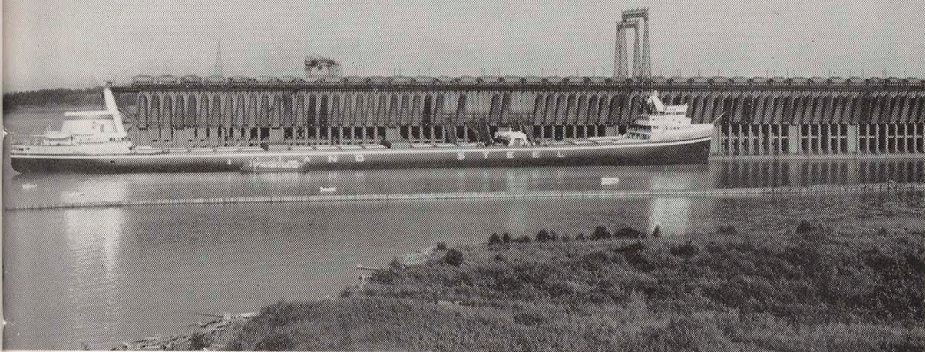
Mr. Budd observed that the new multi-level per diem rates will help solve the industry's problems and inequities in the following ways:

- Compensation will be based more closely on the value of the car actually used in interline service;
- The new rates are more reasonable;
- The rates will encourage acquisition of new cars and the repair and upgrading of older equipment—which already is happening;
- Higher-value equipment will be more efficiently used and more readily returned to the owners.

INVESTMENT IN THE FUTURE



GREAT NORTHERN—SWIFT, SAFE, SURE



The Edward L. Ryerson

Season's First Iron Ore Shipment April 6

The first iron ore of the 1964 season was carried by the Edward L. Ryerson, "Queen of the Lakes," on her trip from Great Northern's Allouez docks in Wisconsin to Inland Steel Company at Indiana Harbor, Indiana.

Loaded at 8:30 a.m. on April 6, the stately carrier, one of the most modern on the lakes, took on 19,798 long tons of Minnesota iron ore.

The 730-foot-long Ryerson was built at a cost of 8 million dollars expressly for ore hauling. It is owned by the Inland Steel Company of Chicago and was named after the former Inland chairman.

Great Northern hauled approximately 24 per cent of the total ore tonnage from the Lake Superior region in 1963, and 1964 prospects are expected to remain near that figure.

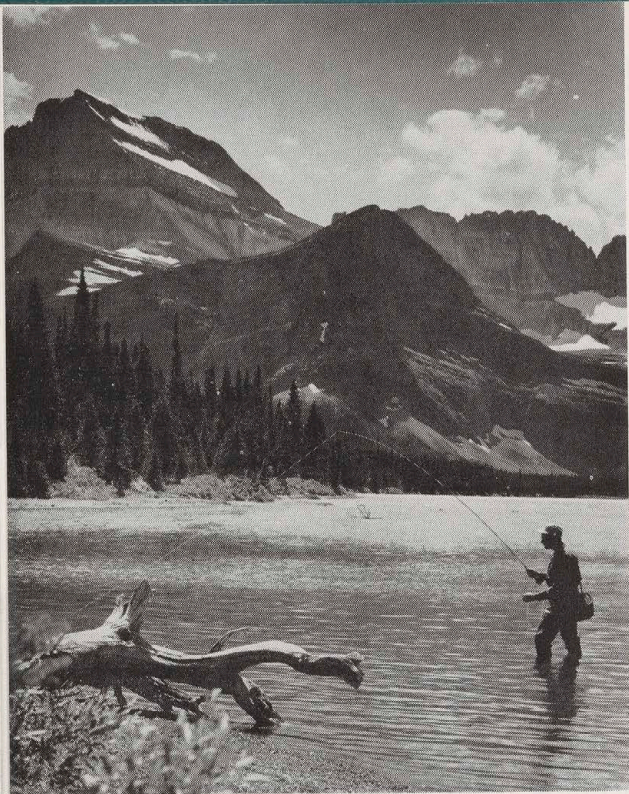
Total shipment in 1963 from Allouez docks was 14,330,000 tons, up 2 per cent from 1962.

Typical of iron ore trains moving from Minnesota's Iron Range to Great Northern's Allouez docks in Wisconsin is the train seen on the elevated approach to the dock.



Seven

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



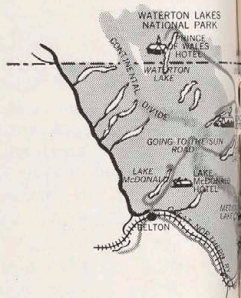
Glistening Lake Josephine, teeming with fighting fish, catches an angler's fancy.

An eastern girl is taught the proper way to handle a bow by a Blackfeet Indian. In another part of the park, Lake Ellen Wilson, right, below, is a study of perfect beauty.

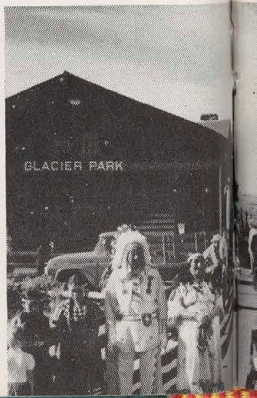


Pacific Northwest

Glacier Park Beckons You To The Rockies



The arrival of the tourists at the park is greeted by the Blackfeet.



Northwest Tops Vacation Areas

Springtime has arrived in the Rockies and the delicate greenery of early spring has been replaced by lush, dark-green growth.

The heavy snows of the past Winter left no traces in the valleys and foothills, but the towering peaks of Glacier National Park in the Montana Rockies and the crags of the Cascades and the Olympic National Park are heavy with snow.

Long before Spring made its hesitant entrance, Great Northern Railway's passenger department and tour company representatives had met and agreed that '64 would again be a banner year for the Pacific Northwest.

The negotiations have resulted in a series of economical, fun-filled and interesting trips that you thought you couldn't afford.

Of special interest this year are:

- Rocky's 13-day Pacific Northwest-Glacier National Park vacation trips;

- Two Glacier Park Spectaculars to the "Land of the Shining Mountains;"

- Scenic Highlights of Rocky's Evergreen Pacific Northwest Spectacular;

- Independent Tours;

- Rocky's Suggested Itineraries for Pre-arranged and Reserved Independent Travel Summer Vacations.

Although space does not permit a detailed account of the attractive trips, your GN passenger representative or your travel agent will fill you in with trip particulars and will readily supply you with brochures describing the wide variety of choices at your disposal.

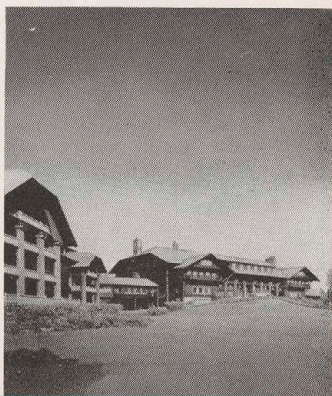
Of particular interest to travelers is Glacier National Park. That one-million-acre preserve of mountains, forests, falls, rivers and unique vacationland beckons the visitor again to its unique attractions.

In addition to the many opportunities to include Glacier Park in your agenda by subscribing to one of the above tours, there also are five special package-price vacations and tours this

(Concluded on Page 10)

at Glacier Park is highlighted
the Blackfoot Indians who delight

Mount Clemens towers behind as the Cascades—a park waterfall—ripples gaily. At right, below, the Glacier Park Hotel awaits the oncoming of thousands of tourists.



Rails' Importance Emphasized

We all take the railroads for granted.

But an observance, such as Transportation Week, scheduled May 10-16, illustrates to the public how important are the railroads and their role in the nation's economy.

Many traffic clubs have set up special programs during the week, and many service clubs will pay special tribute to the transportation industry and afford it the attention it so justly deserves.

Your life depends on transportation more than you realize. Your household furnishings, your food, your conveyance — be it commuter train

or the family car — have come into being because of transportation.

It was pointed out that transportation is the axis upon which our entire economy revolves — raw material to manufacturer — finished products to distributor — there isn't a city in the country that could do without it.

An example of the railroads' importance is evident by the fact that intercity freight figured in ton miles amounted to 1,398,000,000 in 1962. Of this staggering total, rails carried 42.9 per cent. Of the basic intercity transportation mileage within the continental U.S., railroads boast 216,445 miles.

Railroad rolling stock owned or leased as of December 31, 1963, included 28,600 locomotives, 1,515,139 freight cars and 25,800 passenger cars.

The average cost of locomotives installed in 1962 was \$200,000, and the average cost of a freight car that year was \$11,777.

Chicago, the railroad center of the world, has a total of 200 inbound and outbound inter-city trains daily, carrying an average of 24,650 passengers daily.

When one considers the employment, wages and purchases by American railroads, the industry's value to the economy is apparent.

GN 'Apple Blossom Special' To Wenatchee, Wash., Show

Great Northern's 16th annual "Apple Blossom Special" to the Wenatchee, Wash., Apple Blossom Festival moved on May 2, sponsored by the Everett Junior Chamber of Commerce.

Its takeoff was timed to permit passengers to view the outstanding festival parade.

Glacier Park—Conclusion

year including 10 and five-day vacations; three and two-day tours, and a one-day stopover.

Accommodations are unparalleled at the Glacier Park lodge, Lake McDonald hotel, Many Glacier hotel and the Prince of Wales hotel.

To the sports-minded, Glacier Park is an ideal vacation area. Aside from the excellent fishing (no license required), there is golf, hiking, horseback riding, sightseeing and swimming in the new heated, outdoor pool.

GN's Empire Builder and Western Star (the choice of train depending on tour selected) assure you economical, safe transportation with worry-free days of leisure.

The vast Pacific Northwest and California are your "backyard" when you subscribe to GN's tours. Such fabled areas as Glacier, Banff, Lake Louise and Jasper, and cities as Las Vegas, Seattle, Portland, Spokane, Victoria and Vancouver, B.C., and many national parks are awaiting your arrival.



Goat Gaieties

A Soaker

Two sailors were talking at the bar and one said to the other: "I have had a hard time, the past few months. I had an operation and the doctor told me, when I awoke, that he left a sponge in me."

"What did he do then?" asked the other.

"I told him to leave it there," he answered.

"Do you have any pain?" the other countered.

"No," the sailor said, reaching for the beer, "but it makes me awfully thirsty!"

* * *

Feathered Friend

"My wife does bird imitations," George told Jim.

"Like what for instance?"

"She watches me like a hawk," he said.

* * *

Out of Beat

"Oh, you were out again last night, eh?" the stenographer asked her boss. "I suppose you're afraid to go home after work and face the music?"

"Face the music!" was the reply. "I'm even afraid to go near the band!"

Some Risk

"How long did it take your wife to learn to drive?" the insurance salesman asked the customer.

"It'll be 10 years this May," was the reply.

* * *

It's a Deal

"Here's your ring. I cannot marry you, I love someone else."

"Who is he?"

"You're not going to kill him?" she asked nervously.

"No, I'll try to sell him the ring."

* * *

What's That?

It was a farewell dinner for the minister who was transferred to another parish.

A little old lady was saying goodbye to the gentleman and concluded: "I'm sorry you're going. I never knew what sin was until you came here."

* * *

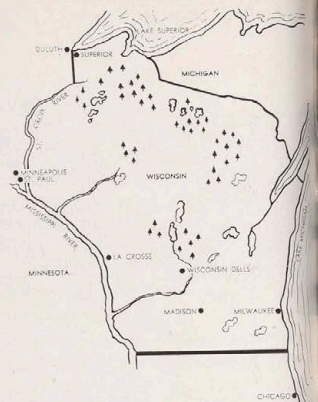
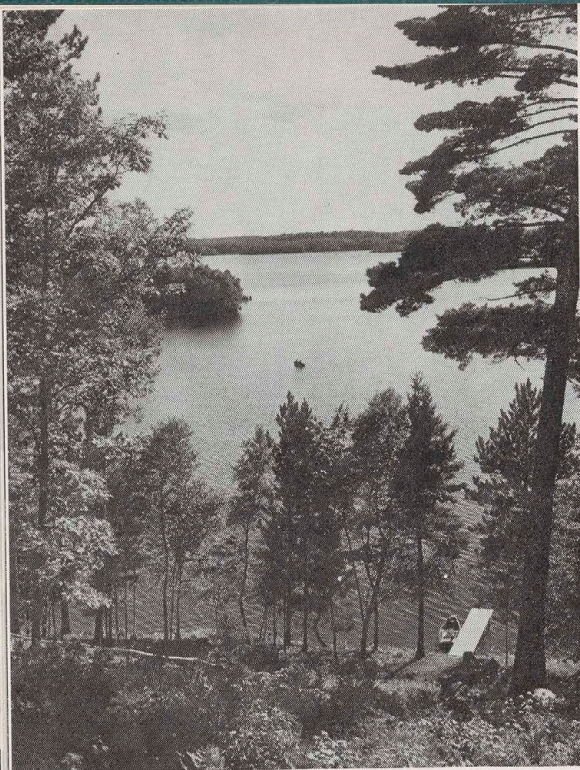
Oh, No!

What is it called when you are stung by a bee and bitten by a mosquito — both at the same time?

Sting along with Itch!

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



THE STATES GN SERVES—

Wisconsin: Tourist Haven Amid the Lakes

High Lake, Vilas County, Is Typical of Hundreds in the State

Wisconsin is known as a dairy state, but to the visitor, it is best remembered for its lakes and fishing.

Just as its sister state, Minnesota, which it borders on the west, Wisconsin has been blessed with big lakes, little lakes, cruising rivers, canoeing streams and ponds. Its more than 8,830 inland lakes, some settled and others completely wild, range from Winnebago's 215 square miles to small ponds.

There is Ole Man Mississippi bordering Wisconsin on the west with 230 miles of America's best cruise water, and the famed St. Croix river, also on the west, both bordering on Minnesota and Lake Michigan on the

East—a large inland “sea.”

But the waters of the state are not its sole drawing power. Hiking trails, forested tracts in National Forests, parks and playgrounds dot the state. Also prime tourist attractions are the state's enterprising cities and smaller communities which have scheduled festivals through the tourist season.

Of particular interest the past few years have been the “vacation farms,” which is a new “crop” for farmers. The farmers welcome guests to live on their property, eat hearty meals and share the farm life.

Great Northern Railway agents can arrange a Wisconsin vacation for you

(Concluded on Page 14)

Twelve

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS



The Winnebago Indians of Wisconsin Dells are frequent tourist greeters.



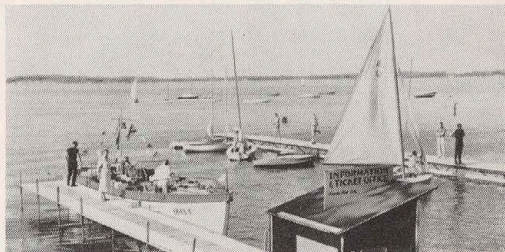
Colorful Terry Andore State Park is along Lake Michigan.



Wheel Swiss cheese is aged in racks before sale.

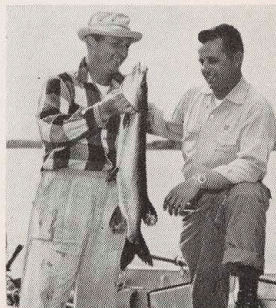
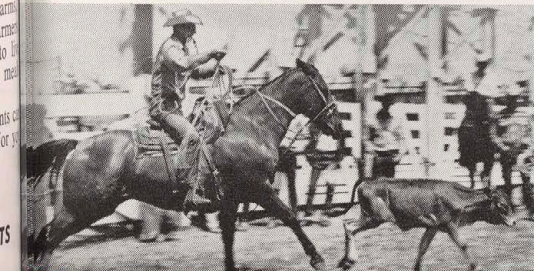


Wisconsin's last remaining covered bridge is near Cedarsburg—suitable for foot traffic only.



An excursion boat at Lake Mendota at Madison awaits passengers. Below, fishermen exhibit a Musky "keeper."

Although no contender for Western honors, rodeos are popular. Typical of the shows is the rodeo at Spooner.



TRAVEL BOOST SEEN AS RESULT OF TAX CUT

The recent 8-billion-dollar income tax cut is expected to help the travel industry realize a 40-per-cent increase in travel in the United States.

Experts of the National Association of Travel Organizations stated the cut will give lower-income families a chance to travel for the first time.

The impact of the cut also is expected to be felt in the motel, hotel, transportation and even the luggage industries.

Travel in all of its phases is considered a 30-billion-dollar industry in the United States, NATO reports.

The organization is promoting a plan supported by the late President Kennedy—"See the U.S.A." campaign.

Wisconsin—Concluded

—be it in one of the state's cities, in the lake country or just a stopover on your way to the New York World's Fair.

The railway's Empire Builder and Western Star utilize Burlington trackage from Chicago to the Twin Cities. A portion of the line is along the Wisconsin side of the Mississippi river—one of the most scenic areas of the Midwest.

SIX-TRACK STATION FOR RAIL FAIR VISITORS

Approximately 28 million New York World's Fair visitors will be passing through the special six-track station and interlocking plant of the Long Island Railroad at the fair.

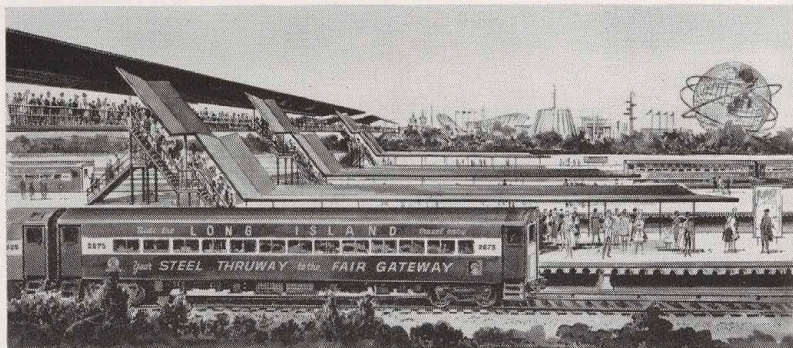
The line, already the busiest passenger railroad in the country, is absorbing this multitude without interfering with daily operations for more than a quarter of a million commuters and suburban riders.

The task confronting the LI cost the railroad one million dollars of its own money to handle one-fifth of the fair visitors, while federal, local and

state governments poured more than 200 million dollars into new expressways, parkways, public marinas, huge parking lots and a helicopter port.

The railroad's fair theme is a country fair atmosphere with railroad overtones. On an acre plot almost in the shadow of the enormous United States pavilion, three trains are featured, a duck hatchery, pond and other interesting exhibits make up the display.

But the "living display" is the passenger service of the LIRR to the fair grounds.



Fourteen

GREAT NORTHERN — SWIFT, SAFE, SURE

'Used' Cars Move Via Tri-Level Too!



The buying public is accustomed to seeing new, sparkling cars moving direct from factory to distribution points via Great Northern's tri-level cars. But how many realize that there is a market for good, used cars—many of which are carried by GN. Dewey Stowe, GN agent at St. Cloud, Minn., is shown with one of the first shipments of used cars from that community. Ken Huffman, of Ken's Midway Motors, Tacoma, Wash., purchased 13 cars from St. Cloud automobile dealers for wholesale. The railway's new, fast westbound freight schedule made a prompt delivery to Tacoma.—St. Cloud Times Photo.

Fivefold Boost In Car Shipments Noted by Rails

In the past five years, the nation's railroads have multiplied shipments of new motor vehicles from factories to dealers by five times.

Using new equipment and deep freight rate cuts, rails hauled 2,521,000 motor vehicles in 1963, a post-war high for such shipments by rail, the Association of American Railroads reports.

This total brought the rail percentage of the new auto shipment market to 27.7 per cent, the lines' highest share since 1948.

The study, drawn from data compiled by the Automobile Manufacturers Association, showed the rail share in the auto market rose from a low of 8 per cent in 1959 to 9.7 per cent in 1960; 20.5 per cent in 1961, and 25.2 per cent in 1962.

Double and triple-deck rack cars—typical of the giant, specialized freight cars which are pacing gains in other areas of rail freight service — were cited by the AAR study as the dominant factor in the sharp increase in the railroads' motor vehicle traffic.

Pittsburgh Passenger Club Elects Officers

Carl S. Ewing, Dravo Corporation, has been elected president of the Pittsburgh Passenger Club.

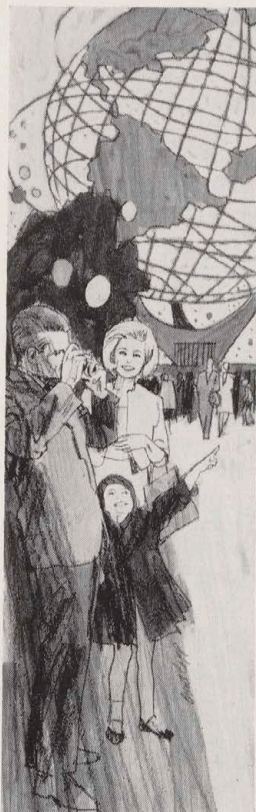
Other elected officers are Joseph J. Messina, GN traveling freight and passenger agent, first vice president; Bruce S. Nelson, Northwest Orient Airlines, second vice president, and Maurice F. Snyder, Pullman Company, secretary-treasurer.

Fifteen

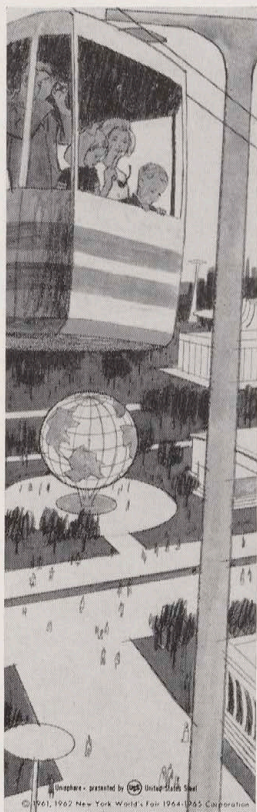
GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

How to make a Fair Trip Great

Include Glacier National Park in your excursion to New York



Then To New York, via Great Northern to Chicago, connecting trains east. See the Unisphere® and a thousand other World's Fair wonders. A great trip for the whole family.



Or See The World's Fair first by taking Great Northern's incomparable Empire Builder to Chicago. Then on to New York. Spend thrilling days at the Fair, then return via Glacier Park.



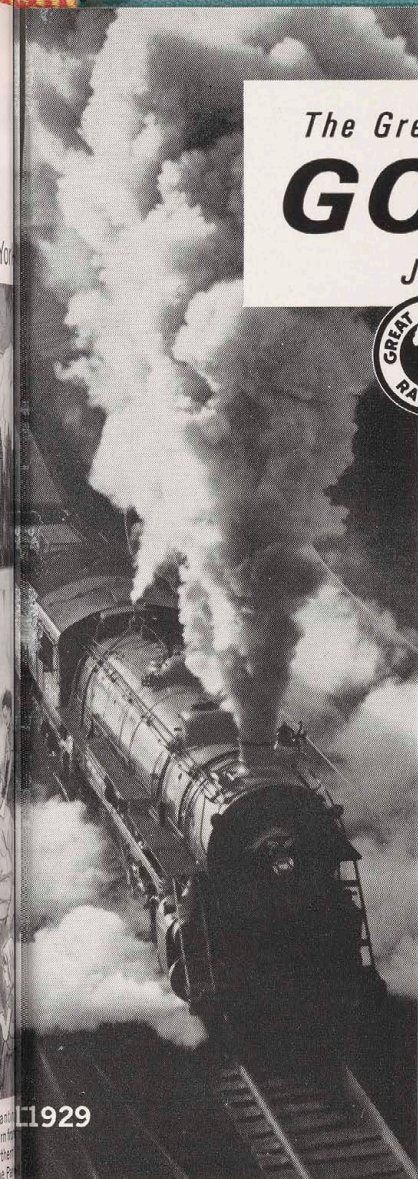
Glacier Park's enchanting sights will await your return from New York. Take Great Northern's Western Star direct to the Park. Tour Glacier as long as you wish, then proceed home.

GREAT NORTHERN RAILWAY



The Great Northern
GOAT

June, 1964



1929



1964

5th Anniversary Empire Builder

The Great Northern GOAT



Vol. 34 June, 1964 No. 6

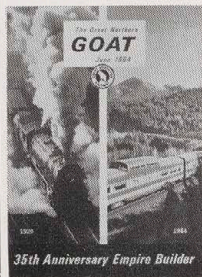
The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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

The Goat's Cover



Thirty-five years of incomparable Empire Builder passenger service is shown by the 1929 and 1964 versions of the trains.

Two

Your Railroads

American railroads have hit the "comeback trail."

So remarked Daniel P. Loomis, president of the Association of American Railroads, as he reviewed the steadily improving future for the railroad industry.

But he cautioned members of the Philadelphia-Camden Railroad Community Committee meeting in Philadelphia: U. S. railroads must be literally turned upside down, he said, to cope with the mammoth government developing programs for road, air and water facilities.

Public outlays for other carriers would long ago have "railroaded" the railroad industry into extinction had it not been for the latter's technological revolution, it was pointed out.

If government policy-makers cannot or will not equalize competitive cost conditions by granting railroads tax relief and making other carriers pay user charges for the benefits they reap from tax-built facilities, at least they must allow the railroads to carry through changes.

Some measures cited by Mr. Loomis as "self-help" steps are sound mergers, relief from unrealistic rate regulation and an end to featherbedding work rules.

Railroads' post-war capital investment program of 18 billion dollars has:

Changed the face of the railroads with dieselized motive power, new freight cars, mechanized track maintenance, push-button freight yards, centralized traffic control, microwave communications, instantaneous data processing and modernized office procedures.

Vastly improved service to customers with specialized freight cars such as piggyback, containerized shipping and unit trains.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Typical of the colorful floral floats is the one pictured above. Thousands of live flowers made up the design of the float which carried Miss Portland Belle. Below is Queen Linda II who reigns for the first days of the festival until a new rose queen is chosen.

Portland Rose Festival Tops Oregon Events

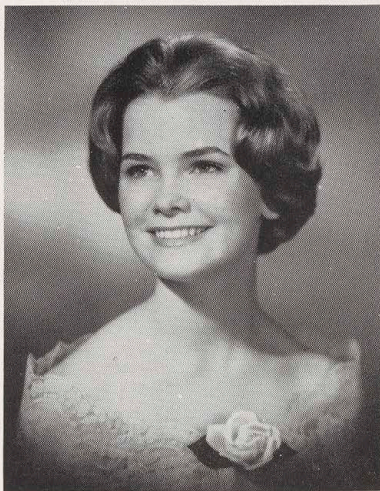
Blooming roses in the Rose Capital of the Nation signal the start of the annual Portland Rose Festival.

As this was being written, Portland residents were putting the finishing touches to the countless floats that comprise the Grand Floral Parade set for June 13.

This year's theme was "Between the Bookends," featured literary favorites such as Long John Silver, Moby Dick and Peter Pan.

By parade time, the new Rose Festival queen will have been crowned and Queen Linda II will have given up her throne to the new member of the royalty.

Other events of this year's festival included the annual rose show in the Memorial coliseum; the Merrykhana fun parade; marine day on the Will-



amette river; the junior rose festival parade and the golden rose ski tournament on nearby Mount Hood.

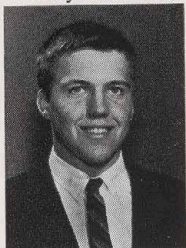
Three

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

5 SONS OF GN EMPLOYES AWARDED SCHOLARSHIPS

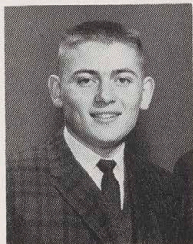
Five teen-age youths will attend college due to scholarships awarded by the Great Northern Railway.

They are sons of employees who successfully competed for the coveted \$3,200 college scholarships sponsored by the GN.

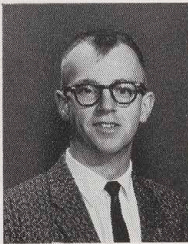


Randell

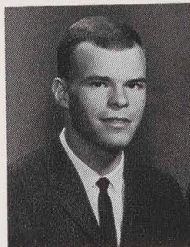
The scholarships, valued at \$800 each for four years, are awarded annually by the railway to sons of its employees. Winners also receive summer-time employment on the railway during their college careers.



Clay



Dennis



Donald



James

The company this year boosted the scholarships \$200 for a total expenditure of \$16,000 for the youths' four-year college courses.

Four

Winners of this year's scholarships:

Dennis L. Dau of Lincoln (Central Cass) High school, Casselton, N. D., son of Mr. and Mrs. Robert L. Dau. Mr. Dau is a signal maintainer for the GN.

Donald A. Richardson, San Carlos High school, San Carlos, Calif., son of Mr. and Mrs. Lee A. Richardson. Mr. Richardson is a GN city freight agent in San Francisco.

James A. Ruff, Great Falls Senior High school, Great Falls, Mont., son of Mr. and Mrs. Albert C. Ruff. Mr. Ruff is an engineman at Helena, Mont.

Randell E. Crum, Robbinsdale Senior High school, Robbinsdale, Minn., son of Mr. and Mrs. Walter E. Crum. Mr. Crum is GN general yardmaster at Minneapolis Junction.

Clay L. Molstad, Fargo Central High school, Fargo, N. D., son of Mr. and Mrs. B. O. Molstad. Mr. Molstad is GN telephone inspector.

The scholarships offer youths a choice of college or university of their choice. This is the ninth year of the awards.

Dallas Chief Clerks Elect GN Employee

Barry Axford of the Great Northern Railway's Dallas office has been elected president of the Dallas Chief Clerks' Association.

Other officers are David McWhirter, Erie-Lackawanna, vice president, and Michael Parker, Illinois Central, secretary-treasurer.

Carloadings Increase

Loading of revenue freight in the week ended May 9 totaled 581,726 cars, an increase of 13,983 cars or 2.5 per cent more than the preceding week.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

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The last run of Old No. 7, last Shay locomotive in the Pacific Northwest, was made on May 2 at Klickitat, Wash., for the St. Regis Paper Company.

Last Steam Shay Logging Locomotives—

St. Regis Paper Retires 'Old No. 7'

A colorful era in logging history came to an end in this south-central Washington lumber town. St. Regis Paper Company terminated operations of its Shay locomotives — the last steam logging railroad in the Pacific Northwest.

"Old Number Seven" and its 70-ton running mate, Number Five, had been hauling logs for the past quarter of a century from timberlands near Mt. Adams to the pine sawmill of the company's J. Neils Operations at Klickitat. The steam locomotives have been replaced by diesel logging trucks.

At brief ceremonies, company officials, state dignitaries and railroad executives paid their last respects by taking a final ride behind the colorful old locomotive.

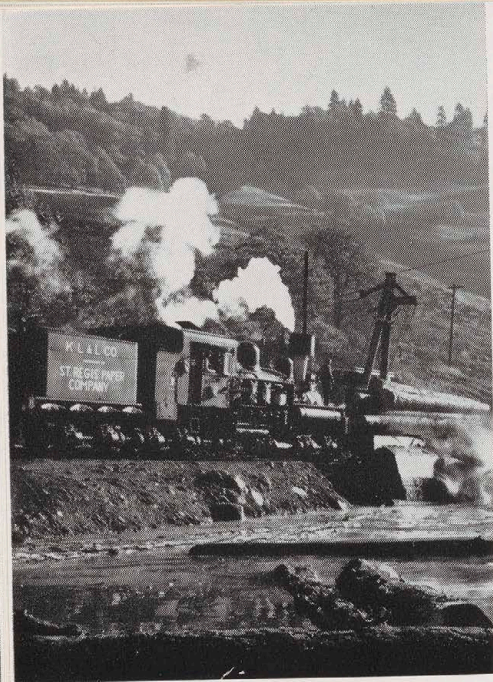
(Among the passengers from Great Northern Railway were C. E. Finley, traffic vice president; T. A. Jerrow, operating vice president; R. W. West, western traffic manager, and R. L. Merklin, general freight agent, Portland.)

William R. Haselton, St. Regis vice

(Concluded on Page 6)

Five

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Belching steam, St. Regis' Shay locomotive is shown dumping its last load of logs at the pond at Klickitat.

Shays—Concluded

president and Northwest manager, sadly committed the 35-year-old Shays to history. He told the group one Shay has been sold to a Midwest firm. The other will go on permanent display — probably at Point Defiance park in Tacoma.

Steam railroad logging reached its peak in that turbulent and boisterous era about the turn of the century. Although there were other steam logging locomotives in the woods, the Shay was always the loggers' favorite. It was credited with doing more for the industry than any other puffer belly.

It has geared underpinning which gives power to all the right hand wheels on the locomotive and tender. It could climb grades and switchbacks

which other locomotives could not negotiate. As loggers followed the timber up steep mountain sides, the old Shays chugged right along with the fallers and buckers.

Speed was never a distinguishing characteristic of the Shay. One old logger drawled, "The Shay could do 13 miles an hour if the grade was with her . . . maybe a little faster off the edge of a cliff."

Another old timber beast said, "The Shay sounds like 100 miles an hour and looks like hesitation mixed with uncertainty."

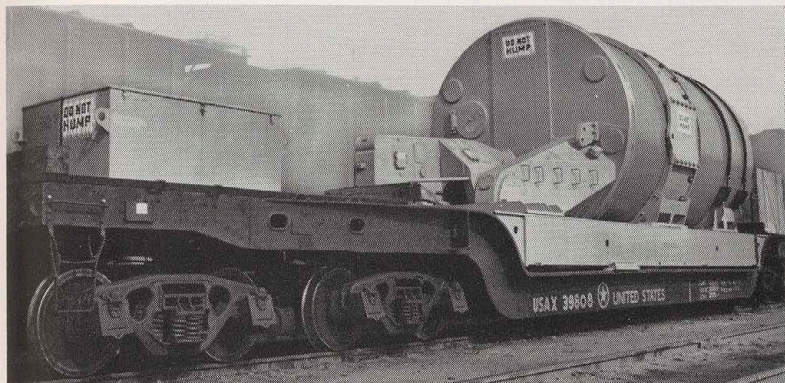
The Shay endured at Klickitat because of the unusual terrain in that country. St. Regis' pine sawmill is located at the base of the rock-walled Klickitat canyon. The company's timber sources are on a plateau above the canyon. The Shays excelled in climbing the steep tortuous canyon to collect a trainload of logs and ease them back down the cliff to the mill. But new road construction finally made the Shays obsolete.

"Old Number Seven" was one of the most photographed locomotives in the country. Through the years of her operation, thousands of railroad fans visited Klickitat to ride and photograph her. The Shay's picture has appeared in newspapers throughout the country and in many magazines including the "Face of America" series in the Saturday Evening Post. Other railroad buffs have tape recorded her sounds as she clawed up the steep railroad grades at Klickitat.

St. Regis has filmed in color and sound a 16 mm. motion picture of the Shay which will be available for public viewing later this Spring.

Meanwhile, at Klickitat, old timers will miss the sound of her whistle and bell echoing through the canyon. Those sounds were the symbol of a logging era which today passed into history.

\$2 MILLION MISSILE LAUNCHER HEADS WEST



A completely assembled missile launcher consigned to the Puget Sound Bridge & Dry-Dock Corporation, Seattle, moves West over Great Northern Railway. Special attention was paid the \$1,915,000 shipment through yards, turnouts and switches for protection against wide loads on adjacent tracks. The shipment originated from Northern Ordnance, Fridley, Minn.

For Wenatchee, Wash., Area Apples—

DOW CHEMICAL BUILDING PLASTIC TRAY PLANT

The Dow Chemical Company in cooperation with Wenatchee Community Developers, Inc., of Wenatchee, Wash., is constructing a million-dollar plant to produce the nation's first plastic foam apple trays.

First announcement of the building was made by Sam Boddy, Jr., manager of the Chelan Industrial Development Council.

The plant is scheduled to be completed and in operation by July with an employment of 20 persons and a payroll in excess of \$100,000.

The 29,000-square-foot building will house offices, a warehouse and process equipment. It is being built by Wenatchee Community Developers, Inc., and will be leased to Dow.

The plant will produce plastic apple trays to be marketed through orchard supply houses to packers in Washington and Oregon.

They will be available for this

year's apple harvest and are part of the Dowpac line of packaging products produced by Dow made from foamed polystyrene.

The decision to build the plant in Wenatchee came after an extensive study last year by Dow of fruit packing and shipping problems in the Pacific Northwest. Assisting Dow in the studies were local packers and the U. S. Department of Agriculture.

Studies produced data which indicated that use of plastic apple trays resulted in less damage to the fruit during shipment. It also was shown that the trays did not absorb moisture during storage.

Dow, with corporate headquarters in Midland, Mich., is the nation's fourth largest chemical company. It produces more than 800 products for home and industry including general and agricultural chemicals, plastics, metals, textiles and pharmaceuticals.

Seven

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



1929

Steaming along Puget Sound, the Empire Builder in 1929 was the epitome of luxury travel.

Thousands Experienced Elegance in Traveling

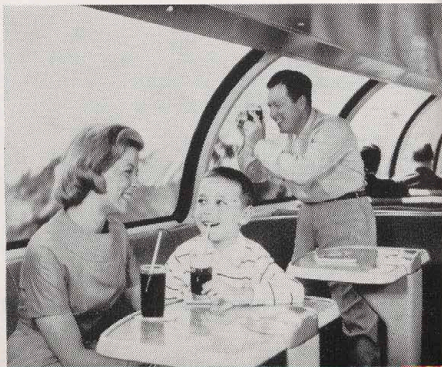
The Empire Builder Marks

"Westward Ho! Now, as an ambassador of good will, the Empire Builder represents the fruition of years of constructive study of railroading in the Northwest—anticipat-

ing and providing for the likes and dislikes, the needs, comforts and conveniences of the people and the country it serves."

Quoted from a 1929 brochure on

Sunlight and excellent visibility has been afforded Empire Builder passengers, who prefer them, throughout the years. At left, below, persons enjoyed the Sun room at the end of the train, while right, the modern Builder's Great Dome car permits ideal observation and a cheerful atmosphere.



1964

Diesel-electric engines replaced steam power and the Builder of 1964 is still the nation's best.



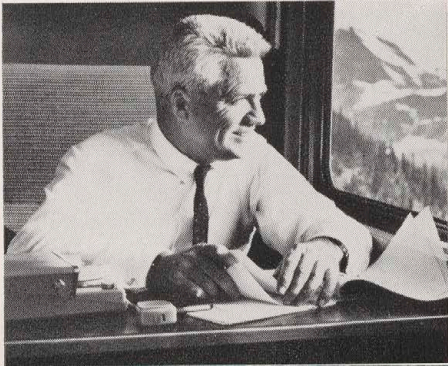
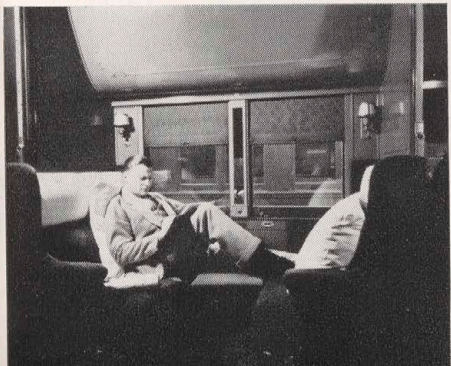
35th Anniversary

the Empire Builder, the words still apply today as Great Northern marks the 35th anniversary of the trans-continental passenger train that is regarded as one of the nation's finest.

Today, the Builder is frequently called a "Luxury Hotel on Rails," or better still, a chain of hotels, for five identical streamliners share the

(Concluded on Page 10)

The businessman "succumbs" to luxurious comfort with ample time to catch up on business. He has discovered that GN still caters to him. At left, pillows made the trip easier in bygone days, but at right, today's Builder bedroom is a veritable traveling office.





Milady has not been left behind by railroad progress. The ladies' dressing room sufficed in the Twenties, but today's woman on the go revels in luxurious appointments and sleeping ease. She awakes refreshed as though she had spent the night in her own bedroom.

THE EMPIRE BUILDER'S 35th BIRTHDAY—Conclusion

name of train—the pride of the Great Northern, named after GN's founder and Empire Builder, James J. Hill.

When the Empire Builder left Chicago on its maiden trip to the Pacific Northwest, its performance had to at least match the superb attainments of the Oriental Limited that had been in operation for five years.

It was on June 10, 1929, that Secretary of Commerce Robert F. La-mont spoke over Great Northern's National Broadcasting Company radio program from Washington, D. C., pressed a key ringing a gong in the Chicago Union station signalling the start of the train.

Millions of persons heard the

coast-to-coast program and thousands of others witnessed the ceremony in Chicago where the famed William Crooks locomotive was on display along with old coaches, a Pullman and flatcars bearing old Minnesota Red River ox carts.

Graham McNamee, who broadcast the opening of the GN's 8-mile Cascade tunnel in Washington State a few months before, emceed the program that featured the "Old Pioneer," the central character in the Empire Builder's weekly radio programs, and singer John Charles Thomas.

Chief Two Guns White Calf of Glacier National Park, who saw the first rails approach across the buffalo plains,

Paneled Club Lounge walls have given way to Pacific Northwest Indian motifs in the Empire Builder. Regardless of decor, the friendly camaraderie of passengers still prevails—be it during a game of bridge, gin rummy or pinacle or over a refreshing drink.





The cuisine on GN's Empire Builders has been the pride of the company. The menu has changed many times since the first train took to the rails, but the quality and excellent service is constant. But you will notice that the feminine attire has changed considerably!

spoke through an interpreter. Tom-tom drums of Blackfeet Indians from Glacier, band music, and railway songs filled the rotunda of the passenger terminal.

Aboard the first Empire Builder were many dignitaries and officials and Miss Chicago, Bess Muller. The train later was greeted by hundreds in the Twin Cities, Fargo, Minot, and Williston, N. D., Havre and Whitefish, Mont., and Spokane and Everett, Wash.

At Seattle, on June 13, as thousands greeted the passengers, C. O. Jenks, then GN operating vice president, told the audience that the enthusiasm along the way at times threatened to lengthen the train's running time which was 63 hours.

The Builder clipped five hours off the running time from Chicago to Seattle-Portland and shortened the east-bound run by nearly seven.

It traveled over a road marked by many improvements such as the Cascade tunnel. Its super-power electric and oil-burning locomotives helped it achieve a 63-hour schedule.

Compare this to today's Empire Builder, a sleek, glistening 18-car train more than 1,415 feet long, 10 feet wide and weighing 1,450 tons.

Comprising the summer consist of

the Empire Builder are a Railway Post Office car, two mail-baggage cars, a baggage dormitory car (with crew quarters), a 60-seat coach, a 48-seat coach for Seattle passengers, two dome coaches to Seattle, a 48-seat coach to Portland, a dome coach to Portland, 1 Ranch car (coffee shop-lounge with unique western decor), a diner, a Great Dome-lounge car, three sleepers for Seattle passengers and two sleepers for Portland. Total cost of the train was \$3,500,000.

The run from Chicago to Portland-Seattle—a distance of 2,210 miles—is covered in 43 hours, 15 minutes, almost a 20-hour cut from the 1929 version of the Empire Builder.

Although some of the train services have been altered to suit the modern mode of traveling, the modern Builder has more conveniences than was ever dreamed of 35 years ago.

The choice of Pullman comforts would thrill the passenger of the first train: the upper and lower berths, duplex-roomettes, roomettes, double bedrooms, compartments and compartment-bedroom suites.

But of enduring beauty is the colorful route including the inspiring run along majestic Glacier National Park in the Montana Rockies.

Portal Pipe Line Plans 112-Mile Extension in N. D.

A 112-mile extension of Portal Pipe Line's oil transportation facilities in North Dakota's Williston Basin was announced recently by the company.

Portal will extend its pipeline westward from Berthold to Grenora, N. D., to provide direct service to the Grenora field in northwestern North Dakota and the Dwyer and Goose Lake field in northeastern Montana.

The company operates a 373-mile pipeline from Williston Basin to Clearbrook, Minn. Cost of the extension was not announced.

R. D. Alworth, Jr. New Director of Great Northern

Royal D. Alworth, Jr., president of the Oneida Realty Company of Duluth, has been elected a director of Great Northern Railway at the company's annual meeting of shareholders in St. Paul.



Mr. Alworth

He was elected to a three-year term succeeding William L. McKnight, chairman of the board of Minnesota Mining & Manufacturing Company, St. Paul, who was not a candidate for re-election.

Also reelected directors were John M. Budd, GN president; Thomas L. Daniels, chairman of the board of Archer Daniels Midland Company, Minneapolis, and J. Howard Laeri, executive vice president of the First National City Bank of New York City.

Twelve

In addition to the pipeline extension, the company also will acquire the Hunt Petroleum Corporation's oil-gathering system which now serves the Grenora and Dwyer fields.

Integration of these facilities with the main line system progresses Portal's policy of providing a complete transportation service to producers wherever economically feasible.

Portal plans immediate construction of the pipeline extension, and expects completion this Fall. The company was organized in 1962 by the Great Northern Railway, the Hunt Oil Company of Dallas and Northwestern Refining Company of St. Paul Park, Minn.

Freight Car Deliveries Up

The nation's railroads purchased 6,580 new freight cars in March of this year compared to 5,467 in February and 4,026 in March of 1963.

The Association of American Railroads, which released the figures, added that 4,136 were produced by contract car builders and 2,444 by railroad shops.

A modern railroad sleeping car costs around \$300,000, enough to buy 100 new autos. Even freight cars cost an average \$9,500, almost four times as much as 20 years ago.

**NATIONAL
JAMBOREE**

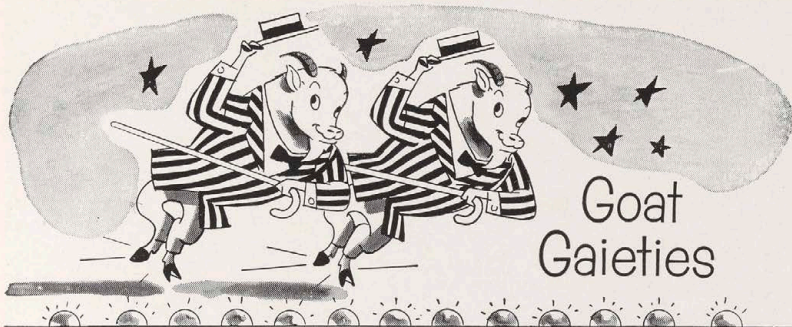


1
9
6
4

VALLEY FORGE

BOY SCOUTS OF AMERICA • JULY 17-23

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS



Goat Gaieties

Green Stuff

Son: "Dad, instead of buying me an expensive graduation gift, why not give me something you've made yourself?"

Dad: "What's that?"

Son: "Money!"

* * *

Catnip

Pushing ahead of a line in the supermarket, a smartly dressed woman snatched a can from the shelf and pushed it and a dollar at a checker.

"You don't mind if I get ahead of you to get this one can of cat food, do you?" She asked the man at the head of the line.

"Heck, no, lady," he answered, "if you're that hungry, go ahead."

* * *

The Long Wait

The Senior Citizen had been waiting for two hours to see the doctor. After another group of patients walked in and had to stand for lack of chairs, he stood up and said: "Well, I guess I'll go home and die a natural death!"

* * *

In The Book

Teacher: "Johnny, which parable do you like the best?"

Johnny: "The one about the multitude that loafs and fishes."

A Penny Saved

A nickel-nursing couple and baby went to a movie and the usher told them if the child did not remain quiet, the management would refund their money and ask them to leave.

Near the end of the feature, he said to his wife: "What do you think of it?"

"Terrible," she replied.

"O.k.," the husband said. "Pinch the kid."

* * *

In The Swim

Two fishermen, sitting on a bridge railing, made a wager on who would catch the first fish. One got a bite and became so excited, he fell off the bridge.

"Listen," the other guy said, "if you're going to dive for them, the bet's off!"

* * *

Time Checked

"How did you determine the man was intoxicated?" the judge asked the policeman.

"Well, your honor, it was like this," the cop replied. "When I saw him staggering down the street, I wasn't sure he was drunk. But when he put a nickel in the mailbox, looked up at the city hall clock and said, 'Good grief, I've gained 12 pounds,' I nabbed him."

Thirteen

Rail Executives On St. Paul Panel

State laws specifying the number of train crew members now have only one purpose — "making work for employes," John M. Budd, Great Northern president, said in St. Paul recently at a public affairs program sponsored by the National Association of Railway Business Women.

Appearing on a panel in the Prom Center with three other railroad executives, Mr. Budd added that "laws requiring unnecessary crew members are particularly pertinent at this time because recent settlement of the much-publicized work-rules case puts these state laws even more in conflict with requirements of agreements between the railroads and the unions."

Augmenting this statement, Mr. Budd said these jobs "were found unnecessary by presidentially-appointed, neutral boards after thorough and careful investigation."

Also on the panel discussing railroad topics were Robert S. Macfarlane, NP president; Larry H. Dugan of Seattle, vice president and general

counsel for the Milwaukee Railroad, and Joseph D. Bond of Minneapolis, executive vice president of the Soo Line.

Michael J. Galvin, Sr., of the Minnesota Railroad Association moderated the panel which was heard by 275 dinner guests comprising representatives of civic, business and professional clubs and leading Twin Cities businessmen.

Mr. Macfarlane, speaking on the Essentiality of Railways, cited President Johnson's remarks issued during the recent rail crisis: "A nation-wide railroad strike would almost paralyze our whole system."

He added that a strike would have meant a loss of seven million jobs and cause a downturn of 10 to 15 per cent in the nation's total production.

The NP chief executive said that railroads are essential in transportation because of their capacity to move tremendous tonnages over long distances safely, efficiently and economically.



Participants in the public affairs program are, from the left, John M. Budd, GN president; Michael J. Galvin, Sr. of the Minnesota Railroad Association; Larry H. Dugan, Seattle, vice president of the Milwaukee Road; Robert S. Macfarlane, NP president, and Joseph D. Bond, executive vice president of the Soo Line.—St. Paul Pioneer Press Photo.



Great Northern—ever conscious of the important role courtesy plays in promoting freight and passenger traffic—has sponsored another courtesy car "caravan" to communities along GN's line. Employees are instructed in the proper method of over-counter and telephone courtesy through the medium of six skits and an electronic device called a "teletrainer." Shown from the left after one of the programs are Graham French, general passenger agent, Chicago; George Aldcroft, depot ticket agent, Edmonds, Wash.; John Lawson, conductor, Mesabi division; W. T. Sloan, trainmaster, Mesabi division; Mary B. Pearson, Registered Nurse, and Wallace Davis, stationmaster, Minneapolis.

REYNOLDS METALS AWARDED ARAM'S GOLDEN SPIKE

Reynolds Metals Company of Richmond, Va., is the winner of the Golden Spike award of the Association of Railroad Advertising Managers.

Presentation was made at the group's 40th meeting at Sun Valley, Idaho. Silver plaque awards were given to American Motors (Canada) Ltd., the Continental Illinois National Bank & Trust Company and General American Transportation Corporation.

Certificates of merit were presented to Van Camp Sea Food Company and to Flying Tiger Line, Incorporated.

Awards are presented to advertisers outside the railroad industry who, through use of any advertising medium or combination of media, are judged to have made outstanding contributions to a better understand-

ing and appreciation of North American railroads.

Canadian Heads ARAM

W. T. McFarlane, advertising manager for Canadian Pacific, Montreal, has been elected president of the Association of Railroad Advertising Managers.

He succeeds J. M. Hagen, Great Northern Railway, who presided over the association's 40th annual meeting recently at Sun Valley, Idaho.

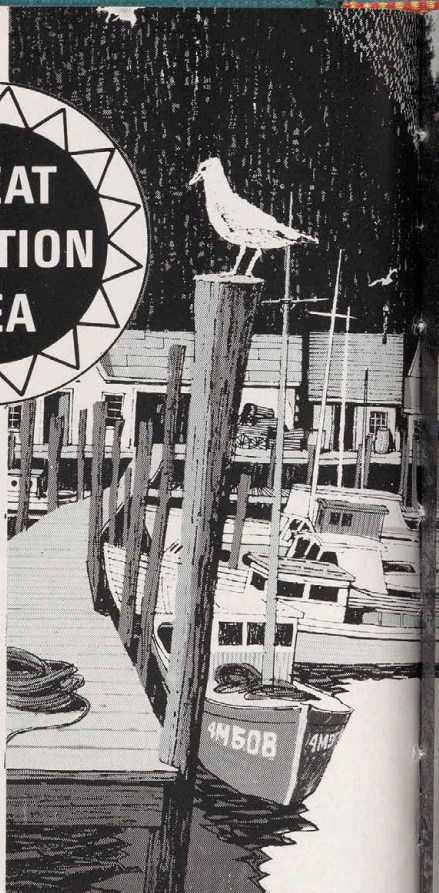
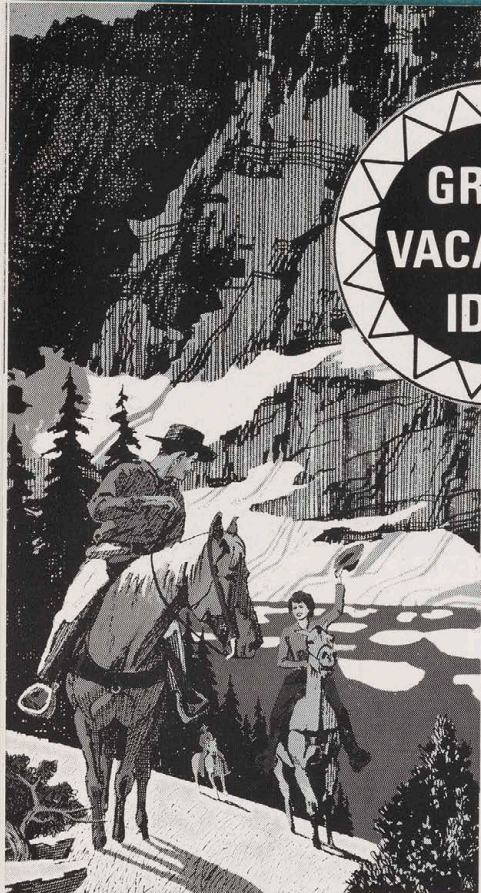
Also elected officers were: J. O. Howard, Rock Island Lines, Chicago, first vice president; Carl H. Mertens, Union Pacific, Omaha, and Ralph Timbers, Pennsylvania Railroad, Philadelphia, both vice presidents. Victor Dell Aquila, REA Express, New York, was reappointed secretary-treasurer.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

FORM 6009 6-64

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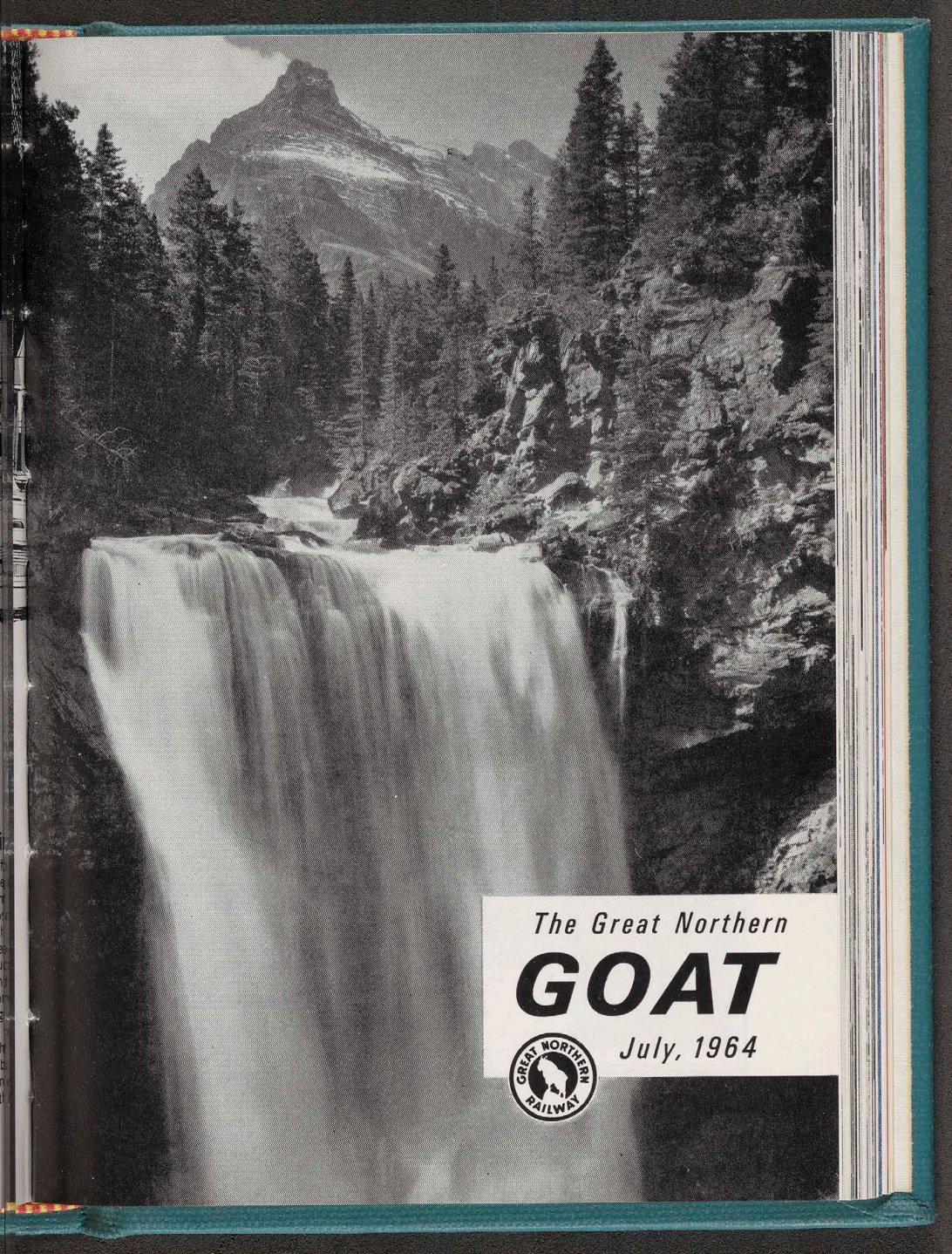
a mountain retreat from summer heat and a salt-water playground within a city's limits

In mid-July icebergs still float on a mountain tarn—just a hike or saddle horse ride away from Many Glacier Hotel in the heart of Glacier National Park. Your vacation is enhanced by superb hotel accommodations that command exhilarating views of the awesome crags of the Montana Rockies. Adventure lies just outside your door. Although Glacier Park is 'way out west, it is easily reached aboard Great Northern's Western Star. This fine, modern train conveys you swiftly and smoothly right to Glacier Park's front doors. Keep cool—come to Glacier Park's wonderland this summer and record a memorable vacation.

Puget Sound is a long arm of the Pacific Ocean thrusting into the mountain-ringed Pacific Northwest. Queen city of this entrancing vacation area is Seattle whose shoreline is quaintly cluttered with the rigging and masts of its fishing and pleasure craft. Not far away is the cloud-piercing Space Needle—and, in another direction, Mount Rainier with its aprons of glacial snow and ice. Seattle, Puget Sound, the Pacific Northwest—all part of Vacationland, U.S.A.—beckon you this summer. Come carefree and comfortably aboard Great Northern's great trains, the incomparable Empire Builder and the Western Star.

GREAT NORTHERN RAILWAY





The Great Northern

GOAT

July, 1964



The Great Northern GOAT



Vol. 34 July, 1964 No. 7

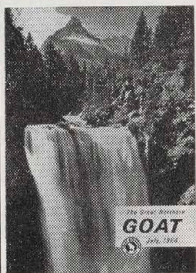
The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

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

The Goat's Cover



Dawn Mist Falls in Glacier National Park is one of the more enchanting of scores of falls in the park. (Glacier Park Story on Page 10.)

Two

Your Railroads

An interesting fact of railroad improvement was publicized recently when the Association of American Railroads announced that the industry had experienced a billion-dollar capital improvement year in 1963 — the first since 1957.

In its booklet, "A Review of Railroad Operations in 1963," the AAR stated that a rising trend in railroad modernization over the past three years brought railroad spending from a postwar low of \$646,425,000 in 1961 to last year's total of \$1,043,788,000.

Yet the nation's railroads need to spend between \$1.5 billion to \$2 billions a year on capital improvement work to overcome obsolescence and fully realize gains offered by advancing rail technology, it was pointed out.

Given a fair opportunity to compete for traffic, to reshape their plant to cope with modern competitive conditions, and to eliminate wasteful labor costs, railroads can generate the funds necessary to finance such annual outlays.

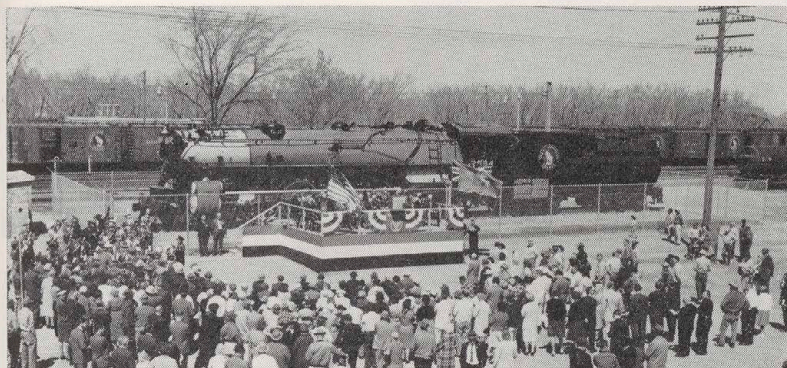
The railroads' investment program was made possible by a modest increase in net earnings which nevertheless left railroads lagging far behind the earnings of other industries in recent years.

Rail modernization also benefited from tax credit and tax depreciation provisions, inaugurated in 1962, which played large parts in the rise in net railroad income.

The capital improvement program placed new rolling stock and equipment costing \$785 million on U.S. rail lines, making significant contributions to improved service in a number of freight categories.

As an example, railroad purchases of double and triple-deck auto rack cars enabled the companies to handle 28 per cent of 1963 shipments of new motor vehicles as compared with 8 per cent in 1959.

GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL



Fair weather greeted onlookers as dedication ceremonies were held for the old steam engine No. 2584 at Havre, Mont. GN President John M. Budd, right, spoke, recalling some of the history of the mighty engine that once pulled the Empire Builder.

Permanent Exhibition at Havre, Mont.

GN Locomotive No. 2584 Dedicated

Great Northern's venerable steam locomotive No. 2584 has been placed on permanent exhibition at Havre, Montana, a short distance from where she performed great service for many years.

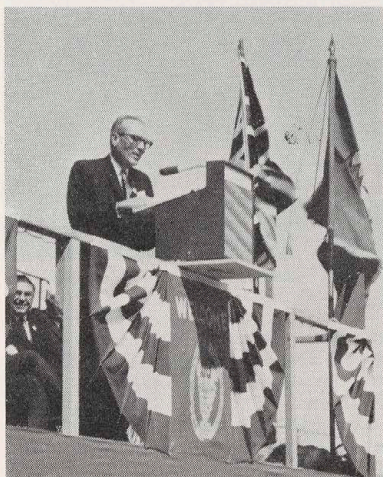
For No. 2584 and her "sister" engines had toiled many years through Montana during the era of the steam-powered Empire Builder.

John M. Budd, president of GN, who spoke at the dedication ceremonies attended by many civic officials and railroad directors and officers, stated that "Havre is where the last Great Northern steam locomotive belongs."

"Havre is midway between St. Paul and Seattle, and is one of the most important points on the railway, both as a patron of the company and the home city of many Great Northern employees," he said.

GN is keeping possession of the S-2 locomotive, exhibiting it on railway property and maintaining it in tip-top condition.

Dedication ceremonies were pre-



ceded by a Great Northern day luncheon at the Elks club.

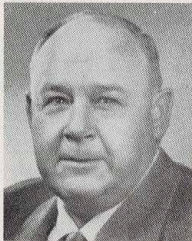
Herb Watts, editor of the Havre News, spearheaded a drive that resulted in No. 2584's movement.

Three

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

Shapleigh Retires: Coan Appointed, GN Shifts Superintendents

Top-level changes in six of eight Great Northern operating department divisions were announced by GN's Operations Vice President T. A. Jerrow of St. Paul.



Mr. Shapleigh

Harold H. Holmquist, superintendent, Butte division, Great Falls, Montana, became superintendent of the Kalispell division, Spokane, Washington, succeeding Henry M.

Shapleigh who retired effective July 1 after 41 years of service.



Mr. Holmquist



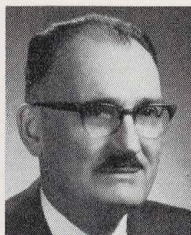
Mr. Coan

Paul F. Cruikshank, superintendent of the Dakota division, Grand Forks, North Dakota, became superintendent of the Butte division, Great Falls, Montana.

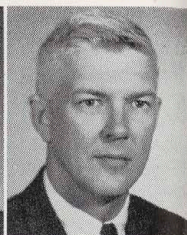
Eugene C. Coan, master mechanic at Great Falls, was appointed superintendent of the Dakota division, Grand Forks.

Eugene F. Oviatt, superintendent of the Willmar division, Minneapolis, was named superintendent of the Minot division, Minot, North Dakota.

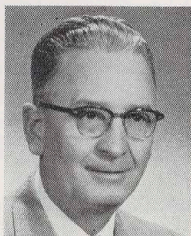
Four



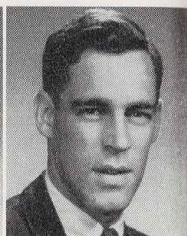
Mr. Oviatt



Mr. Smith



Mr. Hemmesch



Mr. Cruikshank

Ralph H. Hemmesch, superintendent of the Minot division, was appointed superintendent of the Mesabi division, Superior, Wisconsin.

Worthington L. Smith, superintendent of the Mesabi division, was appointed superintendent of the Willmar division.

Boy Scouts 6th Jamboree Starts At Valley Forge

The tents are pitched at Valley Forge, Pa., where more than 50,000 Boy Scouts, Explorers and leaders are participating in a week-long encampment which began July 17.

The 1,200 Jamboree troops are camping in 30 sections of 40 troops each including 10 troops from Canada as well as a patrol of Scouts and a leader from 40 of the national Scout associations which comprise the world Scouting movement.

Valley Forge State Park is about 22 miles from Philadelphia.

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

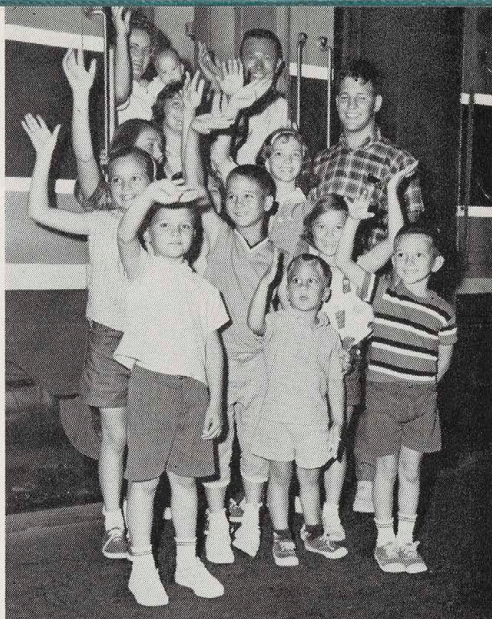
GN's Travel Plan Saves Dad \$269

Smiling broadly, the Mertens family—14 in all—boarded Great Northern's Empire Builder in Chicago en route to Spokane, Wash., and the father of the family was \$269 richer.

Mr. and Mrs. T. J. Mertens of Lexington, Ky., investigated the fare by plane and train and decided on the latter.

Under Great Northern's family travel plan, Mr. Mertens paid \$534.05 for round-trip coach travel to Spokane as opposed to \$803.28 chargeable under the regular rate.

Mr. Mertens paid the full, round-trip fare; Mrs. Mertens and Ted, 16, Sharon and Karen, 14-year-old twins, and Donna, 13, paid one-way fares; children from 5 to 12 years old, Teresa, 11, Carolyn, 10, Mark, 9, Mary, 8, Paul, 6, and John, 5, paid one-half of the one-way fare, and Doug, 4, and Fred, 3 months, traveled free.



Mr. Mertens, formerly of Spokane, is division manager of the General Telephone Directory Company at Lexington, Ky.

U of Maryland Student Wins \$1,000 NDTA Essay Contest

Frederick W. Kacher III, 22, a junior at the University of Maryland, College Park, Md., is the first prize winner of the National Defense Transportation Association's first \$1,000 transportation essay contest.

The youth won \$500 for his entry, "Freight Car Shortages."

Other winners are: John W. James, Princeton university, \$300, and Terrence Cullinan, Stanford university's graduate school of business, \$200.

The topic of this year's competition was, "An Inquiry Into a Critical Transportation Problem."

Piggyback Upswing

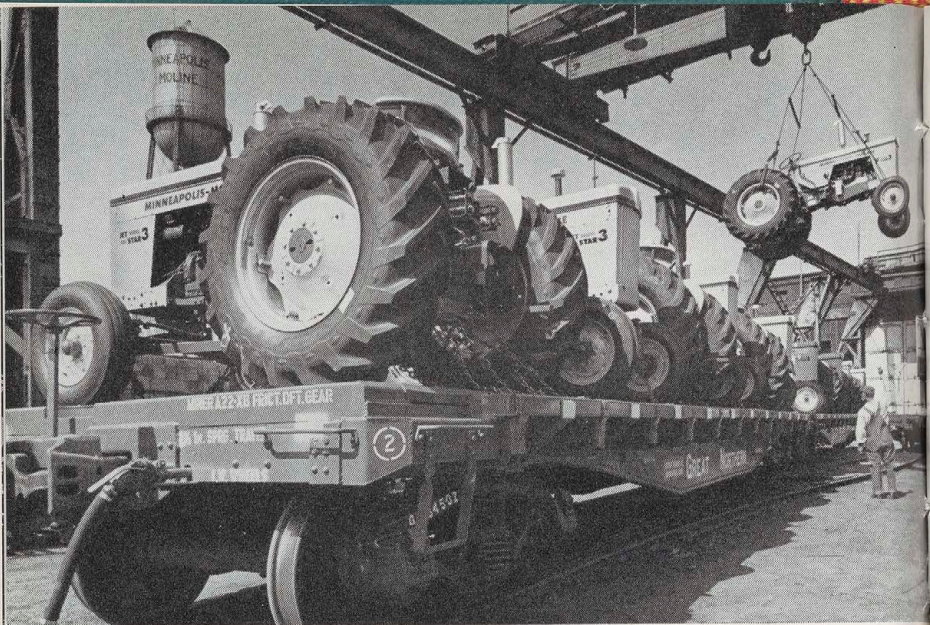
The 64 Class I U.S. railroads originating piggyback traffic reported loading 16,998 cars with one or more revenue highway trailers or highway containers (piggyback) in the week ended May 30.

This was an increase of 3,056 cars or 21.9 per cent above the corresponding week of 1963, and an increase of 4,565 cars or 36.7 per cent above the 1962 week.

Cumulative piggyback loadings for the first 22 weeks of 1964 totaled 358,927 cars, for an increase of 32,999 cars or 10.1 per cent above the corresponding period of 1963, and 72,770 cars or 25.4 per cent above the corresponding period of 1962.

Five

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



An overhead crane gingerly lowers the last of a load of Minneapolis-Moline tractors—14 in all—on Great Northern's newly-developed articulated flat car at the Minneapolis-Moline plant.

Two Cars Built Into One—

New Articulated Flat Car Ups Tractor Load

Great Northern Railway and Minneapolis-Moline officials recently got their first look at a super flat car which some railroad officials enthusiastically believe will do for the transportation of farm implements what bi-level and tri-level rack cars have done for automobiles—put the business back on rails.

The bright, red, 86-foot articulated flat car actually is two cars in one, riding on eight sets of trucks and permanently coupled, with a steel plate between the two decks.

Completely remodeled from obso-

Six

lete 43-foot log flats at GN's St. Cloud, Minn., shops, the new cars have wide, 10-foot, 6-inch treated decks and special heavy-duty tie-down equipment which eliminates costly and time-consuming blocking required on conventional cars.

Minneapolis-Moline's first shipment of 14 tractors from its Minneapolis tractor plant was loaded and tied down in one hour, trimming about two hours from the usual time for the operation. The shipment was destined via GN to Winnipeg and then to Regina, Saskatchewan and Edmonton, Alberta, Canada.

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

~~~~~

Among persons viewing loading of tractors at Minneapolis-Moline were, shown from the left, top photo, Bernard C. Dvorak, traffic manager of the firm; V. A. Opsahl, assistant to the general freight traffic manager, Great Northern; G. D. Johnson, GN general freight traffic manager, and Fred M. Hilliard, assistant traffic manager, Minneapolis-Moline. A close-up view of the unique heavy-duty tie-down equipment, center photo, was taken at the J. I. Case tractor plant at Racine, Wis. A load of the Case tractors is shown, below.

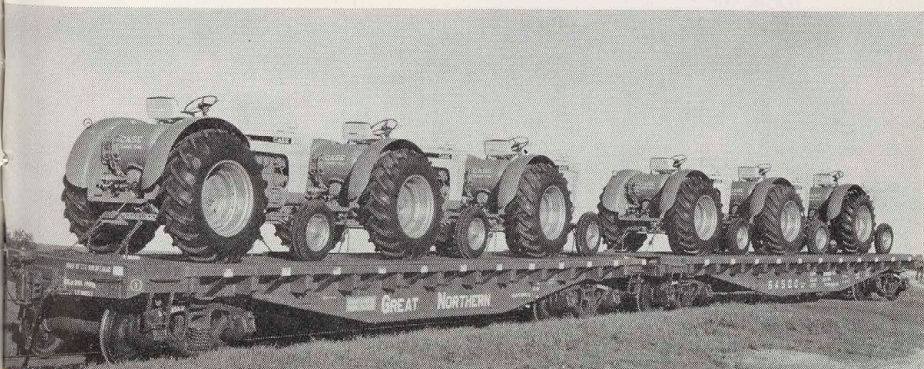
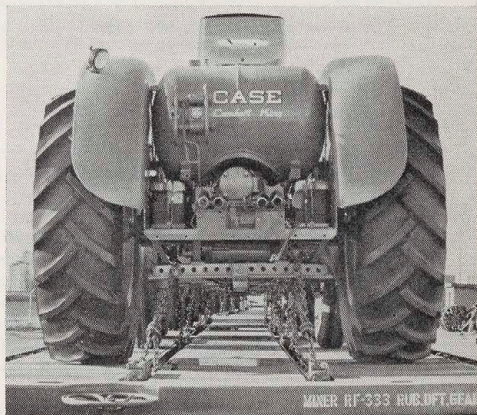
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Further economies for shippers of farm implements are seen in the higher minimum loading possible with the new cars — loadings which can't be matched by highway carriers.

This and speed and economy of loading were key factors in the dazzling success of the railroads' now-familiar multi-level auto rack cars, introduced only five years ago.

GN is completing the construction of 25 of the new articulated flat cars, but is prepared to expand the fleet with expected development of new business.

Initial assignment of the cars is to Minneapolis - Moline, Minneapolis; John Deere, Moline; Allis-Chalmers, at Milwaukee; J. I. Case at Racine, Wisconsin, and International Harvester, Chicago.





A crane operator gingerly lifts a giant beam off the gondola and prepares to ease it onto a waiting truck bed.

Daring and imaginative use of equipment by GN's freight traffic and operating departments assures safe, sure delivery of 100-foot wooden laminated beams.

Great Northern 'Beams' Cargo East—

100-FOOT WOOD LAMINATIONS VIA RAIL

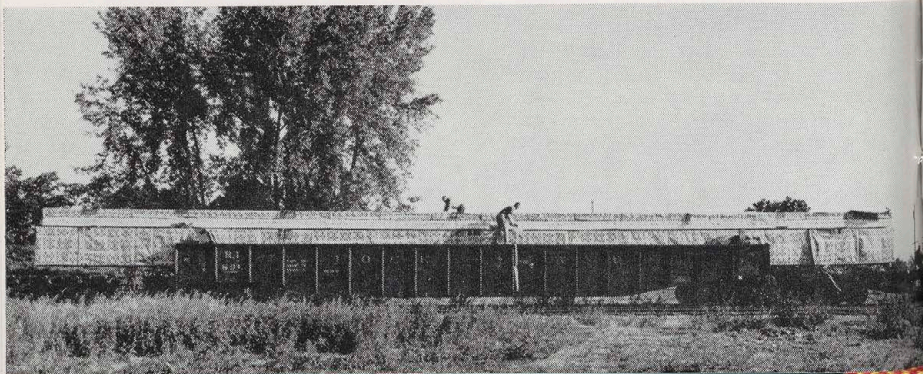
It was a ticklish assignment—and a challenging one—but it was "pulled off" successfully by Great Northern's freight traffic department.

Cargo was eight, 100-foot laminated wood beams and 11 smaller cross sections that had to be moved from Timber Structures, Incorporated,

Portland, Oregon, to Minneapolis.

The 11-inch x 46-inch x 100 foot beams were wrapped individually with weatherproof paper at the plant site and loaded onto a gondola with both ends of the shipment extending onto flat cars.

A profile view of the beam shipment emphasizes the magnitude of the load. Each beam was wrapped in special paper.

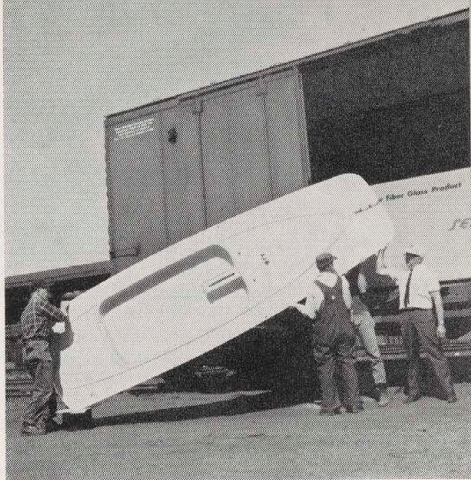


Sailboat's 'Run' To Coast Via GN Boxcar

It was something like carrying coals to Newcastle when Great Northern recently hauled a sailboat to California's Pacific Coast. →

The Seabird Racing sailboat designed by Viking Engineering division of Inland Marine Corporation, Bloomington, Minn. was loaded into a GN boxcar at Minneapolis for shipment 2,250 miles away to the Seaforth Marine division of Huntress Marine in San Diego.

The boat was manufactured by Viking Engineering at Lakeville, Minn. Otto Mueller, president of Inland Marine, is shown wearing the white captain's cap.



to unbanding the beams, the operation was a smooth one.

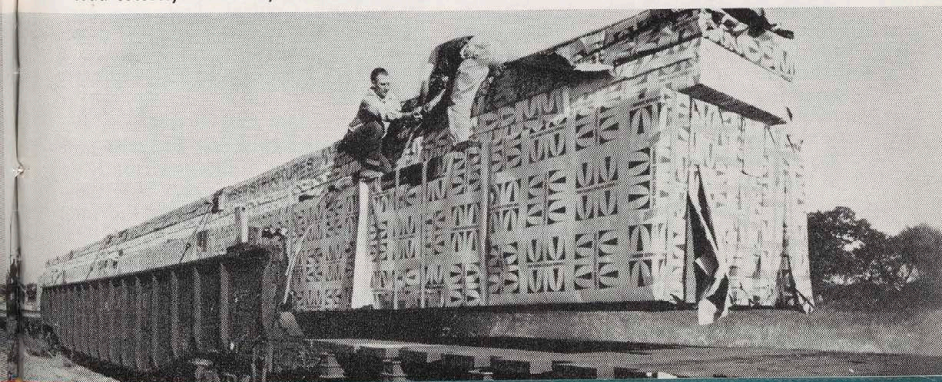
A crane truck operator gingerly lifted the first beam at its mid point and workmen guided it onto a flat-bed truck. Within a short time, another was loaded and the cargo was trucked to the site of a new National Tea food store in St. Louis Park, a Minneapolis suburb, a few blocks away.

The Douglas fir beams were put in place shortly after arrival and construction proceeded without a hitch. As one workman put it, "The Great Northern delivered the beams practically to our backdoor."

Shortly after 8 a.m. on June 5, Glenmar Company erectors of Minneapolis were at GN's Hopkins junction at the J. V. Gleason spur. That site was chosen because it was open track without surrounding obstructions permitting an erector truck and flatbed truck easy access for unloading.

Total weight of the shipment was approximately 34 tons, and although there were serious discussions prior

The dramatic end view of the beams shows workmen removing metal banding that held load securely and safely from West Coast.



Glacier Park Facilities In Operation July 1

Visitor facilities in Glacier National Park were less affected by early June's unprecedented floods in the northern Rocky Mountains than first appraisals of damage indicated.

Don Hummel, president of Glacier Park Incorporated, which operates hotels, motels and transportation in the park, announced that all of his company's tourist facilities in Glacier were in service on July 1.

Two days earlier—on June 29—Great Northern Railway resumed passenger and freight train services through the Glacier Park region. A 60-mile segment of the railway's main transcontinental line along the southern boundary of the park was knocked out on June 8 by flood waters generated by a eight-inch rainfall in the Continental Divide area.

GN's vacation train, the Western Star, was rerouted around the flood-broken line while restoration work was underway. However, special sections of the streamliner were operated daily from rerouting points to eastern and western rail entrances to the park for tour groups and other passengers.

"Our hotels and motor camps were damaged, of course," said Hummel, "but we weren't hit nearly as hard as the public was told we were in first reports on the flood. The storm struck only two days before our 1964 operations were to begin, but we opened on schedule at Glacier Park Lodge, handling a large convention with but minor difficulties.

"Utility disruptions delayed opening of Many Glacier Hotel (largest in the park) for a few days," Hummel added, "but we served the season's first railway tour group there on

schedule, and we also opened on time at Prince of Wales Hotel in adjoining Waterton Lakes National Park in Canada."

Last of Glacier's hotels to begin public services was Lake McDonald, on the west side of the park. It was opened late because flood damages to Going-to-the-Sun highway, on which the hotel is situated, could not be repaired immediately.

Hummel said that Glacier's roads were heavily damaged by flooding. The spectacular Sun highway, which traverses the heart of the park, now is open to tourist sightseeing buses and private cars. U. S. highway No. 2, which parallels Great Northern tracks along the park boundary, was completely washed away at several points. Highway maintenance crews now are repairing No. 2.

"July and August traditionally are the best months to see Glacier," said Hummel. "The National Park Service and Bureau of Public Roads are aware of the park's popularity at this time of the season, and have done a very effective job in repairing flood damages to facilities and highways."

N. Y. Passenger, Traffic Associations Elect

H. Walter Heyer, district passenger agent of the Great Northern Railway in New York, has been elected president of the City Traffic Agents Association of New York.

Other officers are Leo F. Carroll, New York Central, first vice president; Joseph Lackey, Santa Fe, second vice president, and James E. Carey, Jr., New Haven RR, secretary-treasurer.

U.S. railroads have 215,000 miles of right-of-way linking virtually all cities and are the nation's No. 1 carrier moving 43 per cent of the inter-city traffic.



Goat Gaieties

Dog-Nipped

An aged gentleman, crossing the street, was knocked over by a racing St. Bernard dog. Shortly after, a Volkswagen skidded into him, inflicting other damage. Someone helped him to his feet asking if he were hurt, the old man said:

"Well, the dog didn't hurt me very much, but the tin can tied to its tail nearly killed me!"

* * *

After-Burner

George was with a shovel near his car when a stranger hailed him.

"Stuck in the mud?" he was asked.

"No," he replied. "My engine died here and I'm digging a grave for it."

* * *

'C-o-n-s-t-a-n-t-i-n-o-p-l-e'

On his first day at school, a young hillbilly insisted his name was "Dammit" Jones.

The superintendent shortly thereafter visited the class and asked: "Which one of you can spell 'Constantinople'?"

When Mr. Jones jumped to his feet, the teacher said firmly: "Now, 'Dammit,' you know you can't spell 'Constantinople'."

The superintendent exclaimed: "Well, what the hell, let 'im try!"

Business As Usual

Chuck: "Sir, may I have tomorrow off? My wife's doing her summer cleaning?"

Boss: "Positively, not, Chuck, I can't spare you!"

Chuck: "Thanks a lot, boss, I knew I could depend on you."

* * *

Something To Beef About

"Girls," the manager of the restaurant said. "I want you all to look your best today. Greet every customer with a smile, put on a little extra makeup and see that your hair is attractive."

"What's up?" one gal asked. "Are some big shots coming in today?"

"No," the manager answered. "The beef's tough."

* * *

Check and Doublecheck

The salesman returned from on the road and his superior immediately questioned his expense account.

"This expense account is fantastic!" the boss said. "How in the world do you manage to spend \$18 a day for food?"

"I manage," replied the salesman, "by skipping breakfast."

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Air-Slide Hopper Cars

Diesels, Tankers and Hoppers on the Line—

New Equipment Augments Service to Shippers

Arrivals of new equipment at the Great Northern are occurring monthly as builders fill orders placed under the railway's 29-million-dollar capital improvement program approved by its board of directors.

The equipment has been quickly put into service along GN's more than 8,200 miles of track—serving industries and communities in Minnesota, North and South Dakota, Washington, Wisconsin, Oregon, Iowa, Montana, Idaho, California

and Manitoba and British Columbia in Canada.

Recent acquisitions are nine U25B, 1500-HP. diesel-electric locomotives built by General Electric, and 25 air slide hopper cars and 50 tank cars, both built by General American.

The air slide hoppers, numbered 71795-71819, have a capacity of 4,180 cubic feet and feature 10 top hatches and four outlets. Their light weight is 65,000 pounds and their inside lengths are 49 feet, width, 10

25,000-Gallon Tankers



feet, 7 inches, and height, 15 feet, 5 inches.

The Timken-bearing hoppers are used to haul edible commodities such as flour, sugar and soy bean meal.

The 50, 25,000-gallon tankers, numbered 100050-100099, are loaded through manholes and emptied through outlet valves. They are equipped with heater coils aiding

fluidity of such commodities as edible oils, soy bean, linseed and coconut oil.

GN's 1964 program includes purchase of the following equipment: 18 new 2,500 HP. diesel-electric locomotives; 600 boxcars; 175 large-capacity covered hopper cars; 100 flat cars and 250 freight-carrying units.



U25B Diesel-Electric Locomotive

RAIL PURCHASES TOP BILLION IN 1963

Purchases of fuel, material and supplies by U.S. railroads rose to \$1,401,424,000 in 1963, registering the largest annual spending increase in the past five years, the Association of American Railroads announced.

The 1963 purchases did not include \$1,044,000,000 invested by railroads in capital equipment and improvements, including locomotives, freight and passenger cars, bridges, buildings and roadway structures.

A breakdown of expenditures is as follows:

- Miscellaneous supplies (brick, cement, roofing, chemicals, lubricants, office and train supplies and communications and signaling materials,) \$544,134,000, up 10.5 per cent over 1962;

- Spending for iron and steel products such as rails, machinery and parts, locomotives, car wheels and axles, \$396,208,000, an increase of 6 per cent.

- Fuel purchases, \$375,660,000, up 3.2 per cent over 1962, (fuel oil for diesel locomotives alone accounted for \$340,885,000.)

- Forest products of all kinds, including cross ties, switch ties and lumber for bridges and pilings cost \$85,442,000, compared with \$80,943,000 in the previous year.

Boeing of Seattle announced recently it will build a 15-million-dollar space technology research and development laboratory near Kent, Wash.

Thirteen

NEW GN FOLDERS OFF PRESS

Three new travel folders have been added to Great Northern's portfolio augmenting a colorful selection for the traveler.

New Empire Builder and Western Star brochures, handsome descriptive pieces of the railway's transcontinental passenger trains, detail the fine appointments and carefree traveling available to the public.

The third, entitled "Glorious Glacier National Park," vividly portrays the many advantages to a park vacation in the Montana Rockies.

The brochures are available from your GN passenger representative or travel office.

The General Eastern Passenger Agents Association of New York has elected W. C. Havens of the Northern Pacific, president.

His fellow officers are H. E. Worley, Pullman Company, vice president; A. E. Born, Canada SS Lines, treasurer; E. A. Harding, Pennsylvania, secretary, and P. S. Jones, New Haven, assistant secretary.

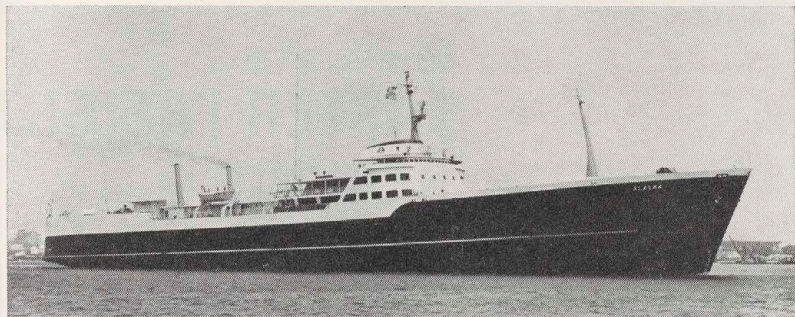
Williston, N. D., Infantry Forsakes March



There was no "forced march" involved in the movement of the Sixth Infantry Regiment Association of Williston, N.D., when the group—25 strong—moved recently from that community via GN's Empire Builder to New York City's World's Fair. The tunesome group disembarked at Minot, N.D., long enough to cause a stir before resuming their trip that also included an appearance at Yankee stadium prior to a Minnesota Twins-New York Yankee game. Uniforms are patterned after those used by soldiers in the 1870's.—Minot Daily News Photo.

Fourteen

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS



Rail Traffic Moves to 50th State on 'Alaska'

The Alaska Trainship Corporation's SS Alaska has made her maiden trip from New Westminster, B. C., to Whittier, Alaska, carrying rail cargo to the 50th State.

The 520-foot streamlined vessel, rated at 5,598 gross tons, is capable of carrying 56 fully-loaded rail cars in enclosed decks at a cruising speed of 18 knots.

Her inaugural run commenced from New Westminster's newly-constructed loading facilities built for Delta Alaska Terminals, Ltd., a Canadian corporation formed especially for the service by Great Northern, Milwaukee, Northern Pacific and Union Pacific railroads and the Alaska Trainship Corporation, a Seattle firm.

The new, through freight service is substantially faster than existing facilities at rail-water rates comparable with the lowest being offered for this type of service.

Leaving New Westminster on one day, she arrived at Whittier three days later, and after only a few hours layover for discharging her cargo of rail cars for connection with the Alaska Railroad, she made the return run to New Westminster in establishing her weekly round-trip service.

Rail movement of cars are handled by Great Northern, Northern Pacific, Union Pacific and Milwaukee railroads with Whittier as the connecting point with service on the Alaska Railroad to Anchorage, Fairbanks and other points on that system.

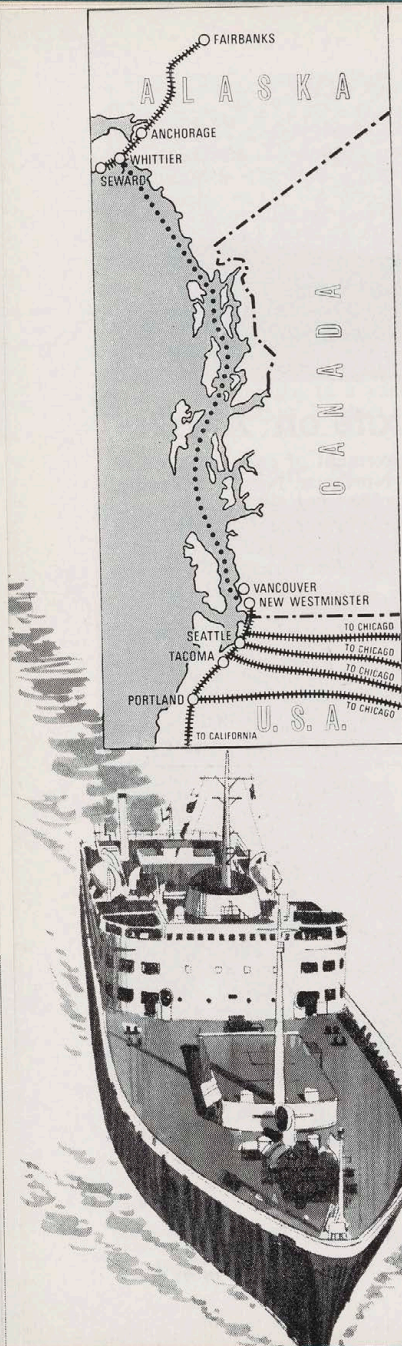
Railroads make tax payments of some 886 million dollars to all levels of government supporting schools, fire and police protection and other government services.

"IMPORTANT TO YOUR FUTURE"



Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



INAUGURATION OF...

FASTER FREIGHT SERVICE TO ALASKA

Streamlined trainship "Alaska" begins freight transport service between New Westminster, B. C. and Whittier, Alaska.

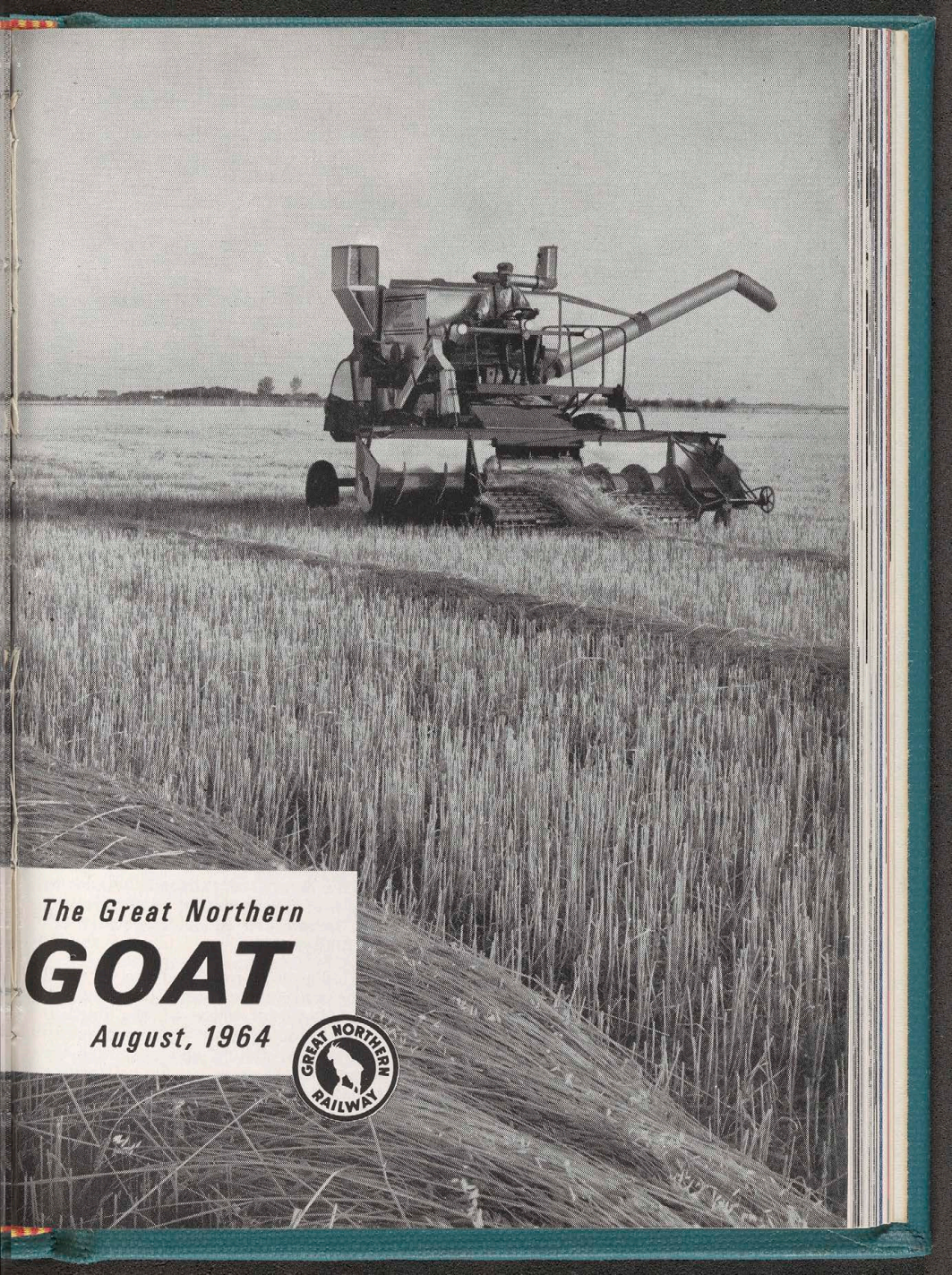
An accelerated freight service between the mainland of the United States, Canada and Alaska was inaugurated in early June.

Vital link in the service is the modern, streamlined trainship, the "Alaska."

This fast-moving ship (18 knots) handles up to 56 loaded freight cars on a roll on-roll off operation. Cars are carried on enclosed decks, affording protection from water and weather. The schedule of the "Alaska" is substantially faster than existing rail-water facilities.

Interchange from rail to sea-going carrier is handled by Delta Alaska Terminals, Ltd. at new terminal facilities nearing completion near New Westminster, B. C. Whittier is the Alaskan connecting point, with service on the Alaska Railroad to Anchorage, Fairbanks and other points on that system.

Rail movement of cars are handled by Great Northern, Northern Pacific, Union Pacific and Milwaukee railroads.



The Great Northern

GOAT

August, 1964



The Great Northern GOAT



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DAN MUSCH, Editor

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The Goat's Cover



Combine harvesting of wheat is under way in GN territory and typical of the scenes seen from passenger train windows is the one on the cover photo supplied by Allis-Chalmers.

Two

Your Railroads

A cautious — but optimistic — picture of the railroad industry's future was painted recently by the president of the Association of Western Railways.

Reviewing what he termed encouraging signs of railroad progress in 1963, Clair M. Roddewig, stated that there is evidence of a railroad industry upswing.

Addressing Chicago members of the Delta Nu Alpha transportation fraternity, he tempered his optimism when he reviewed Congress' failure in the current session to act on legislation sponsored by the late President Kennedy, and endorsed by the present administration, "to remove some of the inequities that plague the railroad industry today."

The speaker said the inequities were not removed because most of the railroads' competitors want to preserve the status quo of the advantages given them.

It is easier for Congress to do nothing than to incur possible repercussions by changing the situation, he added.

Congress made it clear that the only legislation it will sponsor is that upon which the railroads and their competitors agree, it was pointed out.

The future of railroads would be bright if all modes of transportation had freedom of equal competitive opportunity.

The speaker predicted the day will come when the railroad industry will be relieved of some of the burdensome outdated laws which restrict its competitive ability, and expressed the hope that "a new era in railroading is dawning."

GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL

Wenatchee Area Gaining Stature —

Cherry Industry Shipping Top of Crop To Market

No words can better describe the remarkable fresh cherries that come from the Pacific Northwest than delicious, beautiful, and irresistible.

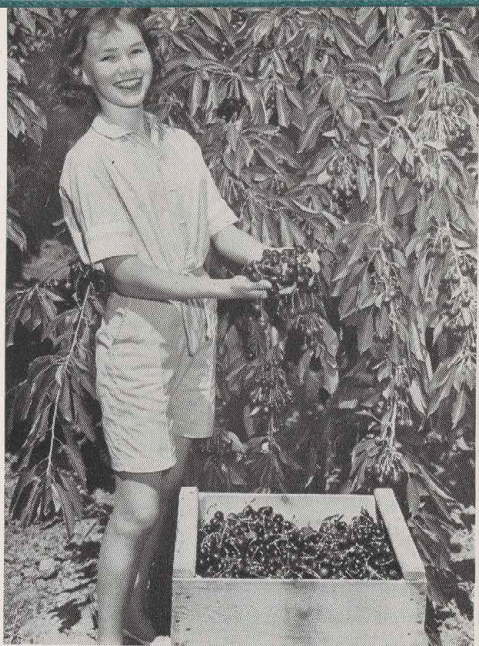
The pleasure of eating fresh Northwest cherries begins in June and lasts until mid-August. During that period, consumers across the United States from Seattle to New York City look for and enjoy the delicious Bing and Lambert cherries that grow so well in the mountain valleys of central Washington and Oregon.

The Wenatchee district, which the Great Northern serves, is renowned among fruit growing areas of the United States and is gaining stature as one of the finest cherry growing areas of the world. Bing and Lambert varieties are the most popular, and in the Wenatchee district, they achieve a size and firmness that has earned this fruit the recognition of the produce-buying trade of the entire United States.

Cherry growers take all possible steps in the growing of cherries to get quality, but they also use the same care in storing, sorting and shipping this fruit to market.

Years ago it was difficult to ship cherries long distances because of the relatively short life of the fruit. Thanks to the efficiency of the Great Northern, the shipping time to market has been greatly reduced. Mechanical sorters and sizers in the packing of cherries have also reduced the time between the tree and the ultimate customer.

Perhaps one of the most important development in cherry quality has been the use of polyethylene film liners in the cherry boxes which preserve the freshness of the cherries by maintaining a constant level of oxygen and carbon dioxide, thereby arresting the maturity process in shipment.



A winsome miss exhibits plump cherries she has just picked off the tree.

The sweet cherry industry is an important factor in the economy of the Pacific Northwest. It is estimated that an average cherry crop will bring between 6-8 million dollars to the cherry producers of Washington and Oregon. This provides income, jobs and profit for many thousands of workers on farms and in warehouses, canneries, and transportation agencies.

The future of the cherry industry looks bright, and there is an atmosphere of optimism among producers of this fruit. New plantings can be found throughout all of the cherry growing districts. New varieties are being tested to produce fruit of outstanding superiority. With the help of the Washington State Fruit Commission, new markets for cherries are opened every year and an expanded sales of cherries is accomplished in existing markets.

Three

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS



The Fraser-Surrey Docks at New Westminster, B.C., Canada, afford ideal berthing facilities for Alaska Trainship Corporation's "Alaska" ship that plies between Canada and Alaska.



Trainship Makes First Alaska Run

Bathed in warm sunlight, the "Alaska" awaits start of another "run."

Four

On June 13, the Trainship "Alaska" sailed from Fraser-Surrey Docks, New Westminster, B.C., for Whittier, Alaska, with a load of railroad cars bound for the 49th State.

Loaded into her two-level hold were cars containing steel beams and girders, steel extrusions, paper products, beer, lumber products, construction equipment and miscellaneous general freight.

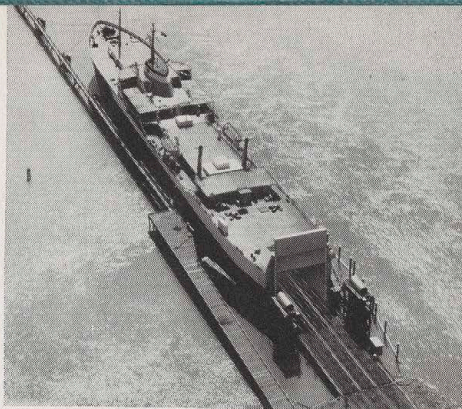
The run to Whittier was accomplished in slightly less than three days, arriving in port during the afternoon of June 16.

Average speed of the vessel was slightly more than 17 knots, accomplished under ideal sailing conditions that took her over a course up the inside passage of the east side of Vancouver Island, through Johnstone and Queen Charlotte Straits, and into the open Gulf of Alaska to Whittier, Alaska.

Some mariners believed it was record time for commercial maritime service between the two ports. (It reportedly takes a barge from six to nine days to make the same voyage from Seattle.)

Cooperating with Alaska Trainship Corporation are the Great Northern, Northern Pacific, Union Pacific

(Concluded on Page 10)

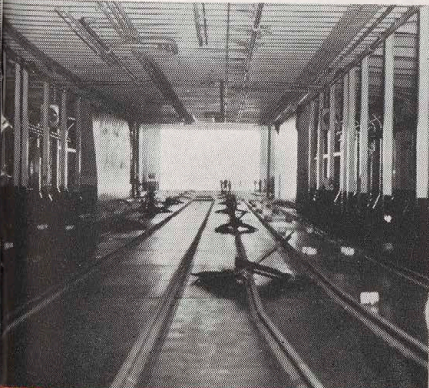


An aerial view shows the ship ready to take on railroad cars. Tracks lead to dock tracks that adjust with the level of the tide.



Great Northern boxcars move off land-based tracks, onto ramp tracks and into the hold of the ship which can carry 56 cars.

Appearing like a huge all-steel rail yard, the main car deck of the "Alaska," shown below, left, has five tracks with tie-down tracks and a lower rail car deck with three others. An eerie light prevails during the "midnight" sun, right photo, as the ship is unloaded. This photograph was taken at 11:40 p.m.





Eighteen trailer loads of Spancrete move on Great Northern piggyback freight from the Osseo, Minn., plant of Spancrete Midwest Company. They are bound for Fargo, North Dakota.

GN Hauls 56 Trailer Loads —

Spancrete Utilized At North Dak. State U

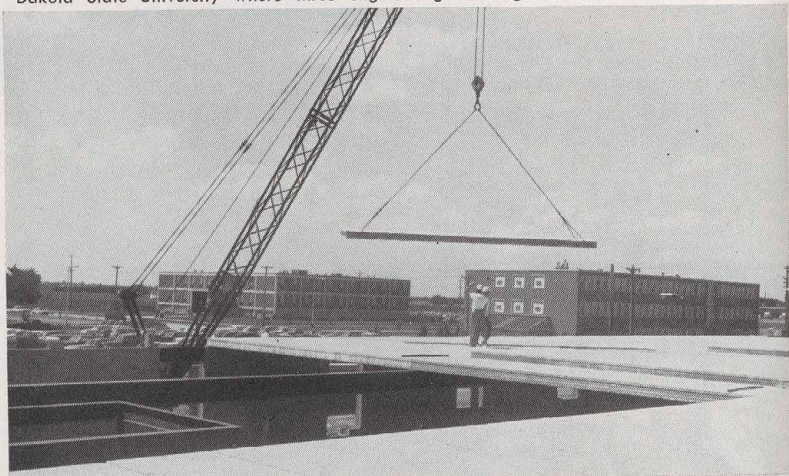
As Great Northern's Fargo Fast Freight pulled out of Osseo, Minnesota, recently, it carried 12 trailers on flat cars loaded with a unique construction material bound for Fargo, North Dakota.

Aboard were 540,000 pounds of

Spancrete — 29-foot lengths of hollow-cored flat concrete slabs — the last of 56 trailer loads originating from the Spancrete Midwest Company, Osseo, a short distance west of Minneapolis.

The slabs are being used in the

Spancrete technicians use a derrick to set the 29-foot sections into space at North Dakota State University where three engineering buildings are under construction.



Six

GREAT NORTHERN — SWIFT, SAFE, SURE

construction of civil, architectural and mechanical engineering buildings on the North Dakota State University campus.

The two-story structures feature Spancrete ceilings of first-floor rooms, and consequently, floors of the second stories. The firm's technicians employ a derrick at the building site in laying the slabs in place and pump in grouting between sections.

The uniqueness of the product also lies in the fact that only four inches of concrete are needed atop the Spancrete at the university to permit use as a second-story floor.

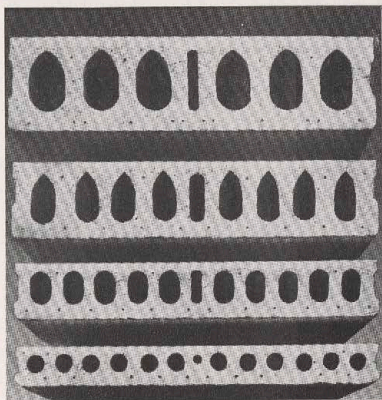
Spancrete Midwest is affiliated with North Star Concrete Company, Mankato, Minnesota. The former's impressive, 64x750-foot plant is under the general managership of David W. Hanson.

The "show-stopper" at the plant is the Spancrete machine which extrudes a hollow-cored flat slab around pre-tensioned steel cables. Planks are 40 inches wide and four, six, eight or 10 inches deep. They are produced in continuous lengths of 600 feet.

Curing water is run through slab cores assuring a high-strength concrete. After curing, planks are diamond-sawed to length for specific projects.

Spancrete is being used more each year in industrial, educational and home construction. Many fine buildings in the Upper Midwest and surrounding areas have utilized Spancrete.

Mr. Hanson, who provided a tour of the plant and yard, pointed to the "stockpile" of Spancrete that had been made to order in various thicknesses for specific building projects. Each piece is labeled according to job and location facilitating shipment and arrangement at the building site.



Spancrete planks are available in 40-inch widths and four, six, eight or 10-inch depths. They are produced in continuous lengths of 600 feet.

That is where Great Northern played an effective role in transporting these sections to North Dakota, Mr. Hanson said.

"When we put 18 trailer loads on your fast freight, as we did the other day," he added, "we knew they would get there."

Cars are loaded according to number and building order at the building site, he said.

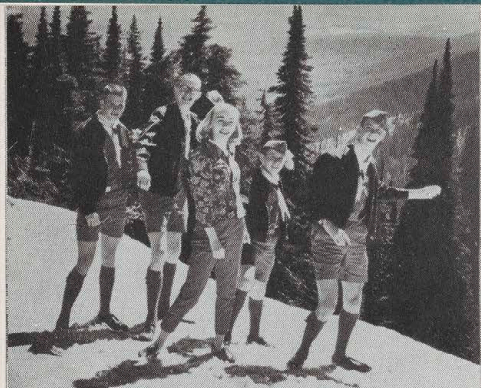
"Scheduling of these loads is important. We can't be shy one load. We had a time limit for arrivals and they made it on time," he stated.

If various truckloads were sent via the highway and one of the trucks broke down, our building operation would have been temporarily stalled, Mr. Hanson added. One-time arrivals meant on-time building operations.

After arrival in Fargo, the trailers were trucked the short distance to the building site. A. L. Lauer, GN agent at Osseo, handled the Spancrete shipment.

Seven

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



A patch of snow atop The Big Mountain at Whitefish was an open invitation for a snowball fight and it didn't take long before a group of Scouts and Nancy Neil, an actress of the Mountain Playhouse, pelted the photographer. Below, Neil Yamasaki, 2, of Tacoma, Wash., sits among Scout luggage dreaming of a future jamboree he may attend.



Jamboree-Bound Scouts

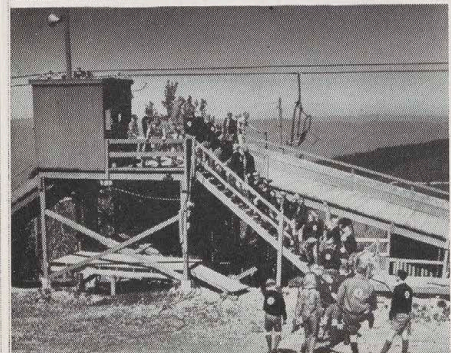
Boy Scouts from Spokane and Seattle, Washington, Portland, Oregon, Duluth, Minnesota, Minot and Williston, North Dakota, were among hundreds that moved to Valley Forge, Pennsylvania, for the Sixth Annual National Jamboree.

Great Northern's trains—including several specials featuring military kitchens and baggage car dining rooms — carried more than 2,000 Scouts to Chicago for connections East, or from Chicago to their homes West. Several groups traveled one-way, and others, round trip.

Whatever their particular arrangements, Scouts, adult leaders and professional Scout personnel agreed they experienced fun-filled trips that permitted the exchange of greetings and companionship between Scouts from various sections of the country.

Among units traveling on Great Northern were the Cascade-Modoc-Crater Lake Councils No. 1101, a group of 150; Yellowstone Valley Council comprising 80 persons from Duluth and 40 persons from Minot, North Dakota; Inland Empire Council No. 1103, Williston, North Dakota, approximately 375; Chief Seattle-

Picture-taking sessions were "musts" at stopover. In the left photo, below, youths are photographed boarding a train for supper in Minneapolis caught Scouts in front of train, to busses at Whitefish, and in the extreme right photo ex well-wishers in Seattle at the onset of their trip.



ts Enjoy Stopovers

Montana Council No. 1104, 420 persons; Portland Area Council Boy Scouts of America, 366 persons; and the Puget Sound-Alaska Council No. 1106, 350 Scouts and leaders.

Aside from the excitement and thrill of attending a national jamboree, Scouts find stopover trips and sightseeing among the most enjoyable experiences of their trip.

Such stopovers occurred for various groups at Whitefish, Montana, where Scouts visited The Big Mountain ski resort and rode the 6,800-foot double chairlift to the mountain top. From that vantage point, they saw Hungry Horse dam, Whitefish lake, and the nearby mountain peaks at Glacier National Park.

Others stopped at Glacier park, or in cities such as Fargo, N.D., Minneapolis, and Chicago. Thousands culminated their eastern trip with a visit to the New York World's Fair and historic sights at Washington, D.C.

Many Scouts labored at odd jobs throughout the year — some for several years — to finance their jamboree trip. Among their Scouting luggage they carried souvenirs from home which they exchanged with other Scouts from the various 50 states.



Breathtaking rides on Big Mountain's 6,800-foot double chairlift was a favorite pastime for visiting Scouts. From the mountain top may be seen Hungry Horse dam, the peaks of Glacier National Park and Whitefish lake. Below, Scouts Gerry Gregg and Bot Aitken of Troop 72, Seattle, prepare to board GN's train after a stopover at Whitefish.



Scouts bound for the Jamboree. In the extreme left, a layover for a swim and picnic. In the next picture, they are seen marching and experience a warm send-off by parents and other



GN FREIGHT TRAFFIC DEPARTMENT PROMOTIONS

Three Great Northern freight traffic department personnel retirements and a series of departmental promotions were announced recently by C. E. Finley, traffic vice president.

Lyle E. Moore, general agent, Sioux Falls, S.D.; David E. Marston, traveling freight agent, Spokane, Wash., and James E. O'Connor, city freight agent, Seattle, retired after 46, 45, and 30 years of service respectively.

Also announced were the following promotions:

Charles R. Streedbeck, traveling freight agent, Sioux Falls, S.D., becomes general agent there.

Gerald D. George, city freight agent, Portland, Ore., named traveling freight agent, Sioux Falls.

Norman W. Wickland, chief clerk, Portland, Ore., appointed city freight agent there.

Lee A. Richardson, city freight agent, San Francisco, becomes travel-

ing freight agent, Spokane, Wash.

Donald C. Schafer, rate clerk, San Francisco, named city freight agent, there.

Robert W. Doane, traveling freight agent, Philadelphia, resigned. Assuming his duties and title there is Donald L. True, former city freight agent, Cleveland.

George T. Newell, chief clerk, Cincinnati, appointed city freight agent, Cleveland.

Owen Wiffen, assistant to the industrial agent, Seattle, named city freight agent, there.

E. W. Schultz, stenographer-clerk, Wenatchee, Wash., becomes assistant to the industrial agent, Seattle.

Intalco Aluminum Plant Set For Bellingham, Wash.

A 50-million-dollar aluminum reduction plant is planned for the Mountain View Industrial area near Ferndale, Washington, by two American and one French firms.

To be named the International Aluminum Company (Intalco), it will be a subsidiary of American Metal Climax, Incorporated, Howe Sound Company, American firms, and Pechiney of France.

Alumina will be shipped in from Australia after processing with bauxite and will be made into aluminum ingots at Ferndale and then shipped to Amax fabricating plants.

The plant will employ between 350 and 400 persons.

A portion of the Mountain View Industrial site is owned by Great Northern Railway, the Port of Bellingham and the Whatcom County Industrial Development Council.

Railway mileage reached its peak in 1916—254,000 miles.

'ALASKA'—Conclusion

and Milwaukee railroads.

Upon arrival in Whittier, the discharging of cars started immediately.

Aboard ship are five tracks, with tracks 1 and 5 along the port and starboard sides. Track 3, amidship, services the ship's elevator which lowers one car at a time into the lower hold containing three tracks with a capacity of up to 10 more cars. Total capacity for the ship is 56 cars.

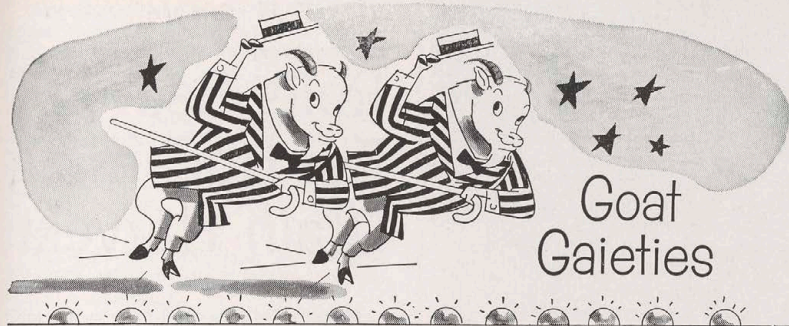
Turnabout time for the ship is scheduled at six hours.

The "Alaska" carries railroad cars on enclosed decks affording protection from water and weather. The schedule is substantially faster than existing rail-water facilities.

Interchange from rail to sea-going carrier is handled by Delta Alaska Terminals, Ltd. Service is provided in Alaska by Alaska Railroad to Anchorage, Fairbanks and other points on that system.

Ten

PROGRESS IS A GREAT NORTHERN HABIT



Goat Gaieties

Roll Call

"How many in your family," the census taker asked.

"Me, the old man, the kid, the cow and the cat," a harried housewife replied.

"And the politics of your family?" was the next question.

"Mixed," was the answer. "I'm a Republican, the old man's a Democrat, the kid's wet, the cow's dry, and the cat's on the fence."

* * *

No Rear-View Mirror?

"What kind of saddle do you want?" the ranch operator asked the dude. "One with or without a horn?"

"Without, I guess," was the reply. "There isn't much traffic here on the prairies."

* * *

There's Rumbling Below

The young woman attended her first annual shareholders' meeting and was intensely interested in the oil company's operations.

During the question-and-answer period, she asked: "Mr. Chairman, one thing has always bothered me since I bought stock in the company. When you build a new station on a street corner, how do you know you'll find oil there?"

Shocking!

The young housewife was washing dishes in the kitchen when she heard a knock on the back door. Thinking it was her husband, she said: "Come in, darling. It's open."

There was silence, then a deep voice boomed: "Sorry, lady. I'm not the regular meter reader."

* * *

There'll Come A Day

"You know, dad," the young man said, "I got an interesting role in the summer play. I play the part of a man who's been married for 25 years."

"That's a good start, son," the father replied. "Keep at it and one of these days you'll get a speaking part!"

* * *

Atten-shun!

The janitor reported 10 minutes late for work and the manager asked: "What did they do in the Army when you were 10 minutes late in the morning?"

"Every time I came in late," the janitor said, "they all stood up, saluted and said: 'Good morning, Colonel!'"

* * *

Love Tap

"I heard you slap your boy friend when he brought you home last night. What happened?" the mother asked.

"I was just checking to see if he was dead!"

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



Rails Geared For Upcoming Grain Harvest

First trainloads of another bumper harvest of wheat are highbaling to market.

By early government estimates, they are the first wave of a flood of wheat which eventually will fill more than 640,000 boxcars — a train which would stretch on mainline track from New York to San Francisco and back to Chicago.

Normally, it is a flood with triple crests.

By the Fourth of July, the bulk of a Southwest "winter" wheat crop estimated by the U.S. Department of Agriculture at 981 million bushels — 3 per cent above the 1963 crop — began moving to various terminals for shipment to mills, storage elevators or overseas export points.

Spring-planted wheat, estimated at 232 million bushels—8 per cent bigger than the 1963 harvest — then will be maturing in the Dakotas and the Northwest in a second wave which will peak around Labor Day.

By Fall, given normal harvest conditions, the slacking wheat tide will be supplanted by movements of corn, soybeans, milo, rice, cotton and sugar beets.

Naturally suited for such a continent-sized transportation job because of their inherent capacity for volume hauls over long distances at minimum cost, America's railroads nevertheless have had little chance for a breather before tackling the winter wheat crop.

The first five months of 1964 saw more than 215,000 carloads of grain hauled for export, including shipments to Russia.

The primary imponderable in forecasting the nation's grain flood is weather. Abnormally good harvesting conditions piled crest upon crest in 1963, sorely taxing transport facilities.

This year's outlook appears brighter:

- New boxcars and specialized cars are being made available for the wheat movement.

- Wheat now in storage throughout the country is estimated at 1.2 billion bushels, down 20 per cent from 1963 — considerably improved picture which should facilitate handling of the crop.

- Effective on July 1, a new scale of "demurrage" rates were charged shippers and receivers for cars held beyond the present two days' "free time" for loading and unloading. This is expected to increase utilization of the nation's freight car fleet.

- A new multi-level "per diem," rental scale for freight cars interchanged between lines, adopted Jan. 1, 1964, also is designed to improve utilization.

GN Plays Major Role In Grain Movement

Grain is an important commodity for the Great Northern as evidenced by the 3,662,260 tons of wheat alone hauled by the railway in 1963.

At the time this story was being written, growing conditions in GN territory were favorable, moisture was adequate and crops had made good progress.

An excellent crop was expected in GN territory.

Long before the wheat harvest, railroads plan for the transportation challenge posed by bountiful yields from steady advances in farming methods, government and commercial export programs, relocation of Commodity Credit Corporation stocks and varied market changes.

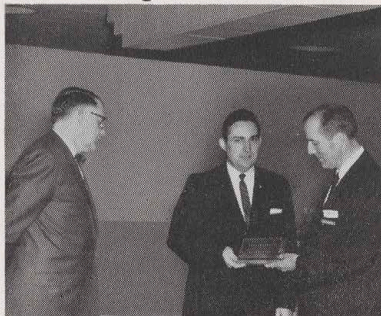
Beginning in April, the Association of American Railroads' car service di-

(Concluded on Page 14)

Three GP-30 and two GP-20 diesel-electrics with a combined 10,750HP. pull a wheat train at Conrad, Montana, in a major grain-growing area on Great Northern's main line.



GN Agent Honored



Gerald D. George, Great Northern traveling freight agent, Sioux Falls, S.D., was honored when named as the first recipient of a plaque for outstanding service to the Delta Nu Alpha Transportation fraternity when he was city freight agent at Portland, Ore.

Recently promoted to his Sioux Falls post, Mr. George also was elected president of the organization before his new post was announced.

Shown presenting the plaque, from the right, are Lou Maddox, Maddox Transfer Company, past president of the chapter, and on the left is Lee M. Neff, head of transportation studies, Lewis & Clark College, past regional vice president of Delta Nu Alpha.

GRAIN—Concluded

vision receives regular USDA estimates of crop production. From these and car location reports, the division determines its course of action in providing an adequate car supply in farm areas to meet the impact of early harvests.

Through special car service orders, the division directs the movement of grain-carrying boxcars to the heavy grain-originating lines well in advance of the harvest.

This ordinarily enables owner lines to recondition cars before their development to strategic points throughout

the wheat belt. These assembled cars, together with thousands of others already in use in the wheat-producing region and additional units to be released by other lines during the course of the harvest, go into action and follow the shifting tide of wheat as it moves northwestward.

Complicating the railroads' job is the dual nature of the annual wheat movement. Stored wheat and other grains must be moved out of the elevators before new crops can be taken in.

If the flow of grain exceeds a terminal's storage facilities, the railroads can control the movement by imposing "embargoes" or issuing orders which curtail shipments to congested terminals and hold to a minimum the backlogs of cars awaiting unloading.

A key to providing adequate car supply is shipper cooperation. Through the National Association of Shippers' Advisory Boards and the 13 regional organizations, shippers regularly join with railroads in cooperative programs to improve observance of car service rules, expedite release and movement of cars, and in other ways help provide and adequate car supply.

M. J. Schaal Named GN Purchasing Agent in Seattle

M. J. Schaal has been appointed purchasing agent at Seattle with headquarters in the Great Northern building, announced M. E. Gieske, director of purchases in St. Paul.

Mr. Schaal succeeds E. W. Bergquist who retired effective July 31 after more than 41 years service.

Other appointments include: J. C. Stayberg, assistant to purchasing agent; W. D. Burton, buyer, and H. P. Keller, office manager, all in St. Paul.

Fourteen

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

WHITEFISH ATTRACTIONS LURE VACATIONERS



Typical of productions of the Mountain Theatre is this scene from last season's production of "The Vinegar Tree." Shown in the photo, from the left are, Don Henshaw, Wendy Wallace, John McKenna, Wandalie Henshaw, Richard Klein, Nancy Nei and Dennis Warre.

The community of Whitefish, Montana, on Great Northern's main line, is expecting one of its best vacation seasons, report owners and operators of tourist facilities.

A new motor hotel resort, The Viking Lodge, opened its doors recently to lake vacationers. It has 42 deluxe units, convention facilities, a heated swimming pool, a coffee shop and dining room.

A perennial favorite with tourists is The Big Mountain ski resort, eight miles north of Whitefish, which began its summer season on June 20 with dining, accommodations, convention groups and its impressive chairlift in full operation.

The Mountain Playhouse, a professional summer stock theatre located in the ski lodge on the mountain, opened its second season of a four-play repertory on July 2 and will continue productions through August 29.

This year's productions are "Come Blow Your Horn," "I Am a Camera," "Private Lives," and "Anastasia."

In its second year, the Mountain Playhouse has been spearheaded by

two University of Minnesota graduate students, John V. McKenna, a graduate student in theatre and former box office manager at the University Theatre, and Wandalie Henshaw, an acting instructress who received a Master of Fine Arts from Yale University.

Under Mr. McKenna as producer and Miss Henshaw as artistic director, a cast comprised mainly of Twin Cities residents staged a successful season last year and have scored additional successes this season. Currently, Miss Henshaw is teaching stage direction at the University of Pittsburgh and Mr. McKenna soon will become business manager for the New Theatre St. Paul.

The Whitefish area was untouched by the late Spring Montana flood. Ed Schenck, general manager of the Big Mountain resort, said that "despite troubles in other parts of Montana, here at Whitefish we are operating normally and are looking forward to a busy season."

To the sports enthusiast, Whitefish offers an 18-hole golf course, water skiing, swimming, hiking, camping and hunting.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

It's great to be back on our home tracks

...all the way!

Great Northern has resumed transcontinental freight and passenger operations over its own tracks after the most destructive flood in the railway's 102 years knocked out a vital segment of the main line through the Rocky Mountains in early June.

An 8- to 10-inch rain, falling on an existing snow cover in northwestern Montana, generated unprecedented trouble for us. Our roadbed, which had been improved and strengthened in its 73 years of existence in this region, had withstood substantial flooding many times. However, water levels this year exceeded previous records by 5 to 20 feet or more, and nearly 8 miles of track were destroyed, communications and signals were blacked out, and other facilities were demolished in a 60-mile section of our main line west of the Continental Divide. Fortunately, there was very little damage to our bridges.

American railroads are geared to meet emergencies quickly and effectively without government assistance, and our difficulty was no exception. Immediate steps were taken to detour trains over other lines, and to organize for restoration of our main tracks.

Excellent cooperation from other railroads, particularly Northern Pacific—which had troubles of its own—was responsible for continuation of our freight and passenger services with the least possible delay. We are grateful for the help from neighboring railroads.

The task of putting our line back in shape for service was formidable. It required tremendous resources in know-how, men, equipment and materials. We were handicapped in the planning and execution of the work by

lack of communications and highway access, both of which had been knocked out.

Seasoned Great Northern supervisors and maintenance employes together with contractors' earth-moving crews and equipment were assembled in the trouble zone. Working around the clock under the direction of our experienced officers, this effective team tackled and licked the gigantic job—an undertaking in which more than a million cubic yards of earth and rock were moved; thousands of feet of culvert pipe were replaced, and miles of telephone, telegraph and signal wires were installed.

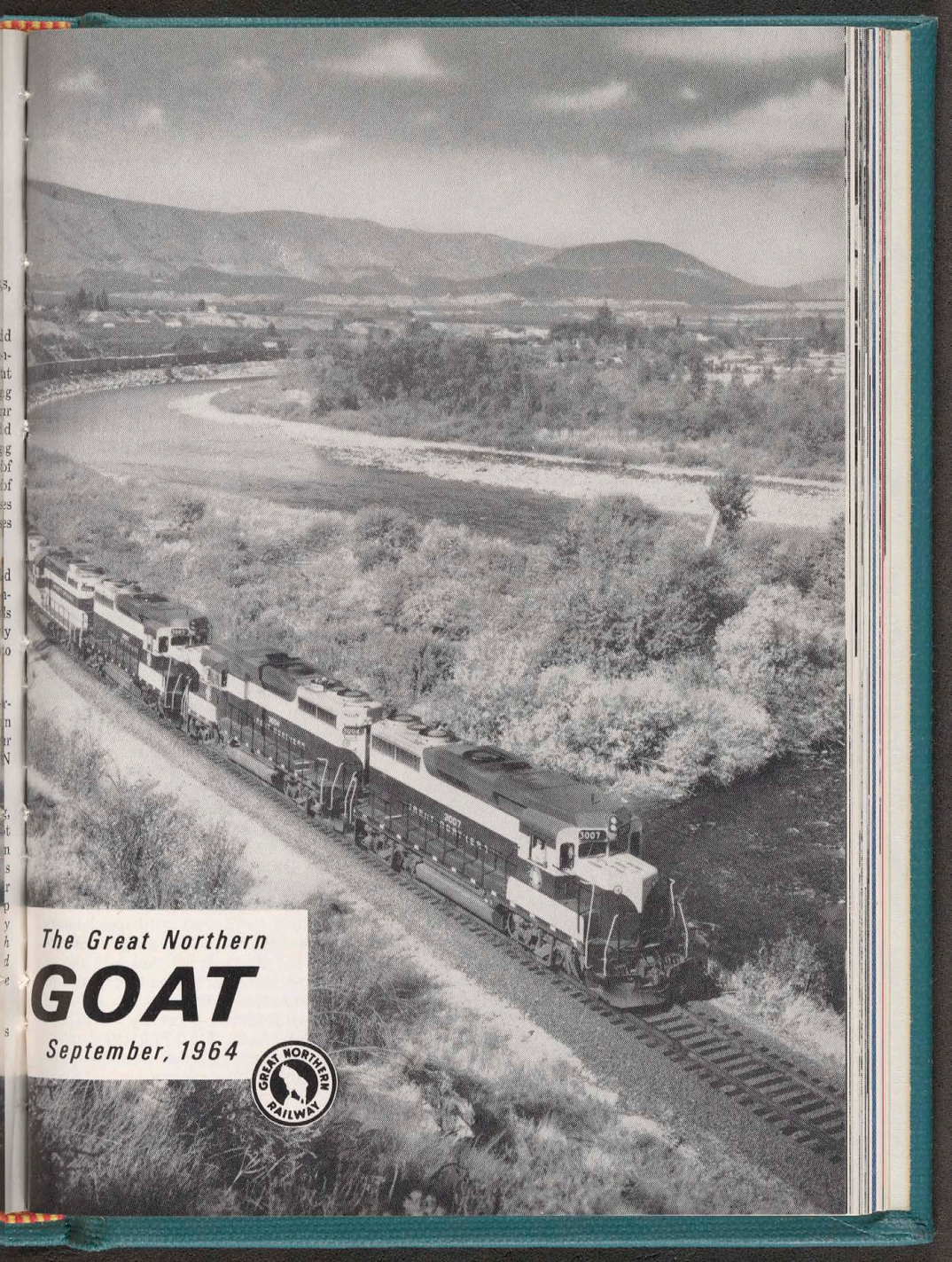
Twenty-one days after the brawling flood closed the main line our freight and passenger trains began moving again on GN rails through the Rockies. It will take many months, of course, to bring the line back to its pre-flood perfection.

The cost of reopening the line and restoring it to its original topnotch condition, in addition to the expense of rerouting our trains, will run into the millions, and GN alone will pick up the tab.

The destruction of our line was shocking, but we've a lot for which to be thankful. Not an employe life was lost. With the exception of one empty freight car, no rolling stock was damaged. Construction people near and far from our flood troubles offered more help than we could use. *And, we're immensely grateful that our regular customers stayed with us, even though freight shipments were delayed and passenger schedules were not "on the advertised."*

It's great to be back on our home tracks
--all the way!

Great Northern Railway



The Great Northern

GOAT

September, 1964



The Great Northern GOAT



Vol. 34 September, 1964 No. 9

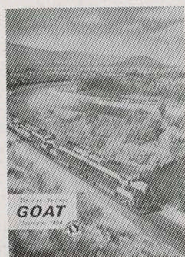
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DAN MUSCH, Editor

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The Goat's Cover



Five diesel-electrics speed a heavy-tonnage Great Northern freight along the Wenatchee river in Washington State.

Two

Your Railroads

Legislation outlawing the discriminatory assessment of the value of rail property for the purposes of taxation was called for recently by a railroad industry spokesman before a House subcommittee.

Long-standing failure of state and local tax assessors to "equalize railroad assessments with the assessments of other property" is a well-known and widely publicized fact, stated James N. Ogden, of Mobile, Alabama, vice president and general counsel of the Gulf, Mobile & Ohio Railroad, and a spokesman for the Association of American Railroads.

Supporting identical bills HR. 736 and HR. 10169, Mr. Ogden appeared before the subcommittee on transportation and aeronautics of the House interstate and foreign commerce committee.

The bills would amend the Interstate Commerce act to (1) declare unlawful discriminatory tax assessment of the property of all common carriers, and (2) permit carriers to seek relief from such discriminatory assessments in federal courts.

In 100 years of railroad taxation, rail tax assessment techniques have reached a degree of refinement.

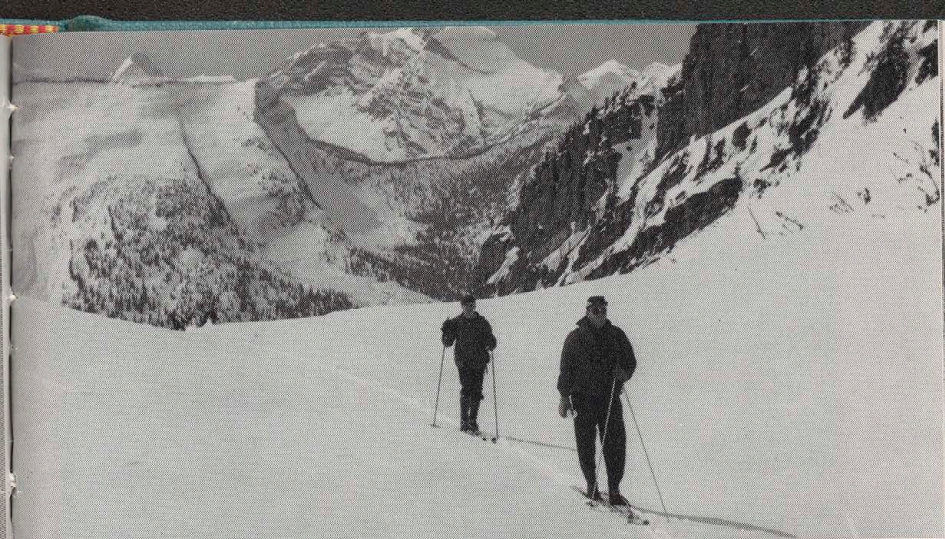
The real problem is to get the tax assessors in the several states to equalize the railroads' assessment with that of other property in the same taxing district.

In a state-by-state breakdown of 1962 state and local railroad property taxes of 24 states, it was revealed to the subcommittee that the railroad ad valorem taxes totaled \$188,858,815.

All other 1962 state and local taxes were \$38,891,941. The estimated reduction in railroad ad valorem taxes if railroad assessments had been made at the same per cent of value as were the assessments of property of others would have been \$110,779,412.

The per cent of tax excessive reported to the subcommittee was 58.66!

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



'Off-Season' Glacier Park Dazzles Area Residents

In mid-April, the park still holds its white blanket much to the delight of skiers willing to hike uphill for an invigorating run down. At right, is the "eagle tree" along McDonald creek, where eagles rest while feeding on Kokenee salmon after the salmon's spawning run from Flathead lake in November and December. — Hal Kanzler Photos, Columbia Falls, Mont.

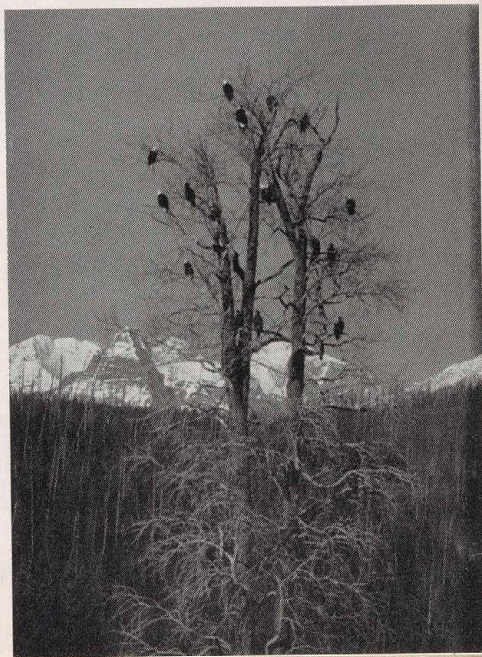
As the tourist season draws to a close at Glacier National Park in the Montana Rockies, visitors this season agreed that the park is one of the most beautiful areas in the Treasure State.

Thousands of tourists — many of whom traveled there on Great Northern Railway — have taken home memories of summertime Glacier when the greenery was at its peak and the streams clear and full.

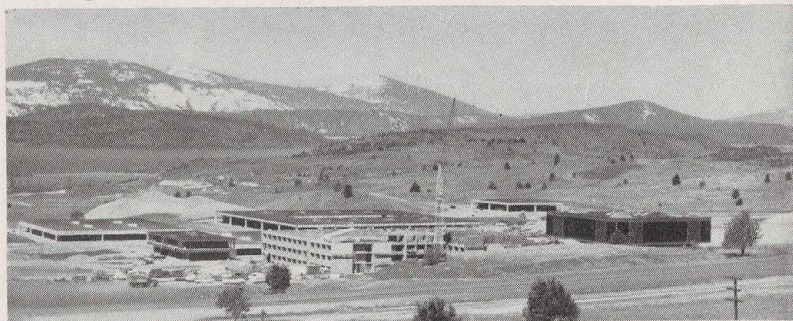
But there is another aspect of the park that a comparatively few are privileged to see — a park that in early Autumn sees the aspen and other trees break out in a riot of color preceding the early snowfalls in the higher elevations.

Coming wet and heavy in bursts of snowfalls, the white blanket initially pastes the rugged crags and high

(Concluded on Page 6)



Oregon Tech 'Grows' Into New Campus



Oregon Tech Under Construction

Klamath Falls, Oregon, for many years has occupied an important place in Great Northern Railway's operating timetable.

A key point in GN operations, the southern Oregon city is a vital traffic center in the railway's important main-line link with California markets, a factor which has sometimes overshadowed its recent spectacular emergence as a well-balanced, progressive business and cultural community.

Best evidence of the latter is Klamath Falls' Oregon Technical Institute, Oregon Tech, established at the former site of a U.S. Marine Corps recuperational center in 1947 with 31 students and a small faculty, grew into an institution of major importance within one year, boasting by 1948 a student body of 515 and a faculty staff of 47.

Continued growth of the institution, both in curricular and student body, brought the school accreditation in 1963 by the Northwest Association of Secondary and Higher Schools as a specialized institution. Six of its engineering technologies are accredited by the Engineers' Council for Professional Development.

Four

In 1963, Oregon Tech began a construction program which this Autumn will open five new buildings at a cost of nearly 8 million dollars. The project is unique in campus building programs because it is being built on a new 158-acre campus on the north city limits of Klamath Falls.

Land for the project was donated by the Klamath County Citizens Committee and the site selection offers beauty as well as location, with its commanding view of Lake Klamath and the mountains to the north.

Oregon Technical Institute today can be proud of an average enrollment of more than 800 students in 20 technical fields, from auto machinist to X-ray technician, and this Autumn, a giant step into its beautiful new campus.

In addition to its educational and cultural benefits, the emergence of Klamath Falls as an attractive location for industry has been spotlighted recently with the development of the Modoc Industrial Park.

These prime industrial sites, located on the shores of Lake Ewauna, are partially within the Klamath Falls city limits and encompass 160 acres,

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

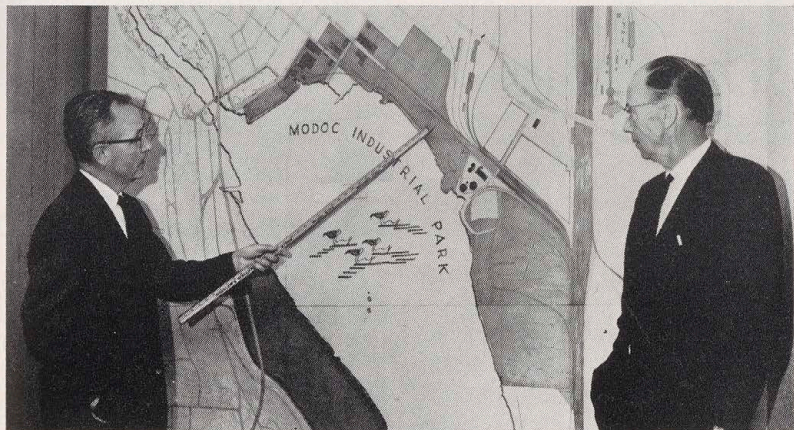
45 acres of which are now ready for immediate occupancy with all service facilities available.

Excellent commercial ties with California, northern and eastern markets are available through the main-line rail routes of Great Northern, and interest in the area is evidenced by current negotiation with several major

industries for location in the park.

Modoc Lumber Company, which operates a large mill in the park, is an important rail shipper, and officials of the company predict a rosy future for Klamath Falls through development of the area due to its favorable business climate and its good location with respect to major markets.

Modoc Industrial Park 'Draws' Firms



Viewing a map of the Modoc Industrial Park area, from the left, James F. Stilwell, property manager of the Modoc Lumber Company, and M. W. Foster, GN agent at Klamath Falls.

CONGRESS APPROVES "SEE USA" DRIVE

A joint resolution asking the president to designate 1964 and 1965 as "See the USA" years to encourage travel in the United States has been passed by Congress.

The resolution which supports the drive being conducted by the National Association of Travel Organizations was introduced by Rep. Al Ullman of Oregon.

Under the resolution, the president will name a national "See the USA" chairman to coordinate the private

sector campaign to encourage the American people to see and enjoy the scenic, historical and recreational areas and facilities of the nation, territories and possessions and the Commonwealth of Puerto Rico.

NATO includes among its members representatives of all facets of the travel industry including railroads, airlines, bus lines, tourist attractions, travel sales organizations, car rental firms, hotels and motels and state and area travel executives.

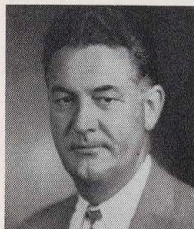
Five

GREAT NORTHERN — SWIFT, SAFE, SURE

Wyatt Retires, Hageman to Minneapolis Post

The retirement of Roy L. Wyatt and the appointment of Wilfred C. Hageman as his successor as general freight agent in Minneapolis were announced by C. E. Finley, Great Northern Railway traffic vice president.

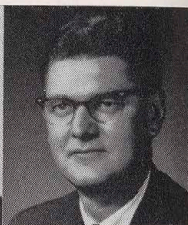
Mr. Wyatt retired after more than 36 years of service that saw him join GN as a rate clerk in Chicago in 1928. He subsequently became traveling freight



Mr. Wyatt



Mr. Inhofer



Mr. Hageman



Mr. Phillips



Mr. McBride

GLACIER— Conclusion

meadows, where only a month or two before, the latter were studded with dazzling alpine flowers and state-ly beargrass.

Local residents and other Montana-area promoters revel in the park's beauties after the bustle of the tourist season is over and before the snows block park highways and roads.

As the snows become heavier with passing weeks, travel becomes proportionately more difficult in the park interior and only the more adventurous—armed with snowshoes or skis—invade the area with cameras. Many of these photographs find their way into newspapers and magazines the following year.

Travelers on Great Northern's Empire Builder and Western Star, on their way between Seattle-Portland to the Twin Cities and Chicago, partake in the park's "off-season" beauties as the trains skirt more than 65 miles of the park.

Six

agent and commercial agent there and general agent in St. Louis.

Mr. Wyatt was assistant general freight agent in Spokane, Wash., before coming to Minneapolis.

In assuming his new post, Mr. Hageman left Spokane where he served as general agent, freight department, since May, 1960. Succeeding him there as general agent is Raymond J. Inhofer.

Other announced appointments:

R. D. Phillips named general agent, St. Louis, Mo., succeeding Mr. Inhofer.

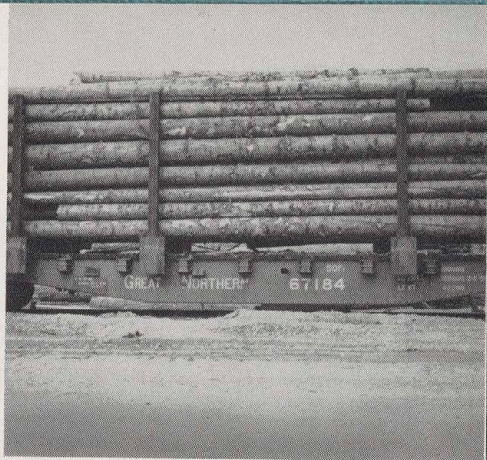
Ray J. McBride became general agent, Dallas, succeeding Mr. Phillips.

AAR Appoints Data System Division Chief

The Association of American Railroads has named Carl L. Byham as executive director of a newly-organized data systems division.

The new division will handle industry-wide problems in the data processing field.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS



A fork-lift operator easily lowers a load of logs onto one of Great Northern's new logging cars, shown left, above. Bunks on the floor of the car facilitate loading and unloading. A typical loaded car is shown at right with steel posts and pockets securely holding logs.

CONVERTED LOGGING CARS FACILITATE LOADING

Great Northern has converted conventional logging cars into specialized cars enabling mills to load and unload with fork-lift equipment.

Thirty such cars, patterned after a prototype model converted in cooperation with the J. Neils Division of the St. Regis Paper Company, Libby, Mont., are in service in that state.

The change in the method of log handling during the past few years has even involved freight cars on which logs are shipped, said Mark Schoknecht, manager of the logging department of the firm.

The loading of logs requires a car which needs little preparation and the components of which cannot easily be removed. In addition, the car must be strong enough to withstand the binding and pressure from logs. Steel stakes and bunks were built to withstand rough usage eliminating use of cross wires and wedges.

Great Northern's St. Cloud, Minn., shops fabricated the cars' assembly posts and pockets. They were shipped

to Hillyard, Wash., where they and the steel bunks were installed.

The logging cars are 48 feet, 3½ inches long and 9 feet, 6 inches wide between stakes. Length of the cars is important because newer mill plants utilize logs in multiples of 8-foot lengths and frequently 48 feet long.

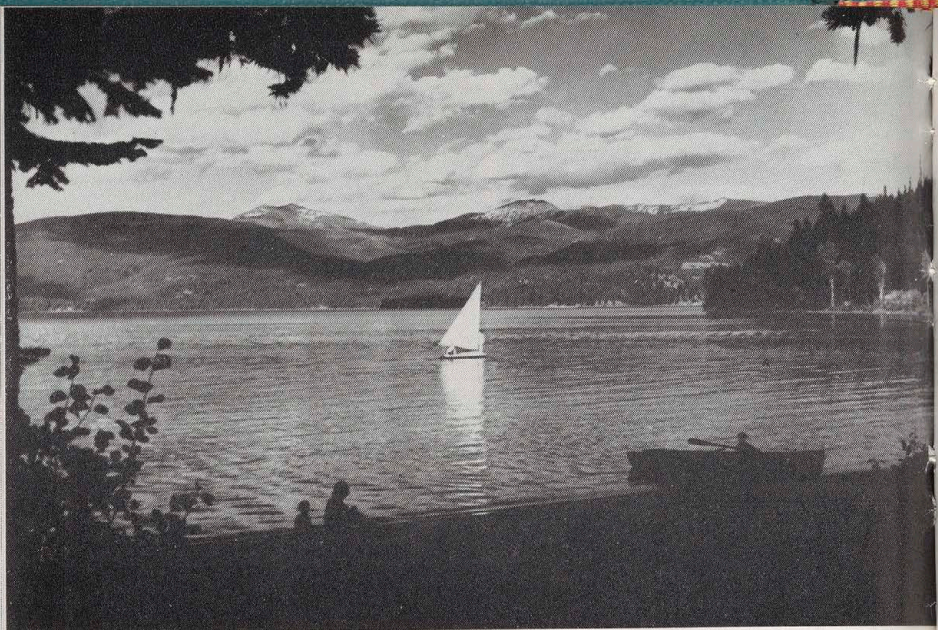
Mr. Schoknecht stated that J. Neils had used the sample car and it had met all the firm's requirements.

Ed Boyes, GN agent at Libby, said the logs coming to Libby are no longer scaled to arrive at board feet volume. Logs are weighed while on the truck. Prior to this arrangement, it required at least 45 minutes to scale and unload a truck. Currently, the operation is completed in 10 minutes and five trucks will handle as many logs as six did previously.

The logging cars are the only such type cars on GN's system. They will be used exclusively by St. Regis in logging operations at Libby and Troy, Mont.

Seven

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

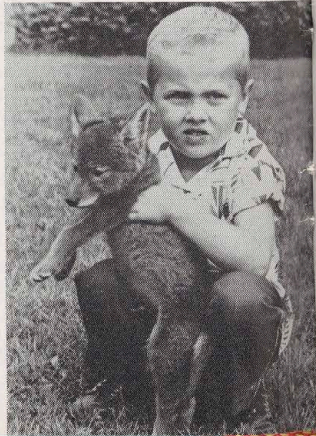


A small sailboat plies over Idaho's Priest lake which has many miles of wide, sandy beaches. In the background are the 7,000-foot high Selkirk mountains.

THE STATES GN SERVES—

Idaho Finds 'Gold' In Lakes, Mountains

Birds and animals abound in the Idaho lake region. At left, below, a youth plays with a Golden Eagle—the latter being strong enough to kill a mountain lion but friendly with the boy. Right, a coyote pup is befriended by another youth who testifies to the saying that a coyote is the smartest of all animals.



Gold may come in many forms.

In Idaho, it comes in the metallic state and in its lakes, mountains and forests that attract tourist dollars from across the nation.

To sportsmen, Idaho is unparalleled as a fishing haven, a hunting paradise and a favorite of campers.

Sandpoint, Idaho, a thriving city on the north end of Lake Pend Oreille, and also sportsmen's headquarters, acting as a supplier and "jumping off point" for the adventurous.

The lake itself is one of the nation's largest inland bodies of water and is famed for its superb scenery and the big world's record Kootenay rainbow trout which are taken there during the seven-month-long season from May 1 to November 30.

Nearly 50 miles long and boasting a shoreline of some 500 miles, the lake also contains Cutthroats and Dolly Varden trout, great quantities of Blueback salmon and bass, crappies and perch.

The most spectacular shoreline of the lake is the six miles of Green Monarch mountain, where towering cliffs rise nearly vertically for 2,000 feet.

Along the right-of-way of the Great Northern Railway approaching Sandpoint are the Selkirk mountains which form the divide between Pend Oreille and Priest Lakes.

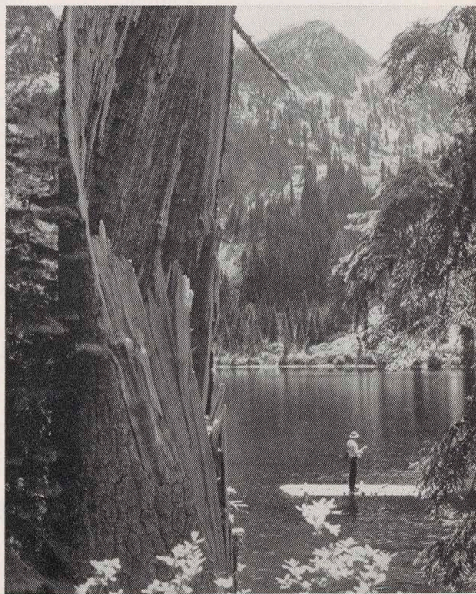
No matter how far the tourist ventures into the state, in Idaho, he is never far from a rushing mountain stream, a clear lake or a mammoth, man-made lake or reservoir.

Of special appeal is the state's ideal weather. Altitude, dryness of the air and the prevailing comfortable Pacific ocean winds combine to give Idaho a treasure in weather with a constant appeal to outdoor pleasure-seekers.

Nine



A 5-year-old girl exhibits a 5-year-old, 25-pound, 7-ounce Kootenay rainbow trout caught by her grandfather in Lake Pend Oreille. The idyllic surroundings of the lake country is shown, below, as a fisherman tries his luck in his favorite "hole."



60-Foot Boxcar Hauls Paper to California



One of Great Northern's new 60-foot long, 90-ton capacity boxcars, equipped with cushion underframes, is being loaded with paper from the St. Regis Paper Company, Tacoma, Wash., for shipment to Los Angeles. The car contained 121 rolls of paper with a weight of 135,538 pounds. The railway has 50 cars of this type.

TACOMA, WASH. UNIQUE LOGGING MUSEUM

An outdoor logging museum on a 20-acre tract adjoining Old Fort Nisqually will be open at Tacoma, Wash., this fall in Point Defiance park.

A replica of an early-day logging camp, when completed the museum will be valued at one million dollars, reported chairman John H. Anderson in "Tacoma Progress," the official publication of the Tacoma Chamber of Commerce.

The Tacoma Junior League launched the project with a donation of \$15,000 and soon many civic and community organizations contributed

including Great Northern and three other railways serving the city and corporations such as Weyerhaeuser Co., St. Regis and Rayonier.

The exhibit will resemble a logging camp of more than 60 years ago and will include a railway, engines, freight cars, bunkhouses and a blacksmith shop.

Freight cars on Class I railroads now number 1,550,000 units. Placed end to end, this fleet would form a solid train over 13,200 miles long, spanning the continent more than four times.

Ten

PROGRESS IS A GREAT NORTHERN HABIT



The Last Laugh

The teen-age boys on the corner enjoyed offering little Tommy a choice of a nickel or dime and he inevitably chose the larger coin — the nickel.

Tommy usually went to the corner store and spent it on candy.

"You're not that dumb," the store-keeper said one day. "You know the smaller coin is worth more than the bigger one."

"Course I do," Tommy replied. "But the first time I take the smaller one, I'll be killing a good thing."

* * *

Another Guess

Traffic Officer: "When I saw you drive around that curve, lady, I said, '45 at least.'"

Lady: "You're wrong, officer. This hat makes me look five years older."

* * *

Blockbuster

The waiter stumbled, pouring a drink and ice cubes down a lady's back. She gasped, giggled, wriggled and writhed, trying to remove the cubes, jumped up overturned the table and knocked over her escort and the two ran out into the street.

"Waiter," called an onlooker from the other side of the room, "we'll have two of whatever they had."

Sign of the Times

The employer hung signs about the office bearing the message: "Do It Now!"

By the end of the week the cashier skipped with \$30,000, the head book-keeper eloped with his private secretary and three clerks asked for a raise.

* * *

F for Effort

"Will you pass the nuts, professor?" asked a friend at the dinner table.

"Yes," he answered absentmindedly, "but I suppose I should flunk them."

* * *

One or the Other

A would-be orator sat next to a clergyman on the bus and proclaimed: "I'm not going to heaven because there is no heaven!"

He repeated it over and over until the clergyman turned to him and said: "Well then, go to hell — but be quiet about it!"

* * *

Love Lost

"I don't know how it happened," the stewardess said, "but we seem to have left your wife behind in Chicago."

"Thank heaven," the husband said. "I thought I had gone deaf."

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Fill Converts Piers To Industrial Use

When James J. Hill founded the Great Northern Steamship Company at Seattle's Pier 88 and 89 at the turn of the century, two famous freight vessels, the Minnesota and Dakota, used the piers as berthing area in the Oriental trade with the Pacific Northwest.

Today, the firm and ships are Great Northern history and a transformation has occurred at the site of the piers.

Approximately 35 acres of land have been reclaimed by fill obtained from World's Fair and freeway excavations.

In a triangular section shown in the photo below, 350,000 cubic feet of rock and dirt fill has replaced the waters. Under development on the land is the Convoy Company, an auto-

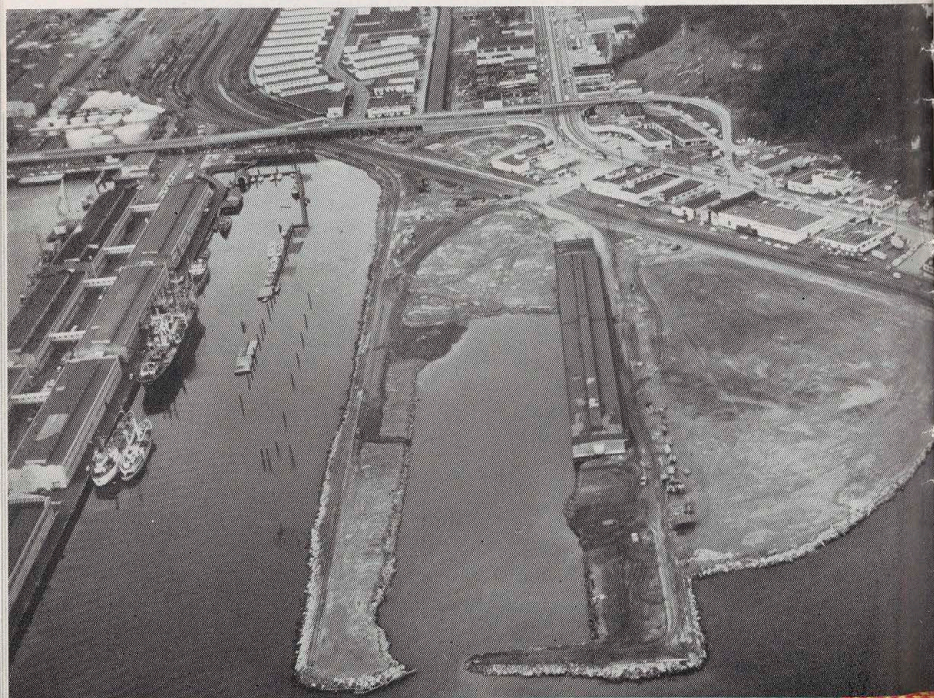
mobile distribution center, which is constructing an office, service and unloading facilities which will be served by Great Northern trackage.

Now known as Smith Cove Terminals, the pier area redevelopment still is underway as the rectangular section is being filled with approximately one million cubic yards of earth, also from freeway construction.

Total land reclaimed when the project is completed this fall will approximate 35 acres.

Another firm, Active Moving & Storage recently signed a lease contract with the Great Northern for the north end of what was formerly Pier 88 terminal building and warehouse, involving 25,000 square feet of stor-

Great Northern's old Piers 88 and 89, shown at right, are fast disappearing as fill will reclaim some 35 acres. The triangular section on right now is bustling with construction of the Convoy Company. (The rectangular section, center, is being filled and considerable amount has been deposited since this photo was taken.)



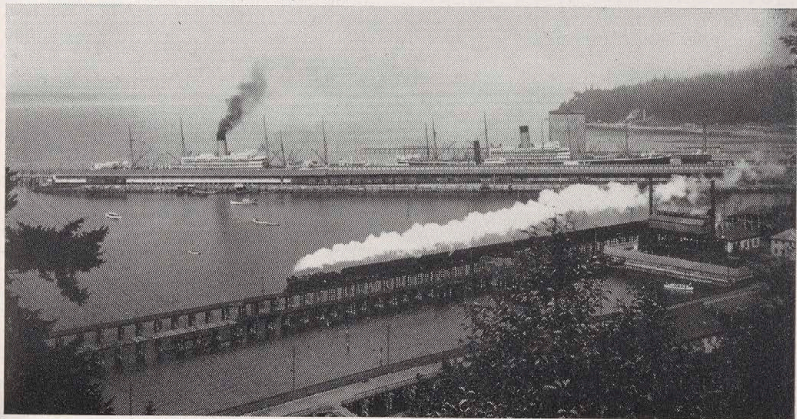
age space. The firm forwards and receives household goods, dealing principally with the military.

The balance of the property, approximately 18 acres, is being de-

veloped for future industrial use.

Smith Cove Terminals enjoys a prime location at the south end of GN's yards at Interbay, close to the U.S. Navy's Pier 91 facilities.

Contrasting the pier photo, left, is the classic shot of the Great Northern Oriental Limited steaming across a trestle in 1905 as the S.S. Minnesota and North Dakota take on cargo at Pier 88 in the background.



Class I Railroads Report 2d Quarter Income Increase

Class I railroads in the nation had an estimated net income of 195 million dollars in the second quarter of this year — slightly more than the 188 millions a year ago, according to reports filed by the carriers with the Association of American Railroads.

Net income for the first half was estimated at 339 millions, compared with 269 millions in the first half of 1963.

First half 1964 net income exceeded corresponding periods of all other years since 1957, but fell nearly 20 per cent short of the first six months of 1955.

Operating revenues in the first six months of the year totalled 4.8 billions, an increase of 2.7 per cent over the corresponding 1963 period. Operating revenues in the second quarter

of 1964 totaled 2.5 billions, an increase of three-tenths of one per cent over 1963's second quarter.

Railroads' rate of return on net investment for the 12 months ended June 30, 1964, averaged 3.32 per cent.

N. Y. Passenger, Traffic Associations Elect

H. Walter Heyer, district passenger agent of the Great Northern Railway in New York, has been elected president of the City Traffic Agents Association of New York.

Other officers are Leo F. Carroll, New York Central, first vice president; Joseph Lackey, Santa Fe, second vice president, and James E. Carey, Jr., New Haven RR, secretary-treasurer.

Thirteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

BY JENKIN LLOYD JONES—

Pass-Finders of The West

(The first part of a feature on pass-finders, written by Jenkin L. Jones of the General Features Syndicate, is reproduced with permission here. The second part will appear in the October issue.)

Spokane, Wash. — All day long the train roars westward across northern Montana.



Mr. Jenkins

Hour after hour the featureless plain rolls beneath the dome cars. In the infancy of the continent this was a huge sea stretching north along the Mackenzie depression clear to the Arctic

ocean. Today it is a sea of wheat, broken only by the ubiquitous elevators and the broad avenues of cottonwoods that border the upper Missouri and the Milk rivers.

But ahead lies the wall of the Rockies. The Bear Paw mountains rising white in their snow mantle south of Havre, stand as the first sentinels. North of Chester the flatness is broken again by the Sweet-grass hills. And finally, in the afternoon sun, the frozen summits of Glacier Park shatter the horizon. The track is no longer straight and the train twists and loops into the foothills.

You can begin to pick out the peaks, now. Mt. St. Nicholas, Mt. Phillips, Going-to-the-Sun mountain and the little peak in between that marks the triple divide. Waters on the south slope go to the Gulf of Mexico, on the west slope to the Pacific Ocean

and on the north slope to Hudson's Bay.

Now the wall is plain, stretching north and south as far as you can see. You can find no opening. But the train climbs toward it with confident purpose. It is heading for Marias Pass the best of all the great passes through the American Rockies—and the last discovered.

* * *

In the days of Lewis and Clark the Indians told of an easy route to the Great ocean, but Lewis and Clark never found it. In the 1850's the U.S. government, recognizing that the railway age was coming, grew interested in surveying the best route to the Pacific. Secretary of War Jefferson Davis got the project underway.

The southern route, southwest from Fort Smith, across the Comanche lands of Texas, through El Paso del Norte, and on through the Apache country to California was easy — if you didn't count the Comanches and Apaches.

The Santa Fe Trail with its extension along the 32nd parallel was well known. So was the Mormon trail up the North Platte, over South pass and to San Francisco via the Nevada desert. But routes over the northern Rockies were a puzzle. The best bet seemed to be Mullan pass, west of what was soon to be the hell-roaring mining camp of Helena.

Still the dream of the easy northwest passage persisted. Was it a legend?

Next Month: J. F. Stevens, GN engineer, discovers Marias pass.

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Fourteen

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

Finning Tractor Expands in Vancouver



Finning Tractor's New Building

Mid-Spring saw the culmination of a \$2,400,000 expansion program with the dedication of North America's largest equipment dealership facility by Finning Tractor & Equipment Company, Caterpillar distributors, of Vancouver, B.C., Canada.

The ceremony marked a high point in the continuation of a 30-year relationship with the Great Northern Railway.

In 1959, Finning Tractor & Equipment commenced negotiations with GN for a move from their location in GN's Vancouver freight house to a new facility to be built by Finning on 15 acres of land to be purchased from the railway on Great Northern Way in Vancouver.

Negotiations were concluded in 1960, and in 1963 construction was initiated on a facility of modern design with 131,900 square feet, almost three acres, of covered floor space.

On March 14, 1963, men began moving materials, equipment and supplies into the newly-completed building, and in a matter of eight hours, Finning Tractor & Equipment was in

business at 555 Great Northern Way.

Finning's new facility has many innovations designed for convenience and service to its customers and its 250 employees.

In the basic design and function of the building, architects and engineers, along with Finning technicians, studied heavy equipment sales, service and repair to provide such modern features as a "paint stripping room," in which tractors or related implements can be entirely stripped of paint in 15 minutes and an IBM 1440 computer to keep almost instantaneous reference to 25,000 different inventory items.

In addition, Finning officials installed a unique "total energy" installation, by which electricity, heat, hot water and air conditioning are provided from the output of three natural gas-fueled Caterpillar engines driving generators rated to a total of 700 kilowatts.

These features, combined with modern architecture, have made Finning Tractor & Equipment Company an industrial showpiece in British Columbia.

Fifteen

Why does transcontinental freight now go a full day faster on Great Northern?

Maybe you haven't heard the news:—carload freight moving on Great Northern Railway from Chicago to Seattle (or vice versa) now reaches destination a full day faster. That's right. A whole day has been trimmed from Great Northern's transcontinental schedule.

Similar time cuts apply to freight moving between Minneapolis-St. Paul and Spokane—it now moves between those points a full day faster than in the past.

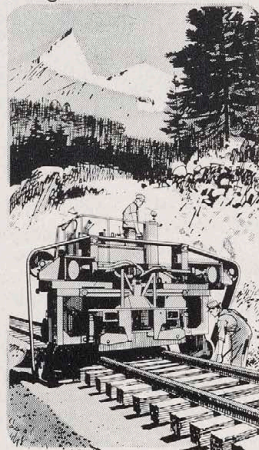
These accelerated schedules apply to freight moving east or west—and service is seven days a week!

This drastic reduction in shipping time across an expanse of approximately 2210 miles did not happen just by chance. It happened because it was planned.

You might go back 35 years ago to the time when

replaced its steam locomotives and its electric-powered units with a whole new fleet.

In almost every year in the past three decades Great Northern has undertaken major line relocation projects—reducing and eliminating curves, cutting across chasms and leveling hills and grades.

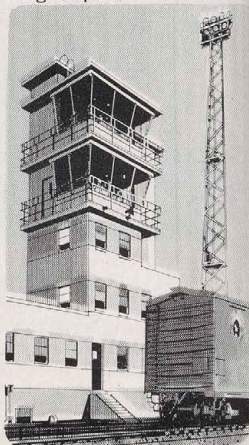


Then there have been hundreds of miles of welded rail laid on the main line, rail that requires less maintenance, creates less trouble in daily operations. And there have also been many hundreds of miles of main line placed under CTC—centralized traffic control—that permits remote operation of switches and expedited movement of freight and passenger trains.

Hundreds more miles of main line have been rebalasted—hundreds of miles of track have been up-graded by the use of heavier rail.

Just a few years ago Great Northern opened its \$6,000,000 Gavin Yard at Minot, North Dakota—a modern, electronically operated classification yard. This,

together with improved terminal operations in Spokane and the Twin Cities, has been a boon to high-speed freight operation across the



entire route of the railway.

These improvements, costing Great Northern millions of dollars, ultimately led to the most recent reduction in freight schedules for transcontinental shippers.

All this is more tangible evidence that, as we have said so often, "Progress is a Great Northern Habit."

We'd be glad to show you how stepped-up movement of freight by Great Northern can help your business.

G. D. Johnson, General Freight Traffic Manager

GREAT NORTHERN RAILWAY
175 E. 4th Street,
St. Paul, Minn. 55101



Offices in principal cities of the U.S. and Canada



Great Northern Railway bored nearly eight miles straight through the Cascade Range in Washington to create the longest tunnel in the Western Hemisphere. That provided a vital easy-grade shortcut through rugged mountain terrain.

The work did not stop there. Later came more dependable diesel motive power, and Great Northern

The Great Northern

GOAT

October, 1964



The Great Northern GOAT



Vol. 34 October, 1964 No. 10

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DAN MUSCH, Editor

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The Goat's Cover



Lynn Nicholson, Washington State Apple Blossom queen, finds posing with apples a pleasant chore.

Two

Your Railroads

The railroads' 1964 expenditures for equipment will equal or exceed the companies' previous annual record outlay of \$1.4 billions in 1951.

Rex Manion of Washington, D.C., recently-elected vice president, operations and maintenance department of the Association of American Railroads, told the Ohio valley transportation advisory board at Indianapolis, that the firms have embarked upon an extensive program of modernizing equipment, facilities, communications, marketing, sales and pricing.

Railroads are striving to meet expanding national needs for improved transportation service by adapting to "the same kind of progressive and scientific footing as we see in the new growth industries of America," he added.

Counting this year's expenditures, new investment in plant and equipment will raise the postwar modernization program to nearly 20 billion dollars by the end of 1964.

If the national economy maintains its present rate, railroad capital improvements should continue at a strong and steady pace into 1965.

According to Mr. Manion, more than one billion dollars of this year's outlay will go for equipment, including new locomotives and larger and improved types of freight cars, as well as significant increase in containers and piggyback cars.

He also indicated additional outlays are programmed for sophisticated signalling and some of the most advanced communication facilities in use by any industry "including equipment to permit computers to talk to each other."

It also was pointed out that public opinion polls, newspaper editorials and impartial studies indicate overwhelming public support exists in America for a program of equal governmental treatment in transportation.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Grape Crop Down, But Shipments, Sales Increase

Shipments, sales and inventories still are going up, but this year's grape crop is down slightly, reports the California booming wine industry.

More than 62 million gallons of wine were shipped in the first half of 1964, an increase of 6.4 per cent over the near-record pace of last year.

Champagne and other sparkling wines led the parade, 31 per cent above 1963, and dinner wines jumped 11.6 per cent in the first half of the year.

Frost damage—a rarity in California's wine districts—cut into the production of grapes in several of the northern wine-growing areas. The 1964 wine grape harvest now is estimated to be 585 tons, a drop of about 6 per cent from last year. Table grapes and raisins also will be in somewhat smaller supply.

But the consumer will not experience a shortage, says the Wine Institute in California. Millions of gallons of bottled wine and thousands of tons of grapes are moving this year to markets across the nation—much of it on railroads.

Californians consume more than 37



Strictly posed, but almost as sparkling as the product of the California Wineries is the National Wine Week Queen who exhibits some of the area's product.

million gallons of wine each year, but another 100 million gallons are shipped out of the state.

REA: BIRTH OF AN IDEA

William F. Harden has his place in American history.

A century and a quarter ago, on March 4, 1839, he became the first expressman by inaugurating a regular service to carry parcels, small bundles and papers between Boston and New York.

Mr. Harden had a great vision. But it's a safe bet that he never began to envisage what his innovation was to become in the form of REA Express,

the descendant of his company and innumerable others.

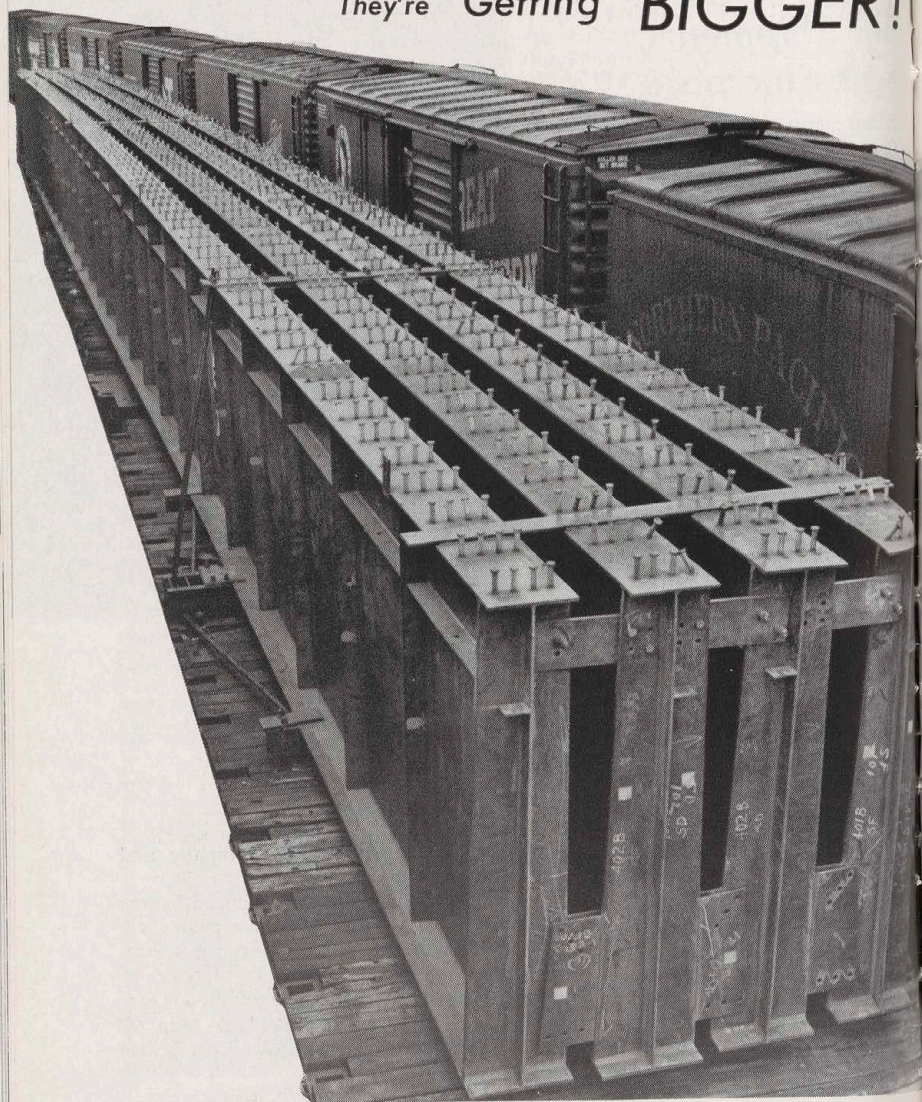
REA Express coordinates some 423,000 miles of intercity routes via 110 railroads, 39 airlines, six steamship companies and all manner of over-the-road intercity routes.

Last year REA handled over 67 million shipments of all types. It has over 30,000 full-time employees along with 7,000 commission agents.

Three

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

They're Getting **BIGGER!**



Four

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

150-Foot Steel Beams Hauled West

When they're built big, you have to think and be big to haul them.

Great Northern is living up to its name and the latest demonstration of it was exhibited as it tackled one of the largest freight-hauling assignments of the year.

The railway has recently completed the shipment of 1,200 tons of 150-foot steel beams from the Worden-Allen Company of Milwaukee to Vancouver, Wash., and delivery for "finishing touches" at American Bridge Company there.

The loading task was no easy one. Each girder was approximately nine feet high and four were eased onto three flatcars. There were 12 "triple" loads totaling 48 sections and each shipment neared 152,000 pounds.

The units were delivered to the Great Northern in Minneapolis, and after arrival in Vancouver, were moved to Astoria, Oregon, on the Spokane, Portland & Seattle Railway.

The steel will be used in the construction of the Columbia river bridge at Astoria.

Such heavy steel fabrication is an old story at Worden-Allen which has

provided steel for giant dam gates, bridges and building construction for those desiring to capitalize on the firm's engineering know-how.

In business since 1902, Worden-Allen has expanded operations through the years until today it occupies 19 acres on Milwaukee's north-east side. The firm is the first fabricator in its area to use numerically-controlled equipment in the production of fabricated structural steel.

Its expansion included an addition to its manufacturing and steel service center facilities in 1956, and in 1960, a new multi-level office building was completed. System changes incorporated recently provide more customer service through inventory control and faster order processing.

Traffic manager for Worden-Allen is R. G. St. George.

The 65 Class I railroad systems originating piggyback traffic the last week in August reported loading 18,106 cars with one or more revenue highway trailers or highway containers.



The side view of the steel shipment depicts the enormity of the load which rests on three flatcars. Originating point was the Worden-Allen Company, Milwaukee.

Five

GREAT NORTHERN — SWIFT, SAFE, SURE

Pass - Finders of The West

(This is the final chapter of a feature on pass-finders, written by Jenkin L. Jones of the General Features Syndicate.)

In 1840 one Robert Greenhow published a map showing the great pass right about where it really is. But no one paid much attention to Greenhow's map, an admitted guess.

In 1853 a government engineer by the name of Tinkham tried the mountains from the west. He blundered up the wrong fork of the Flathead river, crossed the difficult Cut Bank pass, and reported that the great passage was a myth. The next year one Doty, also a government scout, really saw the entrance to the pass, suspected what it might be, but because he was already late under his orders to report to Fort Assiniboine he turned east and missed his great chance.

All the time the Blackfeet Indians knew about the pass, but they feared it as the home of evil spirits and would guide no one there. As the Civil War clouds darkened the government gave up the search.

Thirty years went by. James J. Hill, the Canadian boy who started as a steamboat clerk in St. Paul, had become the Empire Builder. The rails of the Great Northern had crawled west across the Dakota plains and Hill had driven them halfway across northern Montana to Havre, still hoping to find an easy way. But at Havre he paused, frustrated. His surveyors had returned discouraged. Reluctantly he began laying rails southwest toward Helena.

As a last shot, in the late fall of 1889, he sent out a tough young engineer, John F. Stevens. Stevens could get no Indian guides. He pressed on blindly westward in the teeth of a deepening blizzard. Finally he found a little river, named Marias

84 years before by Capt. Meriwether Lewis for his cousin, Maria. In the late afternoon he slogged through deep snow to its headwaters, crossed a low saddle, and found the beginning of a creek that trended west and north. It proved to be a tributary of the Flathead which goes into the Kootenai. Marias Pass was found.

That night the temperature dropped to 40 below. He didn't dare cuddle in his blanket next to the fire. There was too much hazard of a sleep that leads to death. All night long he walked back and forth in the snow. The next day he struggled east. Within a week jubilant Jim Hill had his half-frozen coolies grading a right-of-way straight west from Havre.

The beautiful long train with its snaking dome cars passes the winter-closed Glacier Park Lodge and behind its full-throated diesels climbs through the snow sheds along the north bank of the Marias. There at the top, half buried in a drift, is the bronze statue of John F. Stevens in his stocking cap and fleece coat, staring out across his pass.

The altitude—5,213 feet—the lowest railroad crossing of the Continental Divide north of the Southern Pacific.

The story of Mankind, mostly, is a story of people who, like the Blackfeet, feared evil spirits and never even sought the better way. Beyond these are the fumbling seekers, the easily-discouraged who blunder up the wrong approaches.

That's why civilization can never get enough John F. Stevenses, the men who brave the blizzards and stubbornly find the way.

The big diesels are silent now. The brakes screech on the curves. The "Empire Builder" glides easily down toward the big ocean.



Delegations from Montana and North Dakota—645 Luther League members—were passengers recently aboard Great Northern's Western Star en route to their yearly convention in Detroit, Mich. The above photo shows the delegates that boarded at Minot, N. D. Many of the members made stops along the way and enjoyed Gray Line tours in Minneapolis that included a swim at one of that city's lakes; tours of Chicago and visits to many Detroit points of interest. After the convention, many continued to eastern areas such as Washington, D. C., and New York City where they visited the latter's World fair.

GN Names Special Equipment Supervisor

Edmund J. Faust was recently named supervisor of special equipment for the Great Northern Railway.

His appointment to the newly-established position in GN's transportation department is effective on October 1.

Mr. Faust's assignment will be to coordinate utilization of the railway's growing fleet of specialized freight cars. H. J. Surles, general superintendent of transportation, said the move is aimed primarily at stepping up service to shippers by more effective control of these cars.

In a related announcement, GN said that it will acquire another UNIVAC computer in its St. Paul headquarters in early December which will be located in the transportation department's Central Car Bureau where data on freight car

movement is collected and distributed.

Mr. Faust, who has been with GN since 1936 and has served in various capacities in the transportation department, will supervise control and use of the railway's more than 3,000 specialized cars such as covered hoppers, airslide cars, jumbo tank cars and specially-equipped flatcars and boxcars.

GN's car reporting system collects information of car movements on punch cards from mechanized yard offices. The data in turn is taped and retransmitted to traffic agencies across the country by leased teletype circuits. The agencies give detailed freight car information to GN customers.

The new UNIVAC will be an adjunct to the present equipment in operation at the railway's UNIVAC III center in St. Paul.

Seven

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

Steel: Heart of Missile Sites



Massive piles of various shapes of steel bars, plates and sheeting are visible in this aerial photo of the American Bridge Division's yard of U.S. Steel at Grand Forks. They are components of silos which house Minuteman Missiles.

The "Minuteman," formerly a red-coated foot soldier and freedom fighter, is now a hard-shelled, tough intercontinental ballistic missile, but also a modern "freedom fighter."

The missile age "Minuteman" is a solid-fueled, 54-foot long missile, carrying a nuclear warhead with a range

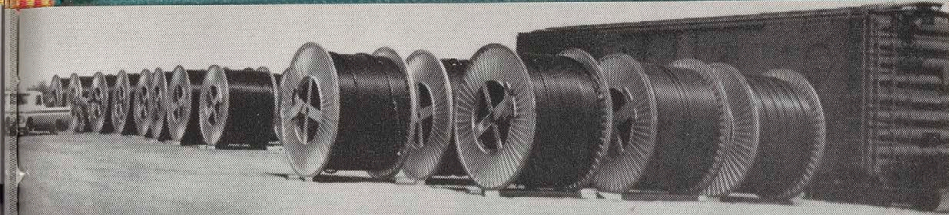
of 6,300 miles. It flies at more than 15,000 miles per hour and is guided by an inertial guidance system.

Within the next few months, they will be strategically positioned around the Grand Forks, N. D., area as part of Wing VI with the missile wing

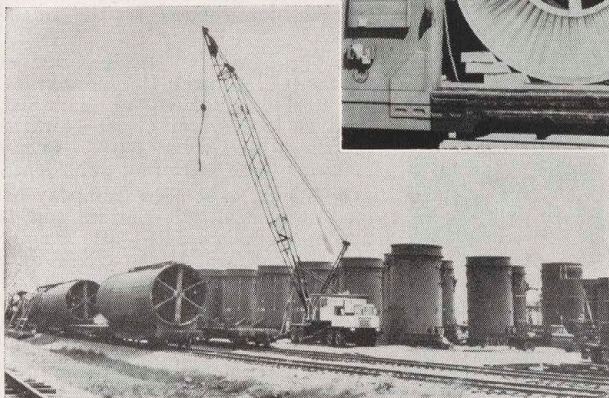
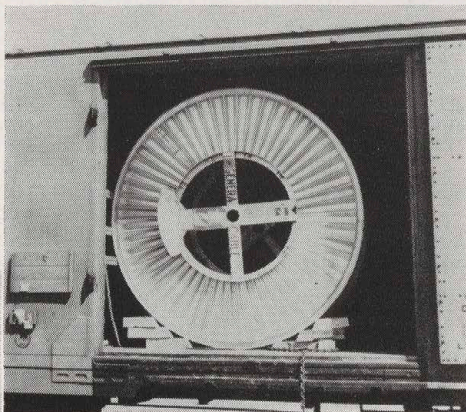
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Eight

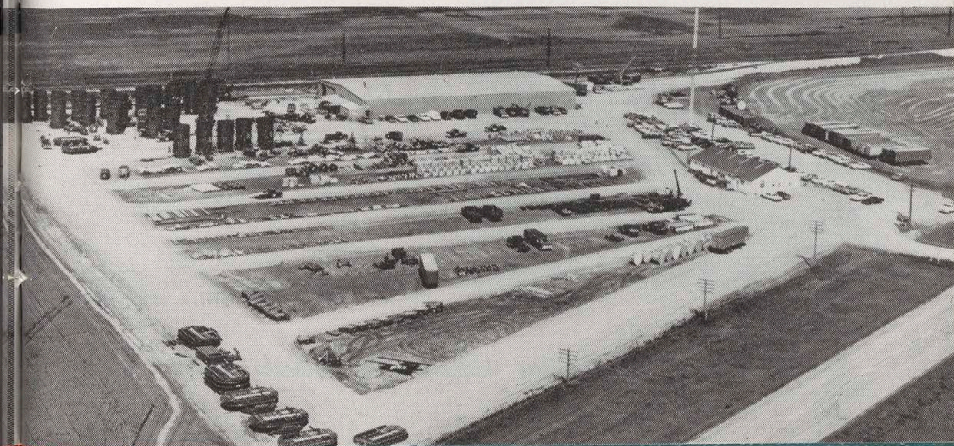
BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

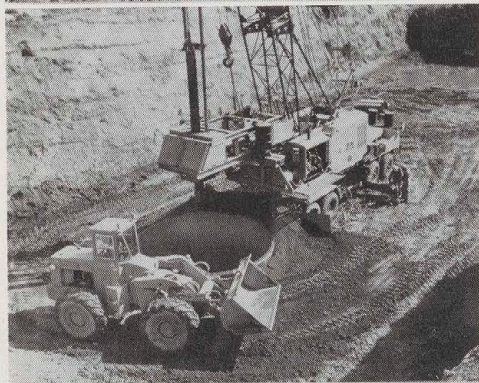
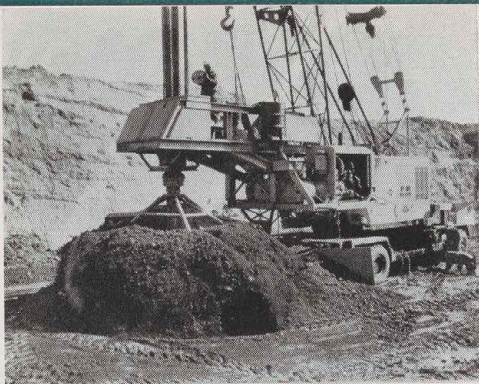


Reels of cable are shown, above, shortly after arrival at Blabon yard, and right, is a closeup view of a reel in DF boxcar. Below, silo sections are loaded on flatcars prior to shipment to sites.



The electrical sub-contractor's yard, below, is stocked with components that are assembled into silos.





MISSILES—Conclusion

and headquarters located at the Grand Forks Air Force Base.

When completed by 1966, 165 Minuteman missiles will be geared for instantaneous firing should the international situation demand such drastic action.

But outside of the construction area, little is known of the vast supplies that must be shipped to the construction sites and various assembly points in order to afford a smooth working timetable so component parts are there when needed.

Great Northern has been one of the prime carriers to the Grand Forks area where steel has played a major role in construction of the missile sites.

- The American Bridge Division of the U. S. Steel Corporation has the steel contract and its main steel yard is located on Great Northern property at Grand Forks. Project manager there is Harold Johnston.

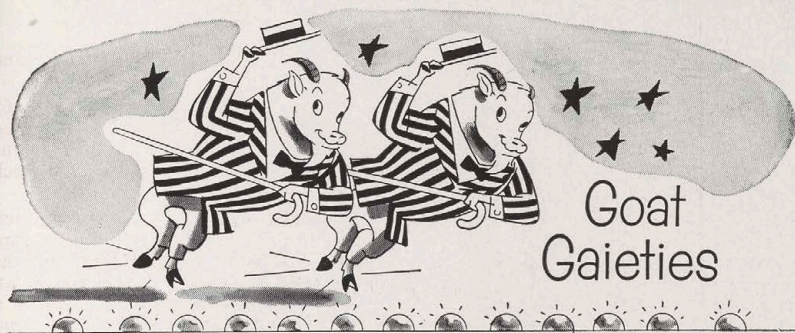
- The E. K. Jenkins Company has the mechanical sub-contract and its headquarters is located also on GN property adjacent to the GN yard at Grand Forks. J. P. Breedlove is project manager.

- Fischbach Foley & Howard has the electrical sub-contract and its base of operations is on private property four miles north of Grand Forks served exclusively by Great Northern. W. Earle is project manager for the firm.

- Sylvania Electric Products has the electronic and design contract for the project. Cable yards are located at Blabon, Petersburg and Langdon, N. D. Cable is furnished by General Cable and Anaconda Company.

(Concluded on Page 15)

Excavation for Minuteman silos is fascinating to view. Silo holes are bored by special rigs as in top photo. Liners are inserted and below, a partially-completed site results.



Goat Gaieties

Count Down

The donors were having cookies and coffee after their donations at the Red Cross blood center. During the conversation at the table, one donor said he was a Shawnee Indian.

"Are you a full-blooded Shawnee?" one man asked.

"Well, no," admitted the Indian. "Right now I'm a pint short."

Tasty Kisses

Wife: "The new maid has burned the bacon and eggs, darling. Won't you be satisfied with a couple of kisses for breakfast?"

He: "Sure. Bring her in!"

Not the Type

"What! You lasted only one hour on your new job?" asked the employment agency. "What happened?"

"Nothing that I'm aware of," the pretty, young thing answered. "All I asked the boss was, 'do you want the carbon copy double-spaced, too?'"

Some Trick!

"So you say you have an uncle who is a magician? What kind of tricks does he do?"

"Why, the other day I saw him walking down the street and right before my eyes, he turned into a saloon!"

Last Word

"What are you drawing?" the teacher asked the boy.

"It's a picture of God," he replied.

"But you can't do that," she said, "nobody knows what God looks like."

"They will," the boy said, "when I get this picture done."

* * *

Heavens, Yes!

"Don't men go to heaven, mommy?" the little girl asked.

"Why, yes, honey," the mother answered, "but why do you ask?"

"I never see any angels with whiskers," was the reply.

"Some men get to heaven," the mother added, "but they get there by a close shave!"

* * *

On Second Hand. . .

"I'll carry your case to the highest court in the land," the lawyer told his client. "But in the meantime, you'd better try to escape."

* * *

Same Channel

"Do you have your television on tonight?" asked the poll taker.

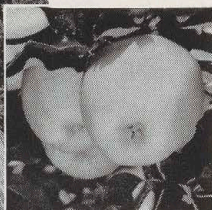
"Yes," the husband replied.

"What are you listening to?" the caller questioned.

"My wife!" was the reply.

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



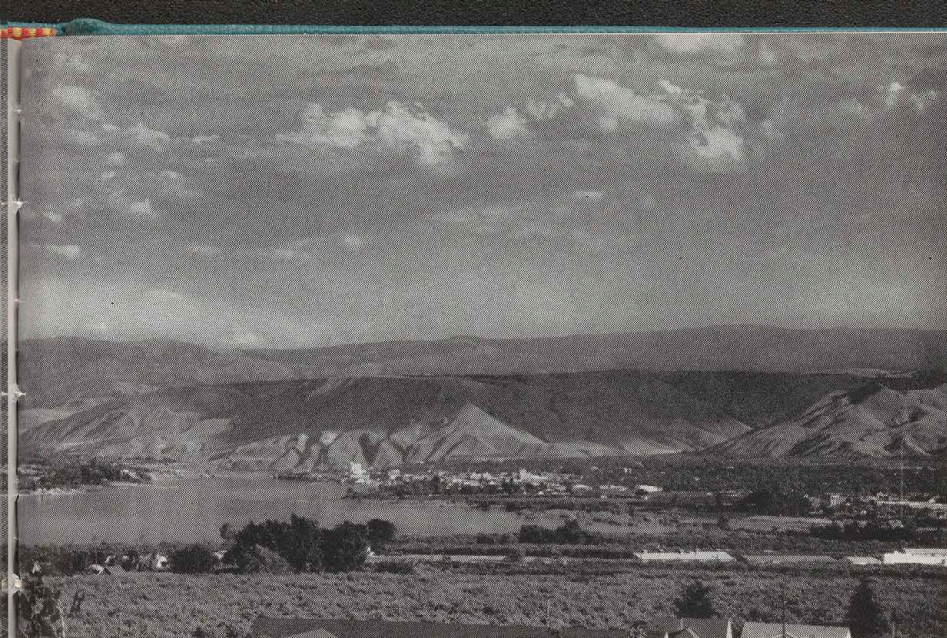
APPLES!

Applemen Eye '64's Luscious, Bountiful Crop

Lovely girl and gorgeous apples, shown above, go hand in hand in Washington State. Tender care assures perfect fruit.

Freshly-picked apples, below, are hauled from Wenatchee-area orchards to plants in 25-bushel tote boxes.





The scenic countryside along the Columbia river boasts chilly nights, ideal daytime temperatures — good for crops.

When snowfalls are plentiful, scenes such as below rule in Appleland, but irrigation provides more moisture.

"Great color!" . . . "Things look great!"

These and other complimentary remarks are typical applemen expressions in the Wenatchee-Okanogan valley of north central Washington as the Apple Capital State heads into the 1964 Washington state apple harvest.

It is more than just advertising talk and publicity. The year to date has blessed the apples with ideal finishing conditions, for in Great Northern land of north central Washington the nights have been chilly and daytime temperatures have been moderate. That is the type of weather that gives apples the color and crispness that makes Washington apples outstanding and known throughout

(Concluded on Page 14)

Thirteen



BOUNTIFUL APPLE HARVEST — Conclusion

the world for quality and texture.

Up and down the Great Northern line from Oroville to the Methow Valley, along the shores of beautiful Lake Chelan, throughout the Wenatchee Valley and up the Wenatchee river to Leavenworth the Washington apple producers report the fruit looks good.

A good crop of apples always creates an air of expectancy in north central Washington. Growers know that when the crop is well balanced it is marked by superb quality . . . and it's the quality that sets a Washington apple apart from the others.

Six major varieties are harvested in Washington state with the red-colored Delicious leading the field. Other favorites are Winesap, Jonathan, Rome Beauty, and Newton. The Golden Delicious jumps in popularity each year in the nation's market places and in the eyes of Mrs. American Housewife.

Estimates place the 1964 crop in Washington at 29,000 cars with nearly 17,000 carloads coming out of the Wenatchee-Okanogan valleys, the area served by the Great Northern.

While skilled hands, modern techniques, loving care plus a proper climate all are a part of the factors contributing to the fame of Washington State apples it still takes promotion, and plenty of it, to keep the Washington apple "No. 1 in the consumer's eye."

Responsible for the promotional efforts behind Washington apples is the Washington State Apple Commission with headquarters in Wenatchee but with fieldmen strategically located throughout the nation.

Apple Commission fieldmen have been told in recent weeks to use extra energy to get the merchandising results needed this year, since early competition is expected from other apple-producing areas.

Fourteen

Major merchandising effort by Washington Apple Commission fieldmen will be aimed at getting Washington Red Delicious and Golden Delicious into the refrigerated case and displayed as quality products.

National Forest Products Week in October

The forest products industry will be marking its fifth annual observance of National Forest Products Week October 18-24, approximately a month after the Canadian observance.

The industry is a vital segment of the nation's economy, yet it would not have reached this stature had it not been for another vital segment, the railroad industry.

This opinion was voiced recently by the International Order of Hoo-Hoo which sponsors Forest Products Week.

Is it possible to conceive of lumbering without also thinking of the railroad? From the earliest days, the organization says, railroads were on the scene bringing logs out of the forest and ultimately to the consumer. Right on through to the space age, the forest products industry relies to a large extent on railroads for distribution of its products.

The International Order of Hoo-Hoo, a business league taking the form of a fraternity, is composed of members from all phases of the lumber and forest product industries.

Founded in 1892, the Order has chapters throughout the nation and Canada and Australia.

Hoo-Hoo purposes are to communicate with members in the lumber business and encourage a code of business ethics among lumber and forest products industries.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS



Over-burdened but willing to "suffer" for publicity purposes, Orchestra Leader Mische Bregman of the Aqua Follies takes on more than his share of Aqua Dears' luggage after arrival on the Empire Builder in Seattle. The "Dears" appear to be enjoying the act. — Seattle Times Photo by Vic Condiotty.

North Dakota Missiles— Conclusion

Great Northern is unloading all cable for the missile sites.

M. V. Virden is project manager for Sylvania Electric and Thomas Perkins has a similar title with General Cable.

- The Hallet Construction Company has the cement and gravel contract for the sites. Batch plants have been in operation at Luverne, Aneta, Lakota, Edmore and Langdon, all North Dakota points on GN. In charge of the firm's activities is Ralph Brown.

- Morrison-Knudsen & Associates is the prime contractor for construction of Wing VI with headquarters at Grand Forks. Project manager is J. A. Lilly.

Minuteman missiles are buried in silos about 80 feet deep with two underground equipment rooms located around the silo, while the launch control centers are buried ap-

proximately 50 feet deep. They will house two Strategic Air Command officers when the system becomes operational.

Missile sites and launch control centers are "hardened" (blast-resistant, underground) and are dispersed throughout large geographical areas. Wing VI will include an area approximately 50 miles east and west by 150 miles north and south, or 7,500 square miles.

Vast quantities of steel of various shapes and thicknesses and immense amounts of cement and sand have been shipped to these construction sites.

The various parts of the missiles are manufactured by several different contractors while the Boeing Company has over-all responsibility for assembling, testing and delivering the operational Minuteman Wing to the Strategic Air Command.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

VACATIONING'S GREAT IN THE PACIFIC NORTHWEST... BUT FALL IS BEST OF ALL!



I know! As Rocky, the Great Northern goat, I've directed many a Vacationer to the Pacific Northwest this time of year. And boy, you should see 'em bust out with that old had-the-time-of-my-life enthusiasm soon! You ask, "How was the trip?" Not surprising, though, when you consider that this region's climate is at its ideal best during the Fall months—and all that glorious scenery along Great Northern takes on an extra and exotic splash of color.



Needle's-eye view of mighty Mt. Rainier

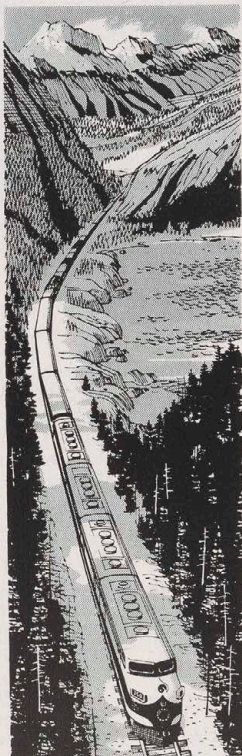
You can start the fun from atop this 600-ft. Space Needle, riding the ultra-speed Monorail and taking in the other attractions held over from the 1962 Seattle World's Fair.

Sight-see this "Queen City of the Pacific Northwest." View Puget Sound, Mt. Rainier, the Olympic Mountains.

Scout up to Vancouver-Victoria, B. C. for a slice of Old World charm and beauty. Visit Portland, "City of Roses." (Great side trips along the scenic Columbia River.)

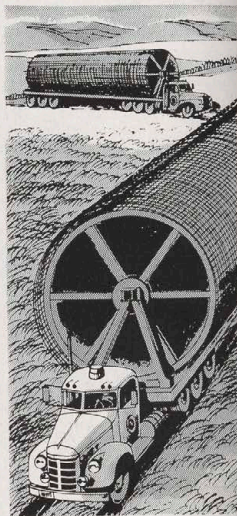
Continue down to California—even Hawaii. (Convenient connections.)

Sound interesting? Then why not see your travel agent, any Great Northern ticket agent, or write us (address below) for free folders, information. We'll have you in this picture pronto—among the happiest, most relaxed throng of "escapees" you ever saw—aboard GN's great Vacationland train, the incomparable Empire Builder.



Great way to go!

One of GN's current rail-truck assignments is moving construction materials—more than 6000 carloads to date—to a Minuteman Missile Base near Grand Forks, North Dakota. (Just like we did at the Minot Minuteman Base.)



Trailers that stretch out like "roller skates"

And among the most important of those materials are huge launch tube sections, up to 52 feet long. The picture shows you how we haul 'em—with special trailers that stretch out up to 60 feet and use as many as 7 axles.

The point of this example is to underline the fact that whatever you ship—large, small, perishable, bulk or break-bulk—GN's got the equipment and the know-how to handle it.

Well, here we are about to run off the page. So need I hint around? (Other than mentioning that here are some competent, cooperative correspondents on railway transportation and service to individuals, business and industry.)

G. D. Johnson
General Freight Traffic Manager

K. C. Van Wyck
Passenger Traffic Manager

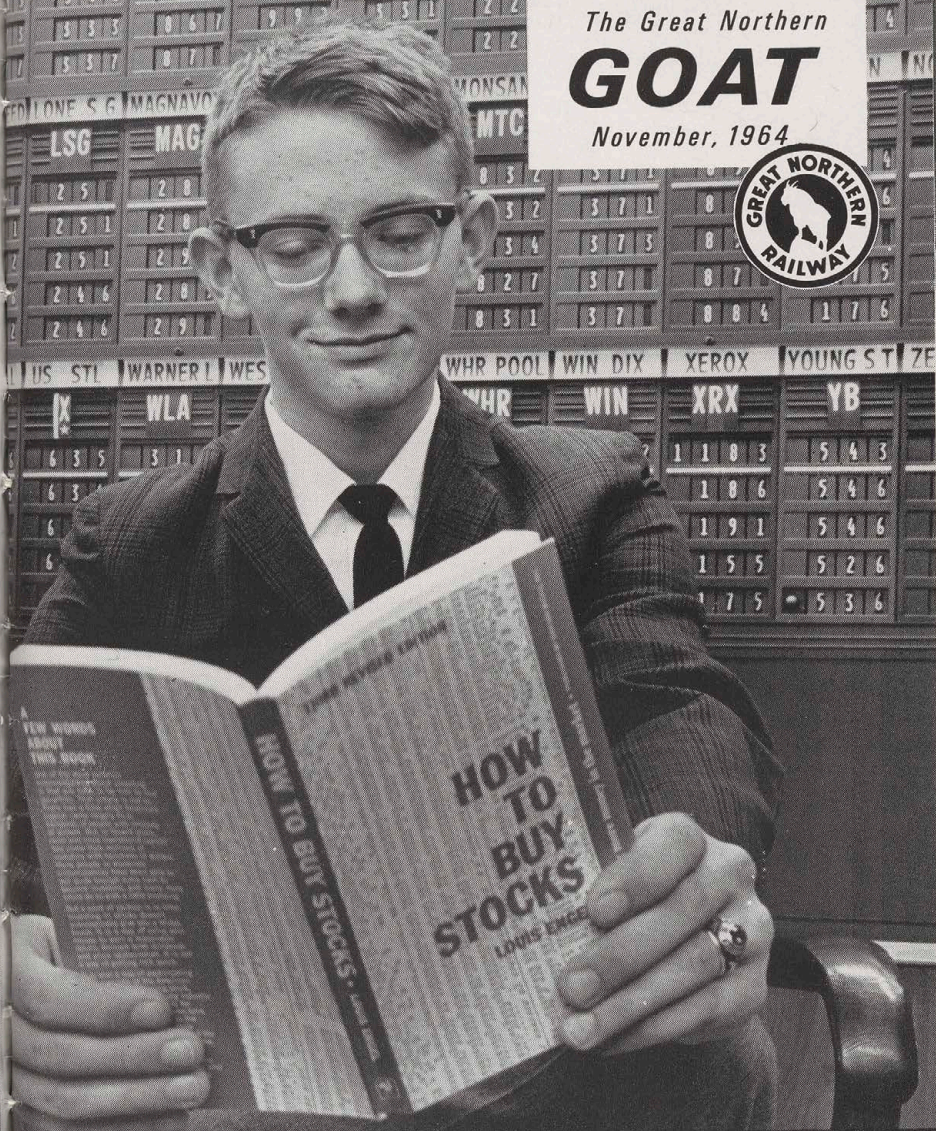
GREAT NORTHERN RAILWAY
175 E. 4th Street
St. Paul, Minnesota 55101



Offices in principal cities of the U.S. and Canada

The Great Northern
GOAT

November, 1964



Great Northern's JA Company Wins Top National Award

The Great Northern GOAT



Vol. 34 November, 1964 No. 11

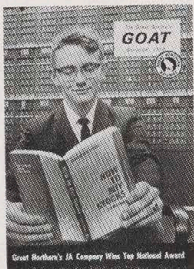
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DAN MUSCH, Editor

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The Goat's Cover



Burke Strickland, president of the GN-sponsored JA company, studies the stock market before visiting New York. (See story on Page 4.)

Two

Your Railroads

Railroads and unions are opening a "new era of progress in which labor and management on America's railroads will start working again," the industry's chief negotiator said recently in Boston.

Speaking before the collective bargaining seminar at Harvard University, J. E. Wolfe of Chicago, chairman of the National Railway Labor Conference, stated that settlement of the work rules dispute last April eliminated a major barrier to better communications and understanding between the railroads and their employes.

The work rules settlement should both restore employe morale and provide even better cooperation between unions and management for not only the benefit of workers and the companies, but also for the shipping and traveling public.

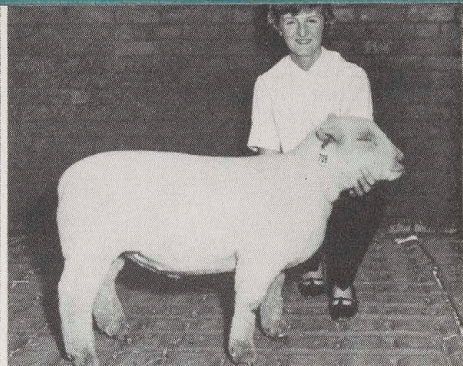
Citing that railroad workers' average annual earnings are nearly 15 per cent above workers in general manufacturing, Mr. Wolfe stressed that railroads "consider it essential to provide good wages, fringe benefits and good working conditions for the almost 700,000 men and women who make up the finest work force in America."

This record, it was pointed out, helps debunk the erroneous notion that railroads and their employes can't get along with each other.

While news stories focused on the arguments before the work rules arbitration board last fall, "the railroads and unions worked side by side to get Congress to place the railroad retirement and unemployment insurance funds on a sounder financial basis."

While the work rules case was heading for its dramatic climax, Mr. Wolfe said, railroads negotiated health and welfare plans providing generous benefits for some 130,000 members of three of the same unions involved in the dispute.

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL



Jimmy Anderson, 11, of Belgrade, Minn., poses with his Hereford purchased by the Great Northern. With him are J. L. Baldwin, center, GN's assistant purchasing agent, and A. L. Nelson, industrial and agricultural development agent. Shown right is Bonnie Jacobsen of Holloway, Minn., and her lamb also acquired by the railway.

GN Purchases Steer, 3 Show Lambs

A 1,025-pound Hereford steer and three lambs were purchased by Great Northern Railway at the 46th annual Junior Livestock show recently in South St. Paul, Minn.

The steer was raised by Jimmy Anderson, 11, of Belgrade, Minn., in Stearns county. Named "Sancho" by the youth who picked up the name from a television program, it sold at 40 cents a pound.

GN purchased lambs owned by Carol Olson, 17, of Middle River, Minn., Marshall county, whose 120-pound animal sold for \$1.45 a pound; James D. Firmage, 19, of Balaton, Minn., Lyon county, whose 95-pound lamb sold at \$1.40 per pound, and

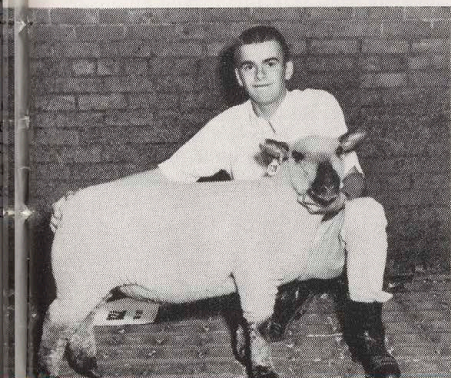
Bonnie Jacobsen, 14, of Holloway, Minn., Swift county, whose 90-pound animal also was auctioned at \$1.40 per pound.

The livestock show is an annual event which pits in competition the leading 4-H Club stock raisers whose animals had previously won ribbons at county and state fairs.

J. L. Baldwin, assistant purchasing agent, and A. L. Nelson, industrial and agricultural development agent, represented the railway at the auction.

The railway participates in the show each year as part of its long-standing program to encourage junior agricultural activities.

Two additional lambs purchased at auction by Great Northern are photographed with their former owners. From the left are James D. Firmage, of Balaton, Minn. and right, Carol Olson of Middle River, Minn.





Dr. Keith Funston, president of the Exchange, explains the operation of the Exchange to Burke, top photo. Below, the youth is shown with GN President John M. Budd in the Exchange's Board of Governor's room.

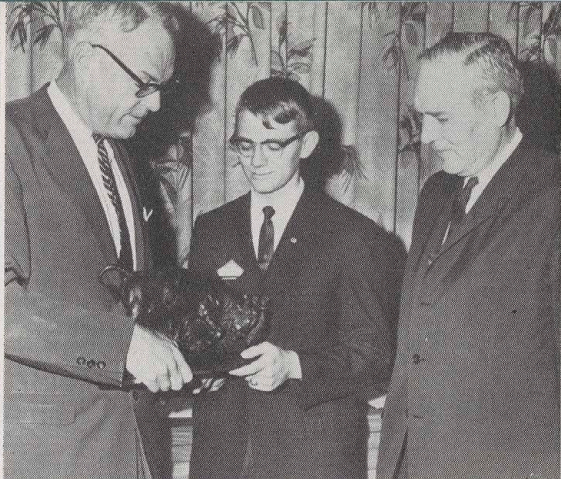


GN-Sponsored JA Company's Report Tops All

A Great Northern Railway-sponsored Junior Achievement Company's annual report was judged the top report of 4,876 in the nation as the firm's president received an award in New York City recently.

Burke Strickland, 16, a senior in the White Bear Lake High school located in a suburb of St. Paul, traveled to New York City to receive the honor from Dr. Keith Funston, president of the New York Stock Exchange.

John M. Budd, Great Northern president, also was present when the youth was honored at a luncheon attended by Dr. Funston, exchange officials, judges and Junior Achievement officials.



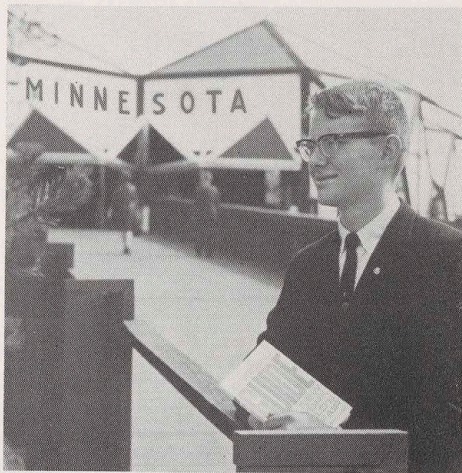
Burke and Judy Gray, the latter, an Achiever from Seattle, are shown in left photo in front of the General Motors exhibit at the New York World's Fair. At right, the young St. Paulite appears again in the Exchange with Dr. Keith Funston, left, Exchange president, and John M. Budd, GN's top executive.

Among guests of the Exchange in addition to the St. Paul youth were other finalists. They were John Thomas, 17, of Columbus, Ohio; Beverly Boll, 17, of Pensacola, Fla.; June Saj, 17, of Buffalo, N. Y., and Judy Gray, 17, of Seattle, Wash.

Although the presentation was the highlight of the trip, the youthful businessmen and women also were guests of the Exchange at the New York World's Fair.

Grenorco—the JA firm headed by Burke—previously had been judged among the top four in the Midwest region of 11 states, but this was the first time a Midwest report won the national award, said James V. Aldridge, St. Paul executive director of the Junior Achievement.

Counseled by GN personnel, the JA company manufactured bottle and jar openers and aluminum cookie sheets. It had sales of \$1,024 during the 1963-1964 school year and previously won "Company-of-the-Month" honors in St. Paul for its business acumen.



The fair proved an exciting excursion for the Minnesotan who studied his guide book in front of the state's pavilion.

GN advisors were Nick Blazovich, sales, Dick Gunderson, management; Harold Wales, production, and John

(Concluded on Page 6)

Five

GREAT NORTHERN — SWIFT, SAFE, SURE



There was much to discuss among finalists in the Annual Report competition. In left photo, Burke is shown with Miss Jean Baer, Publicity director of Seventeen Magazine, and Dr. Allan Felix, director of education for the New York Stock Exchange. Resting in the "VIP" lounge, right, in the General Motors exhibit at the fair, the youths discussed the day's activities. From the left are the final five national winners: John Thomas, Columbus, Ohio; Beverly Boll, Pensacola, Fla.; June Sai, Buffalo, N. Y.; top winner Burke Strickland, St. Paul, and Judy Gray, Seattle, Wash.

Achiever's Report Wins—Conclusion

Slaughter, management.

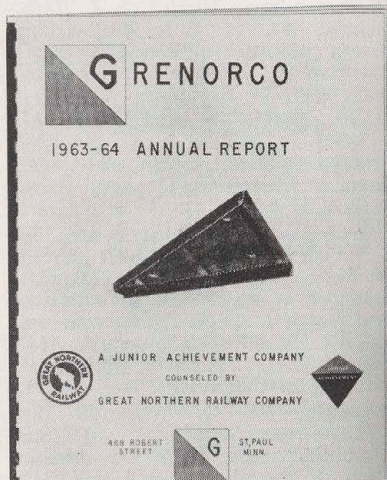
In recalling his New York trip, young Burke stated it was a wonderful experience to visit the focal point of United States finance and business and added it was his first trip to that metropolis.

The Achievers dined at the Indonesian pavilion at the fair and marvelled at the General Motors and Ford Motor Company exhibits. A back-home touch was provided when each of the finalists toured their state's pavilions.

A helicopter ride over the fairgrounds was a thrilling experience for Burke, who later admitted one of the most interesting operations he witnessed was Macey's department store in Manhattan.

Burke is back again in this year's JA program in the railway-sponsored company. He also was reelected president of the firm which calls itself Grenco.

The product this season will be a



stilt-type entertainment device—which undoubtedly will keep the Achievers, the advisors and the buying public hopping.

Six

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST

PIGS GO TO MARKET IN GN's 2-LEVEL 'PIGGY CAR'

A 60-foot "piggy car" converted from two 40-foot stock cars recently made its first loaded run on Great Northern between Fargo, N. D., and Tacoma, Wash.

Also designed to ship sheep, the "piggy car" was changed over at the railway's St. Cloud, Minn., shops after a shipper requested a larger car be made available.

The unique features of the car include gates in the center of both levels which are operated from outside, thereby offering a car with four compartments.

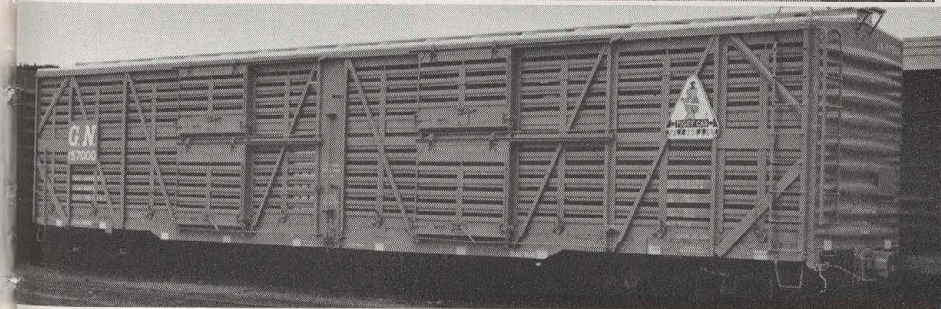
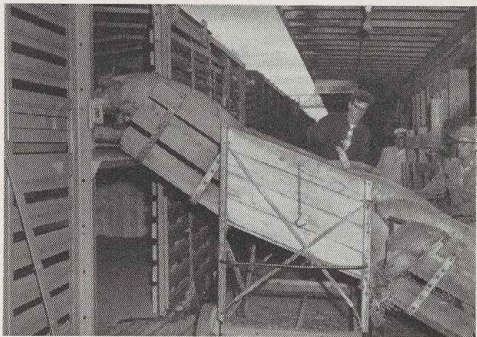
The stock car's lower deck has a height of 5 feet, 4 inches, and the top level is 4 feet, 7 inches. The car is constructed with wood studded with steel posts and capped with an aluminum roof.

The first shipment was a successful venture and Great Northern currently is studying the feasibility of building additional cars.

Ready for its trial run between Fargo, N.D., and Tacoma, Wash., Great Northern's new Piggy Car is shown at a railroad siding preparatory to loading. The unique car was constructed from two 40-foot stock cars. It is double-decked for greater capacity.



The Piggy Car emblem is inspected by J. F. Germscheid, GN general livestock agent, St. Paul, and L. J. Eret, GN general agent, Fargo, N. D. Below, livestock men load the upper deck of the Piggy Car via an elevated chute at West Fargo, N.D.



Seven

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

TONKA TOYS

Great Northern

Ear



Takes Load Off SANTA'S Back—

er On The DEER, Too!

While first thought of Christmas shopping usually comes to mind with the demise of the Thanksgiving turkey, two Twin Cities-area firms have long been active making the Yuletide season a bit easier for old Santa.

Tonka Toys, Incorporated, located in Mound, Minnesota, a suburban community west of Minneapolis on the shores of famed Lake Minnetonka, has been working its force of 800 persons throughout the year rolling eight million toy vehicles off its quarter-mile-long production line.

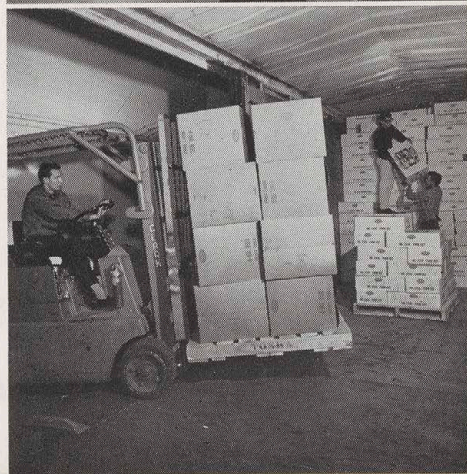
This gigantic task, taken on with Santa's knowledge and approval, has also relieved the old boy of a tremendous amount of production work, freeing his time for the manufacture of dolls and other assorted toys.

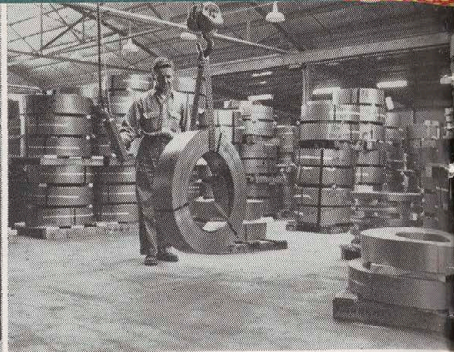
Great Northern Railway also has come to Santa's assistance—and to the assistance of his reindeer.

For the past several months in particular, the railway has been hauling carload after carload of spanking new, sparkling Tonka Toys trucks and construction equipment to var-

(Continued on Page 10)

The sample toys in the foreground are representative of boxes of Tonka Toys trucks being loaded by lift truck in the Great Northern boxcar, in the photo, left. John Puffer, firm traffic manager, shown at left in the top photo, displays one of the trucks with Bill Roberts, director of personnel, who are in the company's cavernous warehouse. The boxed toys are gingerly loaded into a GN boxcar, lower photo, prior to destination to an eastern distributor.





The assembly-line technique, perfected by the automotive industry is practiced by Tonka Toys as shown in the left photo. The strength of the toys is graphically depicted by the automobile-gauge steel coils, right photo, used in the manufacture of the popular "miniature" automotive toys.

TONKA TOYS GEARS FOR YULE—Conclusion

ious United States points assuring the nation's youngsters that there will be plenty of the firm's toys on merchants' shelves for the upcoming Christmas shopping season.

From the company's first plant in a converted red brick schoolhouse in Mound—the firm originally known as Mound Metalcraft—by 1956 was known nationally as Tonka, so the corporate name was changed to its present form.

The first toys turned out by the new company in the postwar years were a power shovel and crane, accurately detailed and sturdily built of steel.

This year, Tonka Toys introduced at the American Toy Fair in New York the largest line in its history—55 toys and sets. All are still precisely detailed and ruggedly built of steel.

This, according to Gordon E. Batdorf, president has been a prime reason for Tonka's success. Like the automotive industry it resembles in a number of ways, the firm has regularly introduced new models and almost annually has face-lifted its entire line with up-to-date styling.

All toys are made of gauge steel found in a real automobiles. Paint is

top-quality truck enamel.

That is why Tonka Toys boasts it produces a 1964 model truck with practically a 1954 price tag—where equal pounds of steel-per-dollar and up-to-date design excellence are still paramount.

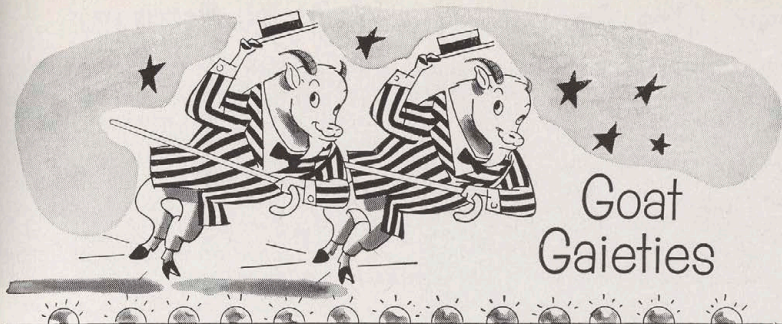
Tonka Toys has been able to continue and accelerate growth by its ability to become its own supplier when it proves profitable.

Several years ago, the firm assumed production of its plastic accessories and trim components and recently it completed a rubber molding plant to produce a substantial percentage of rubber components it uses.

This year Tonka's new "Mighty-Tonka," a nine-pound giant dump truck of the type used in mines and on heavy construction projects, is proving a good seller. The previous year, it highlighted its "Mini-Tonka" line, a family of toys less expensive than standard models but of comparable quality.

Tonka Toys' factory in Mound is the result of an almost continuous expansion program comprising 300,000 square feet. The plant is nearly a quarter-mile long.

(Concluded on Page 13)



Goat Gaieties

Coffee's Fine, But—

Vice president to office manager:
"I see you lost another secretary."

Office manager: "Yes, sir. She took
so many coffee breaks, she couldn't
sleep nights."

* * *

The Bitter Truth

"An alligator just bit off my foot,"
one beatnik told his companion who
also was dangling his feet in the river.

"Which one?" he asked.

"How do I know," was the reply.
"You see one alligator, you've seen
them all."

* * *

Dread Scot

A Scotsman was arguing with the
conductor whether the price of fare
was 25 cents or 50 cents. In despera-
tion, the conductor tossed the Scots-
man's traveling bag out of the window
and it landed in a river with a loud
splash.

"Hoot mon," screamed the Scot.
"First you try to rob me and now
you've drowned my boy!"

* * *

One Short Water

The young man looked over the
menu of the exclusive night club and
said to his girl friend:

"What will you have, my plump
little doll?"

Talk Is Cheap

Comedian: "Do you know why they
call our language the mother tongue?"

Companion: "Shure. Because the
father so seldom gets a chance to use
it."

* * *

Feathered Friend

The cleric finished eating in a
parishioner's house.

"What a delicious chicken dinner,"
he said as he looked out the window
and spotted a rooster proudly walk-
ing down to the barnyard. "My what
a proud rooster," he added.

"Yes, sir," said the host, "he has
reason to be proud. One of his sons
just entered the ministry."

* * *

Red-Faced

A Russian wolfhound and a French
poodle met on the Paris street.

"How are things in Russia?" the
poodle asked.

"Couldn't be better," the Russian
wolfhound said. "I sleep in a solid
gold dog house on a sable carpet, and
all day long, they feed me caviar."

"If things are that great, why do
you come to Paris?" the poodle asked.

The Russian wolfhound looked
around and whispered into the poodle's
ear: "Sometimes I like to bark!"

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

Iron Ore Bound For Smelters In Illinois



Moving south from the Coon Creek, Minn., area is a 136-car Great Northern iron ore train bound for steel smelters at Granite City, Ill.

The 11,000-ton trainload was delivered to the Granite City Steel Company from Hibbing, Minn.

The railway's shipments have been under way since June 21 and occasionally as many as 200 carloads have been shipped at one time.

Twelve

Walter N. Norris Named Asst. V.P.

Walter N. Norris, general auditor in the vice president and comptroller's office at Great Northern Railway, has been appointed assistant vice president in the accounting department, Vice President and Comptroller J. A. Tauer announced recently.

Three other promotions, including a new position, also went into effect:

G. A. Richardson, assistant comptroller, became senior assistant comptroller, costs and statistics; A. A. Ledegar, assistant comptroller, was named senior assistant comptroller, and R. F. Garland assumed the new post of auditor, accounting department.

Mr. Norris joined GN as a clerk in 1920 and became assistant special accountant in 1927. He subsequently held various positions in the accounting department and in 1946 was named assistant comptroller, and in 1952, general auditor.

BLOOD IS NEEDED

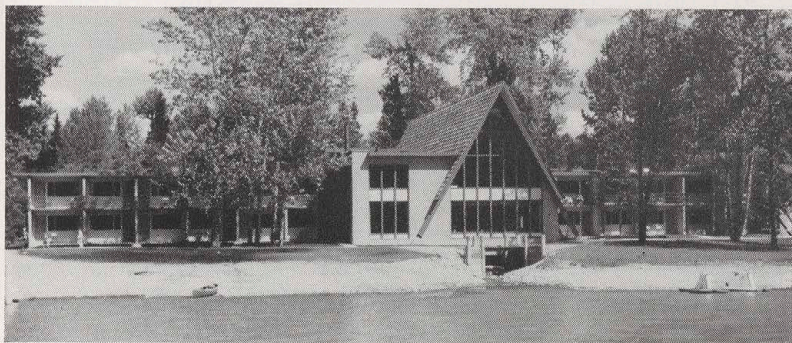


Give together



INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

Viking Lodge Opens in Whitefish



At The Foot of Big Mountain Ski Resort

Montana's newest resort lodge, located in an idyllic setting on Whitefish lake, Whitefish, recently marked its formal opening.

Viking lodge, a 42-unit vacation lodge, is expected to be one of the prime activity centers this winter as operations began at The Big Mountain Ski resort, a short distance from the lodge.

Constructed with two wings branching out from a center two-story A-frame structure, the Viking includes two dining rooms, a year-round heated swimming pool, private function rooms and complete docking facilities for guests' boats.

In the planning stage are a Finnish sauna steam bath and specialty shop selling swim wear in summer and import ski wear during the skiing season.

Ski fanciers will see the lower dining room set aside for cafeteria-style serving and the upstairs room designed for more formal dinner fare.

Open for business since June, the Viking is sound and fire-proof and accommodates 120 overnight guests. Wall-to-wall carpeting, tile baths and birch paneling are featured through-

out. Rooms facing beautiful Whitefish lake have private balconies.

The Viking can seat as many as 500 banquet guests.

TONKA TOYS— Conclusion

The dimensions accommodate the straight-line, automotive-type production that takes in steel at one end and delivers finished toys into Great Northern boxcars at shipping docks more than 1,200 feet away.

Board Chairman Russell Wankstern and President Batdorf, both Tonka veterans, are proud of the firm and the acceptability of its products.

Others in top management are Charles M. Groschen, vice president-production; Frank E. Lesselyong, vice president-sales; Roger Laurence, treasurer, and Clarence O. Holten, secretary.

Leading the company's Gresen Manufacturing Company, a recent acquisition in Minneapolis that manufactures hydraulic components used on dump trucks, snow plows and other construction and service equipment is Gordon P. Jensen, president, and W. N. Rainville, executive vice president.

Thirteen



Standing beside GN's train to the Twin Cities are from the left, top left photo, Gus Andresen, Roger Bergman and Ollie Huagsrud, all of the Taconite Day Committee, and Arlo Michel, GN city passenger agent, Duluth. At right, football-taconite enthusiasts board the train to the Twin Cities.

SEE VIKINGS—STEELERS TUSSE—

N. Minnesota Taconite Promoters Game For Fun

For the first time in Minnesota history, 1,000 individuals welded together by an effective committee and purpose traveled en masse to a point to publicize the passage of a state constitutional amendment.

Amendment No. 1 due for voter decision earlier this month, would assure the steel industry a just taxation for 25 years comparable with other Minnesota industries.

Roger Bergman, chairman of the taconite kickoff day ticket sales committee who arranged for Great North-

ern to carry the football fanciers to the Twin Cities, said it was the first train reserved for a National Football Game locally since the 1920's.

Residents of the Twin Ports of Superior-Duluth and the state's Iron Range promoted the Taconite Amendment in order to attract steel industries' processing plants.

Pelletized taconite is shipped to steel plants in the manufacture of steel. Minnesota has ample supplies of taconite for many years.

Taconite promotional hats were provided train passengers bound for Vikings-Steelers football game. They are shown, left, receiving the "toppers" in the station. Beaming and "hamming" it up, fans exhibit their enthusiasm for Minnesota's taconite amendment by wearing hats in the train.



Fourteen

GREAT NORTHERN — SWIFT, SAFE, SURE



Buckbee-Mears Gets "Royal" Welcome In Winnipeg

Two bagpipers and cheerleader-signbearers greeted members of Buckbee-Mears Company of St. Paul recently as they arrived at Winnipeg, Canada, where 145 persons held a sales conference meeting.

Moving north through Minnesota on Great Northern's Winnipeg Lim-

ited passenger train, the group arrived in Winnipeg and held its sessions in the Fort Garry hotel, shown above.

Norman B. Mears, and sons, Norman C. and Elwood, headed the company personnel and wives to Winnipeg.

Employees' Daughters Eligible—

GN College Scholarships Upped To Six Yearly

For the first time since the inception of Great Northern Railway college scholarships in 1956, an employee's daughter will be awarded a scholarship in the contest previously restricted to sons.

In announcing the new development in the program, the railway also increased the number of scholarships from five to six totaling \$800 yearly for four years.

Under the 1965 scholarship program, one scholarship will be awarded to an employee's daughter, and five to employees' sons.

The Great Northern's scholarship committee comprising six men, two each from education, business and general chairmen from various labor organizations who represent labor

groups on the railway, will screen applications and select 13 finalists, 10 boys and three girls.

These will be interviewed in St. Paul next April and the six winners will be announced shortly after.

David E. Marston, retired Great Northern Railway traveling freight agent, has been elected president of the Spokane (Wash.) Transportation Club.

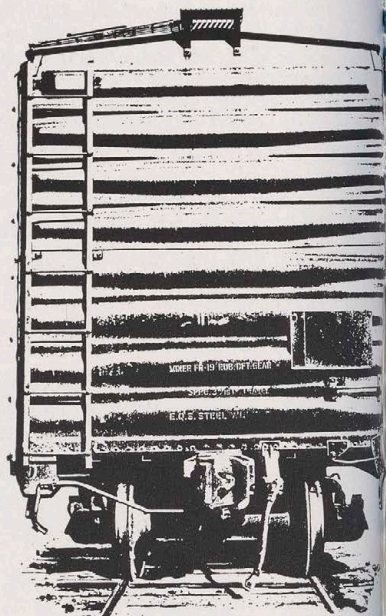
Other elected officers are W. A. Peters, Spokane Flour Mills, first vice president; W. D. Reeves, Canadian Pacific, second vice president; L. J. Wright, Burlington Lines, secretary-treasurer, and N. E. Ashmore, Ashmore Chevrolet, Rockford, Wash., trustee.

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

BACK BONE

The backbone of a railway's freight fleet? General-purpose boxcars! Great Northern's adding 1600 of them this year. Modern cars of great capacity with wide-door openings. Cars that can cut shipping costs through incentive rates and mechanical loading. Check with your GN Traffic Agent.



GREAT NORTHERN RAILWAY



The Great Northern

GOAT

December, 1964

The Great Northern GOAT



Vol. 34 December, 1964 No. 12

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

DAN MUSCH, Editor

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The Goat's Cover



A "gelande-sprung," a jump from a crouching position, is captured on film on The Big Mountain. (See story on Page 16.)

Two

Your Railroads

The recent general election decisively proved one point: the American voter will not tolerate outmoded make-work laws in the railroad industry.

In three separate initiative actions in North Dakota, California and Arizona, the people clearly recognized the fact that archaic state train-crew laws are not in the public interest. The Mississippi legislature repealed such a law earlier this year.

Speaking on the recent elections, Clair M. Roddewig, president of the Association of Western Railways, said that such statutes are barriers to the implementation of the award of a national arbitration board appointed by President Johnson last year on manpower issues.

The board ruled that railroads should be permitted to eliminate 90 per cent of freight and yard diesel fireman positions and arbitrate locally questions of train-crew consists.

It is hoped, Roddewig said, that other states having similar excess-crew laws will be guided by this action.

Such laws are still in effect in 12 states — Arkansas, Indiana, Maine, Massachusetts, Nebraska, Nevada, New York, Ohio, Oregon, Texas, Washington and Wisconsin. (The Maine statute applies only to steam engines in passenger service.)

Most of the state crew laws were enacted prior to 1920 at the request of the railroad unions on the premise that they contributed to the safety of train operations.

Since that time, through the increased use of improved safety devices and procedures, the operating conditions which prevailed 50 years ago no longer exist.

GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL

'Railway' Achievers Sell Company Stock to Officers



John M. Budd, Great Northern president, signs a stock certificate provided by Burke Strickland, JA president, and Margaret Avery, public relations director of the GN-sponsored firm, Grenco.

Another Junior Achievement year has gone by and another Great Northern Railway-sponsored JA firm year has been launched with vivid memories of last year's company coveted honors fresh in mind.

Burke Strickland of White Bear Lake, Minn., High school again has been named president.

He is the same youth who recently returned from New York City where his 1963-1964 company sponsored by the railway was awarded the No. 1 Junior Achievement prize for the best annual report in the nation.

He and his firm's public relations director, Margaret Avery of St. Paul's Central High school, visited Great Northern's main headquarters re-

cently and sold shares in the new company to company officers.

Grenco is comprised of 24 Achievers who represent 12 high schools in the St. Paul area. It is one of 52 firms sponsored in the area.

This year's product is "Stilts," an entertainment device, that will retail for \$2.50 a pair. It is hoped they will "catch on" as did hula hoops, company officers said.

Each Achiever has an assigned job in the company ranging from management to manufacturing.

Achievers meet once weekly under GN advisors: John Slaughter, systems and programming; John Deutsch, yard foreman; Robert Savina, computer analyst, and Dudley Merk, assistant to freight traffic manager.

Electronics Changed Rails

The marvels of present-day electronic devices and techniques are bringing a complete transformation of railroad operations.

Data processing equipment and computers are teamed in central locations to handle a myriad of transactions — equipment locations, and distribution, car-hire rentals, scheduling of maintenance, payrolls, inventories, dividends, forecasting, disbursements, revenues and their divisions, statistical reporting and many other chores.

Other electronic innovations include radar, closed circuit TV, electronic eyes to assure safe track conditions, and detectors to warn of equipment failures.

Only 19 Class I railroads offered piggyback at the beginning of 1955; today it is found on 65.

Three

PROGRESS IS A GREAT NORTHERN HABIT



Practically all operations of the concentrator are controlled from this central control room—a complex, electronic nerve center. A television receiver depicts ore in the stockpile.

ANACONDA OPERATION —

Butte Copper Concentrator Processes 40,000 Tons Ore Daily

A new copper ore concentrator constructed at Butte, Montana, in May of this year is in full operation utilizing local ores in a million-dollar investment in the state.

Four

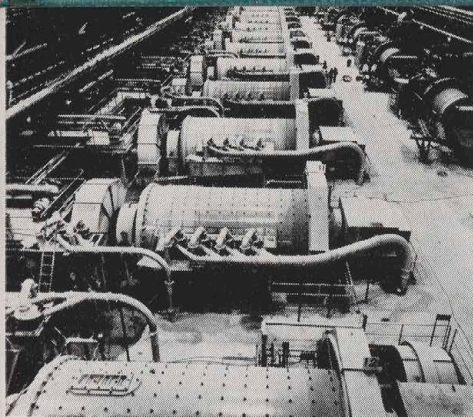
The Anaconda Company plant is named the Clyde E. Weed concentrator in honor of the chairman of the board of directors — the man chiefly responsible for Anaconda's continuing growth and development.

The plant takes advantage of new methods of separating minerals in the ore from waste material.

Since the first copper was extracted from the Butte area in the days of Thomas A. Edison, more than 16 billion pounds of the metal has been converted into products of American industry.

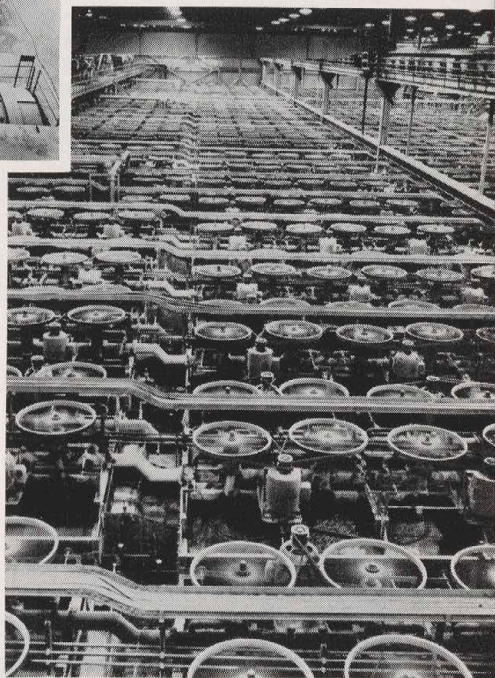
There are three sources of copper at Butte: the Berkeley pit, begun in 1955, already has given 240 million tons of material; the big No. 1 shaft

INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS



Grinding of ore is done in these 12 autogenous or pebble mills, shown left, which are 12½ feet in diameter and 21 feet long.

The flotation section, right, is comprised of 1,296 cells where chemical reagents are added to the ore pulp which after aeration and agitation cause ore particles to cling to overflowing bubbles.



at the Kelley mine where ore is concentrated in veins, will be the central hoisting shaft of deep-level production, and when completed, will have a capacity to hoist 7,000 tons of ore daily, and the leaching and the precipitation plant where water is pumped from underground mines at 5,500 gallons a minute percolating through leach dumps.

In the latter phase, the solution goes to the precipitation plant where copper is removed by precipitation
(Concluded on Page 6)

Below are eight large settling tanks called thickeners which basically are used to reclaim water and concentrate slurries.



ANACONDA COPPER—Conclusion

on scrap iron.

By underground trains, hoists and trucks and belts, ore moves from the mines to the concentrator.

Berkeley pit trucks that carry 65 tons dump ore into the primary crusher. Passing along an underground belt, the ore is enriched by material from the deep-level mines which is fed through another crusher to join the ore stream.

The pit-concentrator complex includes miles of underground and overhead conveyor belts. Coarse ore is delivered to a surge bin at the top of the secondary crusher building and then passes through crushers to be reduced to proper sizes for the rod and pebble mills.

To free mineral particles, the ore is ground and water added to form a thin slurry. Grinding is done by 12 pebble mills, six rod mills and six ball mills.

In the floatation section of the concentrator, chemical reagents are added to the ore pulp which is aerated and agitated to form a froth of bubbles.

The mineral particles cling to the latter which is carried away in the overflow.

Eight large outdoor settling tanks reclaim water and thicken the waste and concentrate slurries which are drawn off the bottom.

Final concentrates are stored in two large tanks for loading into cars of the Butte, Anaconda & Pacific Railway. The concentrates, 70 per cent solids and 30 per cent copper, are shipped to the Anaconda smelter. Anodes produced at the smelter go to the Great Falls electrolytic refinery for the production of copper wirebars or wire.

The new plant (concentrator) saves Anaconda thousands of dollars because formerly a million tons of ore were shipped to Anaconda each month and approximately 950,000 tons was discarded as waste. Relocating the concentrator close to the mines results in savings.

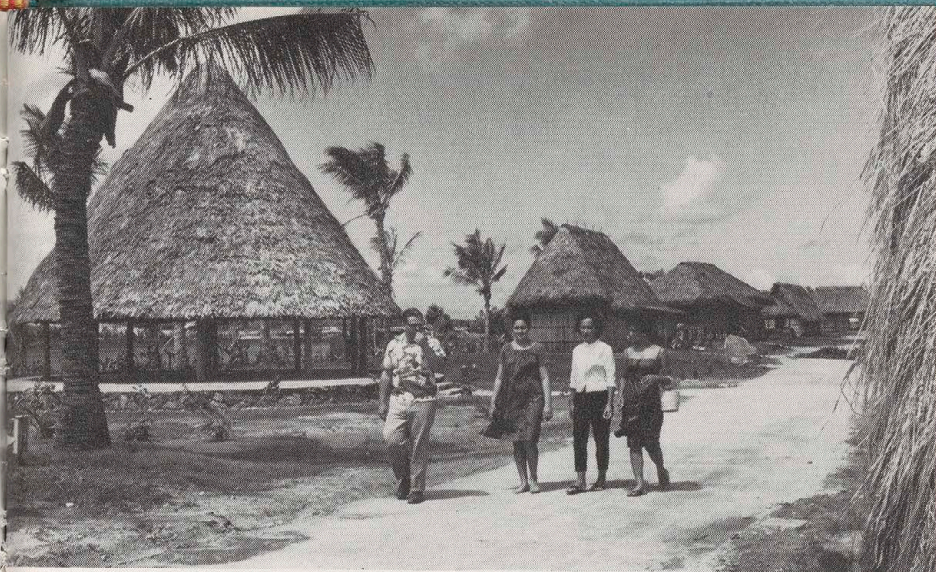
The Great Northern Railway is cooperating with Anaconda, assisting in the firm's transportation needs.



One of the newest depots completed along the Great Northern is the modern structure at Coeur d'Alene, Idaho. Plenty of window space and pleasant color motifs make it one of the most attractive in the West. The community's mayor, Mark Souther, cut the ribbon at the ceremonies opening the new station.

Six

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST



HAWAII GOES NATIVE—

Polynesian Center Lures Tourists

One of the most recently-completed tourist attractions in Hawaii is the Polynesian Cultural Center not too distant from Honolulu.

The dominant feature of the center is the lagoon, winding almost the full length of the center, with an island of live coconut trees in midstream.

Various villages, each consisting of several houses of varying types, identify themselves by their distinctive architecture. In each case, the architecture and furnishings faithfully duplicate those in the home islands.

Represented at the center are the cultures of Tonga, Hawaii, Tahiti, Fiji, Samoa and the Maoris of New Zealand.

The picturesque character of the center is accented by special features: A tree house suspended high among the palms, a majestic royal Maori canoe; and an amphitheater that spans the lagoon. On one side of the amphi-

theater is a large stage, on the other, tiers of seats in a wide semi-circle.

Presentation of dances, songs and pageantry are given there two or three times daily.

Just beyond the center is the campus of the Church College of Hawaii and beyond that is the Temple, one of 15 built by the Latter-Day Saints, the church organization that constructed the amazing Polynesian Cultural Center of Hawaii.

Your Great Northern ticket agent will assist you in planning your Hawaiian vacation. See him today for particulars.

Railroads have installed more than 7,000 new passenger-train cars since World War II costing more than one billion dollars. Ownership totals 25,101 cars including 10,987 passenger-carrying cars, 11,369 baggage, mail and express cars and 2,745 rail motor cars.

Seven

GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL

BRADY, SCHULTZ PROMOTED IN ST. PAUL

Emmett M. Brady has been appointed general passenger agent in St. Paul succeeding N. D. Keller who retired, announced K. C. Van Wyck, Great Northern passenger traffic manager.



Mr. Brady

Mr. Schultz

Also announced was the promotion of Daniel B. Schultz, general agent, passenger department, Portland, Oregon, to the post of assistant general passenger agent, St. Paul, succeeding Mr. Brady.

Mr. Keller retired on October 31 after more than 48 years of service with the railway.

Also announced were the following promotions:

Kenneth C. Clauson, traveling passenger agent, Portland, becomes general agent, passenger department, there; Charles A. Eddy, city passenger agent, Seattle, succeeds Mr. Clauson as traveling passenger agent in Portland.

Mr. Brady joined GN in 1941 as a bill clerk in the comptroller's office in St. Paul. He later was one of the first passenger representatives assigned to the Empire Builder.

Subsequently, he held various passenger department positions in Portland, Spokane, Wash., St. Louis, Mo., and Los Angeles before being ap-

pointed general agent, passenger department, and later, assistant general passenger agent, both in St. Paul.

Mr. Schultz, a GN employee since 1941, served as passenger representative in St. Paul and San Francisco. He later was named city passenger agent in San Francisco, traveling passenger agent in Spokane, and general agent in Portland.

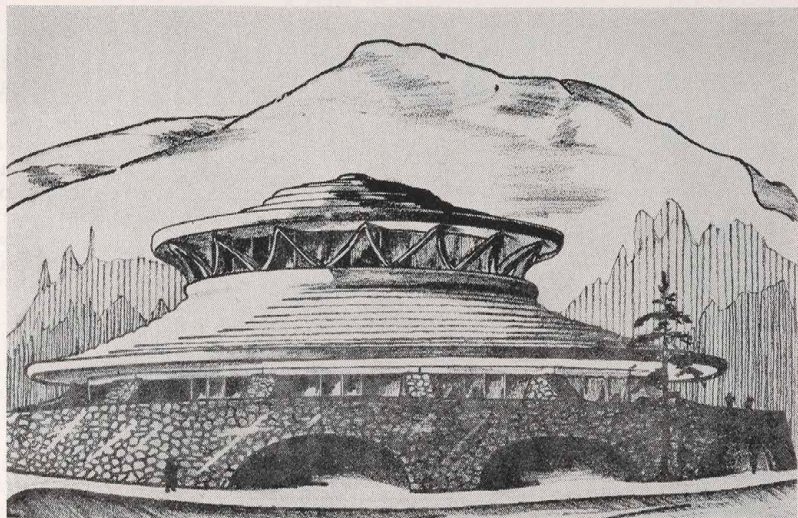
Wild Rice Main Income For Many Minnesota Indians

This Autumn a smaller harvest of wild rice was shipped from northern Minnesota to markets in most of the nation's cities where shoppers will pay more than 98 cents for just four ounces of the delicacy.

This costly foodstuff has not always met with such public approval. Only since the 1890's have people developed an appreciation for wild rice as a food.

As long ago as 1850, however, James M. Goodhue, Minnesota's pioneer journalist and outspoken sage, tried to promote the sale of this "sort of hybrid—a cross of oats upon rye" in the East. He urged "some enterprising person to make a consignment of a small quantity of wild rice" to fashionable restaurants. He was sure it could be marketed as a "novel" article of food, if not a delicacy, in the cities.

Apparently no one agreed with the wise editor, for as late as 1870 wild rice was sold, not as food, but as seed. Sportsmen demanded considerable amounts of it to sow in swamps and lakes. The resulting crop served to attract and feed wild ducks and other game birds.



Unique Plan For Mount Rainier Center

A \$1,383,000 day-use center at Paradise Valley at Mount Rainier National Park will be built with completion in June, 1966, the U.S. Department of the Interior revealed.

The four-level, concrete and stone masonry structure will be circular with ramps providing access to each level. At ground level, the building will be approximately 200 feet in diameter.

Facilities will include an auditorium, exhibit rooms, cafeteria-dining area, terrace, ski shop and other sales areas, and an observation deck. The latter will occupy the entire fourth level. From it visitors will be able to obtain excellent view of the park's rugged mountain terrain.

The Rainier National Park Company now operates the government-owned Paradise Inn located near the site of the new center. The inn, built in 1918 and now badly deteriorated, will be torn down after the new center is completed.

Heating coils in the roof of the center will melt snow, which at Paradise often reaches depth of from 15 to 25 feet and remains through June and often well into August.

Rails Buy New Equipment

Railroads in 1964 bought enough new rolling stock to stretch from Washington, D.C., to Montreal, Canada.

Included in recent purchases is an entirely new breed of giant freight cars which can haul as much as 80 acres of tobacco in one car, 100 tons of grain in a single covered-hopper car, or 30,000 gallons of oil in a tank car dubbed the "pregnant whale."

All are among the year's capital spending program that may top 1.4 billion dollars for a new annual record for such spending.

Nine

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



GREAT NORTH



U.S., Canada Sign Columbia River Project

The recent signing of the United States - Canadian Columbia River Treaty by President Johnson and Prime Minister Lester Pearson of Canada at Blaine, Washington, marked the official start of the immense river project that had been planned since 1944.

The agreement calls for four new dams in the upper portion of the Columbia river including a 325-million-dollar dam on the Kootenai river at Libby, Montana, that will require the Great Northern to relocate 59 miles of main transcontinental line.

Under treaty terms, Canada will build three storage dams north of the U.S. border at Mica, Arrow Lakes and Duncan sites with completion of the final dam in 1973.

Thus the Columbia will be controlled throughout the year eliminating the devastating floods that periodically occur along sections of its 1,214 miles stretching from the Canadian Rockies to the Pacific ocean.

Other benefits will include the generation of 2.8 million kilowatts of power that will assure new industry in this country and in Canada ample power for years to come.

The Northern Neighbor will sell half of her power to the United States for 30 years at a cost of \$253,929,534 and will get \$64.4 millions from this country for flood control benefits derived here.

Canadian assent was needed for the Libby dam because water will back up for 42 miles into Canada.

Other relocations connected with the dam (in addition to GN's line change) involve 50 miles of forest development road and 52 miles of Montana State Hwy. 37.

The Libby dam will have a top length of 3,055 feet and a height above streambed of 370 feet. There will be two spillway bays and four

sluices constructed in the project.

The powerplant will have a generating capacity of 105,000 kilowatts. The vastness of the dam can be imagined by the planned use of 4,100,000 cubic yards of concrete; 130,000 cubic yards of structural concrete; rock excavation of 553,000 cubic yards; common excavation of 5,660,000 cubic yards and the tailrace and downstream channel excavation of 3,750,000 cubic yards.

It will have a reservoir storage of 5,850,000 acre feet; a pool of 48 miles in United States and 42 miles in Canada and a shoreline of 117 miles in this country and 107 miles in Canada.

Great Northern's relocation project includes a seven-mile tunnel through the Flathead range of the Rocky Mountains.

Lewis & Clark Trail Commission Bill Hailed

Enactment of the law to establish the Lewis and Clark Trail Commission will materially assist in marking and preserving the route followed by the two famous explorers in 1804-06, Secretary of State Udall said.

The law establishes a 27-member commission to advise and coordinate activities of agencies and individuals in preserving the route as much as possible.

Members will be comprised from the 10 states involved — Missouri, Kansas, Iowa, Nebraska, South and North Dakota, Montana, Idaho, Washington and Oregon.

Passenger service of cross-country travelers and commuters resulted in 310 million tickets for the nation's railroads in 1963.



What's Next?

"How can you treat me like that after I gave you the best years of my life?" the wife asked.

"Good grief!" he shouted. "Those were your best?"

* * *

Outlived 'em All

"Yup," the old-timer told the young reporter, "I'm 100 years old today and I haven't an enemy in the world."

"That is a very wonderful thing to say, sir," was the reply.

"Yup, the last one died last year," he countered.

* * *

Color-Conscious

Two women were overhead at luncheon. One asked the other: "Say, Jane, what do you think of Red China?"

"Oh, I really don't know," she replied, "but I suppose it wouldn't look too badly against a white tablecloth."

* * *

Time To Shine

The platoon sergeant rudely awakened the recruit and shouted: "It's four-thirty!"

"Four-thirty," gasped the youth. "Man you'd better get to bed. We've got a big day tomorrow!"

'Nuff Said

It was bitterly cold and the wife finally showed up, lightly dressed, a half-hour late for a dinner date downtown with her husband.

"I can't see what keeps you women from freezing," he said.

"You aren't supposed to, Big Boy," she answered.

* * *

Top This One

Three young boys were bragging about their dads.

"My dad writes a couple a lines," the first boy said, "calls it a poem and gets \$10 for it."

"My dad makes dots on paper, calls it a song," the second said, "and gets \$25 for it."

"That's nothing," said the third boy. "My dad writes a sermon on a sheet of paper, gets up in the pulpit and reads it and it takes four men to bring the money in."

* * *

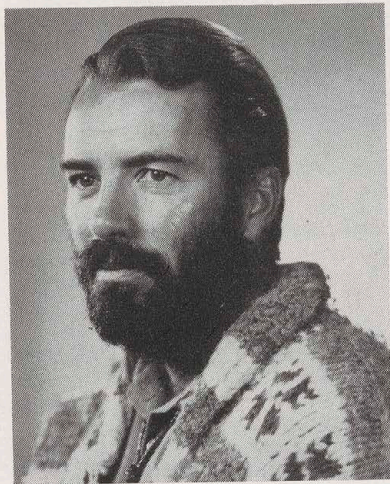
No Collateral?

"So you want to borrow \$1,000?" the banker asked. "That's a lot of money. Can you give me a statement?"

"Yes," he said, "I'm optimistic."

Thirteen

Les Blacklock, Cover Photographer



Working from his movable base, a camper truck, photographer Les Blacklock of Eden Prairie, Minn., a Minneapolis suburb, spends much of his time in the wilds.

A consistent photographic contributor to industries ranging from beer to oil and magazines from LIFE to NATIONAL WILDLIFE, Blacklock is no newcomer to GN assignments.

His classic shot of a mountain goat in Glacier National Park has been used by the railway in its annual report to shareholders. Much of the skiing photography in the railway's color film, "Big Mountain of Fun," a production about the Whitefish, Mont., ski resort, also was his work.

He has contributed photographic wizardry to Walt Disney and countless sports magazines — getting close to his subject and often spending

weeks in an area to obtain a particular shot as he did recently in northern Minnesota.

His range is unlimited, but he is always eager to return to his family and 15-acre wooded lakeshore home called Walden II — only to leave again on another assignment in the wilds.

Official Guide — Railroad Man's 'Bible'

Maurice Evans, noted actor, once stated if he were marooned on a desert island and had the choice of only one book in the world, he would choose the Official Guide of the Railways.

The Guide was first published in 1868, and has long been known as the "Railroad Man's Bible." It is revised and published monthly and has an average circulation of some 14,500 copies — of which approximately 40 per cent go to railroads or other carriers and the balance to many governmental agencies including the White House.

The "general public," which also receives many copies, includes many hotels, banks, insurance companies and others who assist clients or employes in some phase of travel.

Railways are listed geographically starting with the Northeast and include those in Canada and Mexico.

Symbols are used for brevity sake and also appearing are railroad lines, mileage between stations, names of officers of various associations, military posts and camps showing nearest railroad station and national parks and their rail services.

Railroad freight service for America's shipping public which in 1963 accounted for 622 billion ton-miles is the equivalent to moving nearly 9 tons of freight a mile each day for every citizen.

Fourteen

GREAT NORTHERN — SWIFT, SAFE, SURE



More than 133 tons of steel trusses, fabricated by the St. Paul Structural Steel Company of St. Paul, left there recently on Great Northern Railway flat cars bound for the College of Great Falls at Great Falls, Mont. The huge trusses, 12 in all, will be used in the construction of a recreational center. Six are 115 in length and the others 86 feet. They were loaded three abreast for shipment.

Nation's Rails Record Safest In Four Years

America's railroads in 1963 chalked up their best passenger safety record in four years.

The railroads carried 310 million passengers 18.5 billion passenger-miles last year with only 13 fatalities, the Association of American Railroads reported.

Domestic airlines had 48 fatalities, buses 130, and automobiles 28,900.

The railroads' fatality average per passenger-mile — (the transportation industry's intercity passenger safety yardstick) — made trains 69 per cent safer than domestic air travel, more than three times as safe as buses and 33 times as safe as automobiles.

The 1963 railroad safety rate was twice as good as the previous year's,

and also was an improvement on 1961 and 1960.

The 13 fatalities included only three resulting from major accidents. The other 10 stemmed from passenger carelessness such as trying to board or leave a moving train.

Diesels Take Over in U.S.

Diesel-powered locomotives account for more than 98 per cent of all United States railroad power.

Today's fleet includes the 27,945 diesel-electrics in operation. They are more efficient and provide nearly as much service with less time out for repairs as did the 42,841 locomotives — mostly steam — of 1946.

Fifteen

BETWEEN GREAT LAKES AND PACIFIC NORTHWEST



With the snow-covered Glacier National Park mountains in the background, skiers begin their runs down The Big Mountain at Whitefish which boasts some of the best western snow.

Big Mountain Snows Lure Holiday Ski Throng

It doesn't take long to get ski fever!

For the northern dweller, the first snowfall is apt to bring it on.

For ski fanciers in the lower latitudes, where Christmas day may be heralded by crimson-red poinsettias blooming in the garden, one quick peek through a ski magazine, a glance at a travel poster or an advertisement in a newspaper turns their fancies northward.

Long before these reactions had taken place, Ed Schenck, president and general manager of The Big Mountain at Whitefish, Montana, anticipated the rush of skiers for the holidays and the subsequent season and the hills were groomed to await

the first snowfalls.

By the end of October, The Big Mountain already had inches of snow that were carefully packed by trained crews in order to assure a perfect ski base. Packing also provides for a more advantageous "settlement base" for other snowfalls.

The Big Mountain, located in the Montana Rockies just west of Glacier National Park, is the only major, well-known ski resort on a trans-continental railroad line. Great Northern's Incomparable Empire Builder and Western Star make regularly-scheduled stops at Whitefish.

Back this year heading the ski school and ski shop is Karl Hinder-

(Concluded on Page 18)

Sixteen

PROGRESS IS A GREAT NORTHERN HABIT



Beautiful Whitefish lake lies below in the Flathead Valley as skiers pause atop the mountain, left top photo. Many of these sportsmen arrived at the ski resort on GN's Empire Builder, shown in the lower photo.



Among Big Mountain's memorable scenes are the snow-heavy pine trees, top photo, which stud the mountain-side. At left, the 6,800-foot double chairlift takes skiers to the mountain top where miles of open skiing and trails await them.

Seventeen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

BIG MT. SKI RESORT—Conclusion

man. Bill Evenson again leads the capable ski patrol.

GN travel agents will assist skiers—both individuals and groups—in planning ski trips to The Big Mountain utilizing GN's Incomparable Empire Builder and Western Star.

A scant few miles from the station, high above the Flathead Valley, is The Big Mountain—easily visible from the community's main street.

The Whitefish ski lodge and chalet offer excellent accommodations. Two and three-person rooms to "dormitory-style" and rooms for four to six are available in the lodge and single and double rooms in the chalet.

The newly-opened Viking lodge on Whitefish lake and more than 60 motel units, family housekeeping

rooms and the Cadillac hotel in Whitefish assure ample housing for ski enthusiasts.

American plan rates at The Big Mountain chalet and ski lodge include three meals daily. A fun-conscious bierstube in the lodge and cocktail lounge in the chalet are favorite après-ski meeting places where blue jeans or more stylish après-ski clothes are on equal par.

Big Mountain is known for its western hospitality where both young ski fanciers and older family groups delight in the 90-inch average snowfall each season.

In addition to the 6,800-foot double chairlift, The Big Mountain's lift facilities include a 2,360-foot T-Bar and a 1,800-foot Poma lift which were outfitted recently with new cables.

'64 FREIGHT CARLOADING SEEN HIGHEST SINCE '60

Revenue freight carloadings are expected to total 29.2 millions for the highest total since 1960, a railroad spokesman predicted recently at the 28th annual meeting of the National Association of Shippers Advisory boards in Washington, D. C.

The carriers currently are experiencing their busiest season of the year due to a rise in industrial output in preparation for Christmas sales, stepped up production of new automobiles and the present harvesting of fall crops, stated E. Paul Miller, chairman of the car service division, Association of American Railroads.

The AAR official said this year's harvest of soybeans and sorghum grain will total more than one million bushels, almost equalling this year's total wheat crop, while corn is expected to reach the 3.6 billion-bushel mark.

Eighteen

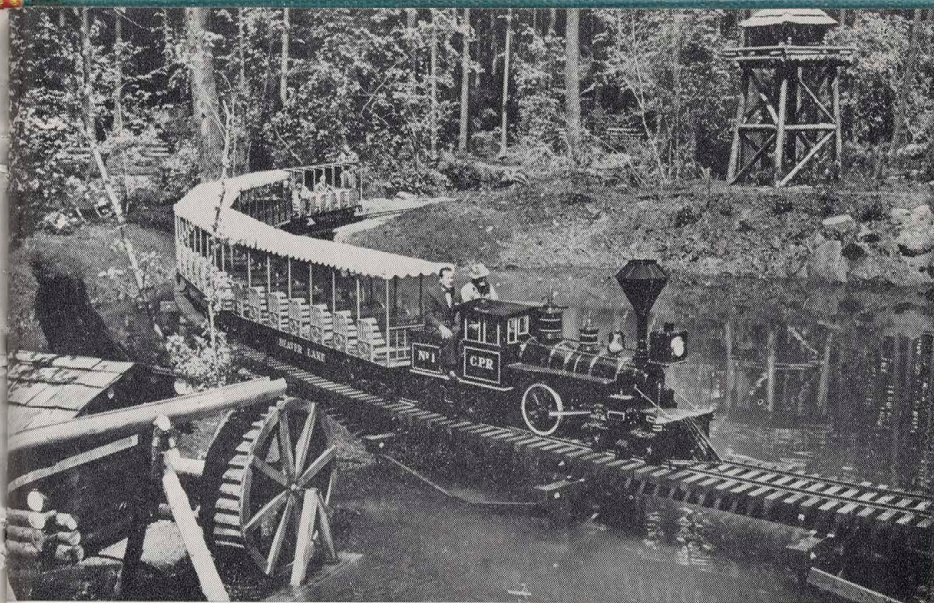
In addition to these movements, more than 132 million bushels, or 66,000 carloads of wheat and sorghum grain have been ordered transferred from farm locations and terminals to various points by the Commodity Credit Corporation.

The government also recently announced an emergency food program calling for the movement of 4 million bushels of corn. Shipments of sugar beets now under way are expected to utilize more than 271,000 hopper and gondola cars—an increase of 3.6 per cent over 1963.

Reporting on trends in freight car ownership, Mr. Miller noted that while the number of box cars had dropped by 18 per cent in the last 10 years, more than 160,000 new and larger cars have been put into service.

The covered hopper fleet has more than doubled during this time.

GREAT NORTHERN—SWIFT, SAFE, SURE



BUT THE NOSTALGIA'S THERE—

'Steamer' Engine's Huff Just So Much 'Puff'

You can see and hear it huffing and puffing, but age has taken the steam out of the old engine.

But to the uninstructed, to see the Canadian Pacific Railway No. 1 rounding a bend in Stanley Park at Vancouver, B. C., it appears that wood or coal keeps the venerable engine on the go.

Chuffing at a maximum speed of 15 mph., the mighty engine is powerful enough to haul adults as well as children in its canopied cars—thanks to its gas-powered engine that emits simulated smoke.

The United States-built engine was purchased in Toronto, Canada, and CPR workmen painted it and its five coaches. Soon it was in operation on its 22-gauge tracks.

The three-quarter-mile long railway is situated in ideal surroundings. Twenty-foot-high "mountains," a two-acre lake, a 60-foot tunnel and 60-foot snowshed are few of the touches that make the railway one of the most intriguing in the Americas.

When in Vancouver, visit the \$200,000 railway and view grounds that bristle with totem poles and are adorned with a gas-lamp station, dense forest, water wheel, prospector's cabin and a fire lookout.

An eye-catching example of traffic growth has been new motor vehicles carried on bi-level and tri-level rack cars. Railroads handled more than 2.5 million vehicles in 1963—five times the total shipped by rail in 1959.

Nineteen

GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL

A Christmas
prayer
in the mountains,
Before dawn's lights
color the snow.
Skiers pay homage
to the Newborn,
From Whom
all blessings flow.

