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# THE GREAT NORTHERN GOAT

Vol. 35 No. 1-12

1965

Great Northern  
Railway Company  
Records

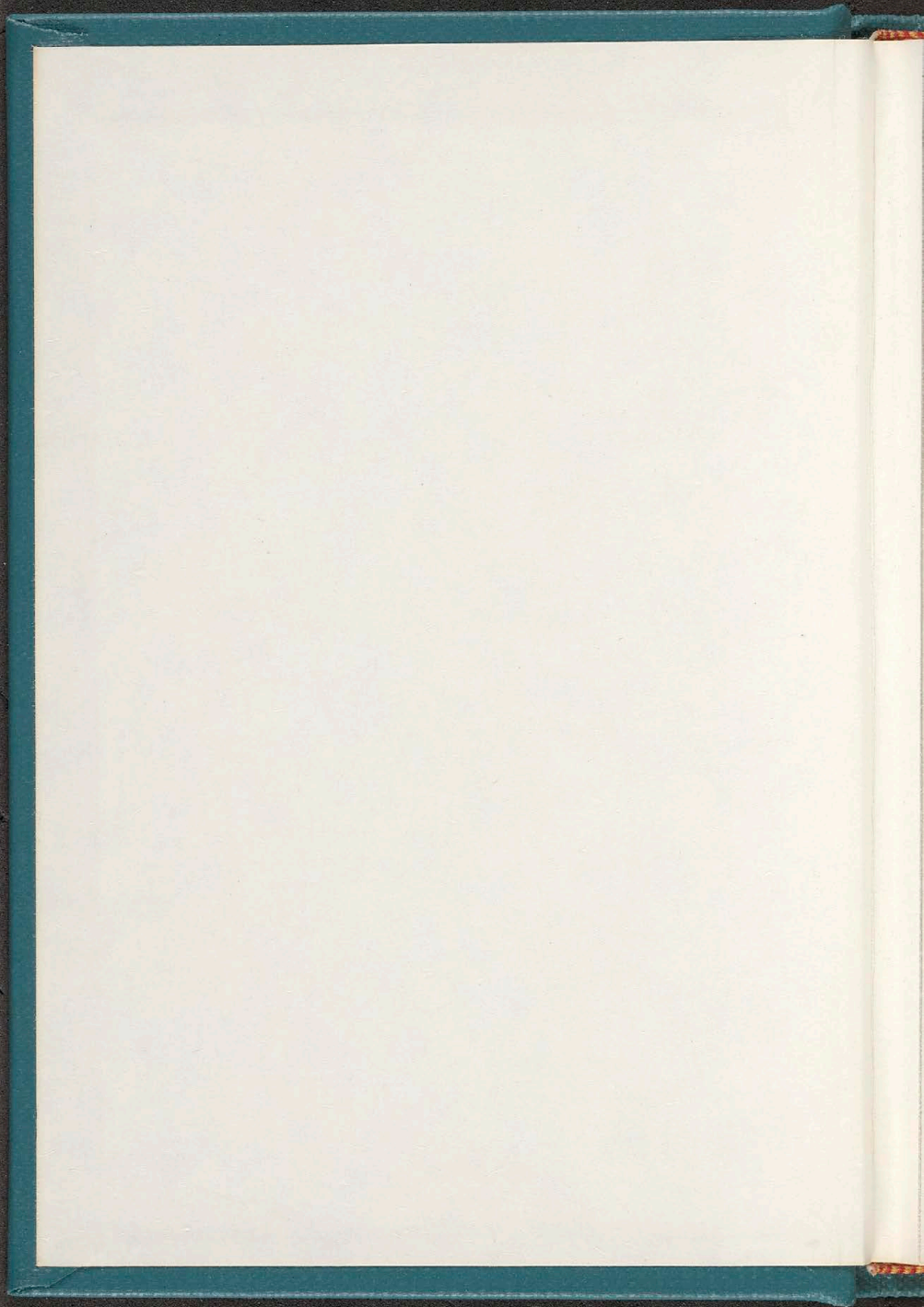
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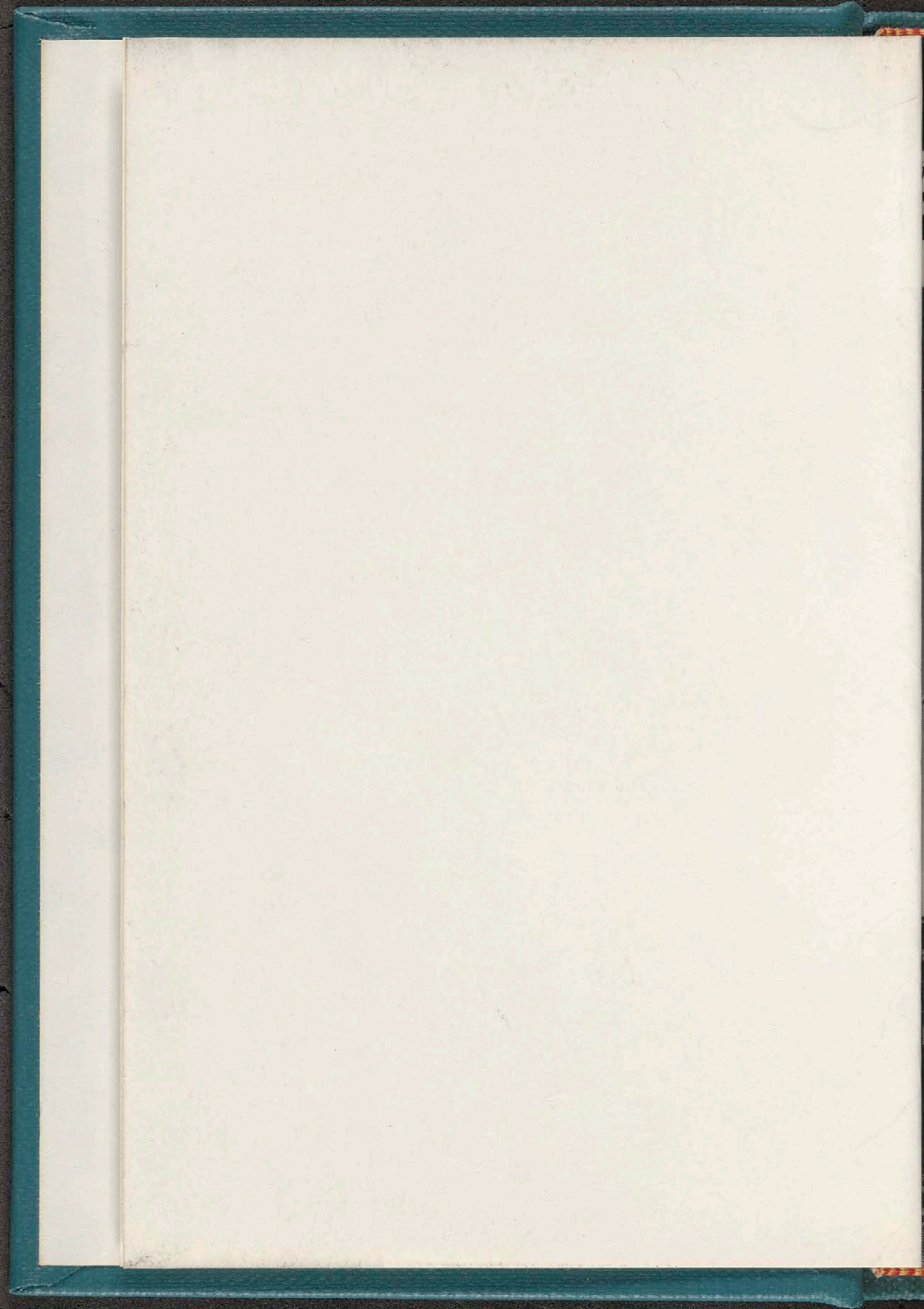
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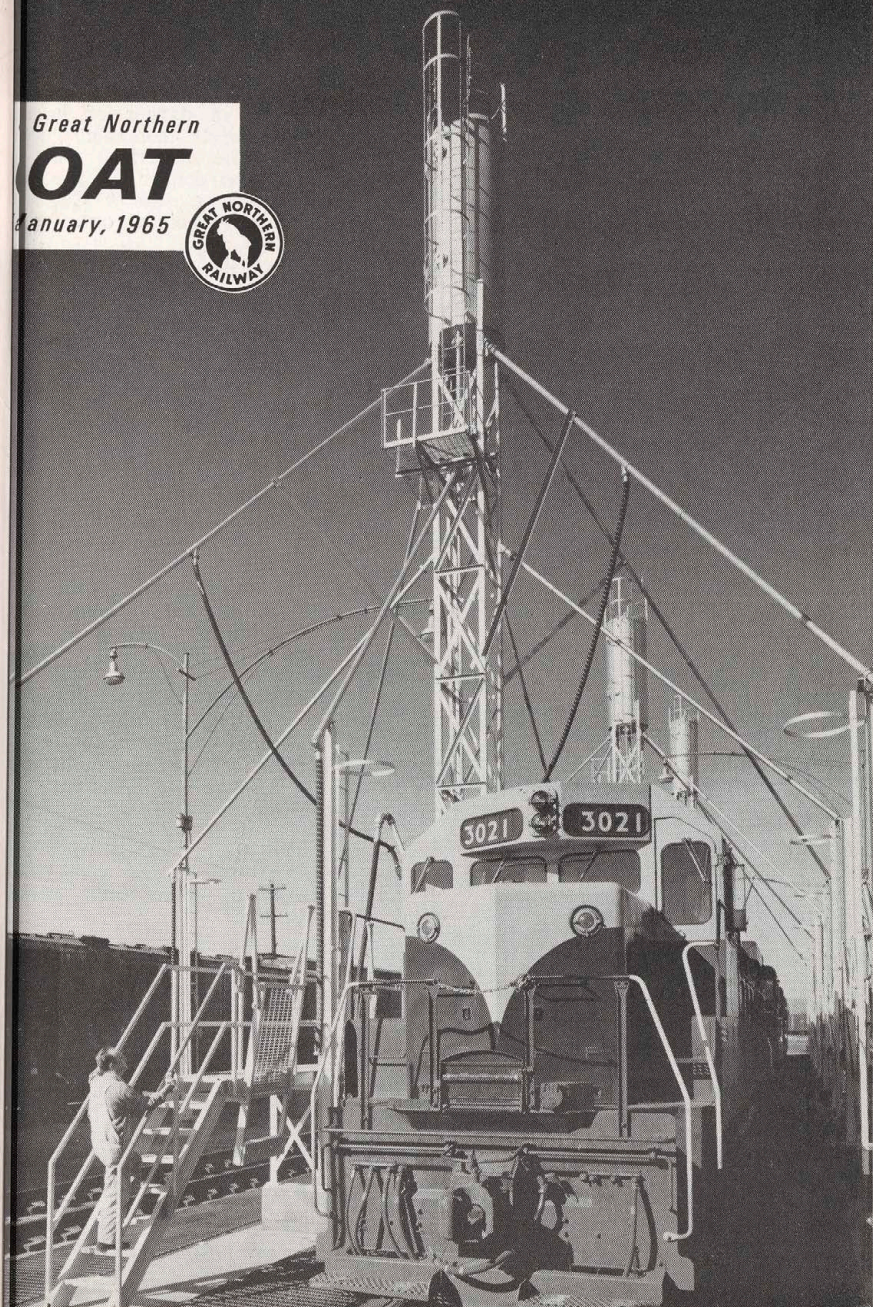




Great Northern

**OAT**

January, 1965





# The Great Northern GOAT



Vol. 35 January, 1965 No. 1

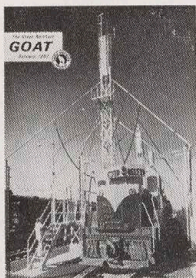
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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## The Goat's Cover



A GP-35 pulls into Great Northern's diesel fueling facilities at the Hillyard roundhouse at Spokane, Wash.

## Your Railroads

A crime is in danger of being committed against economic good sense unless the American public wakes up to the danger, Wayne A. Johnston, president, Illinois Central Railroad, recently pointed out.

In 1956, Congress authorized the Secretary of Commerce to test for the maximum size of trucks to be operated on the new 41,000-mile interstate highway program.

The two-year tests at Ottawa, Ill., cost 27 million dollars and covered 17½ million miles over more than 800 different types of highway.

The following conclusions were made: A big highway truck (18,000-pound single-axle load) causes 5,000 times as much pavement damage as automobiles with only 2,000-pound axle loads.

In other words, when the axle weight is increased nine times, the damage multiplies 5,000 times. A truck with a 32,000-pound tandem load causes 7,400 times as much damage as the same automobile.

Despite the findings, the secretary in 1964 recommended to Congress a 2,000-pound increase on both the single and tandem-axle loads for the interstate system. He failed to point out that the interstate system intermeshes with the rest of the roads at interchanges, and heavier loads will pound adjoining roads even worse than at present.

Railroads are opposed to the plan urging more expensive highways unless they go hand-in-hand with a sharp increase in charges for big truckers using those highways.

The late President Kennedy asked Congress to collect higher charges from trucks weighing over 26,000 pounds when loaded.

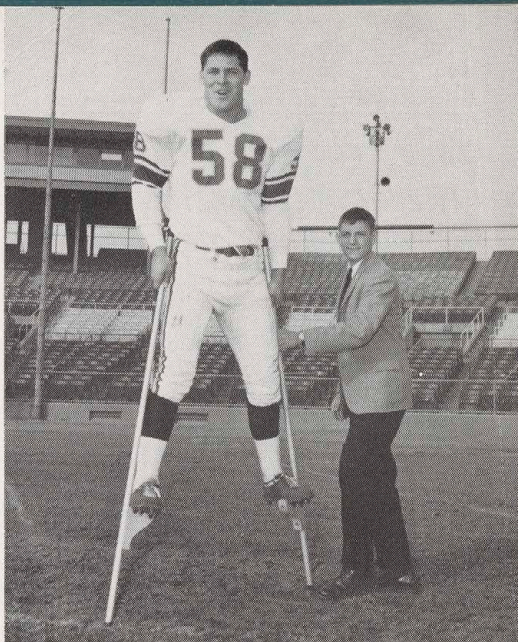
But Congress up to now has failed to put into effect the late president's modest recommendations.

Two

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



# Get Up, And Go! With JA



The Great Northern-sponsored Junior Achievement Company, GRESCO, realizes promotion is part of the sales picture. Achievers fashioned a pair of their product—stilts—for Rip Hawkins of the Minnesota Vikings, shown in top photo with Achiever Jim McNulty, and another giant-sized pair for Anthony Kane, GN vice president and general counsel, and a director of St. Paul Junior Achievement. Mr. Kane is getting an assist from Robert Savina, JA advisor from GN, as two other employee-advisors, C. D. Merk, left, and J. E. Slaughter look on in wonderment.





## **3% Freight, 2% Passenger Revenue Increases Seen From '64 Operations**

By John M. Budd, President  
Great Northern Railway

Great Northern operations in 1964 will produce more revenue than in



Mr. Budd

1963, but it is expected that net income will be about the same as 1963's \$4.80 per share.

Substantially higher operating expenses, resulting principally from heavy flood damage to our line in Montana in June, and a very large increase in wages, will affect 1964's net income.

Although negotiations leading to some wage increases were not concluded until late 1964, higher rates for most employees were made retroactive to January 1, 1964.

It currently appears that GN's freight revenues for 1964 will be somewhat more than 3 per cent above 1963, while revenue from passenger service will be up 2 per cent over 1963. A prolonged strike of grain handlers at terminal elevators in the Duluth-Superior area in July and August led to a sharp decline in GN's grain movement in that period, and resulted in a substantially lower freight revenue for 1964 than had been anticipated.

This was a generally excellent year for crops along GN. Grain production was heavy, and an estimated 248 million bushels were in storage along the railway on December 10. Most of this grain will move to market by rail in the coming year.

Apple production in the Wenatchee

Valley in Washington was of outstanding quality, although somewhat less in quantity. The potato and sugar beet crops in our territory also were very good. Moisture conditions in the agricultural areas served by GN are considered satisfactory for this time of year.

GN's physical plant continues in tip-top condition. Our investment in 1964 in track and equipment betterments was greater than in the preceding year, and the railway's directors have authorized a somewhat larger capital improvements program for 1965. We plan to acquire new diesel locomotives and 1,115 freight-carrying cars in 1965, and to progress GN's track improvement program throughout the system.

Current projections on the nation's economy for 1965 indicate that business will be at about the same level as in 1964, and it may be expected that GN will move about the same amount of traffic that we did in the past year.

The proposed consolidation of Great Northern with four other railways moved another step toward Interstate Commerce Commission decision in the late Summer, 1964.

On August 24, Robert H. Murphy, ICC examiner, recommended, with several conditions, the merger of GN with Northern Pacific, Chicago, Burlington & Quincy, Spokane, Portland & Seattle and Pacific Coast railways.

Examiner Murphy, who conducted public hearings on the unification plan in 1961 and 1962, recommended that the ICC approve the proposed consolidation with certain conditions for the protection of other railways

(Concluded on Page 10)



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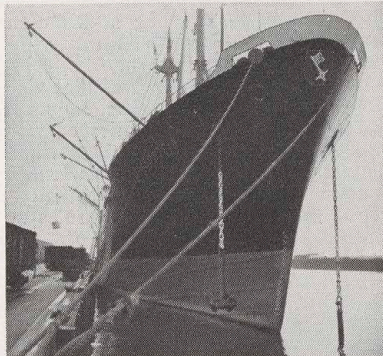


## GN Hauls Record Ingot Shipment To Port of Seattle

A record 68 carloads of aluminum alloy ingots—the largest ever to cross the Port of Seattle docks—were delivered by the Great Northern Railway to the German ship, "Ravenstein."

The 136,000 fifty-pound ingots begin moving them from the Aluminum Company of America's Wenatchee, Wash., plant, the newest smelter in Washington, on November 4 arriving at the Port's Pier 48 facility on November 10 for immediate loading out to West Germany on the North German Lloyd freighter.

According to Alcoa's Wenatchee manager, W. N. Farquhar, this 3,400-ton shipment represents a sizeable chunk of the firm's Wenatchee annual production of 108,500 tons.



A load of 3,400 tons of Alcoa aluminum ingots from Wenatchee, Wash., is loaded aboard the freighter Ravenstein. Above, is a full-view picture of the North German Lloyd ship.

Adding this tonnage to the production at their Vancouver, Wash., plant, and to tonnage produced at other Washington aluminum smelters, makes the State of Washington the No. 1 leader of all states in production of primary aluminum.

Five

**GREAT NORTHERN — SWIFT, SAFE, SURE**



## T. A. Jerrow Resigns As Operations V. P.

The retirement of Thomas A. Jerrow as vice president of operations of the Great Northern Railway and the election of John L. Robson as his successor effective February 1 were announced by John M. Budd, president of the company.



Mr. Robson



Mr. Jerrow

Mr. Jerrow is retiring at his own request for reasons of health after 40 years with Great Northern.

Mr. Robson has been assistant vice president, operations, since January, 1958. He assumed the duties of vice president temporarily in 1961 when Mr. Jerrow served on the Presidential Railroad Commission in Washington, D. C., investigating the work rules of operating employees.

Born in England and raised in Montana, Mr. Robson was graduated from Montana State College in 1936 with a degree of Bachelor of Science in mechanical engineering. He later did post-graduate study on a transportation fellowship at Yale University, where he received a certificate in transportation.

Mr. Robson joined Great Northern in 1937 as assistant sub-station superintendent for the Spokane, Coeur D'Alene & Palouse Railway at Spokane, Wash.—a subsidiary property later merged into GN. He subsequently held various operating and mechanical department assignments at

Klamath Falls, Ore., Willmar, Minn. and Minot, Fargo and Grand Forks, N. D., before coming to St. Paul in 1942 as superintendent of motive power.

He was promoted to the position of chief mechanical officer in 1949, and held that title until his appointment as assistant vice president in 1958.

\* \* \*

Thomas A. Jerrow was born the son of a Great Northern section foreman in Kila, Montana, and got his first taste of railroading at the age of 12 when he began working as a water boy during summer vacations.

His service dates officially from 1924, when he became a section laborer. Graduating from high school with honors, he became a stenographer at GN division headquarters at Whitefish, Montana in 1925, remaining there until 1937.

He subsequently served as trainmaster at Sioux City, Iowa; Willmar and St. Cloud, Minn.; and Spokane, Wash. During World War II he was a captain the Army Transportation Corps, returning to his post in Spokane in 1944.

The following year he was appointed superintendent of the railway's Klamath Division, at Klamath Falls, Ore., and in 1947 moved to Grand Forks, N. D. as superintendent of the Dakota Division.

In 1951, Mr. Jerrow became general manager of Great Northern's Lines East, with headquarters in Duluth, Minn., and less than a year later assumed the duties of general manager, Lines West, at Seattle, Wash. He remained at Seattle until 1957, when he became head of the railway's operating department at St. Paul.



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## Big Mountain, Schweitzer Ski Booths At Show

Two of the West's leading ski resort areas were well represented recently at the Northwest Skiing & Winter Sports Fair, Inc., in the Minneapolis Auditorium.

At right, the Big Mountain booth is shown. From the left are Roy Skow, Great Northern passenger representative, Minneapolis; Tom Unger, Big Mountain Ski patrolman, and Jerold Askevold of the Viking Lodge management.

The Schweitzer Basin Ski area was manned by two of the area's representatives. From the left, in the top photo, are Sam Wormington, ski area manager, and Dr. Jack Fowler, prominently identified with the area's promotion.



Seven

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**

NORTHWEST





The seacoast resort city of Santa Monica provides ideal fishing for dad as other family members enjoy the sea.

## California Sightseeing Ideal By Train

One of the unheralded tourist trips through Southern California is by rail.

For the casual approach to travel—the luxurious where the “driving” is up to the engineer—you cannot match the railroads.

Because of the unusual geography—the close proximity to the ocean and desert—train riding can be quite an adventure in sightseeing.

Every rail line leading to Los An-

geles must climb over a mountain pass. Two lines thread through scenic Cajon pass between the desert dude ranch country around resort towns and orange groves and eventually to Riverside and San Bernardino.

San Geronio Pass is another rail route through the towering peaks of Mt. San Jacinto and Mt. San Geronio, gleaming with snow.

The coastal rail lines north and south of Los Angeles provide unique



train rides. Mountains rise up so close to the sea that tracks must skirt the beach so close that salt spray from the surf can reach car windows.

Heading north from the city, tracks run the length of the famous San Fernando valley, locale of movie and television studios and the homes and ranches of many stars.

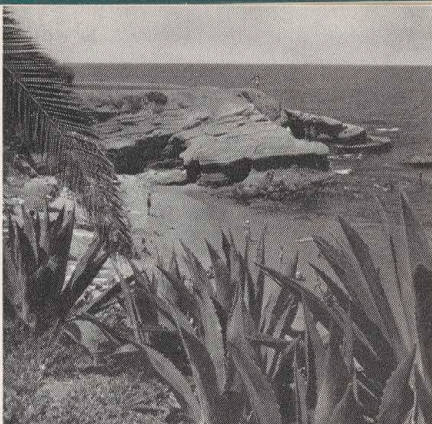
Further on, flower farms, park-like expanse of walnut groves and the light green miles of lemon groves flash past.

Your trip continues through Ventura, the Poinsettia City; along the Pacific ocean where fishermen and surf riders abound, and past a forest of oil wells.

Santa Barbara with its lovely mission, Los Angeles, a "must-see" stop; the Mission San Juan Capistrano founded in 1776; San Clemente, with its seaside golf course; Camp Pendleton, the largest of all Marine bases, and Encinitas and Del Mar are along the route.

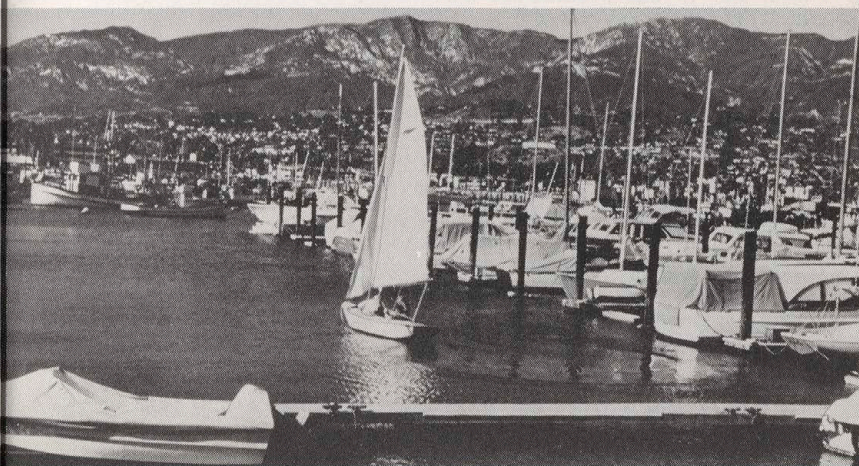
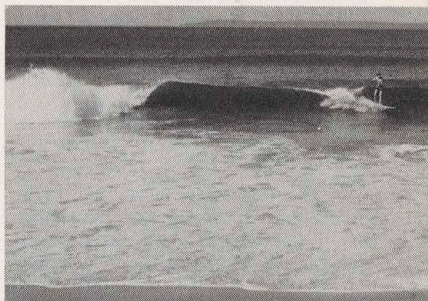
Once past La Jolla with its famous coves, the journey ends close by San Diego's land-locked bay, "Harbor of the Sun."

Santa Barbara's yacht harbor is ideally protected from ocean storms. Nearby, mountains come down to the sea.



Alligator Head jutting into the Pacific at La Jolla forms one arm of the famous swimming cove, seen in foreground.

A surfboard rider manipulates the board expertly along the Orange County coastline south of Los Angeles.





## GN'S '65 CAPITAL IMPROVEMENTS: \$32 MILLION

Great Northern directors meeting in New York City in mid-December authorized the company to acquire new 30 diesel locomotives and 1,115 freight-carrying cars, and to progress the railway's continuing track-betterment program this year.

GN's equipment and line improvement programs in 1965 will cost approximately \$32 million.

The company's directors also authorized payment of a 75-cent quarterly dividend on GN's outstanding stock, payable February 1, 1965 to shareholders of record on last January 15.

The 1965 capital improvements program anticipates expenditure of almost \$3¼ million more than was authorized for 1964, said John M. Budd, GN's president, and is considerably above the company's average annual investment in equipment and track betterments in the 5-year period, 1960 through 1964.

GN's acquisition of freight equipment in 1965 will include: 300 seventy-ton boxcars; 100 seventy-ton boxcars with cushioning devices for lading protection; 300 one hundred-ton covered hopper cars; 100 seventy-ton gondolas; 300 seventy-ton flat cars, and 15 one hundred-ton bulkhead flat cars.

This year's motive power program will include 30 new general purpose, 2,500 horsepower diesel locomotives.

GN's track-relaying program for 1965 will entail placement of 51 miles of new rail, 47 miles of which will be welded. When the 1965 track program is concluded the railway will have 498 miles of welded rail in service.

The railway will install an additional 51 miles of CTC (centralized traffic control) on GN's main line in the state of Washington next year.

Ten

At the end of 1965 GN will have 1,188 miles of CTC in operation.

The 1965 track-improvement program will include major changes in GN's main line at four points in North Dakota and Montana. These projects will involve reduction of curvature on two segments of the railway's line through the Rocky Mountains, and at two other points in eastern Montana and western North Dakota.

### Montana Cattle Go To Market Via GN Cars

A trainload of more than 3,000 cattle—mostly Hereford and Angus—went to market from Whitefish, Mont., to Sioux City, Iowa, in 74 cattle cars.

Shipment of cattle by the trainload is new this year for Montana Flathead Valley ranchers, said C. G. Hardy of Marion, Mont.

Three passenger cars, positioned at the end of the cattle train, carried the ranchers to Sioux City.

### Year-End Report—Conclusion

and for employees who would be affected.

Exceptions to the examiner's report were to be filed by January 15, 1965. Thereafter the parties will be permitted an opportunity to file replies to exceptions. The full commission will then hear oral argument on the proposed consolidation from applicants and the principal intervenors.

Following oral argument, the commission will prepare its final report. It is expected that this report will be released during the latter part of 1965.



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### Sweet Music

Neighbor: "If you don't stop playing that saxophone, I'll go crazy."

Boy Next Door: "Too late! I stopped an hour ago."

\* \* \*

### Food For Thought

"Is your wife a good cook?" the secretary asked her boss.

"Good! Boy is she ever," he replied. "The only one that came close to cooking like her was the cook in the Army."

\* \* \*

### OH?

The new secretary continually failed to answer the phone and one day her superior finally said: "You must answer that phone!"

"O.K.," she replied. "But it's so silly. Five times out of 10 it's for you."

\* \* \*

### There They Go!

The first-graders listened as their teacher on a field trip pointed to a flock of birds about to migrate. They were noisy and excited before their long trip.

"What do you suppose they are saying?" she asked one tot.

"I imagine the mother birds are telling their children they better go to the bathroom first," he replied.

### How's That?

Patient: "Doctor, I have amnesia."

Doctor: "How long have you had it?"

Patient: "Had what?"

\* \* \*

### Another Day

"Did you learn anything new in school today?" the father asked his first-grade-age son.

"I guess not," he answered. "we gotta go back tomorrow."

\* \* \*

### Me?

Lady (at the almond counter): "Who attends to the nuts?"

Clerk: "Be patient. I'll wait on you in a minute."

\* \* \*

### It's Going Fast!

Prospect: "Ye gad! What a house. What's holding it up?"

Agent: "The termites are holding hands."

\* \* \*

### Some Technique

"Could I see the man who was arrested for robbing our house last night?" the man asked the police sergeant.

"This is highly irregular," he replied. "But what's the reason?"

"I want to ask him how he got into our house without awakening my wife."



## Rail Piggyback Shows 11% Increase in 1964

The first decade of railroad piggyback service was realized at the end of 1964 and officials estimated that more than two million truck trailer movements were taken off the nation's crowded highways as a result.

Piggyback topped for the first time the milestone figure of 20,000 railroad cars loaded in a single week. The 20,176 rail cars loaded in the week ending October 3 climaxed a six-week piggyback surge that recorded new highs for each successive week except the holiday week of September 12.

Projected figures from the first 47 weeks of the year of 1964 indicate the total year's piggyback traffic at 890,000 cars loaded with one or more

revenue highway trailers or containers for an increase of more than 11 per cent above 1963.

The 1964 increase is attributed to expansion of piggyback service by 62 railroad systems that originate such traffic, and to huge investments in new piggyback equipment and facilities—part of the industry's record 1.4-billion-dollar capital spending in 1964.

Low rates, high speed and service dependability are the railroads' other basic selling points behind the shift to piggybacking.

The 1965 annual total for piggyback, the Association of American Railroads predicted, may well push to the million-car mark.

Boxes of Washington State apples leave McArthur's Pine Tree Ranch warehouse in the Entiat-Okanogan apple-growing area near Wenatchee, and into one of Great Northern's new trailers which was built at Spokane, Wash. J. K. McArthur, left, is shown speaking to T. H. Green, GN general agent, at Wenatchee. Fork lift operator is Charles Thurston.



Twelve

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



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SEATS

## GN'S CARNIVAL PRINCESS CROWNED



When Elaine Leach, Great Northern Railway's outgoing St. Paul Winter Carnival princess, held the crown over the head of Mary Hayes, she was unaware that she was to be crowned the 1965 princess. But shortly after, she broke down with happiness. One of the other candidates, Bonnie Osell, left, looks admiringly as she witnessed the selection. The winsome new princess attends the University of Minnesota. She will represent the railway at the upcoming St. Paul Winter Carnival.

## 20,000 Miles Under CTC

Centralized Traffic Control on American railroads has been boosted to nearly 20,000 miles of track in the past decade.

CTC, placing all movements on as much as 300 miles of track under centralized remote control, can increase the train capacity of a single line of track by as much as 80 per

cent.

Some 44 major new automated freight yards with push-button switching and car-speed control have been built to date.

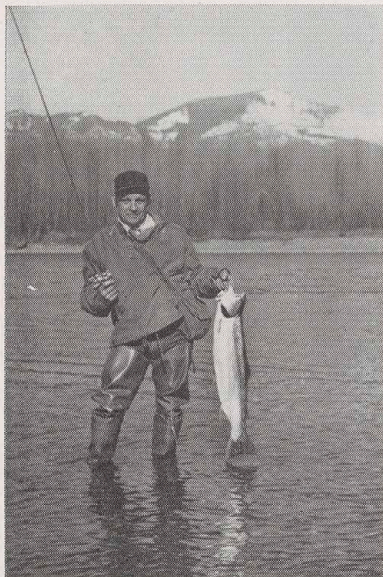
Piggybacking by 90-foot railroad flatcars capable of carrying two 40-foot highway trailers and containers is common in the U.S.

Thirteen

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## STEELHEAD FISHING GETS SUPPORT FROM GREAT NORTHERN



Steelhead fishermen are the hardy type.

They weather well—especially during the winter season when the steelhead, a trout unique to the Pacific Coast, run.

Great Northern recently came to the aid of steelhead fishermen when it granted the Washington State game department right-of-way for fishermen access along the company's old grade running nearly seven miles on the north side of the Skagit river between Concrete and Rockport, Wash.

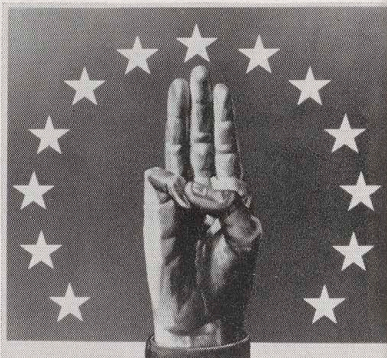
"For many years the Skagit has been the number one stream in the winter for steelhead fishermen," said Charles T. Graham, state game commission chairman. "In recent years

the steelhead catch has been expanded through successful operation of the department's natural rearing ponds."

The new fishing agreement with GN adds to Washington's access and boat launching sites on lakes and streams and 310 miles of streambank guaranteed for public fishing purposes.

The Skagit attracts many fishermen from out-of-state who seek the trout—a fish unique to the Pacific Coast.

"In the public spirited action of the Great Northern Railway Company in granting fishing access on the company's private lands, officials of that organization deserve a large vote of thanks from all steelheaders," Mr. Graham added.



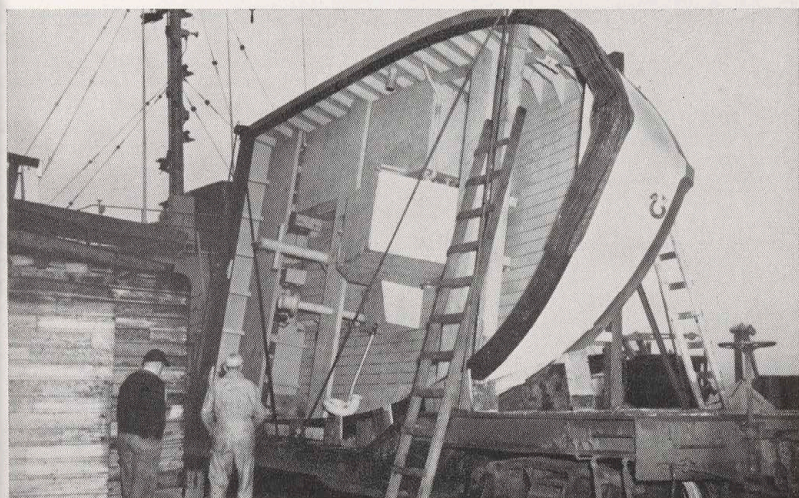
**STRENGTHEN AMERICA'S  
HERITAGE  
BOY SCOUT WEEK  
FEB. 7-13**

The 1965 Puyallup Valley daffodil festival will be held April 3 through 11 with one of seven finalists named queen, the festival's board of directors announced in Tacoma, Wash.

*Fourteen*

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





## Seine Skiff Travels High & Dry to Quebec

An unusual shipping problem? Of course! But Great Northern Railway freight traffic experts tackled the job and successfully.

The problem was the shipment of a 32-foot seine skiff—the largest built in the Pacific Northwest for tuna seining. A healthy 16 feet wide and powered by a 165 Hp. diesel, the craft has a 42-inch, five-bladed propeller.

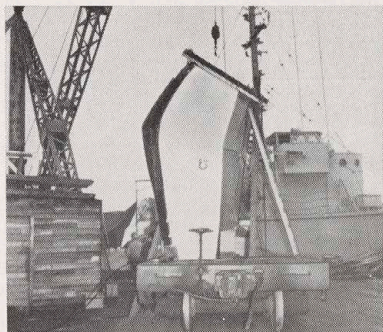
Because of clearance problems, the skiff was tilted practically on end and firmly anchored into place on a flatcar with the use of blocks and tie-downs.

The plywood, fiberglass and steel skiff, built by Tacoma Boatbuilding Company, Inc., is designed to permit its use inside and outside of the tuna seine.

Three steel skegs attached to the bottom of the craft allow the skiff to pass over the floating top of the net without damage to the propeller.

The craft was shipped via GN

A ladder was used to assist workmen in tying down a seine skiff, top photo, which was shipped East from Tacoma, Wash. Below, the skiff is shown ready for movement.



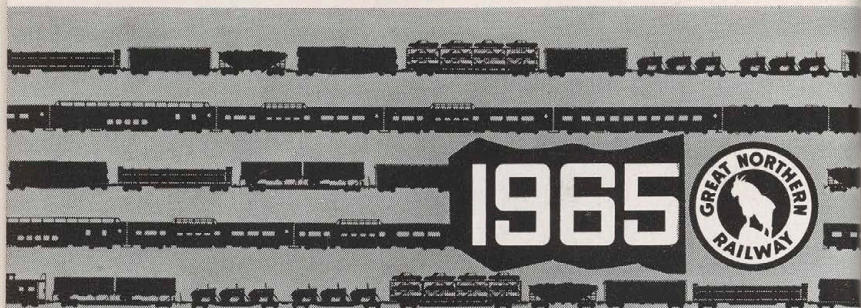
from Tacoma, then to Winnipeg, Canada, and shipment via the Canadian National to Levis, Quebec.

It joined the tuna vessel, "Golden Scarab," recently launched at Canadian Vickers Shipyards, Limited, George T. Davie division, Quebec.

*Fifteen*

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





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*The Great Northern*

# GOAT

*February, 1965*



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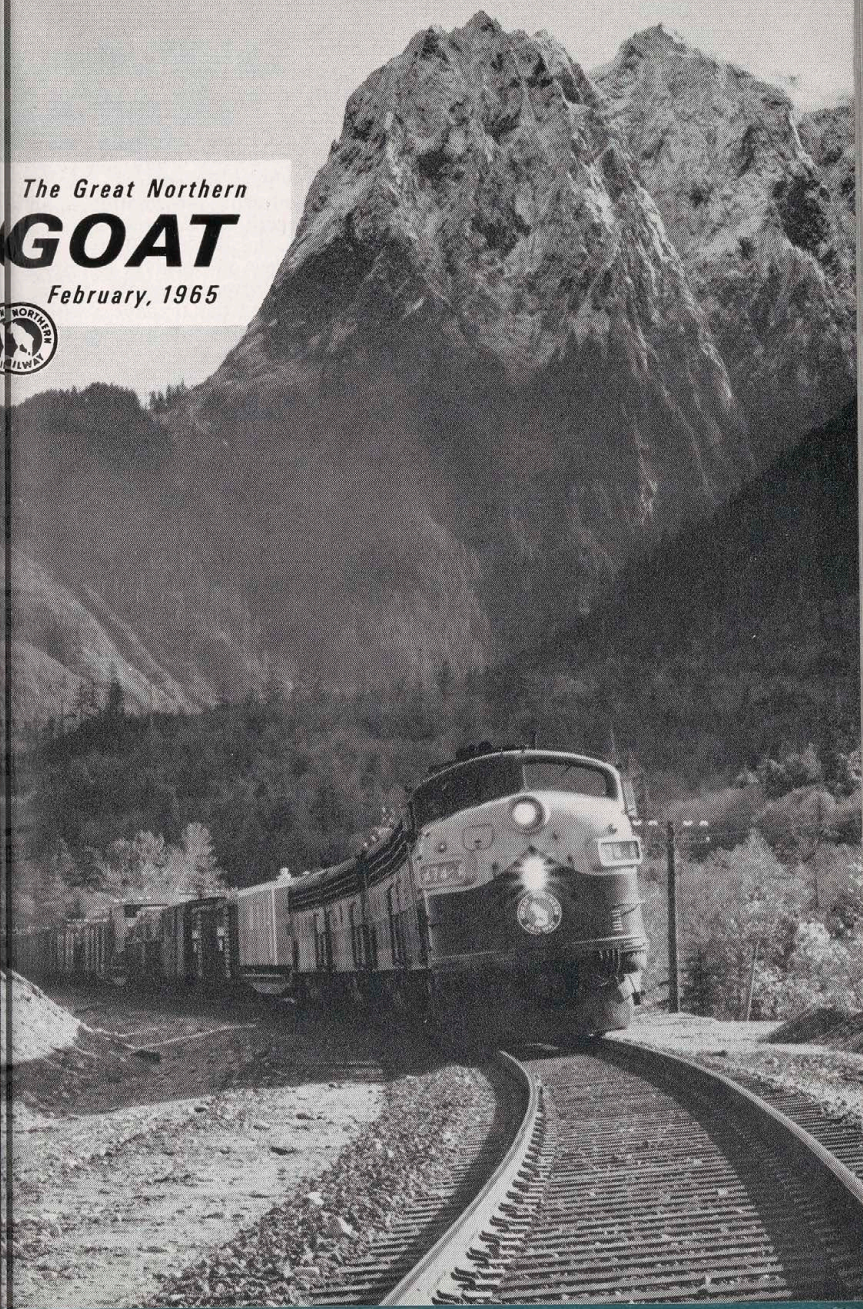
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# The Great Northern GOAT



Vol. 35 February, 1965 No. 2

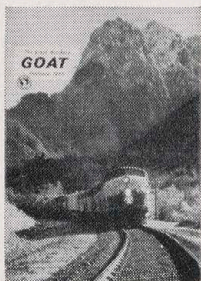
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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## The Goat's Cover



Four diesel units haul a 5,000-ton GN west-bound freight train down the west slope of the Cascade mountains. — Photo courtesy Bethlehem Steel.

Two

## Your Railroads

One of the major challenges transportation will face in the coming Congress is the trucking industry's move to increase the weight and size limits on trucks using the public's costly highway system.

The following information, supplied by Competitive Transportation published by the Western Railways Public Relations office, gives examples of what the increases would do to the highways and the taxpayers who foot the bill for highway damage costs.

The federal size-and-weight limit question discussed in this material involves only the Interstate system. Ninety per cent of the cost is paid from federal funds (taxpayer money).

However, most trucks begin and end journeys on other road systems. This explains why truckers are anxious to get an increase in the limits.

They undoubtedly would try to use any increase in the interstate limits as a device to lift lower state limits.

Increasing the axle weight maximum would permit an increase of more than \$23 (11 per cent) in the average revenue per truckload from iron and steel—traffic which involves over 300,000 truckloads a year.

In the case of liquors, the accepted weight limit would permit an additional intake of over \$46 per load, also 11 per cent, on 45,000 truckloads.

The size limit increase would mean a truck hauling meat could, on the average, pick up almost \$28 extra per load, and a truck filled with paper products would be able to gross an extra \$18 per load. Meats represent 138,400 truckloads a year, paper products almost 74,000.

The Highway Research Board of the National Academy of Sciences concluded in its analyses of Illinois Road Tests that even the present recommended load limit of 18,000 pounds per single truck axle causes 5,000 times as much damage to an eight-inch concrete pavement as an automobile's 2,000-pound axle.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



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## Puyallup Valley Daffodils Get Jump On Spring

Spring is a stirring experience in the Puget Sound communities of Tacoma, Puyallup, Sumner and Orting, Washington, in the Puyallup Valley where rich bottom land washed by Mt. Rainier's glaciers transformed the area into the nation's bulb basket.

Here is grown the greatest number of hyacinths, iris, tulips, lilies and daffodils in the nation.

Each Spring, as the northern states shake off winter, the Puyallup Valley already is shipping its bulb blossoms to flower markets.

Before the season ends in mid-April, growers will have harvested some 250 varieties of colorful blooms.

A tribute to the daffodils is held each year as residents stage the Puyallup Valley Daffodil festival. This year's celebration, April 3-11

(Concluded on Page 4)

Miss Karen Goetting of Puyallup, Wash., Daffodil Festival Queen, stands in a field of daffodils surveying her "kingdom." The Kismet float, below, entered by the St. Regis Paper Company, is shown decorated with 770,000 live daffodils. It was a sweepstakes winner in the 1964 parade.





## Paradise Inn To Greet Tourists Again

Vacationers and campers and other outdoor enthusiasts who were disturbed when this publication recently stated that Paradise Inn at Mount Rainier National Park in Washington is to be razed can relax.

It is Paradise Lodge, and NOT Paradise Inn that is scheduled for removal in conjunction with the construction of a new day use building at Paradise.

Paradise Lodge lies adjacent to the new day use building and its site will be incorporated in the parking and roadway developments essential to the new facilities.

(This magazine received its misinformation from the U.S. Department

of the Interior which corrected the story. However, the GOAT magazine in question was already off the press when the error was discovered.)

J. Leonard Volz, acting superintendent of Mount Rainier National Park, states that Paradise Inn is located approximately one-half mile from Paradise Lodge and is in no way affected by current construction projects.

The services provided at Paradise Inn, which include overnight accommodations, dining room, curio sales, fountain service and other services related to this type operation are being continued. (The colorful Paradise Inn is shown, below.)



### Puyallup Valley Daffodil Festival—Conclusion

will have the theme, "Masterpieces."

Children will have a parade followed by the two-hour parade of daffodil-decorated floats a week later. The All-Puget Sound marine regatta of "floats that go to sea" will be held April 11 on Tacoma's Commencement bay.

And the charming daffodil queen will rule over festival activities, mak-

ing appearances throughout the cities of Tacoma, Puyallup, Sumner and Orting and starring in the parades.

Federal, state and local governments will spend 14.9 billion dollars this year to construct, operate and repair highways, waterways and air transport facilities, or just under \$80 for every person in the U.S.

Four

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



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THWEST



## Whitefish Queen's Early Greeting In Musical Vein

When the Whitefish Winter Carnival Queen, Marcia Monroe, arrived in St. Paul at 6:45 a.m. recently on the Great Northern's Empire Builder, she didn't anticipate the reception awaiting her.

The GN Clown Club Band, a group of 15 zany musicians and performers, had risen two hours earlier to don their makeup and outfits and give her a warm, musical welcome.

Also on hand was GN's St. Paul Winter Carnival Princess, Mary Frances Hayes, shown at the left in the photo.

She presented Queen Marcia with GN's new Big Mountain Ski poster depicting the beauty of the ski resort at Whitefish, Montana.

It wasn't long before the musical troupe had passersby tapping toes to

the liltin' polka tunes and joining in the songfest.

Queen Marcia joined the St. Paul Winter Carnival as one of the visiting queens.

## Systems-Programming Director of GN On AAR Committee

William A. Zimmerman, GN director of systems and programming, is chairman of a committee on programming techniques in the newly-formed data systems division of the Association of American Railroads.

A team of key railroad personnel has been organized to guide the industry's increasing use of electronic data processing equipment.

Heading division committees, the officials representing railroads throughout the United States and Canada are developing programs for application of data processing to the myriad activities involved in the management of modern rail facilities and services.

Five

**GREAT NORTHERN — SWIFT, SAFE, SURE**



Their Offspring Too Young—

## 2 Fathers Lead Sons of Others On GN Scout Post Camp Trip

Packing out and camping with six youngsters in the wilds takes endurance—and when the youngsters are not your own—takes sheer devotion to a cause!

Two Great Northern Railway employees, advisors of the railway-sponsored Railroad Specialty Boy Scout Post No. 360, St. Paul, spent a week in Northern Minnesota familiarizing the youths with camping and existence in the canoe country of the state.

When John Ricci and Leander John, GN men, look back on their adventure today as the group plans its 1965 activities, they admit it was work but worth it.

They didn't take their own boys because they were too young. And there's always the prospect that when they *do* qualify in years to come, other sacrificing fathers will be happy to return the favor.

The group of six youths, Jim Pendergrass, Don Neudauer, Steve Lee,

David Cincoski, Pete Vasey and Steve Zieminski and the advisors motored to Four-Mile Lake off Minnesota's famed North Shore, 30 miles north of Schroeder, Minn., in two cars and hauled four tents, two canoes and the essential foods required for a week's stay.

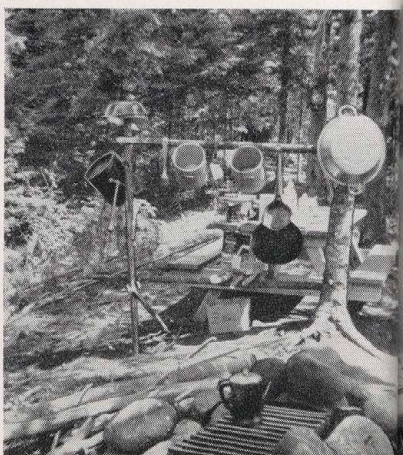
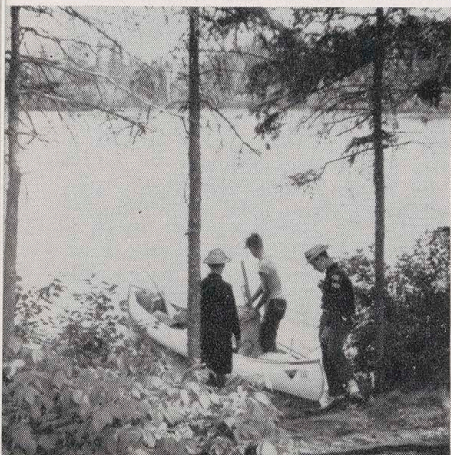
A main food staple eaten were Minnesota's coveted Walleye pike, one of the most delectable fishes available in the state.

Camping in ideal weather, the youths used sleeping bags during the July nights, but daytime temperatures hovered in the 70's permitting swimming, fishing, canoeing and hiking through the forested hillsides.

Every meal was cooked over open campfire. The youths furnished the wood and washed dishes, but the advisors cooked the substantial meals which often consisted of pancakes, eggs, bacon and if the early-morning catch was good, walleye.

The youths earned the trip money

There is the right and wrong way to enter a canoe, the trio in lower left photo, discovered. Much of their "solid" food consisted of freshly-caught walleyes. At right, is a view of the empty campsite on an island in Northern Minnesota.





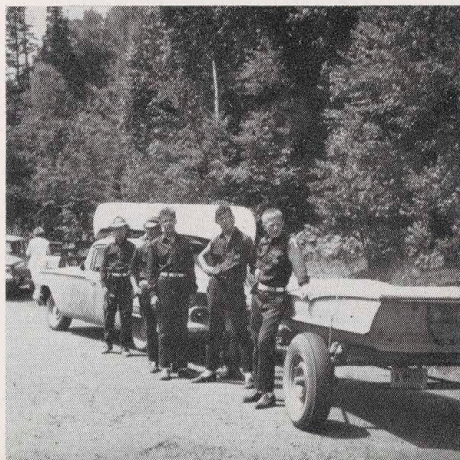
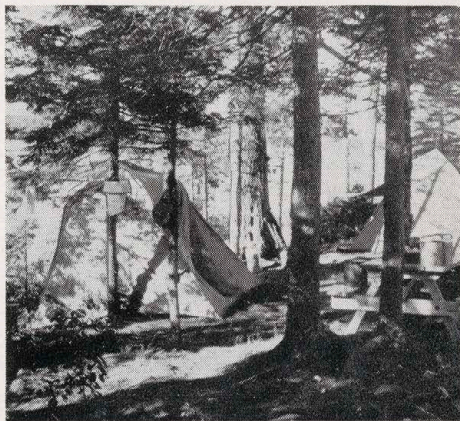
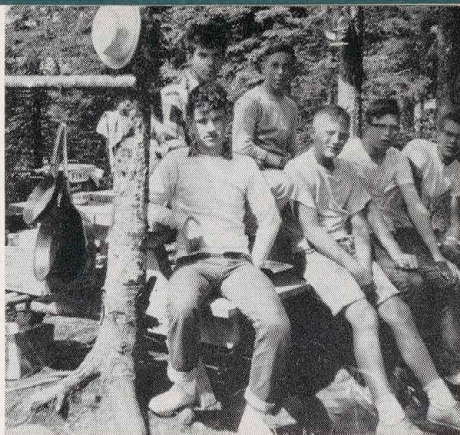
through sale of candy and first aid kits. This year's money-raising project will be the application of luminous street numbers in residential areas.

The self-supporting trips are the high-spots of the year, Mr. J. J. Jasinski, Post chairman, said. Possible trips for the troop include Great Northern's electronic Gavin yard at Minot, N.D., the Allouez, Wis., ore docks and the Port Terminal at Duluth, Minn.

The troop currently numbers 15 youths, and the majority of them are sons of GN employees. All, however, express interest in railroading.

Other GN personnel working with the post include: J. T. Andrew, system Boy Scout liaison officer; Joseph M. Griemann and Hugo Keller, advisor and associate advisor, respectively; Tyler Rude, institutional representative, and committee members, George Willard, Rueben Jacobson, and Robert Johnson.

The six intrepid campers are shown relaxing, top right, on their island. From the left, back row, are Jim Pendergrass and Don Neudauer; front row, Steve Lee, David Cincoski, Pete Vasey and Steve Zieminski. Tenting in the wilds under a canopy of trees, (mid photo) the youths rested comfortably. A motorized boat, below, provided fast transportation when needed, but canoeing was the usual mode of travel. In the extreme right photo, the "expedition," fully loaded, is ready for departure.



Vasey and Steve Zieminski, advisors motorized off Minnesota 10 miles north. Two cars and two canoes and a motor for a week. The weather was perfect during the trip. The trip was a success. The trip was a success. The trip was a success.





One of the most stirring ceremonies of the carnival is the coronation of the Queen of the Snows.

## St. Paulites Hold 79th Carnival

A kaleidoscopic mixture of sports, parades and pageantry enlivened St. Paul for 10 days ending January 31 as the community enjoyed its 79th Winter Carnival.

The "grand-daddy" of winter carnival events, The St. Paul "Fun 'n Frolics" celebration was a continuous variety show threaded together by the carnival legend of the Rollicking Realm of King Boreas.

In the light-hearted story of ancient mythology, King Boreas establishes his court in St. Paul and his brother, Vulcanus, King of Fire, eventually triumphs and storms the palace on the last day.

King Boreas XXVIII, Russell M. Johnson, and his Queen of the Snows, Carrie Patch, ruled through part of the festival which saw a new king and

queen and vulcan take over the snowy kingdom.

Mary Frances Hayes, Great Northern Railway's princess, was one of a score of beautiful girls who competed for the coveted Queen of the Snows title.

The sports calendar included such time-tested events as ski jumping tournaments, national speed skating championships, curling bonspiel, hockey, tobogganing, figure skating, archery, handball, balloon races, ice fishing, ice yacht regatta, national majorette championships, dog sled racing, motorized snow sled rally, and mutt races in which youngsters on sleds are towed by pet dogs.

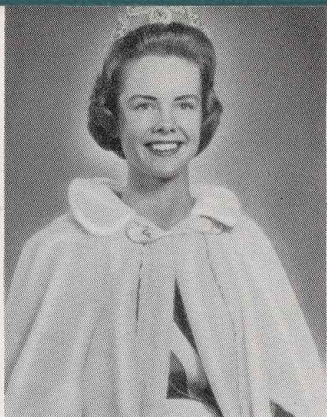
Two mammoth parades, the grande and torchlight parades, wended through

(Concluded on Page 10)

Eight

**GREAT NORTHERN — SWIFT, SAFE, SURE**





Winter Carnival royalty and the Vulcan are the dominant personalities during activities. From the left is King Boreas XXVIII, Russell M. Johnson, his Queen of the Snows, Carrie Patch, and the mysterious Vulcan who eventually overthrows the throne



The National Outdoor Speed Skating championships at Como lake attract top skaters in the country.



A half-mile-long toboggan slide, above, is a favorite with youngsters. At right, a clown ramps it up in the grande parade.



## 70 Years Span Cover Photo, Old GN Poster

One of three old posters recently uncovered illustrate the enterprise of the Great Northern Railway from its earliest days.

The cover picture of this month's GOAT magazine, supplied through the courtesy of the Bethlehem Steel Company, was taken a few miles west of the town of Index, Washington, with Mount Index looming majestically in the background.

The old GN poster on this page, believed lithographed about 1894, presents a different profile of the impressive mountain but depicts the approximate area of the cover shot.

Bethlehem Steel's photograph, illustrating four GN diesel units hauling a 5,000-ton GN west-bound freight train down the west slope of the Cascade mountains was taken in 1964.

### Winter Carnival—Conclusion

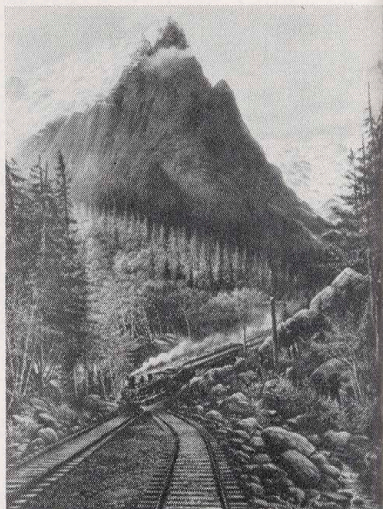
the loop area and concluded in the auditorium where some 8,000 persons viewed the spectacles in heated surroundings.

Television, radio, movie and other entertainment stars performed, and many of the outdoor activities were rebroadcast the following week over NBC-TV's hour program, "Sports in Action," on January 31.

One of the biggest participation programs is the King Boreas Treasure Chest hunt, sponsored by the St. Paul Dispatch and Pioneer Press. Residents read daily clues and hunt outdoors in the snow for a small golden medallion worth \$2,000.

Winter in St. Paul is fun time. The more the snow and ice, the merrier the festivities!

Ten



The steel company's photo shows Bethlehem Heat-Treated rail which is laid on the curve for a distance of approximately 1,100 feet.

The interesting "photographic-like" paintings, 30 x 40 inches, came to light recently in Montana. They depict the Kootenai Canyon country in the Montana Rockies, the Tumwater Canyon and Mount Index areas of the Cascade mountains in Washington State.

It is believed a GN photo and artists' car went West in 1893 after completion of the transcontinental line and the ensuing photographic-like paintings resulted. They were issued the following year.

### Tank Cars Versatile

Some railroad tank cars are fitted with cylindrical steel tanks lined with metal, porcelain, or glass. Every tank car has a safety dome to provide for expansion of its contents.

Tank cars are used for shipments of crude oil, fuel oil, gasoline, naphtha, kerosene and other liquids.

**PROGRESS IS A GREAT NORTHERN HABIT**





### You'll Never Know

The eager athlete was in a hospital and the doctor was taking his temperature.

"My, my," the doctor said, "you have a temperature of 102."

Said the athlete weakly: "What's the world's record, doc?"

\* \* \*

### But Now!

"But when you married me you promised to love, honor and obey," the newly-wed bride sobbed.

"Yeah," he said, "but I didn't want to start an argument in front of all those people."

\* \* \*

### Fair Exchange

Employer: "Here's the official letter on your raise, John, I hope you're satisfied with it."

John: "Thank you very much, boss. It's really unexpected — and here's the tape recording of our last Christmas party."

\* \* \*

### Quartered And Drawn

"You bachelors certainly have better looking flats than us married guys," a friend told the other after examining his apartment.

"Yes," he answered. "You married men may have better halves, but we bachelors have better quarters."

### Fit To Be Tied

The nagging wife bought her husband two ties for his birthday. The next day he wore one, and at breakfast she screamed:

"Oh, so you don't like the other tie?"

\* \* \*

### Tit For Tat

A woman, after placing some flowers on the grave of a relative, noticed a Chinese placing a bowl of rice on a neighboring grave.

"When do you expect your friend to come up and eat the rice?" she asked.

"About the same time your friend comes up and smells the flowers," was his reply.

\* \* \*

### Some Time

"My wife," confided the gentleman, "used to play the piano a great deal before we had children."

Commented his acquaintance: "Children are a comfort and joy, aren't they?"

\* \* \*

### Light Count

The young boy came home with clothes torn and one eye blacked.

"But I told you to count to 50 before you fight," his father told him.

"I did," the boy replied, "but Billy's dad told him to count to 25!"

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



## NICHOLSON RETIRES, STONE PROMOTED TO SAN FRANCISCO

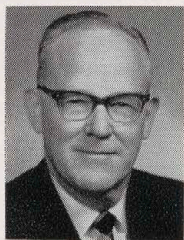
The retirement of W. E. Nicholson as Great Northern freight traffic manager in San Francisco and the appointment of George W. Stone as his successor were announced by the company.



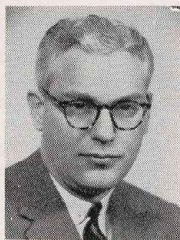
Mr. Nicholson

Mr. Nicholson retired on January 31 after 42 years with the company. He had been at his San Francisco post since 1960.

Mr. Stone joined GN in



Mr. Stone



Mr. Cutforth

1927 as stenographer to the railway's general agent in Seattle. He served in various clerking positions in Portland, Ore., and later became city freight agent there.

After serving as traveling freight and passenger agent in Vancouver, Wash., he became general agent in Philadelphia in 1956 and general freight agent in Seattle in 1963.

The following additional personnel changes also went into effect on February 1:

Ralph L. Merklin, general freight agent, Portland, succeeded Stone as general freight agent, Seattle;

John K. Cutforth, general agent, freight department, Seattle, became

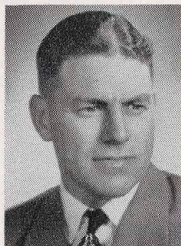
*Twelve*

general freight agent, Portland;

Robert W. Morrison, general agent, Toronto, Canada, was named general agent, Seattle;

Lorne T. Wickerson, traveling freight agent, Vancouver, B.C., was appointed general agent, Toronto;

Roderick A. Munro, city freight and passenger agent, Nelson, B.C., became traveling freight agent, Vancouver, B.C.;



Mr. Merklin



Mr. Morrison

John A. McIlveen, city freight agent, Vancouver, B.C., was named city freight and passenger agent, Nelson, B.C., and Donald G. Fox, chief clerk, Vancouver, B.C., was named city freight agent in that city.

## Give To The Heart Fund

Heart and blood vessel diseases still remain the No. 1 killer in the nation despite advances in research through the years.

The toll now exceeds 980,000 a year and the diseases still are responsible for three out of each five deaths in the middle-age group.

They still are the leading health enemy of United States business, causing a loss of 72 million man-days of production a year at an estimated cost of 4 billion dollars.

Your Heart Fund fights this killer. During the month of February, the Heart Association is conducting its drive for financial support that has congressional backing.

Help fight heart disease, give to the Heart Fund.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**

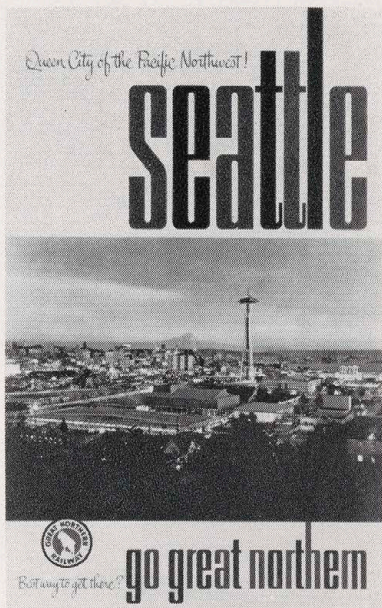


# New GN Posters Promote Seattle, Big Mountain

Fresh off the press and being circulated are two new travel posters published by Great Northern Railway promoting Seattle and The Big Mountain at Whitefish, Montana.

Printed in four colors and of striking design, the posters will receive wide distribution through the public relations-advertising offices of the railway in St. Paul and Seattle and by Great Northern traffic representatives in 60 United States and Canadian cities.

The Seattle poster, entitled, "Seattle—Queen City of the Pacific Northwest!", comprises a twilight photograph taken from Queen Ann Hill.



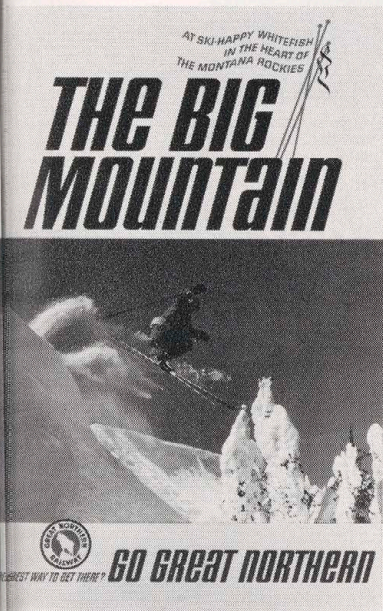
Buildings of the Seattle World's Fair glisten in the fading light and the varied neon and incandescent lights sparkle. Prominent on the horizon is 14,410-foot Mount Rainier.

Robert Harr, a photographer of Hedrich-Blessing Studios, Chicago, captured the scene on film.

The companion poster with the title, "Big Mountain—At Ski-Happy Whitefish in the Heart of the Montana Rockies," is an action ski shot taken by Les Blacklock, Eden Prairie, Minn., wildlife and naturalist photographer.

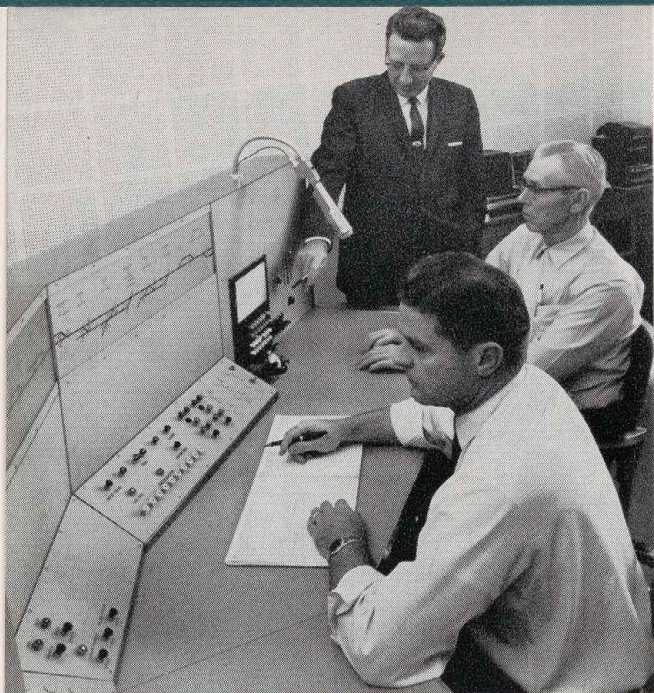
The posters were designed by the Merlin Krupp Studio, Minneapolis, and lithographed by the R. M. Rigby Printing Company, Kansas City, Missouri.

Thirteen



BETWEEN GREAT LAKES AND PACIFIC NORTHWEST





W. B. Jones, standing, chief dispatcher for GN's Cascade division in Seattle, explains fine points of the operation to Gilbert C. Allen, GN dispatcher. Working the CTC console unit is F. J. Frahm of Seattle, GN dispatcher.

## CTC Guides GN Traffic With Speed, Safety

Great Northern Railway recently "phased-in" 86 miles of Centralized Traffic Control on its main lines from Mulkiteo, north of Seattle, to Merritt, Wash., seven miles east of GN's 7.89-mile Cascade tunnel.

CTC, as it is called, is electronic guidance of main-line train traffic by a single operator from a central control board using sophisticated systems of communications and mechanization to control train movements in the most efficient manner.

The new GN CTC control unit facility is headquartered in the GN chief dispatcher's office at King Street

station in Seattle.

There, a single operator comfortably seated at a compact console, can electronically "see" trains on an illuminated map of main lines built right into the unit.

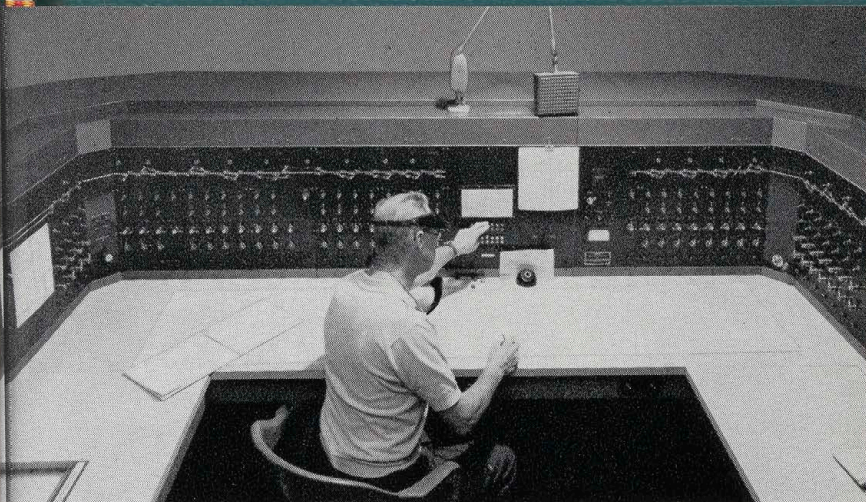
The operator controls train movements by setting signals and switches literally miles away with a push-button operation similar to the dialing system in commercial telephone operations.

Through 1964, Great Northern had 1,137.08 miles of track under CTC. The 1965 program will see 51.4 additional miles of CTC being installed

Fourteen

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





The CTC board at Minot, North Dakota is manned by W. D. Stevens, operator. This board controls traffic from Minot to Nolan, North Dakota, East, and from Minot to Bainville, Montana, West.

from Merritt, Wash., to the Columbia river. At the year's end, GN will have 1,188.48 miles of track under CTC.

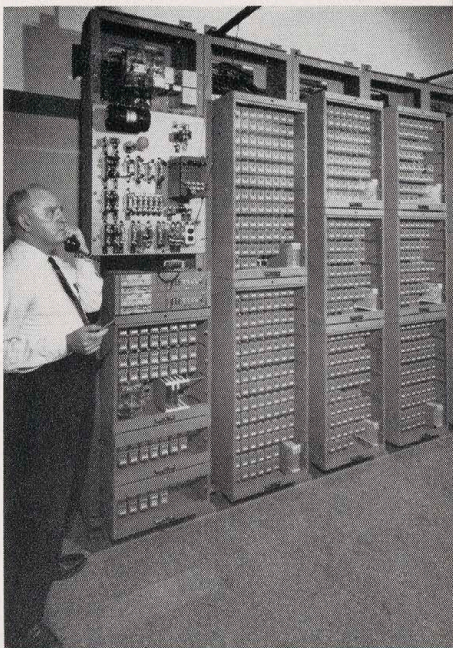
The increased safety and speed of this operation is enhanced by GN's accompanying centralized radio communications (CRC) setup, built into the CTC unit.

Using CRC, the dispatcher may talk with train crews on the move over the area which is CTC controlled.

This phase of GN's CTC project was recently completed after nearly eight months construction. The project embodied changes in trackage and switches in the CTC control area, with the construction of new passing tracks at Merritt, Berne, Gold Bar, Monroe, and Lowell, Wash.

CTC operation, which has already proven itself at the points in use, is expected to considerably speed up east-west train operations with the accompanying benefits of faster service to El Pacific Northwest shippers as well as passengers on GN's Empire Builder and Western Star transcontinental passenger trains.

Frank Murphy, GN Cascade division signal supervisor, listens to a signalman's report along the railway's main line while phasing new units of the CTC system.







# Lumber . . .

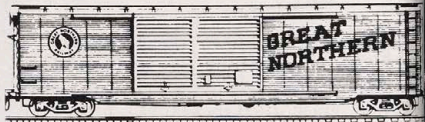
We'll get it there!



**Bulkhead Flat Cars.** Designed to simplify handling of lumber, wallboard and plasterboard. Ideal for either lengthy cuts or bulky loads.



**Plug-Door Box Cars.** King-size openings that make mechanical loading and unloading of lumber and plywood a breeze. Weather-protected right to your customer.



**Double-Door Box Cars.** Two doors slide wide for easy in or out handling of lumber with large lineal dimensions. You benefit from lower handling costs.

**LOADS OF LUMBER** ship fast and economically in Great Northern's specialized cars . . . on time and at low cost.

**GREAT NORTHERN RAILWAY**





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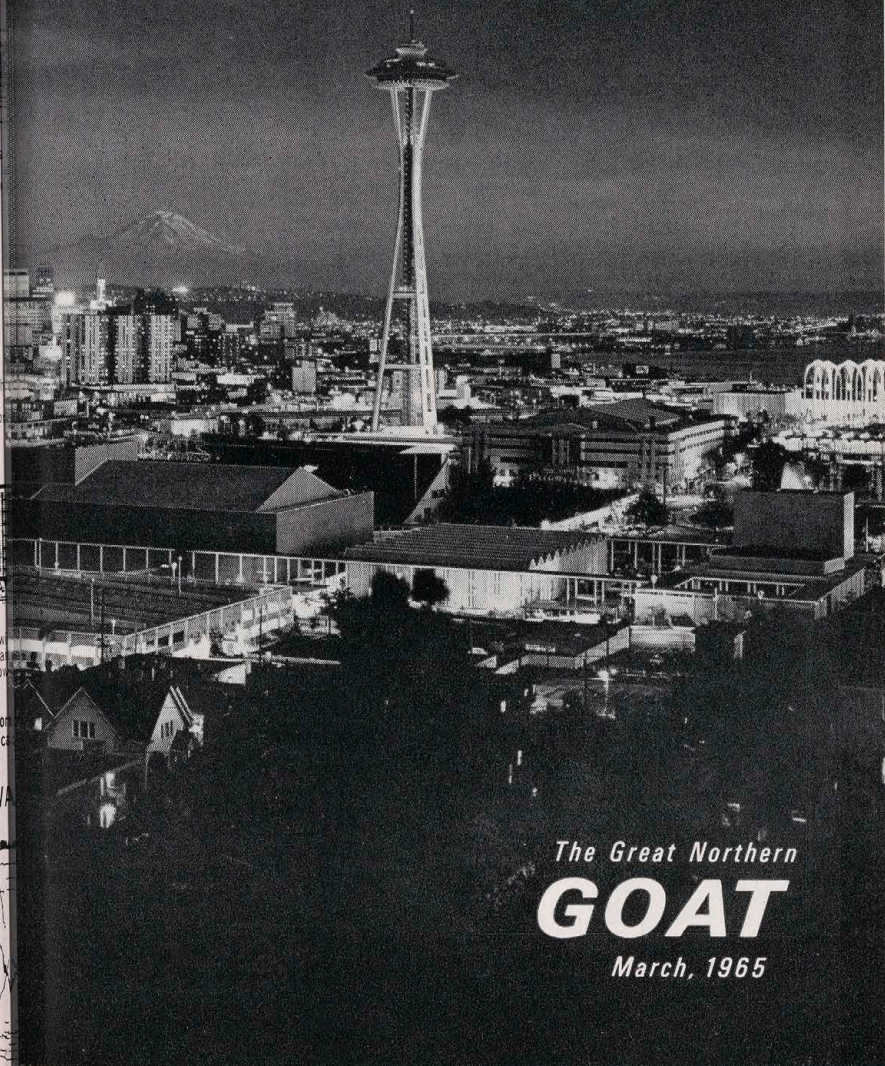
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*The Great Northern*  
**GOAT**  
*March, 1965*



# The Great Northern GOAT



Vol. 35 March, 1965 No. 3

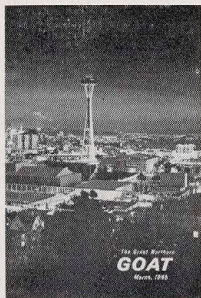
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DAN MUSCH, Editor

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## The Goat's Cover



Seattle is a prime tourist attraction of the Pacific Northwest. One of its pleasant moods was captured by Bob Harr of Hedrich - Blessing, Chicago.

Two

## Your Railroads

There are no rocking chairs in the future of railroads, stated Clair M. Roddewig of Chicago recently as he addressed the Peoria, Illinois, Rotary Club.

The president of the Association of Western Railways said that the current new era in railroading is the product of dynamic management—knowledgeable and dedicated to providing better service at competitive prices.

Today's railroad manager is utilizing all the inherent strength of the rail form of transportation and new techniques of marketing research to meet our country's growing transportation needs.

Stating that practically every mode of railroad operation has been in transition, he added that freight trains of today are pulled by highly-efficient diesel-electric locomotives and behind them are giant-sized freight cars, huge tank cars, rack cars stacked with a dozen or more automobiles, piggyback cars, and many other types of special-purpose cars.

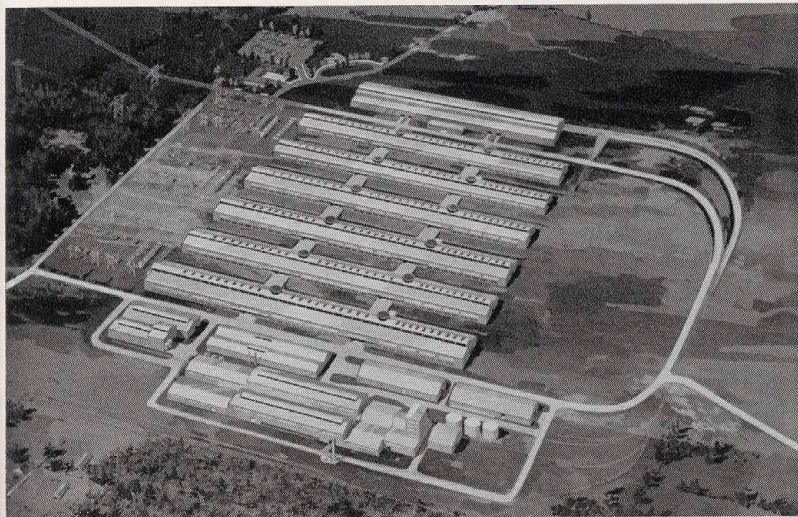
Other advances in railroading the past few years:

- Unitized trains shuttling single cargoes between two distant points.
- During the past 10 years, 20,000 miles of railway track have been placed under Centralized Traffic Control to increase train capacity and 4 automated freight yards were put into operation.
- Welded rail is in use in more than 7,000 miles of track and more miles are under construction.
- Data processing equipment and computers are teamed in central locations to compile information for locating and distributing cars, locomotives and other equipment, scheduling of maintenance, payrolls, inventories and other purposes.
- Radar, closed-circuit TV and electronic eyes are used to assure safe track conditions.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



## Artist's Sketch of New Intalco Aluminum Plant



A major new industry is under construction at Whatcom county, Washington, on a 950-acre site five miles west of Ferndale.

It is the Intalco Aluminum Corporation's new aluminum reduction plant—a joint venture of American Metal Climax, Incorporated, Howe Sound Company and Pechiney-Enterprises. The group decided last June to locate in the Mountain View Industrial District that was principally owned by the Port of Bellingham and the Great Northern Railway.

This plant will be the ninth and newest in the Pacific Northwest, and is the only new aluminum reduction plant to start construction in 1964.

Intalco will provide about 400 jobs when production begins. A total employment could attain 650 after three potlines are completed. Current plans indicate that the potline will use alumina from Australia produced from bauxite in the Gladstone area as a result of a project undertaken

by Pechiney of France with other alumina producers.

Alumina will be shipped to the Ferndale plant in 35,000-ton capacity freighters which will call initially five times yearly.

The plant will consist of several buildings with the four main potline buildings being 130 x 1,500 feet. Present projections call for the first hot metal to be off the line sometime during the summer of 1966.

The initial capacity of the plant will be 73,000 tons a year or 400,000 pounds daily; plans indicate production will increase to more than 200,000 tons a year by 1971, if market conditions permit.

Various factors combined to bring the major industry to Whatcom county. Behind the successful drive to win Intalco to the district is a story of research and presentation by personnel of the Whatcom County Industrial Council, the Port of Bell-

(Concluded on Page 12)

Three

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



# Stilt Production Keeps Achievement

When Spring arrives in St. Paul, so do the "days of reckoning" for Junior Achievement whose companies are in the last flurry of production and sale of products.

Among scores of local companies active at this time is GRENCO, sponsored by the Great Northern Railway.

By April's end, the firm hopes to market 600 pair of metal stilts retailing at \$2.50 a pair. Projected sales are set at \$1,500.

GRENCO manufactures five-foot stilts, but has made longer stilts to order. The record is 10-footers.

Officers and advisors of the firm have their work cut out for them. The firm's product is one of the highest-priced sold by St. Paul JA companies. Consequently, a fair profit

The knowledge of hand and machine operations resulting in a product is one of the tangible benefits of JA. On these pages, youths are shown producing stilts and testing them, below.





# chie'lopping'

St. Paul, Minn. — for June 1964. The company is one of the nation's largest and most successful.

margin is more difficult to maintain — and JA firms prefer paying dividends to shareholders.

Achievers meet weekly in the St. Paul JA headquarters. Their manufacturing center rings with the sound of hammers, the whirr of power tools and the chatter that is attendant with youthful gatherings.

Ahead of them is the Future Unlimited dinner in May when JA officials announce company and officer awards.

Burke Strickland, president, also was president of the company sponsored by GN in 1964. The firm was singled out for the top national award when its annual report was rated No. 1. He was luncheon guest at the New York Stock Exchange and visited the New York World's Fair.

Achievers present during the photographic session appearing on these pages are: Burke Strickland, president, White Bear Lake High school; Gary Crum, vice president production, Sibley High; Jim McNulty, vice president sales, Cretin High; Pam Felac, secretary, St. Bernard's High; Margaret Avery, public relations

(Concluded on Page 6)

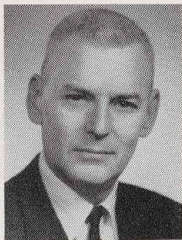
GN advisors instruct company workers and officers in production techniques. In top photo, right, are advisors consulting with Burke Strickland, president of GRENCO.





## A. J. Haley of Mineral Department Retires

The retirement of A. J. Haley as director of the mineral research and development department of the Great Northern Railway and the naming of R. A. Watson as his successor in St. Paul were announced by C. E. Finley, traffic vice president.



R. A. Watson

Also announced effective on March 1 are the following departmental appointments:

H. E. Reed, geologist, Williston, N. D., assumes the new title of assistant director, Seattle, succeeding Mr. Watson.

T. P. Wollenzien, assistant geologist, St. Paul, becomes geologist at Williston, succeeding Mr. Reed.

Mr. Haley is a graduate of the University of Minnesota where he was awarded the degree of Engineer of Mines and a Master of Science degree in economic geology.

His retirement caps a colorful career that ranged from South America

### JA—Conclusion

manager, Central High; LaVonne Peterson, treasurer, Harding High; Ray Brown, safety director, Kellogg High, and Sandra Grupe, personnel director, Mounds View High.

Others were: Carolyn Moody, Central High; Mike Beath, Johnson High; Chris Johanssen and Joyce Kanevsky, both of Sibley High; Shirley Conway, St. Bernard's; Vicki Maurer, St. Agnes and Mary Serr, White Bear Lake High.

GN advisors of GRESCO are John Slaughter, Robert Savina, C. D. Merk, and John Deutsch.

Six



H. E. Reed



T. P. Wollenzien

to the Pacific Northwest and St. Paul.

Mr. Watson, a native of Milwaukee, received a mining degree from the University of Wisconsin in 1946. He was employed by the Anaconda Copper Mining Company, Butte, Mont., successively as assistant mining engineer, mine geologist and field geologist.

He was appointed assistant geologist for GN at Spokane, Wash., in August, 1950, and geologist at Seattle in 1951.

Mr. Reed joined GN in 1952 as assistant geologist at Williston, N. D., and was named geologist there in 1954.

Previous to his association with the railway, he graduated from Williams College and was employed as a geologist with the Amerada Petroleum Corporation at Williston. His other business ties were with the Oil and Gas Journal, Tulsa, Okla., and the Century Geophysical Corporation there.

Mr. Wollenzien, a native of Milwaukee, has a degree in geology from the University of Wisconsin. He was employed by GN in 1957 as assistant geologist, St. Paul, in 1960, he became assistant geologist, mineral research and development department, Seattle, and later that year served in the same capacity in St. Paul.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



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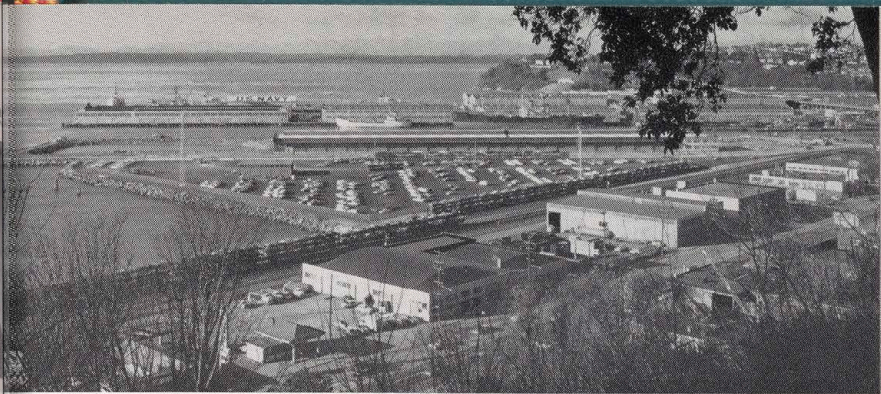
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SEATS



#### FORMERLY GN SEATTLE PIERS—

## Fill Creates Prime Industrial Site

Formerly the site of Great Northern Railway Piers 88 and 89, a 35-acre triangle of land is now a prime industrial site on Seattle's waterfront housing two concerns.

The piers were constructed in 1903-4 and were occupied by Great Northern, later Japan's Nippon Yusen Kaisha Shipping Line and ultimately American Mail Lines.

In 1947, an 80 x 810-foot concrete and steel warehouse was built, and after the American Mail Lines left the area the railway began filling in the shallow tide lands.

Old wooden sections of the warehouse on Pier 88 were demolished and all facilities on Pier 89 were removed.

Fill from the World's Fair and freeway areas was utilized, that upon completion, would take one million cubic yards to bring the ground level from 40 feet maximum depth below mean tide to a dry land surface suited for industrial development.

Active Moving and Storage Company, dealing principally with the military in the forwarding and receiving of household goods, is leasing 25,000 square feet of storage space in the existing warehouse.

One of the most modern automobile distribution centers in the nation, the Convoy Company, recently opened on the triangle of land east of Pier 88. The emergence of the railroad industry in the development of multi-level automobile racks made Convoy's new location a focal point of Ford Motor Company and Chrysler Corporation's distribution of automobiles throughout the Northwest.

Convoy's new facility, headed locally by T. R. Swennes, district manager for the company, has space for approximately 500 new cars and a modern two-story servicing and office installation.

Convoy Company's truck fleet services from this installation dealers in the Northwest between Aberdeen, Wash., and the Canadian border and as far east as Wenatchee and Ellensburg, Wash.

During 1964, Great Northern moved Ford products to Seattle from St. Paul; Wixom, Michigan; Lorain, Ohio; Kansas City, Missouri; St. Louis and San Jose, Calif.

Chrysler shipments over GN originated for the most part from Los Angeles.

Seven

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





This expert skier leaps from a snow cornice atop the mountain—but there are plenty runs for the novice.

A variety of ski clothes confronts the shopper in the mountain's Ski shop featuring U.S. and foreign clothes.



## Big Mountain Top S

It is Spring-skiing time in the Montana Rockies.

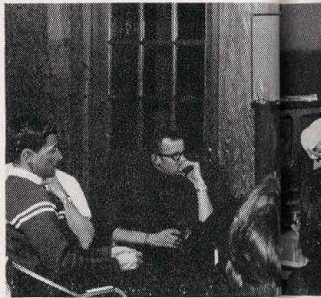
The increasing warmth of the sun coupled with night-time cooling creates an engaging ski surface known as "corn snow."

The Big Mountain ski resort, located at Whitefish, Montana, on Great Northern Railway's main line, boasts ideal powder snow during the winter and challenging corn snow until mid-Spring.

As the sun climbs higher in the sky, the clear, crisp mountain air abets Old Sol's tanning powers.

The Big Mountain lodge and chalet

(Concluded on Page 10)



Jim Black, ski instructor, satillit room with his captivating

A day  
s cap  
quarter



# Spring 'Corn Snow' Skiing



Substantial family-style meals are the order of the day in the chalet and the new lodge. The group is shown enjoying lunch in the lodge where the panoramic view of the valley is breath-taking.



A Minnesota couple pose outside the chalet door. The building is near the 6,800-foot chairlift.



Activity in the Ptarmigan

day of strenuous skiing followed by a good dinner capped by reminiscing at the fireplace by this quartet of skiers.





At Seven-Year High—

## Rails' 1964 Freight Car Deliveries 68,871

United States railroads have amassed nearly a quarter of a million freight cars in the past five years including 68,871 cars in 1964.

The total represents a seven-year high, the Association of American Railroads reports.

Included in the total are such "new breed" cars as covered hoppers capable of carrying 130 tons of grain; the triple-deck rack car which carries as many as 15 new automobiles; the giant boxcar which can transport an 80-acre tobacco crop, and the piggyback car designed to handle two 40-foot truck trailers.

Such cars enabled the railroads to

boost the average freight car capacity in 1964 to 58.18 tons as compared with 56.94 tons in 1963.

The new cars—averaging \$14,000 each—were part of the railroads' \$1.42 billion capital spending program in 1964 for new plant and equipment. The outlay brought total railroad investment in plant modernization since the end of World War II to nearly 20 billion dollars.

Closing out the year, deliveries of new freight cars to railroads and private car lines totaled 6,500 in December, up from 5,808 in November and 4,442 in December of 1963.

## SPRING SKIING AT THE BIG MOUNTAIN—Conclusion

and the new Viking lodge on the shore of Whitefish lake near the mountain's base are still booking reservations for the time of the year considered by many as the "best skiing weather."

GN's Empire Builder and Western Star offer daily transcontinental passenger service to Whitefish.

Ed Schenck, general manager of the mountain and president of Winter Sports, Incorporated, contends that his "hill" has never been in better shape for Spring skiing. At the end of February, more than 100 inches of snow had fallen creating an ideal skiing base—and several snowfalls can be expected in the coming weeks.

Ideal temperatures in the 20's and the lack of wind permits skiing in light clothing—often in T-shirts—on the mountain where informality is the keyword and the conviviality of natives is directed to members of ski clubs and family groups alike.

Two Spring Ski Balls are planned to The Big Mountain. They are from March 29 through April 3, and from

April 5 through the tenth.

Ski Ball weeks include round-trip transportation on the Empire Builder from Seattle to Whitefish and on the Western Star from Chicago-Twin Cities to the ski resort.

The package features all lodging, meals, unlimited use of lifts, plus special social activities which highlight the six full days.

Reservations may be made through any Great Northern ticket office, travel agent, or by writing or calling The Big Mountain, Whitefish.

## Washington Passenger Association Elects

Ronald J. Fricka of the Santa Fe Railroad is the newly-elected president of the Washington, D.C., Passenger Association.

Other officers are Charles E. Pugh, Seaboard Air Line Railroad, first vice president; Leroy F. Briggs, Washington Terminal Company, second vice president and Anthony M. Ferraro, American Express Company, secretary-treasurer.

Ten

**PROGRESS IS A GREAT NORTHERN HABIT**





### **Grounded**

A young agricultural graduate looked over a farmer's field and attacked his method of cultivation.

"Why, I'd be surprised if you get 10 tons of beets from that field," the young man said.

"So would I," said the farmer, "that's a potato field."

### **Good Eye**

Tipsy man on street corner: "Lady, you got two very beautiful legs."

Lady: "How would you know?"

Tippler: "I counted them!"

### **No Guarantee**

"Is it proper for a man to profit from the mistakes of another?" a parishioner asked the cleric.

"Absolutely not!" was the response.

"In that case," said the young man, "I wonder if you would mind returning the \$10 I paid you when you married my wife and me last year?"

### **Bill of Fare**

The impressive executive looked over the menu in the restaurant.

"What is your order, sir?" the waitress asked.

"I'd like to try that \$6 breakfast my men report on their expense account whenever they eat here," he replied.

### **Torn—But Tardy**

After 10 years with the company, the faithful employe, who was never late for work, arrived in the office bruised and bloodied with clothes torn.

"How come you're late?" asked the boss.

"I was crossing Main street when a bus ran over me and dragged me 40 feet," replied the employe.

Asked the boss: "And that took a hour and a half?"

### **Last Word**

"So you're getting discharged?" the sergeant snarled, "and I suppose after you get out you'll just be waiting for me to die so you can come and stamp on my grave?"

"Naw, sarge," said the private, "when I get out this here Army I ain't ever going to stand in line again!"

### **I Pass**

After their cars collided, one of the men handed the other a flask and said: "Maybe you'd like a nip to calm your nerves?"

"Thanks," he said, and took a guzzle. "Here, you have one too," he added, handing him the whisky.

"I'd rather not," he replied. "At least not until after the police have been here!"

Eleven

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



## SOME CALL IT 'HIGHWAY ROBBERY!' DO YOU?

The truckers are still at it.

Back in 1961 they defeated President Kennedy's effort to have heavy trucks come closer to paying their fair share of the cost of building and maintaining public highways.

The president was seeking to reduce what in effect is a multi-million-dollar annual subsidy enjoyed by the truckers.

Now these modern-day highway-men want not only to keep their subsidies but to increase them by a boost in truck weight limits for each pair of axles from 16 to 17 tons and maximum truck width from eight to 8½ feet . . . while safety takes a back seat to profits. This would mean stronger—and more expensive—roads.

No one doubts that highway engineers can build roads to take the abuse of the largest trucks. The central question is: Why should the resultant jump in costs be paid by ALL highway users, rather than by the big truck operators who reap great profits from increased size and weight limits?

So truckers — who aren't even pay-

### *Intalco* — Conclusion

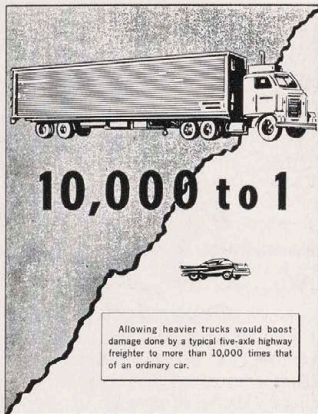
ingham, the Washington State Department of Commerce and Economic Development and the Great Northern Railway.

Important to plant location were GN service available, low-cost electric power, good highways, ready access to deep water, and ideal topography.

Other important considerations were a favorable tax base, a water line to be constructed by the Whatcom County Public Utility District, a deep-water dock to be constructed by the Port of Bellingham and the necessary lead track to the property constructed by GN.

On October 16, 1964, GN established a new station between Custer and Blaine, Wash. Its new name—Intalco.

*Twelve*



ing their way now — soon will be back on Congress' doorstep, angling for greater favors. And this despite the recent estimated increase of nearly 6 billion dollars in the cost of the interstate highway system, making the total 47 billions.

Railroadmen have a good reason to fight truckers' proposals—as employees of a self-supporting industry competing against this multi-million-dollar handout, as taxpayers and motorists who pick up the tab.

### **Kerr Steamship Company Named Trainship Agent**

Midwest agent for the Alaska Trainship Corporation is the Kerr Steamship Company, announced Leslie M. Rudy, president of trainship firm.

Kerr offices in Cleveland, Chicago and Detroit will represent the firm that offers fast, economical rail-car freight service to Alaska.

The trainship, Alaska, is capable of hauling 56 loaded rail cars between the Pacific Northwest and Whittier, Alaska, terminal port for the Alaska Railroad.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



## SEATTLE GN PASSENGER DEPT. CITED BY SCOUTS



The Seattle Area Council, Boy Scouts of America, honored Seattle Great Northern Passenger department representatives recently for their significant roles in the transcontinental movement of Boy Scouts to national jamborees and West Coast regional meetings. Shown from the left at the presentation of awards are: S. T. Thorson, general agent passenger department; Walt Wilson, assistant general agent passenger department; J. W. Parent, Seattle area director of activities for the Boy Scouts of America who is giving the certificate to R. J. Class, general passenger agent, and M. C. Sandstrom, district passenger agent. The men were presented Valley Forge Jamboree emblems.

## ST. PAUL PASSENGER ASSOCIATION ELECTS



The St. Paul Passenger Association recently elected Gordon Landahl of the Milwaukee Road as its new president.

The photograph, left, was taken shortly after the announcement. Shown from the left are Mark Harn-den, Northern Pacific, past president of the association; Carl Moeller, Union Depot Company, treasurer; Ralph Osterberg, Great Northern Railway, vice president; Gordon Landahl, and Dick Kealy, Northern Pacific, secretary.

Women play an important role in the railroad industry with more than 70,000 employed in 1960—about one-third more than in the period of 1938-1940—and 14 per cent of them had 30 or more years of service.

*Thirteen*

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## Columnist's Grandson Learns History Through Train Window

WHITEFISH, MONTANA—A good day to you all, and particularly to grandparents who take their grandchildren on their first overnight TRAIN ride



DOUGLASS. WELCH

so they can sleep in a Pullman bedroom and eat in a dining car, and like that.

This summer, on another trip, my granddaughter, Elizabeth, 5, learned how to pick up a telephone in a hotel room and call Room Service. Like I say, once a girl has learned that, nothing else she learns in life will be anywhere near as important.

But she and her big brother, Willie, 9, the erstwhile two-gun United States Marshal of Dodge City who has given up law-enforcement to go around with girls, had never been overnight on a train. \*Green Eyes and I thought it was time the two learned that geography is not just an abstract subject—but something that you can see out of a window.

You see, our grandchildren belong to a younger generation of parents who fly when they travel, and their children, when they are fortunate enough to be taken along, soar over geography but never see it. All they see are airports and airport buses and first-class hotels, and nothing in between.

I am not knocking flying. It's a fine way to get somewhere in a hurry. But I think it is good for kids occasionally to see the United States they hear so much about, too.

\*(that's Mrs. Welch)

Douglass Welch, daily columnist for the Seattle Post-Intelligencer, has readers in the United States, Canada and overseas.

His columns, syndicated through King Features Syndicate, are printed by more than 100 newspapers in such distant countries as Mexico, Guatemala, Panama and Greece.

Keen perception, wit and unique style of writing justifiably ranks him among the few top humor columnists in the nation.

I think it is good for them to see names and designations on maps materialize into rivers and mountains and living towns. I worry that the children of the future will be incurious.

My grandchildren exclaimed over sights that I have long taken for granted—the snow-encrusted fields, the smoke rising lazily from farmhouse chimneys in the morning, flocks of sheep crowded tightly together to achieve collective warmth, horses and cattle with heavy winter coats, as shaggy as bears.

They were delighted with the mountains and the rushing mountain streams. My granddaughter, Elizabeth, swears that one of the Rockies deferred to her with a deep bow and doffed its snowy peak to her as we rolled by, and I believe her because she has never lied to me yet.

**MR. PARCHMAN**

But the best of all, my grandchildren liked Mr. Parchman, our porter. He has been traveling out of Chicago for more than 25 years on the Great Northern, and he epitomizes a once numerous, now sadly dwindling, corp-



of dedicated public servants, in the true sense.

Mr. Parchman helped my granddaughter cut out



paper dollies from her book, and he listened long and attentively as she read him stories from her brother's comic books. She can't actually read, so she makes up stories to fit the pictures as she goes along.

Her stories are imaginative and have a remarkable coherence, but they

tend to be robust, even lusty, because of the television she has seen, I suppose.

Mr. Parchman rolled his eyes in shock and terror from time to time—but he was also looking out the window for wild animals to call to Willie's attention because, I believe, Willie who is a Cub Scout wins some kind of honor for every bonafide wild animal he sights. We did see wild animals and I confidently expect my grandson will be wearing merit badges all the way down to his knees.

Mr. Parchman surprised Elizabeth when he made the beds. She had never seen a MAN make beds before, or seen beds so neatly made. She paid him the highest possible compliment. She told him that she did not believe any woman in the world could make beds as well as he.

I was going to say, there, for a minute, that I much prefer Mr. Parchman to airline hostesses, but I don't think I'll say it because airline hostesses are nice, too, in a different kind of way.

#### CHOICE

There was Walleyed Pike on the dinner menu one day at lunch, and Elizabeth asked what it was, and we

explained it came out of lakes exactly like the frozen lakes we were passing. She had Walleyed Pike every meal thereafter; the chef was kind enough to give her pike, even, for breakfast.

Willie worried a little every time the train stopped that it was being robbed and he was fascinated by the real-life Indians he saw at the smaller stations and along the right-of-way. We had a long talk about the Indian Wars while we were rolling snugly and luxuriously through the very countryside over which they were fought.

Overheard from time to time we sighted jet passenger planes trailing long streamers of vapor, and I wondered what the kids UP There were learning.

© King Features Syndicate

## FARMER MAGAZINE TOUR MOVES WEST VIA GREAT NORTHERN

The Great Northern was one of five railways participating in THE FARMER magazine tour of 82 persons who traveled from St. Paul to Seattle on one leg of its western tour.

The group left St. Paul on February 2 accompanied by Floyd Rupp, FARMER staff member in charge. D. B. Schultz, assistant general passenger agent, St. Paul, represented GN as far as Portland, Oregon.

After a Portland visit, the farmers moved on to California where they visited Oakland, San Francisco, the Monterey Peninsula, Salinas, San Diego and Los Angeles.

Following a tour through various western states, the group visited Chicago and returned to the Twin Cities.

The Webb Publishing Company of St. Paul, publishers of THE FARMER, sponsored the tour.

Fifteen

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

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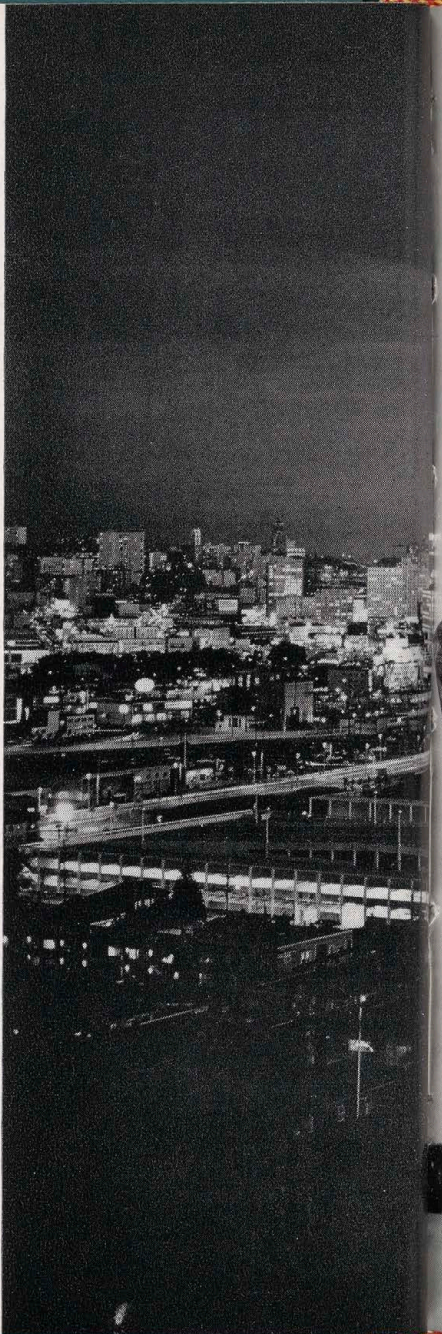
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## SEATTLE

### Queen City Of The Pacific Northwest

Twilight in Seattle is an unforgettable sight. The glory of famed Mount Rainier, the jewel-like setting of the Space Needle and the city's varied night lights are captured in this photo taken from Queen Ann Hill.





*The Great Northern*

# **GOAT**

*April, 1965*





# The Great Northern GOAT



Vol. 35 April, 1965 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



Queen Barbara Erickson of the Washington State Apple Blossom Festival contends her favorite fruit is — you guessed it — apples!

Two

## Your Railroads

The Association of American Railroads assiduously collects editorials from the nation's leading newspapers in order to analyze the Fourth Estate's attitude and thinking on railroad matters.

American editorials present a good cross-section of American thinking.

Studies of them prove that railroads and railroad problems are important topics for discussion in both the press and out of it.

The editorials were received from 50 states and the District of Columbia. In some cases, the percentages of opinion expressed did not total 100 per cent because several editorials were neutral while the majority were favorable and some, unfavorable.

Topics and percentages were as follows:

- Railroads are essential to the nation's economy and/or security: 157 editorials, all favorable.

- Railroads must remain under private ownership and operation: 98 editorials, all favorable.

- Railroads have helped themselves—are progressive: 375 editorials, yes, 373; no, 1, neutral, 1.

- Railroads are over-regulated or regulation is outmoded: 434 editorials, yes all.

- Railroads should have greater freedom to make competitive rates: 452 editorials, yes, 451, no, 1.

- Agricultural and/or bulk commodities exemptions should be extended to railroads: 208 editorials, yes, 206; no, 2.

- Railroads are unfairly taxed: 111 editorials, yes, 110, no, 1.

- Government subsidizes or assists competitors of railroads: 93 editorials, yes, all.

- Commercial users of public transportation facilities should be required to pay adequately for the use they make of such facilities: 79 editorials, yes, all.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



## New JA Center, Nation's Largest, Opens In St. Paul

A growing business of young businessmen recently moved to new headquarters in St. Paul—the largest and newest home for any Junior Achievement headquarters in the country.

The three-story building—the two upper floors are occupied by JA—was secured for JA through efforts of St. Paul businessmen. Russell Johnson, vice president of the First National Bank of St. Paul, who also is president of the JA board, and his 28-man board of directors, were instrumental in the building financing and administration.

More than 800 St. Paul firms, individuals and foundations support JA in the city.

Throughout dedication week, March 15-18, beginning with chain-cutting ceremonies on the first night, local businessmen, parents and other in-

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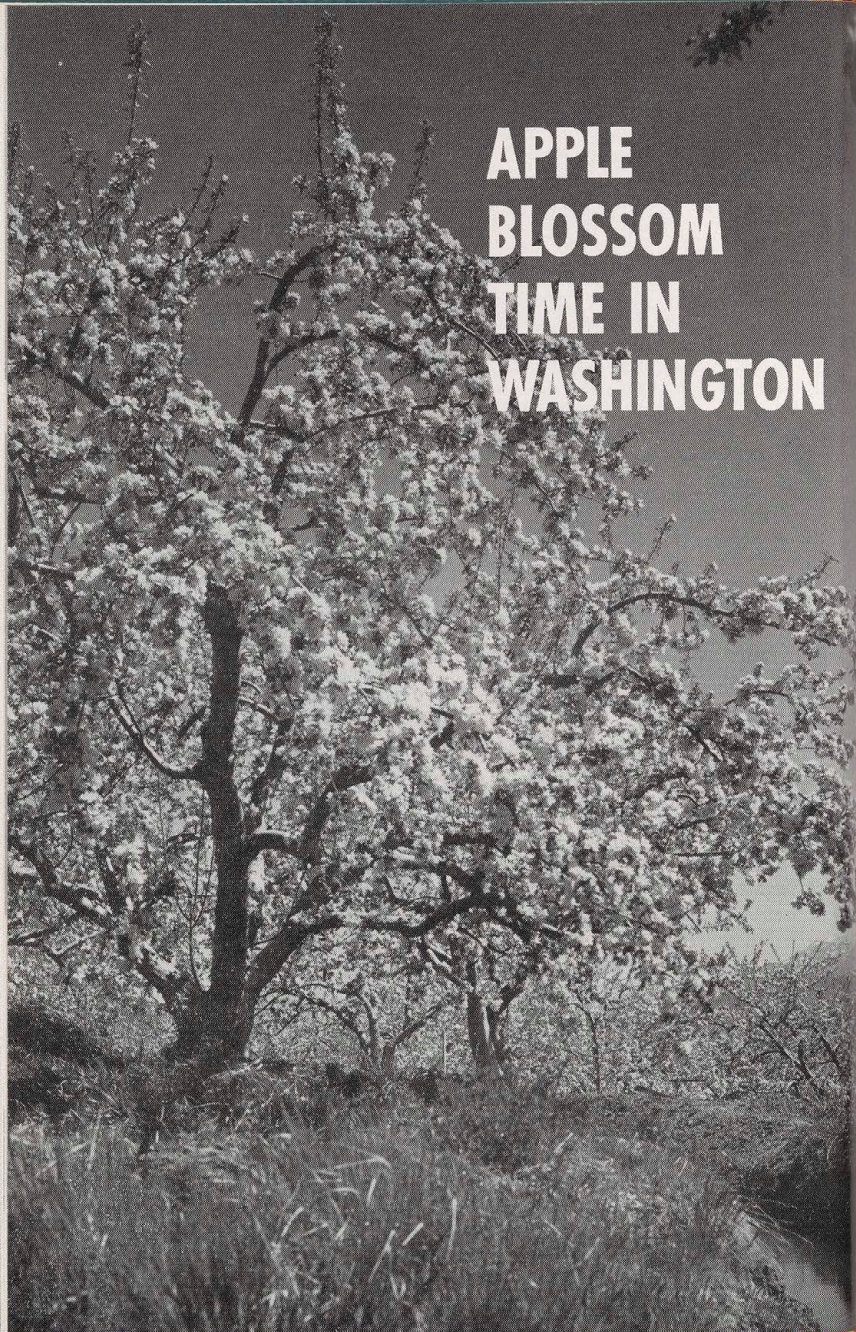


Two young Achievers, top photo, assist Russell M. Johnson, President of JA in St. Paul, and John M. Budd, GN president and a member of the JA advisory Council, clip a chain at building dedication ceremonies. Messrs. Budd and Johnson and Dean Meredith, representing St. Paul's mayor, exhibit the ceremonial key to the building. Below, Great Northern's Clown Band performs at the JA center.





# APPLE BLOSSOM TIME IN WASHINGTON





The heavy snows of winter have melted in the lower elevations of Washington State due to a warm and early Spring.

Orchardists in the Wenatchee-Okanogan apple-growing areas have long began their Spring chores while awaiting the opening of the apple blossoms.

Ground preparation, periodic sprayings and judicious pruning have readied the trees for full production, free of pests and other troublesome interference with a bumper crop.

While this was in process, the planning for the 46th annual Washington State Apple Blossom Festival in Wenatchee was underway.

Contestants competing for the coveted title of Apple Blossom Queen were judged, and winner of this year's festival is Barbara Erickson, daughter of Mr. and Mrs. Russell Erickson of Wenatchee, whose family home is located six miles from the city in a

(Concluded on Page 6)



Apple festival royalty, shown from the left, are Princess Amy Radewan; Queen Barbara Erickson and Princess Kathleen Stockstill. Frost on apple blossoms coupled with sustained cold weather can damage blooms and impair formation of fruit. On a cold night, such as shown below, smoke and heat prevent frost formation.





## Apple Blossom Festival—Conclusion

hillside orchard in what is known as the Squilchuck area.

Barbara is a Wenatchee High senior. She is blonde, has blue eyes, and is 5 feet, 3½ inches tall. Her hobbies are skiing and the piano. Runnersup are Princesses Amy Radewan and Katheleen Stockstill.

The apple festival will be held April 29-May 1 in Wenatchee, the "apple capital of the world." It is during this week that apple blossoms will be at the height of glory, millions of blooms creating a veritable fairyland of fragrance and beauty.

The city is a mecca for out-of-town guests during the festival which is Washington State's oldest civic celebration.

Highlights of this year's festivities include a parade of 3,500 school children on April 30; the crowning of Queen Barbara by Governor Dan Evans which will be followed by the queen's ball, and on May 1, the greatest spectacle of all—the grand parade.

Floats, bands, marching units, drill teams and clowns will be viewed by more than 100,000 spectators. Other features during the festival are the antique car show, art exhibition, Applechee horse show and the festival ball.

Great Northern Railway wishes the Washington State Apple Blossom Festival Association a successful celebration.

The Wenatchee-Okanogan apple-growing area is served by Great Northern's fast east-west freights, and the railway's Incomparable Empire Builder and Western Star transcontinental passenger trains make daily scheduled stops at Wenatchee.

## Cancer Research Could Be Doubled

Thirty years ago, there was no organized national research attack on cancer.

Today cancer research is one of the largest and most fruitful fields of scientific investigation in this country. The cancer problem is no longer an enigma—the lines of attack are laid out; systematic progress is being made.

This is reflected in the rise in the cancer cure rate in the United States from one in five cases 30 years ago to one in three cases today.

One of the most promising areas of investigation is virology—the search for viruses that may cause human cancer. If such viruses are discovered, a vaccine may be created, as in polio, to prevent cancers.

But research in virology is complex and expensive. More funds are needed to pursue all clues.

April is cancer-control month.

## Achieve—Conclusion

Interested individuals inspected the newly-furnished headquarters which is under the direction of James V. Aldridge.

John M. Budd, Great Northern Railway's president and member of the JA Advisory Council and building committee, participated in dedication ceremonies with Russell H. Johnson, president of the JA in St. Paul.

Great Northern's Clown Club Band entertained visitors at the center.

Six



**SKI** **THE BIG MOUNTAIN**  
AT WHITEFISH, MONTANA

IN THE TOWERING ROCKIES... JUST WEST OF GLACIER NATIONAL PARK  
ON GREAT NORTHERN'S MAIN LINE BETWEEN  
CHICAGO—THE TWIN CITIES—SEATTLE—PORTLAND  
Served By The Incomparable Empire Builder The Western Star

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



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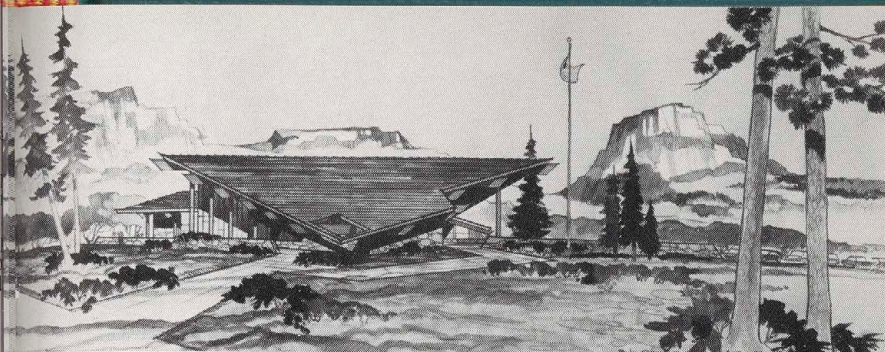
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St. Mary Visitor Center

## 2 VISITOR CENTERS DUE AT GLACIER PARK

Summer visitors to Glacier National Park in the Montana Rockies will see two new visitor centers for their comfort and convenience under construction.

They will be built at Logan Pass and St. Mary lake.

Location of the St. Mary center will offer a spectacular view up St. Mary lake and Red Eagle valleys. The center will consist of a lobby with information counter, an exhibit room, and an assembly room where evening programs and daytime orientation programs will be shown.

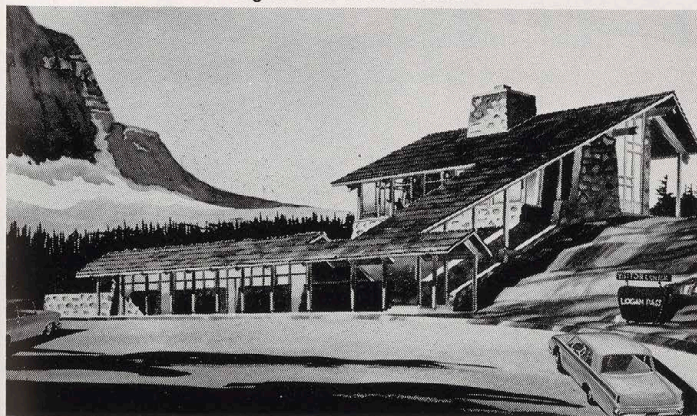
It also will contain public restrooms and covered walkways. Total floor space will approximate 6,300 square feet. The building will be constructed of concrete, wood, stone masonry and wood shakes.

Exhibits will depict activities in the park; relate the story of rocks and glaciation as well as the story of plants and animals.

The Logan Pass center will command magnificent mountain scenery in all directions. Approximately 500,000 visitors cross the pass annually,

(Concluded on Page 10)

Logan Pass Visitor Center



Seven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



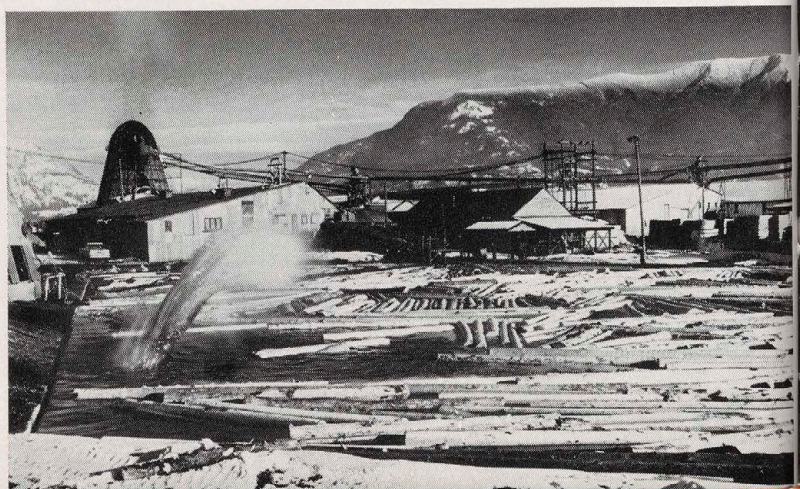


**Aerial View of Plum Creek Mill**

LEFT PLUM CREEK PLANT IN MONTANA—

## First Plywood Shipped via GN to Midwest

**A Log Splashes Into Plum Creek Mill**





(Photos Courtesy Mel Ruder, Editor-Publisher, Hungry Horse News, Columbia Falls, Mont.)

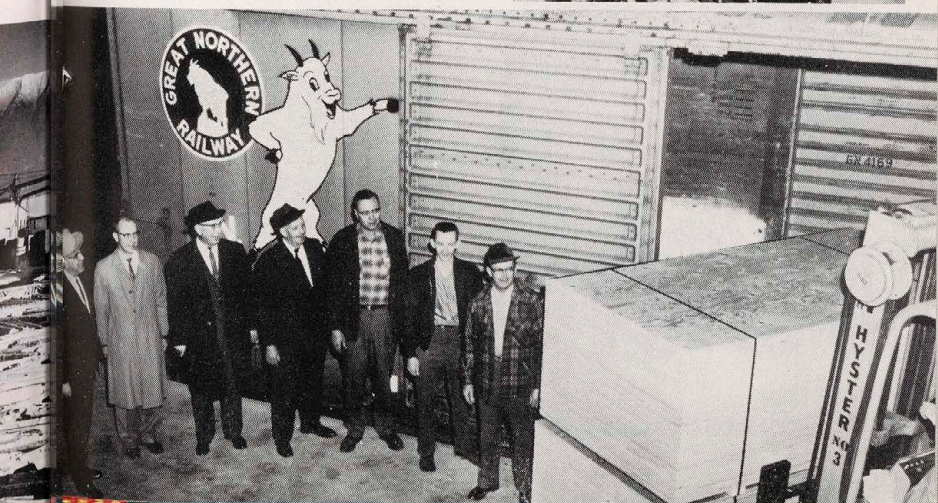
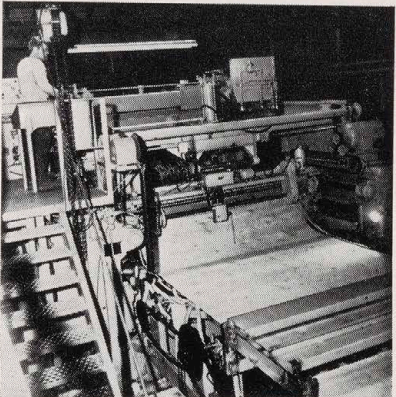
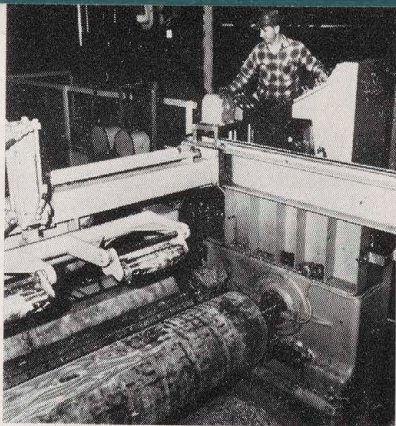
The first load of plywood from the new Plum Creek Lumber Company plant at Columbia Falls, Montana, was shipped to Iowa and Indiana via Great Northern Railway on March 10.

The plywood was the start of marketing from the newest plywood manufacturer of the product in Montana. The firm also is the Flat-head Valley's largest lumber shipper.

The new 360 x 240-foot plant located on the edge of the community and adjacent to the lumber company founded in 1945 produces sheathing of  $\frac{1}{8}$ ,  $\frac{3}{8}$ ,  $\frac{1}{2}$ ,  $\frac{5}{8}$  and  $\frac{3}{4}$ -inch thicknesses with the monthly production of the  $\frac{3}{8}$ -inch thickness surpassing five million square feet of larch and spruce sheathing.

(Concluded on Page 10)

A veneer lathe, top photo, tackles a log and the first-grade veneer results, center photo. The first shipment of plywood, bottom photo, attracted much attention. From the left are J. Dan Webster, division manager, Pacific Power & Light Co.; Duane Lind, GN agent; V. Z. Clarke, GN general freight agent; Ed McGonigle, district manager, Montana Power Co.; Fred Winegar, Plum Creek general superintendent; Robert Jorgenson, plywood superintendent, and Lawrence Rude, Plum Creek president and general manager.





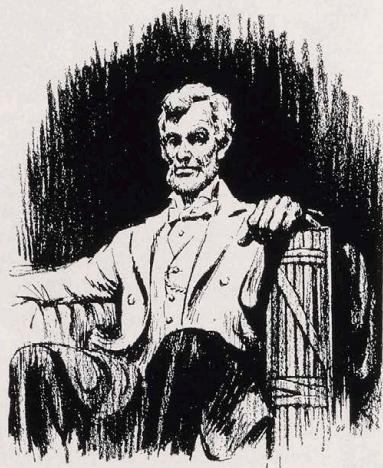
## Plum Creek Lumber—Conclusion

Plum Creek Lumber is a well-established firm of Columbia Falls. Founded by D. C. Dunham, a former Minnesotan, it has produced lumber since 1946. It is a manufacturer and wholesaler of Douglas fir and larch, Engelmann spruce, lodgepole pine, Ponderosa pine, Idaho white pine and plywood sheathing.

Logs are supplied by Royal Logging Company and the American Timber Company and Lloyd Sondreson of Canada. (Some of the latter's lumber is finished at Plum Creek.)

Lumber sales extend across the nation ranging from the New England states to Florida, and from the Midwest to California. The firm employs 250 persons and expects to bolster its roster this summer.

In an over-simplified explanation of the plywood operation, logs are moved into the plant and find their way into the veneer lathe. There they are peeled into veneer sheets and eventually dried, sorted and bonded to the final plywood dimension desired.



Ten

Officers of Plum Creek Lumber are D. C. Dunham, chairman of the board; Lawrence Rude, president and general manager; H. A. Larson, first vice president and president of the affiliated Royal Logging Company, and James Groschupf, secretary-treasurer and the firm's sales manager.

## Glacier Park—Conclusion

many of whom stop for information at the current, outmoded information shack.

The new structure will include restrooms on the lower level connected to the visitor center by a breezeway and stairs. Better interpretive services will be provided and protection from the weather will be afforded in the building of "cyclopean" construction of native stone quarried at the building site.

The visitor center will be reached by a stairway to the lobby. In the center will be an information counter, sales desk, fireplace, seats and six exhibit panels.

Among subjects covered in the exhibits will be the formation of Logan pass, data on alpine flowers, survival of animals—including the goat—in the high country and a study of the white-tailed ptarmigan bird.

## MAY 1 LAW DAY

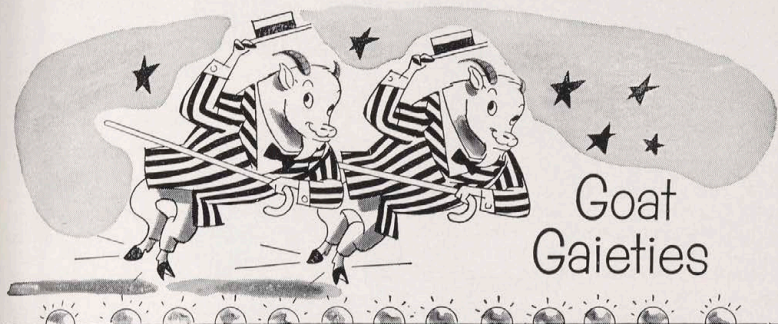
"Let reverence for the laws be breathed by every American . . ." stated Abraham Lincoln in one of the least quoted, yet most significant statements.

Although he was reared in the wilderness where laws were few and simple, he early saw the need for laws to establish order and tranquility.

"Uphold the law—a citizen's first duty," is the theme of Law Day which will be observed on May 1.

**PROGRESS IS A GREAT NORTHERN HABIT**





### Love That Air

Reporter: "Sir, today you are marking your 50th wedding anniversary and your 75th birthday. To what do you attribute your longevity, marital happiness and good health?"

Old Man: "Well, sonny, when we got married, my wife and I made a pact: when an argument came up, I was to go outdoors in order to give us both time to cool off. So I guess I have to attribute my longevity and good health to a vigorous outdoor life."

\* \* \*

### That Bad?

"Just what's my trouble, doc?" the patient asked.

"I'm not too sure," he replied, "but if you were a building, you'd be condemned."

\* \* \*

### Time Will Out

"How long has Jones worked for you?" the personnel director asked another in a phone conversation. "The man is here looking for a job."

"Let's see, oh, yes, Jones," was the response. "He worked about four hours."

"Four Hours! He told us he was there a long time."

"He was here four years," he said, "but he worked about four hours."

### It's in the Game

"Reverend," the wife asked, "every Sunday after church my husband rushes home and goes to the golf course. He plays golf all day. Isn't that a sin on Sunday?"

"My dear woman," the minister said, "I have seen your husband play—and the way he plays—it's a sin any day."

\* \* \*

### How True

Teacher: "What's the difference between results and consequences?"

Johnny: "Results are what you expect; consequences are what you get!"

\* \* \*

### It's Insurance

"Why do you read the Bible all day long?" the youngster asked his grandma.

"You may say I'm cramming for my final exam," she replied.

\* \* \*

### Words of Wisdom

She was entertaining the bridge club and she raised her hand to quiet the girls.

"Hush," she said, "the children are coming to deliver their goodnight message. It always gives me a feeling of reverence to hear them. Now listen ..."

"Ma," the first boy said, "Willie found a bedbug!"

Eleven

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



## 33% New Cars Shipped By Rail

Approximately one out of every three new automobiles are rolling from manufacturing plants to the market via railroads.

According to advance figures of 1964, railroads have hauled approximately 3 million new motor vehicles that year—or one-third of production—their highest share of the market since 1947. In 1963, the rail percentage was 27.7.

The Association of American Railroads attributed the increase to the railroads' expanding fleet of autorack cars, now numbering more than 10,000, and to the low rates made possible by volume rail shipments.

Typical of specialized freight cars in service, the double and triple-decked rack cars make up whole trainloads of as many as 1,800 automobiles.

Triple-deckers can carry 12 standard-size or 15 compact autos compared with four once hauled in conventional wide-door boxcars.

During the past five years, the rail share in auto shipment rose from 8 per cent in 1959; 9.7 per cent in 1960; 20.5 per cent in 1961; 25.2 per

cent in 1962, and 27.7 per cent in 1963.

## GN Agent Messina Heads Pittsburgh Passenger Club

Joseph J. Messina, traveling freight and passenger agent for Great Northern Railway in Pittsburgh, has been elected president of the Pittsburgh Passenger Club.

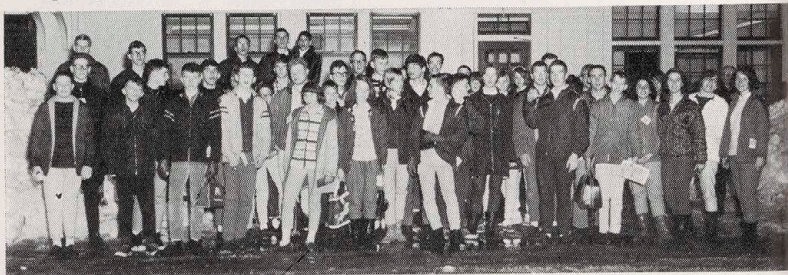
Other officers are Bruce Nelson, Northwest Airlines, first vice president; Richard E. Adamitz, Pierbuseti, Inc., second vice president, and Maurice F. Snyder, Pullman Company, secretary-treasurer.

## Rails' Communications

American railroads operate the largest private communications network of its kind.

Besides telephone and telegraph, there are nearly 7,000 U.S. railroad route miles of microwave communications in service. Nearly 3,500 base radio stations and some 55,000 mobile radio units service U.S. railroads.

## SPOKANE'S ST. GEORGE STUDENTS' SKI TRIP



It was a snowy greeting for students of St. George's private school of Spokane, Wash., who are shown at the Whitefish, Montana, depot shortly after arriving on Great Northern's Empire Builder. The students, who represented their school for the seventh year at The Big Mountain ski resort in Whitefish, occupied the entire chalet. They were accompanied by R. L. DuBois, GN general agent, passenger department.

Twelve

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



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## "CLOCK JUGGLING"—

# Daylight Saving Time Confusion

April may mean Spring to the average American, but to the railroads, it means the start of a summer-long headache.

No one knows better than railroadmen how important it is to have the correct time. It's a way of life in railroading. Several million timetables prove it; shippers and travelers expect it and have a right to.

Yet, as a nation, come Sunday, April 25, we will once again start living on what some sage has called "scrambled time."

On that date, about 100 million Americans will advance their clocks one hour to Daylight Saving Time and part company with 85 million

others. The latter will either remain on Standard Time all year or move to DST later. It happens every year.

Daylight Saving Time is one thing, but the rub is the muddled manner in which it is observed, particularly in the widely varying dates on which states and local areas move to and from DST.

In 1964, for instance, 15 states began DST the last Sunday in April and ended it the last Sunday in October. Another 16 states either started or ended DST, or did both, on different dates. The remaining states didn't observe DST at all.

Taking the mix-up a step further,  
(Concluded on Page 14)

Thirteen

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## Daylight—Conclusion

15 of the 31 DST states observed it on a statewide basis while the others used it only in selected areas. There also were isolated points across the country that used "wildcat" DST without official sanction.

Confusion on DST is exemplified by the following:

- In one town, banks opened on DST and closed on Standard Time. In another, citizens went to bed on CST and got up on CDT.

- In one state, there were 23 different combinations of dates on which community areas shifted to and from DST.

- In another state, the state's business is run on Standard Time while citizens in more than 600 communities tried to remember that their towns were on DST.

*Trains are held to standard time operation by law and consequently are "out of step" when they arrive in a DST community.*

Users of all forms of transportation, including passengers in family automobiles, face similar headaches in trying to keep time.

(Benjamin Franklin is generally credited with promoting daylight saving time. When he was Ambassador to France, he awoke one morning with sunlight streaming through his window. The "waste" of sunlight annoyed him and he soon worked out a plan to conserve daylight by advancing clocks one hour.)

Organizations spearheading Time Uniformity include transportation, broadcasting, communications, agriculture, banking, government agencies and numerous other enterprises with public interest at heart.

The goal: one-hour advancement of clocks for DST to take place the last Sunday in April with return to Standard Time on the last Sunday of October.

Fourteen



Exhibiting one of the new cartridge tapes is attendant Kenneth Dornfeld.

## Empire Builder Passengers Hear Taped Recordings

Thirty-three cartridge tape announcements have been installed in Great Northern's six Empire Builder Great Dome cars. The narration calls attention to locations and scenic or historic points of interest and relates railroad information.

The cartridge-type magnetic tapes and play-back equipment in each lounge car are set into operation at designated times by the attendant in the car.

Fifteen west-bound and 18 east-bound tapes are utilized during the scenic trip over the northern tier of states that spans prairies, crosses the Rockies and Cascade Mts.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



# WHAT PERFECT SHIPPING MEANS

## MR. SHIPPER

It's your product. Your customer has the right to expect it will reach him in good order. Are you doing your full part to make sure that it does? Future business with you depends on your quality control and know-how.

Many products require special handling in packing, warehousing, loading, transporting, unloading and unpacking. You know the best way and safest method of handling your product. If it requires a particular type of handling, pass this information along to the carriers who transport it and to your customer who unpacks it.

## MR. CARRIER

Let's say that the shipper has done his part. Now we—the carrier—Great Northern in this instance, takes over. It's our turn and our responsibility to protect the goods against loss and damage by handling them with proper care.

Between the shipper's plant and the consignee's receiving room, lies the carrier's responsibility for exercising skill and care to see that all shipments get through safely and on time.

The latter points are important for carriers such as Great Northern because we realize its through these that we keep the traffic we are enjoying which results in goodwill, jobs, friends and a profitable railroad operation.

## MR. RECEIVER

Now the goods are yours. You know whether the shippers and carriers have done their parts. If they have fallen down, tell them so. Give them a chance to get at the cause of the trouble.

What's in it for you? You are the receiver and the final link in the per-



fect shipping chain. With receipt of shipments, your scheduled operations can function properly.

You are first to observe any damage and you can usually analyze and determine what went wrong and why. You're entitled to good service and you're entitled to make constructive suggestions to your suppliers and carrier so needless repetition of damage can be avoided.

Your customers' satisfaction, your sales, your profits depend on your doing your part in the perfect shipping chain!

## B. T. Gale Named Head Of Olympic National Park

The appointment of Bennett T. Gale as superintendent of Olympic National Park was announced recently in Washington.

Mr. Gale, who formerly was assistant to the National Park Service's western regional director in San Francisco, has been with the park service since 1936.

He assumes the superintendency of the fabled park that features 7,954-foot Mount Olympeus, rain forests, glaciers, lakes and forested wilds.

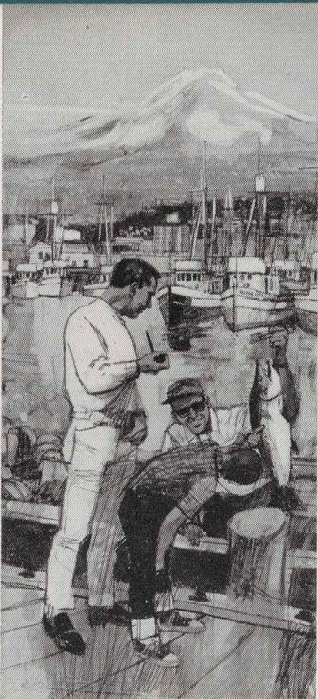
Fifteen

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

FORM 6009 4-65

PRINTED IN U. S. A.





When we first said in 1912, 'See America First', we were talking about this America: **VACATIONLAND, USA**. Great country... and a great way to go... Great Northern

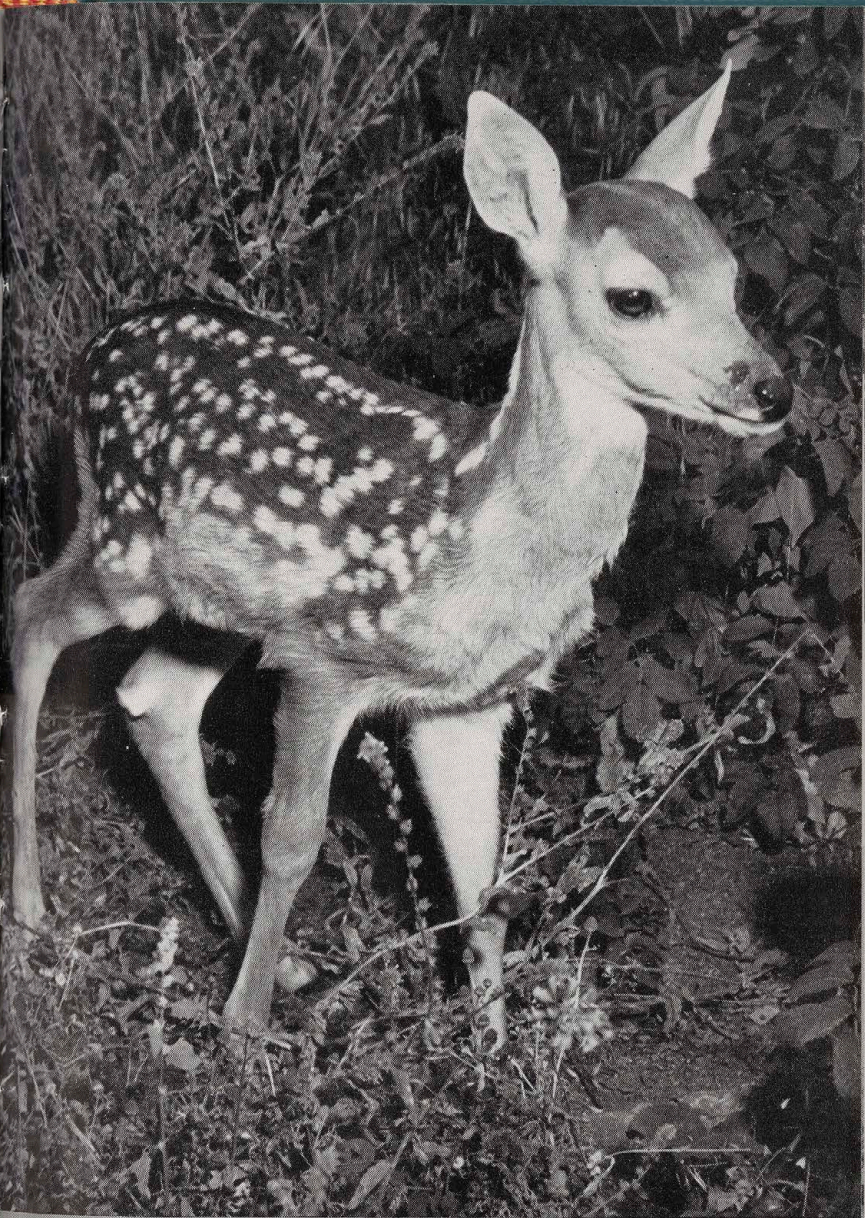
GLACIER NATIONAL PARK and adjoining Waterton Lakes National Park in Canada . . . a mountain fantasy carved in the western wilderness by ancient glaciers. Four great hotels command extensive views of lakes, huge snowfields, forests, glacial valleys, sky-scraping peaks. Marvelous highways, comfortable sight-seeing buses and excursion boats permit easy enjoyment of this spectacular country. Great Northern's WESTERN STAR stops at eastern and western gateways during summer season. See the heart of VACATIONLAND, USA.

THE PACIFIC NORTHWEST . . . a picture postal card paradise at seaside and mountainside! Puget Sound's salt-water shore with Seattle (Space Needle), Tacoma and Mt. Rainier's grandeur of the skyline. Olympic National Park (rain forest, snow-capped peaks). Portland (City of Roses) with nearby Mt. Hood and the Columbia River (Multnomah Falls, salmon ladders, great dams). Canada's charming Vancouver and Victoria. Enough for a dozen thrilling vacation trips. Go on Great Northern's incomparable EMPIRE BUILDER.



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May, 1965  
The Great Northern **GOAT**



# The Great Northern GOAT



Vol. 35 May, 1965 No. 5

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

DAN MUSCH, Editor

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## The Goat's Cover



The mule deer fawn, shown standing in a Montana forest clearing, is one of the many born this Spring. —Photo by Hal Kanzler of Columbia Falls, Mont.

Two

## Your Railroads

The Railway Labor Executives' Association has gone on record in support of government ownership and control of the railroad industry thus reversing a pro-private-ownership policy it had followed since 1920.

In justification of this strange switch, an association spokesman criticized railroad management on several counts. The principal one seems to be what he described as "chaos" in the industry's labor relations.

It is evident that the rail unions want "featherbedding unlimited." And apparently, they feel that this could be achieved under government ownership and political management with the taxpayers picking up the tab.

It would be some tab—as the experience abroad, where government ownership prevails, tells us.

According to an authority who spent a year studying railroads around the world, the government-owned systems of Europe run at an average over-all deficit of about 20 per cent, which means that for every \$1 they take in, they pay out \$1.20, with the taxpayer taking up the difference. On top of that, they pay no taxes.

By a way of contrast, U.S. railroads — privately owned — pay their own way along with some 500 million dollars yearly in taxes. If the railroads were socialized, they would run at a loss of 2 billion dollars yearly and would have to pay out \$1.25 for every \$1 received. The taxpayers would have to pay that twenty-five cents.

During World War I, the government took over the railroads — and losses, despite rate and fare increases, ran to nearly 2 million dollars daily.

In World War II, the privately-operated railroads not only did a far more effective job, but paid over 3 millions daily in federal income taxes.

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**



## Rose Buds Mark Approach of Portland Festival



Queen of the Portland Rose Festival is lovely Sharon Arneson, representing Portland independent high schools. Below is the sweepstakes-winning float in last year's parade sponsored by the U. S. National Bank of Portland symbolizing Michener's "Return to Paradise."

Roses will be in bloom in Portland, Oregon, in mid-June when nearly one-half million persons will view Portland's Grand Floral parade that will cap the 1965 Rose Festival on June 12.

It will be the 57th parade since the first festival in 1907. In those days, automobiles covered with ferns, evergreens and flowers formed the principal floats.

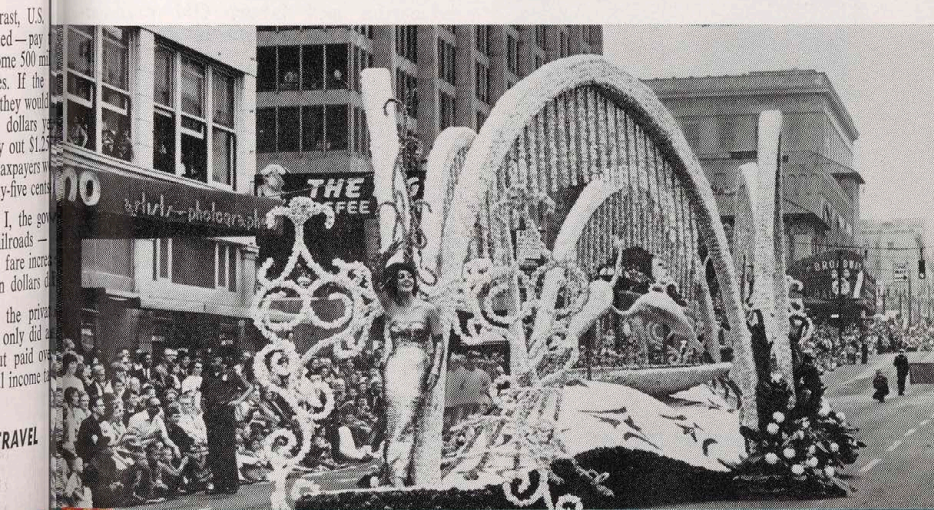
Today, the floats are elaborately-sculptured affairs measuring up to 35 feet long.

More than one million individual flower blossoms are affixed by hand to more than 45 floats in the parade. Rules require that all floats be entirely covered with fresh flowers.

Total value of these floats, if volunteer labor is included, is estimated at \$250,000.

Approximately 2,000 persons march in the parade that features 40 bands and marching units.

Visitors to Portland during the last week-end of the festival also view the junior rose festival parade, the breath-taking rose show in the memorial coliseum and the sports car races.





## GN Awards Six \$3,200 College Scholarships

Five sons and one daughter of Great Northern Railway employees have been awarded \$3,200 college scholarships by the railway, the company announced.

The recipients are:

Robert M. Boyd Jr., 17, son of Mr. and Mrs. Robert M. Boyd, Bellevue, Wash. Mr. Boyd is the railway's western land and tax commissioner;

Sandra L. Wilson, daughter of Mr. and Mrs. Donald A. Wilson, Seattle. Mr. Wilson is a GN clerk at Inter-

bay, Wash.;

James R. Nelson, son of Mr. and Mrs. Glen R. Nelson, Superior, Wis. Mr. Nelson is the assistant dock superintendent at Superior;

Bradley K. Stodden, son of Mrs. Alda P. Zerr, and step-son of Jerold J. Zerr, Whitefish, Mont. Mrs. Zerr is a GN secretary and Mr. Zerr is a clerk at Whitefish;

William Tilton Jr., son of Mr. and Mrs. William L. Tilton, St. Paul. Mr. Tilton is a GN industrial development agent;

James B. Griffiths, son of Mr. and Mrs. Archie J. Griffiths, Marysville, Wash. Mr. Griffiths is a GN yard clerk at Everett, Wash.

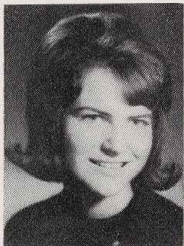
Valued at \$800 yearly for four years, the scholarships are awarded annually by GN to five sons of its employees. For the first time this year, the railway began awarding an additional scholarship to a daughter.

Winners also receive summertime employment on GN during their college careers.

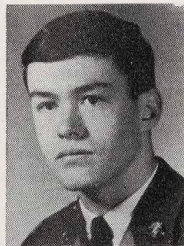
The scholarships offer youths a choice of college or university of their choice. This is the tenth year of the awards.

The 1965 selection committee was composed of members of business, education and labor. GN management does not participate in its deliberations.

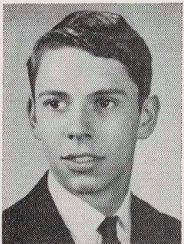
This year's committee was composed of Dr. Merrill E. Jarchow, dean of men, Carleton College, Northfield, Minn.; Dean G. Tampe, director of admissions, Hamline University, St. Paul; Joseph B. Klemp, vice president, St. Paul Foundry Manufacturing Co.; Myron C. Carlson, vice president, Northwestern National Bank of Minneapolis; Orville W. Jacobson, general chairman, Brotherhood of Railway Carmen of America, and Lawrence Wold, general chairman, Brotherhood of Maintenance of Way Employees.



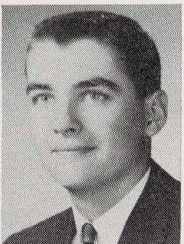
Sandra Wilson



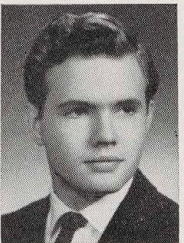
William Tilton



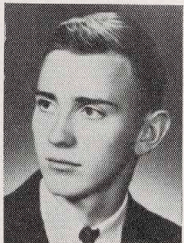
Bradley Stodden



James Nelson



Robert Boyd



James Griffiths

Four

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**

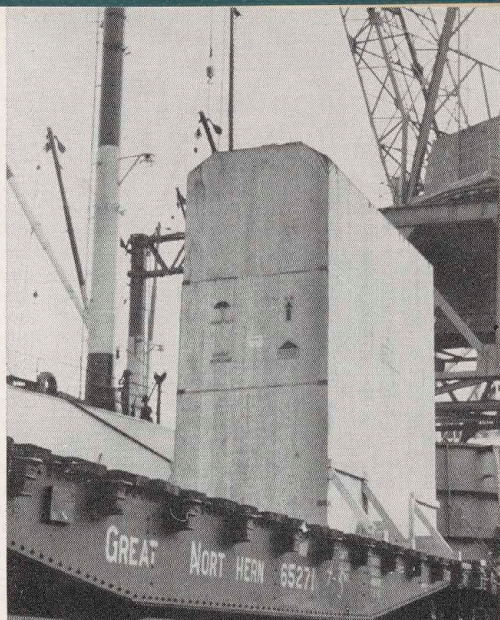


# Dam Components Move From Ship To GN Flatcar

## Unusual Cargo Challenging To Freight Men

Great Northern Railway's historic ties with the Far East have been receiving renewed attention of late by virtue of the continuing arrival of ships from Japan carrying important components for the power generating set-up destined for installation in southeastern Montana's Yellowtail dam.

Draft tubes that comprise part of the dam penstocks used to carry water to the generators are gingerly lifted to the flatcar.



The impressive crated cargo is a generator cover destined for Yellowtail dam near Hardin, Mont.

These components, amounting to 51 carloads from five ship arrivals in the past year, consist of turbine parts and shafts, draft tubes, generator covers and other miscellany, fabricated by the Mitsubishi Engineering Company of Tokyo, Japan.

Ships carrying these cargos have been arriving at the Port of Seattle's Pier 20 since June of last year with their shipments handled for the Mitsubishi Company by the Seaport Shipping Company of Seattle. Shipments are expected to be complete by early summer.

Components have been loaded from shipboard directly onto dockside spotted flat cars and gondolas and prepared for their rail trip by United Export Packers in Seattle.

The rail movement to the Yellowtail dam site has been via GN to Laurel, Montana, then CB&Q to Hardin, Montana, for delivery to

(Concluded on Page 15)

Five





## Equipment, Line Improvements Will Near 32 Million Dollars

Although Great Northern's 1964 investment in capital improvements was well above the average of recent years, an even greater program is planned for 1965, the railway's shareowners are told in the company's seventy-sixth annual report.



Mr. Budd

GN's headquarters in St. Paul now is distributing the company's report on 1964 operations to approximately 45,000 shareholders throughout the United States and 12 foreign countries.

GN's equipment and line improvement programs this year will cost approximately \$32 million, or about \$3¼ million more than was authorized in 1964, said John M. Budd, president of the railway.

This year's motive power program will include 30 new, general purpose, 2,500-horsepower diesel locomotives.

The 1965 freight equipment program includes: 300 seventy-ton boxcars; 100 seventy-ton boxcars with cushioning devices for lading protection; 300 one hundred-ton covered hopper cars; 100 seventy-ton gondolas; 300 seventy-ton flat cars, and 15 one hundred-ton bulkhead flat cars.

In addition, Western Fruit Express, a GN subsidiary, will acquire this year 200 mechanical refrigerators and 100 insulated boxcars for transport of perishables.

Industrial expansion continued along GN in 1964 with the location of 99 new industries on the railway's trackage. Largest of the new indus-

Six

tries to locate along the railway is a \$60 million aluminum reduction plant, now under construction near Bellingham, Wash.

GN was a participant last year in the establishment of a new freight route and service between the United States, Canada and Alaska. The railway joined the Alaska Trainship Corporation of Seattle and three other carriers in launching rail-ship freight services between New Westminster, B. C. and Alaska. The trainship concern operates the S. S. Alaska, which accommodates 56 loaded freight cars.

Mr. Budd's report to shareowners states that "while revenues for 1964 were \$7.6 better than in 1963, net income decreased from \$29.3 million to \$28.9 million." GN's president said that repairs of flood damages to the railway in Montana in June last year reduced earnings by 29 cents a share. He reported that increases in pay, in addition to other changes in employee compensation agreed to in 1964, reduced GN's net income last year by 44 cents per share.

Mr. Budd advises shareholders that: "Predictions indicate business will continue at a lively pace in 1965. A large part of the 1964 crops remained in storage on January 1 for movement this year. We anticipate that with a normal harvest this year the results of Great Northern's operations will be similar to those of 1964."

More than 83,000 new and rebuilt freight cars were placed in service on American railroads in 1964—more than double the 1962 total, and enough to form a continuous train stretching from Washington, D. C. to Chicago.

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## Railroads' Role In Economy Cited

America and its vast transportation system are a unique partnership.

There are few nations in the world where people rely as heavily on transportation as they do here. Were it not for transportation as we know it in this country, we would not have the privilege of enjoying the highest standard of living.

During National Transportation Week, May 16-May 22, this partnership—America and America's transportation—will again get well-deserved attention.

In reality, every week is Transportation Week. Every hour of every day, the transportation arteries of this nation make possible its continued growth and prosperity. And everyone—manufacturers and bricklayers, doctors and farmers, painters and law-

yers, every member of every family—has a personal stake in the soundness of the nation's transport industry.

At the very heart of this transportation network are railroads, and there are many ways in which railroads touch the everyday life of the American people.

In 1964, the railroads moved some 667 billion ton-miles of freight of all kinds, more than 43 per cent of the total for the U. S. They also carried 312 million passengers, 63 per cent of whom were commuters. The plant and equipment which rendered these services represent an investment of some \$35 billion. In all, U. S. rail lines serve about 55,000 communities over 215,000 miles of right-of-way.

Railroads are also one of the large-

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### GN to Acquire 300 Plug-Door Cars in '65

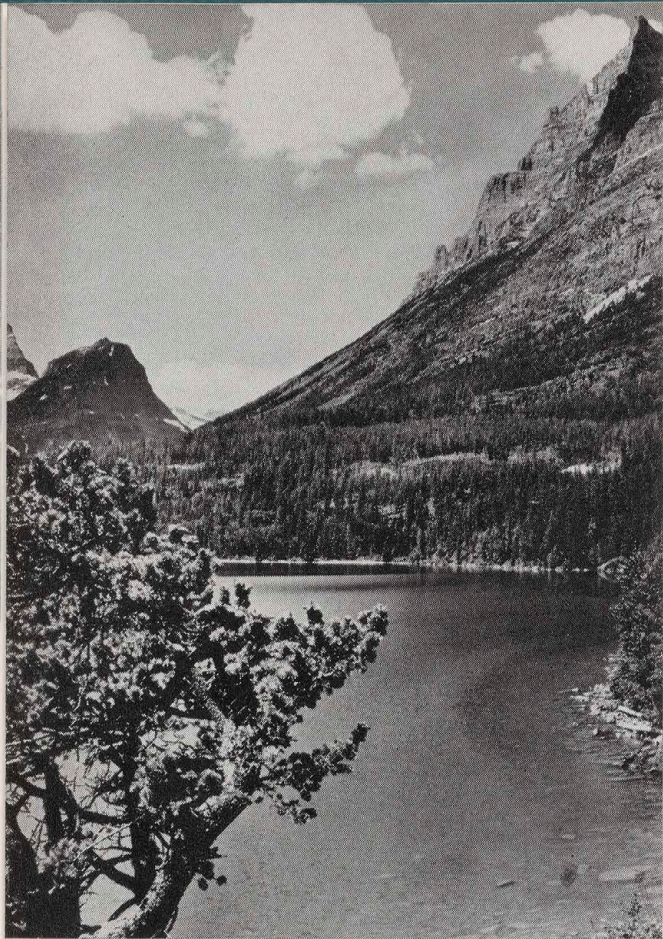


Great Northern's 1965 equipment program includes the purchase of 300 double plug-door boxcars such as those shown above at its Hillyard, Wash., yards. Built by Pacific Car & Foundry Company of Renton, Wash., the 50-foot, 70-ton cars have an estimated unit cost of \$13,762 each. The firm also is building 100 single plug-door cars for GN. They are also 50-footers and 70-tons each and are equipped with cushioning devices.

Seven

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





## Spring Glacier



*Slowly-melting mountain snow feeds  
cascading falls and streams that abound  
in the park*



# Spring Glacier's Grandeur

Winter leaves its mark on Glacier National Park.

With more than eight feet of snow recorded along the Continental Divide, the park, located in the heart of the Montana Rockies, had above-average snowfall.

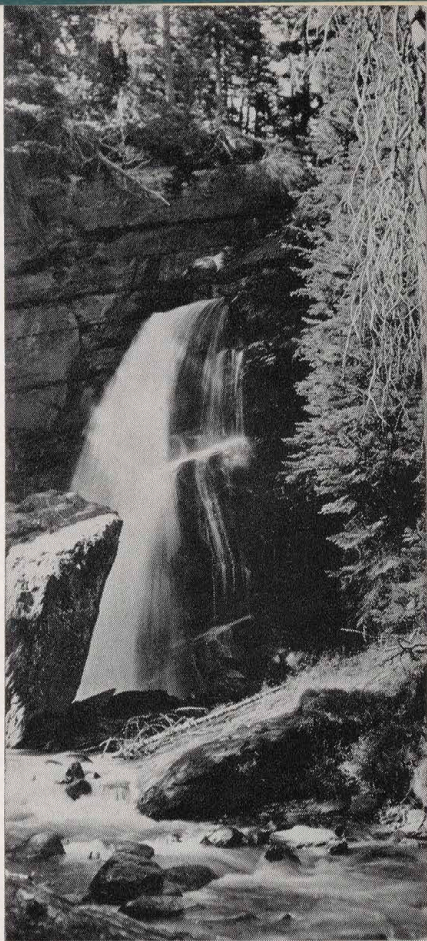
However, favorable Spring weather has depleted the pack on the lower elevations, and workmen are under way with plows cutting through the snowdrifts that yearly close Going To The Sun highway that traverses the park and the Continental Divide.

Meanwhile, in the lower elevations, the warm Spring sun has melted the snow, and by the start of the tourist season in mid-June, summer is on its way and the tender leaves of aspen, balsam, poplar and northwestern paper birch fill the branches that were barren several weeks before.

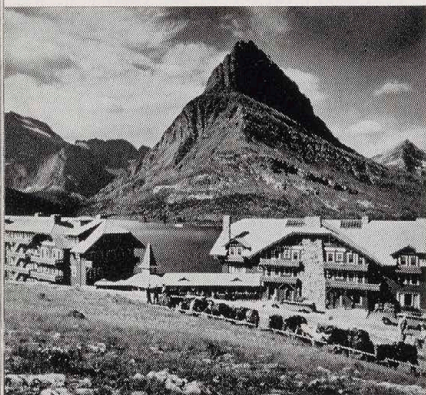
New pine growth adds a new green hue to the forested stands, and the wildflowers including the stately bear-

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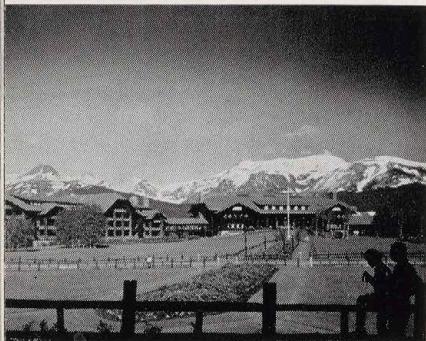
Great Northern's Western Star passenger train, shown below, stops at both east and west entrances to the park during the tourist season.



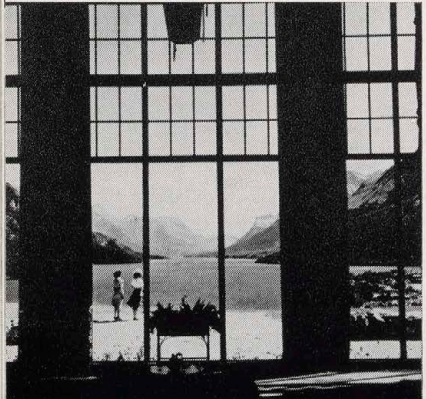




Many Glacier hotel on Swiftcurrent lake, above, is located in the heart of the park. Glacier Park lodge, center, affords the comforts of home and informality of the West.



The Prince of Wales hotel, below, located on Watertown lakes in nearby Canada, is a "must" stop for visitors. If you are an outdoor enthusiast, you may wish to explore the park's glaciers and hike on the countless trails in the area.



## GLACIER—Conclusion

grass and the dainty glacial lily carpet the alpine meadows.

Great Northern Railway, the only transcontinental railroad which has direct, main line service to a national park, is offering many attractive independent and escorted summer travel vacations to Glacier Park.

Under its "Rocky's Suggested Itineraries," the pre-arranged and reserved independent travel vacations include Glacier-Banff-Lake Louise; Glacier-Banff-Lake Louise-Jasper; Pacific Northwest-Banff-Lake Louise, and the Pacific Northwest-California-Las Vegas tours.

There are other "Rocky's Best Travel Buys for '65" which afford the traveling public a wide range of trips at various, economic prices.

Accommodations at Glacier National Park are in such famous places as Glacier Park Lodge, Many Glacier Hotel, the Prince of Wales Hotel on Waterton Lakes, Lake McDonald Lodge and Banff Springs Hotel in British Columbia.

See your Great Northern ticket agent or your travel agent and he will give you details of these attractive tours in America's most beautiful national park.







### Strange Music

A stranger who was rather deaf entered a little Scotch church, seated himself in the front pew and placed an ear trumpet on his knee. An elder of the church, who never saw an ear trumpet before, eyed him with suspicion.

When the minister entered, the man lifted the trumpet from his knee, but before he could adjust it, he felt a tap on his shoulder and heard the elder say:

"One toot, an' you're oot!"

### Oh Yeah!

"Mother, where are the crazy jerk drivers today that daddy is always talking about when he comes home," the daughter asked.

"They are only out when your father is driving, dear."

### Double Life

Judge: "Not guilty of bigamy. You may go home, sir."

Defendant: "Thanks, judge, but to which one?"

### Short And Snappy

"People are saying that you and your husband are not getting on very well."

"Nonsense! We did have some words and I shot him, but that's as far as it went."

### Short Cut

Awaiting his turn in the barber chair, the customer was entranced watching the German shepherd dog follow the motions of his master's shears.

"It's amazing," the man said to the barber, "how interested the dog is. His eyes follow your every move. He enjoys watching you work."

"It's not that so much," the barber said, "it's just that every now and then I snip off a little piece of ear."

### Teed Off

The golfer had a bad round. On the 18th hole he was miserable. He threw away the ball, broke two golf clubs and sat down — a picture of total frustration.

As another golfer approached, he was heard to murmur: "I have to give it up! I have to give it up!"

"Give up what?" the other man asked. "Golf?"

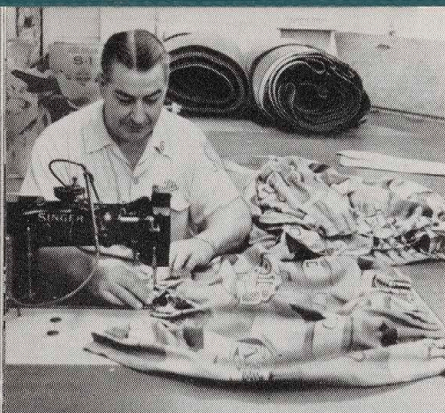
"No," was the reply. "Give up the ministry."

### Have One On Me

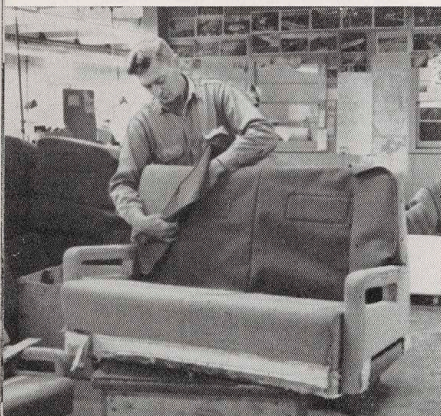
The shapely stenographer shocked the office one morning by passing out cigars to the men and candy to the girls.

Exhibiting a huge diamond ring, she said: "It's a boy—6 feet tall, 26 years old and 185 pounds!"

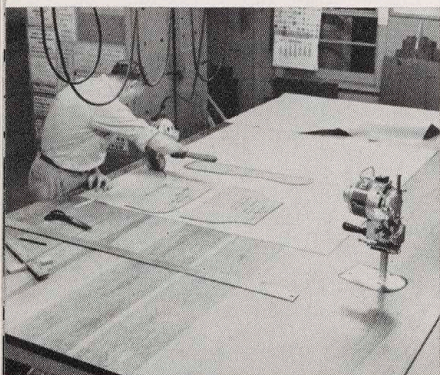




Lounge section drapes are repaired or replaced as needed.



Expert upholsterer adjusts new wool material to the chair back. Below, a fabric cutter is utilized to cut vinyl for seats.



## Empire Builder's—

# GN Great Domes Renovated In St. Paul Shops

Great Northern Railway's prestige passenger train, the Empire Builder, is a showcase for the railway and is known nationally as one of the country's finest transcontinental trains.

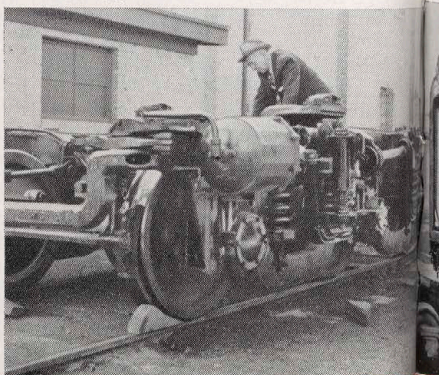
In order to maintain the service—and the name—GN periodically upgrades the cars and its well-known Great Dome cars.

In the railway's current program, the five Great Domes owned by the railway are being "shopped" or re-conditioned at GN's shops in St. Paul.

The process is not a "glossing-over" or merely a cleaning. The entire 96½-ton observation-lounge car is practically dismantled, re-conditioned and reassembled glistening as it did when it was new in 1955.

The lounge seats 74 passengers in a massive picture window solarium, 16 feet above the rails. A second lounge on the lower level of the car provides leisure space for an additional 35 passengers.

The six-wheel trucks undergo a final inspection before replacement under the Great Dome car.





Domes  
In  
shops

railway's great  
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one of the most  
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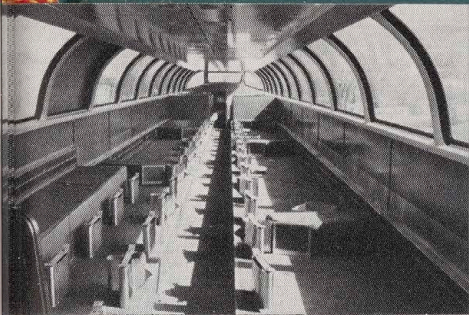
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When new, the car cost \$325,000. It is 85-feet long and has two separate air-conditioning systems — one for the top and another for the bottom level.

As the cars begin "shopping" in St. Paul, car components are sent to various departments where specialists undertake the job of reconditioning.

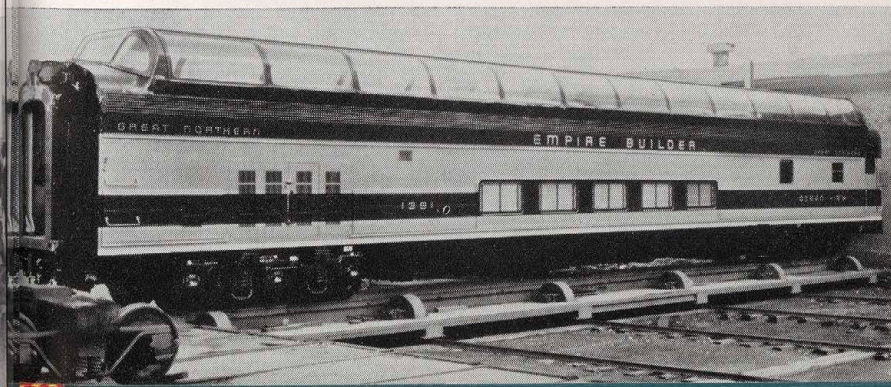
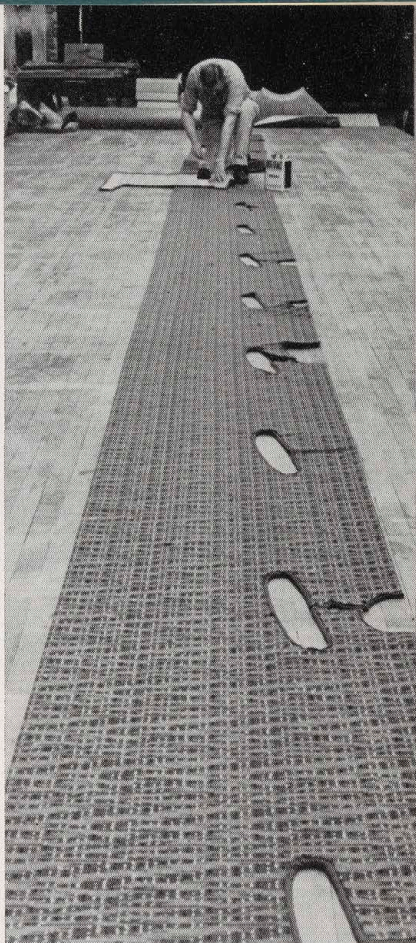
The wheel assemblies go to the wheel department; the upholsterers inspect, repair or install new foam and new coverings on seats; the draperies are cleaned and often replaced with new.

The 70-foot section of new plush wool carpeting is laid out on the workshop floor and cut-outs for pedestals are made and bound.

Sandblasting of the car removes all old paint and decorations. The car is painted outside and in, and if needed, new windows are installed.

When re-assembled, the Great  
(Concluded on Page 14)

Seventy feet of plush carpeting, right, is readied for installation. Cut-outs are for seat pedestals. Below, the newly-renovated car is ready for train service again.







Six San Francisco skiers, who had just disembarked from a Western Airlines jet, board GN's Empire Builder in Seattle for an overnight trip to Whitefish, Mont., and skiing at The Big Mountain.

Great Northern-Western Airlines—

## Unique Air-Rail Plan Announced

A new air-rail plan which permits travelers to use both means of travel on a single ticket and with a single reservations call has been announced by Western Air Lines and Great Northern Railway.

The plan, first of its kind in the travel industry, permits a passenger who plans to travel between key cities and national park areas in the West and Northwest to make air, rail or tour reservations with only one call and to purchase a single ticket for the entire trip from one of three sources: a Great Northern ticket office, a Western Air Lines ticket office or an authorized travel agent.

Great Northern's routes extend

Fourteen

from St. Paul-Minneapolis to Seattle, Portland and Vancouver; Western serves 32 cities in 12 western states, from the Twin Cities to the Pacific Coast. Great Northern passenger trains are operated between the Twin Cities and Chicago over Burlington lines.

In addition to easing the travel arrangements burden for business or vacation travelers, the new agreement provides three "North Country Holiday" package tours to Glacier and Yellowstone National Parks and to the Canadian Rockies.

An eight-day holiday in Glacier National Park in the Montana Rockies includes sightseeing in Seattle, rail transportation to the park, ground tours and lodging for five nights in the park for \$209 plus air fare.

A 15-day Glacier Park and Canadian Rockies tour package features sightseeing visits to Seattle, Glacier Park, Calgary, Banff, Lake Louise, Vancouver and Victoria for as little as \$359, plus air fare.

A 15-day Yellowstone Park and Glacier Park tour provides sightseeing, ground transportation and hotel accommodations in Yellowstone Park, Jackson Lake, Glacier Park and Seattle for \$319 plus air fare.

## DOMES—Conclusion

Dome cars appear to be spanning new, ready for years of faithful service to the traveling public.

Maintenance of the cars cost approximately \$26,000 each. When the Incomparable Empire Builder, and its companion passenger train, the Western Star, await travelers along their transcontinental routes, railway management are comforted in the fact that it has done its utmost to make railroad traveling comfortable.

Great Northern's passenger train revenue in 1963 was higher throughout the year compared with that of 1964 — except for June when travel was disrupted by the Montana flood.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



## C. M. Koenigs Named GA, Passenger Dept., In Spokane, Wash.

The appointment of C. M. Koenigs of Seattle as general agent, passenger department, in Spokane was announced recently in St. Paul by K. C. Van Wyck, passenger traffic manager.



Mr. Koenigs

Mr. Koenigs succeeds Ray DuBois who had resigned to enter a private business venture.

A young veteran for GN, Koenigs has 24 years experience in the railway's passenger department, having served in various capacities from St. Paul to Seattle where his assignment before promotion was traveling passenger agent.

The vacancy created by Koenigs' new appointment has been filled by J. B. Fowler, GN's city passenger agent, who assumed duties of traveling passenger agent. He will remain in Seattle in his new assignment.

### WEEK—Conclusion

est employers in the country. More than 665,000 persons obtain their livelihood from the railroads directly, and several hundred thousand others are engaged in supplying needs of the industry. The railroads' payroll in 1964 was more than \$4,700,000,000—and every bank, service station, motion picture theatre, grocery, and every other form of business, felt the benefits of expenditures by railroad employees and members of their families.

Owners of railroad stocks and bonds add up to approximately one million of the nation's investors, and in 1964 the railroads paid out \$868

million in dividends, interest payments to security holders and in rents for property.

And when it comes to taxes, the railroads continue to be one of the leading contributors to the treasuries of the federal, state and local governments. In 1964 alone, the total tax bill for the railroads was just a shade under \$870 million.

Observance of National Transportation Week in every way possible can be of immeasurable assistance in generating greater public understanding and appreciation of the overriding importance of transportation in America's progress.

### New Dam—Conclusion

United States Government Bureau of Reclamation engineers in charge of dam construction.

Yellowtail dam, now under construction on the historically significant Big Horn river, represents a massive project 520 feet in height, 1,450 feet across at its crest, 145 feet thick at its base and 22 feet at the top.

The dam, with its 1,670,000 yards of concrete, will transform a portion of the Big Horn river into a large lake, capable of storing 1,375,000 acre feet of water.

Bureau of Reclamation engineers have calculated the project will generate 250,000 kilowatts of power while irrigating the 43,600 acre Yellowtail irrigation project in southeastern Montana.

To the historical significance of the Big Horn river, and Custer, and Sitting Bull, has been added the economic significance of the Yellowtail project.

### N. D. Keller, Formerly Of GN, Heads Travel Unit

N. D. Keller, a retired passenger traffic official of Great Northern Railway, is heading a department in the Doug Fox Travel Service, Seattle, organizing and promoting trips featuring train travel.

Fifteen

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

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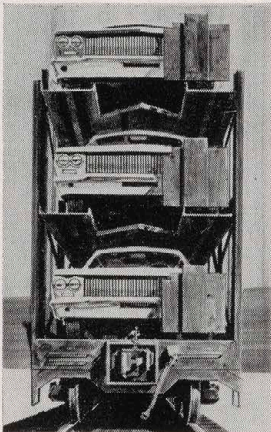
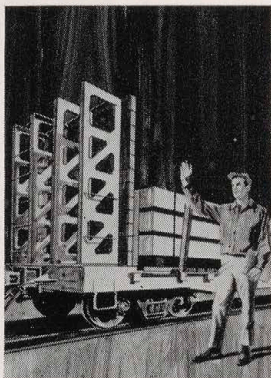




What makes a railway  
really great?

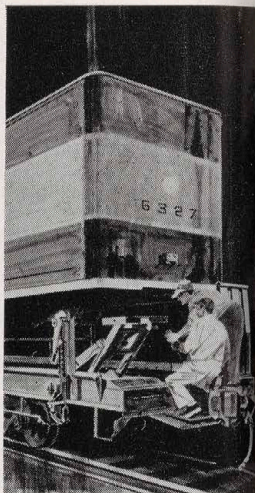


ROUTE OF THE  
INCOMPARABLE EMPIRE BUILDER



Special-  
purpose  
freight  
cars--

*(more and  
more of 'em!)*



That's one of the  
things that makes  
Great Northern great.

Great Northern has what it takes to do a great job of moving freight—and today that means an increasing ownership of special-purpose freight cars.

Yesterday's freight trains consisted principally of boxcars, flatcars and open hoppers. Today's freight train includes such newcomers as tri-level automobile carriers, covered hoppers, jumbo hoppers, bulkhead flats, flatcars carrying piggyback and stretch-out trailers and so on through a long list.

These, together with a constantly replenished supply of versatile, general-purpose boxcars (now bigger, stronger, wider-doored), comprise the fleet of freight carriers that permit Great Northern to fit the car to the shipping problem.

We'd like to work on your special shipping need. Get in touch with your Great Northern freight traffic representative—or G. D. Johnson, General Freight Traffic Manager, Great Northern Railway, Saint Paul, Minn. 55101.



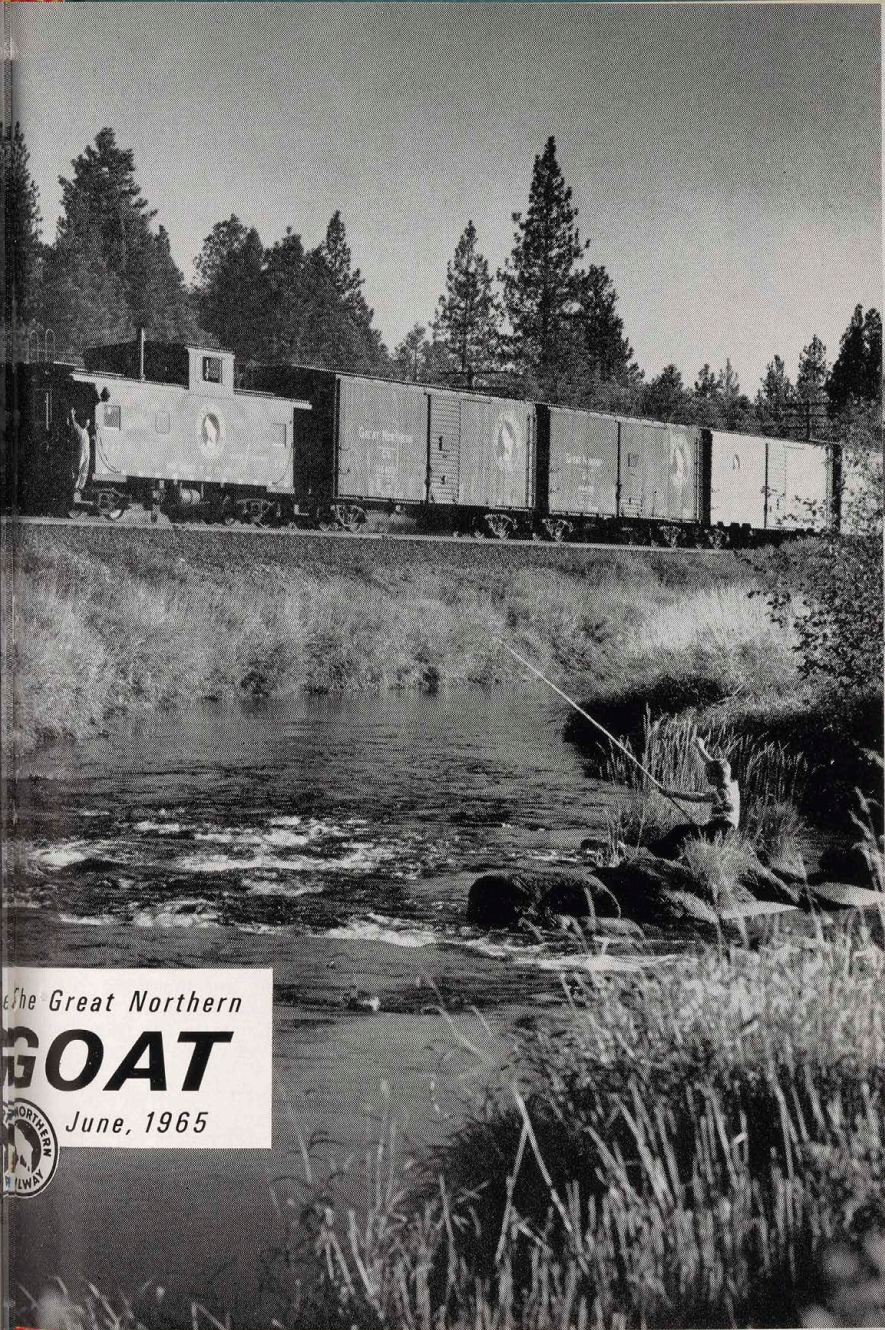
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*The Great Northern*

# GOAT

June, 1965





# The Great Northern GOAT



Vol. 35

June, 1965

No. 6

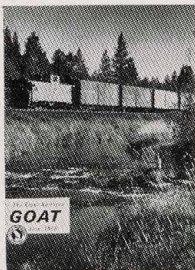
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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

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## The Goat's Cover



Seated on a boulder in the Little Spokane river, a young angler waves to the brakeman who is standing on the steps of a GN freight prior to the train's departure.—Photo By Bob Harr of Hedrich - Blessing.

Two

## Your Railroads

Public transportation under existing regulatory policies cannot develop integrated and co-ordinated services that would include all forms of transportation and be nation-wide in scope, the 7th annual transportation conference of Texas A & M University was told recently.

In proposing that all forms of transportation have "adequate and uniform freedom to compete, grow, diversify, experiment and adjust quickly to changing conditions," the speaker, Clair M. Roddewig of Chicago, president of the Association of Western Railways, admitted this would take some doing—perhaps even more undoing.

Nothing may prove more perishable than today's concepts of public and private transportation, he contended. Regulatory barriers and impediments to the consummation of mergers and common ownership of the different modes of transportation should be removed, he added.

The resulting economies and superior services would enable public transportation to compete successfully with private transportation.

Only when these regulatory obstacles are overcome can we begin to put together the integrated and co-ordinated transportation services that should do for public transportation what other industries have been able to do for themselves and the public.

Although he did not believe that any agency or government is capable of dreaming up a workable set of blueprints and specifications for a transport Utopia, Roddewig said that the pace of change in the transportation industry seems to be constantly accelerating.

Efforts to keep pace with the challenge of change results in encountering important differences between the business of transportation and most of the other segments of private enterprise, he said.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



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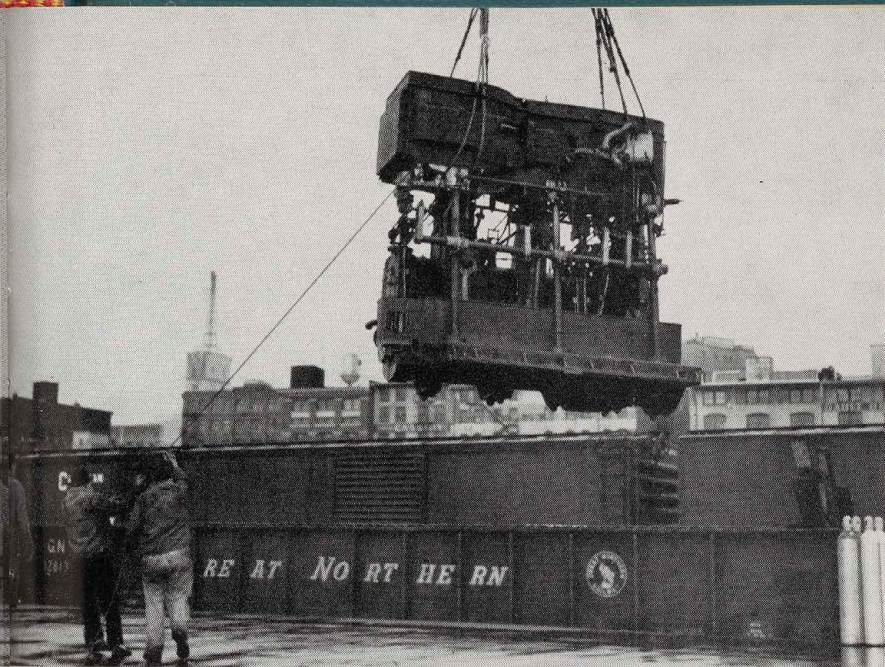
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TRAVEL



## GN Hauls Motor For Use In "Sand Pebbles"

When the "SS Globe VII" was launched in Moss, Norway, in 1935, she was destined for an exciting career as a killer ship in the Norwegian whaling fleet must be.

However, no one suspected that eventually a portion of the ship would take a "starring" role in a Hollywood production!

This year, when 20th Century-Fox Studios decided to film the famous, best-selling novel, "The Sand Pebbles," a search was begun for a ship's steam engine which generally matched the book's description of the power plant which occupies such a prominent role in the epic.

The search centered along the Pacific Coast and one was found by Charles Davis, Vancouver salvager,

in the rusting hulk of the "Westwhale Three," formerly the "Globe VII."

The 116-foot ship served her Norwegian masters for more than 16 years as a killer ship in the Antarctic when purchased by Western Canada Whaling Company of B.C. Packers, Ltd., for whaling duty off British Columbia until her retirement in 1962.

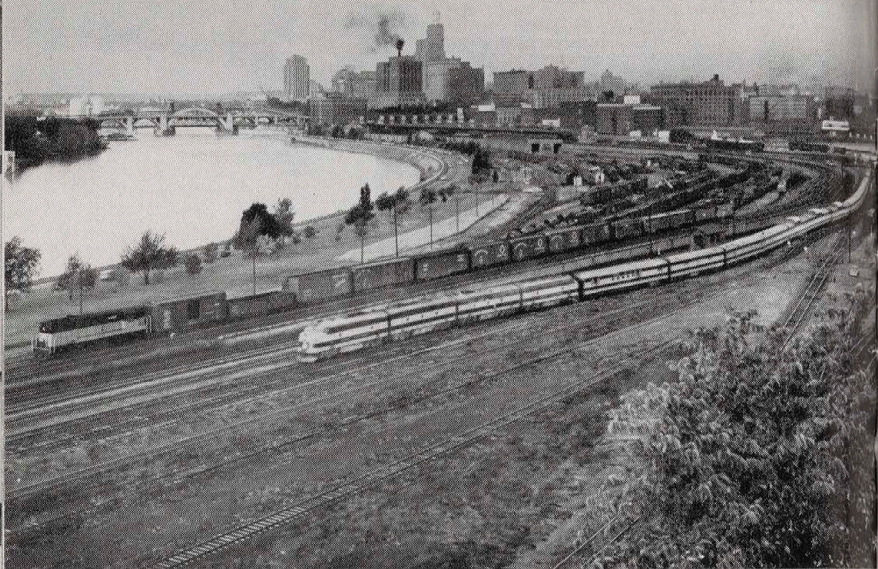
Charles Davis Trading Company arranged for shipment of the engine to Hollywood via Great Northern through GN's Vancouver offices.

On April 9, the big power plant was removed from the innards of the "Westwhale Three" and placed aboard a GN gondola for the trip South.

Three

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**





Before Mississippi Ran Banks

CB&Q Yard At High Water





# St. Paul's April Flood Inundates Rail Yards

The late-April flood of the Mississippi and Minnesota rivers and their tributaries in the Twin Cities area forced the re-routing of Great Northern Railway passenger and freight services, but the flood did not appreciably damage GN properties.

Between April 12 and 21, more than 800 billion gallons of water flowed past St. Paul, officials said.

GN's Empire Builder and Western Star move south from St. Paul to Chicago over Burlington tracks below Dayton's Bluff in St. Paul. The tracks were inundated and the St. Paul Union Depot was closed from April 12 through 29.

GN's passenger trains by-passed St. Paul and traveled on Milwaukee and Chicago & North Western tracks. The Minneapolis GN passenger station became the only Twin Cities departure and arrival terminal.

The railway's freight train operations also met with delays and several GN branch lines were out of commission temporarily due to high water.

On the night of April 18, a switch

crew moving empty passenger equipment noticed a sag in the surface of the well-known GN Stone Arch bridge over the Mississippi between St. Paul and Minneapolis.

The bridge was closed and investigation revealed a sag of about 15 inches in depth was centered at pier No. 7 extending to the center of the arch of each side for a total of about 100 feet.

The river flow was near its maximum at this time. Further investigation is planned when water level permits closer observation by divers who will check damage to the foundation and bedrock.

Passenger traffic to and from Minneapolis is moving on a GN freight line.

Experts surveying the flood in the Twin Cities said water discharged by the Mississippi and Minnesota rivers during a nine-day period during the flood would supply the needs of two New York Cities for one year!

The flood was attributed to the late melting of heavy snow pack in the rivers' watershed.

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## '64 Travel to National Parks Sets Record

The traveling public set a new record visiting the National Park System in 1964 when 102,475,100 persons made visits, the Department of Interior announced.

This was a gain of nearly 9 per cent over that of 1963—when the total was 94,092,900. Visits to the National Capital Parks totalled 8,010,600, another record. The total in 1963 was 8,617,700.

Forecasting another banner year for 1965, George B. Hartzog, Jr., said park travel in the first two months of this year is 7 per cent

higher than a comparable period in 1964.

Attendance at various parks and monuments in Great Northern Railway area included:

Crater Lake National Park, Oregon, 494,100; Fort Vancouver National Historic Site, Washington, 65,200; Glacier National Park, Montana, 642,200; Grand Portage National Monument, Minnesota, 66,100; Mount Rainier National Park, Washington, 1,439,900; Olympic National Park, Washington, 1,343,600, and the Pipestone National Monument, Minnesota, 11,300.

*Five*

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



## Melvin H. Ruder Of Hungry Horse News Pulitzer Winner



Mel Ruder, right, editor and publisher of the Hungry Horse News and recent Pulitzer prize winner, reads congratulatory telegrams brought him by Duane Lind, left, GN depot agent at Columbia Falls, Mont.

The editor and publisher of the Hungry Horse News, Melvin H. Ruder of Columbia Falls, Montana, has been named 1964 Pulitzer Award winner for the general reporting of last June's flood along the Flathead river in Montana.

Mr. Ruder, who also is chief reporter and photographer for his weekly newspaper, will receive \$1,000 prize.

(He subsequently announced the money will be used to finance the Meeman-Ruder scholarship awards to Columbia Falls eighth-graders for best reports on the annual Flathead Grange-sponsored conservation tour.)

He was nominated for the award by Dorothy M. Johnson, secretary-manager of the Montana Press Association, who wrote to the Pulitzer committee that Mr. Ruder dropped advertising and published daily during the flood period to assure the Flathead Valley good flood coverage.

Previous to his Pulitzer award,

Mr. Ruder also won third place and \$100 in a Scripps-Howard Foundation contest on conservation journalism. (That money also went into scholarships.)

An expert photographer whose "backyard" is Glacier National Park in the Montana Rockies, Mr. Ruder contends that he is a news cameraman above all, and prides himself on weekly "home-spun" editorials.

The Columbia Falls photographer is accustomed to winning awards. He won 12 in national editorial association contests since the newspaper was founded 19 years ago.

(The GOAT magazine has used many of his photographs. In December, 1962, his classic shot of mule deer on ice-bound Lake McDonald in Glacier Park graced the cover of the magazine.)

## GN-Sponsored Achiever In Spokane Ranks Among Top Area Salesmen

Miss Clarice Wilsey, daughter of Dr. and Mrs. D. B. Wilsey, Ballou Road, Spokane, Wash., is a third-year



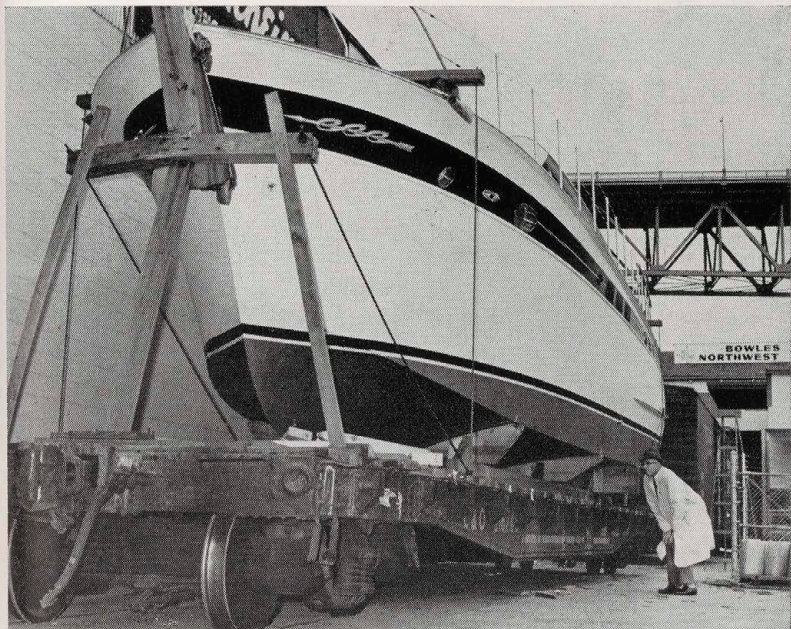
Clarice

Junior Achievement member sponsored by Great Northern Railway, and her sales ability has won her many honors.

This year, as half-year president of DRIP-KO and vice president of sales of the company for the second half, she has won a \$100 sales pin and was a sales contest winner. She was a representative to the regional achievers management conference at Eugene, Ore., and traveled to San Diego, Calif., competing in the regional sales contest.



## High, Wide and Handsome Load



O. A. Wiffin, Great Northern Seattle city freight agent, checks the cradle on a 46-foot Chris Craft twin screw cabin cruiser after its arrival via Great Northern from Algonac, Mich. The craft measured 10½ feet wide and almost 16 feet high and costs approximately \$80,000. Ironically, Spring flood conditions required a GN pickup at Aberdeen, S.D.

### Railroads Mark Best Safety Record In Past 5 Years

American railroads in 1964 achieved their best passenger safety record in five years, the Association of American Railroads reported recently on basis of tentative figures for the year.

The railroads reported 11 fatalities—lowest annual total on record—in carrying 314 million passengers a total of 18.3 billion passenger miles. The resulting fatality rate per hundred-million passenger-miles—the transportation industry's intercity passenger safety yardstick—was 0.06, the lowest since 1959.

This made railroads more than

twice as safe in 1964 as domestic airlines, which recorded a rate of 0.15 fatalities per hundred-million passenger miles.

Safety statistics for 1964 highway travel are not yet available, but railroad travel over the past 10 years has been, on the average, 40 per cent safer than by bus and 20 times as safe as by automobile.

It would take more than 75 billion dollars to build from scratch the present U. S. railroad system, the Association of American Railroads reports.

Seven

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





The striking profile of a modern freight train—powered by five giant diesels—is seen on a high trestle on GN's main line west of Minot, N.D. The trestle, spanning Gassman Coulee, is 117 feet high and 1,792 feet long.

## Freight Train Costly Work Horse

The casual observer frequently views a freight train with nostalgia.

Songs are written about freights, but to railroad management, freights are a major investment.

The freight train is an impressive sight as it roars between cities, cutting off a boxcar or two in this yard, and picking up others along the way.

To the experienced eye, freight trains quickly depict the versatility of shipping via rail—where specialized equipment has been devised to solve particular shipping problems—and more economically, too!

The modern freight train shown on this page is being pulled by 11,750 "horses" that speed it westward to the Pacific Coast. Two of the five diesel-electric locomotives are 2500-hp units, and the remaining three generate 2000 hp. each.

*Eight*

They are pulling a variety of cars including box cars, covered hoppers, piggyback cars, gondolas, tank cars and multi-level auto carriers.

One of the many new tools of modern rail transportation is the high-capacity covered hopper car. It is used to haul grain with increasing regularity. A car of this type, which may cost in excess of \$15,000, makes rail service more attractive to its users by delivering substantial transportation economies.

One of these "jumbo" hoppers will carry from 160,000 to 190,000 pounds of grain, or approximately double the load of a standard 40-foot box car.

Also on the opposite picture page may be seen new GN piggyback van receiving its first load in an orchard in north central Washington State.

(Concluded on Page 10)

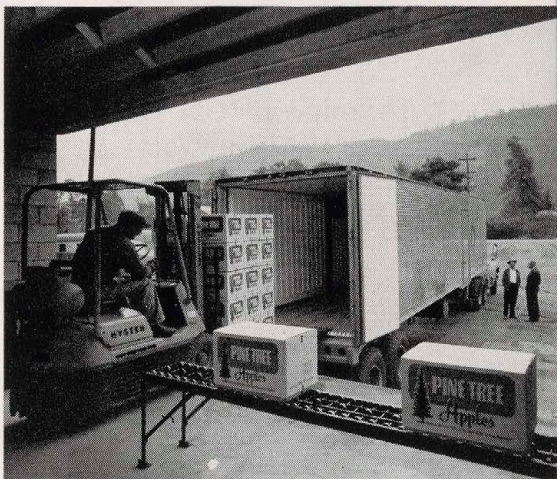
**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



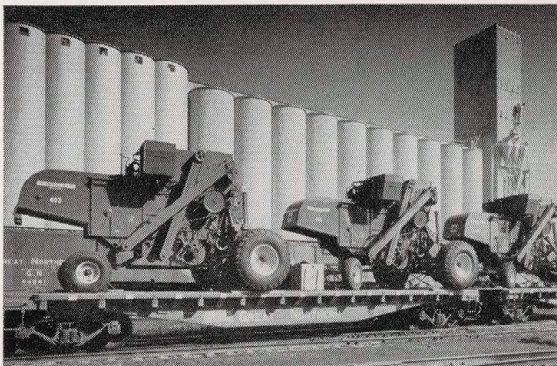
High-capacity covered hopper cars, like the ones pictured at Havre, Mont., are hauling increasing loads of grain produced along GN.



This glistening new piggyback van is receiving its first load of an off-rail orchard packing house in the Wenatchee-Okanogan apple district.



The grain combines pictured are loaded on an 86-foot articulated flat car constructed by GN to meet specific requirements of farm implement makers.



Nine



## Glacier Park Trips Prize of Gray Line For AARTA

The Gray Line Sight-Seeing Company of Chicago is offering contest prizes of four free convention trips to Glacier National Park for members of the American Association of Railroad Ticket Agents, Larry Delp, Gray Line president, announced.

Competing members must write approximately 100 words giving the advantages of "Seeing America By Rail And Gray Line Sight-Seeing Tours."

Letters should be mailed to the American Association of Railroad Ticket Agents, Box 1226, Chicago, Ill., and must not be postmarked later than July 1.

First prize is a free convention trip for two persons; second and

third, trips for one person each. Each winner will receive free meals, lodging, sight-seeing, banquet and entertainment at Glacier Park in the Montana Rockies.

(Great Northern Railway's transcontinental passenger train, the Western Star, serves the park in season.)

### Freight Train—Conclusion

The insulated van is equipped with a combination refrigeration and heating unit which protects the fruit and keeps it tree-fresh during movement at any season of the year.

While the piggyback movement is growing rapidly, the bulk of the apple crop still is handled in regular refrigerator cars, either iced or mechanically cooled.

The McCormick International Hillside grain combines shown on page 9 are loaded on an 86-foot articulated flat car constructed by Great Northern to meet the specific requirements of farm implement manufacturers. Ease of loading and higher minimums made possible by this specialized equipment make rail service more attractive to the shipper.

The equipment mentioned is but a portion of the new cars recently placed on GN rails. A heavy equipment program is budgeted for 1965. The program includes expenditures of \$24.8 million. Principal items are:

- 30 2500 hp diesel freight units;
- 300 100-ton jumbo covered hoppers;
- 300 70-ton, 60-foot flat cars;
- 400 70-ton, 50-foot wide-door box cars;
- 100 70-ton, gondolas;
- 50 70-ton wood chip cars, and
- 15 100-ton bulkhead flat cars.

Western Fruit Express, a subsidiary of GN, will acquire 200 mechanical refrigerators and 100 insulated box cars at a cost of \$7.8 million.

## K. D. Thornton of GN On Director of Traffic Club

Kern D. Thornton, Great Northern city freight and passenger agent at Washington, D.C., has been elected director of the Traffic Club of Washington, D.C.

Other elected officers are T. R. Mappes, St. Louis, San Francisco Railway, president; William J. Burns, Tri-State Motor Transit, first vice president; Dr. Robert A. Kaye, U.S. Atomic Energy Commission, second vice president, and Gilbert E. Callaway Jr., General Services Administration (Retired), secretary-treasurer.

## Wisconsin Vacation Inquiries up 62%

The Wisconsin conservation department's vacation and travel service reports the state has received 83,000 tourism requests to date this year and anticipates visitors will pay out \$350,000 in sales and excise taxes while spending 14 million dollars in the state.

Ten

**PROGRESS IS A GREAT NORTHERN HABIT**





## Goat Gaieties

### Got The Bird

A speaker was lecturing on forest preserves. "Don't suppose there's a person in the house who has done a single thing to conserve our timber resources?" he inquired.

A meek voice from the rear of the hall timidly retorted: "I once shot a woodpecker."

\* \* \*

### Touche

A guy walked into a cafe wearing a hat and the manager asked him to remove it. He was stunned to see the man's hair parted from side to side instead of from front to back. He was curious and asked the man if it ever bothered him.

"No, it doesn't bother me," he replied, "but once in a while somebody will come and whisper in my nose."

\* \* \*

### Well-Oiled Man

"My husband's the silliest guy," one bridge-player told the other.

"What's he done now?" the other asked.

"I went to the garage with him this morning, and he asked the station attendant a thousand questions about the make and manufacturer before he let him put oil in his car. But when he went into a bar, he poured down the stuff and never asked the bartender a single question!"

### Can't You Tell?

"My, what fine grandchildren you have," one woman told the other in the park. "How old are the boys?"

"Well," the proud grandmother replied, "the doctor is 4, and the lawyer is 2½."

\* \* \*

### Cloudy Forecast

"You soon will meet a handsome, rich man who will shower you with gifts and propose marriage," the fortune teller said.

"Before you continue with this wonderful thing," the woman said, "what happens to my husband and six kids?"

\* \* \*

### Only Die Once

"Capital punishment never stops murder and other violence," one man told the other. "Hanging didn't stop men from stealing horses in the old days."

"No," the other guy answered, "but it sure made them think twice before doing it again."

\* \* \*

### Don't Bait Him

"Just what is your husband up to?" a woman asked her neighbor as she saw the man fishing in a pail.

"I'd like to take him to a psychiatrist," the woman replied. "But we need the fish."

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN





The Pacific science center, left, houses a fascinating series of exhibits that attract visitors. Below, at dusk, the space needle and other Seattle center buildings glisten in the fading light.

## Seattle Center: Heritage of World's Fair

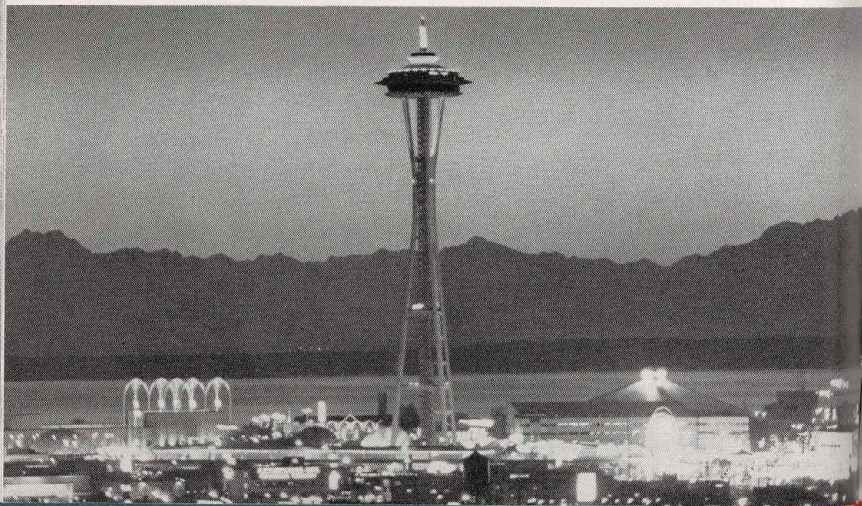
When Seattle closed what even the skeptics had to admit was a highly successful world's fair and began to take inventory, it realized that the city gained a prime fair-produced asset—Seattle center.

On the 74-acre site cleared for the Seattle world's fair, is a vast complex offering visitors attractions ranging from scenic beauty to science exhibits, from repertory theatre to rock-o-planes.

Organizing and coordinating activities is a non-profit corporation, Greater Seattle, Inc., contracted by Seattle to promote the center.

Many visitors arrive there for the first time via the monorail, which whisks passengers from its downtown terminal to the center grounds in less than three minutes.

Unless headed for specific attractions on the grounds, visitors may choose to browse around the area, or get details about the day's events





from attendants at the general information center.

Between Memorial day and Labor day, Seattle center offers a wide variety of entertainment. Most of the permanent attractions operate year-round, others are seasonal.

Already well known to visitors are the fascinating exhibits at the Pacific science center, and the unique experience of riding to the top of the space needle for breathtaking views of the surrounding country, or for dining in the needle's revolving restaurant.

Youngsters head for the rides in the fun forest amusement area, where a unique "water sparkler" fountain gyrates in the center of the lagoon. Fountains and sculptures adorn the landscaped grounds.

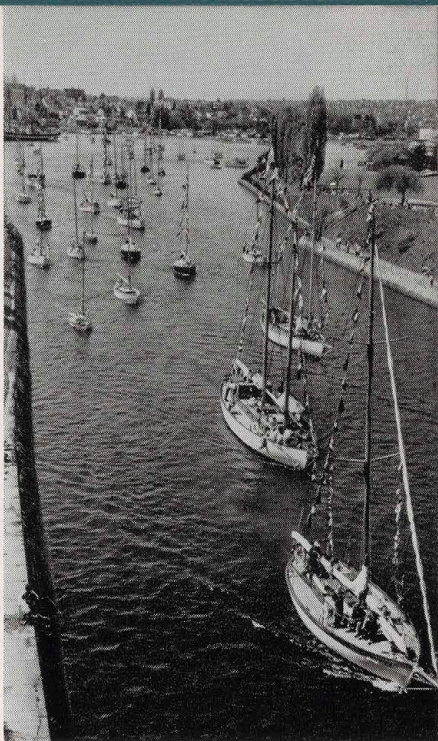
Food-minded visitors head for the outdoor terrace of the plaza restaurant, or the food circus and its international array of tempting tidbits from throughout the world. In the food circus visitors also can browse through three novel museums on the show balcony or ride the "bubbleator" elevator down to the first level's international bazaar foreign shops.

Convention-goers and sports fans are finding the new Seattle center coliseum an exciting arena for meetings, sports events, pageants and trade shows. This versatile building provides seating for as many as 18,000 persons.

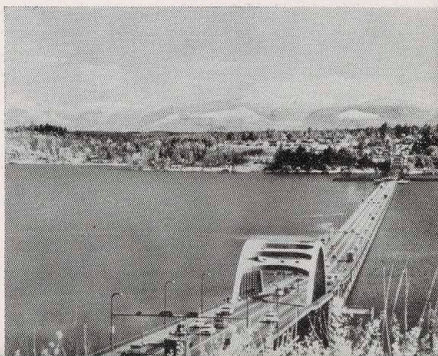
The 3,000-seat opera house, 800-seat playhouse and the arena are other vital components of the Seattle center complex. The first two, built in time for the world's fair, house opera, Seattle Symphony Orchestra concerts, the Seattle repertory theatre and myriad other musical or theatrical events, the year-round.

Added to them are the newly-remodeled arena facilities, seating over 4,000, the display hall on the lower level of the opera house, and the magnificent 40,000-square-foot exhibition hall.

*Thirteen*



The opening day of the yachting season in Seattle is marked by a parade of boats through the waterways and lakes in the Seattle area. An interesting bridge, below, is the well-known Lake Washington floating bridge.







## Kids discover Fun on Train an' See Bridges, an' Engines, an' Ducks

The first passenger train ride experienced by a youngster is a thrill he rarely forgets.

He approaches the diesel hesitatingly, boards the train eagerly and readily pops himself into the upholstered seat and immediately stares through the window at the world outside.

As the countryside "passes by," he is all eyes. New things to see, a bridge, a creek, ducks on a pond, mills—and if he's fortunate to reside in certain sections of the country such as the Pacific Northwest—there are the mountains that seemingly soar from the plain.

Pupils of Room 8 of the Field School in Spokane, Wash., recently went on their first train rides. They were so impressed by the experience, they devoted a drawing class to pro-

duce an art book of their trip experiences—and evidence of fertile imaginations.

It was sent to P. A. Freuen, Great Northern trainmaster at Spokane, who impressed the youngsters.

Great Northern's passenger trains are an education for school-children. Thousands of youngsters each year, all along GN-based communities, make similar trips.

But such trips are not restricted to grade school students. Many high school graduates make senior class trips to distant cities. In the Twin Cities area, they travel to Duluth-Superior or Winnipeg, Canada. Others travel to Chicago. In the Pacific Northwest, they visit Seattle or Vancouver, B.C.

If your school, club or business has a rail trip planned for the future, talk to your GN agent or travel agent in your area.

Fourteen

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**

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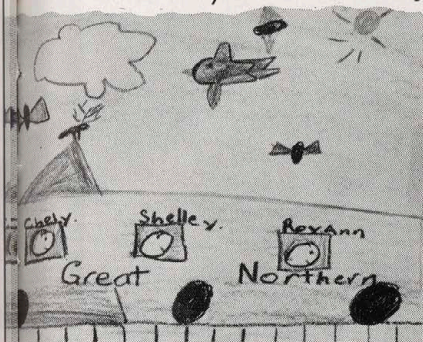


Dear Mr. Freuen

Thank you for letting us ride on the Great Northern

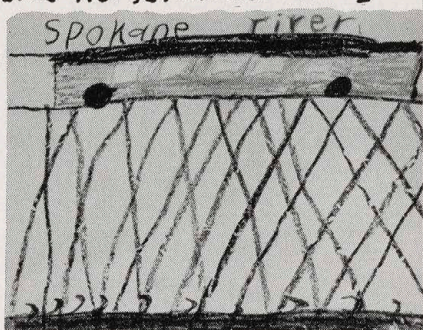
train. We very much enjoyed the trip. We all hope you like our pictures and stories.

Would you tell Mrs. LaCoste Miss Findler and Miss Torbeson thank you too, boys and girls in room 8. . . . . We saw some horses and cows. I

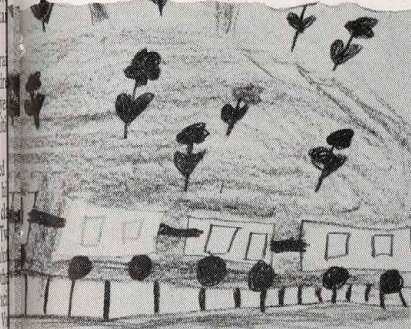


saw the Spokane river.

We went over a bridge. I saw some buttercups. Mr. Royer gave us some pins. The Porter is the man that pulls the beds down. Miss Torbeson sang a song with us. They have a place to go to the bathroom and you



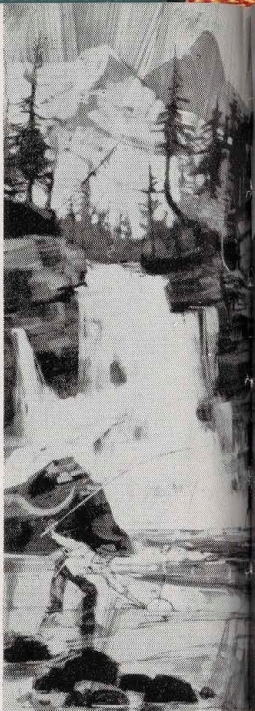
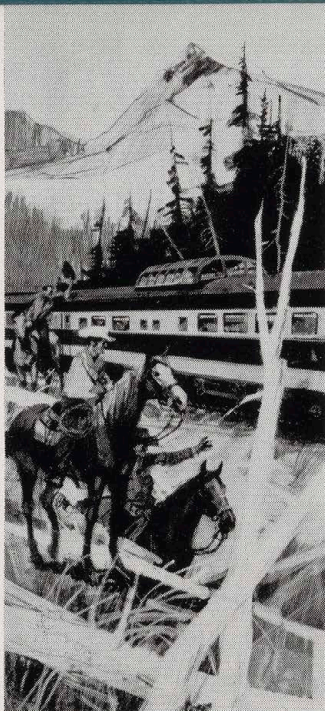
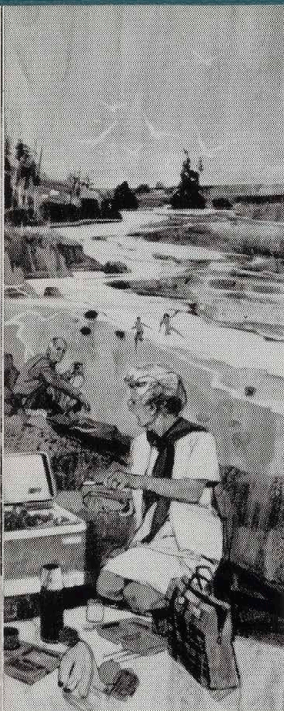
can wash your clothes. . . . . The train I rode on is the Great Northern train. It is a big one too. I saw the conductor and the brakemen. We saw something like a moon



It fell out of the sky. . . . . We saw a gravel pit. I learned many things from my trip. Your friend Dan.





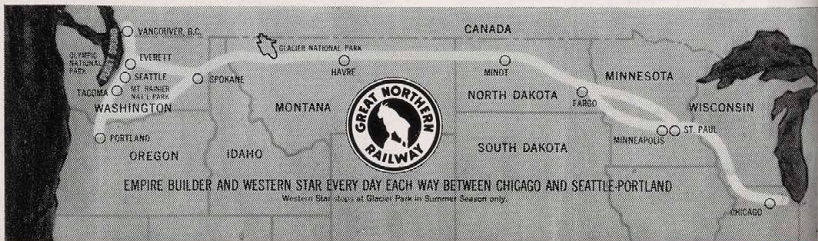


## Come with Great Northern to **VACATIONLAND, USA**

**PACIFIC OCEAN BEACHES** in Oregon and Washington attract summer-weary vacationers to rugged shoreline and wooded promontories, just an hour or two away from the City of Roses, Portland, situated where the Willamette joins the mighty Columbia River. Just east, famous Bonneville Dam, salmon ladders and Multnomah Falls, with towering Mt. Hood not far away. A cool, comfortable place to spend a week or two. Go great. Go on Great Northern's incomparable **EMPIRE BUILDER** or the **WESTERN STAR**. **SEE AMERICA FIRST.**

**PACIFIC NORTHWEST** is a wonderland of photogenic cities (Seattle, Tacoma, Everett) at salt-water's edge, of lofty crags in the pine-clad Cascades, and nearby Olympic National Park's lush rain forest and the majesty of snow-clad Mt. Rainier National Park. Puget Sound itself is worth a dozen vacations. You can reach this part of **VACATIONLAND, USA**, on Great Northern's incomparable **EMPIRE BUILDER** or the **WESTERN STAR** (making a stop-over tour of glorious Glacier National Park). You'll agree, it's wisest to **SEE AMERICA FIRST.**

**GLACIER NATIONAL PARK** in the Montana Rockies is one of the world's natural wonders. Ancient glaciers sculpted the mountain grandeur and left behind gem-colored lakes, furious glacier-fed streams. Canada's Waterton Lakes National Park affords an exciting side-trip. When you reach Glacier on Great Northern's **WESTERN STAR**, four Alpine hotels (all at comfortable altitudes) await you, and sightseeing buses take you to the heart of this fantasy in snow and ice and forest. Then you will be aware you were right to **SEE AMERICA FIRST.**





*The Great Northern*  
**GOAT**  
*July, 1965*



LANDING

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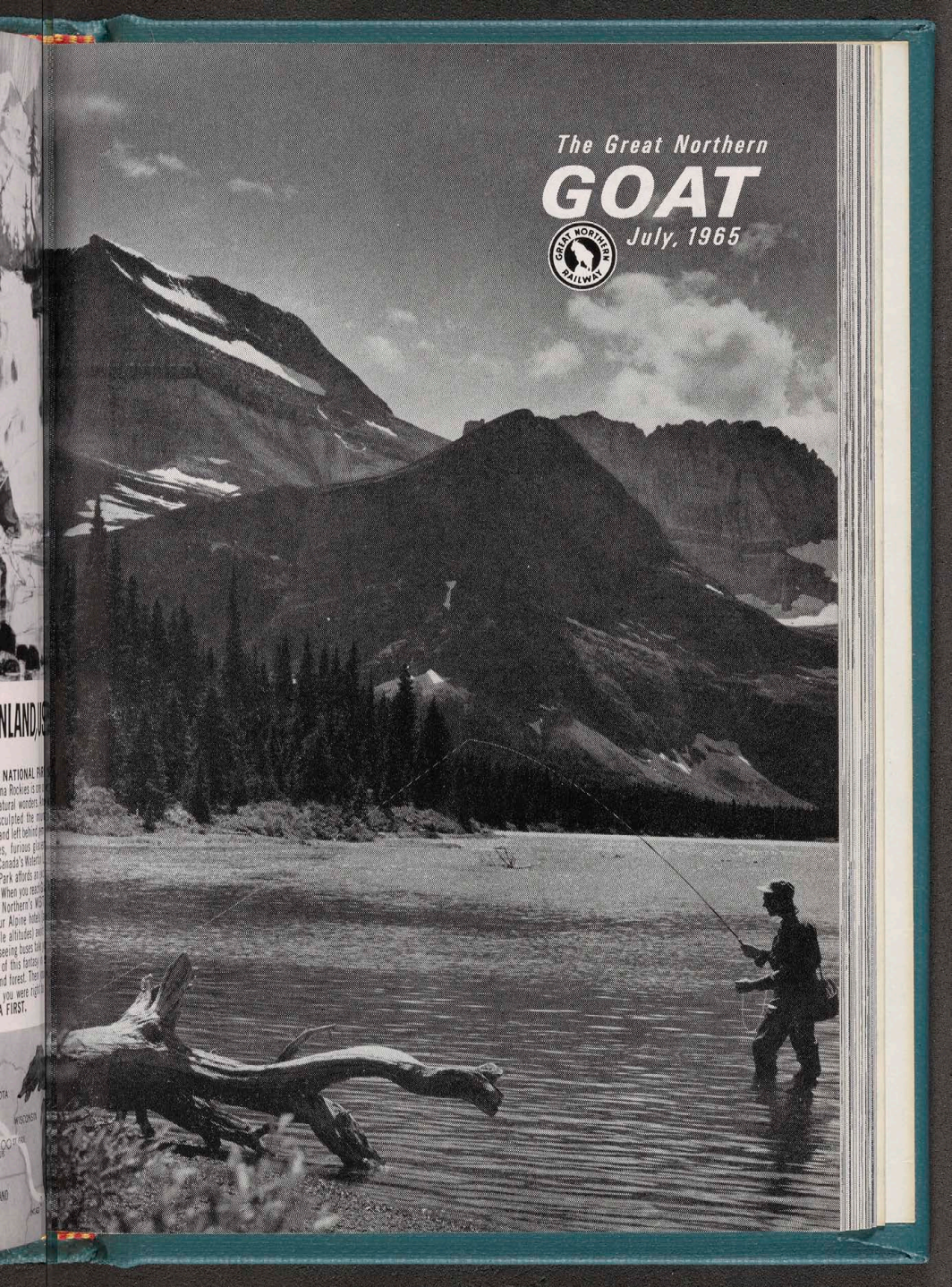
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# The Great Northern GOAT



Vol. 35 July, 1965 No. 7

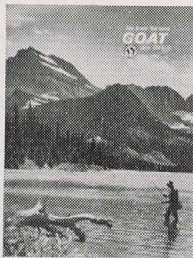
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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## The Goat's Cover



The thrill of wetting a line in search of the wily trout is one of the challenges for the sportsman in Montana's Glacier National Park.

Two

## Your Railroads

Not so long ago, there was much talk about the possible future of piggybacking — whereby loaded highway trailers are placed on railroad flatcars and hurried to their destinations.

The idea, which was then revolutionary, was to combine the best features of both rail and road transportation, and to do a more dependable, efficient and economical job for shippers of all kinds of cargoes.

We don't hear much talk now about the future of piggybacking and for a good reason. As Stan Federman of the Portland Oregonian succinctly puts it, "Piggyback traffic is no longer called the 'railroading of the future' — it has 'arrived'."

It has done its arriving with a bang. Last year, there were more than 890,000 piggyback loadings; and this year, the figure is expected to reach the million-car figure. By way of comparison, when piggyback service was first offered back in 1954, only about 40,000 flatcars were loaded.

Piggybacking is just one of the far-reaching innovations the railroads have adopted in the massive and successful effort to increase their share of the nation's transportation.

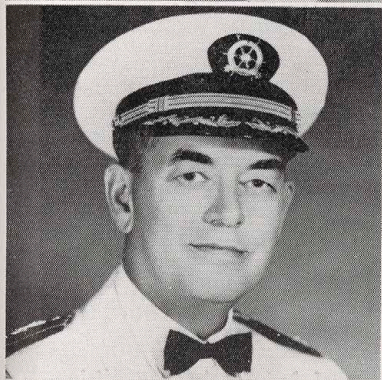
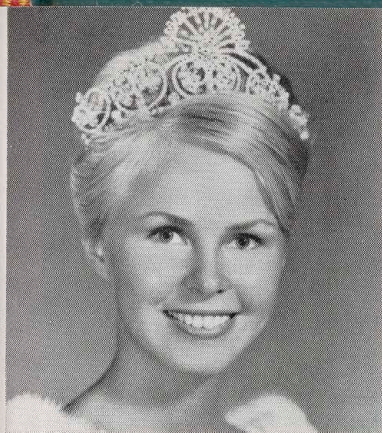
Another consists of huge tri-level cars for moving automobiles from factory to dealer. One of these can handle 12 regular-size autos or 15 compacts, as compared with a mere two vehicles in the old-time boxcars. Think of the load that just these two innovations take off crowded highways.

The railroads have always been the backbone of our enormous mass transportation system. And they are doing everything within their power to keep on being just that.

(Reprinted from *Industrial News Review*, Portland, Oregon.)

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





## Minneapolis Aquatennial Salutes S.A.

"Our Neighbors To The South" is the theme of the 1965 Minneapolis Aquatennial which promises to be one of the most eventful as that civic celebration enters its second quarter century.

The Aquatennial's two nationally-rated parades are the highlights of the festival time that begins July 16 and extends through the 25th.

The grande day parade, July 17, and the spectacular torchlight parade on July 21, will burst forth in the dazzling colors that characterize our Southern Neighbors.

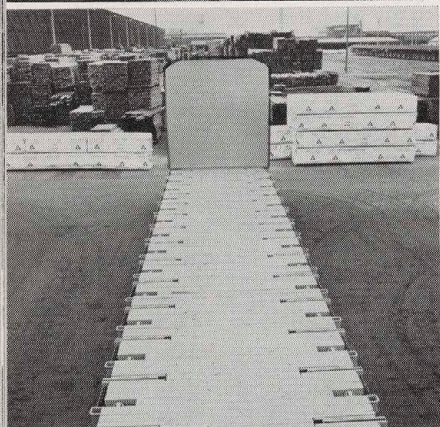
Floats, Queen of the Lakes candidates, clowns, and marching units will parade down Marquette avenue for the first time this summer.

America's greatest summer festival  
(Concluded on Page 6)

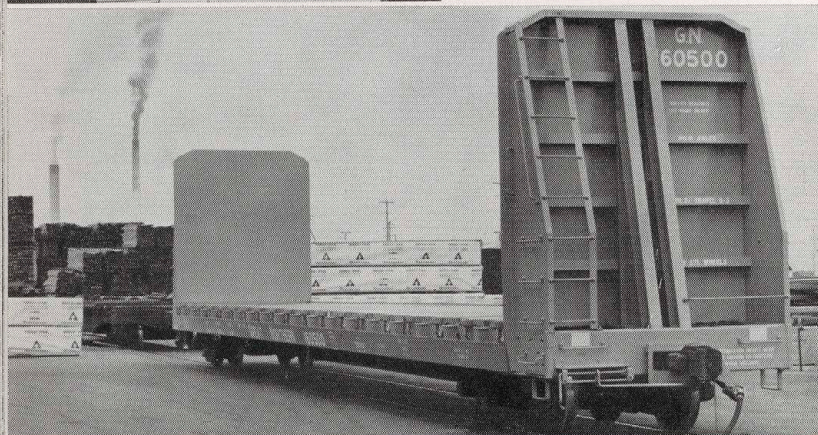
Aquatennial Queen of the Lakes, Mary Sue Anderson, and Commodore Alan H. Moore will reign over fun-loving subjects during the upcoming festival. Below, is a typical street scene during the grande parade.



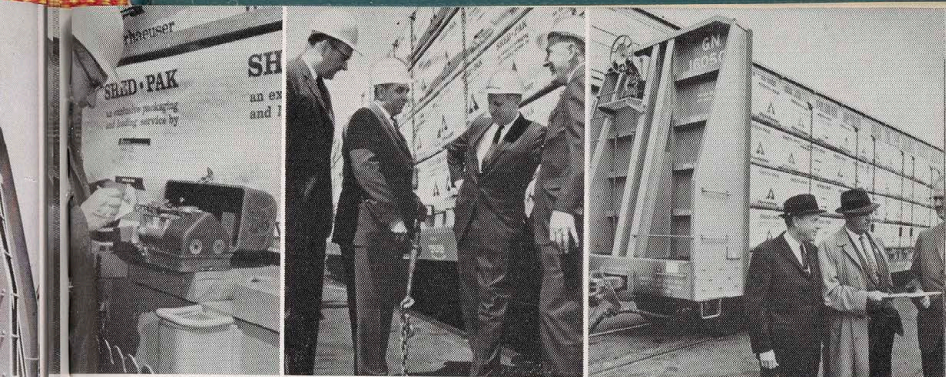




*A test shipment of packaged lumber moved into the Twin Cities recently on a new GN bulkhead flatcar. The test was an unqualified success — the lumber arriving in A-1 condition.*







Trainmaster Woolford, left, checks an impact recorder which registers the smoothness of the car's travel. Car department superintendent J. M. Hick shows the ratchet load-securing device to Mr. Woolford, left; Robert W. Robbins, director, lumber packaging systems, Weyerhaeuser Co., and M. M. Scanlan, director, division of economic research for GN. At right, the car's arrival in St. Paul was greeted by this trio who inspected the car and cargo and compared notes. From the left are GN vice presidents R. W. Downing, executive department, and J. L. Robson, operating department, with Grover B. Sorensen, local area manager for the Weyerhaeuser Company.

#### **Bulkhead Flatcar Tests A-OK!**

## **Giant-Sized Lumber Load Moves East**

Transportation news was made in the Twin Cities recently when a new type cushioned-load Great Northern Railway flatcar brought a shipment of wrapped and packaged lumber to the Weyerhaeuser Company distribution center.

The framing lumber was aboard one of the first of five bulkhead flatcars of new design built for GN for improved transportation of unitized

lumber shipments.

The load attracted such attention of both railroad and lumber manufacturers that four men from the two firms "rode the rails" from Everett, Wash., to the Twin Cities to observe performance of the car.

Built by Thrall Car Manufacturing Company of Chicago, the new car is equipped with special bulkheads at

(Concluded on Page 6)

A close-up of a tie-down chain, left, shows one of 19 sets on the car. Mr. Sorenson, center, pulls a chain through one of the corner castings that prevents lumber damage. At right, a top-side view shows the tie-down chains and ratchets that are used for securing the load of packaged lumber.





## PACKAGED LUMBER ON FLATCAR—Conclusion

the ends, special Brandon tie-down chains that secure the load, and special load-cushioning devices to soften the ride.

The giant-sized car is 61 feet between bulkheads — and the latter are 10 feet, 10½-inches high and 10 feet wide. There are 19 sets of tie-down chains with ratchets for tightening down the chain anchors. They also are equipped with 18 sets of lading strap anchors utilizing band iron straps, if desired. Stowaway pockets on both sides of the cars permit chains to be stored when not in use.

(GN also has ordered five bulkhead flatcars for movement of gypsum board.)

The shipment of dry lumber in giant packages on railroad flatcars is an important new development that lowers shipping costs and reduces materials-handling costs at retail lumber dealer yards.

The objective is to limit the cost of the end product, homes and buildings, by cutting the cost of transporting lumber from West Coast sawmills to construction projects across the nation.

The key to savings is handling big packages with mechanical equipment rather than load and unload boxcars a stick at a time by hand.

Weyerhaeuser Company was one of the first to ship packaged framing lumber on open cars. Each package is protected by special weather-resistant paper.

About 50 lumber companies now are shipping in wrapped units, and an estimated one billion board feet of construction lumber will go to market this year—enough to provide framework for about 120,000 homes.

The new flatcar brought in 59,426 feet of Douglas fir framing lumber and can carry even more. Today, there are only a few of these cars in the nation, but package lumber ship-

ments are made regularly.

Most shipments from the lumber mills go directly to lumber dealers, but this test shipment was sent to the Weyerhaeuser distribution center.

The car left Seattle on a Monday and arrived in the Twin Cities early Wednesday. The Weyerhaeuser representative on the trip was R. W. Robbins of Tacoma, Wash., director of softwood lumber packaging systems. GN representatives, all of St. Paul, were M. M. Scanlan, director, division of economic research; J. H. Woolford, trainmaster, division of economic research, and J. M. Hick, assistant superintendent, car department.

At the unloading was Grover B. Sorensen, area manager for Weyerhaeuser, and Willard D. Egeland, assistant area manager for the firm.

(In a subsequent issue, the GOAT will publish pictures of other lumber companies utilizing the bulkhead flatcars.)

## Aquatennial—Conclusion

lists more than 200 attractions on its schedule of events, most of them designed for outdoor enjoyment.

These include sailing regattas, a water ski tournament, hydroplane, sports car and go-kart races and many cultural features imported from our southern neighbors which will be combined with Aquatennial events.

The new Queen of the Lakes will be chosen on July 23 from among 40 of Minnesota's loveliest ladies. The coronation ceremonies will occur at a command performance of the aqua holiday show at Theodore Wirth pool.

U. S. railroads last year received less than 1½ cents for moving the average ton of rail freight one mile.



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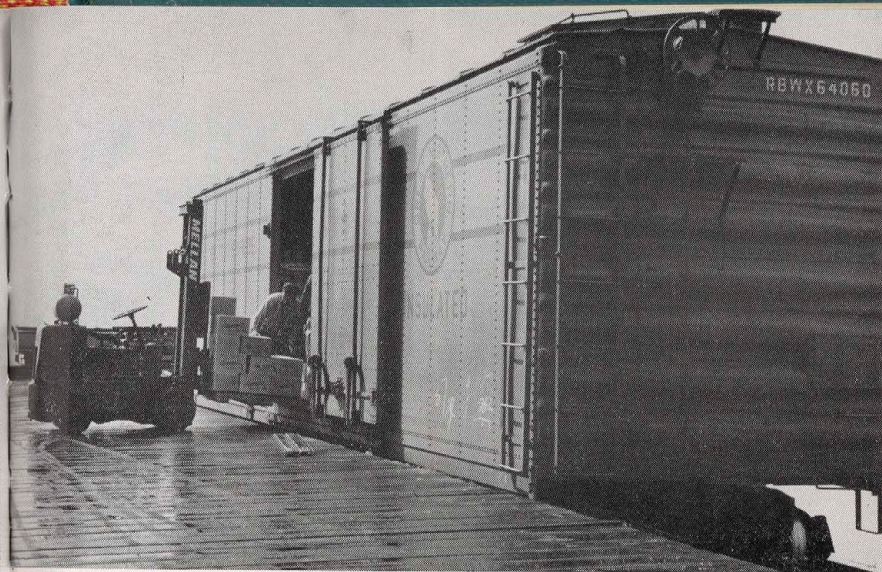
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EAT



A Western Fruit Express car is loaded with boxes of frozen seafood products. Ability of the cars to be loaded at seaside, as above, saves costs for shippers.

## GN-WFE Assure Seafood Delivery

Fishing is more than a great sport for railroaders in the Pacific Northwest — it's big business.

Last year, Great Northern Railway moved thousands of tons of Northwest seafood products to eastern and midwestern markets through services of its wholly-owned subsidiary, Western Fruit Express, as well as its own facilities.

Over the past two years, GN, exclusive of its WFE traffic, has moved more than 1,500 individual carloads of canned salmon to midwestern and eastern markets.

What's more, folks in the industry say that the canned salmon movement represents less than 50 per cent of the total seafood industry, which includes other seafood commodities, such as halibut, shellfish and various seafood by-products.

The traffic generated by this segment of Pacific Northwest industry illustrates continuing justification of

the concept of westward expansion which saw GN reaching transcontinental status in 1893.

The Pacific Northwest, by virtue of its great fish-spawning rivers, fishing banks and its proximity through good transportation to the major population centers of the world is bound to become more important.

Good transportation and shipper services as offered by GN assures the Midwest and other sections of the country the availability of seafood products.

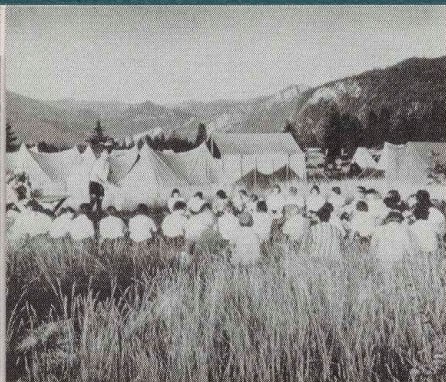
## PR Coordinator Named

William L. Pittis of Seattle has been named office engineer and public relations coordinator in the Libby Dam field office of the U.S. Army Corps of Engineers, announced Col. Charles C. Holbrook, district engineer.

Seven

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





Discussions in the open air is conducive to clear thinking — or so the saying goes — and the girls agree.



Flag-raising is one of the daily ceremonies portraying Girl Scout loyalty to American traditions.

**'Instant City' Near Farragut Base —**

## Girl Scout Roundup In Idaho

Nine thousand Girl Scouts and 2,000 adult leaders and service staff are bringing a wilderness to life at the site of the former Farragut naval station in Idaho for the fourth and largest Girl Scout senior roundup.

The roundup is sponsored by the Girl Scouts of the U.S.A. from July 15 through 28.

The girls, 15 through 17, came to the roundup to meet with girls from all over the country and with many international visitors. Together the girls are exploring nature and prob-

lems of our nation and the world. They are examining the role young persons play as tomorrow's leading citizens.

The slogan, "On The Trail To Tomorrow," is a reminder of the vigor and pulse of the Pacific Northwest.

Great Northern Railway special and regularly-scheduled passenger trains brought more than 2,500 girls to Sandpoint, Idaho, near the roundup site, and more than 3,000 back. Many of the movements were made

Mary Ellen Polga and Claudia Wilken enact part of the wild rice demonstration prior to the encampment.





in cooperation with connecting rail lines.

A typical special train outfitted by GN includes Pullman and coach cars; army-style kitchen cars; table cars reconverted from baggage cars in which full-length picnic tables and benches permit a seating of 80 girls every 40 minutes, and a dormitory car.

The encampment formed an "instant city" due to 6,000 living tents for campers that were erected by girls over a two-day period.

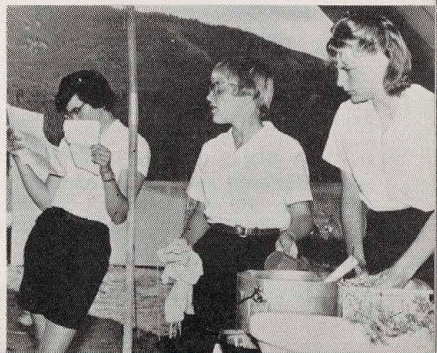
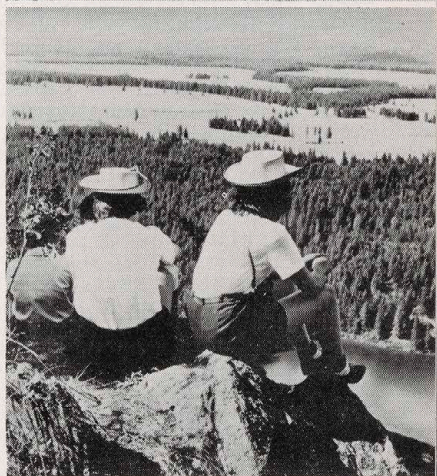
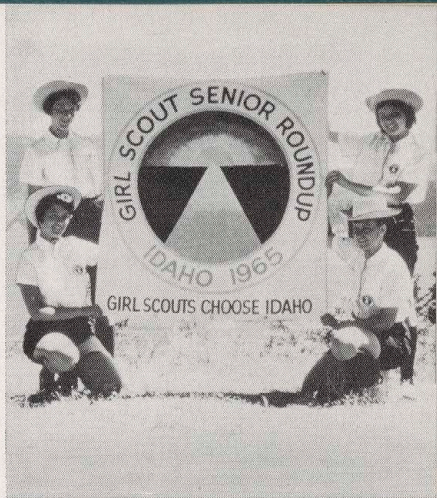
Girls brought with them many necessities required for light housekeeping under canvas, because each patrol is responsible for its own food preparation.

During roundup, more than \$190,000 in food was expected to be consumed at a total of 342,144 meals. This included 14 tons of meat; 95,000 eggs; 25,200 fresh oranges; 39,000 loaves of bread and 36,288 Idaho potatoes. More than 135,000 quarts of milk were expected to be drunk.

A special postoffice handled 235,000 pieces of mail; a 100-bed hospital was staffed; a 12,000-seat outdoor amphitheatre was the setting for special events, and all major faiths had representatives at the roundup.

Projects at the roundup included  
(Concluded on Page 10)

Posing with the official emblem of the roundup, top photo, the Scouts advertise the encampment. A portion of the roundup site may be seen, mid photo, by the Scouts who rest after a mountain hike. There's time out for singing, lower left photo, and dish-washing and letter reading lower right, as Girl Scouts prepare to end their daylight activities.



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## RR Business Women Of Twin Cities Win Kate Shelley Award

The Twin Cities chapter of the National Association of Railway Business Women was named the grand award winner in the annual 1965 Kate Shelley awards competition.

The presentation was made by Nancy Ford, special features editor of *Modern Railroads* magazine, in Portland, Ore., at the annual meeting of the organization which is the nation's largest group of women employed in a single industry.

The Twin Cities chapter won its honor for sponsoring a public affairs dinner for 275 persons including officers of nearly 90 civic and other organizations. Featured was a panel discussion by top railroad executives.

Mrs. Eleanor Hafiz of the Great Northern Railway is public affairs chairman for the Twin Cities chapter.

The competition was named for an Iowa girl who saved a passenger train from disaster when she struggled through a heavy storm in 1881 warning the crew of a washout ahead.

Today's "Kate Shelleys" are among the industry's 70,000 women employees who promote railroads and their role in the nation's economy.

### Scouts—Conclusion

demonstrations prepared by each patrol of eight girls.

The Girl Scout Council of St. Croix Valley sent 52 girls to the encampment. The girls live in St. Paul and suburbs, Stillwater, Minn., and Center City, Minn., and Hudson and New Richmond, Wis.

Among their demonstrations at the roundup were the history of lumbering in Minnesota showing how paper

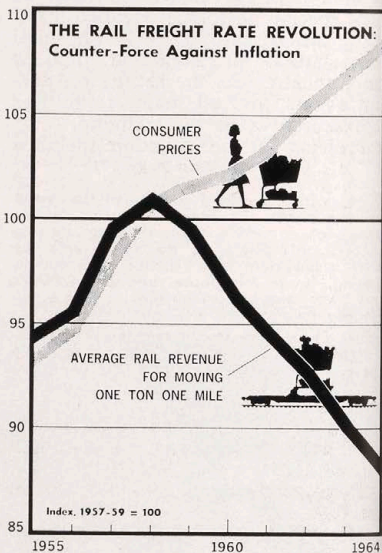
pulp is made into newsprint (utilizing a paper press they constructed); a Scandinavian ceremonial May dance; harvesting wild rice in Minnesota; history of snowshoes and exhibition of shoes they made, and dancing of Svenska Flikas (Swedish Girls).

Other activities of Scouts included conservation tours and discussions on community and government service, religion, international affairs, mental health, problems of the Indians and the role of tomorrow's woman.

Another highlight of many of the Scouts will be visits to Pacific Northwest cities, such as Portland, Spokane and Seattle, and tours to Glacier National Park in the Montana Rockies.

## Model Railroad Group To Meet in Vancouver

The National Model Railroad Association will hold its 1965 convention in Hotel Vancouver, Vancouver, B.C., August 26-29.







## Goat Gaieties

### Where's The Door?

"I'm going to be frank with you," the doctor told the patient as he readied him on the operating table, "this operation is only successful 10 per cent of the time. Now, is there anything I can do for you?"

"Yeah," the patient replied, "help me on with my pants."

\* \* \*

### Teed-Off

This young miss was questioning the golf pro. "Is it difficult to learn to play golf?"

"No," he said. "All you do is smack the pill and then walk."

"Oh, how interesting," she exclaimed. "Just like some auto rides I've been on."

\* \* \*

### Recount

Customer: "Waiter, I have just enough money to pay for the dinner, but I have nothing to leave for a tip."

Waiter: "Let me add that bill again, sir."

\* \* \*

### Doctored Income

Doctor: "There goes the woman I love."

Dentist: "Why don't you marry her?"

Doctor: "Can't afford it. She's my best patient."

### Wrong Target

A young woman had just finished her first aid course and upon leaving the instructional center spied a man looking face down over a flooded gutter. She ran to him, flipped him on his back and began to apply mouth-to-mouth resuscitation.

The man suddenly sat up, pushed the woman away. "I don't know what you have in mind, lady," the man said, "but I'm supposed to be opening this drain!"

\* \* \*

### Of Course

"I'm majoring in ancient history," the young man told the co-ed.

"So am I," was the reply.

"Good," the first added, "we'll have to get together some evening and talk over old times."

\* \* \*

### More Like It

The father and son were posing for a photograph immediately after the son's graduation from college.

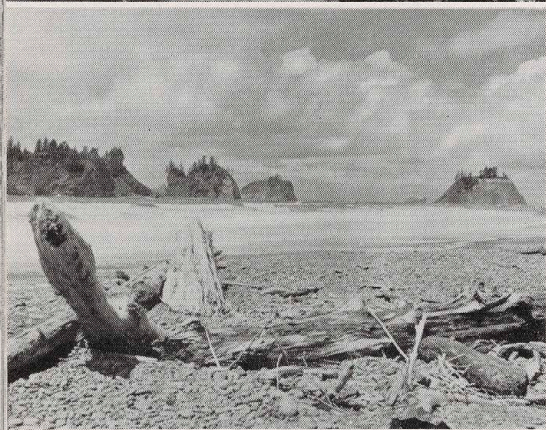
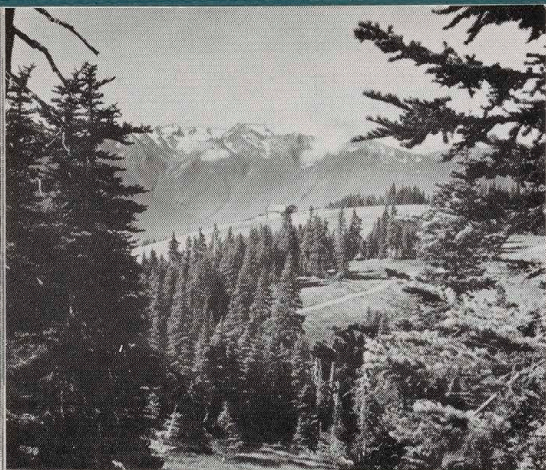
"Stand a little closer to your father and try to look more natural," the cameraman said.

"I think he'd look a little more natural," the father replied, "if he stood with his hand in my pocket."

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN





*America's Beautiful  
Olympic National  
Park embraces  
Crashing Pacific  
Breakers, evergreen  
Forests rising to the  
Rugged, snow-topped  
Olympic mountain  
Range — one of the  
Last vestiges of  
Unspoiled beauty  
In the Nation*



# Olympic Park Nation's Corner Of Raw Beauty

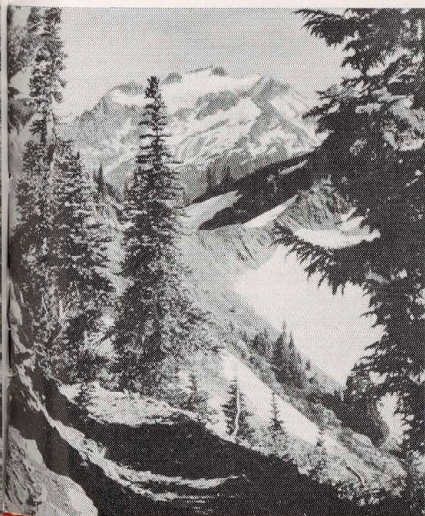
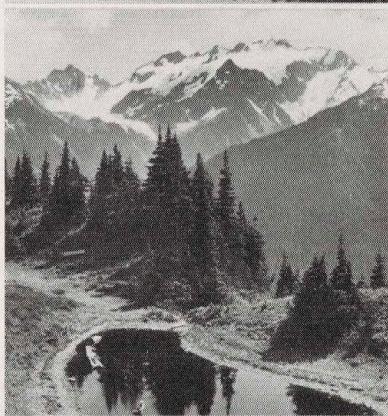
The enchanting scenery of Olympic National Park stretches from the picturesque shoreline of Washington State bordering on the Pacific ocean to the glacier-clad summit of Mt. Olympus.

The park comprises nearly 1,400 square miles of rugged mountains, colorful lakes, cascading streams, glaciers, coniferous rain forests and seascapes. It is located on the Olympic peninsula in the extreme north-west corner of the state.

The park is reached from the east through Seattle and the Washington

(Concluded on Page 14)

Olympic park is known for its lush vegetation and mountains. The rain forest, top photo, features moss-covered trees and forest floor. Towering over the park is Mt. Olympus, center, with its high glaciers. At right, Dosewallips cascades on the park's east side provides a picturesque setting. Below, patches of snowfields remain throughout the summer in the high stretches of the park where the air is crisp and clean.

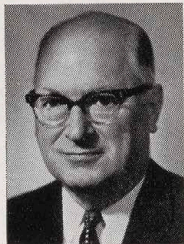




# GN Publishes Third Report To Shippers

BY C. E. FINLEY  
Vice President, Traffic

For the third time in as many years, Great Northern Railway is summarizing in a formal report, the things it is doing in the interest of its shipper customers.



Mr. Finley

The 1965 report is in itself a sign of our active desire to provide an increasingly efficient method of moving your goods.

GN's program of adding to its ownership of freight cars has continued at a fast pace. Our services, tailored more and more to individual shipper needs, have grown

more varied. The railway's physical plant has been maintained in top operating condition.

The American railway transportation network is a highly inter-dependent one. Great Northern is pleased to find that its example in anticipating and meeting today's shipper requirements is being followed by many other rail systems. Shippers' response to these improvements by railway has been rewarding.

Progress is a Great Northern habit — and a habit we don't intend to break.

Great Northern traffic representatives are skilled and their knowledge and help are yours for the asking. They are located in major cities of this country and Canada. Call on them when you have a transportation problem.

## Olympic National Park—Conclusion

State Ferries across Puget Sound, connecting with roads to the peninsula.

From Port Angeles, the famed Hurricane road climbs for 17 miles through forests of Douglas fir and spruce to the 5,300-foot summit of Hurricane ridge. Striking panoramas of the Straits of Juan de Fuca and Canada unfold from the parking overlooks.

At the ridge's top, distant, glacier-crowned peaks of the Olympics are spectacular. From the flower-strewn alpine meadows, lush with lupines and avalanche lilies and other flowers, the mountains present a thrilling and imposing picture.

More than 600 miles of trails lead into the park interior where streams and lakes abound with fish. In the western valleys, rainfall is exceedingly heavy and a magnificent forest of Sitka spruce, hemlock and fir

thrives. This "rain forest" features mosses that carpet the floor of the forest and drape from the tree branches.

The weather is invigorating. The days are pleasant and invite sight seeing, but the nights are cool.

Of special interest is the Pacific Ocean strip of park that features crashing breakers, sandy beaches and breath-taking sunsets.

Bennett T. Gale is superintendent of Olympic National Park. His staff of capable assistants help make the tourist's trip interesting and memorable.

National Park Concessions, Inc., serves the park providing the necessities for the traveler.

See your Great Northern Railway or travel agent for rail transportation to Seattle with a side visit to the park. You'll find the trip one of your most memorable.



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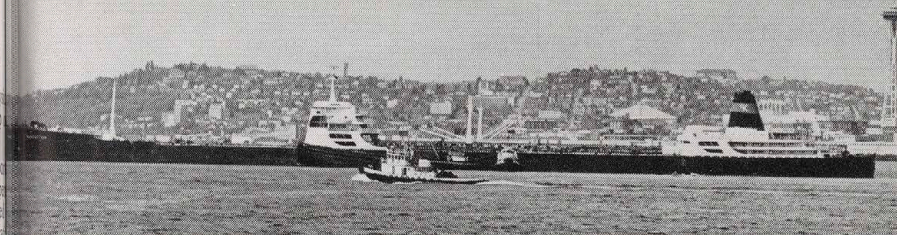
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ME SEAT



The Manhattan, 940-foot tanker, prepares to leave Port of Seattle with 100,100 long tons of wheat for Pakistan. Great Northern's largest single source of revenue is grain. Much of the grain grown in GN territory is shipped to Pacific Northwest ports or Duluth-Superior.

## Rails Handle Major Export-Import Traffic

The nation's railroads play an indispensable role in the handling and development of America's foreign trade.

They achieve this through handling the vast majority of export-import traffic moving through port areas.

With their inherent ability to move great volumes at low cost, railroads haul some 85 per cent of all export and import cargoes with destinations or origins beyond the metropolitan port areas.

Many of the railroads serving the ports directly, and others in the country's interior, maintain departments of foreign trade.

Sizeable rail movements to the ports include grain, which rose 7.2 per cent in 1964 over the previous total. (Great Northern Railway is a main grain carrier from the wheat fields of North and South Dakota, Montana and Washington to Pacific Northwest ports and Duluth-Superior on Lake Superior.)

Other cargoes carried by rails to ports include coal, trucks and other automotive cargoes and electronic equipment.

Railroads serving ports furnish extensive facilities for assembling, storage and delivery of cargo. These include piers, wharves, conveyors, coal dumpers, grain elevators and such floating equipment as grain barges,

lighters and carfloats.

Railroads reaching seaports have ample trackage and facilities for holding export freight at the port to accumulate cargoes for outbound ships.

Such services are but part of the railroads' huge nation-wide transportation system.

With postwar capital outlays totaling nearly 20 billion dollars, American railroads have completely dieselized motive power with 28,000 new locomotives; installed one million new freight cars; automated and mechanized traffic control, freight classification yards and track maintenance, and switched to radio, microwave and data processing on main lines and in offices.

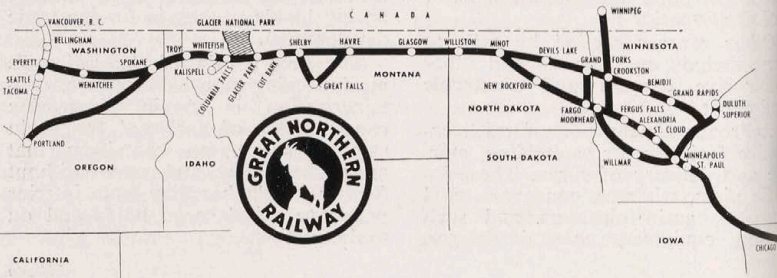
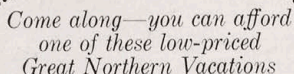
Within this postwar surge of rail modernization can be found "containerization" — perhaps the best single illustration of how railroading's technological advances have made it an invaluable partner in foreign trade development.

The first cousin of the railroad's mushrooming piggyback service, containerization is moving increasing consignments of packaged freight in standard-size cargo containers that are packed inland and moved without further freight handling from interior points to ships' cargo holds and on to destination.

Fifteen

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**







*The Great Northern*  
**GOAT**

August, 1965



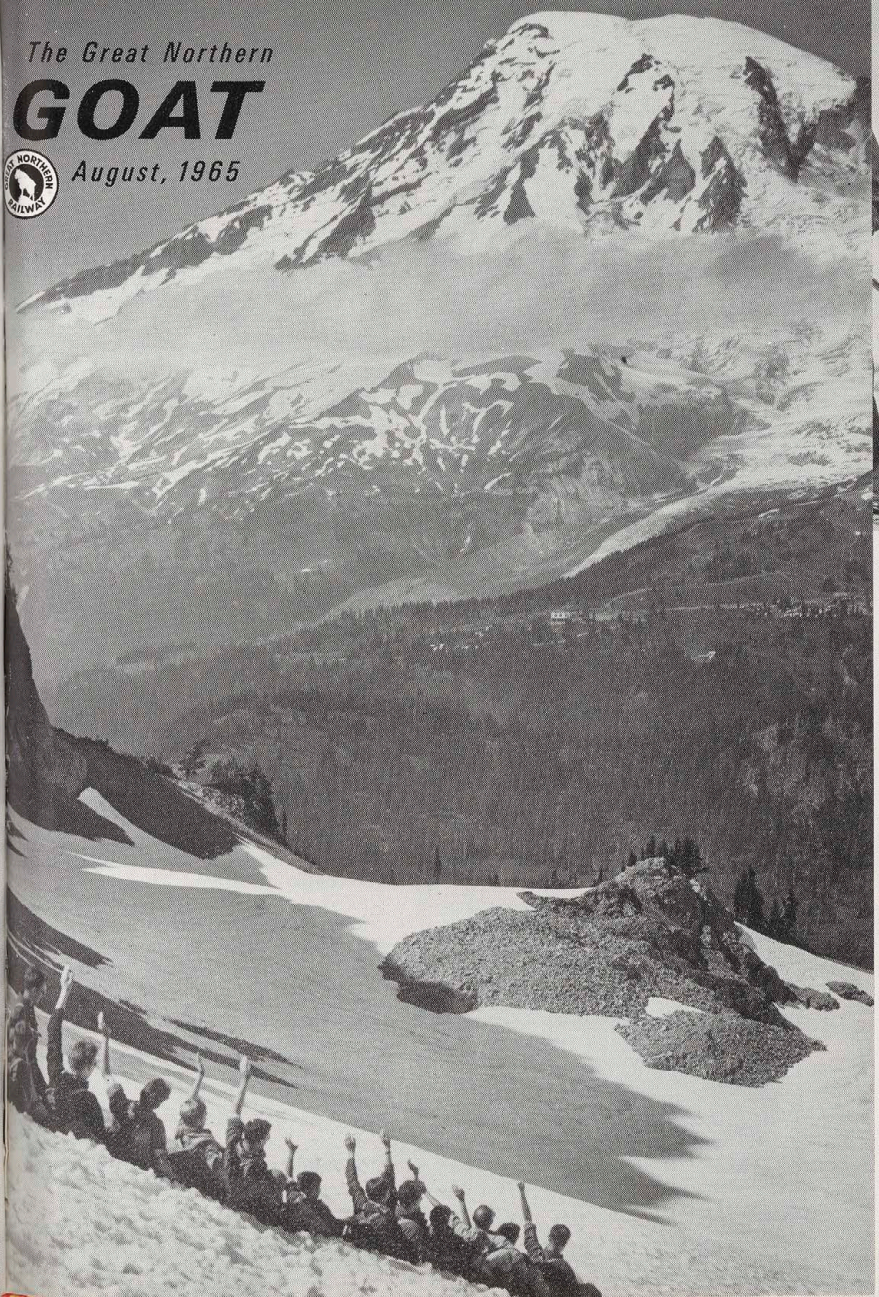
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# The Great Northern GOAT



Vol. 35 August, 1965 No. 8

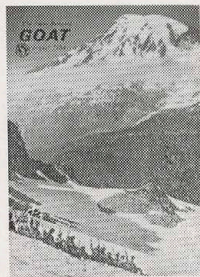
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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

**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



Special pants with reinforced plastic seats are rubbed with paraffin and provide an ideal "sled" for "tin pants" sliding at Paradise Valley, in Mount Rainier National Park.

Two

## Your Railroads

What have the railroads been doing to better their services and attract more patronage?

Just about everything you can think of.

Since World War II, the industry has spent a solid 20 billion dollars on rail plant and equipment. And the trend in that is upward. Last year's figure was 1.4 billions, and this year it is expected to reach 1.6 billions.

What has the industry—and its customers—gained in return?

It would take pages to answer that question, but here are a few examples:

More than one million new and rebuilt freight cars have gone into service in the postwar era, at a cost of nearly 7 billion dollars.

The industry has been dieselized, and current types of locomotives are far more powerful than those of the past.

All manner of improvements have been made in passenger cars and the facilities offered.

The unit train, shuttling a single cargo between two points at sharply reduced rates, has grown in less than three years to a major rail service.

Centralized traffic control now covers 35,000 route miles—more than seven times that of 1944.

Such up-to-the-minute innovations as microwave radio, automatic facsimile transmission of documents and automatic message-switching centers contribute to the efficiency of operations. Piggyback traffic has increased five-fold in the past decade.

So it goes. The railroads have, figuratively speaking, moved mountains in their endless effort to do a better job.

It is now up to Congress to relax those government-imposed obsolete regulatory policies which gravely weaken the railroads' competitive abilities.

(Reprinted from *Industrial News Review*, Portland, Oregon.)

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



## Youth Whisks Tot From Train's Path, Awarded GN Stock

When John A. Johnson, 16, of Melrose, Minn., was driving past Great Northern's depot early this Spring, he was horrified by the scene in the center of the tracks.

Nancy Reiland, 2½, daughter of Mr. and Mrs. Orville Reiland, was sitting between the tracks playing with stones. In the distance, GN's Western Star passenger train was bearing down on her.

He jumped out of the vehicle and scooped the girl from the tracks when the train was but 40 feet away.

John knew that the Western Star did not stop at Melrose and the girl was facing instant death.

He is the son of Mr. and Mrs. Garland L. Johnson, Melrose. Mr. Johnson is a clerk-cashier for GN at Alexandria, Minn.

In appreciation for John's heroism, Great Northern presented him with two shares of GN stock.

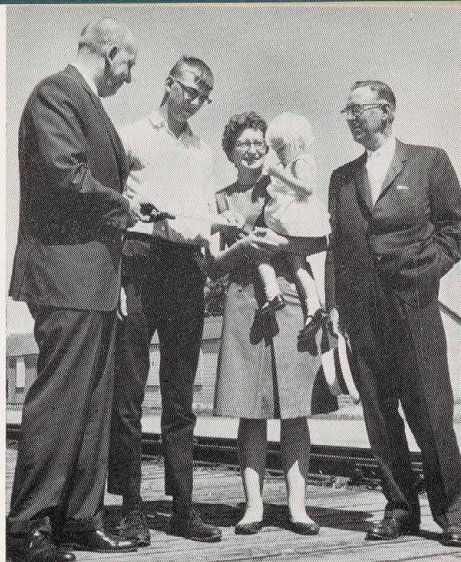
Representing the railway at the presentation were Paul B. Rasmussen, superintendent of the Dakota division, and R. L. Whitman, general manager, Lines East.

### Meyers, GN Tacoma Agent, On City Planning Group

One of the newest members of the Tacoma, Wash., city planning commission is Paul Meyers, Great Northern Railway's general agent.

He assumed the community post on July 1.

Mr. Meyers has been assigned to Tacoma since the early 50's.



Paul B. Rasmussen, left, GN's superintendent of its Dakota division, presents two shares of GN stock to John A. Johnson, 16, Melrose, Minn. Mrs. Orville Reiland, Melrose, holds her daughter, Nancy, 2½, who was rescued by the youth. R. L. Whitman, right, GN's general manager, Lines East, arranged the ceremony.

## 40,000 Expected At Legion's Portland Meet

There are 40,000 American Legionnaires attending the 1965 national convention of the American Legion at Portland, Ore., Aug. 20-26.

Many Legionnaires brought their families to the Pacific Northwest city to continue western vacations after the sessions concluded.

The scenic city of Portland, located on Great Northern Railway's trans-continental route, was a wise choice of Legionnaires.

American railroads' 30,000 locomotive units with their 44 million horsepower have as much power capability as all the steam-electric generating plants in 30 states and the District of Columbia.

Three



## Economical, Fast Lumber Delivery On GN Bulkhead Cars

Great Northern's new bulkhead flatcars designed principally for the transportation of lumber and gypsum board have scored a hit with shippers.

During the past several months, various lumber companies have utilized the new, expensive flatcars in moving both packaged and unpackaged lumber from the Pacific Northwest to Midwest and Eastern points.

The cars have been unqualified successes.

Receivers report lumber arrived in excellent condition. They cited the economy in loading and unloading from bulkhead flatcars. They stated that shipments required less dunnage because tie-down chains replace the customary side stakes and banding.

The giant-sized flatcars are 61 feet long between bulkheads — and the latter are 10 feet, 10½-inches high and 10 feet wide. The cars are equipped with 18 sets of lading strap anchors for use with band iron straps.

But the cars' principal fastening devices are 19 sets of tie-down chains with ratchets for securing loads. Fast and easily adjusted, the chains provide maximum protection to both packaged and unpackaged cargoes.

GN also will use five of its ten

cars for hauling gypsum board.

Recent shippers who used the bulkhead flatcars recently include:

- Peshastin Box & Lumber Company moved 70,940 feet of lumber—a load equivalent to the capacity of two boxcars. Gross weight was 242,400 pounds. It moved to Crissey Fowler Lumber Company, Colorado Springs, Colo., over GN, CB&Q and Denver & Rio Grande.

- Deer Park Pine Industries shipped 104,600 pounds of Ponderosa pine of various sizes to the Metropolitan Lumber Company, Milwaukee, Wis.

- The J. Neils division of the St. Regis Lumber Company moved 11,740 pieces of unpackaged lumber consisting principally of fir and larch studs

— 130,200 pounds — to the Thomas Lumber Company of Minneapolis.

- The Giustina Bros. of Eugene, Ore., transported 2,699 sheets of packaged interior plywood of Douglas fir to Timberland Forest Products, Brentwood, N. Y. Total weight was 121,200 pounds.

Great Northern thinks BIG and provides BIG equipment to shippers to carry through BIG shipping problems. See your GN agent and discuss your shipping program with him.

(Previously reported in the July, GOAT, was the movement of 59,426 feet of Douglas fir framing lumber moved by the Weyerhaeuser Company from Everett, Wash., to the Twin Cities.)

## GN's Safety Record Wins National Award

A "meritorious passenger safety record" has won recognition for the Great Northern Railway from the National Safety Council.

Great Northern, which has not had a passenger fatality since 1948, received an award of merit plaque in the council's first annual railroad passenger safety awards.

Four

The awards are based on passenger train accidents and casualties, as reported to the Interstate Commerce Commission, and recognize continuing good records.

Passenger numbers increased and revenue from this service last year was \$9,800,000, up 2.1 per cent above 1963.



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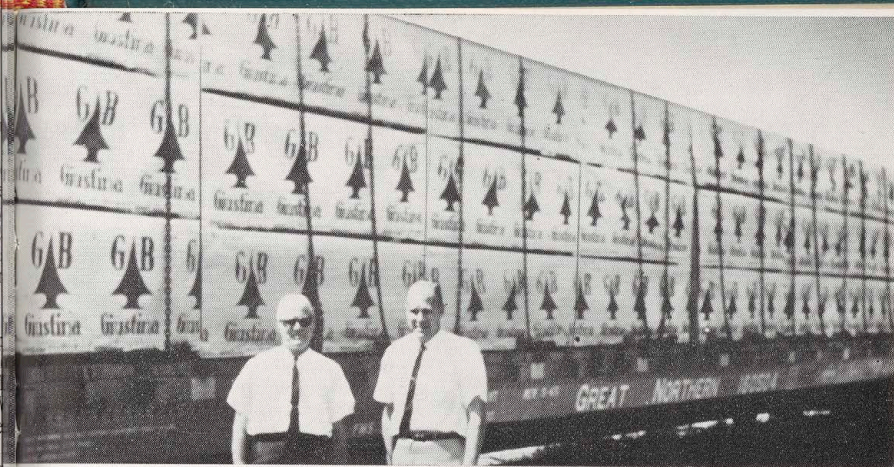
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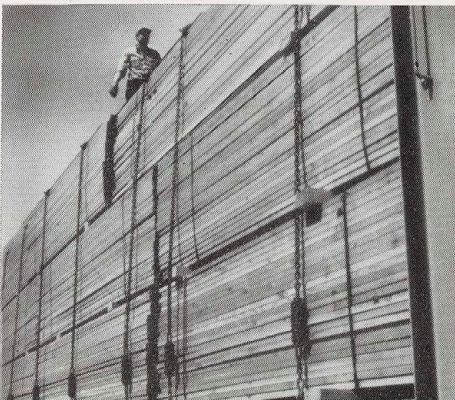
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## LOADED, SECURED READY TO ROLL!

Posed before a load of packaged plywood, top photo, from the left are H. E. Sanderson, manager, production and marketing, and Ehrman V. Giustina, vice president, both of Giustina Bros., Eugene, Ore. Center photo: atop a load of plywood are Lee Coe, sales manager, Deer Park Pine Industries, Deer Park, Wash., and Ralph King, assistant traffic manager, Potlatch Forests, Inc., Lewiston, Idaho, and surveying it from trackside are L. L. Montgomeryr, GN traveling freight agent, and Ben Davidson, Deer Park Pine. Bottom left: a lumber load is about to leave St. Regis Lumber Co., Libby, Mont. From the left at trackside are E. M. Boyes, GN agent, and D. Robertson, traffic manager, St. Regis. Right photo: a load of unpackaged lumber receives final check at the Peshastin Box & Lumber Co., Peshastin, Wash.





## T.C. DeButts Elected V. P.-Labor Relations H. H. Holmquist Exec. Asst.-Personnel

Election of Thomas C. DeButts of St. Paul as vice president-labor relations of Great Northern Railway was announced by the company. The railway also announced the appointment of Harold H. Holmquist of Spokane, Wash., as executive assistant-personnel.



Mr. DeButts



Mr. Holmquist

Simultaneously, the railway disclosed plans for division of what has been GN's personnel department into two separate operations. Mr. DeButts will direct the company's relations with representatives of railroad labor organizations.

Mr. Holmquist, who will report to GN's president, John M. Budd, will direct employee communications, selection and training of new employees and related activities of the company.

Mr. DeButts' election is effective September 1. He will succeed Clyde A. Pearson, who has been vice president-personnel, since May 1958. Mr. Pearson is retiring after 47 years of railway service with the North Western and Great Northern companies. He joined GN in 1943 in personnel work.

Associated with GN's personnel department since 1955, Mr. DeButts has been Mr. Pearson's principal

assistant. A native of Oak Park, Ill., Mr. DeButts was graduated from Yale university, and subsequently received a doctor of laws degree at the University of Chicago.

Prior to joining Great Northern, Mr. DeButts was identified with railroad members of the national railroad adjustment board, and later was attorney for the eastern, western and southeast carriers' conference committee. He represented the railways before arbitration and presidential emergency boards in disputes with employe organizations.

Mr. Holmquist's appointment was effective July 15. A Minnesotan and a graduate of Gustavus Adolphus college, Mr. Holmquist joined GN in 1942 after completing a post-graduate course in transportation at Yale.

He held various positions prior to his appointment as superintendent of the Minot division in Minot, N. D., in 1956.

In 1958, Mr. Holmquist became superintendent of the Butte division in Great Falls, Mont., and in June 1964, he went to Spokane as superintendent of the Kalispell division.

### Railroad Work Equipment

Railroad work equipment is rolling stock designed especially for construction and maintenance of the railroads.

Such equipment includes locomotive cranes, derrick cars, pile drivers, steam shovels, rail unloaders, dump cars, and ballast spreaders.

Machines designed for other tasks are ditchers, weed sprayers, inspection cars, instruction, dynamometer, clearance, scale test and hand cars, and track sweepers, rail defect detectors, supply cars and snowplows.



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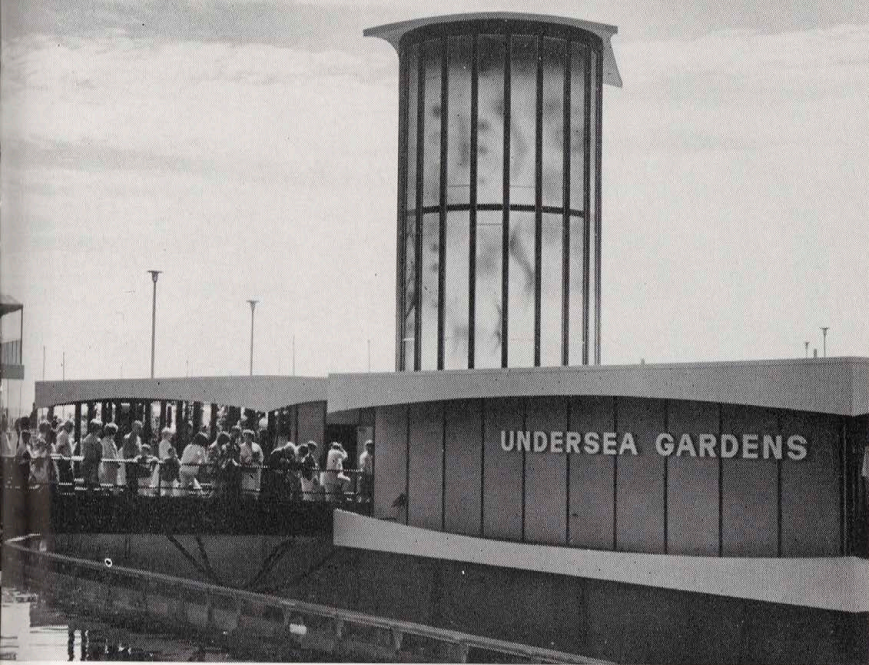
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## ***Eyeball-to-Eyeball Octopus Meeting A Seattle Thrill***

Looking for something different?  
If sea level or mountain scenery is becoming commonplace, 'slip' under the ocean with Seattleites and permit your eyes to train on the strange goings-on at the bottom of the sea.

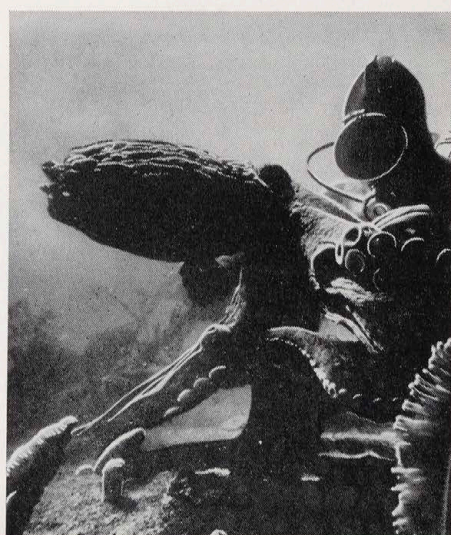
At Shilshole bay marina is a fascinating, newly-built structure that permits the viewer to "peek-in" on life in the depths.

There a myriad of salt water fish, plants, animals and human scuba divers put on a show in a unique

(Concluded on Page 10)

Seven

Seattleites and visitors await their turn to enter the city's fascinating Undersea Gardens where such spectacles as the scuba diver-octopus tussle, below, are hourly occurrences.







One of the first tasks confronting the Scouts was securing luggage containing necessities for the roundup.

It didn't take long before several girls unpacked their ukes and began plucking Scout songs familiar to the unit—and soon a friendly group of visiting Scouts joined in song.



## Roundup-Bound, Girl Scouts Relax In GN Special Train

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Checking for late arrivals was one of the perplexing assignments of Scout officials. Poring over the lists in the photo above, are from the left, D. B. Schultz, GN assistant general passenger agent; Miss Marilyn Seams, public relations representative of the Girl Scout Council of St. Croix Valley; R. E. Osterberg, general agent, passenger department, and Mrs. George J. Fleck, trip director. At right, several Scouts decided on a short nap before lunch and visiting friends on the train.

After months of close planning, Girl Scouts from across the nation traveled to their roundup in Idaho near the Farragut base.

Many special trains moved across the country and several of these moved over Great Northern Railway. Others originated in the Twin Cities area or passed through there.

Typical of them was one shown on these pages—consisting of Pullman and coach cars, a reconverted baggage car that was transformed into a dining car with permanently installed picnic tables and benches, and an Army kitchen car.

The excitement, jostling and tearful leavings were present as the train was about to leave St. Paul's Union Depot, but there was still an added bit of drama.

One of the Girl Scouts was missing. Hasty calls revealed that Kristan Wertz of St. Paul was still home. She believed departure was 10 p.m. instead of 10 a.m. Within minutes, she came running down to the train amid cheers from her friends. (It appears that Kristan is the "funster" of the group, and leaving without her was out of the question.)

Soon all were aboard—much to the relief of Miss Marilyn Seams, public relations official of the Scouts' regional office, and Mrs. George J. Fleck, trip director. Each Scout was presented with a metallic Scout roundup memento from Great Northern.

Kristan Wertz of St. Paul held up the train for six minutes when she mistakenly believed departure was 10 p.m. instead of 10 a.m.

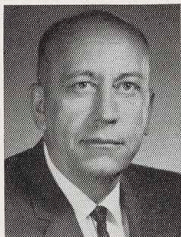




Cruikshank, Coan Reassigned—

## P. B. Rasmussen Named Superintendent

Paul B. Rasmussen, assistant superintendent of Great Northern's Willmar division, has become superintendent of the railway's Dakota division in Grand Forks.



Mr. Rasmussen

He succeeds Eugene C. Coan who has been re-assigned to Great Falls, Mont., as superintendent of GN's Butte division. Mr. Coan has been GN's Dakota division superintendent since June, 1964.

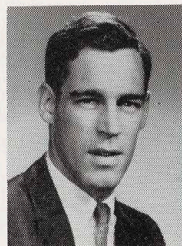
Also announced was the appointment of Paul F. Cruikshank as superintendent of GN's Kalispell division at Spokane, Wash., succeeding Harold H. Holmquist who has been named executive assistant-personnel of GN in St. Paul.

Mr. Rasmussen, native to Minnesota, literally was born and grew up on GN. His father was a section foreman, and the new Dakota superintendent did track maintenance work while in high school. After three years of Army service, Mr. Rasmussen returned to GN in 1946 and became a district roadmaster.

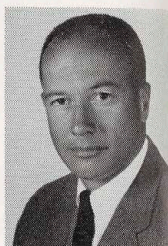
He advanced to assistant trainmaster in Minneapolis in 1956, was made trainmaster that year, and in March, 1960, became assistant superintendent of the Willmar division in Willmar.

Mr. Coan joined GN in 1953 in Superior, Wis., and was master mechanic in Great Falls when he was appointed superintendent of the Dakota division in Grand Forks in June, 1964.

A native of Connecticut, Mr. Cruikshank was graduated from Yale university, and began his GN career as a student brakeman in Spokane in



Mr. Cruikshank



Mr. Coan

1952. He returned to Spokane from the Navy in 1956 as assistant superintendent for maintenance and engineering.

In 1958 he became superintendent of GN's Klamath division in Klamath Falls, Ore., and in 1960 was transferred to Grand Forks where he was superintendent until he went to Great Falls in June last year.

### SEA GARDEN—Conclusion

tank-like building which actually places the viewer below sea level in an air-conditioned atmosphere peering through one of 112 large windows at aquatic life.

Undersea Gardens features more than 3,500 square feet of sea bottom in natural sea water in the interesting submerged building-hull. Nets on the side open to the sea and tides prevent the animals from leaving the confines of the tank.

The above-water level of the building contains a gift shop, offices and the Windjammer restaurant with its unique shipboard atmosphere.

Charles White, president of Washington Undersea Gardens, Inc., also operates a similar establishment at Victoria, B. C., which attracted 300,000 visitors in two years.



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## Goat Gaieties

### Didja Hear?

A boy took his pet rabbit to a veterinarian to discover why the rabbit was ailing.

"What you been feeding it?" the doctor asked.

"Goat's milk," the boy replied.

"Don't you know better," the doctor said, "than to use that greasy kid stuff on your hare?"

\* \* \*

### Oh, No!

A gangster threatened one juror to hold out for a verdict of manslaughter. After a long time, the jury returned the desired verdict.

"I'm very grateful to you," the gangster told the juror. "Did you have much trouble?"

"Did I ever," he replied, "I had a hard time. All the others wanted to acquit you."

\* \* \*

### Then I Knew

The young bride was complaining to her parents about her husband's drinking.

"Why did you marry him if you knew he drank so much?" her mother asked.

"I didn't know he drank at all," she said, "until he came home sober one night."

### Now Teacher!

Johnny ate hastily each morning and rushed to school without washing his face. One day he appeared with eggs on his face.

"Johnny, you didn't wash your face," teacher said. "What would you say if I came to school one morning with eggs on my face?"

"Nothing," he said smugly. "I'd be too polite to say anything at all."

\* \* \*

### It Figures

Court Clerk: "I'm sorry Miss, but I can't issue your marriage license until you have a properly filled out form."

Girl: "Listen, mister, if my boy friend doesn't mind my shape, what business is it of yours?"

\* \* \*

### No Round Trip

A revenue man stopped a mountain lad and offered him \$1 if he took him to his dad's still.

"O.K." the boy said, "but I want the buck in advance."

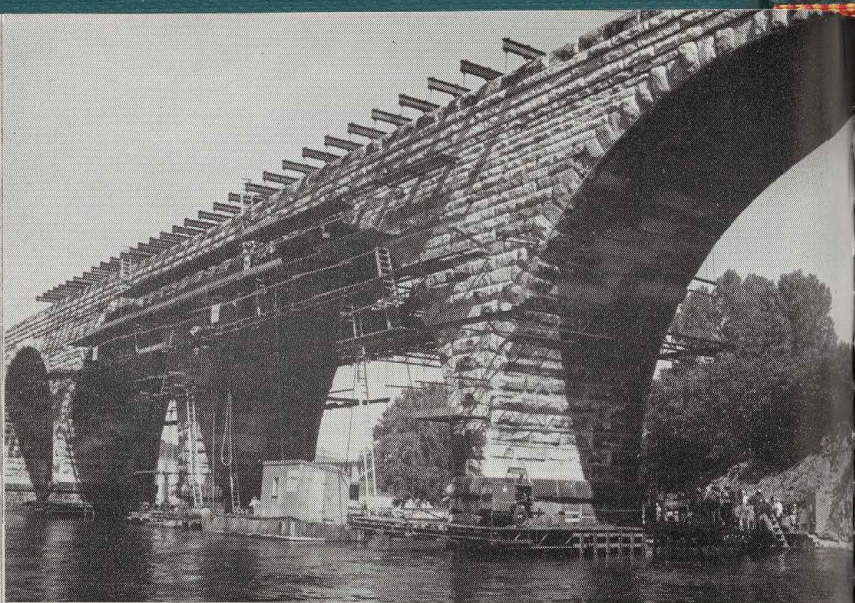
"Oh, no," he said, "not until you point it out."

"Look, here," the boy countered, "if I take you to my old man's still, you ain't comin' back."

*Eleven*

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



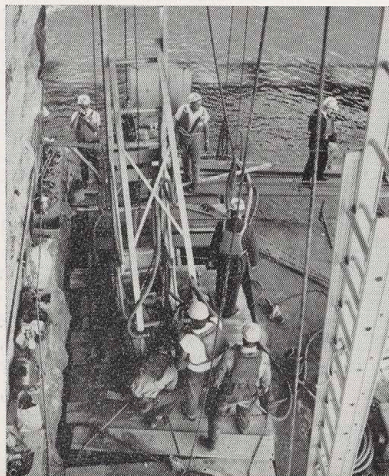


Scaffolding affords easy access for workmen repairing bridge over Mississippi between Minneapolis and St. Paul.

#### GN's Span Over Mississippi—

## *Famed Stone Arch Bridge Under Repair*

An auger is used to drill holes for pilings. Concrete grout is poured into the holes through drill shaft's center.



Divers sink to river bed to set templates to guide auger which makes 20-foot holes for pilings.



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One of the Midwest's more impressive bridges, the Stone Arch bridge that carries train traffic across the Mississippi river between the Twin Cities, is undergoing repairs.

On April 18, shortly after the river had reached its 1965 crest at the Twin Cities, Great Northern civil engineers discovered a sag on the bridge estimated having a depth of 1½ feet and extending more than 100 feet.

It was centered over pier 7. That pier had settled 14 inches uniformly with no discernible change in vertical alignment. Internal stresses produced by settlement caused some distortion in arches 6-7 and 7-8, resulting in several masonry arch stones dropping into the water. Others were loosened or partially out of position.

A hastily-constructed jetty diverted the swift waters to create a partial pool around pier 7 enabling divers to make a detailed inspection. They determined that at pier 7, the sandstone had washed from under about 60 per cent of the area of the footing to depths four to six inches below the surface of the footing.

At pier 6, sandstone was washed out from under approximately one-third of the area of the footing. At pier 8, there was considerable scour around the pier but not under the pier.

An ingenious scaffolding, suspended from heavy cables anchored to gird-

ers spanning the top of the bridge, provided access to all portions of the arch and to the piers close to water surface.

The loose stones were held secure by cables and cement grout was run into open cracks and the voids were filled with concrete.

Sand bag forms were placed around footings of both piers 6 and 7 and concrete grout was run into voids under piers.

Temporary repairs over, workmen began extensive permanent repairs. GN's engineering department's first step is to completely ring piers 6, 7 and 8 with overlapping, cast-in-place concrete piles extending 20 feet into the sandstone below footings. Augering of holes and casting of steel-reinforced piles is done underwater with concrete grout poured through center of the auger as it is pulled.

Reinforced concrete will encase the piers to the top of their copings. The encasements will be 25 feet deep and 3 to 3½ feet thick, will bear on the cast-in-place piles.

Damaged arches will be reinforced with concrete liners, 2½ feet thick at maximum. Double tracks on the bridge rest on gravel fill over the arches. They will be brought to level upon completion of bridge work.

It is doubtful that bridge work can be completed before next Fall.

GN bridge engineer, R. W. Gustafson, checks loose stones secured temporarily with cable, in bridge arch.





## Indian Princess On Manitoba Promotion Travels Via GN



A Cree Indian princess and her chaperones are shown in the Great Northern depot in Minneapolis shortly after arriving from Winnipeg. From the left are Princess Nan-Gay-Wabiki Meek Quanaise (Littlelight Weight White Feather), her mother and Stan Richardson of the Manitoba Travel and Convention Association. The princess, 18, is an accomplished baton twirler. The group traveled to the Twin Cities via GN's Winnipeg Limited passenger train to promote travel to Manitoba.

Frosty Fowler, Seattle radio personality, leans out of a Great Northern diesel as J. I. Goddard, GN engineer, looks on. The Radio KING star in Seattle has been warning youngsters of the danger of playing near railroad tracks. He was invited to make a "cab hop" on the International passenger train north of Seattle to observe the railway's safety program.

Fourteen

## Deer! Oh, Dear!

It is a thrill to observe a fawn in the wilds. But to capture it — on film — is a major accomplishment.

So when Kyle M. Walker, manager of the Coeur d'Alene, Idaho, Chamber of Commerce, and a photographer of note, mailed us a prize-winning photo of a fawn, "Spotty," taken in the mountains near his community, he rightfully expected a credit line.

Alas! We received a photo of another fawn at the same time — from another photographer — and erroneously credited him with Walker's photo! We apologize for the error.

Lake Coeur d'Alene, one of the better known vacation areas of the West and one of the area's best fishing lakes, is no stranger to the GOAT magazine. Rarely a year goes by without a prominent mention of the area, with pictures, in the magazine.

We hope in the future to make amends for the error by featuring the area again — if Mr. Walker will send us additional photos — which we hope to credit correctly.



**INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS**





University of North Dakota President George W. Starcher, right, signs a contract with Great Northern Railway, marking a joint research project with GN toward production of liquid fuel from lignite coal. Others from the left are David S. Gleason, GN metallurgist; Dr. Donald E. Severson, UND professor of chemical engineering, who will be project director, and Dr. Duane R. Skidmore, assistant professor of chemical engineering, who will assist Dr. Severson.

## LIQUID FUEL GOAL OF UND, GN LIGNITE COAL PROJECT

The University of North Dakota and Great Northern Railway announced recently they will share in an extensive research project toward production of liquid fuel from lignite coal.

GN's directorate authorized a \$175,000 appropriation to finance the project, which will be conducted by the university. Research will begin in September and is expected to cover a four-year period.

The project involving the university and GN was stimulated by current research by the U. S. office of coal research and several chemical companies on development of a process for production of liquid fuel from lignite and other coals. North Dakota's reserve of lignite is estimated at 350 billion tons.

A possibility of the lignite project is the development of a fuel for rail-

way locomotives, in addition to a crude oil-like extraction which could be refined by oil companies.

Interested government agencies and oil and chemical concerns are expected to work with the university and GN on the project.

## 1964 Piggyback Total Sets Annual Record

Another annual piggyback record was set by American railroads in 1964.

The Association of American Railroads reports that 890,216 flatcars were loaded with one or more highway trailers or containers for revenue hauls.

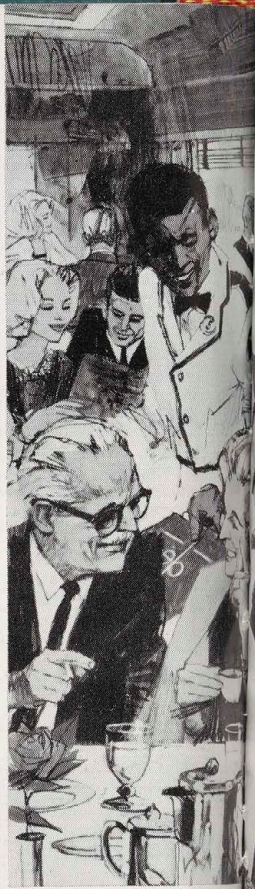
It continued unbroken, a succession of new annual highs tracing steady growth of the postwar service since first statistics were compiled in 1955.

For 1964, rail piggyback service results included the shifting of more than 2 million truck-trailer movements off the nation's crowded highways.

*Fifteen*

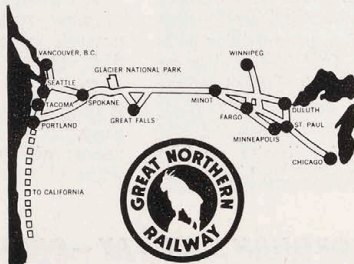
**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





**Rediscovered! The carefree way across America's great northern country. Travel relaxed aboard the incomparable Empire Builder and see for yourself what makes Great Northern really great!!!**

Empire Builder between Chicago and Seattle-Portland each way every afternoon . . . America's most spectacular scenery . . . sumptuous Pullman space . . . reserved reclining coach seats . . . Great Dome cars . . . dinner by reservation in the elegant dining car, snacks in the Ranch Car . . . a luxury hotel on wheels . . . incomparable Empire Builder . . . great!



For reservations or information call Great Northern ticket offices in principal cities of the U.S. or Canada or write Great Northern Railway, St. Paul, Minnesota 55101.



PROGRESS WITH GREAT NORTHERN

*Up And Out! 90 Tons Wood Chips Roll From New Car*

*The Great Northern*

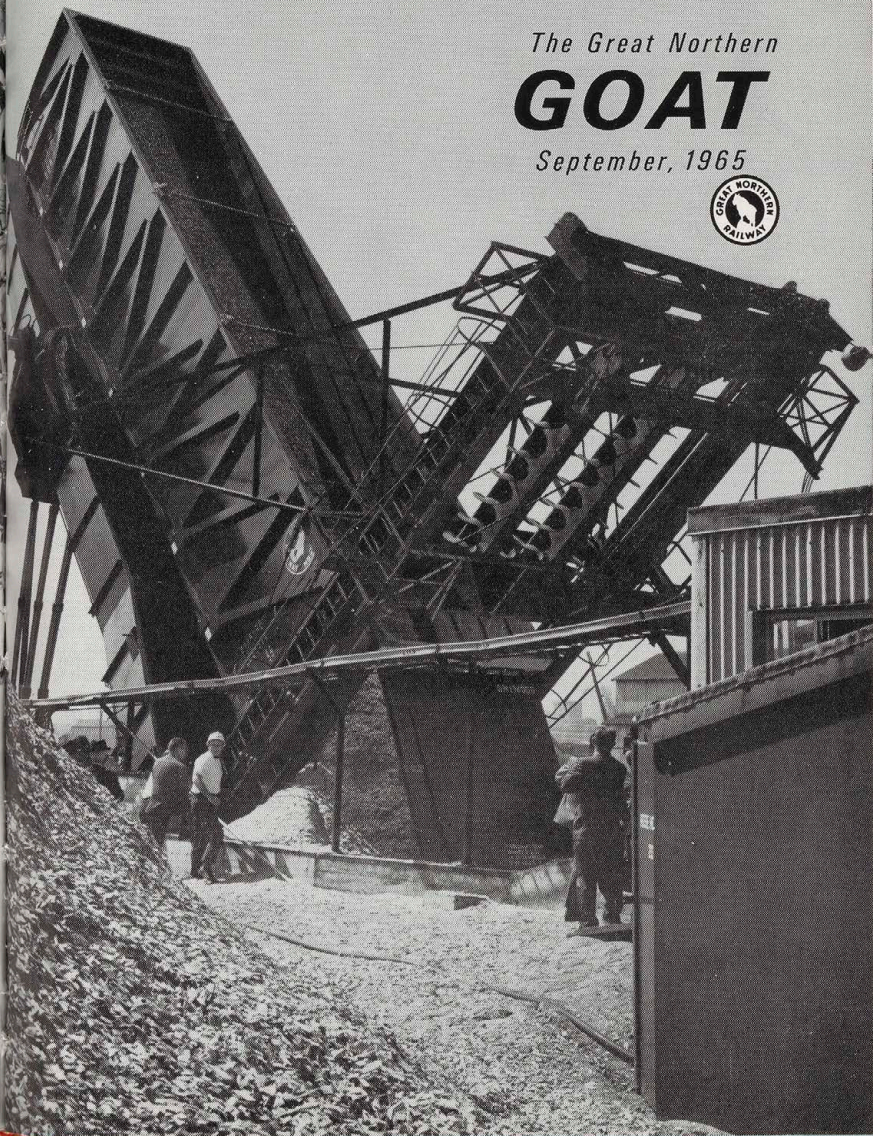
**GOAT**

*September, 1965*



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# The Great Northern GOAT



Vol. 35 September, 1965 No. 9

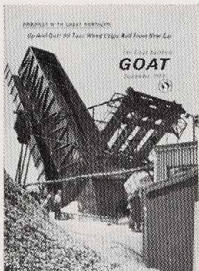
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

**DAN MUSCH, Editor**

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

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## The Goat's Cover



Ninety tons of wood chips are dumped out of a new-type GN gondola at St. Regis Paper Company's plant at Tacoma, Wash.

Two

## Your Railroads

Most discussions of the problems that bedevil the railroads are concerned with federal regulatory laws, policies and practices which have been branded as obsolete and destructive by high-level investigative body after high-level investigative body.

But in 24 of the states, the railroads suffer from another serious inequity.

In these states, railroad property is valued for tax purposes at a much higher figure than other and comparable commercial property. As a result, the estimates indicate, railroads ad valorem taxes are \$112 million a year too high.

This points to the importance of a recent decision of the Illinois supreme court. It ordered an Illinois county to refund \$330,837 to a railroad which, it held, had been overtaxed that amount in 1957.

The ruling opened the door to further suits by this and 32 other railroads involving tax collections for several years of some \$34 million to \$40 million.

The Illinois finding, of course, affects only railroad property within the state. But, it is reported, experts feel that it may speed the rate at which other state officials are correcting inequities.

It is to be hoped that is the case.

Overtaxation of railroads — like the obsolete regulatory practices — go back to the day when the railroads had a near monopoly of transportation and were considered an easy and suitable target for tax discrimination.

That day has gone. Simple honesty demands that all commercial property be treated alike by assessor and tax collector.

*(Reprinted from Industrial News Review, Portland, Oregon.)*

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**



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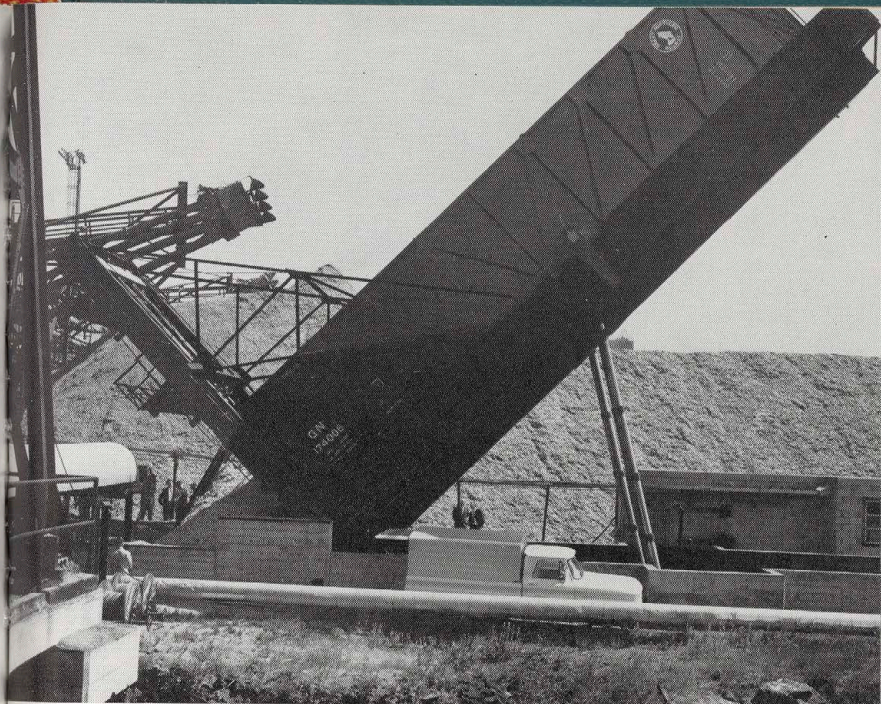
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RAVEL



Tilted by a massive upender at the St. Regis Paper Company's operations plant at Tacoma, Wash., a giant GN gondola unloads wood chips for paper and craft pulp uses. The movement from Libby, Mont., was the longest chip haul movement by St. Regis—600 miles.

#### Unloads at St. Regis—

## 1st of 50 New Wood Chip Cars Test A-OK

The biggest wood chip railroad car ever built by Great Northern dumped 90 tons of chips recently at St. Regis Paper Company's kraft pulp and paper operations in Tacoma, Wash.

The 60-foot car brought its load of chips from Libby, Mont., where St. Regis operates a complex of forest products mills. On hand to witness the unloading operation were officials of both the railway and paper company.

The arrival of the chip car was a milestone in a number of ways, according to Denholm Smith, resident

manager of the kraft operations.

"It was the first of a new fleet of Great Northern carriers," he said. "It was the first regular car of chips from our Montana plants, and it marked the beginning of the longest regular chip haul — 600 miles — St. Regis has undertaken."

The car is the first of 50 carriers which GN had built this year at the Gunderson Bros. plant at Portland, Ore. Between 35 and 40 of the cars will be used to haul chips from Libby

(Concluded on Page 6)

Three

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**





Standing on a giant-sized aluminum ingot at the Anaconda plant and discussing sheet ingot production are, from the left, C. W. Moore, executive assistant, public relations-advertising, Great Northern Railway, St. Paul; Harold H. Holmquist, GN executive assistant-personnel; John R. Moore, Butte, Mont., manager of Anaconda Company metallurgy for Montana operations; Dennis Langton, president of the Aluminum Workers Local 320, AFL-CIO; William M. Kirkpatrick, Anaconda western general counsel, and John W. Irvine, construction chief of Anaconda's new potline. — Photo Courtesy Mel Ruder, editor-publisher, Hungry Horse News, Columbia Falls, Mont.

The first aluminum from the recently constructed third potline at the Anaconda Aluminum Company reduction works at Columbia Falls, Mont., was recently added to the plant's production total.

James F. Smith, AAC vice president and manager of the Columbia Falls plant, announced that all the potline's 120 reduction cells were to be in operation by mid-August.

Details were announced as the initial production from the new potline coincided with the 10th anniversary of the plant which was dedicated and

produced its first aluminum on Aug. 15, 1955.

The new potline, a multi-million-dollar project, consisting of two potrooms each measuring 1,080 feet in length, was constructed to increase the plant's capacity from 67,500 tons to approximately 100,000 tons per year. The plant now has a total of 360 aluminum reduction cells (pots).

Since operations began in 1955, 594,816 tons of aluminum have been produced at the Columbia Falls plant, with peak production coming in 1964 when 68,835 tons of metal were produced.

Original capacity of the plant was 60,000 tons, but technological and operational improvements had raised this level to 67,500 by 1964.

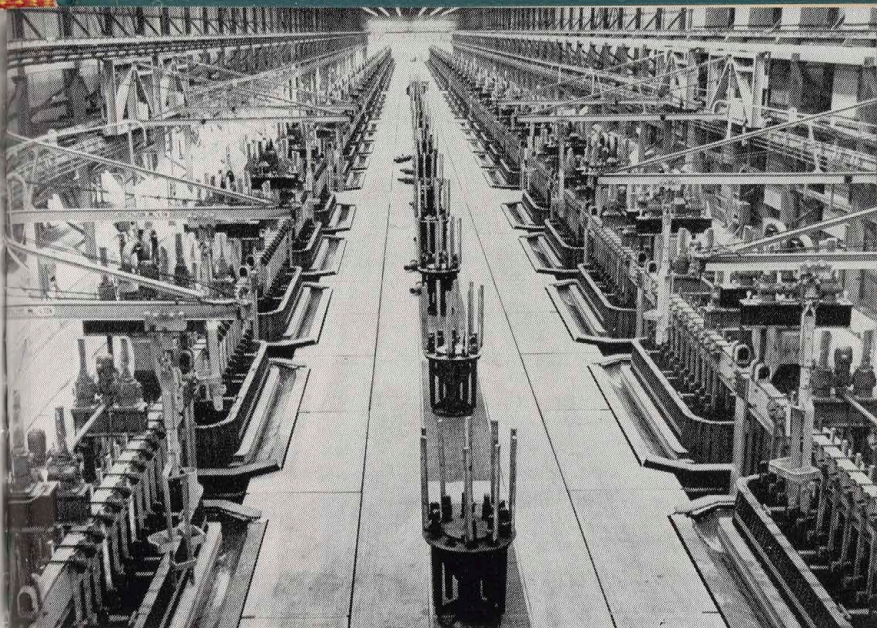
Expansion of the Columbia Falls plant is not yet complete. Anaconda Aluminum announced last June that a fourth potline will be built at the plant with completion scheduled for the fall of 1968.

The addition of the new potline  
(Concluded on Page 6)

Four

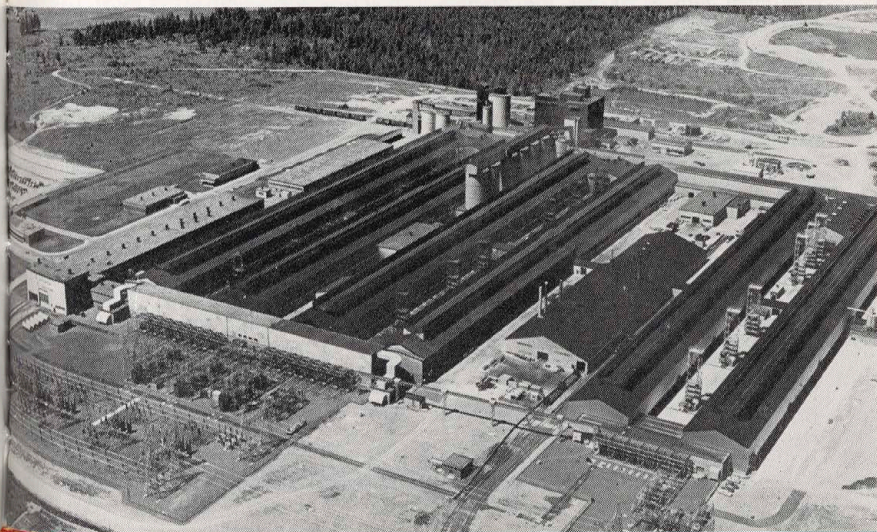
**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**





Anaconda's new potline at Columbia Falls, Mont., shown above, features 120 additional reduction cells in two potrooms each measuring 1,080 feet long boosting plant capacity to 100,000 tons of aluminum a year.

The new plant addition, shown at right, is the latest expansion of Anaconda. A fourth potline will be constructed with completion scheduled for the fall of 1968. The plant is built on Great Northern's line.





## 50 New Wood Chip Cars — Conclusion

to Tacoma on a regular basis, said Art Dahl, St. Regis western traffic manager.

The cars are unloaded at St. Regis by a massive upender which tilts the car into the sky allowing chips to pour out of a door at the lower end. The dumping facilities were rebuilt to accommodate the huge carriers.

Smith said St. Regis plans to transport an average of 20 cars per week between the two points, totalling 30,000 units a year. The cars are the longest chip cars on GN tracks.

"We made the decision to haul chips from Montana for a number of reasons," Smith said. "First, the railroads have been permitted to lower the freight rates over the long haul, and GN agreed to build the carriers in which to transport them.

"Secondly, our supply of chips from Canada will gradually diminish when a considerable number of new draft mills begin production.

"Also," Smith said, "the increasing cost of roundwood or logs in the Northwest is making it economically feasible to ship from Libby. In our continued efforts to get the highest utilization from each log, we are diverting more and more of our second growth timber into the production of studs."

At one time, the kraft pulp and paper mill used only logs for raw material. Today, more than 60 per cent of the mill's wood needs comes in the form of chips.

The chips are obtained primarily through the better use of logs throughout the forest industry. Residue wood from sawmills, plywood plants and other forest products mills which once was burned as scrap is now finding its way into the production of paper.

The arrival of GN's first huge chip

carrier broadens even further the source of supply of raw material from which St. Regis will manufacture paper at Tacoma.

*The new 50 GN wood chip cars have a capacity of 100 tons and are 14½ feet high and 9½ feet wide (inside width.)*

*They are 62½ feet long over strikers and are of steel post and brace design with ¾-inch plywood sheathing. The underframes are of all-welded construction and the cars feature roller bearing axles.*

## Anaconda—Conclusion

will boost the plant's capacity to approximately 135,000 tons of metal annually, and will give the plant a total of 480 reduction cells.

Anaconda, which employs 620, produces primary aluminum shapes varying in size from 50-pound pig to gigantic sheet ingot weighing 12,800 pounds. Other shapes include wire ingot, T-ingots, and extrusion billets. Most of the metal is shipped to company outlets for further fabrication.

Anaconda is located at Columbia Falls because of the requirement for great quantities of electrical energy which is received from the Bonnerville Power Administration's Hungry Horse dam, 8½ transmission-line miles away.

Anaconda is a nationwide aluminum production unit with sales offices in all major cities. Aside from aluminum ingots, sheet and plate, the firm also markets foil, rigid aluminum foil containers, household and commercial foil and aluminum architectural products.



## Ribbon-Cutting Opens New GN Spur Trackage

A GN diesel-electric locomotive moved onto a new spur at Stanwood, Wash., shortly after a ribbon-cutting ceremony. Persons are identified in the story below.



Six tons of peas in a refrigerated car comprised the first carload of foods moved from a loading dock at Twin City Foods in Stanwood, Wash., recently opening a new GN spur track.

At a ceremony marking the opening of the spur, shown above from the left, were R. W. West, GN western traffic manager, Seattle; Arne Lervick, Twin City Foods; Mayor Idan Gilbertson of Stanwood; Magnar Lervick of Twin City Foods, and Jerry McAfee, retiring president of the Stanwood Chamber of Commerce.

The 2¼-mile spur opened seven prime industrial sites and brought service to a leading customer, Twin City Foods.

Approximately one-half of Twin City's production—about 400 cars yearly—will move over the spur sav-

ing the firm time and money, according to Ray McClure, Twin City executive.

A piggyback ramp was opened in July in East Stanwood in addition to the public loading platform near Twin City.

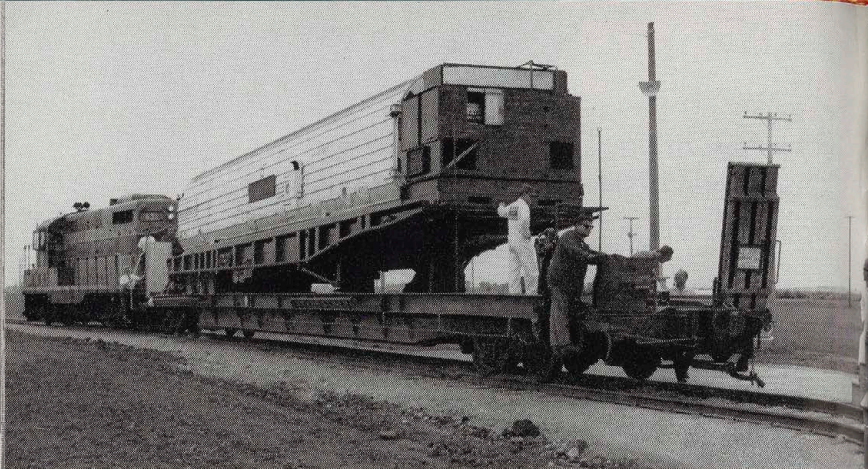
The first refrigerated carload, bound for Crozet, Va., consisted of 125,000 pounds of loose frozen peas in 60-pound bags.

More than 2 million truck-trailer movements will be handled on railroad tracks during 1965, the Association of American Railroads estimates. "Piggyback" (trailer-on-flat-car) loadings this year are running 13 per cent above 1964 and more than double the 1959 level.

Seven

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





The Great Northern diesel inches up to a special platform pushing the massive Minuteman II ahead of it perched on a special flatcar. The car bears the sign "Explosives, Handle Carefully, Keep Fire Away!"

#### Encased In Cooling Cocoon—

## GN Delivers 1st Minuteman to Grand Forks

Boeing Company, Air Force officers and Great Northern personnel greeted the arrival of the first Minuteman II missile. From the left are: G. W. Grier, Boeing base manager; Lt. Col. D. K. Baker, deputy SATAF commander; GN assistant superintendent, F. W. Lane; Col. J. H. Dacus, SATAF commander; E. G. Westby, GN general agent; J. D. Crowley, GN traveling engineer; J. R. Peterson, GN traveling freight agent and Lt. Col. J. R. Norman, deputy commander, 447th Strategic Missile Squadron.





The intercontinental ballistic missile, the mighty Minuteman II, has been installed in the Grand Forks, N.D., missile network after shipment over Great Northern on a flatcar.

Since the initial shipment in early August, scores of others have moved to the Grand Forks area from the Minuteman assembly plant at Ogden, Utah, to the Grand Forks Air Base's spur track to the off-loading facility.

From there, the missiles are transferred to a transporter-erector vehicle which deploys them to specified missile sites for installation in missile silos.

The Minuteman II is the newest and most sophisticated carrier in the nation's arsenal of nuclear warheads designed to defend the nation in event of attack.

Although the missile did not include the atomic warhead during shipment, "explosive" warnings were

posted on the flatcar because the weapon carried a solid propellant. The entire missile was wrapped in a gray, air-conditioned "cocoon."

Boeing personnel transferred the missile to the awaiting transporter-erector in 12 minutes.

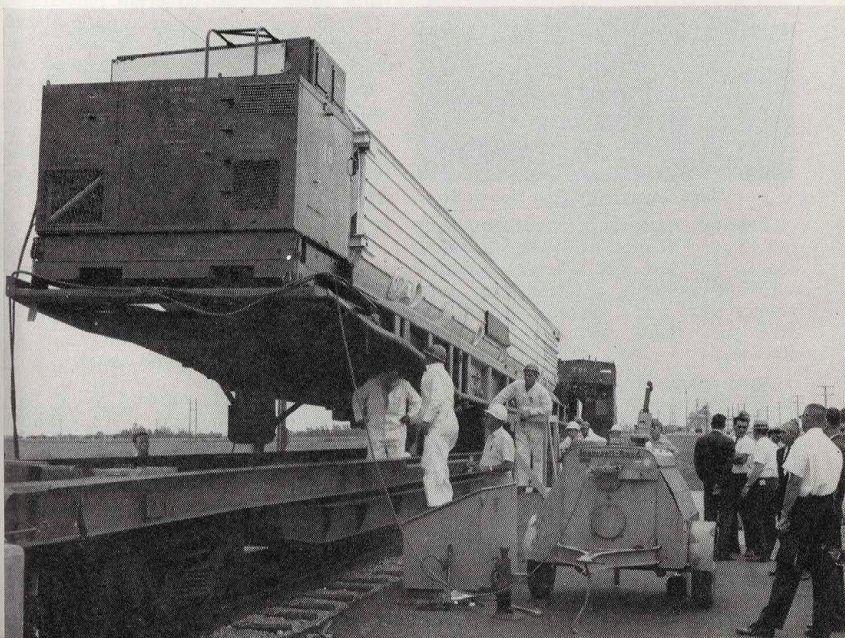
As the first missile arrived, work was continuing on the missile sites. As of early August, it was reported that more than 100 of 150 underground sites have been backfilled, and more than 40 are being outfitted with weapons systems by Boeing specialists.

Informants said that backfilling practically completes the silo except for installation of the missile in the silo and a sliding concrete door which covers the missile head.

Minuteman II is a "refined" atomic delivery system which has been proven at Cape Kennedy, Fla., in test flights. Its range and accuracy

(Concluded on Page 10)

Workmen and technicians prepare to remove the Minuteman II missile off the special flatcar. The weapon was then hauled to its missile site by erector-transport for eventual installation into an underground silo.





## Winter Carnival Princess Boards 'Star' to Glacier



Photo Courtesy St. Paul Pioneer Press

Taking temporary leave from her St. Paul Winter Carnival duties, Queen Carla Augst recently boarded Great Northern's Western Star passenger train for a vacation in Glacier National Park in the Montana Rockies.

Since named Queen of the Snows last January, Queen Carla has traveled to many Minnesota and neighboring states' cities representing St. Paul at civic and social functions. Her Glacier trip is her first "unofficial" visit since her reign began.

Ten

Five days in the park, accompanied by a friend, Phyllis Gulbranson, included cruises on mountain lakes, hikes, dances and a visit to Waterton Lakes, Alberta, across the international border from Glacier Park.

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### MISSILE—Conclusion

tops that of Minuteman I. The Air Force announced that 800 Minuteman I missiles in seven states will be replaced with the Minuteman II.

The Grand Forks-area missile complex consists of 150 underground missile-launching sites spread over 9,500 square miles of farmland west of the Grand Forks Air Force base.

The enormous project is being performed under a \$121,290,000 contract awarded by the U.S. Army Corps of Engineers.

The vastness of the project can be easily comprehended by a few project statistics: general excavation, 4 million cubic yards; concrete placement, 280,000 cubic yards; pneumatic-placed concrete, 1,500,000 square feet; Portland cement, 2 million sacks; backfill operations, 4,800,000 cubic yards; structural steel, 45,000 tons; reinforcing steel, 40,000 tons; electrical conduit, 1 million linear feet; electrical wire, 3,500,000 linear feet and security fencing, 175,000 linear feet.

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American railroads handled a post-war record volume of freight in 1964—a total of 659 billion ton-miles (one ton moved one mile) and six per cent over the 1963 level.

U. S. railroads carried 312.5 million passengers a total of 18.3 billion miles in 1964—the equivalent of moving more than 15,000 people from New York City to San Francisco every day of the year.

**PROGRESS IS A GREAT NORTHERN HABIT**





### Yeow!

An inquisitive cowboy ambled up to the blacksmith and picked up a horseshoe without realizing it just came out of the forge. He immediately dropped it, shoved his burnt hand into his pocket and appeared nonchalant.

"Kinda hot, wasn't it?" inquired the blacksmith.

"Nope," replied the cowboy, "it just don't take me long to look at a horseshoe."

\* \* \*

### Speak the Speech

A reckless speeder was brought before the judge who delivered a sermon on speeding.

"Aren't you the eloquent one," sneered the motorist. "I'll bet you can even recite Lincoln's Gettysburg Address?"

"I'm proud to say I can," the judge retorted. "And I hereby sentence you to fourscore and seven days in jail."

\* \* \*

### No Visa

The cleric was meeting the congregation after the evening sermon and Mr. Jones approached.

"Why, sir," the preacher said, "I distinctly smell liquor on your breath! How do you expect to get to heaven with liquor on your breath?"

"Well, reverend," the old man said, "when I die I expect to leave my breath behind me."

### 'Nuff Said

"You got off one thing in your speech last night that made me very proud," the wife told her husband.

"What was that?" he asked.

"The stage," was her reply.

\* \* \*

### At Least a Majority

A senator suffered a minor stomach ailment and was taken to a hospital. The next day his wife brought in a telegram from the Senate.

"Hiram," his wife said, "how wonderful. The Senate sent you a telegram."

"What does it say?" he inquired.

"It reads: 'Your friends and colleagues in the Senate wish you a speedy recovery by a vote of 67 to 32.'"

\* \* \*

### Choosey

Customer: "Waiter, I don't like all these flies in the restaurant."

Waiter: "Point out the ones you don't like and I'll chase them out."

\* \* \*

### Lesson No. 1

The teacher was explaining to the first-day kindergarten pupils: "And if anyone wants to go to the washroom, hold up two fingers."

From the back of the room came a soft question: "How's that gonna help?"



## AAR URGES PRESERVING MAIL SERVICE 'CHOICE'

Preservation of postal user's long-enjoyed "freedom of choice" between first class surface mail and extra-cost air mail was recently urged by the Association of American Railroads.

The airlines' backing of the "elimination of air mail as a separate classification" failed to offer a substitute for the freedom of choice available to users of the United States mails, said Philip A. Hollar, vice president of the AAR.

"Today, the user can choose either economical, dependable, 5-cents-per ounce regular mail service, or the higher-priced but not always faster air mail service at 8 cents per ounce," Hollar said.

The airlines estimate that overnight application of Post Office department's plans for "priority" mail would increase mail volume by air  $2\frac{1}{2}$  times, he added, but the airlines' desire to increase their air mail profits should not be satisfied at the cost of freedom of choice—a 5-cent stamp or an 8-cent stamp—which users now enjoy.

U.S. taxpayers show a 15-to-1 preference for 5-cent first class stamp over the 8-cent air mail stamp on mail for non-local delivery.

The airlines also fail to say whether they propose to haul the addi-

tional mail at the present rate for air carriage of first class mail—an average of 19 cents per ton-mile—or would expect to receive the 36-cent average rate they now enjoy for air mail.

Airlines do not explain why they balk over any user charge at all for jet aircraft use of the airways for hauling mail, express or freight—airways that cost the government 749 million dollars a year, Hollar concluded.

## Tab Kept On Freight Car Movements in Nation

To keep track of freight cars, railroads have a central car record office in charge of a superintendent of car service, car accountant or other officer.

By conductors' wheel reports (showing cars moving in each train), interchange reports (showing cars interchanged at junction points), and reports received by teletype from yard offices, each car record office keeps an up-to-date record of the movements of all freight cars on its own lines and all of its cars on other railroads.

When a car moves from one railroad to another, it is reported to the car record office of the railroads concerned, including the railroad which owns the car.

First and fastest-growing of the new postwar rail services, piggyback last year required nearly 800,000 railroad flat cars to handle its mushrooming volume—13 per cent more than in 1962, 35 per cent more than 1961, and five times the volume for 1955 (first national piggyback statistics year.)



"Sure Would Help If All Daylight Saving Time Would Start Last Sunday In April...And End Last Sunday In October!"

Twelve

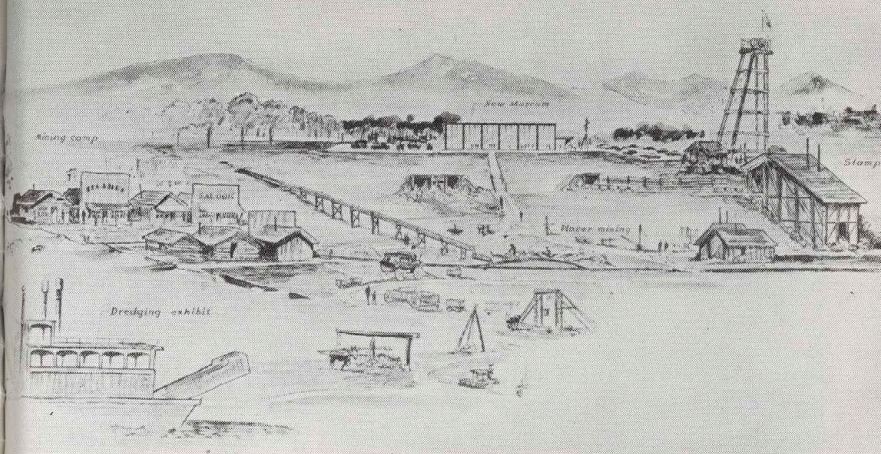
**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



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ME SEAT



## Prospector's Era Relived in Butte

The nostalgic era of bygone western mine operations will be revived in the World Museum of Mining at Butte, Montana, if local citizens have their way.

A non-profit educational corporation has been formed to preserve many priceless mining relics that abound in the hills, most of them hand made, with which men earned their living from 75 to 100 years ago.

World Museum of Mining officials began a search and started retrieving from the backwoods such relics as stamp mills, arrastras (a mill for pulverizing ores), Chilean mills, hand-made water wheels, horse whims, ore cars—and hand-hewn wooden rails—and storing them for future exhibition.

The committee discovered that many area residents who possessed old mining lamps, tools, lights and important papers were eager to display them in the museum.

The Anaconda Company, which operates the world-famous copper mine in the area, provided a long-term lease on a 33-acre site adja-

cent to the reknown Montana School of Mines near Butte for museum purposes.

Tract selection was based on community and tourist participation, environment and availability of display items. The land commands an excellent view of the mountains surrounding Butte, overlooks the site of the 1864 gold strike and is adjacent to the headframe of the Orphan Girl mine. Also included on the 40-acre site are roads and service utilities.

The Orphan mine is an area attraction which includes a fine steel headframe standing about 90 feet high over a vertical mine shaft 3,200 feet deep, and a hoist house which will be used to house small exhibits this summer. Plans call for developing the mine shaft as a tourist attraction.

The topography includes a creek bed where there will be a gold dredge, water-powered stamp mill, sluice boxes, hydraulic mining and gold panning. An open pit mine already is on the property.

(Concluded on Page 14)

Thirteen

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## Early Mining Era Fever—Conclusion

A narrow-gauge tourist train will stop at points of interest and the committee is searching for rolling stock and engines of 30" gauge.

Another feature of the museum is the Mining Hall of Fame that will be formed honoring the great men of mining. An early-day camp will be recreated from existing buildings.

The committee's immediate objective, according to Rayworth F. Howe, vice president, is fencing the site, improvement of existing buildings, arrangement of displays, moving buildings to the site and preparation to open the museum as much as possible for the coming tourist season. Approximate cost of the new museum building will be \$500,000, and total value of the site will range from 2 to 4 millions.

Other officers of the World Museum of Mining are John M. Guilbert, president; Francis E. Lienemann,

treasurer, and Samie Jane Keith, secretary.

Directors are: Frank M. Antonioli, president, MSM Alumni Association; James K. Archibald, president, Archibald Co.; Mr. Guilbert, research geologist, Anaconda Company; Mr. Howe, vice president, Christie Transfer Co.; Hubert J. Johnson Jr., Silver Bow county commissioner; Miss Keith, secretary to the U.S. district attorney; Edwin G. Koch, president, Montana School of Mines; and Mr. Lienemann, vice president, Metals Bank & Trust Company.

Others include: Leonard B. Lively, president, S. W. Montana Mining Association; E. E. MacGillvra, president, Montana Historical Society; George W. O'Connor, vice president, Montana Power Company; Edward P. Shea, chief geologist, Montana. The Anaconda Co., and Thomas C. Wigal, Comm. Mgr., Montana, The Anaconda Co.

## SCRAPPED LOCOMOTIVE EVOLVES INTO CABOOSE



One of four unusual cabooses is shown in Great Northern Railway's Hillyard, Wash., yard — made from a scrapped diesel locomotive. The "hybrid" cabooses were made from the underframes and trucks of 1,000 hp. diesel locomotives. The 48-foot, 130,400-pound cabooses are heavier than the customary cabooses and can more readily withstand pounding operations. Reconverted in the railway's St. Cloud, Minn., shops, parts were utilized from locomotives built in 1943 and 1944 by Baldwin.

Fourteen

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



## EASTBOUND TO COUNCIL MEET



A group of Oregon and Washington delegates and advisors traveled from Portland, Ore., to Lexington, Ky., recently to attend the national conference of student councils.

Adults included Jerry Hauft, junior dean, Lakes high school, Lakewood Center, Wash.; Art Toltz, senior dean of the school, Mr. and Mrs. Jack Bech, (Mr. Bech is executive secretary of the Oregon Association of Student Council, Salem), and Mr. and Mrs.

Don Kielsing. (Mr. Kielsing is director of student affairs at the Lake Oswego high school, Lake Oswego, Ore.)

The national council was attended by 600 high school students from throughout the nation. Also present were 200 adults who are associated with the educational programs in the various states.

Following the council meeting, many groups toured eastern cities and Montreal, Canada.

### Medics On The Railroads

The medical and surgical section of the Association of American Railroads handles matters of health affecting railroad employees and railroad operations.

These include the preparation of recommended physical standards,

first aid instructions, and provisions related to physical examinations.

The section also maintains contact with the U.S. Public Health Service and the American Medical Association and other similar organizations.

*Fifteen*

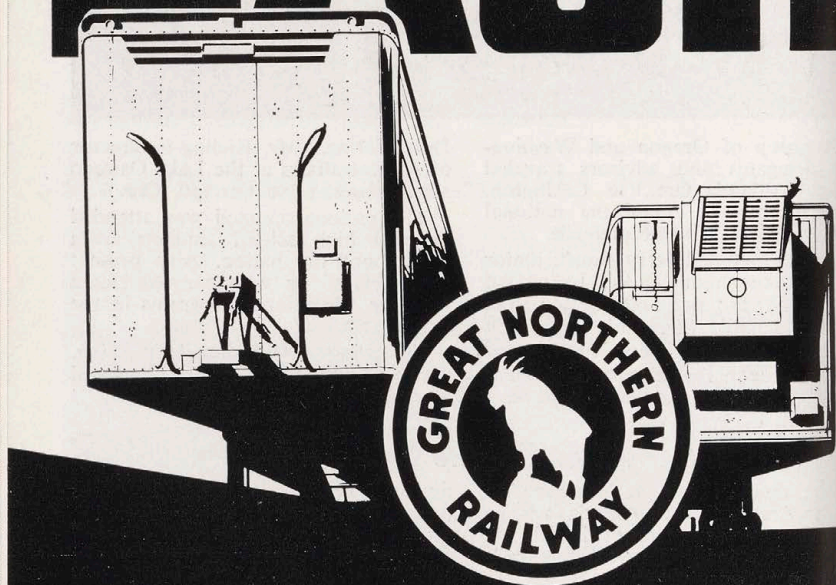
**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

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# DOOR-TO-DOOR WITH **PIGGY BACK**



Great Northern's coordinated rail-truck services move freight fast!



*The Great Northern*

# GOAT



*October, 1965*





# The Great Northern GOAT



Vol. 35      October, 1965      No. 10

*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



Queen Barbara Erickson, Washington State Apple Queen, discovers an old cider press still does the job.

Two

## Your Railroads

"Present government transportation policies form a rickety and unreliable vehicle for carrying America into the dynamically expanding economic era envisioned by President Johnson for his Great Society.

"It's like an automobile with five wheels, all of unequal sizes, and as many separate driving positions . . . It will take far-reaching legislation by Congress, spearheaded by determined White House leadership, to streamline government policies so as to cut waste, save taxes and encourage development of the strong transport system needed to handle the titanic traffic loads of the American future."

These words are those of President Loomis of the Association of American Railroads.

A terse and pointed commentary was made by President Kennedy in 1962 in his transportation message when he said, "A chaotic patchwork of inconsistent and often obsolete legislation and regulation has evolved from a history of specific actions addressed to specific problems of specific industries at specific times."

The inequities in regulation are grave. The railroads are 100 per cent regulated. But two-thirds of the truck traffic and nine-tenths of the barge traffic is unregulated. Tax discrimination is also rife—in the 24 states railroad property is taxed at a greater percentage of actual value than property generally, a practice which results in railroads being subjected to overpayments of more than 100 million dollars in local property taxes annually.

What is needed is to place carriers on an equal competitive basis and to allow freedom for all to adjust to change—to merge and diversify.

The stimulating results would be felt everywhere.

(From Industrial News Review, Portland, Ore.)

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



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TRAVEL



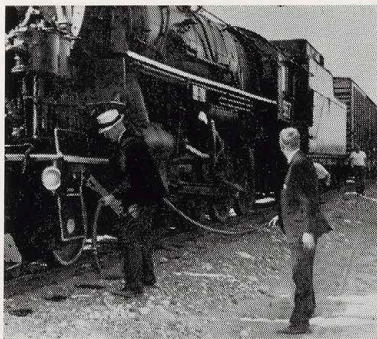
## STEAMER'S LAST TRIP—TO JUNK PILE

A steam locomotive built in 1943 by Baldwin Locomotive Works for the U. S. Army and acquired by the Alaska Railroad in 1945 as war surplus recently moved on Great Northern via Trainship from Alaska to Westminister, B. C., and then to Everett, Wash.

It was the final trip for No. 557, which officially made her last passenger trip on September 5, 1960, when she pulled a special train of 300 persons to the state fair at Palmer, Alaska, from Anchorage.

Her last service was on June 20, 1962, when she was employed in shuttle service through floodwaters.

The Michelson Steel Supply Co. of Everett purchased No. 557 earlier this year from the general services administration for \$1,266.68. She will



Shown in better days, steam locomotive No. 557, top photo, steams under its own power on the line of the Alaska Railroad in that state. Below, it is part of GN's freight as it was hauled to Everett, Wash., on way to the scrap yard.

be dismantled and her boiler put to use.

Three

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**





## If You Knew Susie, Like I Know Susie—

(You'd Fall In Love  
With Her, Too!)



Susie's thrill of the day was sitting in a GN diesel. Shown from the left are Maurice Harnett; Susie, held by Joseph Sonntag, and Paul Steiner. All men are GN locomotive engineers.

Susie is an exceptional girl.

She is exceptional because although she is a victim of cerebral palsy at 4½ years, she has great drive and determination to do as many things as possible on her own.

The winsome miss was "adopted" by Great Northern Railway to demonstrate to employees that United Fund is available to assist the unfortunate in overcoming insurmountable obstacles. However, UF does not merely help those who have some hope for recovery or improvement.

There are many hopeless victims of various diseases and crippling that are helped by UF because there just isn't anyone else to give a hand. But

Susie's not in this class.

She is the daughter of Mr. and Mrs. William V. Fredine of St. Paul.

When Susie was quite young, Mr. Fredine realized that their first-born was not a normal child physically. After her case was diagnosed as cerebral palsy, she immediately received special care and treatment at the St. Paul Rehabilitation Center's therapeutic nursery, a United Fund agency—one of 60 services assisted by UF.

"Luckily for us, Susie's mind is sharp and she has great determination to help herself," said Mrs. Fredine as she toured Great Northern's St. Paul headquarters with her daughter.

"Some women are surprised when I take Susie out and mix with others," Mrs. Fredine added. "We don't hide her. She enjoys people. She converses with them and is interested in everything."

This was amply demonstrated during the tour when Susie's fascination with GN's UNIVAC III installation

(Concluded on Page 6)

Four

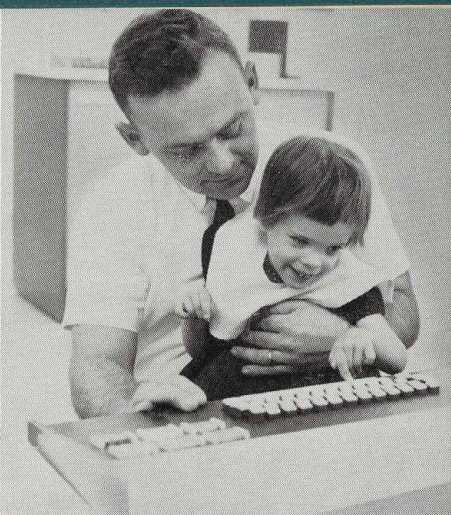
**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



# GREAT NORTHERN ADOPTS SUSIE.. FOR A DAY



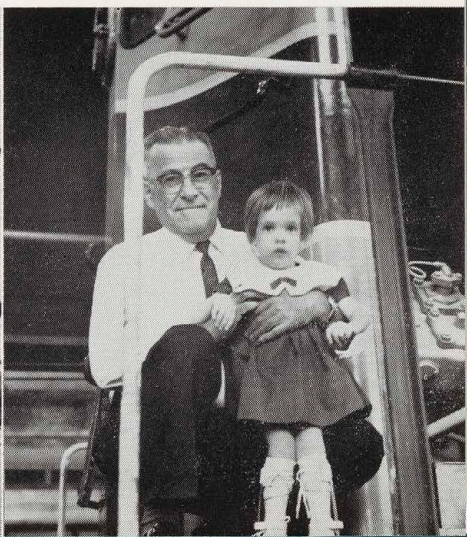
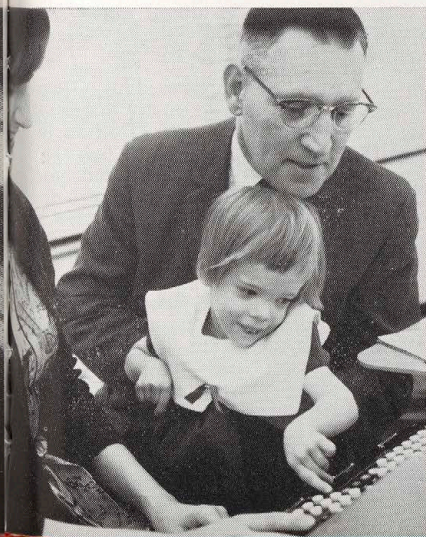
Susie and mother, Mrs. William V. Fredine of St. Paul, pose in GN's lobby in front of poster informing of the "adoption."



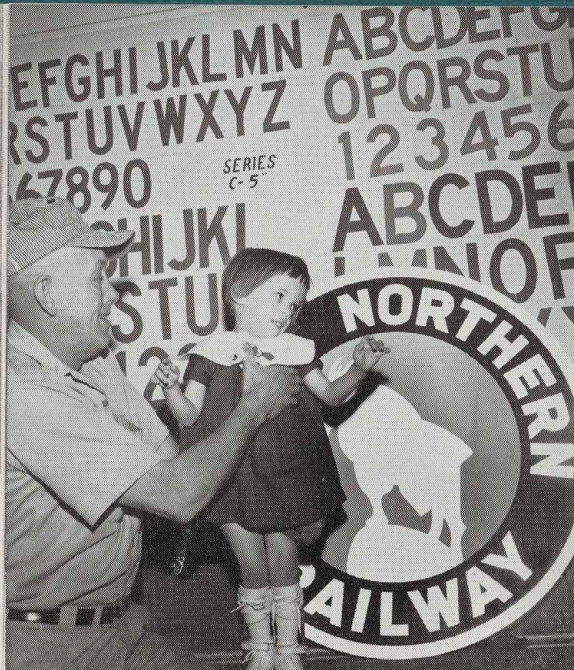
Buttons, Buttons! Entranced with the Univac III console, Susie gets "instruction" from operator Richard Finnegan.

Keypunch operator Sandy Lessard and Lloyd LaFountaine, company chairman of UF drive, agree on Susie's office talent.

Henry Kinderman, GN solicitor at Dale street shops, showed Susie a diesel that is undergoing repairs in the shops.







She's too young for "ABC's", but Susie's fascination with sign painter Clarence Scheil's lettering was apparent.

### SUSIE TOURS GN—Conclusion

and keypunch and comptometer machines surprised many employees.

Office women and men held her as she punched the keyboards.

It became evident that Susie was not the helpless girl they expected.

When she dined in GN's cafeteria, she insisted on feeding herself. And later that day when she was lifted into the engineer's cab of a GN diesel locomotive, she asked: "Where's Casey Jones?"

Susie's adoption lasted less than a day. Through a rehabilitation program with UF help, she may someday walk with the aid of canes. At home, she navigates with the aid of parallel bars designed for her.

She will be remembered at Great Northern Railway for many years as a living example of UF "Dollars in Action"—dollars provided by GN employees and other civic-minded employees across the nation.

### Piggyback Up 15.1 Percent Over '64

Piggyback traffic for the holiday week ended September 11, originated by 62 railroads, totaled 19,217 cars carrying revenue highway trailers or containers.

This was an increase of 3,544 cars

or 22.6 percent above the 1964 week.

The total brought cumulative piggyback loadings for the first 37 weeks of 1965 to 711,695—an increase of 93,473 cars or 15.1 percent above the same 1964 period.

Six

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



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THWEST



The jumbo covered hopper car shown at Great Northern's Havre, Mont., yard is one of the many new tools of modern rail transportation. One of these will carry from 160,000 to 190,000 pounds of grain on the average, or approximately double the load of a standard 40-foot boxcar. A car of this type may cost in excess of \$15,000, but affords users substantial transportation economies.

## GN's Annual Report Wins Bronze 'Oscar'

Great Northern Railway's entry in the 25th annual report survey sponsored by Financial World, the nation's oldest business and financial weekly, was cited as the best stockholder report published by any major railroad.

John M. Budd, GN president, was notified that the bronze "Oscar-of-Industry" symbolic of the achievement will be presented to the railway at a banquet October 28 in New York.

On hand there to receive the award will be Robert W. Downing, vice

president-executive department and editor of the GN report.

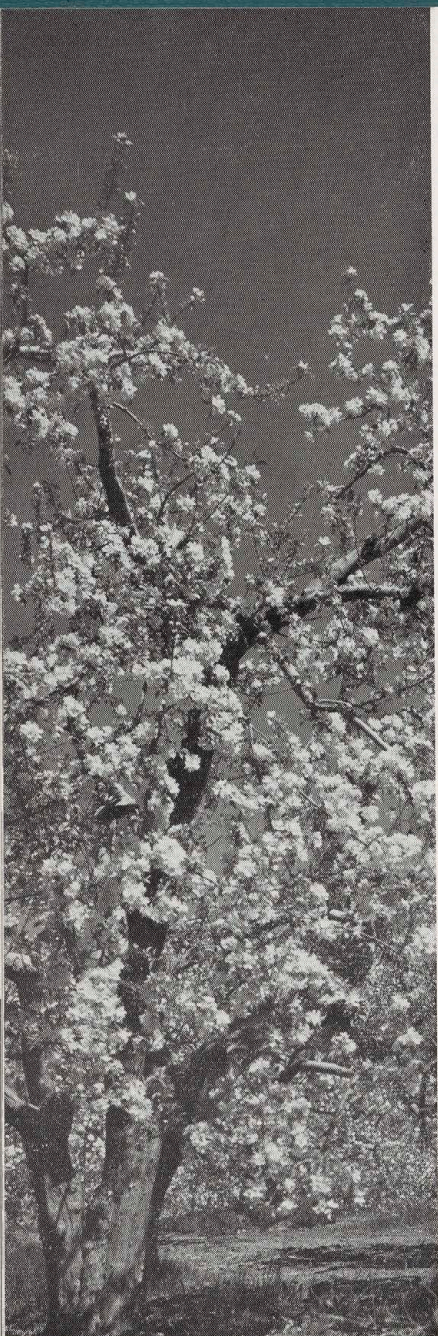
Merlin Krupp, whose Minneapolis art studio specializes in annual report production, designed GN's prize-winning report. Printer was the H. M. Smyth Company of St. Paul.

For purposes of judging, Financial World divides railroads in two categories: those with revenues over \$250 million and those with revenues under \$250 million. GN won its award in the former category.

Seven

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





## BUMPER APPLE CROP

*Tender and Juicy from*

The river valleys of north central Washington are graced by possession of some of the nation's most abundant resources: prime timber, richly productive farm acreage, abundant recreational opportunities and spectacular scenery.

Perhaps the good life in this beautiful area becomes most evident to its residents with the advent of Autumn.

Autumn in north central Washington is the blazing color of foliage along the rivers and streams and the east foothills of the Cascades. Autumn is the voluptuous bounty of agricultural commodities displayed at colorful county fairs.

Autumn is the sound and spirit of a high school football game played in the crisp night air of the season.

But Autumn is also the season of feverish activity as the area's vast apple crop is harvested, processed, and prepared for the hungry markets of the world. This fall will see such activity approach an historic level, as trees bear the weight of one of the largest apple crops in history.

The protected valleys of the Columbia, Wenatchee, and Okanogan rivers have again confirmed the areas 60-year record of successful crop production in the face of the damage wrought to the nation's fruit industry during the severe winter of 1964-65.

The apple harvest provides employment for literally thousands of north central Washington people. To the transient fruit pickers, who are always welcome as a vital segment of the labor force, the harvest is the end of a long and productive Summer of harvest activity ranging from Southern California to the Canadian border.

To the housewife in the apple-pro-



# APPLE PACKING YOUR WAY!

## Central Washington

cessing centers, the harvest represents employment and an addition to the family's income . . . and to the merchant, a seasonal boost to a healthy economy.

And to the many employees of the administrative and promotional agencies of the apple industry, harvest marks the beginning of a new year's work—its problems and its challenges.

The recent conversion to "CA", controlled atmosphere storage, by many apple-packing organizations has lengthened considerably the duration of apple packing operations in the north central Washington area, and is

(Concluded on Page 10)

A picker, right, gently drops the pride of Washington State's apple industry into 25-bushel field boxes. The boxes are stacked by forklifts, and shifted to packing plants.

A Wenatchee, Wash., housewife, center photo, finds employment during the apple harvest period sorting Golden Delicious apples.

A refrigerated piggyback van, shown below, rolls up to the big Skookum warehouse at Wenatchee to be loaded with Washington apples. It has a 2,130-cubic foot capacity.





## Philip Morris' 'Johnny' Sets Rail Milestone

The world's most durable living trademark, Johnny of Philip Morris cigarette fame, stepped off Great Northern's Empire Builder in Seattle recently and officially completed a half-million miles of rail travel.

Walter G. Jeffrey, GN city passenger agent there, presented Johnny Roventini his "half-million-mile" certificate as the diminutive salesman began a Pacific Northwest tour.

The citation reads:

"To 'Johnny' Roventini who has stepped from as many passenger trains as he has stepped out of store win-

### APPLES—Conclusion

extending the industry's payroll and economic impact.

For the Great Northern Railway, the apple harvest in 1965 will represent an estimated 19,600 carloads to be carried over its system to markets throughout the nation and to West Coast seaports for overseas shipment.

The 1965 crop will represent an increase of over 2,000 carloads over last years total of 17,450.

The universal popularity of Washington apples in the marketplace is testimony to the area's superior product as opposed to the transportation advantages possessed by eastern apple growers.

The abundant bounty of the 1965 crop, is however, not without problems.

Federal government action to curtail the importation of Mexican farm labor in California has disrupted the customary migration pattern of pickers in the fruit industry, presenting the Pacific Northwest with serious shortage of temporary fruit labor.

Ten



dows across America, our special greetings in commemorating his more than half a million miles of rail travel in nearly every state of the Union. Our respect, and our gratitude, to 'Johnny,' our very special friend."

### National Wine Week

California's fertile vineyards—a total of 481,570 acres—produce the grapes and wine that make that state the wine land of America.

The first wine grapes were planted there almost two centuries ago, and from that start has grown an industry that grows more than 5 billion pounds of grapes yearly valued at \$157,127,000.

National Wine week, October 23-30, is a salute to the great industry.

**PROGRESS IS A GREAT NORTHERN HABIT**





## Goat Gaieties

### A Heavy Hand

Teacher: "What's the difference between a modern man and primitive man?"

Johnny: "When a wife talks too much, the modern man goes to his club. A primitive man just reached for it."

\* \* \*

### Word Play

"Dad, what's the difference between a pessimist and an optimist?"

"Son, the pessimist moans and groans because he doesn't get everything he wants, while the optimist is thankful because he doesn't get what he deserves."

\* \* \*

### Sour Puss

A young man rushed into a bar and asked the bartender: "How do you stop hiccups?"

The bartender reached down quickly, slapped him across the face with a wet rag. The guy was furious.

"But you don't have hiccups anymore, do you?" asked the bartender.

"I never did. My girl friend out in the car's got 'em!"

\* \* \*

### One-Way Street

"Do you have an opening for a genius?"

"Yes, and don't slam it on the way out!"

### Front Seat

"Sir," the judge asked the witness, "you are to testify about the fight between the husband and wife. Were you there when the trouble began?"

"Yes, judge," the man replied, "I was best man at their wedding."

\* \* \*

### On Target

"How did you manage such perfect shooting, George?"

"Oh, it was simple. I shot first and drew the circle later."

\* \* \*

### In The Book

Visiting a critically ill lawyer in the hospital, a friend found him propped up in bed, frantically leafing through the Bible.

"What are you doing?" a friend asked.

Replied the lawyer, "Looking for loopholes!"

\* \* \*

### What's That?

A backwoodsman came to the town store and asked for a can of talcum. The clerk asked, "Mennens?"

He replied, "No, wimmens."

The clerk asked, "You want it scented?"

"No," the backwoodsman said, "I'll take it with me."



At Allouez Docks in Superior, Wis.

## GN Plans Taconite Pellet-Handling Facility

Site preparation for a taconite pellet-handling and storage facility at Great Northern Railway's Allouez ore docks area in Superior, Wis., is expected to begin this Autumn, the company announced.

The facility will be constructed to specifically handle pellet production of the Hanna Mining Company's Nashauk and Keewatin plants, now being built.

The GN pellet facility is expected to go into operation in December 1966, and will have a capacity of about 2¼ million tons, and can be increased to 5 million tons.

Capacity will be large enough to serve the Hanna company's initial production, in addition to affording storage to other pellet shippers in the region.

The GN pellet facility will adjoin the railway's classification yard which serves the Allouez ore docks. GN will move unit trains (solid trainloads) of pellets from Iron Range plants to the storage area, where the material

will be dumped by a car unloader on conveyors.

In winter months the conveyors will take the pellets to a stockpile. During the Summer-Fall shipping season, conveyors will move pellets from the stockpile or directly from the train to the dock for loading of lake boats.

Taconite pellets will be transferred to boats from GN's No. 1 dock, which will be modified for this operation.

## 'SEE-THE-U.S.A.' RESOLUTION INTRODUCED

The "See the United States" drive got a boost recently when two congressmen jointly introduced a resolution in Congress to extend the drive through 1966.

Sen. Warren Magnuson and Rep. Al Ullman seek to continue the national promotion that advocates Americans and nationals of other countries to visit the United States.

"Industry support for the program has been extremely heartening," Robert E. Short of Minneapolis, Discover America, Inc.'s chairman, said upon hearing of the resolution.

## R. E. Little, GN Agent, Elected To Traffic Unit

R. E. Little, Great Northern freight agent, Seattle, has been elected a certified member of the American Society of Traffic and Transportation.

He successfully completed the society's professional examination established by the transportation industry in 1948.

## Class I Railroads Income For 6 Months Up 5 Million

Estimated net income of Class I railroads amounted to \$335 million in the first six months of 1965, compared to \$330 million in the corresponding period of 1964.

The reports were filed by the carriers with the bureau of railway economics of the Association of American Railroads.

Net income for the second quarter of 1965 was an estimated \$213 million, compared with \$190 million in the second quarter of 1964.

Railroads' rate of return in the 12 months ended June 30, 1965, averaged 3.20 percent compared with 3.31 percent for the previous 12 months.

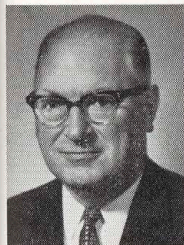
Twelve

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



## GN SCRUTINIZES PASSENGER BUSINESS

Great Northern Railway's passenger business is under management's microscope, C. E. Finley, GN's traffic vice president, principal speaker at the dinner meeting of the American Association of Railroad Ticket Agents, told the group at Glacier National Park in early September.



Mr. Finley

"I am of the opinion that similar attention is being given passenger services of other lines, especially those in the West," Mr. Finley added.

Speaking on "Railway Passenger Service: Where Are We Going?" the GN vice president said that "with the private automobile and airlines carrying 96 per cent of the country's intercity travelers—and the latter bidding vigorously for an even larger slice of the passenger pie—it is both prudent and wise of railway management to take a long, critical look at what is left of railway passenger service."

The following are other excerpts from Mr. Finley's speech:

- "Although I have only opinions about the future of railway passenger services in this country—and I doubt that any other person within our industry could realistically offer more than that at this time—I hope to contribute something of value to your understanding of the subject.

- "Nine years ago, Great Northern's president, Mr. John M. Budd, addressed your association's 1956 meeting in Glacier park . . . Quoting Mr. Budd: 'People are traveling today in increasingly greater volume, but it is no secret that highway travel is the most popular means of public

transportation. Today the private automobile accounts for about 90 per cent of intercity travel, while scheduled service on trains, airlines, buses and boats are competing for what is left.'

- "The automobile continues to perform the big job of intercity travel—90 per cent of the total load in 1964, according to official statistics. But the railway industry's share of the remaining 10 per cent of commercial passenger travel has declined substantially since Mr. Budd's talk before your group.

- "In 1964, the airlines carried 6 per cent of the nation's intercity travelers, while railways and bus lines each handled 2 per cent . . . The deficit from rail passenger service, as reported to the Interstate Commerce Commission was \$410 million in 1964 as compared with \$399 million in 1963.

- "Considering the higher payroll and other costs this year, and the continuing downward trend in revenue from passenger operations, a greater deficit from these services in 1965 would not be surprising. That's a gloomy prospect, I admit, but I believe it is realistic.

- "A recent legislative development relating to transportation of mail is of considerable concern to our industry. Congress is considering a measure which threatens a further reduction in passenger train revenues through shifting a larger amount of mail from railway carriage to highway transport.

- "The loss to our industry of additional mail traffic in appreciable volume would, in my opinion, lead to further reductions in passenger train operations, for income from services to the Post Office Department now represents a very substantial part of

(Concluded on Page 14)



## GN's '66 CAPITAL IMPROVEMENTS: \$35 MILLIONS

Acquisition by Great Northern in 1966 of 1,160 freight-carrying cars and 20 new diesel locomotives, and continuation of the railway's system-wide track betterment program next year, were authorized recently by the company's directors.

GN's directors also authorized payment of a 75-cent quarterly dividend on the company's outstanding stock, payable November 1 to shareowners of record on October 15.

The railway's 1966 capital improvements program will cost nearly \$35 million, or approximately \$3 million more than was authorized for this year, said John M. Budd, GN president. GN's average annual investment in track and equipment improvements was \$24½ million for the 5-year period, 1961 through 1965.

New freight equipment to be acquired by GN in 1966 will include: 400 seventy-ton boxcars with cushioning for extra lading protection and wide doors to facilitate loading; 200 one hundred-ton covered hopper cars; 250 seventy-ton gondolas; 125 seventy-ton and 25 one hundred-ton bulkhead flat cars; 150 one hundred-ton wood chip cars and 10 all-steel cabooses.

The company plans to acquire 20 new diesel locomotives next year for freight and passenger operations.

GN's 1966 roadbed improvement program will include placement of 55 miles of new rail, all but 2 miles of which will be welded.

The company also will install next year nearly 38 additional miles of CTC (centralized traffic control) on the main line in the state of Washington.

At the end of 1966 GN expects to have 553 miles of continuous welded rail and 1,226 miles of CTC in service.

*Fourteen*

The railway plans to progress next year major changes in GN's main line at points in Montana and Washington. These projects, already underway, involve reduction of curvature on segments of the company's lines through the Rocky and Cascade mountains.

### TRAIN TRAVEL—Conclusion

the money many carriers receive for running passenger trains.

- "Great Northern's revenues in 1964 from ticket sales and mail carriage were 3.7 and 3.4 per cent, respectively, of our total income.

- "I do not believe that the passenger train will disappear from the nation's railways, for as Mr. Budd observed in his talk to you, it is inconceivable that regulatory authorities—national and state—will permit removal of all rail passenger service.

- "If airlines were required to reflect in their fares every charge involved in providing transportation as the railways must do, a lot fewer people would be flying . . . but, tax-assisted commercial aviation seemingly is here to stay.

- "I emphatically am not advocating that passenger train services be operated by the railways for government—national, state or local . . . such a development might lead to nationalization of our industry, and this country had an exceedingly costly taste of government operation of the railways in the World War I period.

- "However, is it sensible and fair to expect our industry, which is required to pay its own way, all the way, to continue providing passenger services which are costing more to produce every year, and are used by fewer and fewer travelers?"

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



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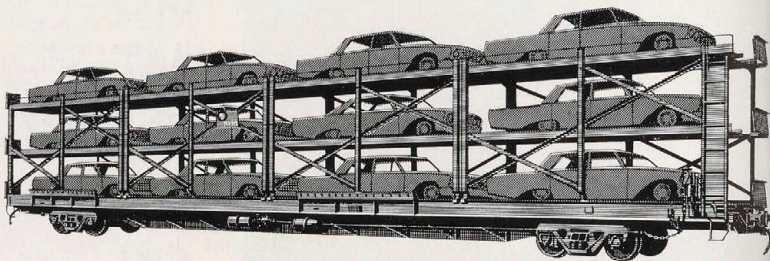
ED IN U. S.

# BIG MT. SNOW TOPS SKI SPOTS IN WEST!

Incomparable snow conditions, top accommodations, best food and 6,800-foot double chairlift spells The Big Mountain at Whitefish, Mont. Travel to the West's leading ski resort via Great Northern Railway. It's not too early to plan your BIG ski trip NOW!



# A SYMBOL... A SAMPLE... A SIGN of freight-hauling progress on Great Northern



Today this tri-level carrier of new automobiles is a familiar part of most freight trains operated by Great Northern and other railroads. Because it is such a commonplace sight, it is surprising to recall that in the short space of four years there has been a turn-about in the method by which new cars are moved across the nation.

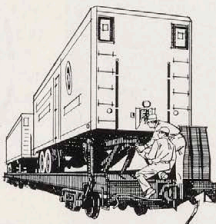
A statistic: in 1959 the railroads of the U.S. hauled only 8% of new motor cars—in boxcars, but in 1963 28% of the industry's output was moved on rails, a 250% increase due to the use of bi-level and tri-level rack cars.

This "homecoming" of business once handled almost entirely by railroads is actually saving you money on the car you buy—a fine example of how your life may be enriched when fullest use is made of the inherent advantages of rail transportation.

Here are five more signs of renewed vigor and progressive action on Great Northern:

**1. PIGGYBACKING.** This is the way to get the best of several methods of moving goods, for you can enjoy the flexibility of motor carriage combined with the low costs of rail transportation. Great Northern now has

70 piggyback ramps on its 8,270-mile system.

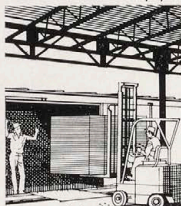


**2. FASTER SCHEDULES.** Transcontinental freight now moves via Great Northern on schedules approaching passenger train speeds. Shipments out of Chicago on Monday, for example, arrive Seattle on Wednesday.

**3. SPECIAL PURPOSE CARS.** In perhaps no better way does Great Northern symbolize its improved services to its shipper customers than in new freight cars—designed to accommodate special shipments with a minimum of labor and expense.

The tri-level automobile carrier you see here is but one example. Others include jumbo

covered hoppers, refrigerator cars, Airlslide cars, cars with wider doors, bulkhead flats, articulated flats, cars with cushion underframes, and more new kinds every year.



**4. TRANSLOADING.** This is one of Great Northern "extras" that move your goods along faster and faster when you need "break-bulk" service. It's a facility located in GN's big Gavin Yard near Minot, North Dakota. At this point full cars of freight arriving from the east are partially unloaded—with some of the shipment transloaded into one, two or three additional cars. Then, without undue delay, each car moves on to its own destination in Montana, Idaho, Washington, Oregon, California or British Columbia.

**5. LCL SERVICE.** Great Northern provides overnight service on LCL (less-than-carload) shipments to 157 points in Minnesota and the Dakotas from Minneapolis-St. Paul; to 37 points in Washington from Seattle. Great Northern picks up your shipment at your dock—delivers to your customer's dock. And GN rates are lower, by wide margins, than motor common carriers.

This is no more than the beginning of the story. The way to get the rest of it—in terms of your own shipping problems and needs—is to get in touch with us. We have representatives in most major cities of the U.S. and Canada, as a glance at your telephone directory will reveal. Or write us at headquarters—attention of 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



*The Great Northern*

# GOAT

*November, 1965*



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# The Great Northern GOAT



Vol. 35 November, 1965 No. 11

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

**DAN MUSCH, Editor**

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**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



This scene, taken by Don Enger of Osakis, Minn., last winter, features Great Northern's Dakotan passenger train one mile west of that community.

Two

## Your Railroads

President Loomis of the Association of American Railroads points out that the unfolding merger movement is one of the key factors in generating greater economy and efficiency within the railroad industry.

He said that more than 25 major railroads are engaged in unification proceedings which promise a fundamental reshaping of the entire railroad network.

"This structural revolution in railroading, made imperative by all-pervasive competition, is basic to the development of true super-railroads as the workhorse freightways of future commerce," he stated.

"In fact, these mergers are essential to creating America's new rail system—to stepping up the industry's capital investment to the 2-billion-dollar annual level railroadmen feel is necessary to reshape plant and equipment to fit modern needs and handle the nation's growing traffic loads," he concluded.

The merger movement is simply one of the primary ways in which railroads are meeting the enormous requirements of a burgeoning economy. It is a means of making the most of technological changes within the industry which have been revolutionary in nature.

Those changes touch every facet of the railroad arts. They have resulted in standards of service, using that term in the broadest sense, which were unknown not many years ago.

The "super-railroads" are well on the way. Everything within the industry's power is being done to produce them. The remaining need is for a total revision of obsolete regulatory and tax policies which stand in the way of maximum railroad achievement.

(Industrial News Review—Portland, Ore.)

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



## 1966 Fords Roll Off Tri-Level Auto Racks At Seattle Terminal

The 1966 Fords are rolling into Seattle — via Great Northern Railway tri-level rack cars — eliminating the need for highway transportation thereby alleviating stress of highway traffic.

Delivery was made at the Convoy Company's huge Smith Cove center which soon will have a total of five tracks for the delivery of automobiles and trucks.

In the top photo, a GN yard locomotive is framed by the Page unloader, part of which is shown.

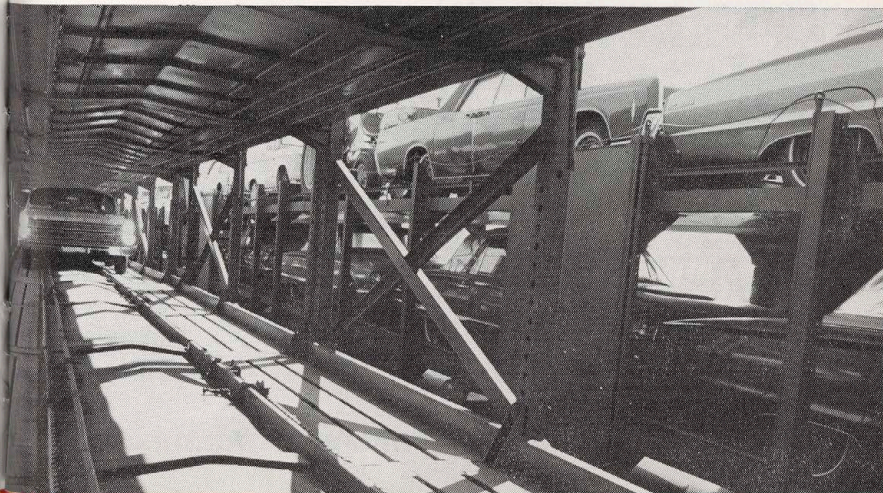
The unloader can be electrically adjusted to the upper two levels of the tri-level racks. It also moves horizontally on rails to serve both the two tracks currently in use and a third spur track being added.

The photo, below, shows a '66 Ford moving toward the unloading ramp from deep within the second level of the rack for delivery to Pacific Northwest points through the Convoy Company's Seattle distribution center.

Ford Motor Company products are delivered via rail to Seattle from St. Paul, Minn.; Wixom, Mich.; Lorain, Ohio; Kansas City and St. Louis, Mo., and San Jose, Calif.

Chrysler Products auto movements over GN also are handled by the Convoy Company, originating shipments for the most part from the Los Angeles area.

Terminal manager of the Convoy Company is Kenneth Johnson.

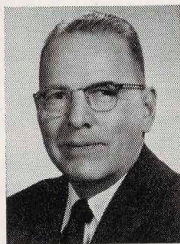




## Van Wyck Retires, Brady Promoted to P.T.M.



Mr. Brady



Mr. Van Wyck



Mr. Class



Mr. Strecker

The retirement of Kent C. Van Wyck as Great Northern Railway passenger traffic manager and the appointment of Emmett M. Brady as his successor were announced by C. E. Finley, traffic vice president.

Also announced, effective on November 1, are the following promotions:

Frank L. Strecker, general passenger agent, St. Paul, named assistant passenger traffic manager; Raymond J. Class, general passenger agent, Seattle, becomes assistant passenger traffic manager, St. Paul; Stanley T. Thorson, general agent, passenger department, Seattle, appointed assistant general passenger agent, Seattle, and Mark C. Sandstrom, district passenger agent, Seattle, named general agent, there.

\* \* \*

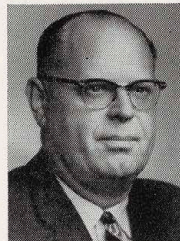
Mr. Van Wyck, a 30-year veteran with GN, joined the railway in 1935 as ticket clerk and was promoted to passenger representative in the railway's Seattle ticket office in March, 1942. Five years later, he became city ticket agent in Seattle, and in November, 1948, general agent, passenger department, in Minneapolis.

Mr. Van Wyck moved to St. Paul in 1958 as general passenger agent, and on January 1, 1961, was named passenger traffic manager of GN.

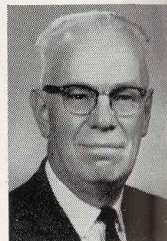
\* \* \*

Mr. Brady has been with GN since

Four



Mr. Thorson



Mr. Sandstrom

1941 when he was employed as a bill clerk in the comptroller's office in St. Paul. When the first streamlined Empire Builder was inaugurated in 1947, he became one of the original group of passenger representatives assigned to service on that train.

He was named passenger representative in Portland, Ore., in 1947; city passenger agent at Spokane, Wash., in 1948; traveling passenger agent at Los Angeles in 1950 and district passenger agent there in 1957.

He was transferred to St. Louis in 1958 as traveling freight agent, and later that year became general agent, passenger department, in St. Paul. He subsequently was named assistant general passenger agent and general passenger agent in St. Paul.

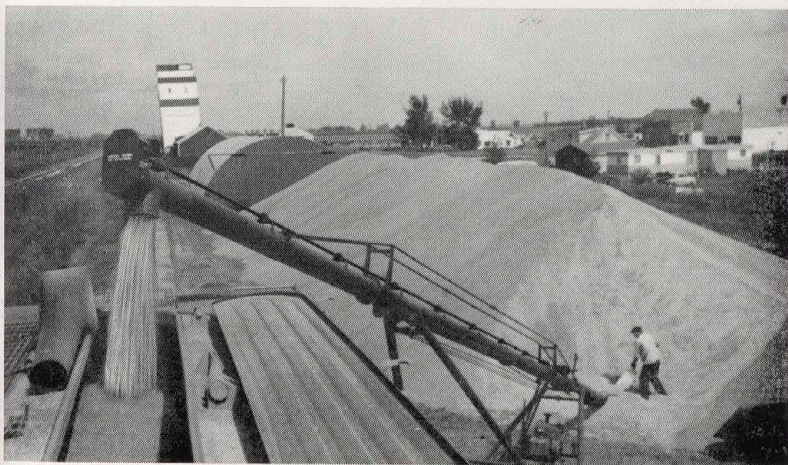
\* \* \*

Mr. Strecker was appointed traveling passenger representative on the

(Concluded on Page 14)



## MINNESOTA OATS POUR INTO GN HOPPER CAR



Minnesota's bountiful oat harvest overflowed storage facilities this Autumn and many farmers piled it in the open. This photo, taken by Arthur N. Nelson, manager of the Glyndon Farmers Elevator Association at Glyndon, Minn., shows the augering of oats from an outdoor pile along Great Northern's right-of-way into a covered hopper car. There were approximately 85,000 bushels in this pile at the association's branch at Averill, Minn.

## GN's Stone Arch Bridge Re-Opens in Twin Cities

Great Northern Railway's Stone Arch bridge spanning the Mississippi was re-opened for service in late October.

The Empire Builder was the first GN passenger train across the bridge when it moves from Minneapolis to St. Paul.

The bridge had been closed since April 18 when a supporting pier was undermined during the Spring flood, causing pier 7 to settle 14 inches.

For the past six months, GN bridge engineers and specialists from the Lee Turzillo Contracting Company of Brecksville, Ohio, worked 16 hours daily employing divers and other workmen who appraised damage and installed 20-foot-deep concrete pilings to support new pier footings.

Loose bridge stones were reset,

grout was applied under pressure into cracks and several arches were reinforced with steel and concrete.

The bridge parapet was raised and leveled and new ballast was laid between the double tracks. Shortly after ballasting, a work train traversed the 82-year-old bridge in a test run.

The Burlington Lines and the Northern Pacific Railway also use the bridge for passenger operations in and out of Minneapolis.

During bridge repairs, the railroads operated passenger trains over a nearby freight route.

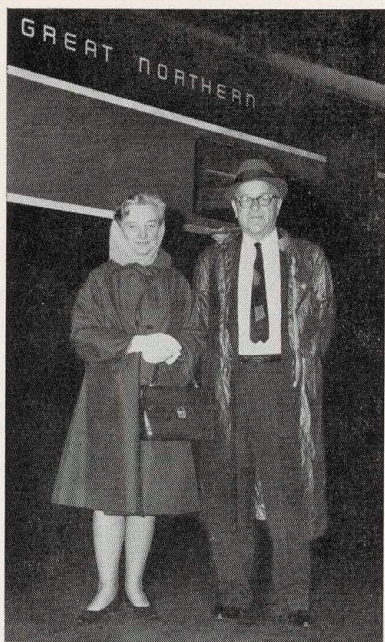
## Lennartson Heads RPI

Nils A. Lennartson has been appointed president of the Railway Progress Institute.

Five

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





### **GN Engineer Stevens' Granddaughter Views His Summit Statue**

The granddaughter of a famed Great Northern civil engineer recently toured the Pacific Northwest with her husband and the trip had a special meaning to her.

Mr. and Mrs. John U. Hawks, Goshen, Indiana, traveled West via Great Northern's Empire Builder. In addition to the many scenic wonders they saw, they were particularly interested in viewing a tribute to the explorer-engineer, Col. John F. Stevens.

On a knoll near Summit Station on GN's main line skirting Glacier National Park is a heroic statue of Stevens, located at Marais Pass at the

*Six*

## **400 Students Get Washington State Apples at UF Lunch**

One of the most impressive activities of the Greater St. Paul United Fund luncheon reports is the presentation of contributions collected in the area schools.

After the luncheon, youngsters representing the various schools, delivered their schools' contributions in ingeniously-decorated containers, usually emblazoned with the United Fund emblem.

→  
The Great Northern Clown Club band presented the youths with an apple from the Wenatchee-Okanogan area of Washington State as they appeared at the head table. (GN serves the area and this year's bountiful crop will be hauled by the railway to markets across the nation.)

The more than 400 youngsters returned to their schools that afternoon carrying the message that youths have a role in fund-raising projects for the good of the community.

5,213-foot elevation which he discovered 75 years ago.

The location assured GN the lowest Rocky Mountain crossing on the northern rail lines in the country.

The story of Col. Stevens trudging through deep snow, enduring below-zero blasts is a story of human endurance and professional determination.

Members of GN's Empire Builder crew alerted the Indiana couple as the streamliner passed the historic point in the Rockies.

More than one-third of the nation's production of new motor vehicles in 1964—3.5 million cars and trucks—moved by railroad, many on double and triple-deck "rack" cars in trainloads of up to 1,800 vehicles.



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WEST



*Great Northern Railway's zany Clown Club Band was the feature attraction at the United Fund school days report luncheon in St. Paul. The group played as a glistening mound of Golden and Red Washington State Delicious apples awaited distribution to the youths.*





Sliced, Diced, Dried and Flaked

## King Spud Cut Down To Size

A load of 1,500 bags of dehydrated potatoes — equivalent to 420,000 pounds of fresh potatoes — recently left Quincy, Wash., to eastern markets in a Great Northern boxcar.

It was the first of many shipments that will emanate from one of the newest potato dehydrating plants in the Pacific Northwest.

Yoshino-Western, Inc. potato flakes, produced in a new million-dollar plant, is one of a series of vegetables that will eventually be dehydrated for marketing. Carrot processing was to begin this Fall.

The all-new DEHY plant, as it is called, is located in the West Great Northern Industrial area of Quincy. In addition to the processing and storage areas, the plant contains two offices, a lunch room, and a completely equipped quality control labo-

ratory. All is located on seven acres of GN property.

The DEHY division alone will employ 150 persons on its seven-days-a-week, 24-hour schedule for nine months of the year. This year alone, total payroll for the more than 1,000 employees of Yoshino Brothers operations will exceed one million dollars.

Additional millions will be paid to Columbia Basin growers who produce the 50,000 to 60,000 tons of potatoes and 5,000 tons of carrots necessary to fill DEHY plant's first-year schedule.

Future plans call for the dehydration of a complete line of vegetables.

During its first year, the DEHY division will produce potato flakes, dices and slices, and carrot dices and slices.

The potato process is relatively simple:

Skids, laden with flaked potatoes, are fork-lifted into a Great Northern boxcar at the Yoshino-Western, Inc., plant at Quincy, Wash. The plant is located on GN industrial property in the Columbia basin area.







From one of four in-plant storage bays, potatoes are moved via flume into the dehydrating production line.

Potatoes are given several baths and are peeled by a combination lye bath and high pressure water. They are washed, trimmed, inspected, sliced, pre-cooked, cooled, cooked again and then mashed.

The mash is deposited on large, drum-shaped, revolving steam-heated dryers or flakers. The flakes are dried to a moisture content of  $5\frac{1}{2}$  to 8 per

cent. A knife removes the dried potato flakes from the revolving cylinder. The flakes are conveyed to breaking and packaging equipment after final quality inspection. (A pound of flakes is the equivalent of seven pounds of raw potatoes.)

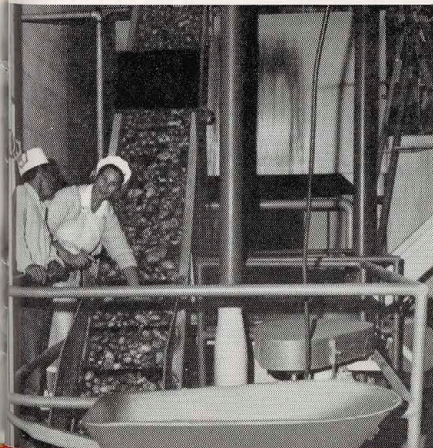
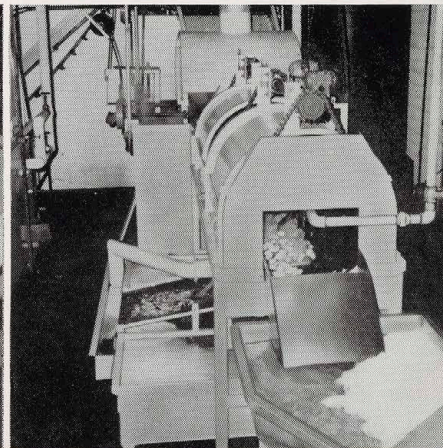


Arthur Van Fleet, general manager of the firm's vegetable dehydration plant is at the steam-cooker feed control panel.

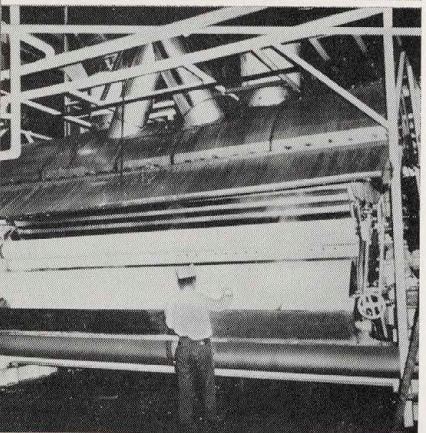
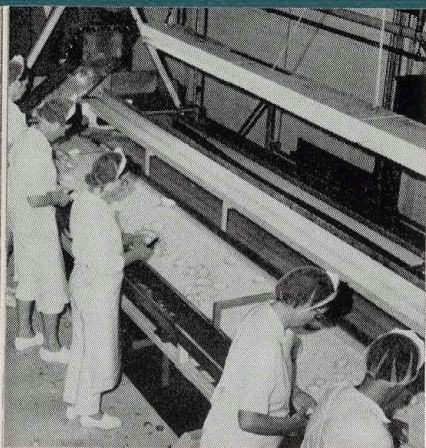
Diced and sliced potatoes go approximately through the same treatment.

(Concluded on Page 10)

Partially-washed potatoes move via conveyor belt where they undergo first check that eliminates the undesirables.







## Potatoes—Conclusion

ment except they proceed through an endless-belt oven (80 feet long) where the moisture content is reduced. Carrots also follow the same pattern.

Dehydrated vegetables, in all forms, represent reduced bulk which in turn reduces storage space. There is little or no difference in the food constituents of fresh and dried vegetables. The latter, have a higher concentration of these constituents.

Yoshino-Western spokesmen stated that when dehydrated, vegetables contain a higher concentration of solids (color, flavor, etc.) than their fresh, canned or frozen counterparts.

Yoshino Brothers' farming operations began in the Moses Lake area of Washington in 1949. They started with George and Vic Yoshino, and brother, Elmer, joined. The present farming operations consist of approximately 5,000 acres, owned and leased.

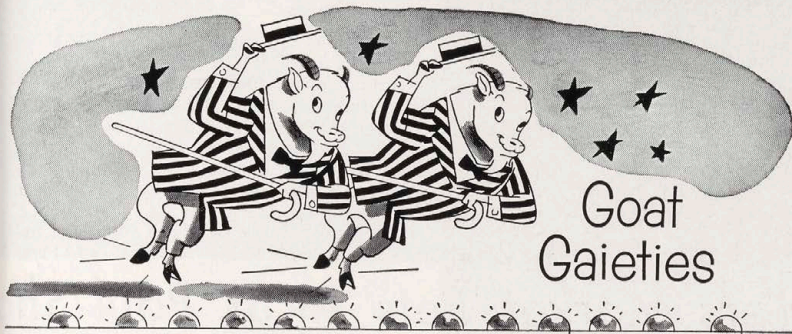
Expansion in 1956 with the purchase of Sanders Produce Co., was the beginning of Yoshino-Western, Inc.

Officers of the DEHY division include Arthur Van Fleet, manager of the division; George Yoshino, in charge of sales and promotion; Vern Taylor, maintenance supervisor; Nelson Perry, quality control director, and Carl Doud and Earl Parrott, in charge of procurement.

Work is underway on a 30,000 square foot building for raw product storage. Another dehydration building will be added next year. The projection for five years is five times the production this year to include nearly every vegetable that can be grown in the Columbia Basin.

Five vegetable women top, maintain quality checks at the "trim table" where blemishes and "eyes" are pared from potatoes. In center photo, Katherine Brisco checks defect control in a conveyor of potatoes on the feed elevator to a "lay peeler" at the plant. Below, a large sheet of dehydrated potatoes unpeels from a drum drier before being augured into a flake breaker cutting their size.





## Goat Gaieties

### Big Shot

"They call me a 'big gun in industry,'" the applicant told the personnel manager.

"Why is that?" he countered.

"Well," said the applicant, "I have already been fired five times."

\* \* \*

### Talk-A-Ton

"I understand you donated a loud-speaker to our church," one man asked the other.

"Yeah," he responded, "it's in memory of my wife."

\* \* \*

### Big Deal

Father, trying to point out advantages of a good life to his son: "I know a man who doesn't drink, smoke or chase and he just celebrated his 100th birthday."

Son: "How?"

\* \* \*

### One Choice

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

"Appearance," she said, "and the sooner the better."

\* \* \*

### Cashed Out

He: "Ever since I have met you, dear, I can't eat, drink or smoke."

She: "Why not?"

He: "I'm always broke!"

### Labor Lost

George was handed a pay envelope which, by mistake, contained a blank check.

He finally moaned: "At last my deductions have caught up with my salary."

\* \* \*

### Quit Nagging!

"Before you become serious with that boy friend of yours," the mother told her daughter, "be sure he's kind and considerate."

"Oh, he is mother," the girl said. "Just the other day he said he put his shirt on a horse that was scratched."

\* \* \*

### Nice Jump

An Australian was trying to impress a visiting Texan with the wonders of Australia, but with little success. Just then a kangaroo jumped by.

"Ah'll grant you one thing," the Texan said, "Your grasshoppers are bigger'n ours."

\* \* \*

### A Wife's Assist

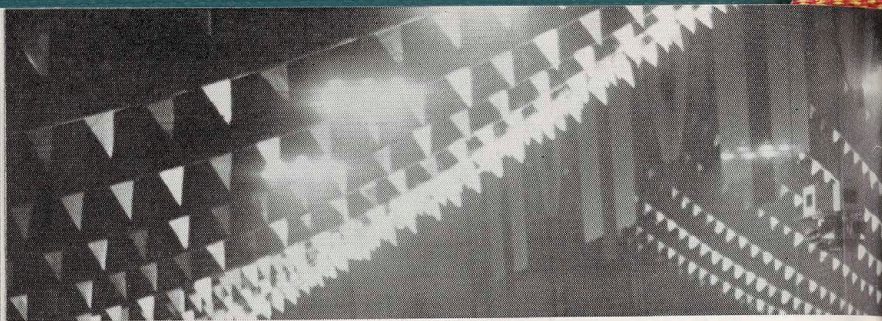
"What made you a multi-millionaire, sir?" the reporter asked the man.

"I attribute it all to my wife," was the answer.

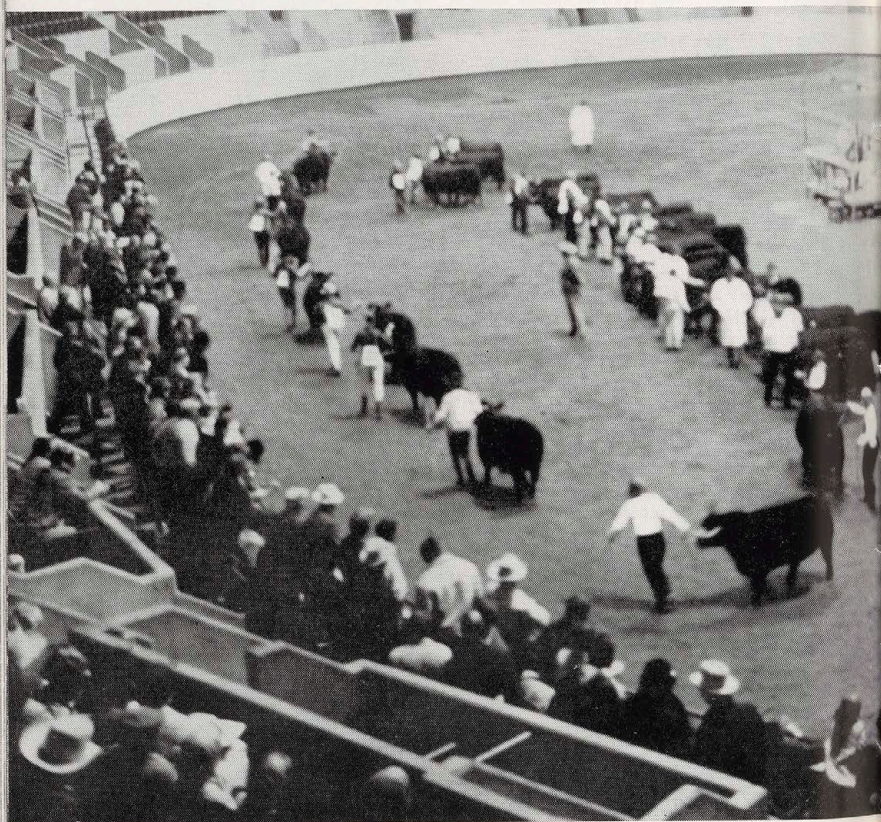
"Her loyal help?" the reporter continued.

"No, no," the millionaire said. "I was curious to know if there was any income she couldn't live beyond."





## 4-H'ers Market 'Pets' At St. Paul Show



*Twelve*

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



The champion county and blue ribbon livestock raised by Minnesota 4-H Club members were parted from their owners recently—and the leave-takings were quite emotional.

Some 830 beef steers, market lambs and hogs were the focal point of the 47th annual State 4-H Market Livestock show in the Hippodrome on the Minnesota State Fair Grounds.

Youths between the ages of 11 and 21, who placed in blue class in 79 Minnesota counties, were eligible to compete for cash awards and U.S. savings bonds.

The carcass contest was a new and important addition to the State 4-H Market Livestock show since it placed emphasis on quality meat production. Quality and type of meat demanded by today's consumer were considered in the evaluation of carcasses.

The grand champion beef carcass resulted in a \$300 prize for the owner; the reserve championship meant \$100. Both were Angus steers.

A \$200 award was given for the championship pork carcass and \$50 for the reserve championship. In the lamb divisions, first and second meant \$200 and \$50 respectively.

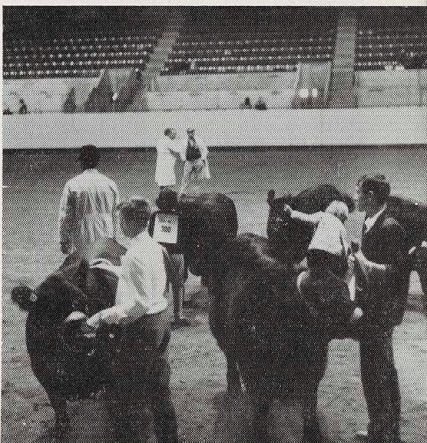
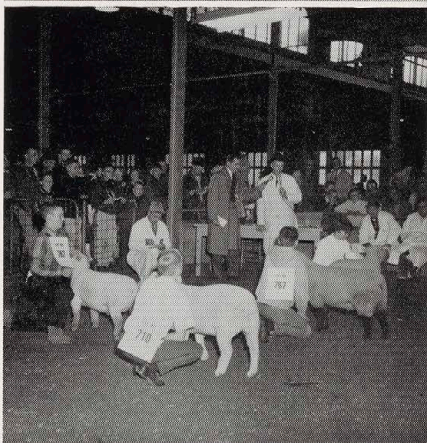
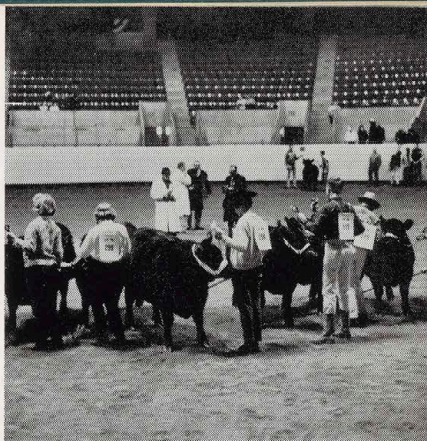
For the city dweller, the 4-H show is quite enlightening. One has the opportunity to learn how a championship animal is raised and brought to prize-winning maturity.

Proper feeding, exercise and other factors are important in the final product, the 4-H'er will tell you, but there is another secret.

It is the presentation before judges. Before this occurs, the youths wash and groom their animals to perfection. Each has his perfected method, and several city "slickers" were amazed to see youngsters spray their animals with aerosol hair lacquer to keep the animals' hair in place.

But when the time came to leave the animals, even the cash or bond awards failed to prevent tears.

Thirteen





## E. M. BRADY HEADS PASSENGER DEPT.—Conclusion

Empire Builder in 1948. He became city ticket agent in 1950, city passenger agent in 1951, and traveling passenger agent in 1953, all at Tacoma, Wash.

He was transferred to St. Paul in 1954 as district passenger agent, was named assistant general passenger agent in 1961 and general passenger agent the following year.

\* \* \*

Mr. Class has been with GN's passenger department since 1928 when he was a messenger in St. Paul. He held various clerk positions until 1949 when he became city passenger agent there.

Mr. Class later became traveling passenger agent, district passenger agent, general agent, passenger department, and assistant general passenger agent, all at St. Paul.

In 1958, he was appointed general

passenger agent at Seattle.

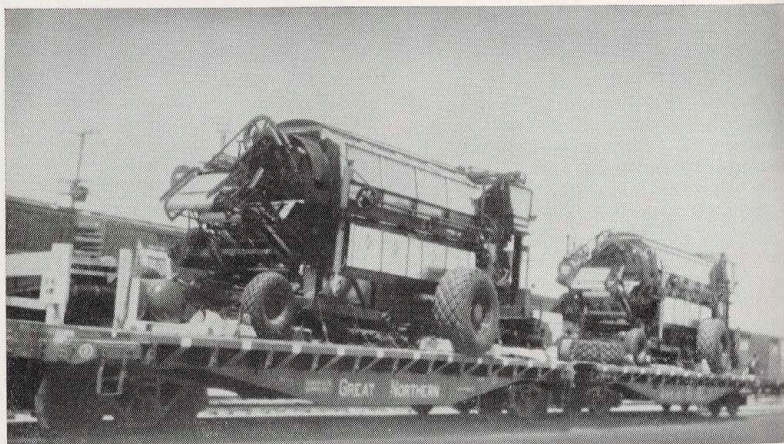
Mr. Thorson joined GN in 1935 as clerk-stenographer. He became chief clerk in Oakland, Calif., in 1939, ticket clerk in Tacoma, Wash., and city passenger agent at Spokane, Wash., in 1940.

He was transferred to St. Paul in 1948 as district passenger agent and shortly after was promoted to general agent, passenger department. In 1954, he moved to Seattle in the latter capacity.

\* \* \*

Mr. Sandstrom entered GN service in Seattle as a stenographer-clerk in 1923. He subsequently became assistant city passenger agent there and city passenger agent in San Francisco, and in 1943 returned to Seattle as traveling passenger agent. In 1948, he was promoted to district passenger agent.

## GN Articulated Flatcars Carry Pea Pickers



Giant-sized pea-picking machinery from the Hamachek Machine Company of Kewaunee, Wisconsin, recently moved over Great Northern on the railway's articulated flatcars. The harvesters are employed by both canning and frozen food processors in Washington and Oregon. A special feature of the machines is the ability to remain level regardless of land irregularities due to hydraulic stabilizing controls.

Fourteen

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





Sixty youths and four leaders of the Lutheran Church of America's National Youth Conference recently traveled from Seattle to Miami Beach, Fla.,—the latter the church's conference site. They began their all-rail trip on Great Northern Railway's Empire Builder and concluded it on the railway's Western Star. Mrs. Beth Smith and Mrs. Vieno Nelson were tour leaders of the group.

### **U.S. Steel's Vore Heads Transportation Association**

The new head of the National Defense Transportation Association is Kenneth L. Vore, vice president-traffic and transportation for the U.S. Steel Corporation.

A veteran of 27 years in transportation, Vore will head the N.D.T.A.'s

13,500 transportation professionals from industry, the armed forces and government.

Composed of more than 100 chapters located in key cities throughout the world, the organization engages in public service programs designed to strengthen the transportation industry and improve national preparedness.

### **Puyallup Daffodil Fete Scheduled March 26**

"This Land Is Ours" is the theme for the 33d Puyallup Valley Daffodil festival set for March 26-April 3 in the Puget Sound communities of Tacoma, Puyallup, Sumner and Orting in Washington.

Spring arrives early in the valley and is greeted with a display of 30 million blooms—of some 300 varieties.

### **Auto Rack Cars**

Two and three-level auto rack cars, hauling as many as 15 new automobiles each at sharply-reduced rates, in 1964 were transporting 38 per cent of all new motor vehicles.

This was nearly five times the 1959 rail share of this market. In 1965, the vehicle traffic is exceeding 4 million autos.

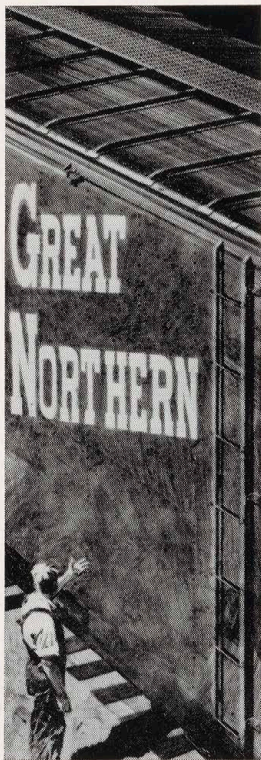
*Fifteen*

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**

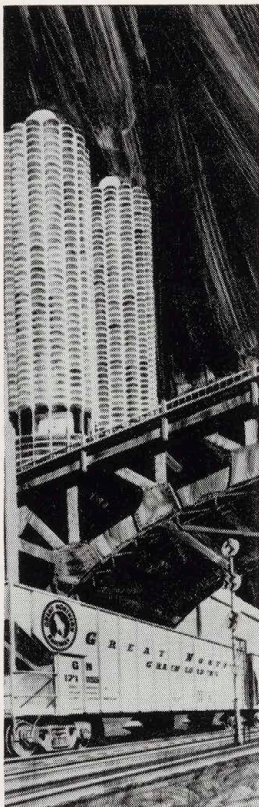
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What makes a railway  
really great?



Hi-speed  
Chicago-  
Seattle  
freight  
service!



That's one of the  
things that makes  
Great Northern great!

Great Northern moves freight between the Midwest and the Pacific Northwest at speeds close to those of the fastest passenger trains.

Freight leaves Chicago, for example, on Monday morning—reaches Seattle late Wednesday night, ready for unloading early Thursday. Speedy service also is yours from the Pacific Northwest to Chicago.

Freight service as fast as this demands a high degree of teamwork among thousands of Great Northern men and women. It also demands a superb route and right-of-way, modern motive power, electron-fast communications system—the physical aspects of a railway deserving the adjective "great."

Give your freight the great ride—let it go Great Northern.

Great Northern freight offices in major U.S. and Canadian cities—see your phone book or get in touch with G. D. Johnson, General Freight Traffic Manager, Great Northern Railway, Saint Paul, Minn. 55101.



ROUTE OF THE INCOMPARABLE EMPIRE BUILDER



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one of the latest

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reaches Seattle  
ready for unloading  
service also is your  
to Chicago

fast as this service  
work among trou  
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way, electronic  
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the adjective "the  
the great ride—

eight offices in  
cities—see your  
with G. D. Jones  
Traffic Manager  
Saint Paul, Minn.



PARABLE EMPHES

THE GREAT NORTHERN

GOAT

DECEMBER, 1965



# The Great Northern GOAT



Vol. 35 December, 1965 No. 12

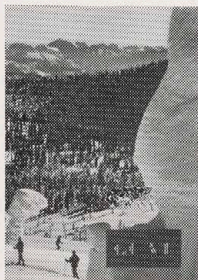
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DAN MUSCH, Editor

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## The Goat's Cover



The majestic peaks of Glacier National Park form a breath-taking backdrop for skiers as they skim the powder snow at The Big Mountain, Whitefish, Montana. — Lacy Photo.

Two



## Long, Long Ago

*Winds thru the olive trees  
Softly did blow,*

*Round little Bethlehem,  
Long, long ago.*

*Sheep on the hillside lay  
Whiter than snow,*

*Shepherds were watching them,  
Long, long ago.*

*Then from the happy sky,  
Angels bent low,*

*Singing their songs of joy,  
Long, long ago.*

*For in a manger bed,  
Cradled we know,*

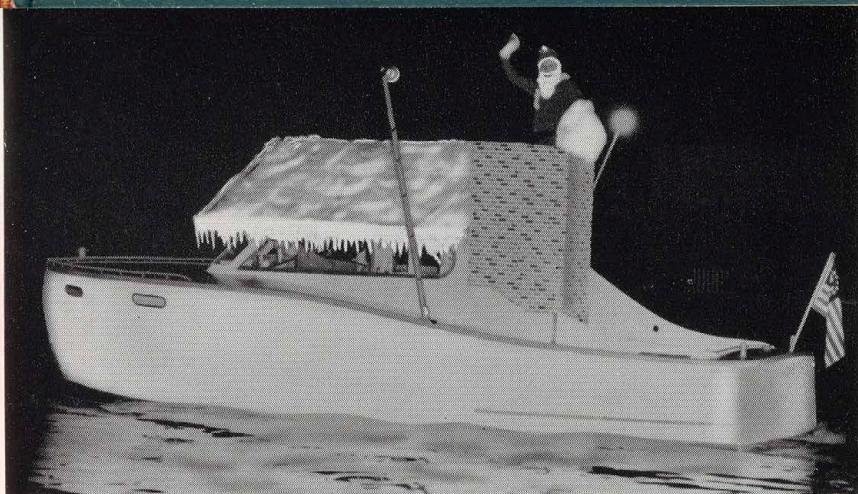
*Christ came to Bethlehem,  
Long, long ago.*

ANONYMOUS



**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





## Southern California Prepares A Warm Welcome For Santa

There is no sleigh or reindeer when Santa makes his entrance at Christmas in Southern California.

The southwestern section of the country is blessed with warm, bright weather during the season which sees the northern states knee-deep in snow.

However, Mother Nature does not deter residents from enjoying the Yuletide and out-of-state visitors readily feel at home in the pleasant change of climate they are unaccustomed to at that time of the year.

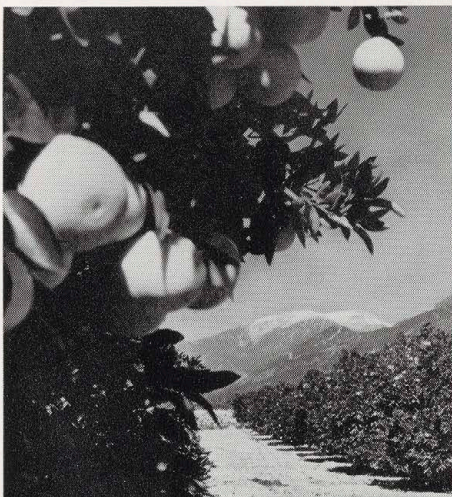
There are miles of giant lighted trees, two lighted water parades and a Christmas day swim in the ocean, a pageant on the desert and a lighting display 184 feet high.

Santa Monica beside-the-sea becomes the "City of the Christmas Story;" Van Nuys utilizes the movie and TV studios for the manufacture of sets and designs for the Bethlehem star parade.

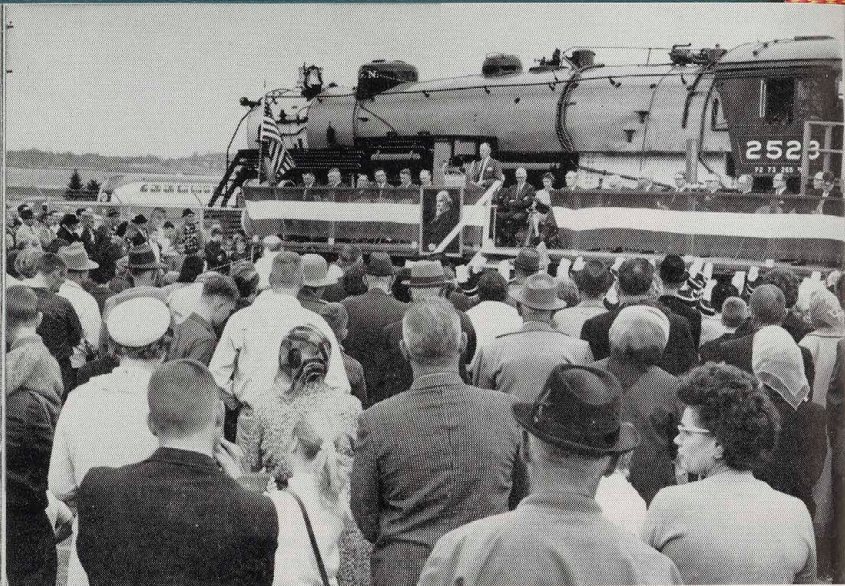
The biggest Christmas parade in the West is the Christmas lane at suburban Huntington Park where more than 100 movie, radio and TV stars, 36 bands and 7,500 musicians participate.

At Altadena, for the first time since 1920, the community will feature the Mile of Christmas Trees.

An unconventional entrance on the Christmas scene is evident as Santa, top photo, rides a cruiser at the Naples Christmas water parade. Below, oranges ripen during the bright, sunny winter months near San Bernardino while the North shivers.







## GN'S LAST STEAM ENGINE ON DISPLAY

*Locomotive Dedicated at Willmar, Minn.*

The last of Great Northern Railway's 1,428 "Iron Horses"—No. 2523—has been donated to the Kandiyohi County Historical Society of Minnesota and placed on permanent exhibition at Willmar.

The venerable steam locomotives of the P-2 classification first saw service in 1923 on the crack Oriental Limited passenger train. The successful operation led to GN's Empire Builders in 1929.

The locomotive's dedication was an historic day for Willmar, an important GN point. Preceding the dedication was a civic dinner attended by community leaders and railroad officials.

At the dedication site, more than 3,000 persons inspected No. 2523's

GN's president, John M. Budd, addresses the gathering, left. A portion of the crowd is shown, above.

*Four*





cab and remained until officials arrived at the decorated platform built alongside the engine.

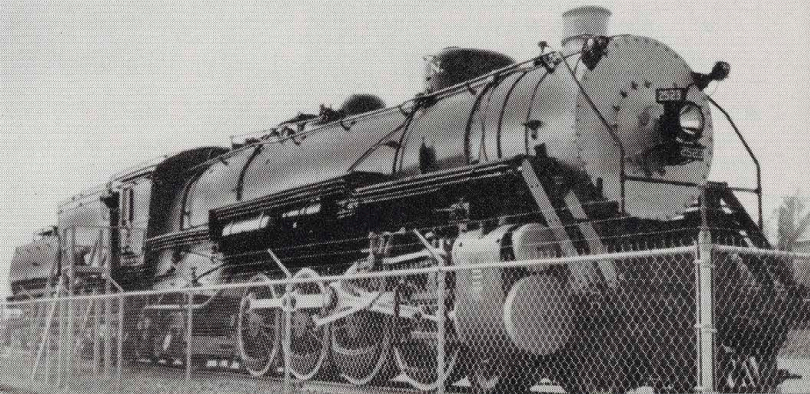
John M. Budd, GN president, addressed the group reminding them that the railway had been associated with Willmar for 96 years. He stated that the locomotive was the seventh and last to be placed on public exhibition.

During the past summer, he added, GN personnel had given No. 2523 a "beauty" treatment with paint and polish. It was moved to the dedication site and readied for the event.

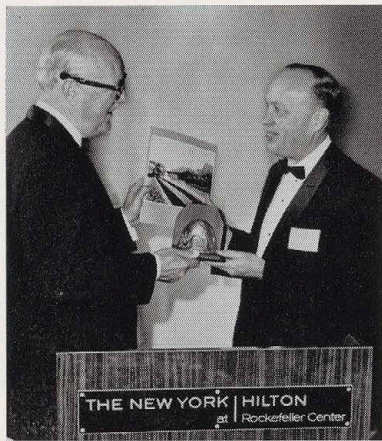
Following his speech, Mr. Budd presented the deed to the locomotive to Donald Miller, president of the historical society. Bryan Sperry of Willmar, a retired engineer, spoke briefly for the "Old Rails," and Mr. Budd rang the locomotive bell for the last time.

Climaxing the ceremony was the christening of the locomotive by Mrs. Budd who climbed into the cab, leaned out the window and dashed a  
(Concluded on Page 10)

Christening of No. 2523 was performed by Mrs. John M. Budd, top right photo. Water from the Mississippi, Lake Superior and the Pacific Ocean were intermixed in the christening bottle. Shortly after the ceremony, Mr. Budd presented the deed to the locomotive to Donald Miller, left in the middle photo, president of the Kandiyohi County Historical Society. The proud locomotive is shown below, as it appears at the site.







## GN's 1964 Annual Report Wins 'Oscar'

Great Northern Railway's 1964 Annual Report to Shareholders won the 1965 Oscar-of-Industry Award for excellence.

Richard J. Anderson, left, editor and publisher of FINANCIAL WORLD, is shown presenting the award to R. W. Downing, GN vice president, executive department, in the New York Hilton.

The presentations were made at the 25th annual awards banquet. G. Keith Funston, president, New York Stock Exchange, was the principal speaker.

## Great Northern Realizes LCL Freight Increase

Less-than-carload freight is a service Great Northern promotes and the promotion has brought results.

The railway ranked sixth in the nation in LCL revenue in 1963, and the following year saw the company upping its LCL revenues 8.5 per cent.

Since GN began advertising LCL in 1960, it utilized newspapers, radio and television as well as personal solicitation by agents. The railway stresses to shippers the lower cost of LCL via railroad as compared to other carriers.

Great Northern serves 683 communities in an area from the Twin Cities to Seattle-Portland-Spokane.

The National Association of Ship-

pers Advisory Boards in October of this year recognized GN as a leader in handling and fostering the redevelopment of LCL.

The advisory board adopted a resolution stating to the effect that the few railroads who ARE continuing, improving and maintaining LCL deserve to receive shipper support in the form of increased tonnage.

## M. A. Meyers Heads Duluth-Superior Transportation Club

The Duluth-Superior Transportation Club has elected Marlowe A. Myers, Great Northern Railway commercial agent, as president of the club.

Other elected officers are Ray W. Johnson, Wood Conversion Co., Cloquet, Minn., first vice president; Melvin H. Maust, Century Motor Freight, Duluth, second vice president; Clifford O. Homstad, Chicago & North Western Railway, Duluth, secretary, and William H. Armstrong, St. Germain Bros., Duluth, treasurer.

## J. F. Hughes Appointed GN's Assistant Advertising Mgr.

James F. Hughes has been appointed assistant advertising manager of the Great Northern Railway with headquarters in St. Paul.

Hughes is a graduate of the University of Minnesota and has been with GN since 1956.

Six

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



## Car Variety Of A Railway On The Go!



Great Northern Railway prides itself on being a progressive railroad which invests millions of dollars yearly in new equipment—much of it specialized for a particular product or commodity. The variety of cars in service is evident during a visit to one of the railway's many yards, such as this one at the Hillyard yard at Spokane, Washington. A quick glance reveals tank cars, boxcars, flatcars and gondolas—and the work horse of the railway—the diesel-electric locomotive.

### Data Processing's Impact

Data processing is transforming many railroad operations—equipment location and distribution and other facets of activities.

As of Jan. 1, 1965, 45 railroads

were using 143 electronic computers in 75 separate locations. Their usefulness has been also proven in car-hire rentals, scheduling maintenance, payrolls, inventories, dividends, disbursements and business forecasts.

Seven

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**









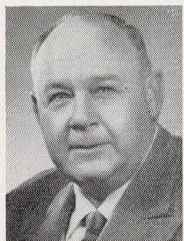
Happy  
Holidays





## H. M. SHAPLEIGH, RETIRED GN OFFICER, DIES

Henry M. Shapleigh, retired superintendent of Great Northern Railway's Kalispell division and a veteran of 41



Mr. Shapleigh

years with the company, died on November 17 in Spokane, Wash., at the age of 63.

The well-known railroader was born at Moorhead, Minn., and began full-time employment in 1922 when he joined GN as a

chainman in the engineering department.

Mr. Shapleigh held a variety of positions with the company. The beginning of his service as an operating officer came in 1934, with the appointment as trainmaster on the Butte division, and in 1942, he became "boss" of his own division as super-

intendent at Klamath Falls, Ore.

After a year on the division, he returned to Great Falls, Mont., as superintendent of the Butte division. In 1952, he moved to Whitefish, Mont., the headquarters of the Kalispell division, as operating chief there.

On Feb. 1, 1956, the Kalispell headquarters were shifted to Spokane, Wash., where Mr. Shapleigh made his home. He retired from the railway on June 30, 1964.

## Freights Speeding Up

Freight train speeds are increasing yearly and now 60-mile-an-hour freights are common—many reaching 75 mph.

Freights are often run on passenger-type schedules. Integration of railroads into the production-line needs of assembly plants is a virtual extended plant conveyor-belt system.

## Promotes U. S. A. Travel

A non-profit, private industry organization, Discover America, Inc., is promoting travel in the nation and



coordinating efforts of business with those of cabinet-level task force or travel headed by Vice President Humphrey.

Participating in the group are rail, air, and automobile industries, bus lines, hotels and motels, oil producers, tire manufacturers and travel agencies.

Americans are spending almost

twice as much abroad as foreign visitors are spending here. Help promote the "U.S.A. Movement" and work of Discover America, Inc.

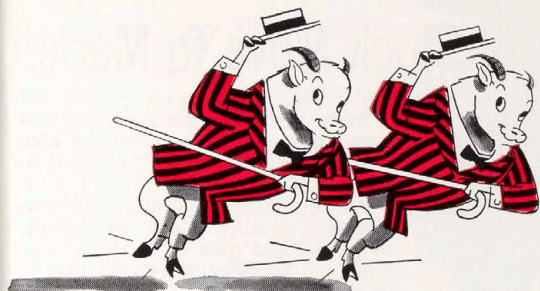
## Willmar—Conclusion

bottle of water against one of the drive wheels. The water was collected from the Mississippi river, Lake Superior and the Pacific Ocean.

The program closed with the Willmar High School Band playing "I've Been Working On The Railroad," and the "National Anthem" which the crowd joined in song.

With that, another historic milestone was passed by Great Northern, but succeeding generations of Minnesotans, passing through that thriving community, will be able to view Old No. 2523 and relive "the good old days" of Iron Horse railroading.





## GOAT GAIETIES

### Marital Bliss

"I understand you and your boyfriend are having a disagreement?" one gal asked the other.

"Oh, something minor," the other replied. "I want a big church wedding and he wants to break the engagement."

\* \* \*

### What's Cookin'?

Which reminds us of the newlywed couple who were engaged in conversation: "Darling," she said, "I'm going to cook and darn all your socks."

Said he: "That won't be necessary, dear, just darn them."

\* \* \*

### Smashing Success

The woman tourist posing for a snapshot in front of fallen pillars of an ancient Grecian temple cautioned her friend not to get their automobile in the picture.

"Why not?" the photographer asked.

"My husband will think I ran into it," she exclaimed.

\* \* \*

### One For The Floor

The trio of guys stopped for a few martinis before heading home. After a few rounds, one of the men slid off the stool and slowly slumped to the floor.

A friend commented: "That's one thing you gotta say for Charlie, he knows when it's time to stop."

### Free Ride

"You soldiers are barbaric," the spy said, "making me walk on a cold, rainy day as this."

One of the soldiers, heading the execution squad, promptly replied: "Quit your complaining! We're the guys who have to walk back!"

\* \* \*

### Cutting Remark

The famous psychologist finished his lecture and asked for questions.

"Did you say a good poker player could hold down any kind of executive job?" a man in the audience asked.

"That's right," was the reply. "Does that raise a question?"

"Yes," the man said. "What would a good poker player want with a job?"

\* \* \*

### Some Menu

Waitress: "I have stuffed heart, boiled tongue, fried liver and pigs' feet."

Salesman: "Don't tell me your troubles, sister. Just give me a beef dinner."

\* \* \*

### Some Choice!

"How does it feel to live to 100?" the reporter asked the old man.

"Pretty good," was the reply, "considering the other choice!"

Eleven

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



# 131 Carloads of Stock Move to Market

A bit of the Old West was relived recently when cattlemen from Montana herded more than 8,000 head of stock and readied them for market.

But gone was the long, arduous chore of riding on horseback with the stock across the valleys, fording rivers

and rounding up strays.

There was the nostalgia of cowboys and chuck wagon, but the modernizing trend was in the mode of transportation.

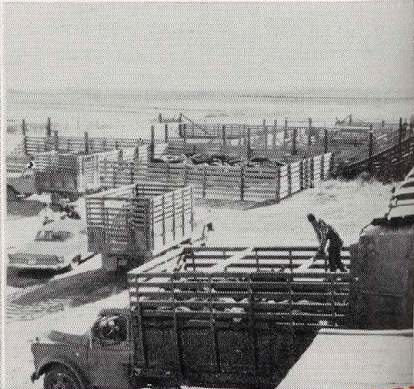
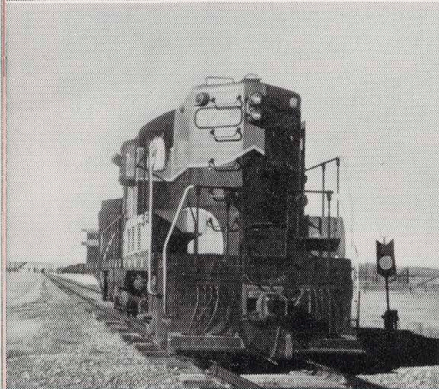
At designated points, cattlemen rounded up their stock for transfer to trucks and then to modern Great Northern Railway stock cars that efficiently transported them to Minot, N. D., and subsequently to livestock centers.

At Choteau, before the "all aboard!" was sounded, a pickup truck served as chuck wagon, and although it was not the portable food provider shown on television westerns, it offered the "vittles" that cowboys thrive on.

As the stock trains took off for Minot, immediately behind the engines could be seen two stockmen cars. They provided the sleeping, sitting and cooking accommodations for cattle owners.

The men carried their sleeping bags and air mattresses which were set on the open, cushioned bunks. Electric lights displaced the customary Al-

Ready to pull out with a load of calves and yearlings is the GN train, top photo, from Bynum, Mont. The stock moved to a show at Chicago. Before departure cowhands and ranchers, center photo, moved into the chowline for a hearty meal. The train slowly leaves Bynum, left below, with 27 cars loaded at that point. All the cattle, except the yearlings, were loaded from trucks, below.





ladin kerosene lamps of years ago.

Stockmen cooked meals of flapjacks, coffee, eggs and bacon, but some stockmen's wives packed cold chicken and other extras for their men on the go.

The stock originated from the following points: 58-car trainload from Great Falls, Mont., which ultimately moved to Chicago and the 21st Annual Chicago Feeder Cattle Show and Sale. Stock was loaded at Choteau, Bynum, Flume, Armington, Belt and Great Falls.

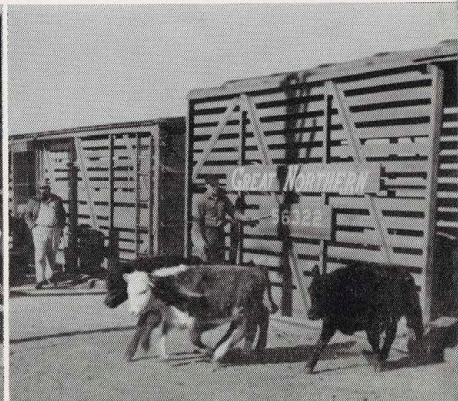
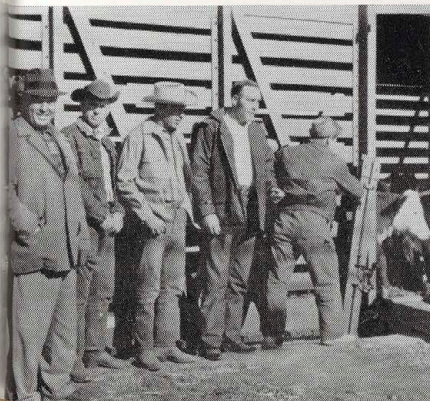
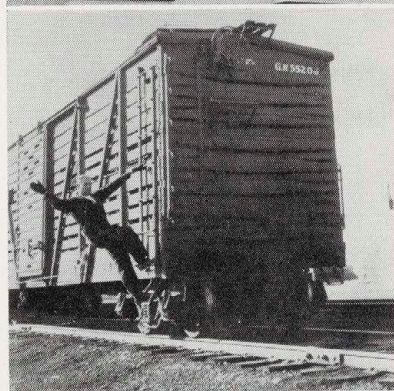
A train of 34 cars moved from Whitefish, Mont., to Sioux City, Iowa. The cars were formed at Kalispell, Libby, Eureka and Whitefish, Mont.

A third trainload of 39 cars from Choteau, Augusta and Galata, Mont., was shipped to Omaha, which moved via Sioux City and the Burlington.

The Sioux City and Omaha trains were consolidated at Havre, Mont. All trains stopped at Minot for feed, water and rest of cattle.

Approximately 50 head of cattle were in each stock car.

GN Engineer Fred Hiser, Kalispell, Mont., top photo, receives orders to move the train from Kalispell, top photo, to Columbia Falls on the main line where it will be made up with other cattle trains. In center photo, GN trainman signals as cattle cars are coupled at Kalispell. In the lower photos, taken at Minot, N.D., cattle emerge from stock cars at a feeding lot prior to final shipment to markets. Among the men shown at the stop-over point, right bottom, is J. F. Germscheid, second from left, GN's general livestock agent from St. Paul, who accompanied the shipment to market.





WHERE 90 INCHES OF SNOW IS AVERAGE —

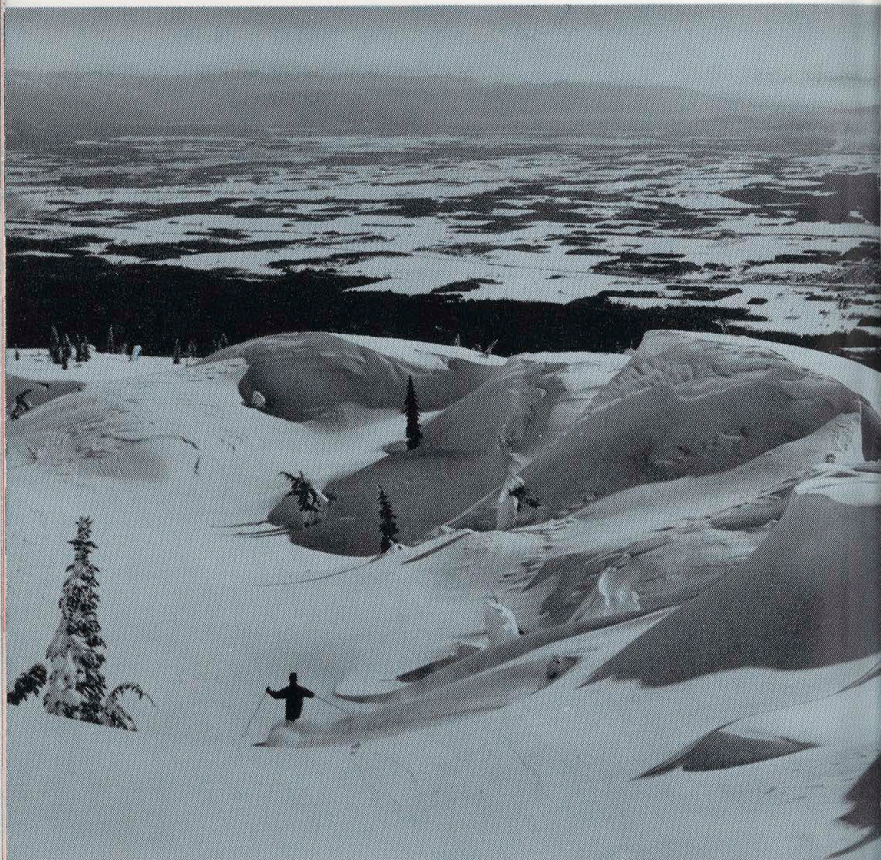
## BIG MOUNTAIN FOR THRILLS!

Skiers are an interesting breed of travelers.

On Great Northern's Empire Builder or Western Star they are more evident each year as they travel from Seattle-Tacoma-Portland or Chicago-Twin Cities to Whitefish, Montana, where skiing is tops in the West.

Their camaraderie is infectious. They exude fun and excitement—and that excitement becomes especially apparent as the train approaches Marais Pass in the Montana Rockies because it's "just a short" ride down the divide to Whitefish.

Disembarking from the GN trans-





continentals at the alpine Whitefish railroad station, The Big Mountain looms ahead — its trails and open-skiing runs visible between the rich stands of towering pines.

After a short bus ride up the mountain, you are at the modern ski lodge and chalet and in midst of the bustle and excitement that is attendant with ski resorts.

Within minutes, you can be on your way up the hill — via the 6,800-foot double chairlift, Poma-lift, T-bar or rope tows.

Your choice of conveyance is dependent upon your skiing ability, but there rarely leaves a skier from Big Mountain who hasn't taken the exhilarating, and breathtaking ride up the chairlift to the fantasy world of pines heavy with powder snow and the jagged peaks of Glacier National Park in the distance.

Featuring a wide range of accommodations, the lodge and chalet also boast the ample, family-style meals provided for hill guests.

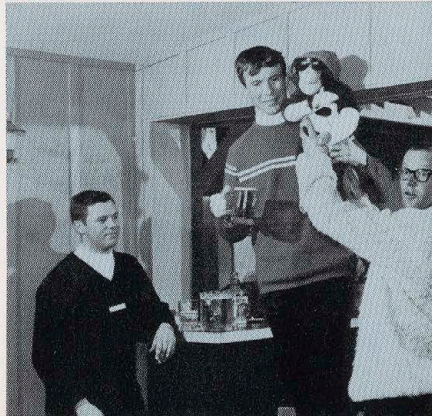
The ptarmigan room in the chalet and the bierstube near the lodge are the spots for night life where skiers exchange their ski stories and enjoy the conviviality of Big Mountain.

For the amateur and expert alike, the Karl Hinderman ski school's certified instructors are available daily for lessons in the latest skiing techniques.


Great Northern Railway's travel agents will assist you in planning your Big Mountain ski outing. See him or your travel bureau now!

Big Mountain Ski lodge, top photo, features the newest in accommodations and big, family-style meals. Location is at foot of the hill. A typical bedroom in the lodge is shown, center photo. Modern facilities and decor prevail throughout. After-skiing hours are spent in the bierstube, lower photo. The "Frabert" award is jokingly presented to the "clod of the hill."

*Fifteen*







**H**is Mark is  
everywhere -  
On the sea,  
in the valleys;  
But on the  
vaulting peaks  
His omniscience  
pervades,  
As generations  
of flakes  
Reflect the  
light of  
His Star.

