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# THE GREAT NORTHERN GOAT

Vol. 36 No. 1-12

1966

Great Northern  
Railway Company  
Records

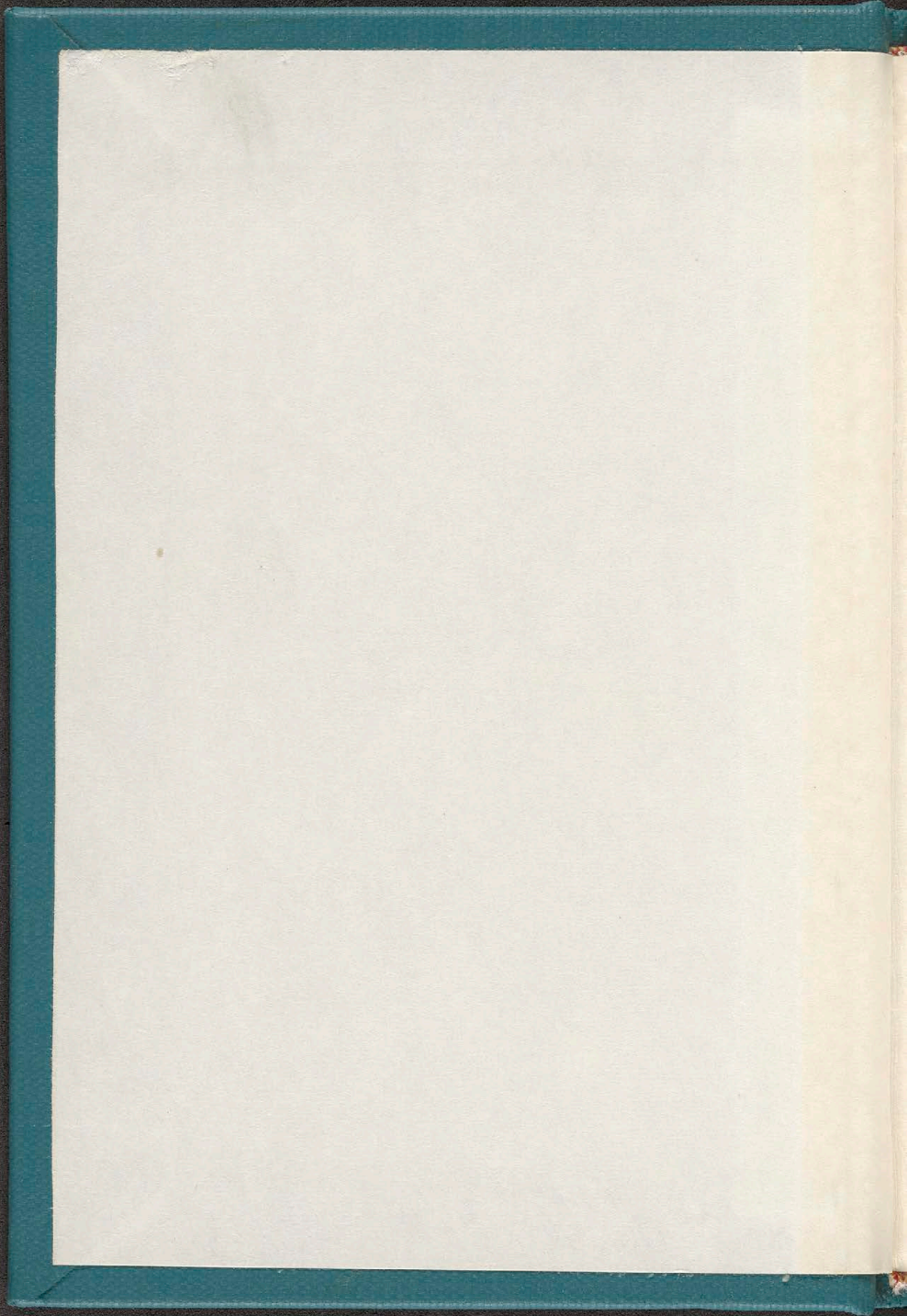
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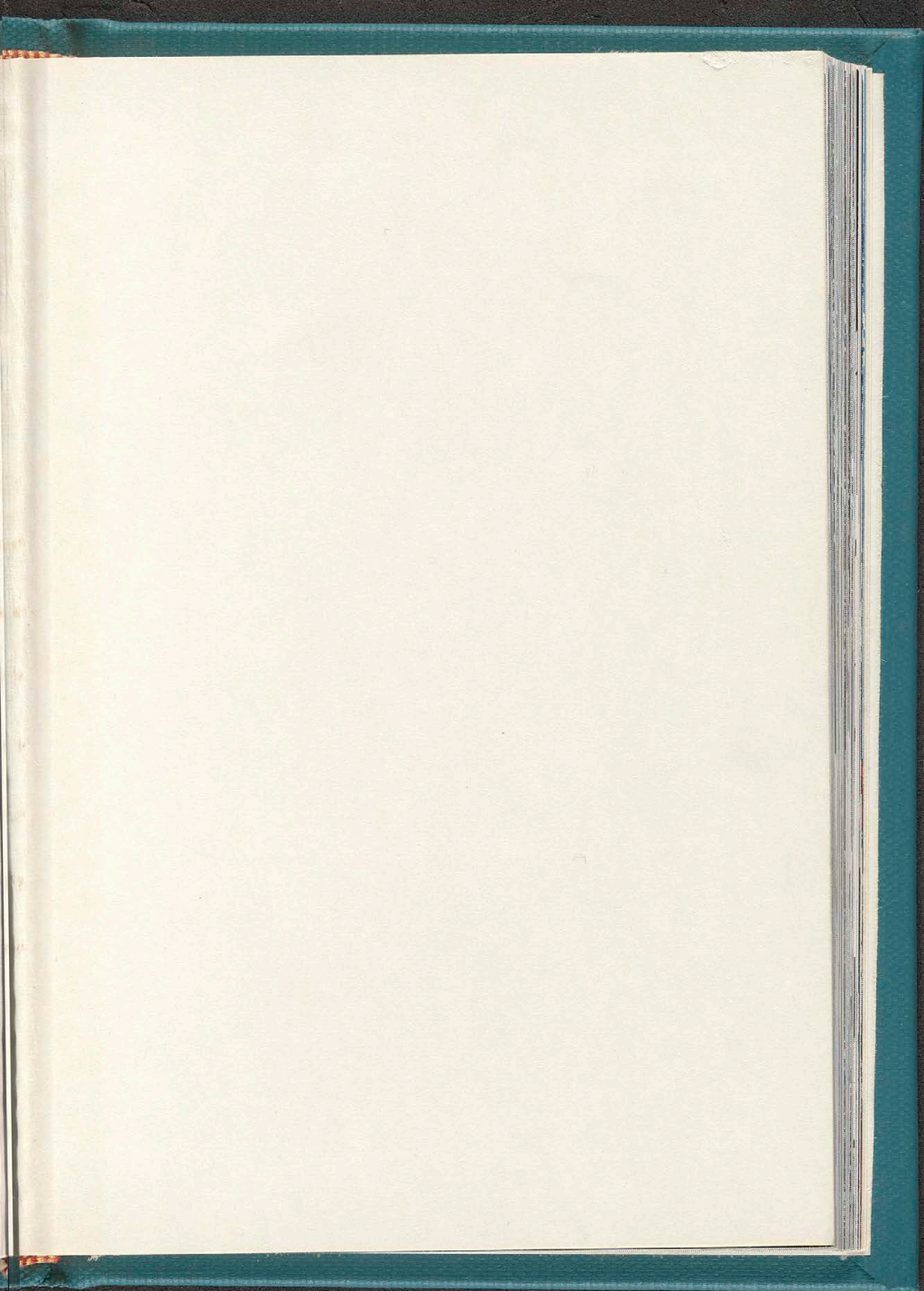
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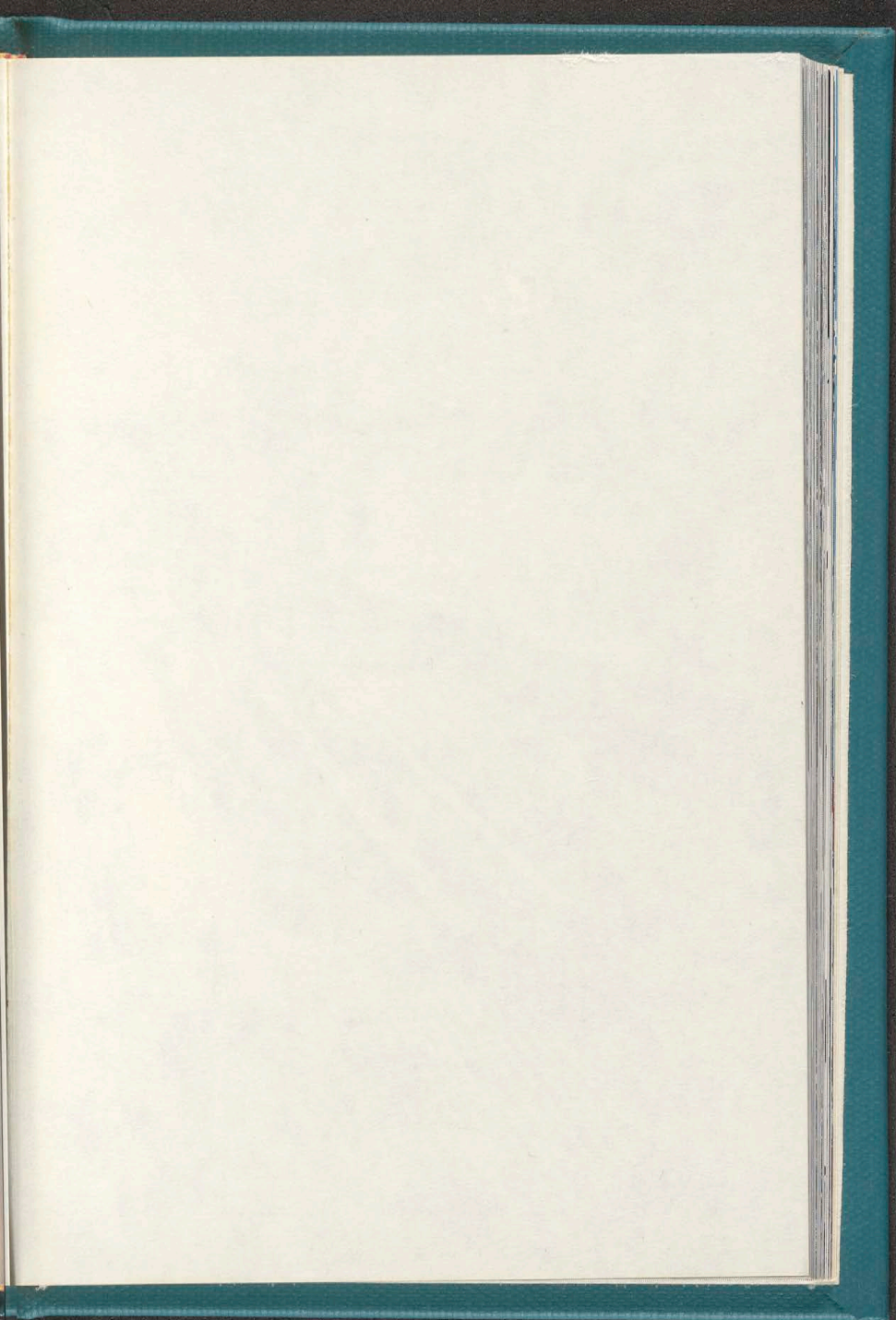


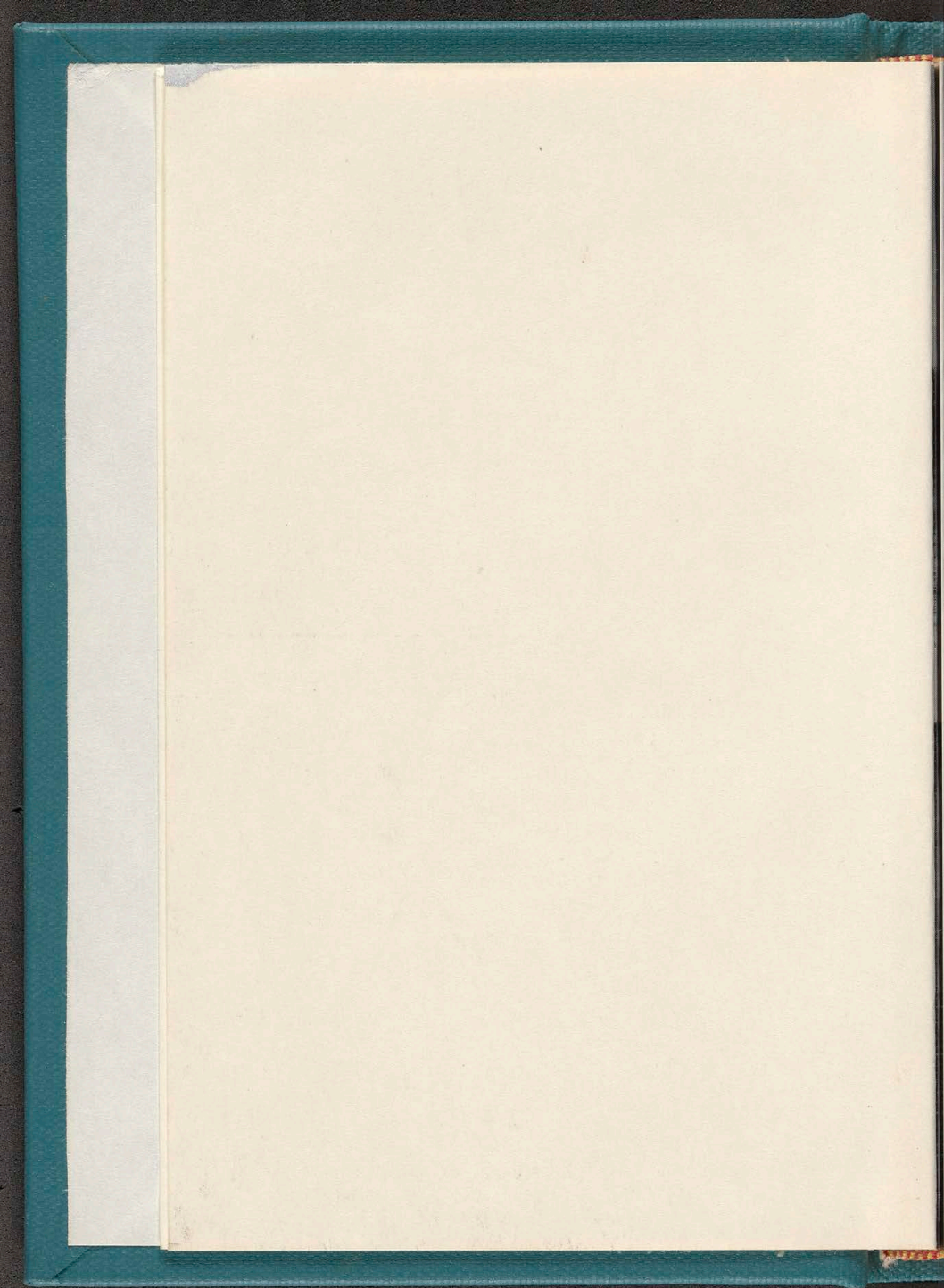














*The Great Northern*

# GOAT

*January, 1966*







Vol. 36 January, 1966 No. 1

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DAN MUSCH, Editor

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### The Goat's Cover



Washington state grain inspectors Alan Williams and D. L. Maxfield sample grain in a GN hopper at Hillyard, Wash.

### Your Railroads

This year has been a big freight year for the nation's railroads—the best since the war year of 1944 and the fourth consecutive year in which freight traffic has shown a significant increase.

It has also been a year in which railroad spending for new plant and equipment is expected to reach an all-time high of 1.6 billion dollars.

The reasons for this encouraging record have been listed by the president of the Association of American Railroads. They include the general national prosperity; the massive railroad modernization program; the influence of many new services such as piggyback cars and unit trains, and finally, increased volume resulting from lower freight charges.

And, on the average, these charges are still going down—a fact which is pocketbook interest to every consumer and shipper in the land.

What are the prospects for 1966? The spokesman said that, if the economic climate remains favorable as just about everyone expects, railroad men are confident that the industry will continue its growth of traffic and service.

Then he added this all-important observation: "Yet the rate of its progress will depend heavily on 1966 developments in the vital field of public transportation policy—on government's meeting longstanding needs for equality in its treatment of all transport modes."

And, he went on, there are signs of progress, among them being recent presidential statements that transportation will be among major domestic issues to be taken up in the next session of Congress.

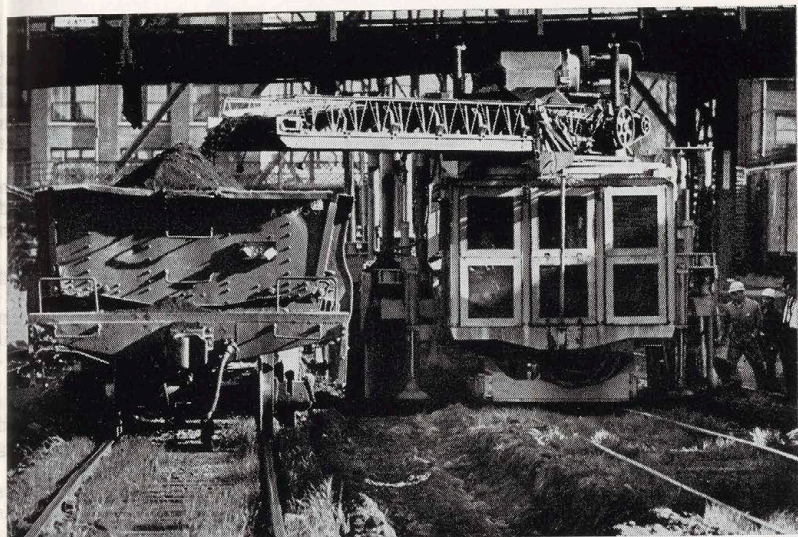
Fair competition in transportation—instead of excessive and stifling regulation—is the way to assure the ultimate in service at the lowest cost.

(Reprinted from *Industrial News Review* Portland, Oregon.)

Two

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





## 'BEHEMOTH-ON-RAILS' LOWERS GN ROADBED

A massive mechanical behemoth, built by Mannix International of Minneapolis, recently put on an impressive demonstration as it removed roadbed, cleaned ballast and replaced

old, worn ties on portions of the railway's main line in Minneapolis.

The 100-ton machine moved along at 1,500 feet an hour lowering roadbed to facilitate movement of specialized equipment such as tri-level car carriers moving under bridges.

The quarter-of-a-million dollar rig, featuring four hydraulic jacks, lifts rails and ejects old ties to the side. Dirt is scooped up, ballast transferred to the roadbed and waste dirt deposited into a gondola car by conveyor belt.

The demonstration lasted for nine days on sections of main lines in Minneapolis.

Railroad freight traffic is heading toward a new peacetime high in 1965—an estimated 690 billion ton-miles of service. This is equivalent to moving all the furniture and furnishings of America's 57 million households 10 miles every day.

## Rails Successfully Handle Another Yule Mail Load

The nation's railroads have handled some 6.2 billion pieces of mail during the past Christmas season, the Association of American Railroads announced.

A fleet of 10,000 mail cars, augmented by other types of equipment, handled the bulk of all holiday mail, and additional pieces were delivered in thousands of express and freight cars including piggyback vans and containers on flat cars.

The AAR said the railroads received an average of less than one-half cent for moving each first-class letter.

Three



President Budd Sees Net Income Rise—

## GN '65 Freight Revenue Forecast: Up 4%

BY JOHN M. BUDD  
President  
Great Northern Railway

Operations of Great Northern in 1965 will result in a substantial increase in revenues, and it is anticipated that net income will approximate \$5.50 per share. The company earned \$4.71 per share in 1964.



Mr. Budd

Although it will be late January before final results of 1965 operations are determined, it is expected that GN's freight revenues for the year will be about 4 per cent above 1964, and revenue from passenger service will be around 2 per cent higher than the preceding year.

As we moved toward the end of 1965, GN's grain movement was ahead of 1964. Tonnage of lumber and general commodities was good throughout the year, and we finished our 1965 iron ore shipping season in early December with an increase of one million tons over 1964.

### GRAIN CROP 'BEST'

Agricultural production along GN in 1965, especially the grain crop, was one of the best in the railway's history.

Harvesting of the bountiful grain crop in Minnesota, North Dakota and Montana was delayed by cool, wet weather, which held quality somewhat below normal in some producing areas. On December 1, an estimated 245 million bushels of grain were in storage along the railway, and most of it will move to market by rail in 1966.

Track and equipment improvements in 1965 continued the excellent con-

dition of GN's physical plant. The company's investment in capital betterments in 1965 approximated \$32 million, and the coming year's program will cost nearly \$35 million.

GN's capital improvements program for 1966 will include acquisition of 1,160 freight-carrying cars and 20 new diesel locomotives, in addition to continuation of the railway's system-wide track betterment program.

Construction by the federal government of the first phases of a Great Northern main line relocation project in Western Montana is scheduled to begin in the opening quarter of 1966. Damming of the Kootenai river near Libby, Montana, will necessitate the building of a 60-mile segment of new main track, including construction of a seven-mile tunnel. Operation over the relocated GN line is scheduled to begin late in 1970.

### OUTLOOK GOOD

Present forecasts on the country's economy in 1966 indicate a continuation of business at the 1965 level, and at this time GN expects to handle about the same volume of traffic moved by the company in the past year.

At the time this statement was written, the Interstate Commerce Commission had not issued its decision on the proposed merger of Great Northern, Northern Pacific, Chicago, Burlington & Quincy, Spokane, Portland & Seattle and Pacific Coast railways.

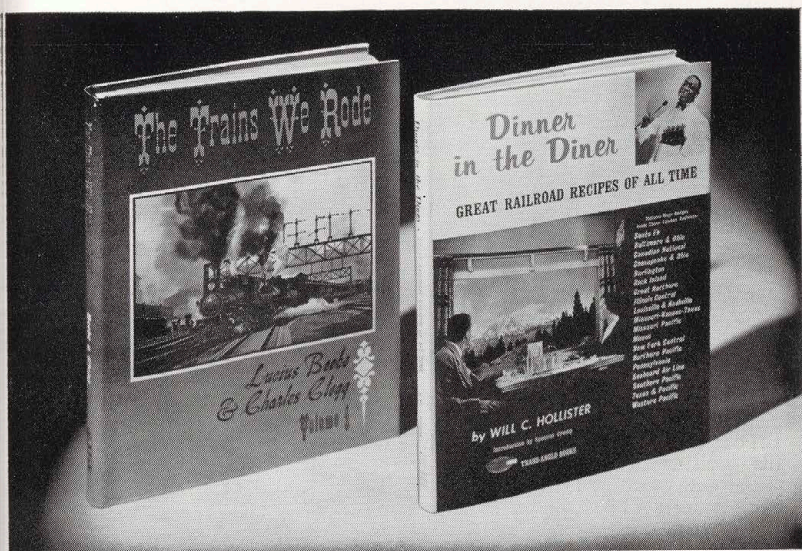
Approval of the merger, subject to certain conditions, was recommended in August, 1964, by the commission examiner who conducted hearings on the proposal.

In June this year, the ICC heard oral arguments in support of and in opposition to the merger. This was the final step in progressing the proposal with the commission.

Four

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**





## GN Trains, Recipes Featured in 2 New Books

Great Northern Railway is prominently displayed in two new railroad volumes recently off the press.

"The Trains We Rode," by Lucius Beebe and Charles Clegg, well-known railroad travelers and gourmets, is the first volume of a contemplated two-set glorification of famed name trains in the nation.

GN's Oriental Limited of bygone days, the Incomparable Empire Builder and other trains are prominently displayed in the book that has 801 illustrations and entertaining editorial comment.

"Dinner In The Diner," Great Railroad Recipes of All Time, by Will C. Hollister, is a fascinating cookbook of favorite recipes from 19 railroads including Great Northern. Studded with handsome photographs of trains, countryside and rail maps, the book is a must for both cooks and railroad buffs.

Twenty-two GN recipes are printed including such delicacies as spaghetti a la Glacier Park, Wenatchee apple cake, baked Columbia river salmon and minced beef tenderloin with fresh mushrooms.

## Rails Realize 15.6% Boost In Piggyback Loadings

Piggyback freight for the week ended December 11 totaled 21,144 cars carrying revenue highway trailers or containers, the Association of American Railroads reported.

The traffic, originated by 63 railroad systems, was an increase of 2,663 cars of 14.4 per cent above the 1964 week.

It brought piggyback loadings for the first 50 weeks of 1965 to 994,577—an increase of 133,902 cars or 15.6 per cent above the 1964 period.

Five

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



## New GN Trackage To Serve Taconite Plants

Construction of Great Northern trackage to serve two taconite pelletizing plants on Minnesota's Iron Range is about one-fourth completed, the railway reported.

The two-fold project, which will cost approximately \$1,850,000, involves building of 4½ miles of track for servicing the National Steel Pellet Company plant at Keewatin, and about 2½ miles of trackage for the Butler taconite project near Nashauk. Both plants will be operated by Hanna Mining Company, and grading for the new trackage is being done for GN by the E. W. Coons Company of Hibbing.

Bruce G. Anderson of St. Paul, GN's assistant chief engineer, said that the new trackage facilities for the Keewatin and Nashauk taconite plants will be completed in late Summer. The two railway projects involve the elimination of three existing grade crossings over U. S. highway 169 and installation of two new crossings over the same road, both of which will be protected by automatic flasher signals.

"All of the St. Paul mine spur which runs through Keewatin will be removed beyond the municipal power plant, and this will eliminate the grade crossing over highway 169 in the village," said Mr. Anderson. "Part of this work has been done. A new railway grade crossing over highway 169 will be constructed about one-half mile west of Keewatin.

"Trackage plans for the Butler taconite plant near Nashauk provide for elimination of two grade crossings over highway 169 and the installation of a new one," Mr. Anderson continued. The new rail line to serve the Butler plant will cross highway 169 on an overpass. The GN overpass will be near the junction of highways 169 and 65, and it is expected that the bridge will be in operation by mid-

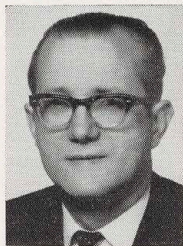
August of this year.

"We plan to eliminate the present grade crossing over highway 169 in the vicinity of the Quinn-Harrison washing plant near Nashauk, and will build a new one in the same general area," said the GN engineer.

All of the grade crossings to be eliminated now are protected by automatic, flasher-type signals, and the same kind of warning devices will, of course, be installed at the new crossings over highway 169."

The GN officer said that present production plans for the Keewatin and Nashauk plants will provide for operation of only one train every other day over the highway 169 grade crossings of trackage into the taconite facilities.

## Rohmer Retires, Dowd Successor



Mr. Bjork



Mr. Dowd

The retirement of A. E. Rohmer, Great Northern Railway district freight and passenger agent in Philadelphia, and the naming of Thomas F. Dowd as his successor were announced by the railway.

Mr. Dowd, former city passenger agent in New York City, was succeeded by Harry Bjork.

Mr. Rohmer had served 40 years with the railway in various capacities.



## ts M. M. Scanlan Elected V.P.-Traffic of GN, C. E. Finley Retires After 42 Years

Election of M. M. Scanlan of St. Paul as vice president-traffic of the Great Northern Railway, effective February 1, was announced by GN's president, John M. Budd.

He succeeds C. E. Finley, vice president since 1946 and a 42-year

manager in 1959. He has been director of the division of economic research, in Great Northern's executive department, since 1962.

Finley's long career, spanning four decades of momentous events and change in railroading, began in St. Paul, where he was born and educated. He joined Great Northern in 1923 as secretary in the office of the late Louis W. Hill, then chairman of the board, and later held positions in the railway's land and tax department in St. Paul and Great Falls, Mont. In 1931 he was appointed western right-of-way agent in Seattle.

His association with the traffic department began in 1937 with Finley's appointment as special representative in Seattle, and that same year he returned to St. Paul as industrial agent.

Subsequent appointments as assistant general freight agent in 1939 and assistant freight traffic manager in 1941 were capped by his election to the vice presidency in 1946.

### Automated Car Sorting

Push-button freight classification yards have been built in more than 44 locations since 1949, and scores of others have been improved.

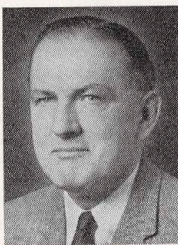
Remote-control switching devices, car retarders, television, radar and computers are all helping eliminate terminal delays and interchange complexities.

Railroad spending for new plant facilities and modern train equipment is setting an all-time record of more than \$1.6 billion in 1965—15 per cent more than the previous high reached in 1964.

Seven



Mr. Finley



Mr. Scanlan

GN veteran, who will retire at the end of the month for reasons of health.

Scanlan, presently director of economic research for the railway, is a Hudson, Wisconsin, native who has had a varied career with Great Northern since joining its freight claims department in 1928. He moved three years later to the land and tax department, where he became field tax agent in 1937.

Scanlan's first assignment with the traffic department which he will head came in 1940 with his appointment as traveling freight agent in St. Paul. A year later he was special traffic representative and in 1942 was named industrial agent. Subsequent promotions saw him general industrial agent in 1946 and industrial director in 1952.

Returning to the sales and service division of the traffic department in 1953 as general freight agent, Scanlan became assistant general freight traffic





## JA DESK PEN SET D

Shortly upon formation, a Junior Achievement company immediately confronted with a problem: what should we manufacture?

Its problem is not unlike problems facing American business — the latter's, of course, on a much larger scale. Will our product sell? Is it needed? Will our operations prove profitable?

In order to produce a saleable and attractive product, they searched and studied items common to the railway industry. Their decision was a desk pen set made from an everyday railroad spike.

Great Northern Railway employees serving as advisors to the company sponsored RAMCO Junior Achievement

Members of the Great Northern-sponsored RAMCO company are shown below at a business meeting. At left, top photo, is the finished product—a desk pen.





## D FROM RAIL SPIKE

ment firm, and Achievers determined that the product is both useful and attractive.

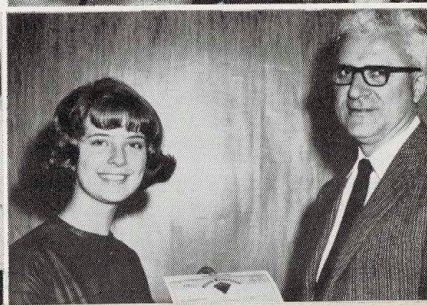
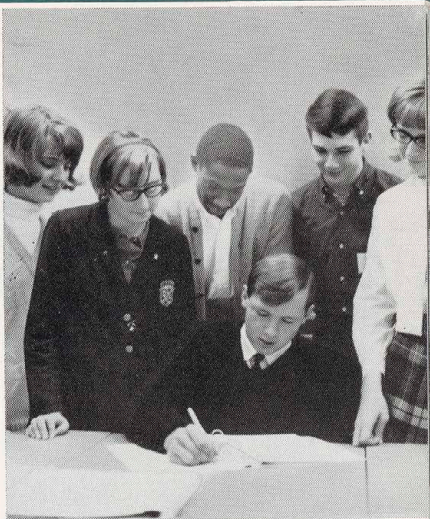
Railroad spikes were purchased from GN; they were sanded and buffed to silken smoothness and nickel plated giving them a silvery sheen.

Achievers drilled holes to fasten the pen holder and others glued green felt to the bottoms to eliminate the danger of scratching table surfaces.

Achievers determined that a 500 sales goal was attainable and they soon began selling them for \$3.50.

Under direction of GN advisors, Robert Savina, management; John Deutsch, production; Jerry Nelson, management, and Dudley Merk, sales,  
(Concluded on Page 10)

Officers of the company, top right photo, are Rob Armstrong, seated, president; shown standing from the left are Robyn Jansen, personnel director; Sandy Grupe, treasurer; Steve Brodley, vice president-manufacturing; Tom Schai, vice president-sales, and Robyn Wieman, secretary. Two Achievers check product quality in the middle photo, and below, left photo, girl assemblers glue felt bases to the pens. St. Paul's Mayor Vavoulis, lower right photo, purchases a share of RAMCO stock from Robyn Jansen.





## GN Car Loaded With Viet Nam Yule Gifts



Photo Courtesy FARGO FORUM

## 35,000 Miles of CTC

Centralized traffic control, guiding from one central point all train movements on as much as 300 miles of main line, now covers 35,000 railroad route miles — more than seven times that of 1944.

Spending for modernization of signalling since 1946 has amounted to nearly 700 million dollars.

## GN Achievers—Conclusion

the RAMCO production office in the St. Paul headquarters hummed with business activity.

The 22 Achievers from 12 St. Paul and area schools meet on Monday evenings and others spend a portion of their Saturdays on sales campaigns.

One of the Achievers, Robyn Jansen, was named Miss National Junior Achiever last year at the national convention. She soon will appear in Seventeen magazine as a clothes model. In RAMCO, she is the personnel director.

Ten

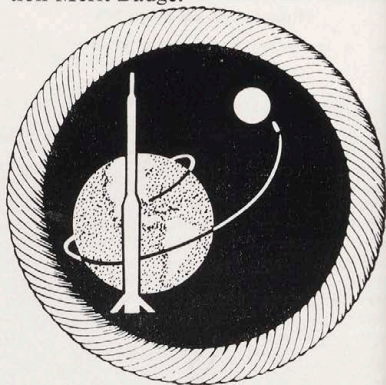
Christmas gifts for Viet Nam were loaded before Christmas into a Great Northern boxcar at Fargo, North Dakota.

Sponsored by the Fargo and Moorhead, Minn., Jaycees, the Young GOP of North Dakota and the Young Dems, the drive resulted in some 14,000 pounds of gifts from area towns.

The car was dispatched to Utah where it joined other contributions from across the nation which ultimately were flown to Viet Nam.

## Boy Scouts Unveil New Space Exploration Badge

As Boy Scout Week approaches, February 7-13 — Scouting's 56th anniversary — more Boy Scouts are learning of the new Space Exploration Merit Badge.



The 5,665,000 men and boys active in Scouting learn through the new badge that Scouting's boundaries lie beyond the council fire and hiking trail.

Offices and factories as well as campsites are being used to give boys and young men training in citizenship, physical fitness and leadership.





# Goat Gaieties

## No Chip Off The Block

Lecturing his son on thrift and hard work, the father said: "Son, when I was your age I carried water for a gang of bricklayers."

"I'm proud of you, dad," the son said, "If it hadn't been for your pluck and perseverance, I might have had to do something like that myself."

\* \* \*

## Yearly Loss

A bright pupil looked at the examination question which read: "State the number of tons of coal shipped out of the United States in any year."

Then his brow cleared and he wrote: "1492, none."

\* \* \*

## Cash On The Line

A restaurant boasted the sign: "\$500 to anybody who orders something we can't furnish."

A guy came in and ordered an elephant ear sandwich. The waitress was distressed and ran to the cook, saying: "You better get out the 500 bucks, a guy wants a elephant ear sandwich."

"You mean to tell me we're out of elephant ears?" the cook screamed.

"No, we're not out of elephant ears," she bellowed back, "but we ain't got no more of them big buns!"

## Dishing It Out

"I have my husband eating out of my hand," one bride bragged to the other.

"Saves on dishwashing, doesn't it?" the other replied.

\* \* \*

## Ain't Hurt Yet!

Two hunters were driving along a snowy, northern Minnesota road and suddenly came to a steep hill. Spotting an old woodsman cutting pine, they stopped and asked if the hill was dangerous.

"Not up here, it ain't," he replied. "But a lot of folks gets pretty busted up down at the bottom."

\* \* \*

## Backseat Driver

Lawyer: "Did you have full and complete command of yourself at the time of the accident?"

Client: "No, I wouldn't say that. My wife was in the back seat."

\* \* \*

## Eye-Catching

Two men were seated on the crowded bus and one noticed the other had his eyes closed.

"What's the matter, pal?" he asked. "You sick?"

"No, I'm o.k.," he replied. "It's just that I hate to see women standing."

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN





Hardy Anglers Compete For Prizes On White Bear Lake

### Snowmobile Race Highlights St. Paul Event—

## CARNIVAL THRIVES ON WINTRY BLASTS

A mechanized re-enactment of the most famous event in St. Paul Winter Carnival history—the 1917 Red River

Dog Sled derby—will mark the start of the 80th anniversary festival later this month.

The teams of Huskies which slogged 522 miles to St. Paul from Winnipeg, Manitoba, along Great Northern Railway's Pembina Main Trail 49 years ago are being supplanted by snowmobiles this year.

More than 50 drivers will leave Winnipeg on January 25 to start a 457-mile dash to the winter carnival. They will skim alongside highway on a route which approximates the Great Northern right-of-way.

Overnight stops are planned and the final dash will cover 74 miles from St. Cloud, Minn., to the Minnesota Capitol lawn on January 28, the

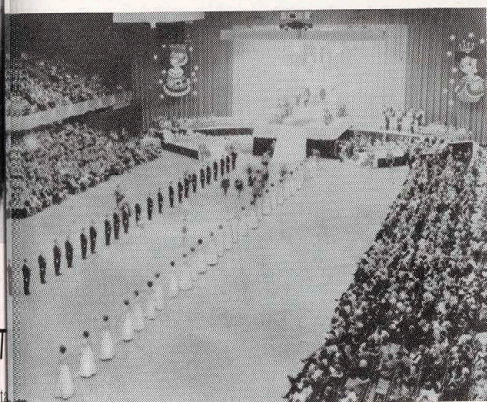
A minimum of equipment but maximum patience are required for successful fishing through the ice.



(Concluded on Page 14)



Queen of the Snows, Carla Augst, and  
King of the Snows XXIX, L. W. Thulin, will  
reign during the opening days of the  
carnival before their successors as-  
sume the royal posts at the ceremony  
shown, below.



Typical of snow sculptures is the one  
below which attracts scores of youth-  
ful admirers.



Some of the newest activities are snowmobile races  
such as pictured, below. For the younger set, the  
dog sled races on Como lake provides thrills and spills.





## St. Paul Winter Frolic Nears—Conclusion

opening day of the carnival.

The International Snowmobile race—longest ever scheduled for this type of vehicle—sets more than 50 winter carnival events in motion to delight St. Paul area residents and visitors during the next 10 days.

Several hundred volunteers are preparing the blend of winter sports, parades and spectacles of the carnival including the coronation of King Boreas XXX and the new Queen of the Snows which is wrapped around the carnival's Legend of Boreas—the battle between the forces of Winter and Spring.

Other carnival favorites such as the outdoor downtown skating rink, ski jumping tourneys, national outdoor speed skating championships, curling, hockey, tobogganing, figure skating, hot air balloon races, ice fishing and ice yachting, dog sled racing and national majorette championships assure residents and out-of-town guests a thrill-packed carnival.

## PORTAL PIPE LINE CO. CUTS CRUDE OIL RATES

Lower rates for gathering of crude oil in two fields served by the Portal Pipe Line Company in northeastern Montana became effective December 1, 1965, the company announced.

Two reductions are involved—one of 3 cents per barrel for crude moving through Portal's gathering system from the Flat Lake field, and another of 2 cents on oil handled from the Goose Lake field. The old rates were 20 cents from Flat Lake and 16 cents from Goose Lake.

The company said that increasing production in the Flat Lake and Goose Lake fields, and subsequent greater use of the company's gathering lines, have made the rate reductions possible.

Fourteen

No carnival is complete without a parade: the program calls for two giant parades—a daylight extravaganza and a brilliant Torchlight even through the St. Paul Loop.

Ten visiting queens from all parts of the nation and more than 40 guest snow queens from Minnesota and Wisconsin will join the local princess candidates in providing color and beauty at the carnival events.

## Linda Tretter Named GN Carnival Princess



Lovely Linda Tretter, a stenotypist in Great Northern Railway's engineering department in St. Paul, has been chosen to represent the railway at the St. Paul Winter Carnival this month.

As GN princess, she will compete for the coveted Queen of the Snow crown of the carnival.

Linda is 20 years old, 5 feet, 11 inches tall, and a native of Corpus Christi, Texas.

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS



## FIRST FUNDS RECEIVED FOR LIBBY DAM WORK

An initial fund of \$7,500,000 has been received by the North Pacific division of the Army Corps of Engineers for the first year's construction work on Libby dam in northwest Montana.

Brig. Gen. P. C. Hyzer, division engineer, who made the report, said preliminary work will begin next Spring.

(Great Northern Railway is directly affected by the dam which will require the relocation of approximately 60 miles of main line and the construction of a seven-mile tunnel through solid rock.)

Preservation of the natural rugged environment by retention of wooded areas and provision of maximum recreation benefits are emphasized in plans for the reservoir area. Libby is the first multiple-purpose project with a reservoir shared internationally, extending 42 miles into Canada.

The major portion of the project in the United States is within the boundaries of the Kootenai National Forest. In accordance with an agreement made in August 1964 between the Departments of Army and Agriculture, administration and development of public lands and resources adjacent to the reservoir will be assumed by the Forest Service. The Corps of Engineers will have responsibility for construction of the project and operation and administration of the dam and related facilities.

For the past several months the Corps of Engineers and the Forest Service have been working together to coordinate their plans for development and to assure that the many activities connected with construction of the project will be meshed as closely as possible with normal National Forest programs and activities.

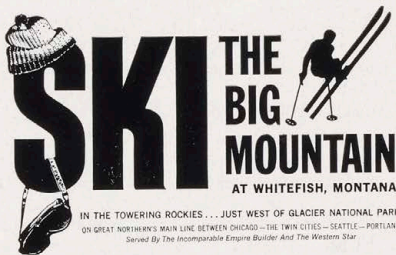
Although authorized in 1950 by the 81st Congress, the Libby project was deferred until consummation of the

U. S.—Canadian Columbia River treaty, because of its international character. The treaty provides that the United States may start construction within five years from the treaty's effective date. Ratifications were exchanged in September, 1964. It also provides that operation of the Libby dam storage shall commence within seven years after the start of construction.

The total estimated cost of the project to the United States is 352 million dollars, a large part of which is for the rail and highway relocation work. Under terms of the treaty, Canada will provide the reservoir area in that country.

The dam will be 420 feet high from bedrock and 3,055 feet long at the crest. It will have an initial installation of three generators with total power capacity of 315,000 kilowatts and provision for future additional units.

The project will provide 4,965,000 acre-feet of usable storage for downstream flood protection and power generation. In conjunction with 8,450,000 acre-feet of future Canadian storage called for by the treaty, it will be a major element in controlling floods on the lower Columbia river below Bonneville dam. The Canadian storage will be provided by Mica, Duncan and Arrow Lakes dams in Canada. Duncan and Arrow Lakes projects are already well under way.



**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 And The Western Star

Fifteen

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





# 1966



## JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
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## FEBRUARY

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## MARCH

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## APRIL

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## MAY

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## JUNE

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## JULY

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## AUGUST

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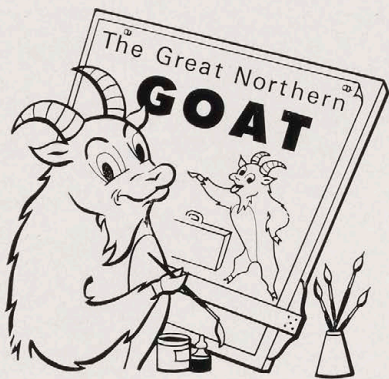
the Great Northern

**GOAT**

February, 1966







Vol. 36 February, 1966 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

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



Top winner in the St. Paul Spectacle of Lights photo contest was Eugene Schwape of St. Paul. Story opposite page.

Two

### Your Railroads

Last May, President Johnson, in a special transportation message to Congress, urged the imposition of new and increased user charges.

These charges were urged on carriers operating over publicly-provided road, air and water facilities.

Congress did not act on this during the first session. But it will be up again during the second session.

In the president's words, user charges "... assess the costs of special services and facilities against those who reap the benefits, instead of imposing unwarranted burdens on the general taxpayer.

"They restrain the demands of special groups for expanded service by establishing the principle that the beneficiaries pay at least part of the costs."

There is still another important aspect to this matter. The president recognized it when he wrote: "In the absence of a fair system of user charges strongly affects the ability of various segments of the transportation industry to compete and obscure the inherent advantages of some of the modes of transportation. As a result, it unnecessarily increases the cost of transportation to the economy."

A few figures demonstrate how important the problem is. In 1965, federal outlays for road, air and water facilities came to \$5.6 billion. Outlays for these facilities by all government units, state and local communities included, reached \$16.2 billion with highways accounting for 87 percent of the total.

A substantial part of that huge sum goes for the benefit of commercial transportation agencies using the facilities. A system of fair and equitable user charges, such as the president has recommended, is needed in the public interest.

Reprinted from Industrial News Review, Portland, Oregon.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



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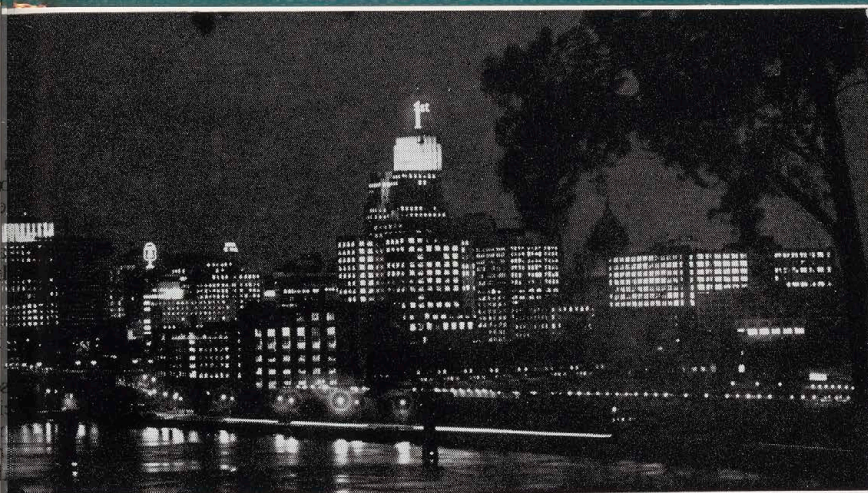
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"City At Dusk," by Richard Olson, St. Paul.

## St. Paul Glows In 1965 Spectacle of Lights

Each Autumn, St. Paul is treated to a "Spectacle of Lights."

Every building owner in the Loop area, including the Great Northern Railway, cooperates by illuminating offices for a definite period permitting amateur photographers to compete in a photo contest.

The changing St. Paul skyline is "aglow" as camera fans scurry about the Loop, Mississippi River waterfront, and the seven high hills of the city determining the best camera angle.

The result is an impressive collection of photographs that is used in promoting the city.

St. Paul is in the midst of its Capital Centre building program—a drive that is seeing a score of Loop buildings demolished and levelled for new construction.

A new Federal Courts building, St. Paul Hilton hotel, Federal Land Banks building, the Osborne Building of Economics Laboratory, St. Paul Automobile Club, the Northwestern Bell Telephone Company building, the Northwestern National Bank

building and Central Manor are among the buildings under construction or soon to be built.

Topped off by the First National Bank building, the St. Paul skyline is an impressive sight for visitors and residents alike.

It is especially colorful to passengers in Great Northern Railway's Empire Builder who have a scenic view of the city's lighted skyline as they approach the city relaxing in the Dome cars of the Empire Builder on their trip from Chicago.

## Fight Heart Disease, Give To The Heart Fund

The nation's No. 1 killers are the heart and blood vessel diseases.

Thanks to research, much of it supported by dollars raised during the annual Heart Fund drive, great advances have been made in combating these diseases through new surgical procedures, new drugs, improved methods of diagnosis and broader knowledge of prevention.

Three



## GN's Minneapolis Station Cleaned New Sign, Lighting Installed

When Great Northern Railway's passenger station was opened in 1914, it was one of the most impressive buildings outside the Minneapolis Loop.

Today it stands in the city's new Gateway district, its splendor restored after months' long steam cleaning, blending perfectly with the new buildings that are filling the void that resulted when old, dilapidated structures were razed.

Through the years, thousands of passenger trains pulled into the station. In the steam locomotive era, the huge Iron Horses puffed smoke from their stacks discoloring the building. Nearby industries and business buildings also contributed to the general smoke problem before the modern smoke-abatement programs generally eliminated the problem.

Modern diesel-electric locomotives not only provide more efficient power for pulling passenger trains, but are cleaner than the Iron Horse.

The 9-foot, 6-inch high x 150-foot long sign erected in front of the station is modern in design and internal-

ly lighted at night. It replaces the old high sign atop the building that was so familiar on the Minneapolis skyline. A time and temperature box displaces the old clock on the building front and lighting highlights the two-story high pillars facing the street.

The passenger station has been in use since 1914. Taking into account the GN's two principal predecessors, the St. Paul & Pacific Railroad and the St. Paul, Minneapolis & Manitoba Railway, it is the fifth station the firm has had in Minneapolis.

The first was built in 1862 by the St. Paul & Pacific at Bank and Main, the second at Fifth St. N.E. and Second Ave. in 1886, and the third at Washington Ave. and Third St., all by the same firm, and the fourth some years later, on the southeast side of Hennepin Ave.

Passenger trains of the Great Northern, Northern Pacific and Burlington use the station. There are 14 passenger trains in each direction using the station daily. In addition to passenger service, the station is used for mail, baggage and express.

## Traffic Club of New York Elects A. T. Sims

Ambrose T. Sims, Great Northern Railway traffic manager in New York City, has been elected president of the Traffic Club of New York, Inc.



Mr. Sims

Other elected officers are Edwin F. Mundy, vice president, National Biscuit Co., first vice president; Frank L. Merwin, vice president, American Smelting &

Refining, second vice president; John G. Patten, vice president—freight sales, New York Central System; third vice president; Arthur A. Munro, retired, secretary, and Robert A. Cooke, manager—traffic department, American Newspaper Publishers, treasurer.

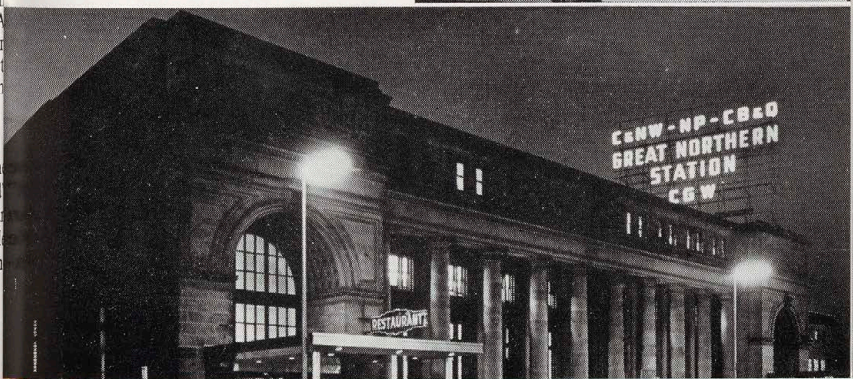
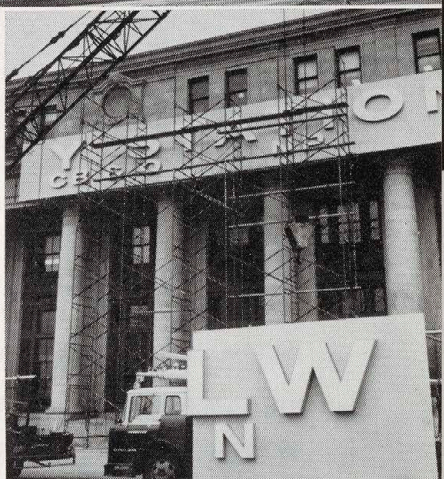
The "high-cube" freight car—one of American railroads' new "breed" of giant freight cars—is longer than a bowling alley and has nearly doubled the carrying capacity of the conventional car.



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## Rail Piggyback Hits Million Mark in 1965

Railroad piggyback service recorded a million-car year in 1965, the Association of American Railroads reported.

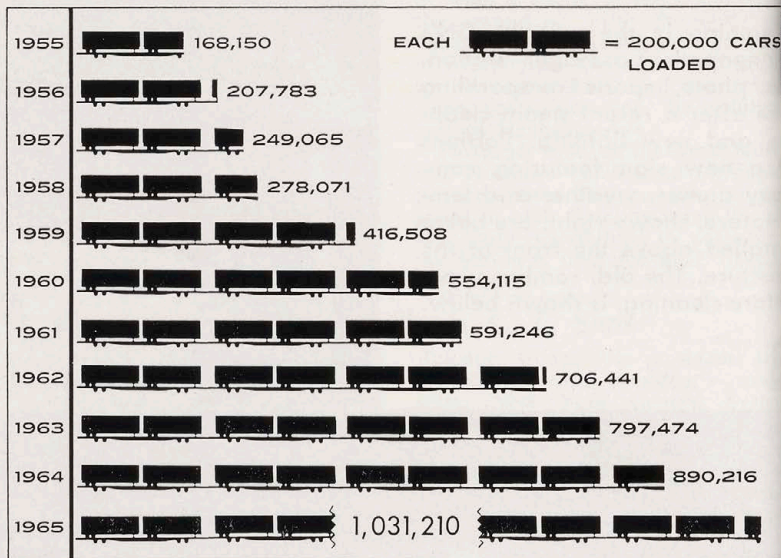
Loading of 1,031,210 rail cars with one or more truck trailers or containers set another annual piggyback record, topping the 1964 previous high of 890,216 by 140,994 cars or 15.8 per cent. It continued a new succession of new annual highs since the first piggyback statistics were compiled in 1955.

With an average of 1.6 highway trailers or containers riding each rail car in piggybacking, the service in 1965—including several hundred thousand trailers returning empty for reloading—kept a total of more than 2 million trailer movements off the nation's crowded highways.

The Christmas holiday week saw 16,456 rail cars loaded by the piggyback systems now originating piggyback.

The total was an increase of 4,400 cars or 36.5 per cent above the corresponding holiday week of 1964.

### PIGGYBACK REVENUE CARLOADINGS 1955-1965



### Freight Charges Decline For 7 Years

The average railroad charge for carrying a ton of freight one mile has declined for seven straight years and now stands at 1¼ cents—14 per

cent below the 1958 level. Yet the cost of living, as measured by the government's consumer price index, has gone up 9 per cent in this period.

Six

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





A lift fork operator carries a skid of frozen strawberries from the warehouse for loading in Great Northern cars. The Skagit valley is noted for quality crops.

#### Warehouse in Burlington, Wash.—

## *Terminal Ice & Storage Builds New Facility*

The fertile abundance of the Skagit Valley in northwest Washington has always made it a "promised land."

Vegetable, berry and fruit canneries have for years enriched the area's economy with shipments of famous Skagit Valley canned goods.

Relatively new, however, in delivering the promise of this fertile valley is the spectacular, fast-growing frozen food industry and the increasingly important role being played by Great Northern Railway.

One of the most advanced examples in frozen fruit and vegetable warehousing is the ultra-modern Terminal Ice & Cold Storage Company's new facility in Burlington, Washington.

This plant, completed last Summer, boasts nearly 70,000 square feet of storage space and space-age facilities

such as electric-air operated quick closing platform doors, built-in adjustable dock load leveling ramps and a radical new air-conveyed system, which literally pipes frozen peas and corn from National Fruit and Canning Company's processing plant just adjacent to Terminal's storage facility.

Frozen peas and corn are air-conveyed in an overhead bulk pipeline into 32 different bulk bins inside the Terminal facility, with capacities of one-quarter million pounds each.

The corn and peas are held in bulk frozen storage until processor orders are received in the desired size and package grades.

Great Northern Railway trackage serves the plant, which also features a covered rail spur giving added

(Concluded on Page 10)

Seven

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



## PUYALLUP VALLEY DAFFODIL



Known as the "birthplace of Spring," the Puyallup Valley in the heartland of the Puget Sound country of the State of Washington is preparing for the 33rd Puyallup Valley Daffodil festival.

Each Spring, Puget Sound cities celebrate the arrival of Spring and salute the big bulb industry which makes Washington State the leader in bulb production.

The communities of Tacoma, Puyallup, Sumner and Orting are joining forces to mark the festival theme, "This Land of Ours."

Spring is early in the Puget Sound country, with the tall Douglas firs, protective fogs and warm rains of Winter mulching the fertile river bottoms.

Growing conditions are so ideal that bulbs bloom two weeks earlier than anywhere else.

That is why golden trumpets, forced by florists, often appear in shops in late December.

Field-grown daffodils are used for elaborate decorations during the festival. Coronation ceremonies are marked with masses of golden daffodils; store windows are alive with floral displays and flowers grace all official functions including the parades.

Queen Kay Bryson of Sumner, Wash., ruling monarch of the Puyallup Valley Daffodil festival, will ride the float of honor in the parades.



## FESTIVAL SIGNALS SPRING

Cruisers, sailboats and fishing craft in Tacoma will be be-decked with daffodils. Even youngsters get into the act in floral parades with decorated wagons and bicycles.

Top attractions of the festival week are the three-city street parade of floats, bands, marching units and drum and bugle corps drill teams. The parade forms in Tacoma and also parades through Sumner and Puyallup with 2 million blooms used by float builders.

The Viking Yacht Club of Tacoma took sweepstakes with this float, right, in the festival's marine regatta in 1965. Below, the Daffodil festival queen's float featured thousands of live daffodils and other Spring flowers.





## MEYERS RETIRES AT TACOMA, BRESTEL NEW G.A.

The appointment of Richard M. Brestel as Great Northern Railway general agent at Tacoma, Wash., succeeding Paul Meyers was announced by the railway.

Mr. Meyers, well-known Pacific Northwest traffic personality, has been with GN for 49 years. His retirement was effective on February 1.



Mr. Brestel



Mr. Meyers

Mr. Brestel is familiar with the territory he will serve having begun his railroad career as an agent-telegrapher with the Spokane, Portland & Seattle Railway, Portland, Ore., in 1948.

He joined GN in 1952 as a clerk in the railway freight traffic office there and held various clerk positions until his appointment as city freight agent in Portland in 1955.

### Cold Storage—Conclusion

weather protection to the platform and siding.

President of the Terminal Ice & Cold Storage Company is Lowell E. Kern; vice president is James G. Stevens. Both men are from Portland, Oregon. The Burlington plant manager is Stewart Thomas.

Great Northern traffic from Terminal Ice & Cold Storage Company is directed mainly toward transcontinental and California destinations in carload quantities.

Ten

In 1962, Mr. Brestel was named commercial agent in Minneapolis, post he held until his current appointment.

\* \* \*

Mr. Meyers has been with GN since 1917, starting in Vancouver, B. C. He also served in Klamath Falls, Ore., and Seattle before moving to Spokane in 1936 as passenger solicitor.

Mr. Meyers became city passenger agent in Wenatchee, Wash., in 1937, city ticket agent in Tacoma in 1940, passenger representative there in 1942 and traveling passenger agent in Spokane in 1947.

Returning to Tacoma in 1951 as general agent, passenger department, he became general agent with freight and passenger responsibilities in 1955.

Mr. Meyers has been very active in community affairs. He is president of the Morse Telegraph Club; past president of the Tacoma Rotary; member of the Tacoma Planning Commission; director of the Boy Scouts of America, Goodwill Industries and the Tacoma Little Theater, and member of the National Defense Transportation Association, Tacoma Elks Club and the Tacoma Executive Association.

### Cincinnati Passenger Club Elects Officers

The Passenger Traffic Club of Cincinnati recently elected Eric H. LeCouteur of the Fifth Third Bank Travel Bureau as president.

Other elected officers are Paul Garland, Santa Fe Railway, vice president, and John V. Hewitt, Great Northern Railway, secretary-treasurer.

Named directors were A. C. Gutkunst, Wayfarer Travel Service; Paul Byers, Cincinnati Union Terminal; Robert Horn, Canadian Pacific Railway, and John Bischoff, travel editor of the Cincinnati Post & Times-Star.





# Goat Gaieties

## Periodically Hers

Showing her new maid about the premises, the lady of the house remarked: "This dining room table goes back to Louis the Fourteenth."

"That's nothin'," said the maid, "my whole dining room set goes back to the store on the fifteenth."

\* \* \*

## Down The Lane

The young bride ran to her mother's home in tears.

"George has left me for good, I know he has," the bride sobbed.

"Now don't cry," her mother said comfortingly, "he's done that before and always came back."

"But mother," the girl said, "this time he took his bowling ball."

\* \* \*

## A Birthday Wish

"What are we going to buy Junior for his birthday?" the wife asked her husband.

"Let's buy him a bicycle," was the reply.

"But will a bicycle improve his behavior?" the wife countered.

"No," hubby answered, "but it will spread his orneriness over a wider area."

## Half-Hearted

The sergeant asked the recruit what he did in civilian life.

"I am a magician," he replied.

"What's the most difficult trick?" the sergeant asked.

"Sawing people in half," he replied.

"Got any brothers or sisters?" was the next question.

"I have several half sisters," the magician said.

\* \* \*

## Truth Will Out

The witness wore a baffled look when he appealed to the court. "I just don't know what I'm going to do, judge," he declared.

"Why, what seems to be the matter?" the judge asked.

"Well, I swore to tell nothing but the truth," explained the witness, "but every time I try it, some lawyer objects."

\* \* \*

## Plain Talk

A mountain school teacher corrected a boy who said, "I ain't gwine thar."

"That's no way to talk," she said, "Say: I am not going there; thou are not going there; he is not going there, we are—"

"Yes, ma'am," the boy interrupted, "they ain't nobody gwine!"

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN





Cutting through powder snow atop The Big Mountain, a skier leaves a wake of filmy flakes in his exhilarating run downhill.

*Twelve*

## SKIERS ZOOM BUSINESS BOOMS ON BIG MOUNTAIN

The sun is climbing higher each day in the crisp, mountain air as Winter's days lengthen into Spring.

In the ski-happy community of Whitefish, Montana, in the Rockies just west of Glacier National Park every day is a holiday for visitors as they arrive by Great Northern Railway transcontinental passenger train to the popular ski resort of The Big Mountain.

Although GN isn't the only mode of transportation available to the mountain-bound skiers, it is the most practical, economical and worry free.

Ed Schenck, general manager of the mountain and the "daddy" of the ski area, is exuberant about this year's skiing season after its disappointing start.

The elements did not cooperate for a Thanksgiving day opening, but shortly after, the maritime winds from the Pacific Northwest clashing with the polar air on the other side of the Continental Divide, cooperated and provided wonderful powder snow.

The Big Mountain is but a few minutes bus ride from the GN station at Whitefish and the anticipation of skiing within minutes of arrival via train is infectious.

The mountain Lodge and Chalet featuring a wide range of accommodations and après-ski activities, loom

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**





Skiers ride the double chairlift, left, as others begin their thrilling descent. Excellent cuisine is the order of the day in the Viking motel, right, near the mountain.

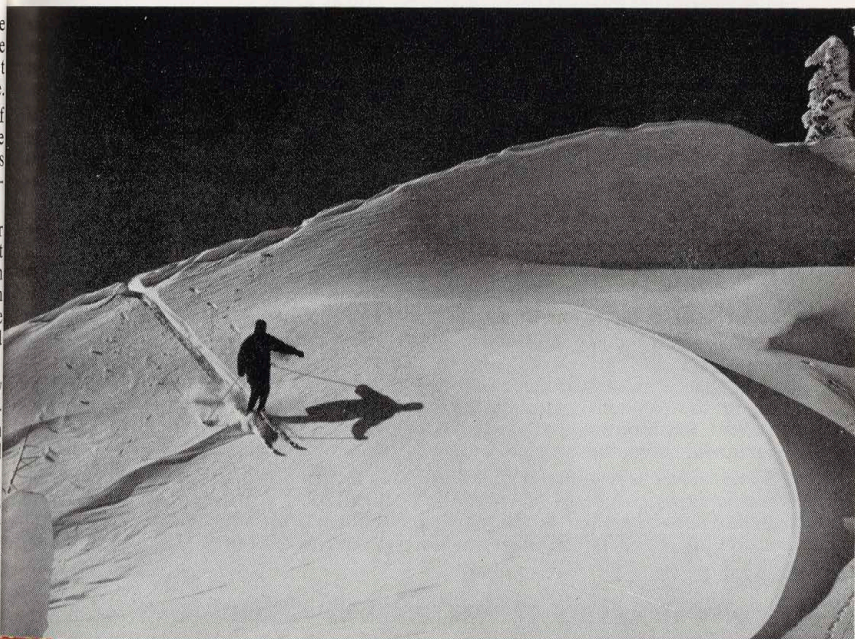
into view as the bus enters the parking lot. But of greater interest are the 6,800-foot double chairlift, 3,600-foot T-bar and 1,900-foot Poma lift that are busily engaged transporting skiers

to more than 20 miles of ski runs, some as long as two miles.

Mr. Schenck stated that he expects a 15-per-cent increase in ski business

(Concluded on Page 14)

Bisecting a circular drift of snow, a ski enthusiast whizzes through a fairyland of powder in an area of the mountain never visited by a skier.







The Karl Hinderman ski school, one of the leading schools in the West, has efficient instructors trained in the latest ski techniques. Classes range from beginners to expert.

### ***Business Booms On Big Mountain—Conclusion***

this season compared to last.

"There is a very definite trend of increases in travel by ski clubs, parties, colleges and industrial ski clubs," he added. "One group scheduled this year has 225 persons."

To prevent disappointment, he urges skiers and groups to schedule early. There are ample accommodations in the Whitefish community in the event the mountain is booked for a particular time, he pointed out.

Some skiers will contend that ideal skiing is experienced on "corn snow," granular snow resulted from thawing and cooling. It occurs in Spring when

Old Sol is warm and his tanning abilities are the most evident.

The Great Northern is offering thrifty ski weeks to the Big Mountain through April 16. For as low as \$99.90 per person plus rail fare, skiers receive six days of lodging on the mountain or in Whitefish, meals and unlimited use of ski lifts and ski lessons plus transportation for the short bus ride between The Big Mountain and Whitefish.

Other Springtime ski specials are available. Information may be obtained from your GN travel office or your travel bureau.

*Fourteen*

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





The last staff meeting in his 42-year career with GN was held in late January by C. E. Finley, seated left, GN traffic vice president, who was succeeded on February 1 by M. M. Scanlan, seated right. Other GN personnel, standing from the left, are R. W. West, western traffic manager, Seattle; A. T. Sims, traffic manager, New York City, and G. W. Stone, freight traffic manager, San Francisco.

## FREIGHT TRAFFIC MEETING HELD IN ST. PAUL

Great Northern Railway's retired traffic vice president, C. E. Finley, St. Paul, has attended and conducted many traffic conferences in his 42-year career with the railway.

In late January, the GN executive attended his last conference of freight and passenger department personnel in St. Paul.

Approximately 65 GN agents from throughout the United States and Canada conferred on freight sales and service programs and passenger department services in two meetings.

Mr. Finley and M. M. Scanlan conducted the freight traffic meetings and

Emmett Brady, passenger traffic manager, held sessions pertaining to passenger traffic topics.

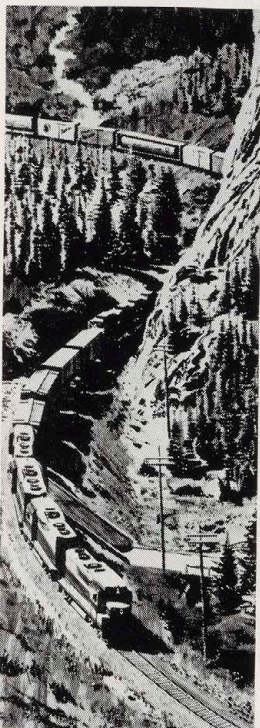
That night, Mr. Finley was dinner guest of the GN freight and passenger traffic agents.

Piggybacking of truck trailers and containers on railroad flat cars is expected to top the one million car mark in 1965—15 per cent more than in 1964. This means that more than 2 million truck-trailer movements will leave roads for railroad tracks this year alone, the Association of American Railroads estimates.

*Fifteen*

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





**LONGER FREIGHT TRAINS** move through the Rocky Mountains of Montana on fast, reliable schedules... with 10,000 powerful Great Northern "horses" up front.

## *What makes a railway really great?*

Nearly 40 years ago Great Northern made news as one of the nation's first users of the then revolutionary diesel-electric locomotive. And although the memory of the steam locomotive is still pungent (we recorded the last faint puff of steam in the summer of 1957), GN again is making transportation news with its vigorous acquisition of a "second generation" of diesel-electric locomotives.

# 158,250 new diesel "horses" at work!

The new diesels of the past three years are a powerful breed of giants in which we have invested more than \$12 million. Their 2250 and 2500 horsepower make our first 600-horsepower locomotive of 1926 look more diminutive than the Model T. And we are on the line for still more diesel "muscle" in 1966.

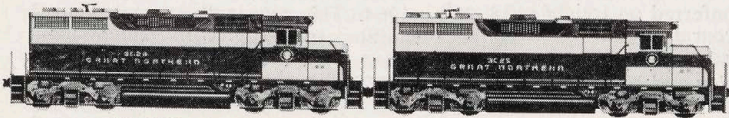
These locomotives are moving freight on fastest-ever schedules between Saint Paul-Minneapolis and the Pacific Northwest.

This is another example of the never-ending process by which a great railway contributes to the growth and prosperity of the region and the shippers it serves.



**PERSONNEL WITH KNOW-HOW** up front on Great Northern freight trains moving your freight swiftly and efficiently across the top of the nation. Great service.

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



**2,500 "HORSES" PER UNIT**...and Great Northern has added 30 of these new diesel-electrics in 1965.





The Great Northern

# GOAT

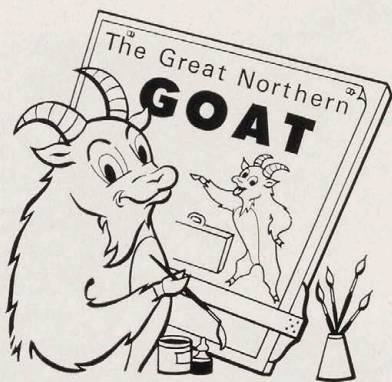
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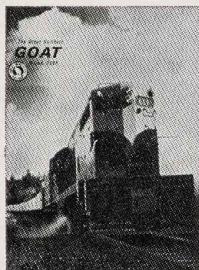
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DAN MUSCH, Editor

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### The Goat's Cover



One section of a packaged lumber train leaves Everett, Wash. on its way East.

Two

### Your Railroads

There can be no doubt that concern over a renewed wave of inflation is growing fast — both within and without government circles.

And there is more and more discussion of various steps that may be taken in attempts to control it.

A worthwhile one has to do with railroads. It is essential that obsolete expense-boosting rate regulation be exerted over this essential industry drastically relaxed. They must be allowed to use their vast resources to provide the best in service at the lowest possible cost.

The railroads, despite their regulatory handicaps imposed on them, have done a remarkable job in reducing their charges. If their freight load in 1965 had been moved at 1950 unit charges, the nation's shippers would have paid \$1.4 billion more for rail transportation.

By contrast, the consumer price index rose nearly 10 per cent over those years.

The cost of transportation enters into the price of practically everything we buy. In innumerable instances, it amounts to a substantial portion of the price. So, any possible reduction in the nation's transportation bill is of direct and lasting benefit to consumers everywhere.

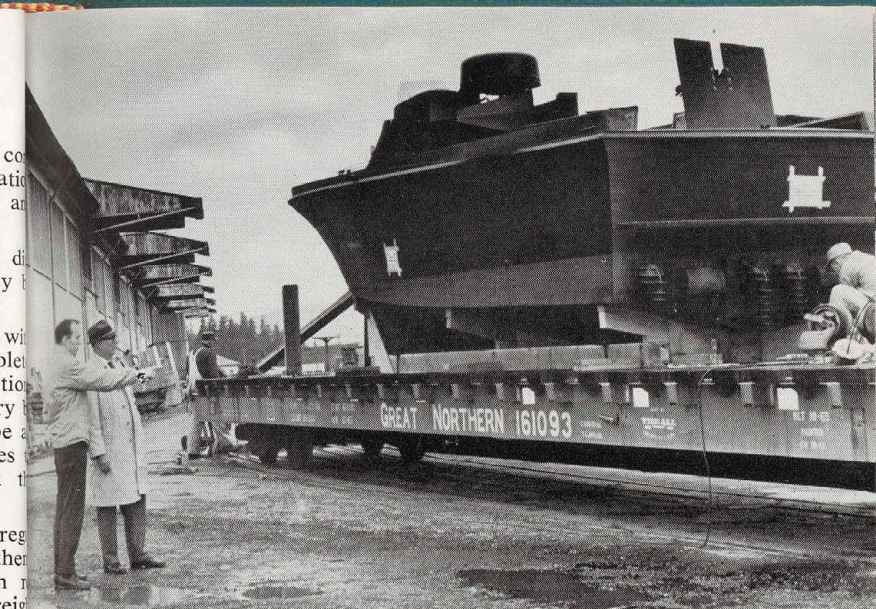
This year, as in past years, Congress will again be asked to overhaul regulatory policy in the interests of efficiency, economy and standards of service. But this year there is a difference.

It lies in the belief that, at last, Congress will act. Let us all hope that belief will prove to be justified. (Industrial News Review, Portland, Ore.)

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



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Corporate secretary James Brown of United Boatbuilders, Bellingham, Wash., points out shipping preparations of a United river patrol boat to GN export-import agent, D. R. Pravit, before the craft moved over GN to the U.S. Navy in Coronado, Calif.

#### GN Moves Craft to California

## Washington-Built Boat Bound For Viet Nam War

February "National Geographic" magazine carries a story, the last article filed by Dickey Chapelle before her death in Viet Nam, with a graphic pictorial of the Viet Nam conflict on the rivers and coasts of that war-torn area.

The U. S. Navy and a Bellingham boat building firm have taken steps to change, if in a small way, the nature of warfare and patrolling of these sometimes friendly, but often explosive waters.

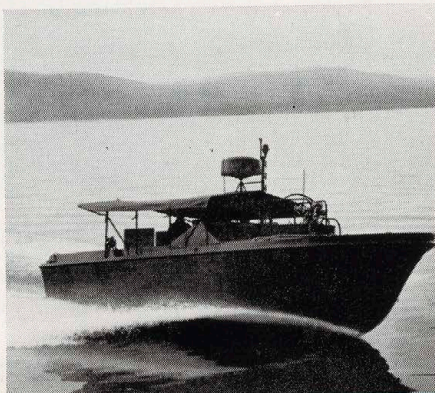
United Boatbuilders, Inc. (Uniflite) of Bellingham, Washington, is building 120 high-speed, all fibreglass river patrol boats.

These speedy craft, 31 feet in length, are powered by twin 220 horsepower diesel engines driving water-jet propulsion systems, which literally jet the boats through the

water at top speeds of over 26 knots.

The advantage of the water-jet propulsion systems are found in that the craft have no propellers, rudders, or other appurtenances jutting from the

(Concluded on Page 4)





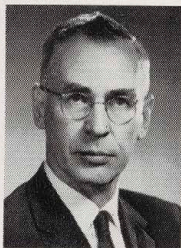
## T. W. Mackenroth Named Supt. Klamath Division

The appointment of T. W. Mackenroth as superintendent of the Great Northern Klamath division effective on February 1 was announced by the company.

A native of Minot, North Dakota, Mr. Mackenroth first entered GN service in 1935 as a machinist apprentice at Minot and later at Williston, N.D. He became machinist in 1939, and in 1942 was transferred to Breckenridge, Minn., as assistant to the roundhouse foreman.

He returned to Minot in 1944 as a traveling engineer, and subsequently served as machinist at Minot; locomotive foreman at Williston, and roundhouse foreman at Whitefish, Mont.

In 1953, he became traveling engineer at Great Falls, Mont., and later master mechanic there. In 1958, he moved to Seattle in that capacity having served in that post until February 1 of this year when he was named superintendent.



Mr. Lear



Mr. Mackenroth

## H. D. Lear Named GN Director Of Economic Research

The appointment of H. D. Lear as director, division of economic research, executive department, was announced by Great Northern.

Mr. Lear succeeds M. M. Scanlon who had been elected GN traffic vice president effective on February 1.

Mr. Lear, a graduate of the University of Washington in transportation, was a seaman in the merchant marine before his employment as statistician for the Washington State Highway department in 1935.

He later was employed by the West Coast Lumbermen's Association and the Boeing Aircraft Co. He held the post of assistant to the traffic manager in the latter firm.

Mr. Lear held the positions of brakeman, switchman, assistant general freight agent, superintendent and general freight agent on the Pacific Coast Railroad.

He joined GN in 1951 as statistician and later was promoted to assistant general auditor and general statistician. He was assistant comptroller previous to his current appointment.

## VIET NAM—Conclusion

bottom of the boats, thus allowing unrestricted operations in the rivers and shallows of Viet Nam in as little as 18 inches of water.

Designated as PBR's by the U. S. Navy, the craft are highly instrumented and will be well armed. The first of these new boats have already been tested and delivered via Great Northern Railway to the U. S. Navy at Coronado, California.

United Boatbuilders in Bellingham, makers of "Uniflite" pleasure cruisers and yachts, also builds sturdy commercial craft, as well as other types of all fibreglass, naval craft.

President of United Boatbuilders is Arthur M. Nordtvedt, vice president is John L. Thomas and James Brown is corporate secretary.

Four





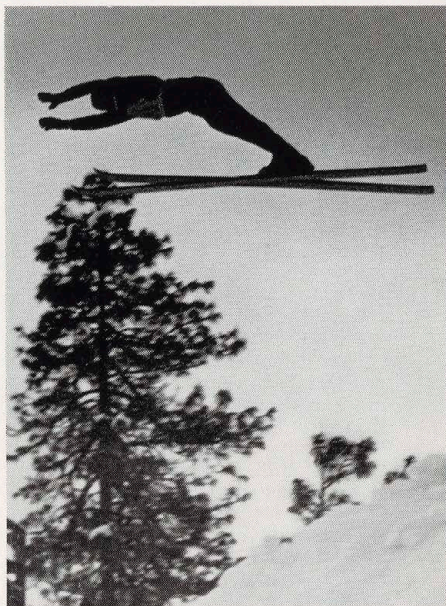
## Puget Sounders Patronize GN Rail Excursions

The increasing popularity of Great Northern's special excursion trains has again evidenced itself on GN's Cascade division.

Puget Sound folk seeking winter sunshine have returned to the rails on these special event trains, sponsored by Northwest Rail Tours, to find for most an exciting one-day outing, coupled with the opportunity of a visit to Washington's sunnier side.

In February, GN ran three special rail excursion outings over the Cascade mountains to Cashmere and Leavenworth, Wash. The Cashmere "Snow Trains," as they are termed, were originally scheduled as one train on February 5, but sold out so quickly in advance ticket sales that another train was scheduled for February 12. Meanwhile, the renewal of special train service to the famed Leavenworth Ski Jumping Tournament was scheduled for February 6. This train, too, was soon sold out.

(Concluded on Page 6)



Some of the 700 revenue passengers riding the February "Rail Sport" special train to the Leavenworth ski jumping tournament leaves the train for transportation to the jumping area. Below, Bjorn Loken, University of Utah exchange student from Norway, jumps nearly 300 feet in the competition.

Five

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



## GN'S '65 NET INCOME A RECORD \$36.9 MILLION

Great Northern's operations in 1965 produced the largest revenue from transportation service since 1958, and net income was a record high — approximately \$36.9 million, or \$6.01 per share, the company reported.

The railway has reported to the Interstate Commerce Commission that operating revenues last year totaled nearly \$265.6 million as compared with \$250.4 million in 1964. Revenue from freight transport in 1965 was \$236.9 million, or \$14½ million

higher than the preceding year. Passenger train operations in 1965 produced revenue of \$20.6 million, about \$500,000 more than in 1964.

Net income of \$36.9 million, 1965 compared with \$28.9 million, or \$4.71 per share in 1964. The improvements in revenue and net income came principally in the last half of 1965.

An increase in general traffic began in the second quarter, and was followed by a near-record harvest in the Fall. There was a strong upsurge in traffic in the final quarter, including heavy movement of grain through the end of the year.

Two unusual developments affected GN's net income in 1965. One was a settlement in December of a claim for a federal income tax refund with interest, and this resulted in a non-recurring increase of \$2.3 million, or 38 cents per share, in the railway's net income.

Net income last year was benefited by an additional \$800,000, or 13 cents per share, through conclusion of litigation between eastern lines and railways serving far western points, involving apportionment of revenues from transcontinental freight traffic. Settlement of the issue releases funds which GN had reserved against potential liability in this litigation.

GN's operating revenues for the last quarter of 1965 were \$73.8 million as compared with \$64.2 million in the same period in 1964. Net income in the final quarter last year was \$15.8 million as against \$8 million for the last quarter of 1964.

Paying one of the nation's biggest industrial tax bills, American railroads in 1964 turned over to federal, state and local treasuries all operating revenues received for 32 days of the year—a total of 870 million dollars.

### Snow Trip—Conclusion

The "Snow Trains" to Cashmere featured a stop in the high Cascades to let webfooted Puget Sounders feel and fling the white, slippery substance they normally see only on car windshields or distant mountain peaks. Continuing on to Cashmere, "Snow Train" passengers were treated to central Washington hospitality as only Cashmere folk can extend, with tours of the humming "Aplets" plant and nearby examples of industry and apple country economics taking most of the time during their brief visit. The hospitality and sincerity of Cashmere hosts assured success for both outings.

The Leavenworth "Rail Sport" special was as successful and even a little more spectacular, with the staging of that city's 34th annual Leavenworth ski jumping tourney on newly named "Bakke" hill. Passengers on the train were among the 5,000 spectators who witnessed the efforts of 55 ski jumping competitors, leaping for distance and style at the 324-foot distance record set by Olympic champion Toralf Engan in 1965.

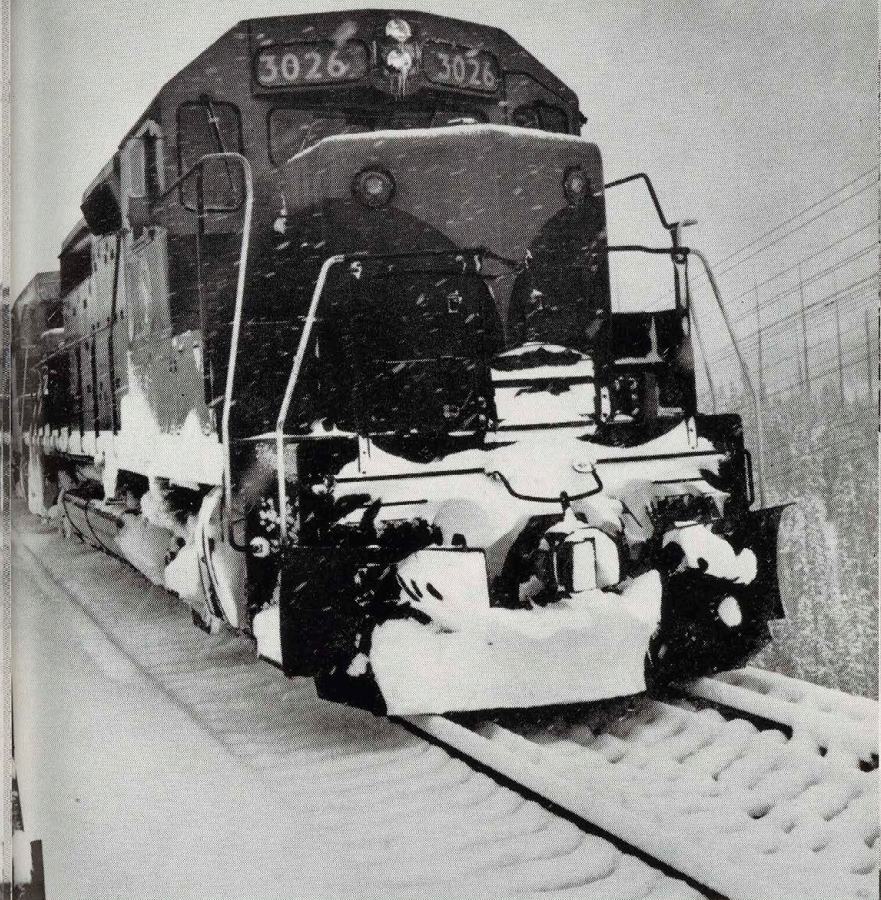
Three special trains in eight days carried 2,618 revenue passengers to and from a little sun in a safe and scenic way and gained many new friends for Great Northern Railway.

Six

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



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**"All-Weather" Packaging Stands Test—**

## 134-Car GN Lumber Train Arrives A-O.K.

A 143-car rail movement of packaged lumber — the largest single transcontinental shipment in the history of the Northwest — moved in early March over Great Northern Railway to the Twin Cities, through a variety of weather.

The "demonstration" train consist-

ing entirely of flat cars originated as the LS-1 train from Hillyard, Wash., and the LS-2 from Everett, Wash. Nine cars were diverted en route. The two trains were consolidated in GN's classification complex at Gavin Yard near Minot, N.D., and moved

(Continued on Page 8)

Seven

**GREAT NORTHERN RAILWAY — GREAT FOR FREIGHT**

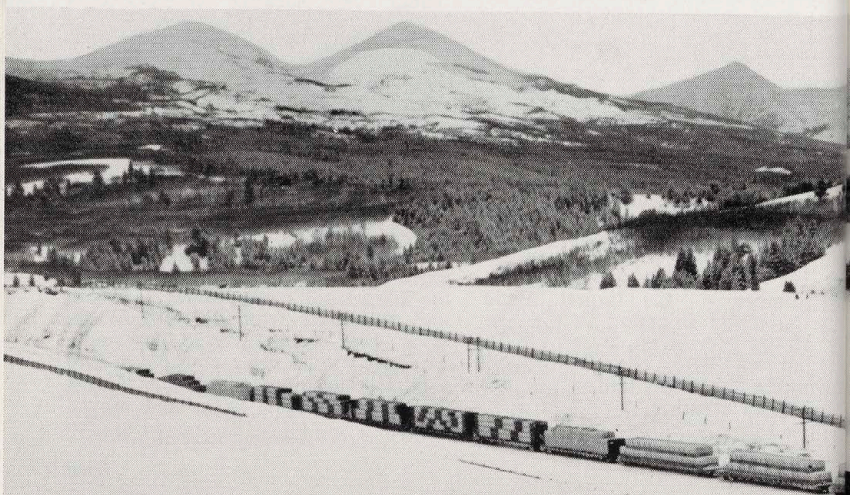
TS





A solid line of packaged lumber on flat cars pulled by four diesels roars across the 1,140-foot-long Cut Bank bridge, 154 feet over Cut Bank creek east of Glacier National Park.

*The "Special" descends from the Continental Divide, leaving the Glacier National Park area in Montana.*





to the Twin Cities as one 134-car train trailing an air brake instruction car and a caboose.

Plan for the train was formulated by GN and 22 cooperating Pacific Northwest shippers. They sought to prove the feasibility of handling certain types of forest products, wrapped in special, protective paper, on railway flat cars.

Handling of packaged lumber on flat cars helps alleviate the current critical shortage of boxcars in which the bulk of forest products has been carried by rail.

Of special interest to shippers was the durability of packaging devised to protect the shipment. Several firms have been engaged in developing packaging for lumber.

The all-weather lumber packaging faced — and withstood — a grueling test. The train ran the gamut of weather across the country: pouring rain at departure at Everett, Wash., rain, fog and snow in the Cascade mountains of Washington; heavy snow and fog over the Continental Divide in Montana; sunny weather at



Moving East and climbing up the Divide, the train is hit by heavy snow—the roar of the diesels piercing the mountain stillness.

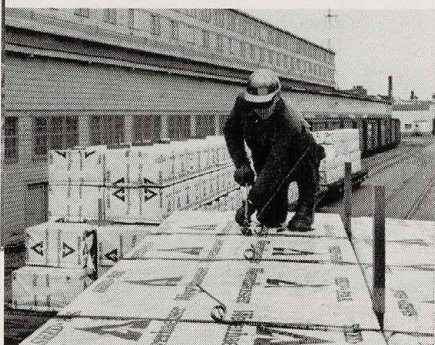
Minot, and snow flurries in the Twin Cities.

Both trains were pulled by four diesels, but while crossing the Cas-

(Continued on Page 10)







Packaged lumber from a 60-foot GN flat car was unloaded, top, at Weyerhaeuser in St. Paul, shortly after metal banding was cut, lower photo. The train, below, nears Gold Bar in the Cascade mountains. Later, helper engines joined the freight.



acades, the LS-2 was assisted by a four-unit helper for a total horsepower of 16,000. Over the Rockies, the LS-1 and LS-2 each received four-unit helpers for a total horsepower of 16,500.

Early March 1, both sections of the train arrived at Gavin yard in Minot for classification. The 134-car train left that day for Minnesota.

Accompanying the LS-2 from the coast to Minot and into the Twin Cities were the B-1 car (equipped with speed and air brake gauges and sleeping quarters) and a caboose. Aboard the B-1 were Julian H. Woolford, GN trainmaster, division of economic research, and John Hick and Nicholas Likarish, both assistant superintendents in the car department.

The demonstration train carried 4.7 million board feet of kiln-dried framing lumber, enough to build 400 medium-sized homes. Also included in the shipment was a car of laminated beams from Bellingham, Wash., packaged on an 85-foot flat car shipped by Brooks Manufacturing Co. to U. S. Plywood at Syracuse, N.Y., and a car of plywood shipped by U.S. Plywood of Roseburg, Ore.

A prime advantage of packaged lumber is the possibility of outdoor storage, thereby permitting reduction



in lumber yard sheds. Properly packaged lumber may stand months in yards and can withstand the vagaries of weather.

The packaging paper is waterproof, weather-resistant and especially fabricated to permit "breathing," which eliminates condensation and subsequent deterioration.

Shippers represented in the demonstration train included the following: Frank Lumber Co., Mill City; Publishers Paper Co., Tillamook; U.S. Plywood, Roseburg; Schneider Lumber, Brownsville; Round Prairie Lumber, Roseburg; Hallinan Lumber, North Plains; Weyerhaeuser, Klamath Falls; Brooks Scanlon, Bend; Crown Zellerbach, St. Helens; Klamath Lumber, Klamath Falls and Pope & Talbot, St. Helens, all in Oregon.

The others were: St. Regis, Klickitat, Tacoma and Libby; Weyerhaeuser, Longview and Everett; Simpson Timber, Shelton; Brooks Manufacturing, Bellingham; Biles Coleman, Omak; Boise Cascade, Spokane, and Hege-wald Timber, Stevenson, all in Washington; Diamond National, Huetter, and Potlatch Forest, Coeur d' Alene, both in Idaho; and R. S. Plant, Quesnell, and Rayonier Sales, Marpole, both in British Columbia, Canada.



Outdoor storage, such as above, is one of the economies of packaged lumber. Middle photo shows the helicopter used for aerial photography near Glacier Park. Below, the consolidated train moves to its terminal point in Minneapolis.







GN's carnival princess, Linda Tretter, and George Donnay, band leader, distribute apples to audience after their musical presentation. George LaMonica strums a guitar in the center photo, left, while fellow bandmen add their musical talents. Below, with the aid of a chart, bandmen and singers lead the audience in the German "Schnitzbank" song.



## Zany GN Clown Band

Their outfits are outrageously comic and so are their antics.

They rise early, quit late and seem to enjoy the roles they play.

They are Great Northern Railway Clown Band members — 18 fun-loving guys and gals — and all but two are GN employees.

Each year during the St. Paul Winter Carnival, the clown band is "resurrected" by its director, George Donnay. It is during this wintry period that the troupe don their makeup and outlandish clothes and appear at 14 public and private homes for the aged, children's hospitals, schools for retarded children and for employees in St. Paul's City Hall.

Members rise as early as 4:30 a.m. and begin "making up" by 6 a.m. in the Great Northern building in St. Paul. They are on-the-go by 8 a.m. and regardless how they personally may feel on that particular day, they are zany and entertaining before the public.

The group was organized about 24 years ago by Mr. Donnay. It was formed during the period when GN's drum and bugle corps was in operation. The Clown band was then comprised of 12 marchers who desired to visit various Loop businesses after the parades.

Eventually it took on the form of a German band and subsequently a program of regular visits to charitable organizations was instituted.

As the group became well known, it was reorganized into its present format—a group of men and women clowns who played musical instruments, who sang or performed dances or skits that would entertain both young and old.

The Clown band operates under the chairman of the GN winter carnival committee, and under direction of Mr. Donnay. Clowns are accompanied



# Polics For Oldsters



on their trips by the current GN winter carnival princess and the St. Paul Winter Carnival junior royalty who assist in the distribution of apples, candy and other gifts in the charitable institutions — gifts purchased by GN.

Great Northern employees who are members of the band, in addition to Mr. Donnay are Robert Achterling, Rosemary Barnes, Stewart Cavanaugh, Otto Hofmeister, George Innocenti, George LaMonica, Ruth McNary, Vito Palmitessa, Joan Paul, Ed Portz, Joseph Sauro, Marilyn Stark and Robert Weiskopf.

Non-employees are Max Parslow and Tom Heitzinger.

George Donnay, band leader, leans on his tuba, top right, between songs. In two top photos, the facial expressions of men and women residents of the home show their fascination with the band. At right, a quartet of gal "clowners" stage one of their hit numbers. Below, Linda Tretter, GN princess, and junior royalty of the St. Paul Winter Carnival, join in the farewell song.







## NEW 'JUMBO' HOPPERS HEAD FOR GRAIN SERVICE

Glistening in the late winter sun, a string of new "jumbo" covered hopper cars leaving Lyndale Junction in Minneapolis for rush service in the grain-producing areas along Great Northern Railway.

There a big backlog of storage grain awaits shipment.

GN currently is adding 100 big aluminum-sheathed cars to its grain-hauling fleet. The 4,750-cubic-foot hoppers will carry half again the load of an average boxcar.

Another 200 steel-sheathed jumbos are scheduled for delivery in early Spring — giving GN nearly 950 specialized cars of this type placed in service since 1962.

The cars pictured above are 57 feet, 8½ inches long from coupler to coupler and stand nearly 15 feet above the rail. They cost approximately \$19,300 each against \$14,500 for the steel-sheathed cars.

In addition to their much greater capacity, the jumbos feature fast

loading through top hatches and grain unloading through bottom doors producing time and labor savings for shippers and receivers of grain.

## Washington, D. C., Passenger Association Elects Officers

The Washington Passenger Association of Washington, D. C., has elected Charles E. Pugh of the Seaboard Air Line Railroad as president.

Other officers are Kern D. Thornton, Great Northern Railway; Charles H. Pugh, Washington, first vice president, and Anthony M. Ferraro, American Express Company, second vice president.

More than 85,000 new and rebuilt freight cars will be placed in service on American railroads in 1965 — enough to form a continuous train stretching from Washington to Chicago.

Fourteen

**INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS**





# Goat Gaieties

## Cut!

The lumberjack's whiskers were a month old and the barber had a difficult time shaving him. He nicked the man on the lip, then the chin, and finally the nose. Then he asked, "Have you been in my shop before?"

"No," was the reply. "I lost my arm in the sawmill."

\* \* \*

## Some Spectacle

The baseball umpire was undergoing a physical examination and after a thorough checkup, the doctor said: "You need glasses."

The ump bounced to his feet, jerked his thumb in the air and exclaimed: "That'll cost you 100 bucks and you're out of the game!"

\* \* \*

## And Redheads, Too!

Russian school teacher: "Who were the first human beings?"

Young Ivan: "Adam and Eve."

Teacher: "What were their nationality?"

Ivan: "Russian!"

Teacher: "Correct again! How did you know that?"

Ivan: "They had no house to live in, no clothes to wear, and only one apple between them — and they called it Paradise!"

## Cashiered Out

"Daddy, I need fifty cents to take to school today."

"What for?"

"My teacher is resigning and we're raising money to give her a little momentum."

\* \* \*

## Double Check

"What are those?" the wife asked her husband pointing to cancelled checks in his hand.

"The bank sent me these," he replied.

"You mean the bank saves all the checks I write and sends them to you?" she said. "What a sneaky thing to do!"

\* \* \*

## Ship Ahoy!

A young sailor out of boot camp and on his first cruise lost his hat while on deck the first time. A gruff petty officer tapped him on the shoulder and told him he'd have to pay for it.


"Heck," he said, "suppose it was stolen, would I have to pay, too?" The officer explained that you pay for any government equipment you lose.

"Gosh," gasped the lad, "no wonder captains always go down with their ships!"

Fifteen

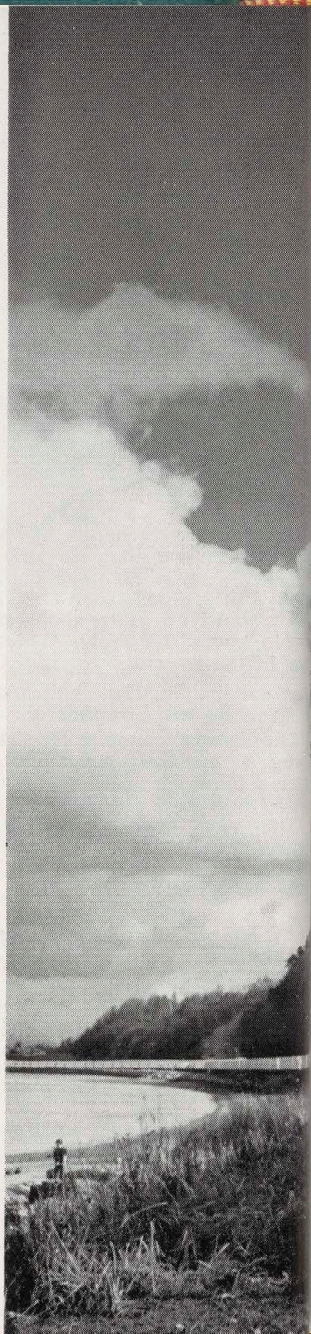
**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





## Lumber Train Switched For Eastern Run

*A section of a special packaged lumber train, the largest in the NW, is switched at Everett, Wash., before departing for GN's Gavin Yard at Minot, N.D., where it was consolidated with a second train. See the pictorial story beginning on page 7.*





The Great Northern

# GOAT

April, 1966







Vol. 36 April, 1966 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



Proudly displaying a bowl of Delicious apples is Queen Patti Parkhill of the Washington State Apple Blossom festival.

Two

### Your Railroads

What are the American railroads doing to gain more freight traffic?

What are they doing to make them more attractive for shippers?

A complete answer to that question would fill a book. But a good indication of what is being done is found in the freight car situation.

Last year, the railroads chalked up a record capital outlay of 1.6 billion dollars. One billion of that, nearly two-thirds of the whole, was for 68,000 new and rebuilt freight cars.

Deliveries of these new and improved units represented the highest level since 1957 and were nearly double the installations of two years ago.

At the year's end, the nation's freight car fleet totaled 1,794,000. This represented a slight increase over a year ago, even though 84,000 cars were retired. And just numbers don't tell the whole story.

The new cars are larger than those being retired. They are better suited to today's transportation requirements. They give a gentler ride, have improved impact absorption, large door openings for quick loading and unloading.

These improvements are reflected in the price—the average car cost \$15,000 as against \$7,800 in 1955.

During the current year, the railroads expect to equal or exceed last year's capital spending. Their traffic has been showing encouraging gains.

And the reason for that lies in the quality of their services and the prices they charge.

(Industrial News Review, Portland, Oregon)

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





Pink-white blossoms on bushy apple branches arch against the azure skies near Wenatchee, Wash., heralding the advent of Spring. The valley below is thick with trees nourished by Winter's snow and irrigation systems in the heat of summer.

#### Washington Ready For Yearly Festival—

## BLOSSOMS SIGNIFY SPRING IN WEST

Since 1920, residents of Washington State have been celebrating the coming of Spring with a festival, making it the oldest of Washington's State civic celebrations.

During May 5-8, the apple industry of the state will mark its 47th annual Washington State Apple Blossom festival in the Wenatchee-Okanogan apple-growing center.

Reigning over blossomland this year is Queen Patti Parkhill, 17, a blonde senior from Eastmont High school. She resides with her parents, Mr. and

Mrs. Lawrence Parhill, in Wenatchee.

The first festival was a one-day affair with singing and speeches on the courthouse lawn. By 1923, there was a queen and a King Apple, and four lesser queens.

Now the queen is chosen from senior girls of Wenatchee and Eastmont schools. Selection based on scholarship, beauty, poise and personality.

A new queen will be chosen on May 6 as also will be her two princesses. The following day is the grand parade and the annual festival ball.

Three



## GN Freight Dept. Appointments Announced

Three personnel appointments in the Great Northern Railway's traffic department were recently announced by M. M. Scanlan, vice president-traffic.



Mr. Johnson

G. D. Johnson, general freight traffic manager, sales and service, has been appointed general sales manager;

A. C. Berg, assistant to the vice president-traffic, has become assistant to vice president-staff, and R. L. Merklin, general freight agent, Seattle, has been named assistant to vice president, sales.

\* \* \*

Mr. Johnson is a 46-year veteran with GN's freight traffic department. He began his railroad career in St. Paul as a tariff clerk in 1919, and served the company in Milwaukee, Portland, Los Angeles and San Francisco before going to Seattle in 1950 as general agent.

He subsequently held the positions of general freight agent, freight traffic manager, sales and service; western traffic manager and general freight traffic manager, sales and service.

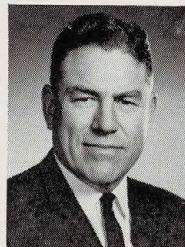
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Mr. Berg joined GN in 1929 as a steno-clerk in the engineering department in Seattle. He later became a stenographer in the general manager's office, Seattle; clerk, western traffic manager's office, and secretary to the western traffic manager, in Seattle.

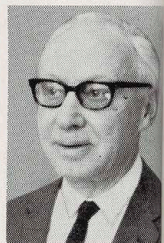
In 1938, he was named clerk in the traffic department in Portland, Ore., and became chief clerk there the following year. In 1940, Mr. Berg was named secretary to F. R. Newman, vice president, traffic.

After service in the U.S. Army as

captain, he returned to GN in Seattle in 1946 as assistant to the western traffic manager, and later that year transferred to St. Paul headquarters as assistant to the vice president-traffic. He held that position until his current appointment.



Mr. Merklin



Mr. Berg

Mr. Merklin has been with Great Northern since 1940 when he served as clerk at White Rock, B.C. He held various clerking positions in the Pacific Northwest until his appointment as city freight agent in Portland, Ore. in 1948, which was followed by traveling freight agent there four years later.

He served as general agent Klamath Falls, Ore., in 1954, and held the same title the next year in Portland. He became general freight agent at Portland and Seattle in 1960 and 1965, respectively, and held the latter position until his current appointment in St. Paul.

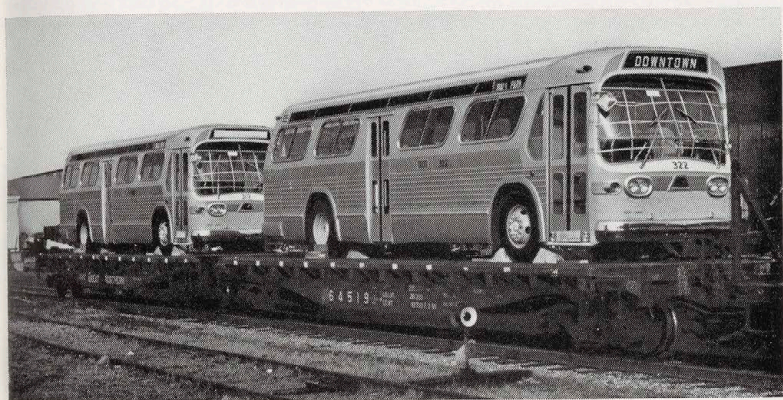
## Shriner Heads Cincinnati Rail Traffic Association

The election of Bernard J. Shriner as president of the Rail Traffic Association of Cincinnati, Ohio, was announced recently by the group.

Other elected officers are Frank J. Dykstra, Canadian Pacific, vice president, and Ferrell J. Beggs, Union Pacific, secretary-treasurer.



## GN ARTICULATED FLAT CARS CARRY BUSES



Part of the shipment of 16 carloads — 32 buses — are shown moving over Great Northern on articulated flat cars.

The buses were shipped from General Motors Corp., Truck-Coach Division, Pontiac, Mich., to the City of Tacoma.

The flat cars are 92 feet, 4-inches long and are rigged with Brandon tie-downs for anchoring cargo. As an extra precaution, wooden blocking

was used in assisting the securing of buses.

Traffic officials reported that the buses arrived in perfect condition.

An articulated flat car is in reality two flat cars with four sets of trucks. The cargo surface of the cars is permanently jointed with a steel plate between the cars featuring a degree of flexibility.

The cars permit the shipment of unusually long freight or a series of cargo—such as buses.

### K. D. Thornton Director of Baltimore Passenger Assoc.

Kern D. Thornton was recently elected a director of the Baltimore Passenger Association.

Other elected officers are George Murray, C&O/B&O, president; John Moreland, Greyhound Bus Lines, second vice president; Al Best Jr., B&O, treasurer, and O. R. Peeples, Pennsylvania Railroad, secretary.

Also directors are Pat Cloonan,

B&O and Paul Baker, Pennsylvania Railroad.

### Resident Engineer Named

Phillip L. Cole has been selected as resident engineer for construction of Libby Dam on the Kootenai river in northwestern Montana, announced Col. C. C. Holbrook, Seattle district engineer, Army Corps of Engineers.

Five

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



## G. M. French Retires From GN After 30 Years

Graham M. French, Great Northern general passenger agent in Chicago, retires on



Mr. French

April 30 after 30 years of service with the company, announced E. M. Brady, passenger traffic manager.

Mr. French, well-known in traffic circles throughout the country, had a colorful career before joining GN in 1936 as assistant city passenger agent in Seattle.

A native of that city, he worked as a musician until 1928 in theaters and cafes and in 1921, took a jazz band of five University of Washington boys to the Orient on the S.S. Silver State.

After service with other traffic concerns, Mr. French came to GN.

In 1942, he left Seattle to become traveling passenger agent at GN's Spokane office. He held the same position in Los Angeles from 1946 to 1950.

Mr. French moved to St. Paul in 1950 as general agent, passenger department, and the following year was transferred to Chicago as assistant general passenger agent. He became

general passenger agent there in 1951—a position he held until his retirement.

He was past president of the S. Club of Chicago; the Chicago General Agents Association; Seattle Passenger Club and the Puget Sound Traffic Directors.

He was a member of the Kiwanis Club, American Association of Passenger Traffic Officers, American Association of Railroad Ticket Agents, Chicago Passenger Club, Chicago City Passenger Agents and the Chicago Bon Vivants.

\* \* \*

The appointment of Stanley Yates as general agent at Edmonton, Canada, also was announced GN.



Mr. Yates

chief clerk.

He subsequently became city freight agent in Vancouver, a position he held for six years.

Mr. Yates, who has been traveling freight agent there since 1951, has been with GN since 1948 when he joined the freight traffic office in Vancouver, B. C.

## J. S. Dalrymple Jr. Named For Election To GN Board

The directors of Great Northern Railway meeting in New York City recently nominated John S. Dalrymple Jr. of Casselton, N.D., to be a candidate for election to the railway's board at the annual meeting of company stockholders in St. Paul on May 12.

Mr. Dalrymple would succeed J. Stewart Baker of New York who is retiring at the annual meeting after 22 years of service as a director of the railway.

Mr. Dalrymple is manager of Dalrymple Farms and is a member of a pioneering farming family in the Casselton area. He is a director of Northwest Bancorporation.

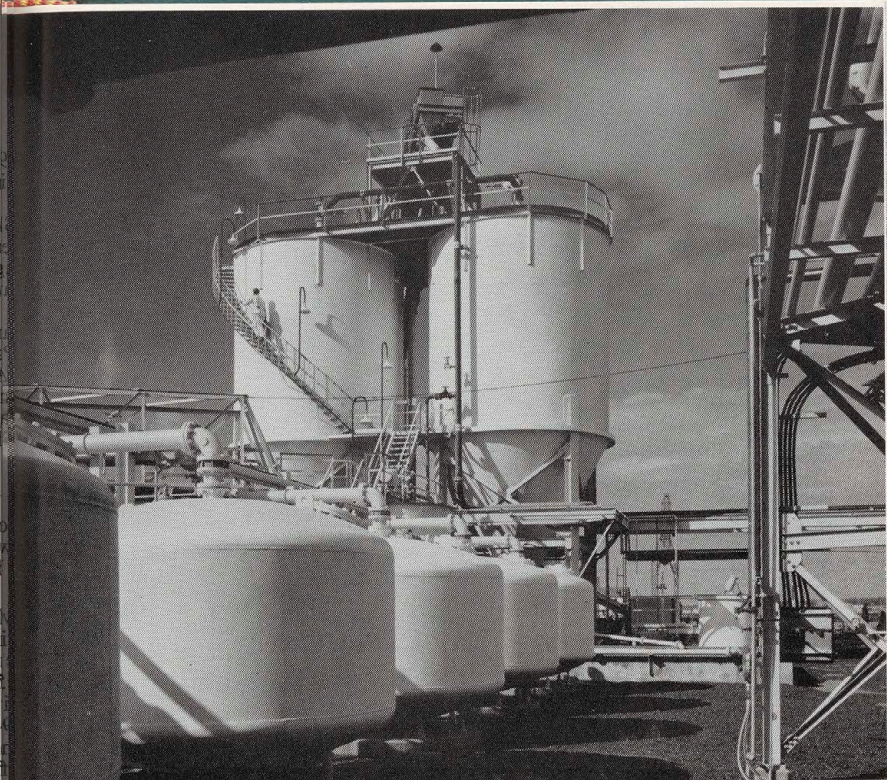
A former president and chairman of the executive committee of Chase Manhattan Bank of New York, Mr. Baker is now retired. He was elected to GN's directorate in 1951, succeeding his father, the late Stephen Baker of New York.

Six

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



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**Industries GN Serves—**

## Georgia-Pacific's Bellingham Chemical Plant

The Georgia-Pacific Corporation of Bellingham, Washington, is operating from a newly-completed plant located on the Great Northern Railway.

The company utilizes common salt and electricity in the manufacture of caustic soda and chlorine.

The Bahamas Island salt arrives by ship and is carried ashore by overhead conveyor to the plant site. The salt is placed into solution, purified, and fed into electrolytic cells.

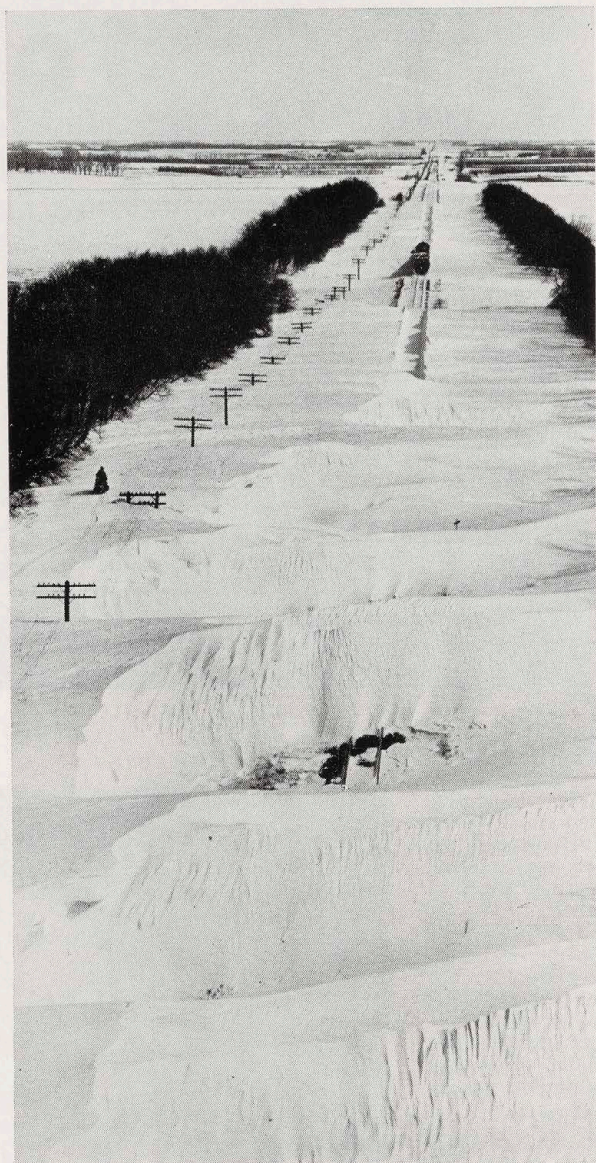
These cells consume approximately 3,500 kilowatts per hour of electric energy per ton of chlorine. In the

(Concluded on Page 12)

Huge tanks at Georgia-Pacific, above, store chlorine produced in the plant. At right, common salt is moved via conveyor from ship to shore.







*Eight*

# BLIZZARD KNOTS CN LINE

Some 31 miles west of Fargo, N. D., a rotary snowplow gins slicing through massive snow drifts.



# NORTH DAKOTA LINE BURIED IN SNOW

## 35-Foot Drifts, Piled by Fierce Winds, Clog Rails

An early Spring blizzard, developing from low pressure areas from Kansas and Nebraska, tied Great Northern Railway train service in knots in early March and curtailed passenger and freight traffic through parts of Minnesota and North Dakota.

Driven by fierce winds clocked at up to 100 mph., the driving snow fell in depths to more than three feet in certain areas and packed solidly into drifts of 25 to 35 feet.

On March 4, GN halted traffic in the storm area and freight and passenger traffic was moved to the nearest towns on the line and scheduled runs were either combined or annulled.

North Dakota was by far the hardest hit. GN's Surrey line in that state experienced the greatest winter buffeting in the 104-year history of the railway. (The Surrey line is between Fargo and Minot.)

There the tracks were closed until March 11. It was here that hard-packed snow deposited to a depth of to 35 feet in long drifts that bisected the line at many points.

More than 30,000 tons of snow were rotaried out in the initial cut in an 8¼-mile stretch. The snow was packed so solidly that a D-8 Caterpillar tractor was able to ride the snow "waves" and hardly leave a track!

(Concluded on Page 11)

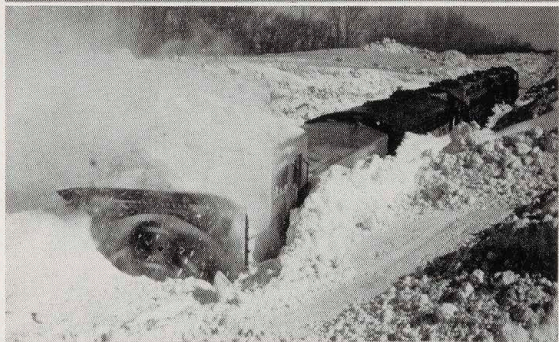
Dwarfed by the giant-sized drifts, the rotary snowplow digs a snowy channel as a man on snowmobile and walking workmen traverse drifts that leave only the crossbars of the power poles visible.







Chunks of snow and powder are flung to the side as the plow bites into snowpile.



A D-8 cat removed top drifts but the rotary is three-quarters hidden in the snow.



Its huge blades spinning the rotary backed a distance and returned for another slice of drift.



A diesel moves into cut drift—dwarfed by plaster-hard snow—as it tests the roadbed.



Rotary snowplows were called into service. They made their way, inch by inch, their huge blades biting into the snow. Huge plumes of snow were ejected to the side as the plows tunneled through the snow. Progress at times was as slow as 100 to 200 feet per hour.

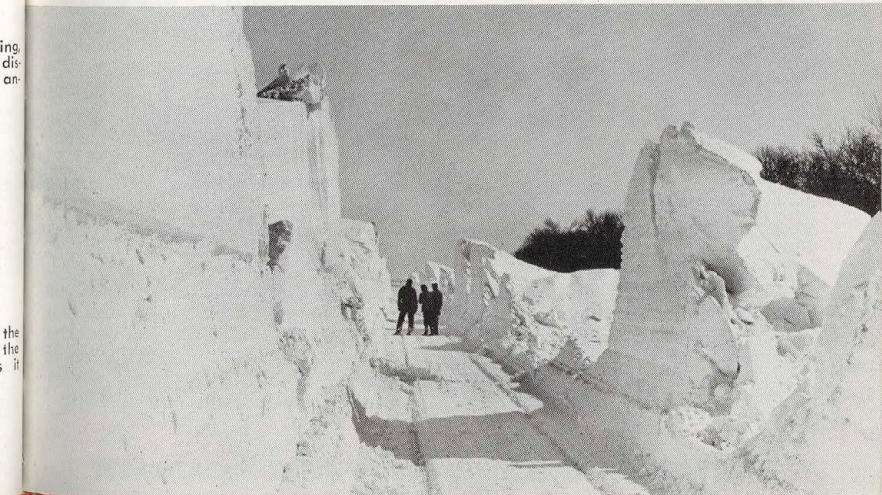
The crossbars of power and telephone poles rested atop many drifts. Many lines were under or resting on snow.

For a time, the only means of transportation to trapped trains was by snowmobile, dozers and rotary snowplows.

By March 14, all main and branch lines were in operative condition.

(North Dakota residents and Great Northern were spared a second blizzard, on March 23, which struck to the southeast in South Dakota and west and east-central Minnesota and northwestern Wisconsin. St. Paul recorded 16 inches of snow and near 60 mph. winds.)

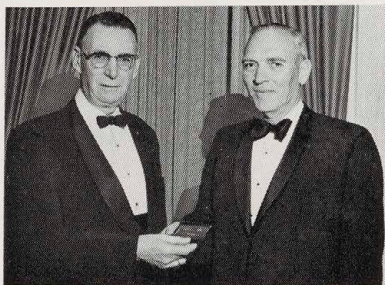
Blinding white plumes of snow are ejected by the rotary, above, as it cuts through the heavily-packed snow. Below, workmen inspect tracks after the rotary chewed through the drifts.





## U. S. Bill on Highway, Air, Water Transport: 5.8 Billion

A record 5.8 billion dollars will be spent by the federal government this year on highway, air and water transport facilities, the Association of American Railroads disclosed.



A gold-plated honorary membership card of the Traffic Club of New York was presented to John M. Budd, right, Great Northern Railway president, by Ambrose T. Sims, president of the traffic club and New York director of sales of the Great Northern Railway.

Mr. Budd was the featured speaker at the club's 56th annual dinner held recently in New York City.

### CHEMICALS—Conclusion

electrolytic cells, the caustic soda hooks itself to the minus charge, or cathode, and is drawn off in solution. The chlorine is taken from the plus charge, or anode, as a gas and is compressed and liquified for storage in tanks.

The amount of electricity used is on the order of 20,000 kilowatts per hour, enough to light the city of Bellingham.

In the Pacific Northwest, the major uses for both caustic soda and chlorine are in the pulp and paper industries.

The plant manager of Georgia-Pacific is Norval Magnuson and the local Great Northern representative in Bellingham is Len Larson.

Twelve

The total is an increase of more than 400 million dollars over that of 1965. Yet more than half of the increase could be recovered by Congress if it approved President Johnson's budget message recommendation for new or increased user charges as a first step toward relieving the treasury and the taxpayer of part of the burden of federal spending on transport facilities.

Transport spending at all levels of government — federal, state and local — climbed from 15.9 billion dollars in 1965 to 17 billions in 1966.

Maintenance and construction of highways will account for 4.4 billion of the 5.8 billion dollars in federal spending in support of road, water and air transportation. The federal airways system will get 818 million, 87 millions will go for airport development, administration and research and 78 millions for cash subsidies to domestic airlines.

Some 232 millions will go for inland and intracoastal waterways, with 201 millions for water transportation.

The president's budget message urged these compensating actions:

- Initiate a nominal user charge of 2 cents a gallon on fuel for carriers of domestic cargo on inland waterways.

- Highway charges on heavy trucks and highway diesel fuel "move the contributions by truckers closer to their share of highway costs."

- A 4-cents-a-gallon tax on general aviation fuels and repeal of the 2-cents-a-gallon tax on commercial aviation gasoline.

- Raising the existing 5 per cent airway charge on airline passenger tickets to 6 per cent for the next three years.

- A 2-per-cent surcharge on freight waybills this year, plus another 2 per cent on Jan. 1, 1969.





# Goat Gaieties

## Pipe Dream

A woman stopped in a hardware store for a ¾-inch pipe plug.

"Do you want a male or a female plug?" the clerk asked.

"Look," snapped the woman. "I just want to stop a leak. I don't plan to raise them."

## A Rare Bit

The boy took his pet rabbit to a veterinarian to learn what was ailing it.

"What have you been feeding it?" the vet asked.

"Goat's milk," the boy responded. "Don't you know better," the vet said, "than to use that greasy kid's stuff on your hare?"

## Mad Hatter

Gorgeous Girl At The Races:  
"Are you a college man?"

He: "No, a horse just stepped on my hat!"

## Objects To Art

Two teen-agers visited the modern art gallery, viewed the grotesque sculpture composed of twisted pipes, broken glass and sheets of tin.

"Let's scam," one told the other, "before they accuse us of wrecking those statues."

## Pig Stuffing

Farmer's wife to a little visitor from the city: "See that mother pig over there—she's a big one, isn't she?"

Little Boy: "She ought to be. I saw her yesterday and she had 10 little ones blowing her up!"

## No Place To Stop

Stopping at a service station in a small western town, a lady motorist inquired: "Do you have a rest room?"

"Nope," said the attendant. "When any of us gets tired, we just sits on one of those oil drums."

## Some Dowry!

Young bridegroom: "With all my wordly goods, I thee endow."

His Father: "There goes his fraternity pin and stamp collection."

## His Turn To Cut

A surgeon received a phone call from a doctor friend inviting him to a poker game but he promised his wife he would be in that night.

"Do you have to go out?" asked his wife, who thought it was an emergency call.

"Yes, I do," he replied. "It's an urgent case. There are four doctors there already."

Thirteen

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



## GN Reorganizes Freight Traffic Dept.

A general reorganization of Great Northern Railway's freight traffic department was announced by Traffic Vice President M. M. Scanlan to improve customer service, to meet competition more effectively and to develop new traffic.

Basically, the realignment involves the creation of three functional areas—sales and service, pricing and market research. The changes are effective immediately.

The sales and service head is G. D. Johnson whose new title is general sales manager. Supervisory personnel experienced in specific commodity areas have been assigned over-all supervision of sales procedures in their respective fields.

V. P. Brown, assistant vice president-traffic, will supervise pricing—formerly known as rates and service. Three pricing managers under him are E. W. Bergstrom and T. N. Hackney, both of St. Paul, and E. F. McGuire, Seattle.

Market research, a new customer-oriented division, is directed by T. P. Heller. The unit will assist sales and pricing organizations and other divisions.

Some 200 freight traffic titles also are changed. Among them are eastern and western traffic managers, now known as directors of sales; general freight agent to regional sales manager; general agent to sales manager; commercial agent to assistant sales

manager; traveling freight agent; traveling sales representative, and city freight agent to sales representative.

### Modoc Lumber Co. Shipped 20 Carloads On Special Train

Modoc Lumber Company of Klamath Falls, Oregon, was inadvertently omitted from the March GOAT stop featuring the recent Great Northern packaged lumber train.

We apologize for the error and wish to emphasize that Modoc Lumber had 20 flat cars in that train destined for the states of Ohio, West Virginia, Indiana, New York, Pennsylvania, Wisconsin, Michigan and Rhode Island.



Three flat cars of Modoc Lumber Company products are shown being classified at GN Gavin Yard at Minot, N.D., prior to shipment via special train to the Twin Cities and eventual delivery to lumber dealers.

#### CHANGES AT PRESS TIME

*The Great Northern GOAT received news of the title changes at press time.*

*Consequently, various stories in this issue list the old job titles of GN staffers.*



## Cross Arms Move Over GN To Kansas Firm



Brooks Lumber Company of Bellingham, Wash., recently shipped 56-foot laminated cross arms for 345 K.V. power line to the Kansas Power & Light Co. of Bazar, Kansas. The shipment moved on GN to Laurel for connections to Kansas. Also involved in the flatcar movement were the Kansas City Gas & Electric Co. and the Kansas City Power & Light Co. Gross weight of the freight was 133,500 pounds.

## GN Orders Another 300 'Jumbo' Hoppers

Great Northern has expanded this year's new freight equipment program by ordering an additional 300 "jumbo" covered hopper cars for delivery during the 1966 grain harvest along the railway, the company announced.

Acquisition of these cars, costing nearly 4½ million dollars, will boost this year's order of "jumbos" to 600 and increase GN's ownership of the 100-ton capacity cars to approximately 1,200 by the end of 1966.

GN's freight equipment program for this year originally provided for 300 "jumbos," 100 of which were received in February. Delivery of the other 200 is scheduled to begin early this month.

All of GN's nearly 1,300 large and regular covered hopper cars are used for grain transport in the company's territory.

In that a large covered hopper car will carry over 50 per cent more grain than the average boxcar, the

"jumbos" have eased the shortage of freight cars on the railway.

The order for 300 additional "jumbos" brings GN's 1966 freight equipment program to 1,750 cars of various types at a total cost of over 28 million dollars.

## Overseas Visitors Double Over Past Four Years

The flow of business and pleasure visitors to the United States from overseas has more than doubled within the past four years, the United States Travel Service reports.







Last year, 1,039,928 business and pleasure visitors came from overseas — the first time that the number exceeded a million in a single year.

The total was 101.5 per cent above the 616,152 who visited in 1961, the year the joint government-industry VISIT USA program was launched.

*Fifteen*

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**



If you've never  
had a reason to  
travel between  
Chicago  St. Paul  
 Minneapolis   
Spokane  Seattle  
and Portland,   
 now you  
have one —

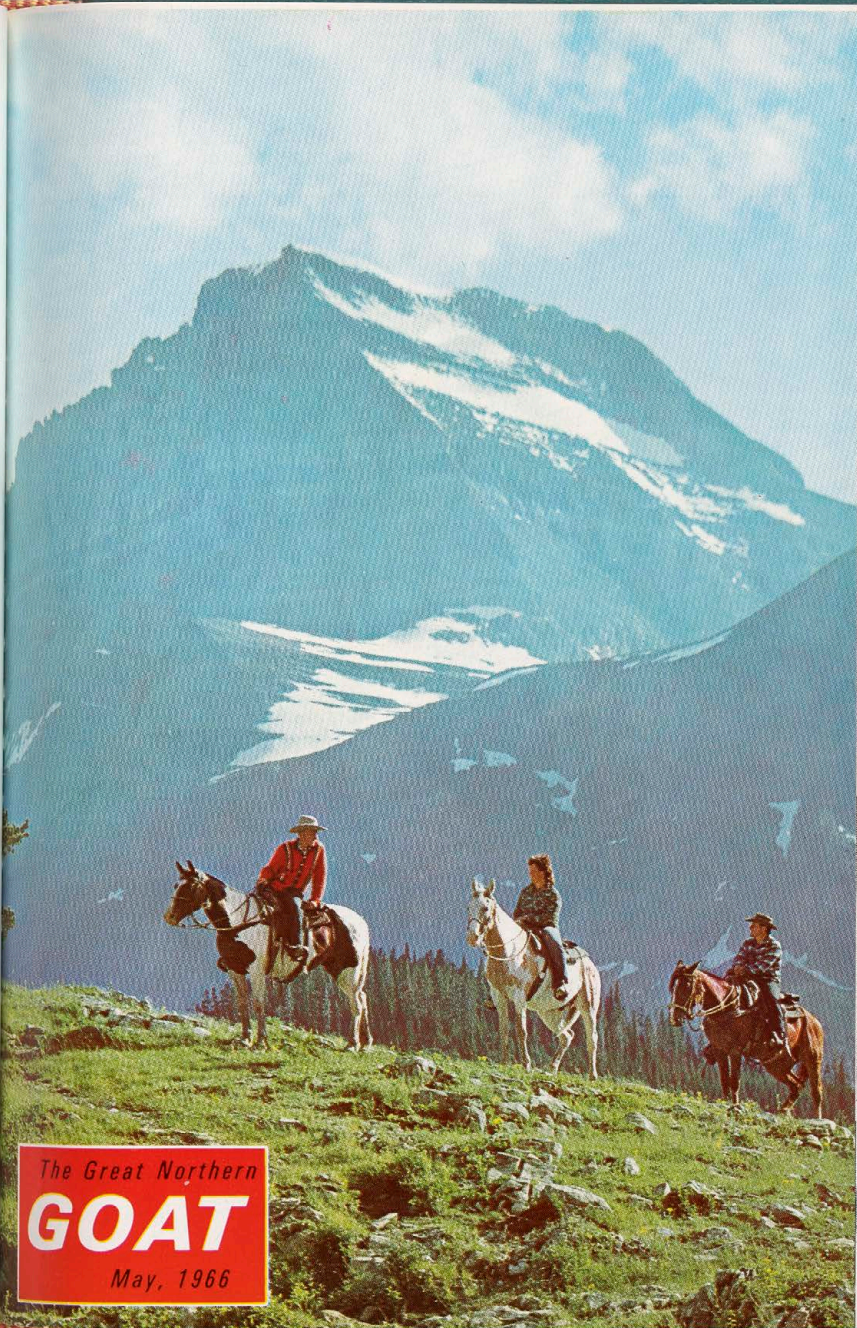
Great Northern's  
incomparable



Empire Builder;  
the train people take  
when they're in a  
hurry...  
to enjoy  
themselves.







*The Great Northern*  
**GOAT**  
*May, 1966*





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May, 1966

No. 5

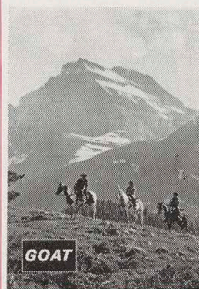
*The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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

**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 appealing photograph was taken by Bob Harr of Hedrich - Blessing near Many Glacier Hotel in Glacier National Park.

Two

### Your Railroads

Statistics are essential to provide understanding of a great number of problems and situations.

But they must be approached with care. For, on occasion, people seek to establish a case can, by careful selection and interpretation, cause perfectly accurate statistics to create an impression which is seriously at variance with the facts.

This truism applies to the charge made by the head of just one of the major railroad unions, that eliminating firemen from locomotives has led to a dismaying increase in the accident rate.

To begin with, the fireman — the man in the cab — became obsolete when dieselization of the railroads left him with no fires to tend. Study after study, some made at the highest "ribbon" level, substantiated this fact.

This was accomplished. And the human values involved were given consideration. Displaced firemen have received extremely generous benefits, either in cash or in guarantees of comparable jobs, as they chose.

The charge, to go on, that safety has suffered is supported by selective certain statistics while ignoring others. The National Railway Labor Conference has made an exhaustive report in which all the relevant statistics are given and considered. Without going into intricate details, it establishes that the claim that removal of firemen has harmed the railroads' safety record is baseless.

The removals started in May of 1964. In 11 subsequent months, the fatality rate was 1.3 per cent below the previous year, and when grade-crossing deaths are excluded was 1.5 per cent below.

The rate of fatalities and injuries in the 11 months is 2.8 per cent below the previous record, and down 1.5 per cent after subtracting grade-crossing accidents.

(Reprinted from the Industrial News Review, Portland, Oregon.)



## 200 New 100-Ton Grain Hoppers Rushed Into Great Northern Service

Great Northern's Minneapolis Junction yards have been the scene of much activity lately as railroad officials and individuals active in the grain trade viewed the company's new 100-ton hoppers.

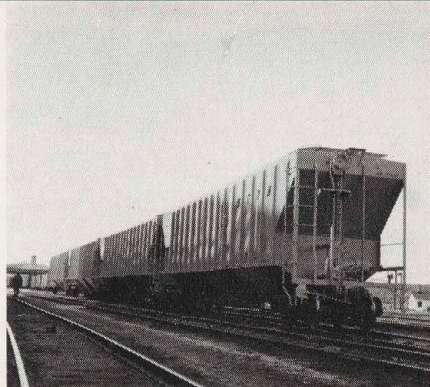
The GN has received the full load of 200 Pullman-Standard hoppers designated in large type: "Grain Loading."

Boxcar shortage has been a familiar term for months in the railroad industry and the Great Northern has been doing something about it.

The new all-steel hoppers are part of an order of 600 cars due to be received this year at a cost of some

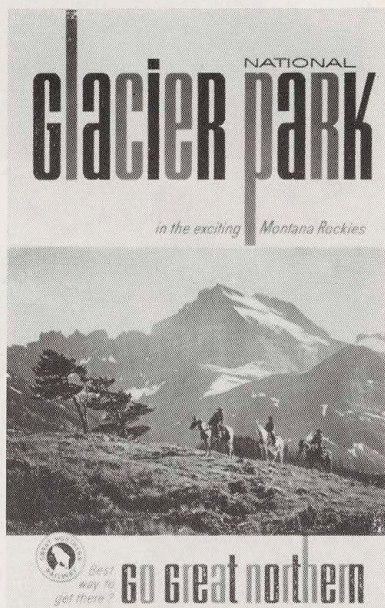
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Part of the fleet of 200 new all-steel hopper grain cars is shown, top right, arriving in Minneapolis. Ralph J. Fritz, GN car foreman, is pictured, right, opening a fiberglass hatch. The magnitude of the cars is clearly pictured in the lower photo.





## GN Poster Promotes Train Travel To Glacier National Park



A four-color lithographed poster promoting train travel to Glacier National Park has been published by Great Northern Railway.

The transparency, taken by Bob Harr of Hedrich-Blessing of Chicago, shows two men and a woman on horseback on a knoll just above Many Glacier Hotel in the park. Mount Gould and the Garden Wall are in the background.

The horsemen are employees of Rocky Mountain Outfitters, operators of the saddle horse concession at Many Glacier Hotel.

In the lead is Jay Adler, owner of Mickelberry's Log Cabin Restaurant of Chicago. Mr. Adler is a promoter

Four

of "western" living and guides in summer. The others are Nancy Wheeler and Robert Decker of Ron Mont., "dude wranglers" and employees.

(The same color transparency was utilized for the current cover of GOAT magazine.)

### BOXCARS — Conclusion

4½ million dollars. The delivery of these cars will boost GN's ownership of 100-ton capacity cars to approximately 1,200 by the end of the year.

As soon as the cars are received they are promptly dispatched to the company's grain producing areas in North and South Dakota, Montana and other western points.

The 200 hoppers GN received cost more than \$14,700 each. They are 40 feet long, 10 feet wide and 15 feet high. They are all-steel covered triple hopper construction and designed especially for dry bulk loading.

The three hoppers in each car are equipped with sliding gravity discharge gates with rack and pinion operating mechanisms designated to operate individually.

Some unique construction features are the fiberglass roof hatches reducing car weight by some 880 pounds. Composition brake shoes and high silicon, both of which also save weight.

The estimated light weight of the car is 64,500 pounds and the cubic capacity is 4,740 feet.

### Stanton Heads Rails' PR

Frank J. Stanton has been appointed director of public relations of the Association of Western Railroads, succeeding Paul D. Shoemaker, who is retired.

Alfred E. Greco was named assistant director of public relations.

Railroads today handle nearly 1 billion pieces of mail annually, some 75 per cent of the total domestic mail.





This sketch depicts the new Port of Seattle grain terminal that may be built on property donated by the Great Northern Railway. Below, an aerial view shows the approximate location of the site.

## Seattle Plans New Seaside Grain Terminal

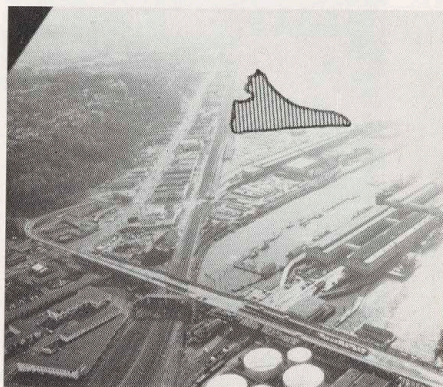
One of the largest grain terminals in the world will be built fronting on Seattle's waterfront, according to plans recently revealed.

A \$15-million-dollar grain terminal would have a storage capacity of 5 million bushels of grain in 90, 30 x 90-foot high silos which would hold approximately 50,000 bushels each. The interstices between them would store 12,000 bushels each.

The 10 to 15-million-dollar project calls for a 1,200-foot-long ship-loading berth designed to accommodate the largest tankers. Also planned is a parkway and marine drive.

Great Northern Railway is prom-

(Concluded on Page 12)



Five

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



## GN AWARDS SEVEN \$3,200 COLLEGE SCHOLARSHIP

Seven high school seniors have been awarded \$3,200 college scholarships by Great Northern Railway.



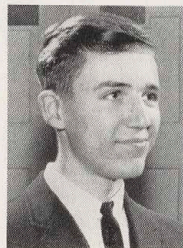
John M. Budd, GN president, congratulates Lynda M. Berge, 17, of Seattle, who was one of seven college scholarship winners.



Charlotte



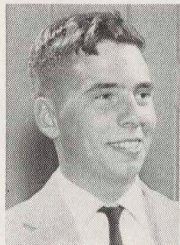
John



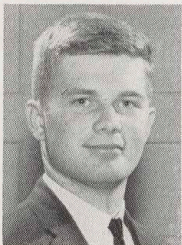
Albert



Donald



Dennis



Gary

Valued at \$800 a year for four years, the scholarships are given annually by GN to five sons and two daughters of employees. Winners also receive preference for available employment during summer vacation.

The winners are: Albert Brixley, son of a GN general foreman at St. Cloud, Minn., store department; Lynda M. Berge, daughter of a railway pipefitter at Interbay, Wash.; Charlotte L. Burch, daughter of a carman-mechanic, Havre, Mont.; Denis J. Keller, son of an assistant warehouse foreman (deceased), Billings, Mont.; John M. Kubis, son of a tractor laborer at Devon, Mont.; Gary Stark, son of a receiving foreman, St. Paul, and Donald B. Wilder, Jr., son of a telegrapher, Cut Bank, Mont.

The scholarships offer youths the choice of college or university. This is the eleventh year of the awards.

## Traffic Trends

U.S. railroads set a postwar freight record last year, and 1966 volume is running 8 per cent ahead of 1965.

Using 1961 as a base, railroads by the end of 1965 had increased the annual modernization outlays by 24 times, reduced by 8 per cent the average freight charges and raised their total freight volume by 24%.



## 13 GN Rail Cars Handle 500-Ton Capacity Crane

One of the world's largest Whirley cranes recently moved over Great Northern Railway—in pieces on 13 rail cars—from Duluth's Clyde Iron Works, Inc., for the Port of Baltimore and then France.

The massive piece of equipment is capable of lifting 500 tons and is valued at some four million dollars.

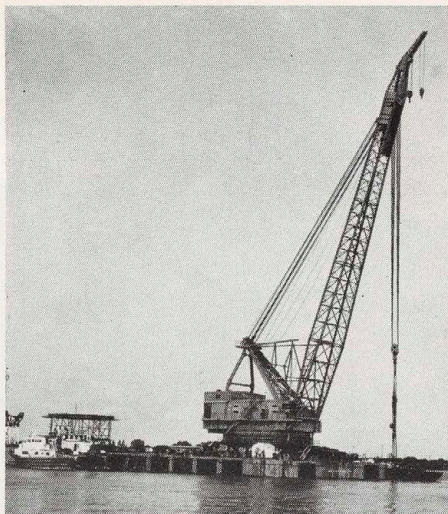
Paul C. Krueger, president of Clyde Iron Works said the firm had orders for four cranes as of mid-January. But with the news of the shipment and the attendant publicity, the firm undoubtedly will continue to operate at full speed producing others.

The crane handled by GN was destined for France and eventual use on off-shore drilling rigs in the Persian Gulf. Another was ordered by The Netherlands for North Sea use. Others saw use in off-shore drilling off Louisiana and in bridge construction at San Mateo, California.

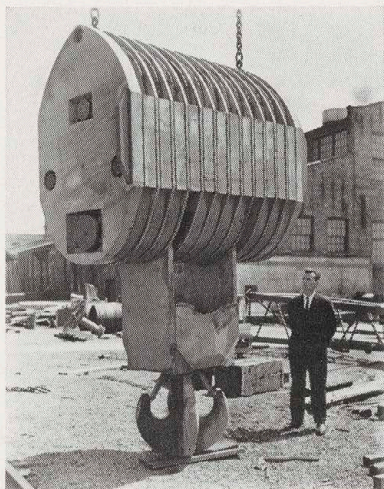
The crane has a boom that is 245 feet long, and its base is 11 by 24 feet. The rig rotates on a bull wheel 55 feet in diameter and rides on a 100 x 300-foot barge which (with ballast) weighs more than one million tons.

An interesting feature of the rig's construction: it was so huge that none of the shops of Clyde Iron Works was large enough to handle such an assembled crane, so it was built in sections, tested and shipped for assembly at the construction site.

The firm's products consist of



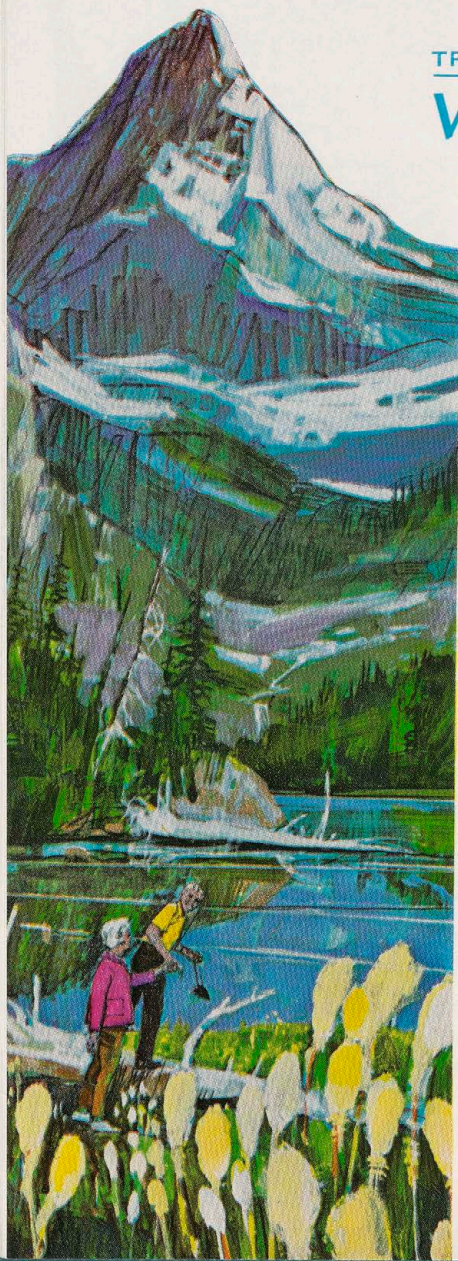
The giant, 500-ton crane, shown fully assembled, is similar to one shipped via GN on 13 cars recently. Below, the immensity of the equipment is illustrated by the block and hook.



cranes, hoists, derricks, bulk material unloaders, cargo masts and deck machinery. They have been shipped throughout the world.

Seven





TRAVEL BY TRAIN TO LAND OF SNAKES

## Visit Glorious Glacier National Park

Warm, Spring sunshine has kindled a reawakening in Glacier National Park in the Montana Rockies.

The snow pack, below normal this time of the year, has dwindled and the countless creeks and washes have quickened flows due to melting snow.

Huge snowplows are cutting through mountain drifts and are well on the way slicing through deep drifts on the famous Going-to-the-Sun road. It is expected that the famous road crossing the Continental Divide in the park will be cleared before the traditional May park opening — barring heavy May snowfalls.

Generally speaking, Winter has been an easy one: Naturalists and sportsmen as well as conservation department personnel report that below average snow has resulted in very little "winter kill" of animals.

The animals were able to browse more easily last Winter. In past years many elk and deer starved.

The keen-eyed visitor to Glacier National Park is afforded many opportunities to view animals in the area.

One of the best is from Glacier National Park's Western Star transcontinental passenger train that makes daily scheduled stops in season at East Glacier and Belton, the east and west entrances to the park.

Glacier National Park's facilities will be opened by June 10. But before that date, some accommodations will be available for early visitors who enjoy the park before influx of peak crowds.

Many park accommodations have been modernized. Among the expanded and improved facilities are

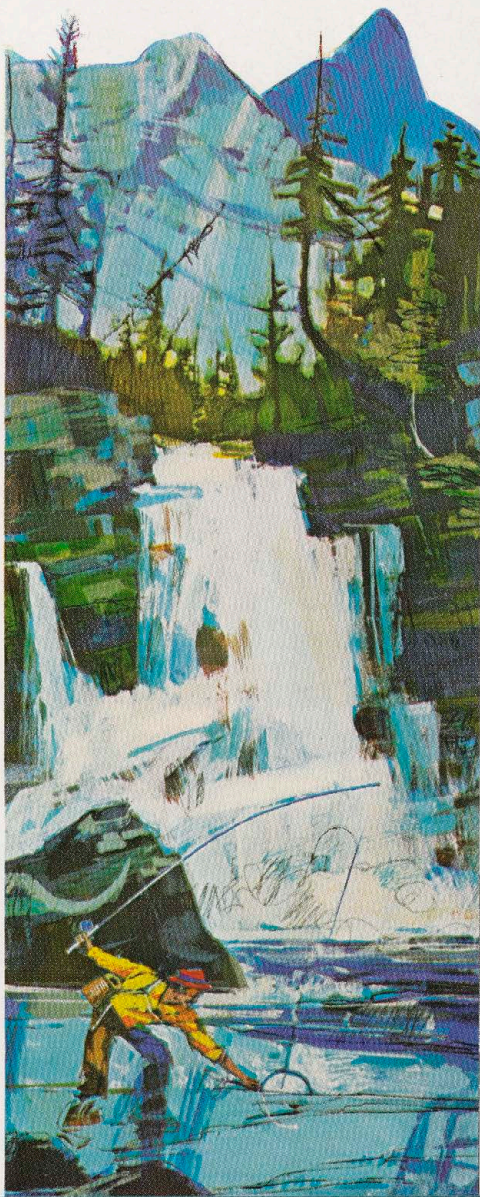
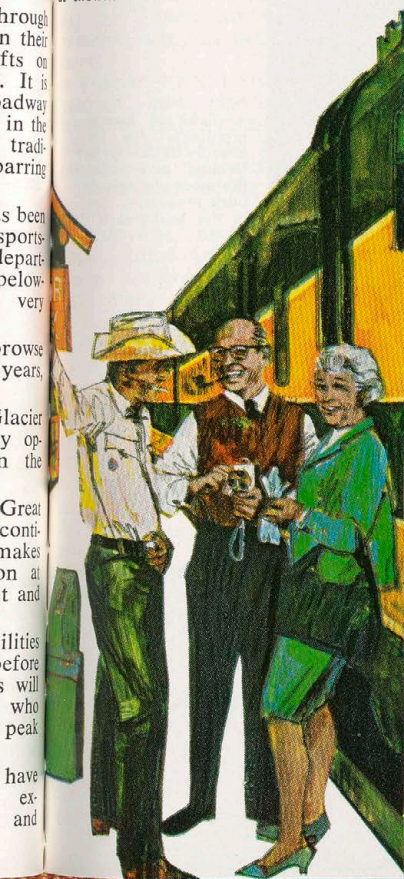
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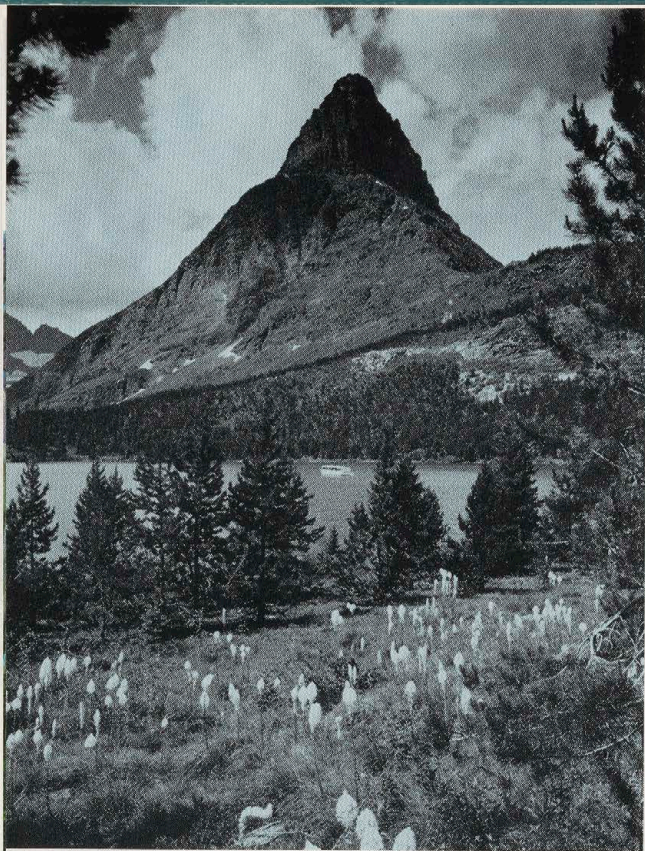
OF SHOUNTAINS—

# Gl National Park

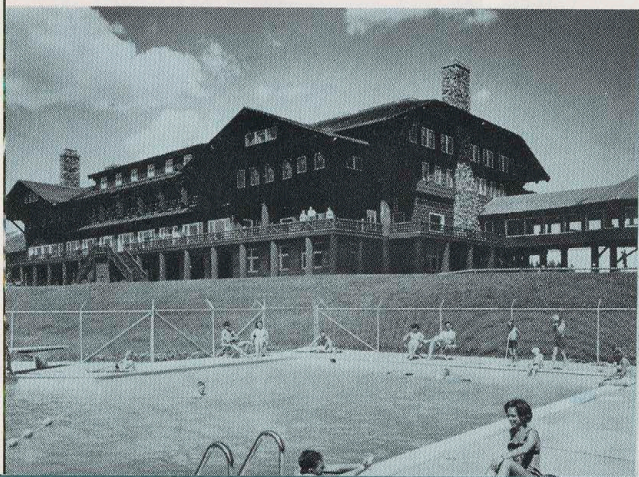
The varied activities at the park are designed to please visitors of all ages—whether your activity be a casual stroll through flowering Beargrass, as at left, or trout fishing at the foot of a waterfall, as shown.







A field of Beargrass highlights the foreground near Swift Current lake. Grinnell point, one of the most photographed park mountains, looms in the background.



The new swimming pool at East Glacier lodge is proving a favorite meeting place for sports-minded guests.



## GLACIER—Continued

additions are a modern coffee shop at the Rising Sun Motor inn and the former Stuart motel at Lake McDonald.

Situated on the main line of Great Northern which offers Western Star train service from Chicago-Twin Cities from the East and from Seattle-Spokane-Portland from the West, Glacier Park features excellent accommodations to fit any pocketbook.

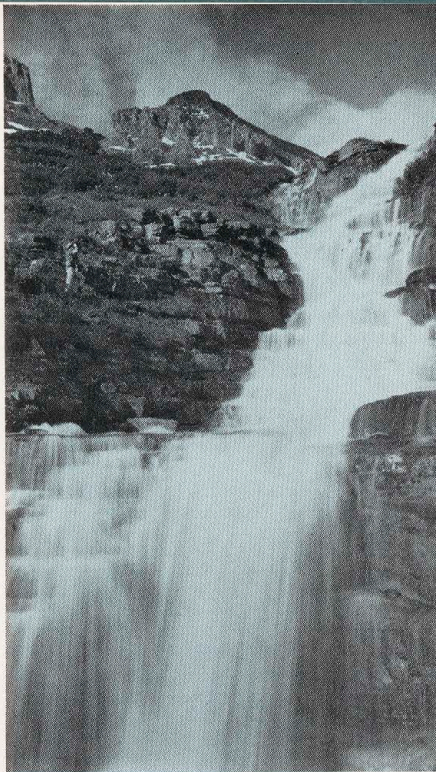
Well-known Glacier Park lodge, Lake McDonald lodge, Many Glacier hotel and the Prince of Wales hotel (in Canada's Waterton Lakes National Park) have hosted thousands of visitors including presidents and royalty.

Glacier Park boasts some of the nation's most spectacular scenery: beautiful lakes, rivers and waterfalls located in forested mountain tracts. Wildlife is plentiful; wildflowers abound, and fishing requires no license.

Boat rides, hikes (both personal or with trained guide), boating, swimming, horseback riding and touring are among daylight activities.

Dances and parties are scheduled during evening hours and talented college students, employed during the summer, stage shows for tourists.

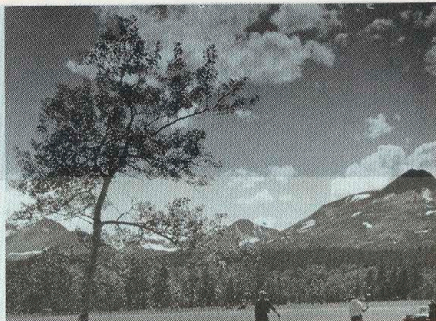
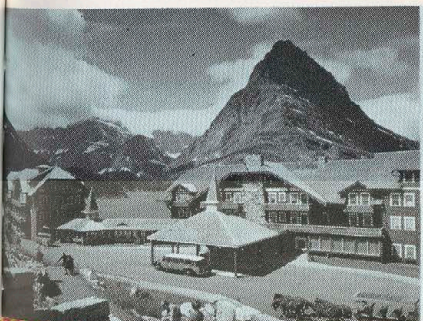
Great Northern again is offering its Glacier Park Spectacular to Gla-



acier Park. Five days and nights, all expenses included from Chicago and choice of June or Labor Day week-

(Concluded on Page 12)

One of the many waterfalls, top photo, along Going-to-the-Sun road cascades over the rock terraces. Below, Many Glacier hotel is pictured in the clear mountain air. Grinnell Point and Mount Gould are in the background. At right, a twosome are enjoying a round of golf in a scenic setting near East Glacier Lodge.





## NEW SEATTLE GRAIN TERMINAL—Conclusion

inent in negotiations for the new terminal. The company has agreed to donate 45 acres of land for the terminal and adjoining improvements.

Much of the project will be constructed on property that is now under water. Approximately 3 million dollars will be spent on the reclamation of land.

Great Northern plans to construct more than two miles of trackage to provide space for storing and sorting more than 100 loaded 100-ton grain cars and space for the cars after unloading. A 100-car train can be dumped each shift. The facility will include one hopper car dump and one

rotary dump which can also be used as a hopper car dump.

The terminal will be located on the northeast shore of Elliott bay, immediately south of Smith Cove facilities. It is near the site of GN's old piers 88 and 89, now a triangle of land occupied by the Convoy Company and Active Moving & Storage Company.

Officials say that the grain installation will be able to load 3,200 tons (100,000 bushels) per hour. At that rate, the largest U.S. cargo ship, the S.S. Manhattan, could be fully loaded in four working shifts.

Financing of the 10 to 15-million-dollar terminal would be by revenue bonds.

It was proposed that the City of Seattle's part of the project would consist of a 1½ mile marine view drive with parking areas, view-point walkways, lawns and benches.

Officials added that the new terminal would be an economic boon for Seattle. Annual volume is conservatively estimated at 1,500,000 tons (approximately 50 million bushels) which is double the present volume of the Hanford street terminal at Pier 22.

Using the 1,500,000-ton estimate, it is believed that the financial benefits would amount to \$8,250,000 to the community each year.

## Investment in Rails

Nearly a million people hold railroad stocks and bonds.

The industry's rate of return on new investment has averaged slightly more than 3 per cent in the postwar period—half that for regulated utilities and a third of that in general manufacturing.

The average railroad charge for moving a ton a mile is now 1¼ cents—compared with 6.5 cents for trucking and 21.7 cents for air cargo.

## Glacier—Conclusion

end via Western Star for \$126 per person.

The round-trip coach class trip includes reserved seat, three meals daily, handling of one suitcase, escort service, motor through Glacier, nominal meal tips, room for two with bath, launch trip on Waterton Lakes, Glacier Park entrance fee and entertainment. (Pullman car space may be purchased in connection with this tour.)

From The Twin Cities, the same tour is \$110.50, and from Seattle, \$104.95.

Great Northern's travel agents or your travel representative also feature other tours that include Glacier Park, such as the Glacier National Park Special "Only On Thursday" Bargain Vacations.

Rocky's Thirteen-Day Pacific Northwest Vacations via the Empire Builder from Chicago for \$285.50 (coach class) and from the Twin Cities for \$263.65 (coach class) visit Oregon, Washington and British Columbia. Other Spectaculars are eight-day trips to Washington State and British Columbia and another to Oregon.

Twelve

INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS

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# Goat Gaieties

## Take Up

"How much do you make at the window shade factory?"

"Oh, I pull down about 100 a week."

\* \* \*

## Chow Hound

A wife said to husband at a buffet supper: "That's the fifth time you've gone back for more chicken. Doesn't that embarrass you?"

"Not at all," he said, "I keep telling them I'm getting it for you."

\* \* \*

## Diet Tarry

A tipsy man was sitting at the bar, scribbling on a pad. The bartender couldn't contain himself any longer, and asked him what he was doing.

"Well, my wife weighs 168 pounds and went on a diet," he replied. "She loses four pounds a week and if she keeps up her good work, I figure I'll be rid of her in 14 months."

\* \* \*

## Rest In Pieces

Little Johnny rushed into the house holding a dead rat by the tail.

"We hit him, we crushed him and we batted him . . ." Johnny said, then he noticed the visiting minister in the room. ". . . until God called him home."

## Come Again?

Insurance Agent: "Now fill out this blank, please, and we will give you the check."

Woman: "You know, I have had so much trouble getting this money that sometimes I wish my husband hadn't died!"

\* \* \*

## Suited To Taste

The young boy watched, worried and anxious, while his father changed from a business suit into a tuxedo. Finally, he couldn't stand it any longer.

"Dad," he pleaded, "please don't wear that suit tonight. It always gives you a headache the next day."

\* \* \*

## Shifty, Too!

"Doc, what's wrong with me?" the patient asked after a physical.

"You're lazy," the medic said.

"Now," was the reply, "give me the medical term so I can tell my wife."

\* \* \*

## Night-Marish

"Isn't that an odd posture for a statue of general," the woman asked the guide while touring a battlefield.

"That's not his fault," the guide said. "It was half finished when the committee decided it couldn't afford a horse for him."

Thirteen



## 'Better-Than-Anticipated' GN First Quarter Results

Great Northern operations in the opening three months of 1966 produced better-than-anticipated results in revenue and net income, considering that the railway experienced in the first quarter the worst freight car shortage in the company's history.

GN reported to the Interstate Commerce Commission that net income for the first quarter of 1966 approximated \$5.6 million as compared with \$2.1 million in the corresponding period of 1965.

First quarter net income was equivalent to 91 cents per share as against 35 cents in that period a year ago.

GN's gross operating revenues in the first quarter of 1966 were just over \$59 million as compared to nearly \$53 million for the same period last year.

Grain and lumber were principal factors in GN's revenue increase in the first quarter of this year. GN's revenue from grain movement in the opening quarter was 23 per cent higher than in the same period of 1965, but was 24 per cent under the first quarter of 1964.

"THIS SETTLES IT.....LET'S SEE THE USA!"



Fourteen

Revenue from transport of lumber and other forest products in the first three months this year was about 10 per cent ahead of the same period 1965.

## TRANSPORTATION— YOUR SERVANT

You see troops, weapons, equipment and supplies on the move where they are needed.

However you look at it, transportation is your servant!

Relaxing in the comfort of your private space ship, with a powerful telescope in hand, you would see all.

From up there you see fruits and vegetables and grains by the hundreds of thousands of loads moving across the United States.

You see the trains, planes, ships, trucks, cars and pipelines—the "moving factory"—which is American transportation.

There you see it three minutes out of Minneapolis, riding the jet stream here it is pulling heavy tonnage over the Great Northern Railway across the Rockies and the Cascades and into the Puget Sound Country.

Rolling, flying, sailing, pushing, pulling, carrying, moving, transporting—all at once, anywhere, anytime.

Somewhere down there is your breakfast, en route to your family table. Somewhere, too, are your new clothes, your television set, the medicines you need; the new car, material for the home.

From your vantage point, you get a much better idea of the critical, important role of transportation in national defense.

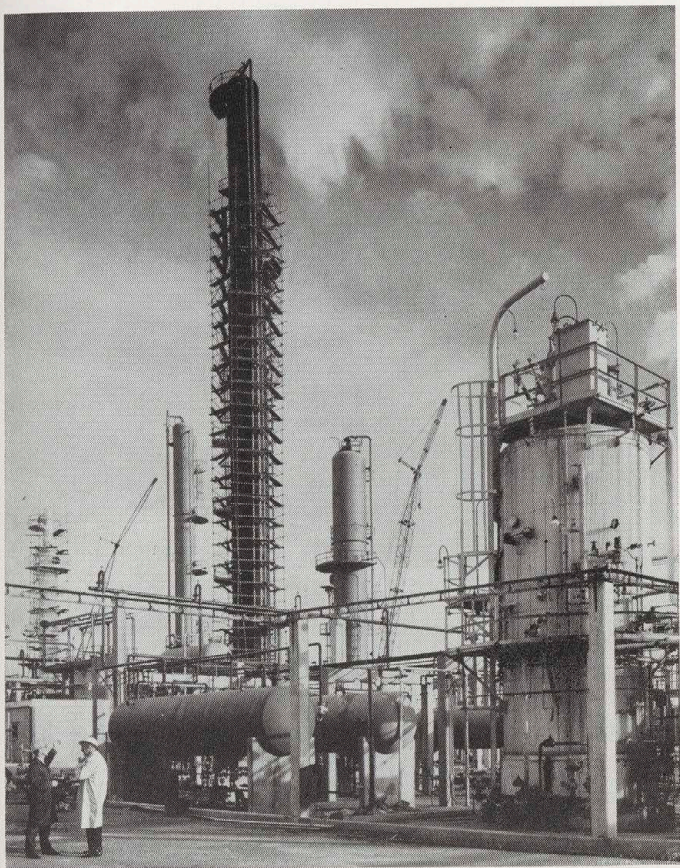
During National Transportation Week—May 15-21—give some thought to the role the transportation industry, and the American railroads in general, play in your everyday life.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



INDUSTRIES ALONG THE GN LINE—

## Mobile Refinery At Ferndale, Wash.



The Mobil Oil Company refinery on Great Northern trackage at Ferndale, Washington, is no newcomer to the territory.

It has been in operation there for 10 years and currently its capacity is 42,000 barrels of oil products daily.

The firm has GN rail service extended to its refinery for the first time in January, 1965. It has since built its new alkylation unit producing high-octane gasoline at an output of 3,000 barrels daily.

William B. Kleihege is refinery manager.

*Fifteen*

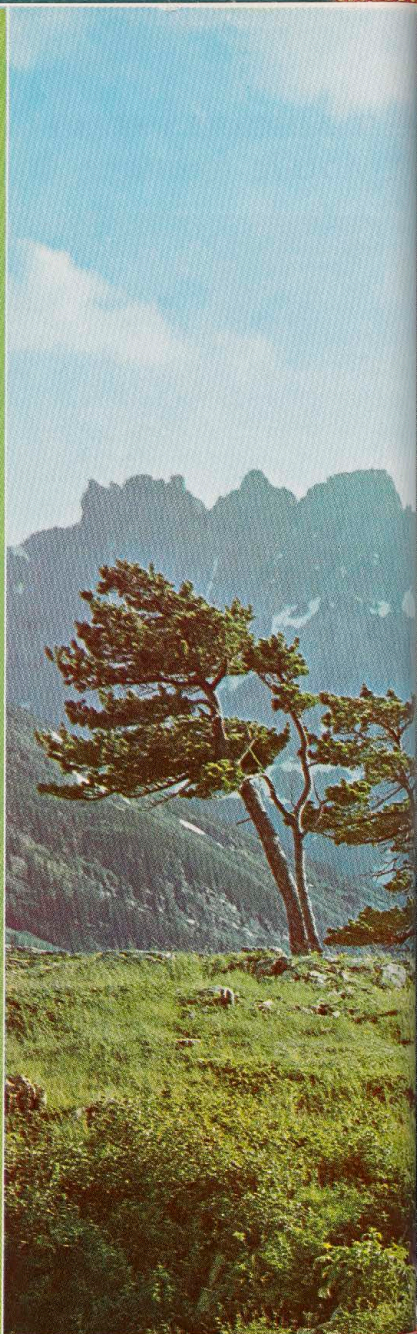
**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



## GLACIER PARK

Crown Of  
The  
Continent

A trio of riders  
cross a knoll  
above Many Glacier  
Hotel in majestic  
Glacier National  
Park in the  
Montana Rockies.  
The Garden Wall  
and Mount Gould  
tower in the  
background.

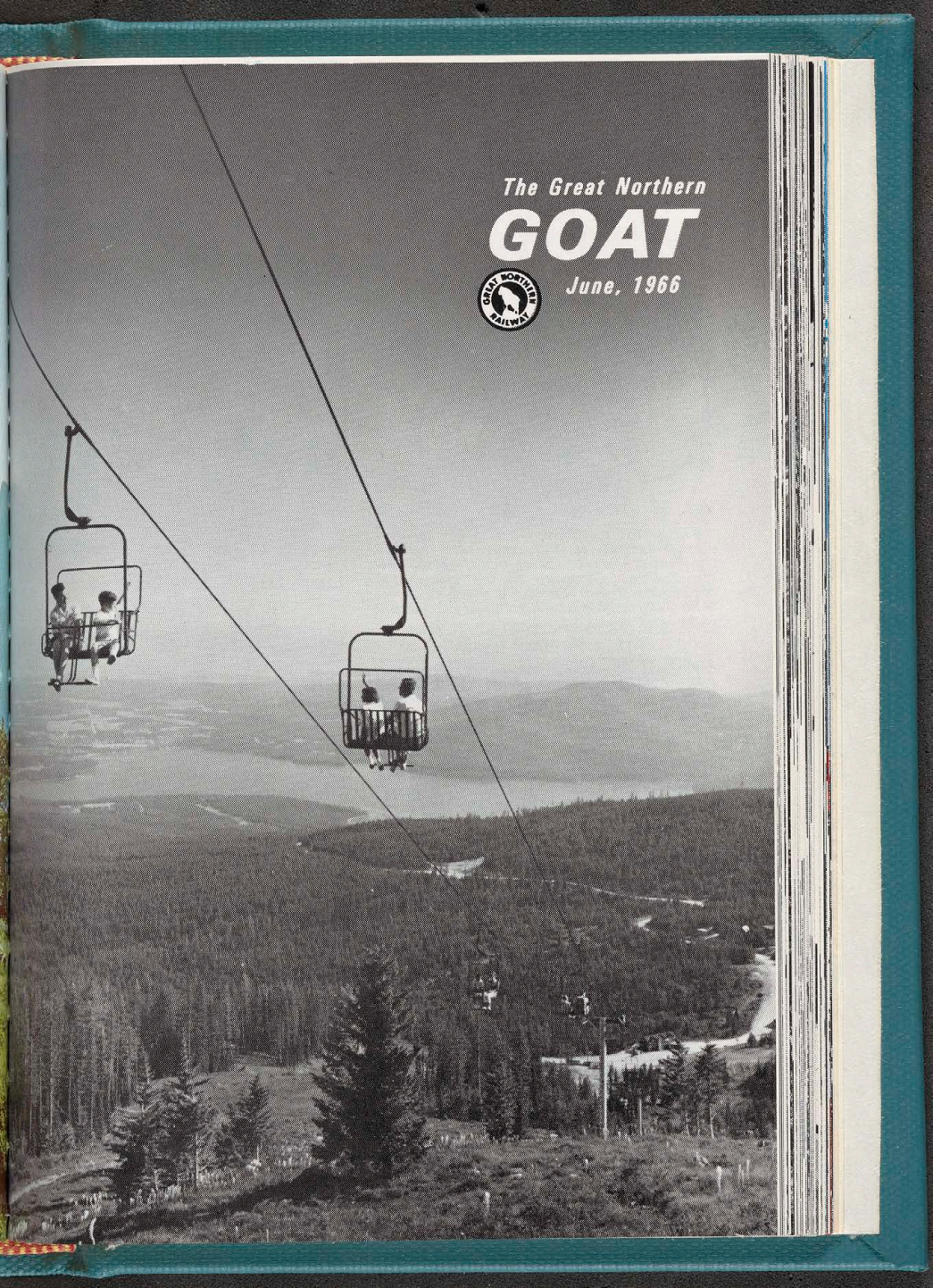




*The Great Northern*  
**GOAT**



*June, 1966*







Vol. 36 June, 1966 No. 6

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

DAN MUSCH, Editor

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### The Goat's Cover



A "must" for summer visitors at The Big Mountain, Whitefish, Mont., is the thrilling ride up the mountain on the 6,800-foot double chairlift. Whitefish lake and the Flathead Valley lie below.

Two

### Your Railroads

President Johnson recently outlined the importance of the nation's railroads in the over-all transportation picture of the country.

At the time of the signing of the President's Proclamation of National Defense Transportation Day and National Transportation Week for 1966, the nation's chief executive commented on the rail industry.

"Our railroads have also rejoined the ranks of the expanding industries," he said. "Since 1961, reversing a period of long decline, railroads have been catching up with the steady and uninterrupted growth of the nation's economy."

"Our system of transportation, the greatest in history, was built by the genius of free enterprise," President Johnson said. "And as long as I am president, it will be sustained by free enterprise."

In calling for the creation of a cabinet-level Department of Transportation, he said that we must face facts. A system that just "grow'd like Topsy" is no longer adequate in times as complex and as changing as these.

The statistics revealed by the president:

- Today, transportation accounts for one in every \$5 in the American economy. In 1965, that amounted to \$120 billion — more than the 1965 gross national product of this nation.

- In the next two decades, the demand for transportation in this country will double. But we are already falling behind — our transportation lifeline is tangled — the gears are worn and dangerously strained.

- The federal government spends \$6 billion annually on transportation. We must spend it wisely and effectively.

- The federal government employs more than 100,000 employees involved in transportation programs. We must employ their talents in a coordinated, purposeful effort.



## Portland Festival Draws Rose Fanciers



Queen Sally Swift ruled during part of the festivities until her successor was named.

Delegates to the annual convention of the American Rose Society — each with a driving interest in roses — met in Portland, Oregon, during that community's 58th annual rose festival this month.

The society's convention also coincided with dates of the Portland Rose show, now in its 78th year, and believed to be the largest and oldest rose show in the nation.

Adding further zest to the festival was the visit of nearly a score of United States and Canadian warships.



Climax of the rose festival was the grand floral parade which followed the theme, "From the Music Stand." Some 50 floats, completely decorated with natural flowers, represented musical subjects from ancient to modern times. The parade was held June 11.

Highlight of the festival was to be the crowning of the new Rose Queen at the memorial coliseum. More than 12,000 were expected to witness selection of the royalty from a bevy of 12 candidates. (Her name was not released at press time of the GOAT.)

Top-drawing events of the festival included marine day on the Willamette river, the rose cup sports car races and the golden rose ski tournament.

### Trains Attract Students

Approximately 4,000 students from Twin Cities schools were expected to travel to Duluth and back on school trips between April 30 and June 18, Great Northern Railway Passenger Traffic Manager, E. M. Brady, reported.

Three



## PRESIDENT BUDD COMMENTS TO SHAREHOLDERS—

### ICC Disapproves GN-NP-CB&Q Merger Petition

Great Northern President John M. Budd commented to shareholders on the recent disapproval by the Interstate Commerce Commission of the petition to merge the Great Northern, Northern Pacific and the Burlington Railways.

Speaking at the May 12, 1966, annual meeting of GN shareholders in St. Paul, Mr. Budd said:

"Six of the 11 commissioners joined in this opinion, while 5 dissented from the majority report. Needless to say, this was a great disappointment to all of us."

"It is a disappointment that the transportation picture in the territory served by these lines will not be improved if the report stands," he added.

"There will not be an opportunity to help develop the resources of the territory the way they should be," he continued. "That is, our ability to provide low freight rates to move the raw produce of the West to the consuming areas of the East will not be as great under separate operation as it would be under merger."

He emphasized that present shippers will not benefit from improved service that the merger would have made possible. Additional funds will not be available for further improvement and modernization of rail properties to the extent that the merger would have permitted.

Highlights of other Mr. Budd's comments:

- If the merger were to be consummated, the improvement in net income for GN's stockholders is estimated at \$1.50 per share based on the 1965 earnings of companies involved. (Attainable in about 5 years.)
- The majority of the commission decided that the proposal is not consistent with the public interest.
- There is nothing in the evidence

to support an assumption by majority report that terminal combinations as proposed in the merger plan are entirely feasible without merger.

• There were strong dissenting opinions by 5 of the commissioners in which differences of view from that of the majority are pointed out.

\* \* \*

The Interstate Commerce Commission granted the three Northern railroads a one-month extension of the period in which petitions may be filed for rehearing of the proposed merger.

Originally, the deadline was May 27, but the extension moved the filing date to June 27.

### J. S. Dalrymple Elected To Great Northern Board

Great Northern Railway shareholders have elected John S. Dalrymple, Jr., as a director of the company at its annual meeting held May 12 in St. Paul.



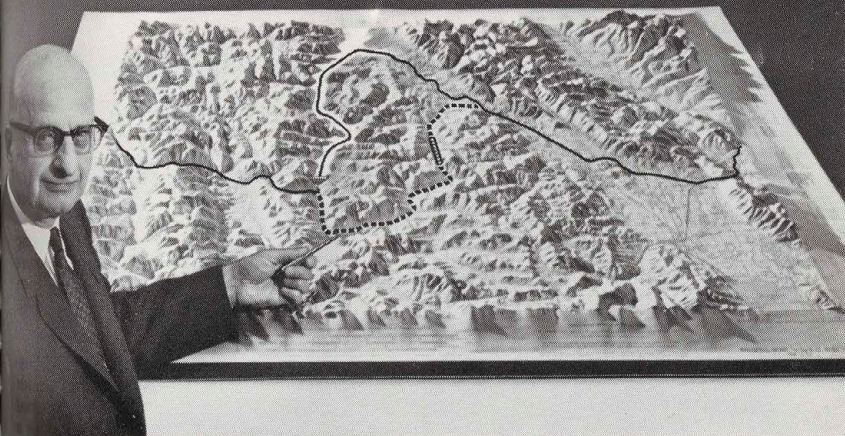
Mr. Dalrymple

Mr. Dalrymple is of Casselton, North Dakota. He is a graduate of Yale University and a director of Northwest Bancorporation.

Directors re-elected are: William H. Lang of St. Paul, president, of Regal Brothers, Inc.; Frederick K. Weyerhaeuser of St. Paul, retired chairman of the board and director of the Weyerhaeuser Company, and Robert B. Wilson of Portland, Oregon, president, Equity Management Company.



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George V. Guerin, GN's chief engineer, points to the dotted line on the relief map denoting GN's line change due to the Libby Dam. Also shown is location of a new seven-mile tunnel under Elk Mountain.

## Property Purchased in Libby Dam Area

The federal government recently purchased private property for the Libby dam project from three landowners, Col. C. C. Holbrook, Seattle district engineer of the Army Corps of Engineers, announced.

Their parcels of property are located on the Kootenai river approximately 37 miles upstream from Libby.

To accommodate construction of the first unit of the new forest development road for the U.S. Forest Service on the west side of the Kootenai river, rights of entry for construction have been granted private parties and the St. Regis Paper Company.

Rights of entry have been granted by the State of Montana, the Northern Pacific Railway and the St. Regis company in order that construction of the Ariana-to-Jennings portion of the Great Northern line change can proceed. Rights also were obtained for the Swamp Creek-to-Rock Creek portion of the GN change which includes the seven-mile

tunnel under Elk Mountain.

Five other private landowners agreed to sell property to the government for the Libby project.

Residents of the community of Rexford recently elected to incorporate. This is the first legal action to clear way for possible relocation of the town. The Corps assisted Rexford in its search for a new town site.

Approximately 43,000 acres of land are needed for the dam project, such as damsite and construction areas, land for the reservoir, and for relocations of utilities, roads, highways and the railway.

Of this area, about 13,000 are federally-owned — primarily by the Forest Service — the remainder being in state, county and private property.

Lands periphery to the reservoir area will be acquired by the Army Engineers for permanent structures at the dam, for public access to the lake and recreation facilities, and for operation and maintenance of the project.

*Five*

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



## GN Announces 3 Freight Traffic Appointments

The announcement of three Great Northern Railway freight traffic appointments were made recently by the railroad.



Mr. Anderson

Robert F. Anderson, former general agent at San Francisco, has been named district sales manager at Portland, Oregon; Ernest G. Westby, general agent at Grand Forks, North Dakota, and Lee A. Richardson, traveling freight agent at Spokane, Washington, were promoted to sales manager at San Francisco and Grand Forks, respectively.

Mr. Anderson has been with the railway since 1941 when he began his career in the operating department in Seattle. He has held the positions of general agent at Oakland and traveling freight agent, city freight agent and rate clerk.

Mr. Westby joined GN in 1940 as a clerk in Seattle. In 1956, he was named city freight agent, and two years later, was transferred to Chicago as traveling freight agent. He moved to Grand Forks as general agent in 1961.

Mr. Richardson, who is moving to Grand Forks, is familiar with the area having joined GN in the engineering department in Minot, N.D. Prior to becoming traveling freight agent at Spokane, he held the appointments of city freight agent in San Francisco; industrial agent in

More than 4.5 million new motor vehicles, nearly one-half of total auto industry production, moved by railroad in 1965. This is one-third more than 1964's auto-by-rail total and almost ten times that of just seven years ago.

Six

Seattle, and industrial and agricultural agent in Ephrata, Wash.



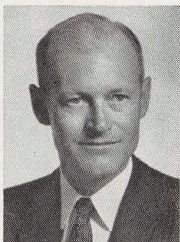
Mr. Westby



Mr. Richardson

## Surles Elected President NDTA

The election of Harry J. Surles as general superintendent of transportation of the Great Northern Railway as president of the Twin Cities Division of the National Defense Transportation Association was announced recently.



Mr. Surles

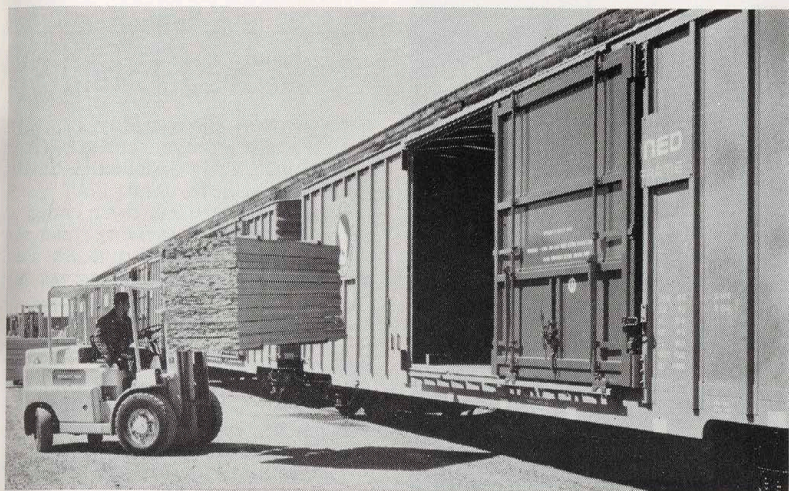
He succeeded Lt. Col. A. Canfield of the XIV U.S. Army Corps, Minneapolis.

Other elected officers are Rome P. Clinton, Howell, Inc., first vice president; James F. Day, 3-M Company, second vice president, and Shirley Jane Peters, GN Railway, secretary-treasurer.

Two-year directors are J. D. Boon, Soo Line Railway; David D. Cleary, Northwest Airlines; Sam Dann, American Acquisitions, Inc.; Major John A. Bacich, XIV Army Corps.

One-year directors are Glen Dann, Jefferson Transportation; I. M. Spellacy, Jr., Spellacy Moving Cargo.





## New, All-Steel Boxcars Feature Wide Doors

Three-hundred new, all-steel single-sheathed boxcars went into Great Northern service in June bolstering the railway's boxcar fleet.

Purchased from the Pacific Car & Foundry Company of Renton, Washington for \$15,200 each—or a total cost of \$4,560,000—the boxcars have 10-foot wide doors for easy loading and unloading. They are especially welcome in the shipment of lumber, paneling and other long-dimensioned or wide commodities.

The 50½-foot long boxcars have a carrying capacity of 77 tons and are equipped with hydra-cushioned underframe for easier handling and coupling. They are 15½ feet high and have roller bearings. In one sense they are distinctive: they are the first on GN without running boards. The hand brakes are at a low position which eliminates the need for climbing the cars.

Of exterior-post construction, the

boxcars have oak flooring. Two hundred of them are to be based at Klamath Falls, Oregon, and the other hundred at Delta, Washington.

## K.C. Rail Association Elects GN's C. L. Hand

The Off-Line Railroads Association of Greater Kansas City has elected Great Northern Railway's Sales Manager, C. L. Hand as president.

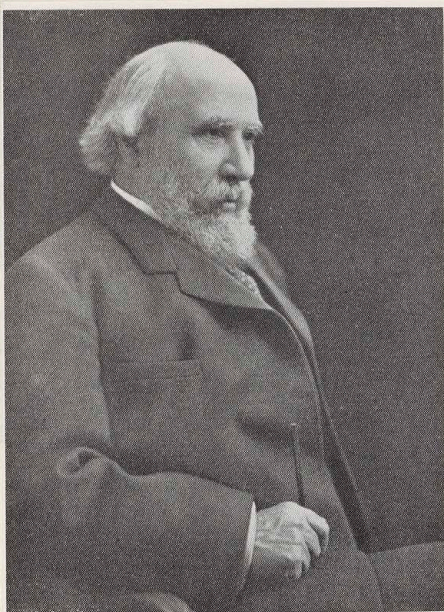
Other officers are W. R. Lewis, Baltimore & Ohio, vice president, and W. J. Lee, Illinois Central, secretary-treasurer.

The "unit" train, shuttling coal directly from mine to user at sharply reduced freight rates, is saving coal-burning electric generating plants an estimated \$100 million in annual fuel costs, according to the National Coal Policy Conference.

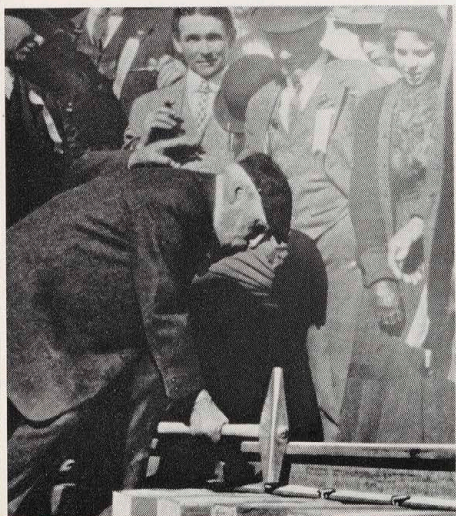
Seven

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**





One of the famous portraits of James J. Hill is the "pencil portrait," above, made from a glass plate negative. Below, left, Mr. Hill is shown driving a spike at Bend, Oregon, in 1911 marking first step extending GN into California. At right, Mr. Hill, the "Empire Builder," stands on the William Crooks, Minnesota's first steam locomotive.



## ON 50TH ANNIVERSARY OF HILL

# James J. Hill's Hist

Fifty years ago, on May 29, 1911, James J. Hill, founder of the Great Northern Railway and famed Empire Builder, died in St. Paul.

When he passed on, there ended an era of pioneer railroading that saw him transform a bankrupt St. Paul & Northern Pacific Railroad into one of the nation's more progressive and respected lines.

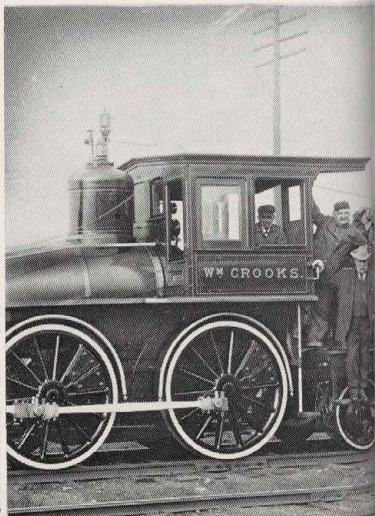
Destined to become the commanding and most constructive railroad genius of his age, James Jerome Hill was born on September 16, 1838, in a log house on the Canadian frontier near Rockwood, Ontario.

He marched across the pages of the nation's magazines and newspapers and his fame spread across the world as word of his managerial abilities and faith in the Northwest produced his own monument—the Great Northern Railway.

When the Scotch-Irish lad left home at 18, he dreamed of becoming a sea captain, sailing to the fabulous ports of the Orient.

After he intended to move up the River Valley shipping job for the Packet Company and his launched a new "J. J. Hill" shippers from his river.)" Hill v

Photograph in 1883, shows his 1905. Left William John Hill. Seated in in about successful be to fruition W. Hill, dent, app





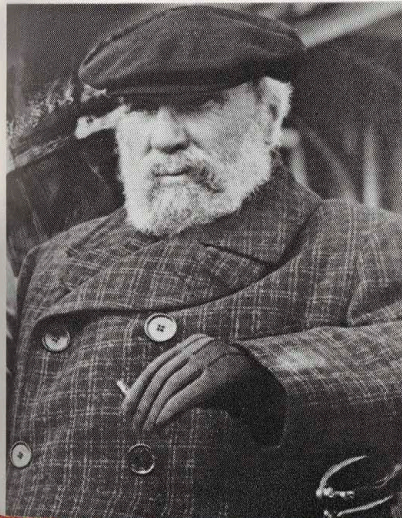
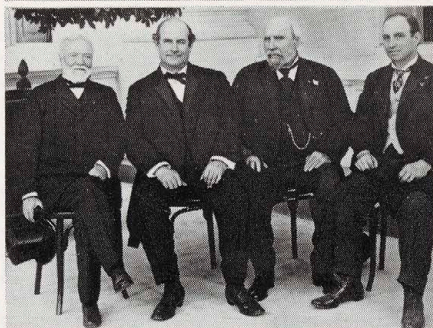
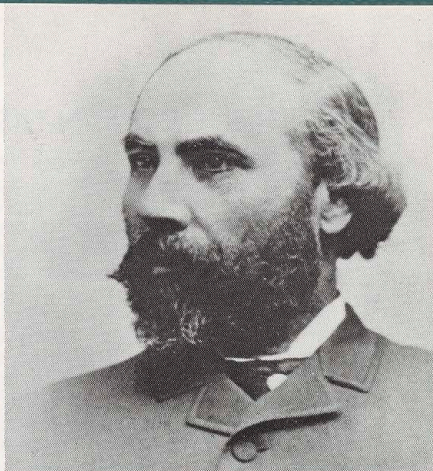
# History Secure

After coming to St. Paul in 1856, he intended to linger temporarily and move up through Minnesota's Red River Valley. But then he became a shipping clerk and continued on the job for nine years. The Northwestern Packet Company hired him as agent and his career in transportation was launched.

A newspaper of that day reported: "J. J. Hill is now prepared to give shippers the lowest rates ever quoted from here to eastern points (via river.)"

Hill was a passenger on the first  
(Concluded on Page 10)

Photograph of James J. Hill as a young man in 1883, top right, is one of the few early photos of the railroad magnate. Mid-photo shows him at a Labor Conference about 1905. Left to right are Andrew Carnegie; William Jennings Bryan, James J. Hill and John Mitchell, president, miners' union. Seated in a touring car in Vancouver, B.C., in about 1911, Mr. Hill epitomizes the successful businessman who has seen his plans to fruition. At right, he and his son, Louis W. Hill, who later also served as GN president, appear at a 1911 Omaha land show.





## HILL'S ROLE IN HISTORY SECURE—Conclusion

St. Paul & Pacific train between St. Anthony (now Minneapolis) and St. Paul in July, 1862 and he realized the importance of railroads in that pioneer state where the rigorous winters shut down river commerce for several months of the year.

He and his Canadian associates acquired the fledgling railroad after the Panic of 1873 by buying \$7 million dollars in bonds from Dutch bankers. The cash consideration was only \$280,000. They were permitted to turn in receivers' debentures and bonds as payment for the remainder of the purchase price.

From an original property of about 600 miles of rusty track, the railroad developed into the Minneapolis & Manitoba Railroad Company. No one dreamed that within 15 years, Hill's "folly" would extend more than some 2,000 miles to Seattle!

Hill and associates continued to develop their property by extending their line to the rich grain-growing areas to the West; to the lumber and mining centers, and to the Pacific Northwest ports and Canada.

As one of the prime movers of colonists to the western states, Hill began showing farmers how to improve their economic welfare through diversification. He imported purebred livestock and his agents were the forerunners of the present extensive county agent system.

In learning how to carry on a business and obtain trade, Jim Hill exhibited versatility. It was he who sold and set up the first threshing machine in Minnesota, the first shipment of Minnesota-grown wheat passed through his hands. He directed the raising of a volunteer cavalry company for Civil War Service.

It is significant, that he built his railway without land grants, and on such a sound financial basis that GN is one of the few major rail systems

which never have been in receivership.

On September 18, 1889, the name of the Minneapolis & St. Cloud Railroad Company was changed to the Great Northern Railway Company. Construction of the Pacific Coast extension westward from near Havre, Montana, began in 1890, and the final spike was driven near Scenic Washington, on January 6, 1893. In Hill's drive to the West was completed.

Five years before his death, Hill said in Bend, Oregon:

"The railroad is in partnership with the land upon which we live and walk. It will prosper only when the land prospers or the owner prospers."

"You can sell your land and move away. If I owned the railroad — have a great many partners, and have to take care of their interests with their consent, I would sell the railroad, but could not take it away."

In 1912, on his retirement from the GN, from which, incidentally, he never drew compensation as president Mr. Hill said:

"Most men who have really lived have had, in some shape, their great adventure. This railway is mine."

## Travel To Parks Set New Record In 1965

Travel to the National Park System reached a record 121,312,000 visits in 1965 — up 9 per cent over 1964 — Secretary of the Interior Stewart L. Udall reported.

Included in the total were a record 9,171,300 visitors to the parks in the nation's capital.

Another record to the national parks is expected this year — forecasters see 137 million visits on tap.





# Goat Gaieties

## One Down

"I've got to give up smoking," the guy told his wife as he walked out of the clinic, "the doctor said one lung is almost gone."

"Oh, George," she replied, "can't you hold out a little longer until we get enough coupons for the new power mower."

\* \* \*

## Going Up!

Salesman: "So you're lost, little boy. Why didn't you hang onto your mother's skirts?"

Boy: "I couldn't reach them!"

\* \* \*

## Fired Up!

The boss was pointing out to his secretary several errors she had made during the day, when she interrupted with:

"Mr. Jones, it's two minutes past five and you're annoying me on my own time!"

\* \* \*

## Moneyed Class

Wife: "Last night, dear, I dreamed you gave me \$100 for summer clothes. Surely you wouldn't do anything to spoil such a dream, would you?"

He: "Of course not, darling. You may keep the \$100."

## Suits Her Fine

"What does Joan's new swimming suit look like?" one girl asked the other.

"Well, in most places it looks like Joan!"

\* \* \*

## Lesson No. 1

"I can't marry him, mother, he's an atheist and doesn't believe there is a hell."

"Marry him, dear, and between the two of us, we'll convince him."

\* \* \*

## Special of the House

Bride: "The two things I cook best is meat loaf and onion soup."

He: "Which is this?"

\* \* \*

## Fallen Star

A drunk fell from the second story and hit the pavement with a thud. A crowd gathered and as the drunk staggered to his feet, someone grabbed him by the arm and asked, "What happened?"

"I don't know," he replied, "I just got here."

\* \* \*

## Bare Facts

"How do I look in my new mink coat?"

"Guilty," her girl friend replied.

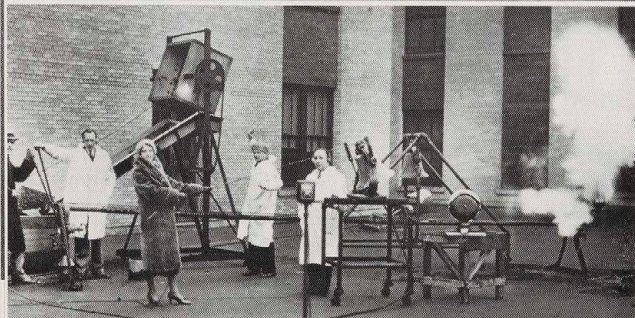
Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN

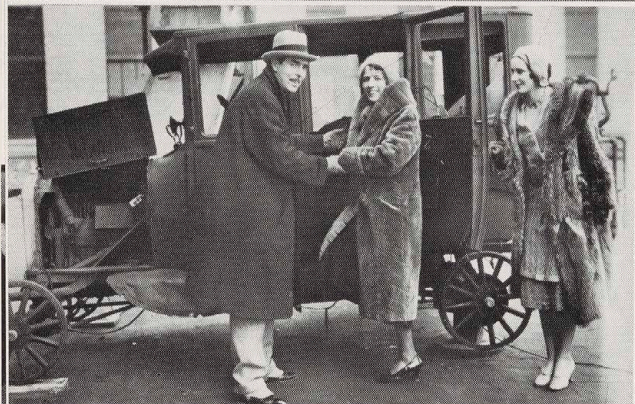




Full cast with orchestra and sound effects men were featured in broadcasts.



The NBC roof in Chicago was used as house sound effects such as bells and whistles.



The show stars pose in front of car — all of "elaborate" sound effects on roof.



Stars dressed for broadcasts that were viewed by hundreds who clamored for tickets.

## GN's Shows Of Ear

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## GN's 'Old Timer' Radio Shows Stole Hearts Of Early Radio Fans

ANNOUNCER: Tonight we follow the trail of the Empire Builder again to romance . . . a trail that leads all the way from Chicago, eastern terminal of this famous train, to Seattle, west end of the Great Northern Railway.

You'll meet again the beloved Old Timer, story-teller extraordinary. And with him tonight, we find a most downcast young man, sitting on a bench in a Chicago park. . .

With those opening comments over the National Broadcasting Company's national network, another Great Northern Railway "Empire Builders" program took to the air on December 29, 1930, one of a long series of half-hour shows that was unique in the fledgling radio industry.

It was an era of "firsts" in radio. GN's programs were among the first nationally - sponsored shows and among the first employing real sound effects.

Originating in New York studios, they were under the supervision of Harold M. Sims, then GN's executive assistant, public relations. The broadcasts charmed the listening public with their dramatic presentations, musical renditions, home-spun comments and advice that ranged from home cooking to travel.

Designed principally to promote  
(Concluded on Page 14)

The "Old Timer," right, in top photo, poses with dog, "January," and folksy singer Pickard. In center photo, the leads pose in finery in front of microphone. Seated is leading lady Lucille Hustung; standing are "Old Timer" Hayes and juvenile lead, Don Ameche. A bit of drama for the audience is shown right. Such realism was commonplace on stage.





## GN PIONEERED NETWORK BROADCASTS — Concluded

travel via the new Empire Builder transcontinental train, the shows widened in scope to promote communities along GN's line, industries and travel to the Pacific Northwest, Glacier National Park and Chicago.

Star attraction on the programs was the "Old Timer," homey individual cast ably by Harvey Hayes whose folksy chatter belied his Shakespearean background.

A host of other characters included Don Ameche, the juvenile lead; Lucille Husting, the female lead, and Dad Pickard, who supplied railroad and hill-billy songs. And there was "January", the dog.

But the star was the "Old Timer." He was known as the young man "with whiskers in his voice."

\* \* \*

**OLD TIMER:** (BREATHING HARD) Whew! 'Scuse me, young man. Mind if I share this park bench with you a minute? I'm 'bout tuckered out.

**YOUNG MAN:** Not at all, sir.

**OLD TIMER:** Plague take it, I'm puffin' like a steam engine. (CHUCKLES) I feel like a cross-country hiker. Never knew Lincoln Park so all-fire big.

For the remainder of the program, the Old Timer succeeds in bringing together the young, disillusioned man with his fiancée on the West Coast.

This feat, of course, is accomplished after the young man and the Old Timer travel to Seattle aboard the Empire Builder with the accompaniment of scores of sound effects, such as hissing steam and clank of bells from the Iron Horse; the "All Abo-o-o-rd" warnings from the conductor; the metallic pounding of the engine and the clatter of the rails.

Sound effects created a sense of realism to the programs — unique

for their day — that made the programs so popular and talked about.

A contingent of more than 30 persons — artists, sound effects men, technicians and musicians was utilized in each program.

### \$200 PER MINUTE

*Great Northern paid \$200 per minute for the early network broadcasts over NBC.*

*Currently, costs would run to approximately \$1,300 per minute.*

◇ ◇ ◇

After 39 shows in 1929-30 from New York, the home base was shifted to Chicago's NBC studios because of the Windy City's comparative closeness to the St. Paul headquarters from where much of the editorial and planning assistance originated. The shows ran through 1931-32.

The roof of the studio was utilized as a sound effects "room." There were housed live steam, locomotive bell and whistle, an automobile for car effects, and a true-to-scale miniature track with trucks. The latter, accurately built at GN's St. Paul shop and shipped to Chicago, supplied the clickity-clack sounds of the rails.

The programs accomplished the objectives: they publicized the Empire Builder and its famous route to the West Coast and they were fun to do and fascinating to hear.

\* \* \*

**OLD TIMER:** Son, I'm right honored to have you confide in me. If I could help. . .

**YOUNG MAN:** Mind if I tell you about it all! It's the kind of tough keeping it all bottled up.

**OLD TIMER:** Sure, sure. Tell me about it. Maybe we can find some way out. Go ahead, son.

*Fourteen*

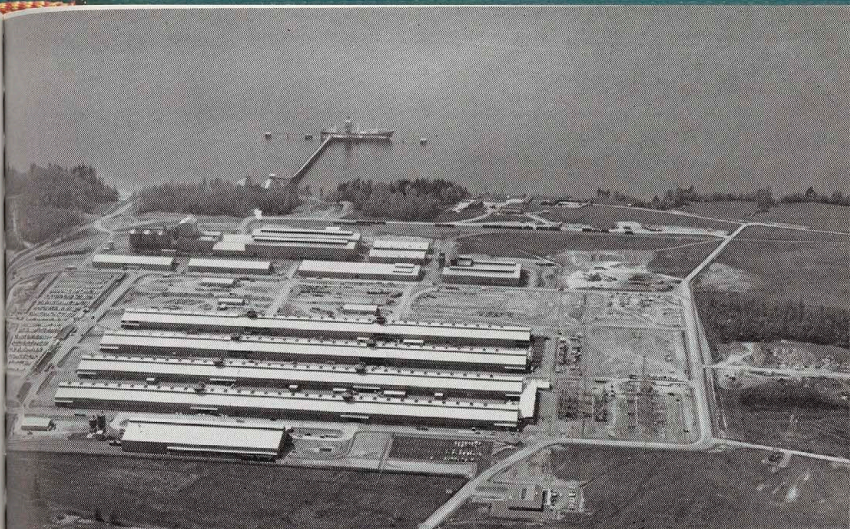
**INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS**

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*Aerial View of Aluminum Plant Near Ferndale*

### 3D ALUMINUM POTLINE PLANNED —

## Intalco Begins Aluminum Production

The officers of the new INTALCO Aluminum Company plant on Georgia Strait near Ferndale, Washington, recently announced the firm will build a third potline to its facilities.

The firm is expanding fast and has produced its first aluminum on its first potline. The third potline, it is reported, will cost approximately 35 million dollars.

The second potline is due to begin

production in 1967.

Located in the Whatcom County's Mountain View Industrial District, the plant is a joint venture of American Metal Climax, Incorporated, Howe Sound Company and Pechiney-Enterprises.

Alumina from Australia is shipped to the ocean site in 35,000-ton capacity freighters.

## Washington Festival Unique In West

The Washington Community Festival is a model for good community relations.

In its fourth year, the festival is a meeting place for the communities, festivals, fairs and rodeos and other civic promotions where they may exhibit their activities and events.

More than 100 participated in the fourth annual festival held June 15-19.

Booths displaying scenes, photos and mock illustrations showed visitors

what is going on in various communities. More than 75,000 persons attended the event held at the Seattle Center.

Great Northern Railway was "represented" when the firm loaned one of its John Fery paintings entitled, "Seattle, 1889."

It was part of an exhibition of "Early Washington Communities In Art," held in cooperation with the Washington State Historical Society which celebrated its 75th anniversary.

*Fifteen*

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





*A nomad at heart? We'll custom-design a vacation for you. Leave any day of the week.*

See your travel agent or **CONTACT**

J. L. TIERNEY, Assistant General Passenger Agent

80 East Madison Street, Chicago

**GREAT NORTHERN RAILWAY**

*Let a Great Northern  
tour whisk you away to...*

## VACATIONLAND U.S.A.

### 1. GLACIER NATIONAL PARK • 6 DAYS •

**\$146.50.** You've never visited Glacier? You've missed one of the world's wonderlands. Unspoiled space to stretch out in. Glacial lakes to cruise on. And majestic scenery to feed the spirit, plus comfortable, rustic lodging and great meals. We'll take you there and back in a carefree mood on our modern Western Star.

### 2. PACIFIC NORTHWEST • 13 DAYS • \$285.

Tour the evergreen Pacific Northwest—Portland, Seattle and Vancouver and Victoria, B.C. Famous restaurants. Exceptional hotels. Breathtaking sights. You ride Great Northern's great train, the incomparable Empire Builder.

### 3. CANADIAN ROCKIES—GLACIER NATIONAL PARK • 14 DAYS • \$336.

All the beauty of Glacier—plus neighboring Canada's Waterton Lakes National Park, Banff National Park and Lake Louise. Arrange this vacation as you like—this tour can be tailored to fit most itineraries if additional or less days are desired.

### 4. PACIFIC NORTHWEST—CANADIAN ROCKIES • 14 DAYS • \$291.

The best of two countries. See Portland, the "City of Roses", magnificent Mt. Rainier, Seattle, then on to old-English Victoria and Vancouver, B.C. Thrill to Banff and Lake Louise, historic Columbia Icefields, plus much more.

### 5. GLACIER — BANFF — LAKE LOUISE & JASPER • 14 DAYS • \$370.

A vacation through lavish nature, beginning with the grandeur of Glacier. On to Banff, Lake Louise, the Columbia Icefields. Then topped off with tours of Jasper Park. Unforgettable.

Rates are round-trip coach from Chicago; based on two persons sharing a room





The Great Northern

# GOAT

July, 1966







Vol. 36 July, 1966 No. 7

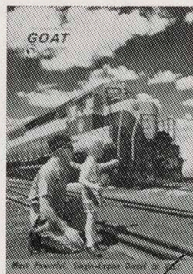
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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**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



Bobby Harnett, 4, son of Maurice Harnett, St. Paul, a GN engineer, saw his "daddy's engine" before the SD-45 made its first run.—(See story on page 15.)

Two

## Your Railroads

A sensible plea for a major reappraisal of America's transportation posture to meet the unprecedented demands on the booming economy, the future was made recently by mobilization planning official.

Speaking before the annual national convention of the General Federation of Women's Clubs in Chicago, M. Gen. I. Sewell Morris (USA Retiree and now assistant vice president of the Association of American Railroads), urged that President Johnson's proposal to establish a Department of Transportation "hopefully would begin coordinating government activities in the transportation field."

He suggested a move could be made with those provisions of the legislation which call for the need to "develop and recommend national transportation policies and programs" and evolve "standards and criteria" for the formulation and economic evaluation of all proposals for investment of federal funds in transportation facilities and equipment.

General Morris emphasized the archaic government policies which stifle competition and limited the efficient use of transport facilities must be eliminated.

The railroad spokesman urged the guidelines to insure that the transportation industry will be able to meet future national needs:

- The principle of maximum reliance upon competition and minimum reliance upon government regulation "must become a reality."

- The principle that each mode of transportation must be allowed to perform that service which it can best, exerting its unique capabilities "must become a reality, not just platitude."

- The principle that management be permitted to eliminate waste and unnecessary duplication in its utilization of the transportation resources.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





## First Intalco Aluminum Ingots Shipped

The first shipment of aluminum ingots recently left the Intalco plant on Georgia Strait near Ferndale, Washington, over Great Northern.

In the upper photo, two carloads are being readied for shipment bound for Riverside, California, and Lancaster, Pennsylvania.

The ingots reportedly were still warm as they were taken to the platform!

Below, Len Larson, Great Northern's sales manager at Bellingham, points to the method of stacking the huge ingots in the boxcar. With him is S. H. Frank, GN car foreman, Bellingham, who supervised loading.

The railway's board of directors in mid-June authorized the purchase of 30 heavy-duty bulkhead flat cars for handling aluminum ingots from the Intalco plant.

The 53½-foot, 90-ton cars costing



an estimated \$675,000, are being built by General Steel Industries of Granite City, Illinois.

Featuring cast steel underframes and end cushioning, the cars are scheduled for delivery in the latter part of 1966 and early 1967.

Three

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



**M. B. Crowley Retires—**

## **TAUSCH NAMED GN CHIEF MECHANICAL OFFICER**

Richard G. Tausch has been appointed chief mechanical officer of the Great Northern Railway succeeding Miles B. Crowley who retired, the company announced.



**Mr. Tausch**



**Mr. Crowley**

In his new assignment, Mr. Tausch will be in charge of design, construction, maintenance and repairs of all locomotives, cars, working equipment and shop machinery on GN's far-flung railroad property.

### **Senate OK's Fort Union Restoration Legislation**

A bill authorizing the restoration of historic Fort Union, North Dakota, and making it a national historic site has been passed by the U. S. Senate and awaits the signature of President Johnson.

Fort Union, an old fur trading post southwest of Williston, is at the confluence of the Yellowstone and Missouri rivers.

### **Peace Arch Ceremony**

More than 1,000 persons from the Seattle area traveled to Blaine, Washington, aboard a 19-car Great Northern passenger train to the annual Peace Arch celebration.

The U.S.-Canadian border ceremony was conducted this year by our Northern Neighbors.

*Four*

Mr. Tausch has been with GN since 1930 when he was a machinist's apprentice at Minneapolis Junction. He also served as machine motor car inspector and diesel locomotive and motor car supervisor.

In 1944, he was named diesel locomotive supervisor at Spokane and later held the positions of traveling engineer and assistant master mechanic on the Spokane division.

Mr. Tausch was appointed assistant shop superintendent at Hillyard, Washington, in 1955 and three years later, became shop superintendent there.

In 1961, he was transferred to Paul headquarters as assistant to chief mechanical officer.

Mr. Crowley has ended a colorful career which embraced 47 years of progress on the Great Northern. During his service with GN beginning with summertime employment in 1919, he has seen the industry move through the steam locomotive era into the bustling diesel-electric period.

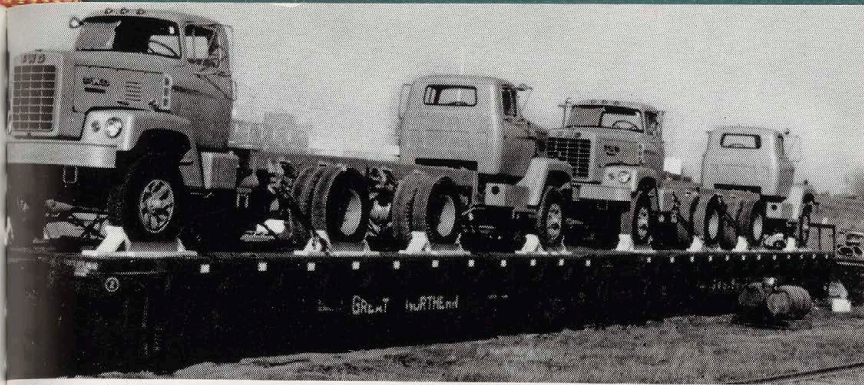
His continuous period of employment with GN began in May, 1920, when he became a roundhouse laborer at Delta, Washington. He later became an electrician at Appleton, Washington, and in 1941, was appointed superintendent of electric operations there.

The following year saw Mr. Crowley as a traveling engineer of the railway's Kalispell division, Hillyard, Washington, and in 1943, traveling engineer at Shelby, Montana.

Mr. Crowley was appointed diesel supervisor at Shelby in 1946, and Seattle later that year. He became master mechanic in Seattle in 1957.

His first appointment in the Paul headquarters was in 1958 when he was named superintendent of motive power. In November, 1959, he became chief mechanical officer.





A load of FWD Corporation trucks on Great Northern articulated flat cars move from Clintonville, Wisconsin, to San Francisco via GN's Bieber route.

**Firm Pioneered 4-Wheel Drive in 1908—**

## FWD Corp. Vehicles World's 'Work Horses'

The FWD Corporation of Clintonville, Wisconsin, producer of a wide range of conventional and special-type vehicles, is one of the pioneering truck firms in the country.

Its founders were the co-inventors and builders of the first successful, four-wheel drive car in the nation, the firm reports.

In 1959, the company shed the "Four-Wheel Drive" from its corporate name and trimmed it to the FWD Corporation.

But the paring of the name did not cut the firm's pioneering spirit. Today, it remains as one of the leaders in its field. It produces a wide range of conventional and special-type vehicles in 2, 4, 6 and 8-wheel drive models for service on or off the road.

In 1961, FWD introduced its "tractioneer" line of trucks used in the ready mix, utility and fire-fighting field with its featured, "total traction."

**(Concluded on Page 7)**

The modern factory of the FWD Corporation at Clintonville provides an excess of a half-million square feet of manufacturing space under roof plus a 10-acre proving ground and double-track rail siding.



Five

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



## NEW GN AGENTS IN N. Y., CHICAGO OFFICES

Great Northern passenger traffic offices in New York and Chicago recently have been staffed by new general agents.



Mr. Tierney



Mr. Watkins

Joseph L. Tierney has been appointed assistant general passenger agent in Chicago, replacing Graham M. French, who retired.

Warren G. Watkins, former traveling passenger agent in St. Paul, was named general agent in New York, succeeding Mr. Tierney.

Mr. Tierney has been with Great Northern since 1942 when he was a steno-clerk in San Francisco. He subsequently held the posts of city passenger agent there; New England passenger agent at Boston, and district passenger agent and later general agent, passenger department, in New York.

Mr. Watkins joined GN in 1947 as a passenger representative in St. Paul. He has held the positions of traveling passenger representative in St. Paul, passenger representative and ticket agent in the St. Paul ticket office, and in 1962, was named traveling passenger agent in St. Paul.

## Vancouver, Here We Come!

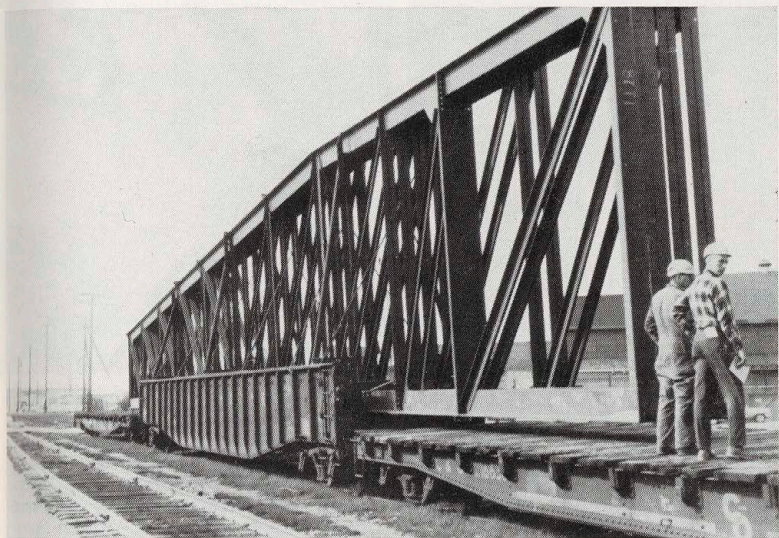


Senior students of Garfield High School of Seattle recently boarded a Great Northern special train for an outing in Vancouver, B.C. Three baggage cars were provided by the railway for dancing, and when the 320 youths needed a pause between dances, they sat in ease in one of the eight passenger cars. A "first" for the students, they previously partied at resorts. After touring Vancouver by bus, they dined at the University of British Columbia.

Six

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





## 120-Foot-Long Girders Shipped Via GN

Railroads are a versatile industry and their shipments vary from the very small to the very large.

Great Northern recently handled some in the latter category: 120-foot-long trusses — some up to 20 feet high — for use in the construction of a building adjacent to the Hanna tannin plant at Keewatin, Minnesota.

The Worden-Allen Company of Milwaukee, Wisconsin, a firm which

probably builds some of the largest steel trusses in the country, shipped the trusses from its Milwaukee plant to the Surface Combustion Division of Midland Ross Corporation.

The immensity of the loads were evident by the 65-foot gondola and two flatcar idlers needed to carry the shipment.

In all, five similar loads moved via Superior, Wis., and Kelly Lake, Minn.

### FWD VEHICLES VIA GN—Conclusion

The firm boasts an illustrious record of government service during World Wars I and II by developing and producing special equipment for the military.

L. A. DePolis became president and chief executive officer of the company in 1962.

Prior to that, FWD purchased the Wagner Tractor Company of Portland, Oregon, and later the Fire Apparatus Division of Seagrave Corpo-

ration, Columbus, became a wholly-owned subsidiary.

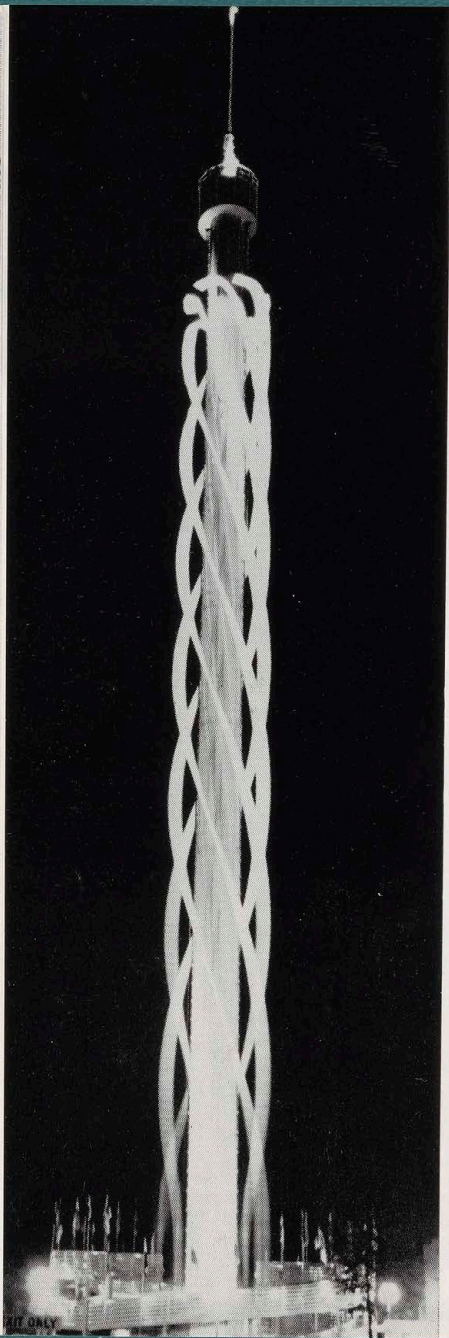
The latter firm, combined with FWD's production of its own line of multi-axle drive fire trucks, made the company the nation's major producer of fire-fighting equipment.

Great Northern Railway, the major carrier to the Pacific Northwest, is eager to assist such firms as FWD by distributing its varied types of vehicles across the nation.

Seven

**GREAT NORTHERN RAILWAY — GREAT FOR FREIGHT**





It's an experience to remember. The Minnesota State Fair has become a yearly institution, not only for residents in the Midwest, but for thousands of exhibitors who value being represented at the nation's largest, 10-day exhibition.

More than one million persons again are expected to pay to enter the turnstiles from August 27 through September 5, and before that show period is over, they will have seen a quarter-of-a-million dollars in improvements to buildings and grounds at the 300-acre fair.

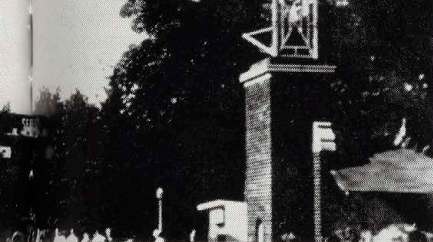
State Fair officials estimate that over the past three years, more than 2 million dollars were spent on improvements.

The 330-high Space Tower provides an aerial view of machinery hills and machinery on exhibit in the open areas. Thousands of automobiles are parked around the fair.





# NIOTA FAIR



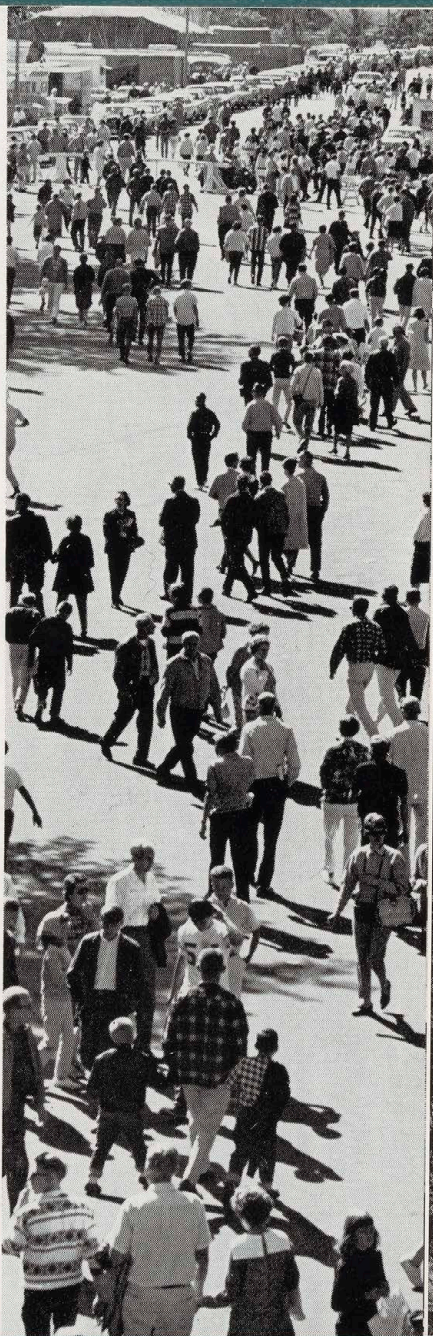
In addition, this year, a quarter-of-a-million will be paid out in premiums — of this, \$65,000 will go to race competitors; \$43,000 for horses; \$38,427 for dairy and beef cattle, and \$21,000 for sheep. Additional thousands are awarded for displays and canning, baking, needlework, etc.

"City folk" enjoy viewing the barns housing animals and poultry and livestock. Judging competitions and 4-H Club activities receive much attention.

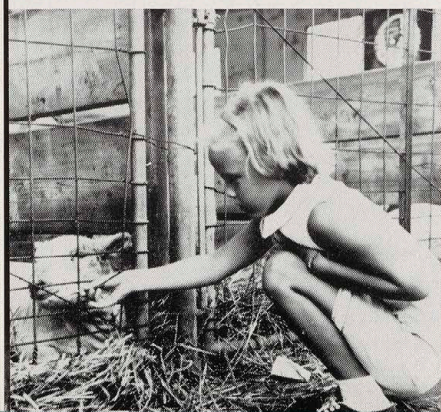
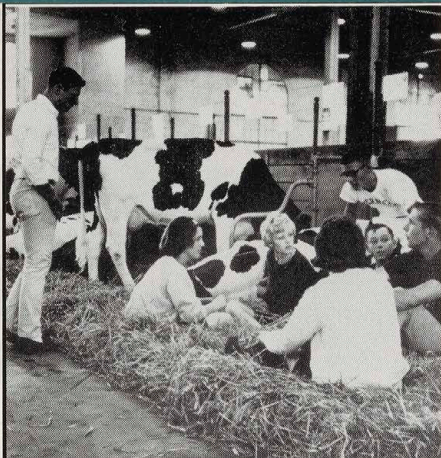
But those seeking more thrilling activities attend the stock car races on the hard track; take the ride up the 330-foot-high Space Tower and view the spectacular grandstand night shows that feature top acts.

(Concluded on Page 10)

a spew of the fairgrounds and city. Below, showwads of dollars in farm and industrial and buildings. At right, below, thou- near and as stock car races get underway.







Young and old alike enjoy the Royal American Shows—80 carloads of amusements and shows in the Midway. Featured are 35 riding devices and the world's largest Ferris wheel.

The fair's 80-acre machinery hill presents the world's largest agricultural equipment show contained in one area. More than 850 major pieces of machinery will be on display.

For a change of pace, visitors view the fine arts gallery, the home activities displays, and the produce and flowers in the Agriculture-horticulture building.

Many persons in Great Northern territory make the fair an annual "must" and an important stopover in their eastern vacations.

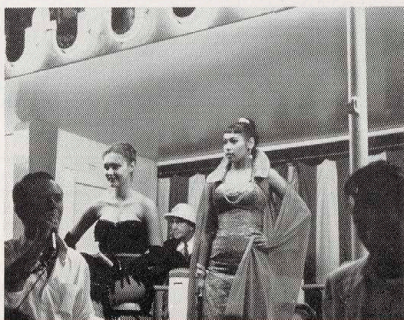
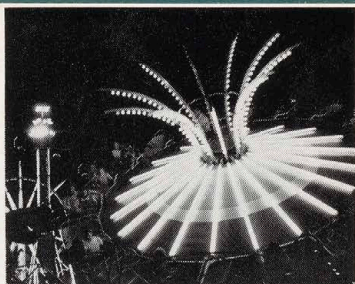
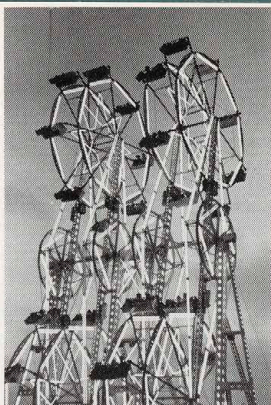
Residents on the East Coast also find it a refreshing change from the pace of urban life. They often continue their vacations in GN's Pacific Northwest territory and Glacier National Park in the Montana Rockies.

For a change-of-pace vacation, try the Minnesota State Fair and visit the colorful, Sky Blue Water State vacation areas that make a Minnesota visit a memorable one.

People love to get into the act when animals or machinery enter the picture. In the stock barns, 4-H'ers spend most of the day with their prize animals. On machinery hill, a young miss gets a thrill as she imaginatively "drives" a tractor. A new lamb attracts a friendly pat from a "city girl" while in another stock barn, 4-H'ers exhibit their sheep under the discerning eyes of judges.







Whether it's the  
Ferris wheel,  
roller coaster or  
variety show,  
the Midway area  
at the Minnesota  
State Fair assures  
numerous interests  
for all—or you  
may prefer the  
stock car races.  
But the more  
reflective find  
comfort in the  
flower and art  
shows and other  
exhibits.



## TOP MTWA TRAVEL AWARD TO BARNES

Len Barnes, Michigan AAA Motor News travel editor, was presented the grand award of the Midwest Travel Writers' Association at its 11th Annual Mark Twain Travel Writing Awards meeting recently in the Pontchartrain hotel in Detroit.

Contest sponsors were the Great Northern, Burlington and Northern Pacific Railways.

The award, named in honor of the late Chicago Tribune Travel editor, Frank Cipriani, was given Barnes for an article on Nazare, Portugal. (This is the first time in the contest's history that a single article has won the grand award.)

Other contest winners were:

Tony Weitzel, travel editor of the

Chicago Daily News, a plaque for the best travel section in the Midwest;

Richard Wager, travel editor of the Cleveland Plain Dealer, best domestic travel series;

Clayton Irwin, Detroit News travel editor, best international travel series on a North African trip;

William Hibbard, Milwaukee Journal travel editor, best domestic travel article.

Awards judge was Wilmott Ragdale, journalism professor, University of Wisconsin.

The Midwest Travel Writers' Association is a group representing a circulation of many million readers in the Midwest states and travel and transportation publicists.

## Railroad Agent's Office—50 Years Ago!



When they talk of the "good old days," they rarely refer to the comforts of the age. Ed Boyes, Great Northern's agent at Libby, Montana, is shown seated behind the then current agent, J. D. Hunter. The amazing part of the story is that Ed is still on the job—but his office has changed considerably. Standing is Lee Ketchum. Boyes has been active all through the years watching the Libby area develop into a thriving lumber and mining community. A new change is due in the next few years as Libby Dam construction and GN's line change gets into full gear.

Twelve

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





# Goat Gaieties

## Canine Caper

The man in the movie theater was amazed to see a shaggy dog seated next to a woman in front of him. To his surprise, the dog laughed, chortled and chuckled at the appropriate places.

During intermission, the man confronted the woman saying: "You know, I find it simply astounding that your dog enjoyed the movie so much!"

"I'm a bit surprised myself," she replied. "He hated the book."

\* \* \*

## Closing In

The teacher was explaining "distance" to her young class. She asked whether they lived close or far from school.

Asking one moppet if her distance was great, the youngster replied: "I think I must live pretty close because every time I come home, my mother says, 'Good grief, are you home already?'"

\* \* \*

## Close Shave

Two farmers were griping to each other. Said one, "Never did see hay grow so short as mine did last summer."

"You think yours is short," snapped the other. "I had to lather mine to mow it."

## Too Late

Wife: "I was a fool to marry you!"

He: "Yes, but I was so infatuated with you, I didn't even notice it."

\* \* \*

## Teed-Off

George was visiting a new golf club, paid his green fees and at the first tee, took a wild swing and missed the ball.

"By gosh!" he exclaimed. "It's a good thing I found out right at the start. This course is at least two inches lower than the one I usually play on!"

\* \* \*

## In Black & White

A big city reporter asked a friend who ran a small country weekly newspaper: "How can you keep your subscriptions in a town where everyone already knows what everyone else is doing?"

The editor grinned. "They know what everyone's doing, all right, but they read the paper to see who's been caught at it!"

\* \* \*

## Both Losers

A sidewalk interviewer asked an old timer what he thought of the two candidates for an election.

"When I look at them, son," he said, "I just thank the Lord that only one of them can get elected."

Thirteen



## GN Publishes 1966 Report To Shippers, Picture Catalogue

Great Northern's 1966 edition of its Progress Report To Shippers recently has been published and is in the hands of shippers and other customers of the railway.

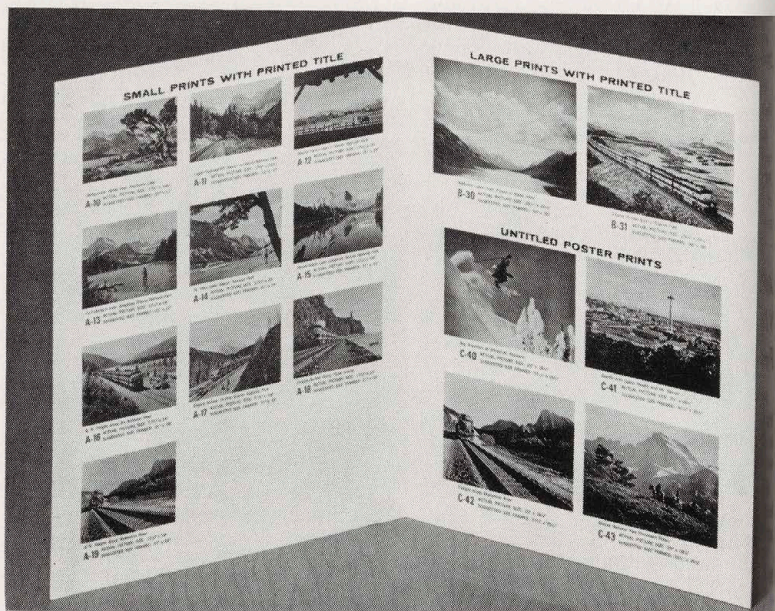
In his introductory remarks in the publication, M. M. Scanlan, vice president-traffic, states:

"Great Northern constantly focuses its intentions on doing a better, more efficient job. This applies whether we are acquiring more and better rolling stock, making improvements to our rail plant, or regrouping our manpower."

(Concluded on Page 15)



1966 PROGRESS REPORT TO SHIPPERS



Fourteen

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



## June Busts Out With 20 New GN Diesel-Electrics

In early June, the first of 20 new, powerful diesel-electric locomotives were delivered to Great Northern Railway at a total cost of \$5.2 million.

The spanking new 3600 hp. SD-45 units, costing \$276,000 each, arrived in the railway's Minneapolis Junction yards. During the subsequent weeks, 12 other diesel-electrics joined the GN diesel roster.

Arriving during that period were:

- Eight Electro-Motive SD-45's, 3600 h.p., six axles;
- Six Electro-Motive SD-40's, 3600 h.p., six axles, to be used in passenger traffic;
- Six General Electric U-28B's, 2800 h.p., four axles.

All are classified as multiple service diesel-electrics.

Great Northern was the first railroad in the nation to acquire the new 3600 hp. SD-45's. They are America's most powerful single-engine, diesel-electrics.

### Anthony Kane, GN V.P.-General Counsel, President St. Paul JA

Newly-elected president of the St. Paul Junior Achievement in St. Paul is Anthony Kane, Great Northern vice president and general counsel.

He succeeded John F. Nash who became chairman of the board. Both appointments were effective on July 1.

Previous to the recent election, Mr. Kane was vice president of the organization.

They went into service almost immediately, speeding transcontinental hot-shot freight trains between the Twin Cities and the Pacific Northwest.

Termed "new generation" diesels because of their many improvements in design and construction, they will move heavier tonnages at faster uniform speeds.

Forty years ago, a pioneering Great Northern placed one of the nation's first diesel-electric locomotives in service.

Today, GN has 626 in service. Of these, 100 are switch units; 339, multiple units; 120, freight units, and 67, passenger units.

---

### REPORT—Conclusion

He adds that the railway recently reorganized its freight traffic department into three functional groups: Sales and Service, Pricing and Market Research.

The Sales and Service division has 14 product or commodity groups, each led by a manager. This division is supervised by G. D. Johnson, general sales manager.

Directing the activities of the Pricing division is V. P. Brown, assistant vice president-traffic.

A new customer service in the freight traffic department is the Market Research division headed by T. P. Heller. The unit conducts studies for the sales and pricing divisions.

\* \* \*

"Pictures For Framing & Display," a four-page, illustrated pamphlet, is a catalogue of travel posters and lithographed color photos published by the railway.

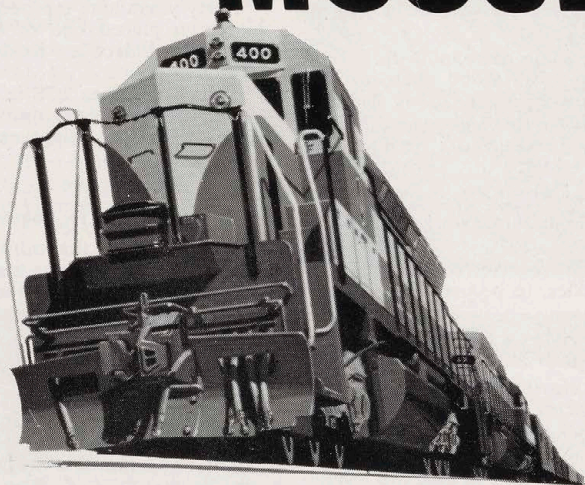
It is a handy reference to the excellent pictorial materials available for the promotion of the railway's services and scenic attractions.

Intended principally for use of GN sales representatives, each item is listed by number and title.

Fifteen



# HUSTLE MUSCLE



**Who's *first* with America's most powerful single-engine diesel locomotive?**

**Great Northern, that's who!**

**M-i-g-h-t-y** impressive, these sleek new SD-45 diesels with their 20-cylinder, turbo-charged engines and 3600 eager-to-go "horses." Eight of the giants, built by Electro-Motive division of General Motors, are the **first** of their breed on any American railway. They are now speeding hot-shot transcontinental freight trains across the broad prairies and towering mountain ranges of "Great Northern Country."

Just a bigger brute? Not by a long shot! The SD-45, with its greater muscle and hustle incorporates so many technological advances that they call it a "new generation" diesel.

Its special capability is moving heavier tonnages at faster uniform speeds, with an efficiency and versatility scarcely dreamed of 40 years ago when a pioneering Great Northern placed one of the

nation's **first** diesel-electric locomotive in service.

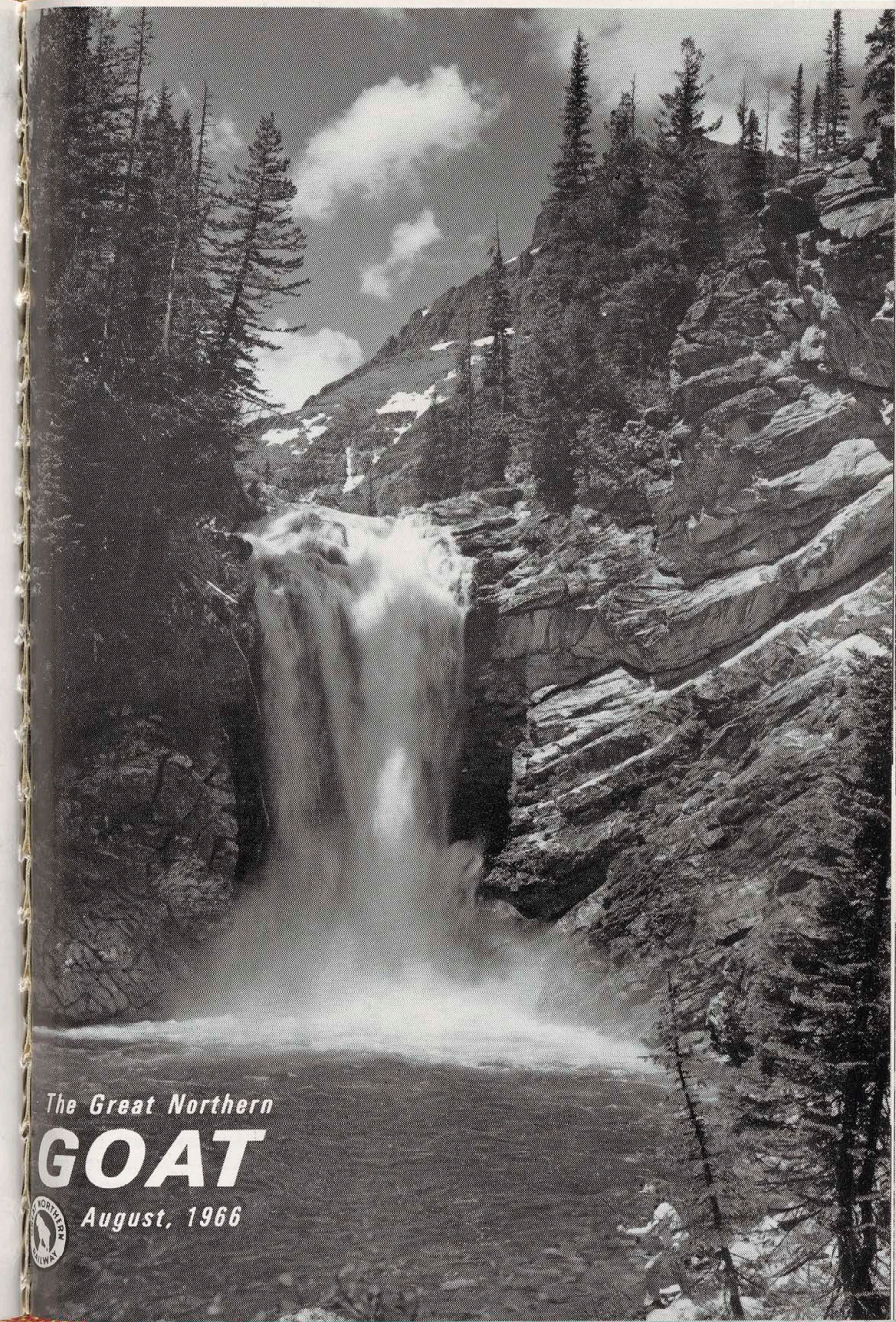
A rapidly-advancing technology is only one expression of the vigorous new competitive spirit of American railroads in serving the users of transportation. Great Northern is proud to be a leader in this progress.

We'd like to put GN's know-how (and these superb new diesels) to work moving **your** freight. Get in touch with a Great Northern freight sales representative. Great Northern has freight sales offices in principal cities of the United States and Canada.

**GREAT NORTHERN RAILWAY**

175 EAST FOURTH STREET  
SAINT PAUL, MINNESOTA 55101





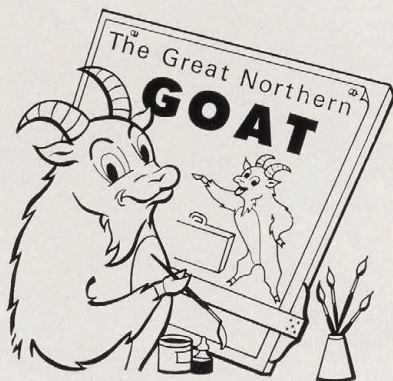
*The Great Northern*

**GOAT**

August, 1966







Vol. 36 August, 1966 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



Trick Falls below Two-Medicine Lake in Glacier National Park is one of the favorite angling spots in that Montana park which requires no fishing license.

Two

## Your Railroads

For many years, American roads have fought a near-overwhelming tide of subsidized competition.

Successive presidents have sent message after message to Congress, based on exhaustive studies of the transportation industry, proposing programs to update transport regulatory and tax policies — programs that in effect would recognize the railroads as a basic component of the transportation system.

For example, at the moment there is legislation in Congress to levy charges on elements of the transportation industry that benefit from government-provided facilities.

Such user charges would raise needed revenue for government, as well as equalize competition in transportation industry. But this, like most other transportation legislation, has been delayed by Congressional inertia and indifference.

As might be expected, failure to recognize the railroads as a prime mover of commerce is at least hitting home. According to the Wall Street Journal, the railroads are struggling with the worst freight car shortage in years — on some recent days more than 15,000 cars.

The rails are moving to meet the present emergency. Plans are under consideration to set up a jointly owned central computer system to keep tabs on the entire U.S. freight car fleet.

Spending is being increased for new cars — more than a billion dollars last year and an expected 1.2 billion dollars in 1966.

But what the railroads need most is something they have not had for many a long year — public recognition of their role as a prime mover of commerce.

(Industrial News Review, Portland, Oregon)

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





#### OTHER EQUIPMENT ON SHOW—

## GN Exhibits New SD-45 Diesel At Seattle

The progressiveness of Great Northern and the cost entailed was vividly brought to mind of Seattleites recently as GN staged an equipment exhibition near the King Street station.

The principal attraction was one of GN's new SD-45 diesel-electric locomotives boasting 3600 hp. The price tag was emblazoned on the sign: \$275,000.

It was an eye-opener for the average citizen. So was the other equipment including six new freight cars:

Youngsters and old alike scrambled up the steps of GN's new SD-45 diesel-electric locomotive in Seattle to get a close-up view of the new giant. Below, J. L. Robson, right, is presented a scale model of the diesel by B. B. Brownell, EMD general manager.

a 61-foot wood chip gondola, 90-ton bulkhead flatcar, 100-ton covered (Concluded on Page 6)





## GN, NP, CB&Q ASK MERGER RECONSIDERATION

A petition for reconsideration of the proposed merger of Great Northern, Northern Pacific and Chicago, Burlington & Quincy railways was filed on July 27 in Washington with the Interstate Commerce Commission, which rejected the plan on April 27 by a 6-5 vote.

Highlights of the reconsideration petition are:

- Willingness of the applicant lines to accept all conditions requested by the Milwaukee railway, including the opening of 11 Western traffic gateways and the right to serve Portland, Oregon and Billings, Montana. These conditions would increase the Milwaukee's revenues of \$16 million annually;

- Acceptance by the applicant lines of all conditions requested by the North Western railway that have been approved by the ICC;

- Willingness of applicant companies to agree to full attrition conditions for protection of all present employees, giving them job security for their working lives;

- Competition between railroads in the Northwest would be increased substantially on approval of a merger so conditioned for the benefit of the Milwaukee and North Western;

- Assurance that the present Northern Pacific line in Montana would be maintained to high operating standards under the merger. NP would be the alternate main line for through trans-continental freight, and the railway's present passenger service would not be affected under consolidation, and

- Citation of benefits to producers and shippers, made possible by savings to the applicant lines through merger, now estimated at between \$32 and \$37 million annually.

In its decision of April 27, the ICC found that in any merger of the northern lines it would be necessary

to include most of, but not all of the conditions that have been sought by the Milwaukee and North Western.

Approval by the ICC of conditions now agreeable to the applicants would greatly increase competition in the Northwest through the opening of a total of 13 gateways on the northern lines in four states for competition by Milwaukee and North Western against the merged company (eleven gateways with Milwaukee and two with North Western); by opening Portland, Oregon, and Vancouver, Washington, to the Milwaukee; by giving the Milwaukee trackage rights over the lines of the new company in the state of Washington for competitive new service between Portland and the border connections with Canada; by abolishing the historic dual system of switching charges for competitive and non-competitive traffic in Montana, Idaho and Washington, and by various other conditions.

The petition advised the ICC that GN, NP and Burlington have signed attrition agreements with the Brotherhood of Locomotive Engineers and Brotherhood of Railway Trainmen. These agreements provide that in event of merger, employees will be guaranteed earnings for the rest of their working lives.

The applicant lines are willing to enter into similar arrangements with unions representing other employees and with employees not represented by a union. Such agreements would give all employees job security they will not have under separate operations of the three companies.

A most important feature of this merger is that it will effectuate the National Transportation policy to "promote safe, adequate, economical and efficient service and foster sound economic conditions in transportation and among the several carriers."

Four

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## TRAVEL AGENTS VISIT GLACIER PARK, BIG MT.



California and Arizona travel agents and representatives of Great Northern Railway and Western Airlines are shown prior to boarding the Western Star at Seattle. They traveled to Glacier National Park and The Big Mountain at Whitefish, Montana.

A tour of Glacier National Park in the Montana Rockies and The Big Mountain ski resort at Whitefish, Montana, was recently experienced by California and Arizona travel agents.

During their 2½-day stay at Glacier Park, the group visited all the hotels, was taken on tour by bus to Waterton Lakes Park and Glacier Park, and enjoyed the spectacular scenery and activities for which the park is famous.

Following their travel to Glacier Park, the group traveled on the Western Star from Belton to Whitefish. After breakfasting at the Viking motel on Whitefish lake, the visitors were taken up The Big Mountain to the ski resort and enjoyed the spectacular ride on the 6,800-foot double chairlift to the mountain top.

Ed Schenck, general manager of the ski resort, explained the Winter operation of the resort.

Accompanying them via the Western Star passenger train were R. J. Class, GN assistant passenger traffic manager, and J. F. Hughes, GN's assistant advertising manager. Representing Western Airlines was James Chestnut, sales representative. GN has a ticketing arrangement with the airline.

Shown at trainside in the photo are from the left: Tom Ashe, Tom Ashe Travel Services, Los Angeles; Ray Class; Ken Clark, El Monte Travel Center, El Monte; Al McQuaid, La Jolla Travel Bureau, La Jolla; Sarah Sweeney, Budds Travel & Tours, San Rafael; Joe Gunn, Grand Circle Tours, Long Beach; Ben Cahill, Ben Cahill Tours & (Concluded on Page 6)

Five

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



## BYRNE SUCCEEDS HEMMESCH ON MESABI DIV.

The appointment of William S. Byrne as superintendent of Great Northern Railway's Mesabi division at Superior, Wisconsin, effective September 1 was announced by J. L. Robson, GN's operations vice president.

Mr. Byrne succeeds Ralph H. Hemmesch who is retiring after 53 years of service with GN.

A native of Ihlen, Minnesota, Mr. Byrne joined GN in 1941 as a student brakeman in Sioux City, Iowa. After service with the U.S. Army during World War II, he returned to the GN at Sioux City.

He was transferred to Grand Forks, North Dakota, in 1957 as assistant to the trainmaster and held various positions there until 1959 when he was appointed trainmaster at Williston, North Dakota.

In 1965, Mr. Byrne became trainmaster at Minneapolis and, later that year, assistant superintendent—a position he held until his current appointment.

\* \* \*

Mr. Hemmesch, a native of Cold Spring, Minnesota, began his railroad career as a station helper at Osakis, Minnesota.

During his tenure with GN, he witnessed a revolution in railroad

technology paced by diesel-electric locomotives, development of specialized equipment, improved track and the widespread application of electronics.

His varied career included appointments as superintendent of GN's Klamath division in 1948; the Dakota division in 1951; return to the Klamath in 1955 and the Minot division in 1958.

Mr. Hemmesch has been superintendent of the Mesabi division at Superior, Wisconsin, since July, 1964.

### Tour—Conclusion

Travel, Phoenix, Ariz.; Donna Lloyd, Central Travel, Oakland, and Frances Bond, Ask Mr. Foster Travel, San Mateo.

In the background, from the left, are Mr. Hughes; Margo Harrison, Harrison Travel, Pasadena; Mrs. Kay Maxham, Sunset World Travel, Hollywood; Don Saint, Commercial Travel Corp., San Francisco, and James Chestnut, sales representative, Western Airlines.

S. T. Thorson, GN's general passenger agent, Seattle, accompanied the travel agents back to Seattle via the Empire Builder.

### SD-45—Conclusion

hopper car, 50-foot wide-door boxcar, an all-steel caboose, and a 50-foot mechanical refrigerator car.

J. L. Robson, GN operations vice president, M. M. Scanlan, vice president-traffic, and Clark A. Eckart, vice president and western counsel, were among GN officials at the exposition and luncheon that day in the Olympic hotel.

It was there that B. B. Brownell, general manager of General Motors Electro-Motive Division, presented Mr. Robson with a replica of the SD-45.

## Rail Grain Shipment

Shipment of grain for export through the Great Lakes, Atlantic, Gulf and Pacific Coast ports set a six-month record of 307,750 carloads, the Association of American Railroads reported.

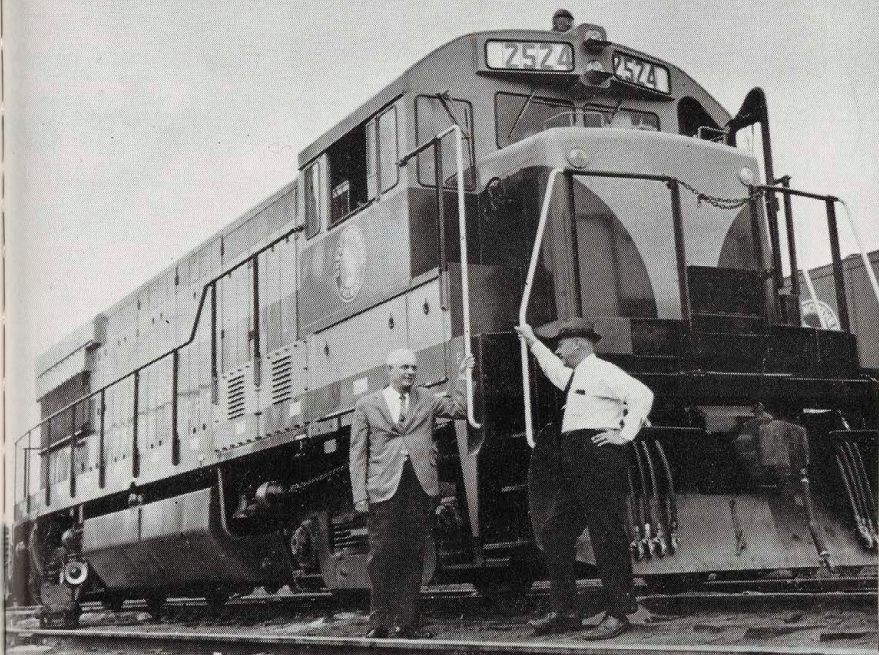
The AAR's car service division stated that grain unloaded at the ports jumped 50 per cent over the 204,549 cars handled in the first six months of 1965.

Despite the heavy movement, there were no abnormal delays at the ports.

Six

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





One of Great Northern's new 20 diesel-electric locomotives placed into service in June was this U-28B—one of six received that month. Shown shortly after the "weighing in" of the new diesel are from the left, A. M. Strommen, general chairman of the Brotherhood of Locomotive Engineers, and L. O. Waxberg, GN traveling engineer out of Minneapolis. The 2800 HP., four-axle diesel-electric weighed 274,100 pounds. Total cost of the 20 engines was \$5.2 million.

## GN's 6-Months Net Income: 16½ Millions

Great Northern operations in the first six months of 1966 produced a net income of \$16½ million as compared with \$9.3 million for the opening half of 1965, the railway reported recently to the Interstate Commerce Commission.

First-half earnings this year were equivalent to \$2.69 per share as against \$1.52 per share for the same period a year ago.

GN reported total operating revenues of approximately \$132½ million for the first six months of 1966 as

compared with \$116 million for the opening half of 1965.

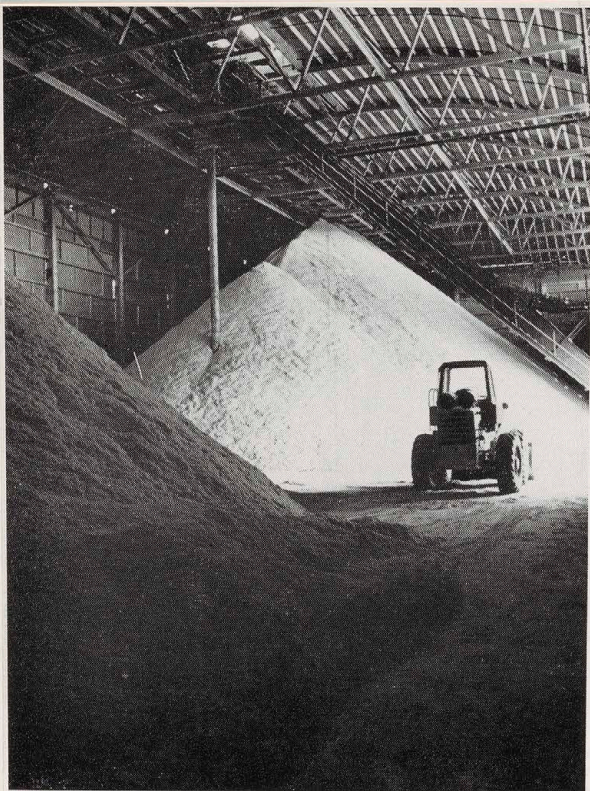
The company's second quarter net income this year was \$10.9 million as compared with \$7.1 million for the corresponding period in 1965. Per share earnings for GN's second quarter in 1966 were \$1.78 as compared with \$1.17 last year.

GN's second quarter operating revenues this year totaled \$73.4 million as against \$63.1 million for the same period in 1965.

*Seven*

**GREAT NORTHERN RAILWAY — GREAT FOR FREIGHT**



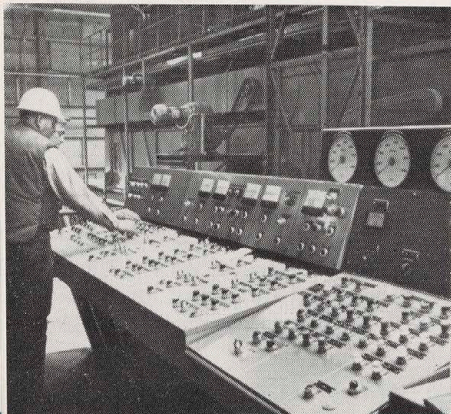


**BROOKS-WILLAMETTE AT**

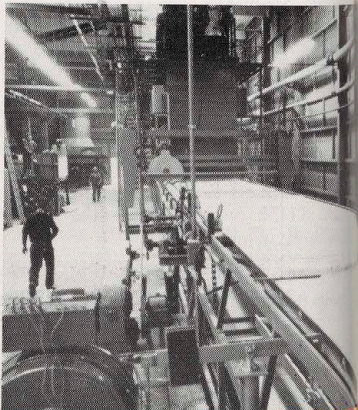
## Shavings Enter

Giant stockpiles of wood shavings dwarf the vehicle in the plant at Bend, Oregon.

A master control board directs the plant operation. From this form station console all processes originate.



The wood shavings move on a conveyor in one of the many steps culminating in the finished particleboard.





AT BEND, ORE.—

## into Particleboard

The advances of modern technology have been so rapid in the past decade that materials classified as "waste" a short time ago, result in important products today.

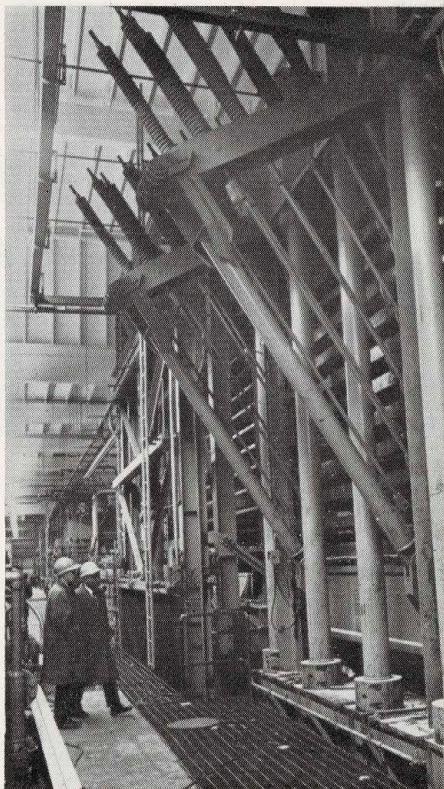
A typical example is the utilization of planer shavings by the Brooks-Willamette Corporation's particle board plant at Bend, Oregon.

The manufacturing company is located on property adjoining the Brooks-Scanlon mill. Shavings from that plant are transported to the particle board firm via a 10½" umbilical pipeline. The shavings are a prime ingredient of particle board.

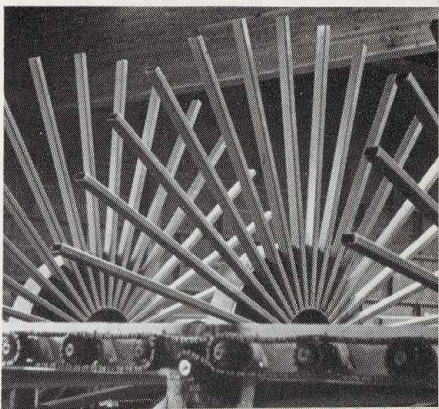
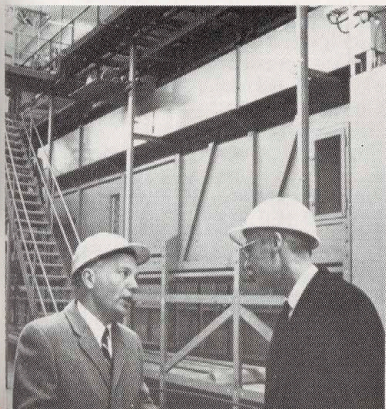
Used in the manufacture of ping pong and pool tables, counter tops and cabinet work, furniture and sheet goods and floor underlayment, particle board recently has been "discovered" as an ideal substitute for wood.

Brooks-Willamette's plant is geared  
(Concluded on Page 10)

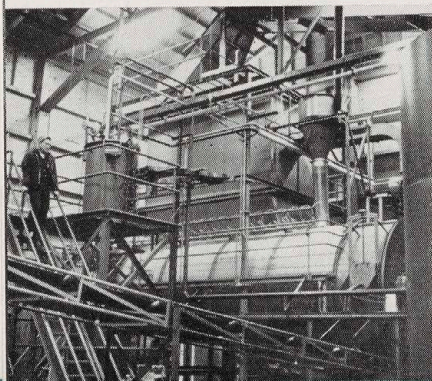
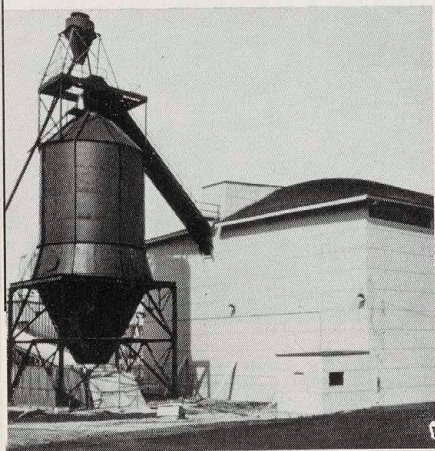
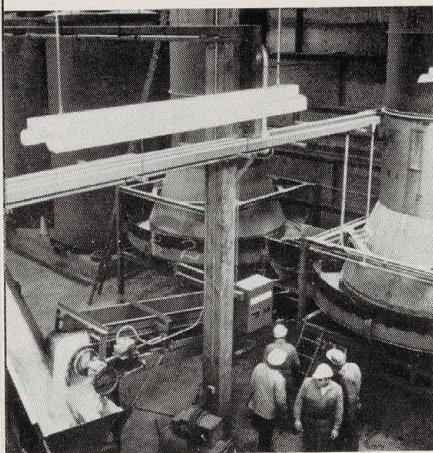
Conley Brooks, left, president of Brooks-Scanlon, discusses plant operation with Sam Robb, general manager of Brooks-Willamette.



The giant press, above, presses 12 mats at a time sized 67" x 227" at 300 degrees F. Below, cooling wheels cut down the temperature of the boards after they leave the press.







## PARTICLEBOARD—Concluded

for an annual production of 33 million square feet on a  $\frac{3}{4}$ -inch basis. Ponderosa pine planer shavings are supplied from the Brooks-Scanlon firm and from other mills in the immediate area.

In-plant storage of shavings consists of 2,678 bone-dry tons, approximately a 16-day supply.

The plant features a Bison Bahr forming system with a screen classification in conjunction with air separation. The process results in forming surfaces of fine particles with large flakes forming the center to provide strength and stability to the product. The plant utilizes a 5'x18', 12-opening Washington Iron Works hot press.

Brooks-Willamette employs 50 persons but current plans call for augmenting the force to 80. Production will be on a four-shift, 24-hour, seven-day operation.

The company's board is sold under the trade name of FlorPINE, which is used in the building industry primarily as floor underlayment, and also under the name KorPINE, which is an industrial grade board used for dinette tops, counters, cabinet work, table tennis tops, etc.

It is offered in thicknesses from  $\frac{1}{4}$ " to 2" with a maximum size of 5'x18'.

Vice president and general manager of Brooks-Scanlon, Inc., is Charles Kreider.

Automatic weighing of dried material from surge bin (top photo) to blender determines quantity of resin used. In the middle photo, the shavings enter the manufacturing process through the silo. Below, in the blender, shown in the middle of the picture, shavings are agitated while being sprayed with resin.





# Goat Gaieties

## No Looker

A small girl was entertaining her mother's guests before the mother came downstairs.

The two looked over the girl and one said to the other: "Not very p-r-e-t-y."

"No," answered the child, "but s-m-a-r-t!"

\* \*

## Misery Loves Company

Panhandler: "May I have 20 cents for a cup of coffee, sir?"

Tourist: "But coffee's only 10 cents!"

Panhandler: "I know, sir. But would you like to join me?"

\* \*

## Some Comfort!

The young daughter was going on her first date and her dad was apprehensive.

"Are you sure he's a good driver?" her father asked.

"Oh, yes, he has to be," the girl comforted him, "one more arrest and he'll lose his license."

\* \*

## Dig This One?

Brooklynite: "What did you do in civilian life?"

Buddy: "Worked in Des Moines?"

Brooklynite: "Coal or iron?"

## Oh!

"It's an outrage," the wife told her husband as he paid a farmer \$15 to tow his car a half-mile to the filling station.

"Don't make a big issue of it, dear," he replied. "He earned every cent of it—believe me—I had the brakes on all the way."

\* \*

## Deadly Serious

Gertie, the steno, was flashing a big diamond ring. "Where did you get that?" asked the boss.

"Oh," she replied, "Grandma left \$1,000 for a stone in her memory."

\* \*

## Strange Fruit

Teacher asked little Willie if he was animal, vegetable or mineral.

"Vegetable," he proudly answered. "I'm a human bean."

\* \*

## Animal Lore

The teacher was quizzing her pupils at the zoo.

"What kind of animal is that, Johnny?" she asked, pointing to a deer.

"I don't know," he replied.

"Come now, boy," she said, "what does your mother call your daddy?"

"Is it a louse?" the boy asked.





The 707 Prototype, America's First Commercial Jet

## BOEING MARKS 50th ANNIVERSARY

The Boeing Company, the largest aerospace firm in the world, is in its second half-century of operations.

On July 15, the firm marked its 50th anniversary.

When Boeing was founded in 1916, it had 21 employees—and one product. Today, the firm has some 115,000 employees.

The one product was a big open-cockpit B&W seaplane capable of fly-

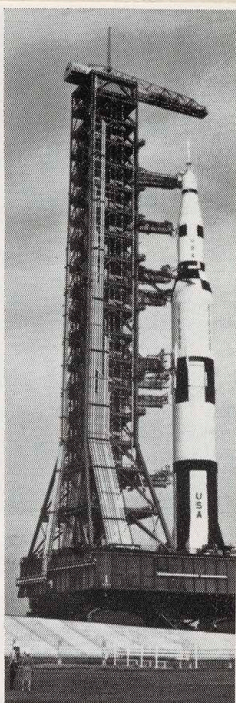
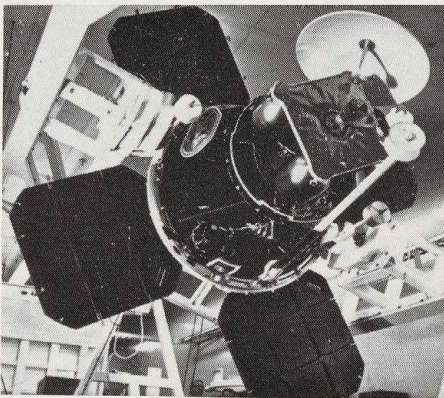
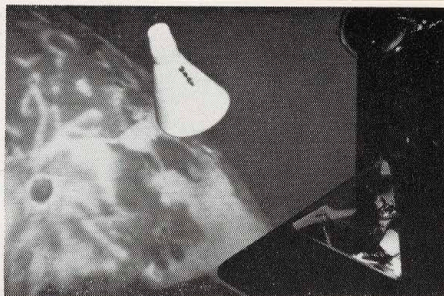
ing 75 miles an hour. In the five decades since, Boeing has built trainers, fighters, mail planes, bombers, transports, aerial tankers, pilotless aircraft, turbine engines, helicopters, hydrofoil boats, spacecraft, missiles and giant launch vehicles — more than 100 separate products.

On its 50th birthday, Boeing's employee family worked at sites in 35 states and 18 countries. Its popula-

5,000th B-17 Rolls off Assembly Line At Boeing in 1944







Whether it be with missiles, launch vehicles, simulators or spacecraft, Boeing sets the pace today as a leading contractor for U. S. Air Force and the National Aeronautics and Space Administration. Among the pictures are a Minuteman ICBM, Saturn/Apollo moon rocket and a Lunar Orbiter spacecraft.

jet airliners, over 1,200 of which have been ordered, fly to 301 cities in 120 nations around the globe.

The company's products can carry passengers smoothly at 600 miles an hour, can escape the Earth's atmosphere at 25,000 miles an hour, or produce the rough equivalent of 160 million horsepower from a single rocket booster.

A long way from the stick-and-wire B & W!

In between has come an impressive array of products carrying the Boeing name: the Model 247, first of the modern airliners; a host of fighter planes and trainers; the B-17 and B-29 bombers of World War II; the B-47; the first of the big swept-wing jet bombers; the 707, America's first

jet transport, and the family which evolved from it.

It also developed the Minuteman missile, the nation's first line of intercontinental defense rockets and the exotic camera-carrying Lunar Orbiter spacecraft—and many others.

But Boeing is much more than a list of cold statistics. It is most importantly a group of people working together to extend the technical frontiers of the world.

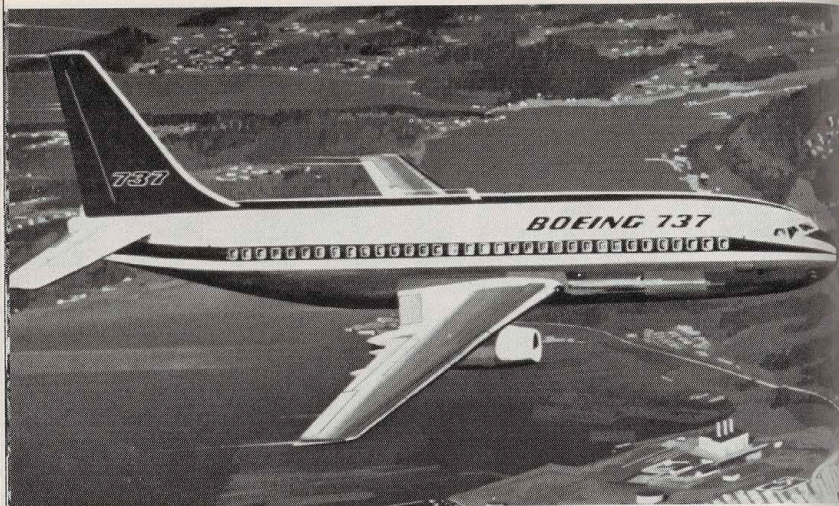
The newest of the Boeing products is the B & W seaplane-biplane.

It is a flying replica, built to modern standards, of the original Boeing airplane which first flew in 1916. Two were made then — and sold — but this one is not for sale.

(Concluded on Page 14)

Thirteen





Smallest member of the Boeing family of jet airliners is the 737 which is to roll out late this year and enter airline service in late 1967. It will carry up to 117 passengers at a maximum cruising speed of 580 miles an hour.

### Boeing's 50th Anniversary —Concluded

It was built to commemorate the 50 years of progress which have seen Boeing grow from a location in an old boathouse on Lake Union in Seattle to the world's largest aerospace firm.

The B & W was piloted over Seattle to open the year-long observance of the company anniversary. The plane flies like a 1916 airplane, stated Clayton Scott, long-time Boeing chief of production flight test. He had it up to 5,000 feet and it took a half hour to climb there — but without trouble.

The B & W was christened by Mrs.

William M. Allen, wife of Boeing president.

Great Northern Railway congratulates Boeing on its 50th anniversary and for its leadership in the aviation industry. The railway has worked closely with the company by providing its services to the aviation giant in the Pacific Northwest.



### Boeing Announces 747 Jet Plans

The Boeing Company in late July announced plans for the production of the 747 jumbo jetliner at a site near Paine field at Everett, Washington.

Great Northern Railway will serve the area and currently is constructing a spur track from its transcontinental line along Puget Sound at Mukilteo.

According to William M. Allen, president of Boeing, the firm envisions producing up to 200 of the aircraft by the end of 1972, and 400 by the end of 1975.

### Variety of Freight

A typical freight train today carries a variety of commodities and products.

A 100-car train would include 38 cars of manufactured goods; 20 with coal and coke, 17 with ore and other mine products; 13 with grain and other farm products; 7 with forest products; 2 with livestock or meat and 3 with mixed less-than-carload traffic.

Fourteen

**PROGRESS IS A GREAT NORTHERN HABIT**



## U.S. Industries, Business Intrigue Foreign Visitors

Foreign visitors to the United States frequently express greater interest in the nation's industries and businesses than in monuments and historic buildings.

With this in mind, the United States Travel Service, a division of the Department of Commerce, established by Congress to encourage travel in the U.S., has revised its plant tours booklet listing industrial plants, service organizations and agricultural enterprises which the tourist can inspect while here.

The 1965-66 edition lists more than 4,000 factories, food and beverage processors, newspaper plants, radio

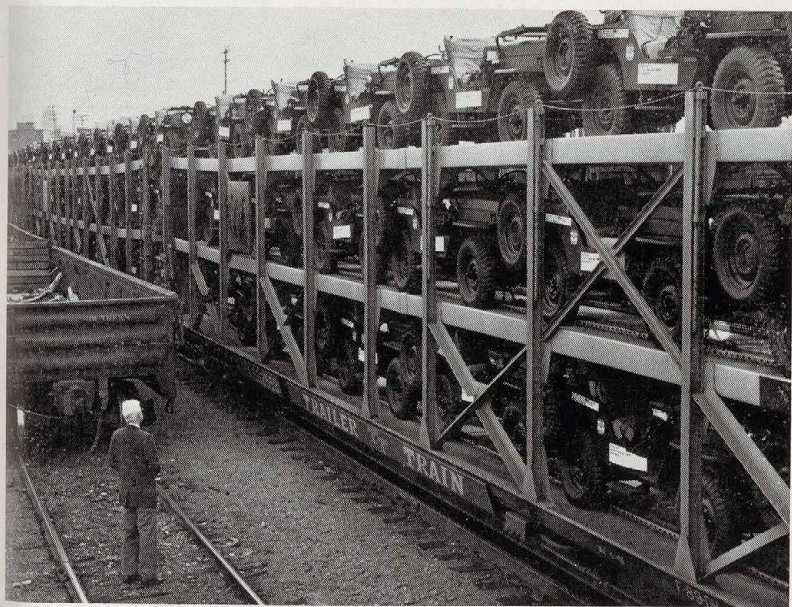
and TV stations, utilities, banks, merchandising centers and farms and ranches in 50 states, Puerto Rico and the Virgin Islands.

Thousands of copies of the revised booklet are being distributed throughout Europe, Latin America, Australia and the Far East.

American ingenuity and business acumen has long been a source of interest and admiration among our friends abroad.

Industrial know-how and advanced trade facilities continue to fascinate travelers who are anxious to learn all they can about our free enterprise system.

## 103 MILITARY JEEPS ON WAY TO VIET NAM



Military operations in Viet Nam have affected the railroad industry with the shipment of material to Pacific Northwest ports for eventual transportation to Asia. Pictured are 103 military Jeeps on five tri-level cars shown arriving in Seattle via Great Northern's hot-shot freight train for shipboard loading.

Fifteen

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





New bulkhead flatcars do the job faster, better.

## Now! A proved way to move lumber products with less cost and more safety

*(You might expect it would come from Great Northern!)*

**GREATER ECONOMY** These new cars may have your cost accountant dancing on his computer—the way they slash the costs of loading and unloading. They let you avoid costly stick-at-a-time handling. These brawny bulkheads load with big packages. Cranes and fork lifts do the work—fast!

**BETTER PROTECTION** You need less damage, less time to secure, less time to unload. And each car has a cushion underframe for a smoother ride. Your load is ready to roll sooner and with less preparation—and it arrives in great condition!

**BIGGER CAPACITY** These new cars handle about twice the capacity of a boxcar.

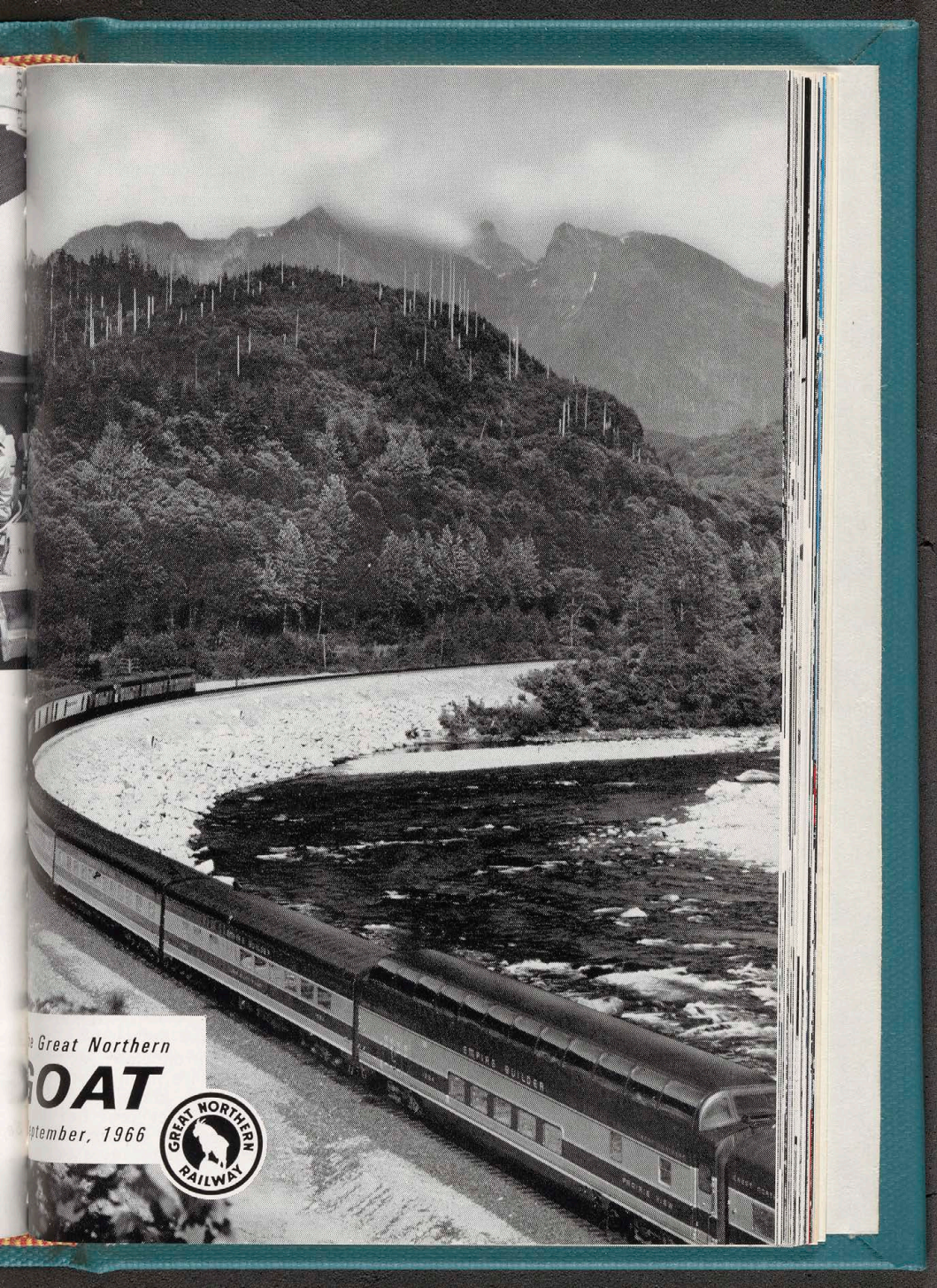
Because of their size and open design you get more efficient use out of your mechanical load-unload equipment!

**PROVED PERFORMANCE** Four of our officers "rode the rails" for 1,750 miles checking out these new 90-ton cars. The test was an unqualified success—we know they'll do everything we say they can. And soon we'll have more bulkhead flatcars in 100-ton variety—to handle dimensions and packaged lumber and plaster board. Both sizes will answer a lot of your shipping problems. But then you expect answers from Great Northern. Call us now and we'll prove it!

# Great Northern Railway







Great Northern

**GOAT**

September, 1966







Vol. 36 September, 1966 No. 9

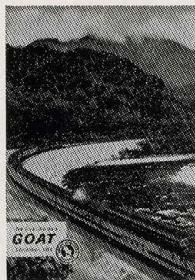
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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### The Goat's Cover



The famous Great Northern Empire Builder wends its way along the Skykomish river toward the 8-mile Cascade tunnel in Washington State.

Two

### Your Railroads

The progressiveness of American railroads is emphasized by impressive statistics released recently by the Association of American Railroads regarding the increase of vehicles hauled by the companies.

During the first half of 1966, railroads carried nearly 2.4 million motor vehicles—more than two-fifths of auto manufacturers' production.

With auto and truck production rates expected to continue at high levels, railroads anticipate handling some 4.7 million new vehicles by the end of 1966, as compared with 4 million in 1965.

The traffic growth is attributed to the railroad's steadily-expanding fleet of auto-rack cars which now total nearly 16,000, and the low rates made possible by such volume rail movements.

The introduction of multi-level auto rack cars enabled railroads to recapture from highway carriers a substantial amount of the traffic. Such traffic, directed to the railroads, should be a comfort to the highway-driving public which is spared the unpleasantness of encountering highway carriers on busy roads.

GN acquired its first bi-level and tri-level cars in late 1960, and in 1965 moved 8,693 carloads of new automobiles on this type of equipment.

The railway joined the Trail Train Company in 1960, a railway-owned agency operating the large fleet of such equipment in the country, to further meet its expanded requirements for specialized piggyback and auto rack flat cars.

Since the introduction of the multi-level cars, the rail share in the auto shipment market has jumped from 9 per cent to 40.2 per cent last year and is expected to approximate 45 per cent this year.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



## Saint Paul Hilton, 24-Story Beauty, Twin Cities' Tallest

The doors swung open in late August at the Saint Paul Hilton, a \$13.3 million Indiana limestone and glass structure rising 24 stories in St. Paul's Loop.

From its tinted glass windows may be seen one of the most impressive views in the Twin Cities — the sandstone cliffs along the wide Mississippi river, the tree-studded hills of the city and the breathtaking river valley to the west.

Saint Paul Hilton, the first big city hotel in 38 years, is also the Twin Cities' highest. Its 500 guest rooms increase by nearly one-third the number of downtown hotel rooms.

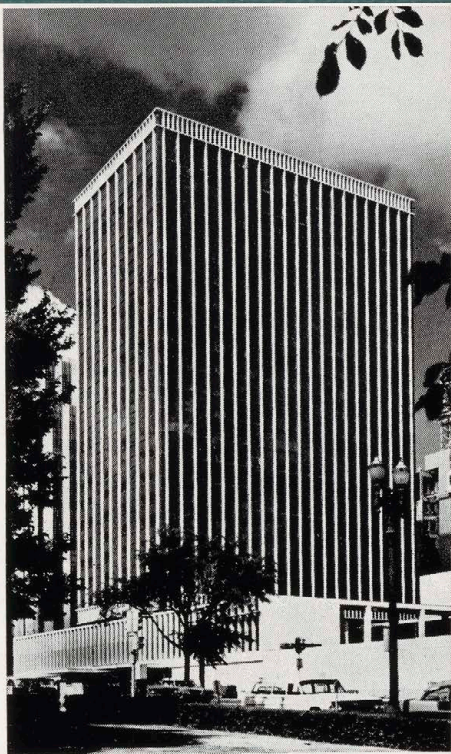
The facilities for conventions, meetings, banquets and exhibits at the new hotel are located on one floor, called the ballroom level, just below the lobby level.

They are air-conditioned, have public address systems, projectors, screens, etc.

The Minnesota ballroom, Capitol ballroom and Wabasha Exhibition hall in addition to the nine private dining rooms assure a plentiful space for various banquets, dinners, meetings, etc.

With the new Saint Paul Hilton in operation, five sparkling new dining areas are available to the public. Among them are the "Top of The Hilton," featuring a revolving Carousel lounge, reached from the lobby and second floor by a glass-walled elevator; the Don the Beachcomber's specializing in Polynesian and Cantonese delicacies; the Trapper's bar, Hilton Coffee bar and the Three Crowns restaurant.

The area where the Hilton stands



has a colorful history. On Kellogg boulevard at its site once stood a music store where the famous song of the South, "Dixie," was first played by composer Daniel Emmett.

And it is not more than a block's distance from where St. Paul's chapel, the first pioneer church, was built on the river bluff in 1859.

Parking is free to hotel guests in the indoor 300-car garage.

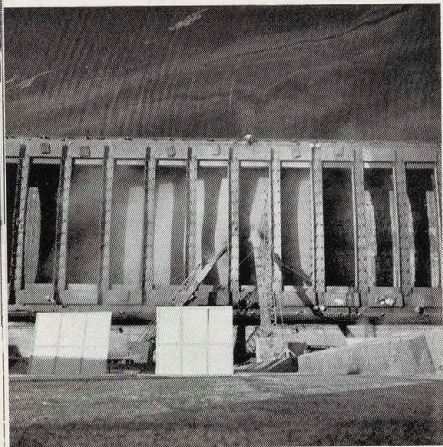
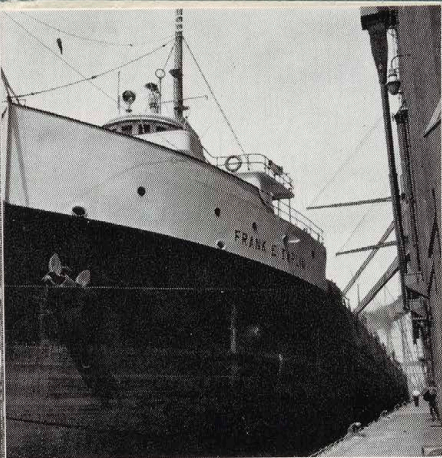
### Zip Number Required

Postal regulations require that Zip Code numbers be included on all addresses after January 1, 1967.

It is *essential* that any future change of address for the GOAT magazine include the Zip Code Number.

Three





## SUPERIOR, WIS.—

### 'Depressed Area' Tag Shaken Off By Resurgent Economy

There is a new air of prosperity about in Superior, Wisconsin.

A short time ago, when the community and the area were classified a "depressed area," the outlook for immediate improvement was bleak.

Today, Superior has happily relinquished the "depressed" tag and in contrast to slightly more than a year ago, business is at a high level and the labor supply is employed — if not inadequate.

Although much of the credit for the new-found prosperity is attributable to the healthy business conditions generally, specific credit must be given to the Superior-Douglas County Development Association which has been actively seeking new industries and business.

The close working relationship of Robert B. Wilcox, executive director of the association, and Harold Andresen, chairman of the industrial development committee of the Douglas County Board of Supervisors, has resulted in a favorable climate for new business and cooperation with firms wishing to establish or expand in Superior.

Located at the Head of the Lakes in northern Wisconsin, Superior is the largest city in Upper Wisconsin and the Douglas county seat. It is the westernmost port on the St. Lawrence

The Frank E. Taplin is berthed alongside the Farmer's Union GTA grain elevator at Superior for grain loading. View from the top of the elevator, center photo, reveals the open hold of the ship and the grain pouring into compartments. At left, workmen await filling of the ship's hold.



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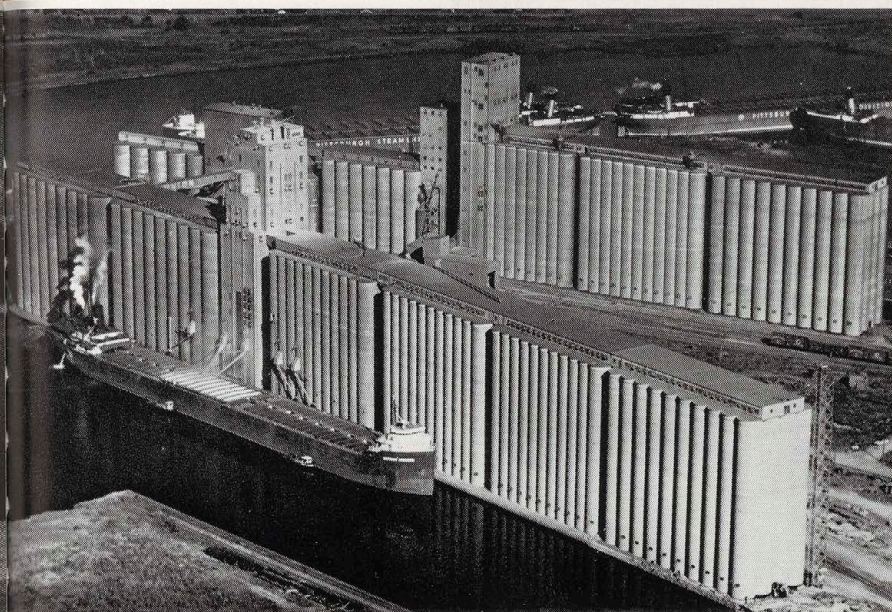
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This photo of the Farmer's Union GTA grain terminal in Superior, Wisconsin, was taken before additional facilities were installed between the two structures. A Great Lakes grain carrier is being loaded at the terminal.

Seaway with a population of 33,563 in 1960 in an estimated Douglas county population of some 46,700.

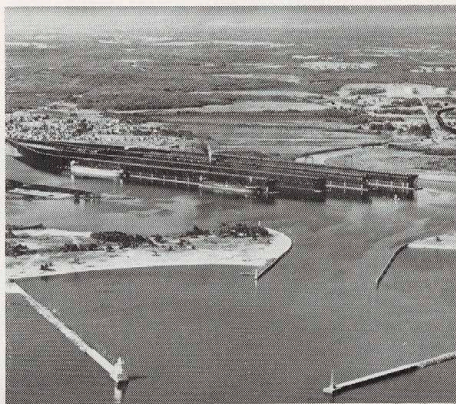
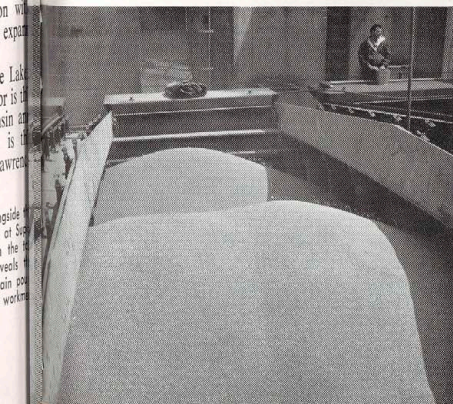
Superior is of great importance to the Great Northern Railway which has the largest iron ore docks in the world located there and which cur-

rently is installing a multi-million-dollar taconite handling facility at the dock site.

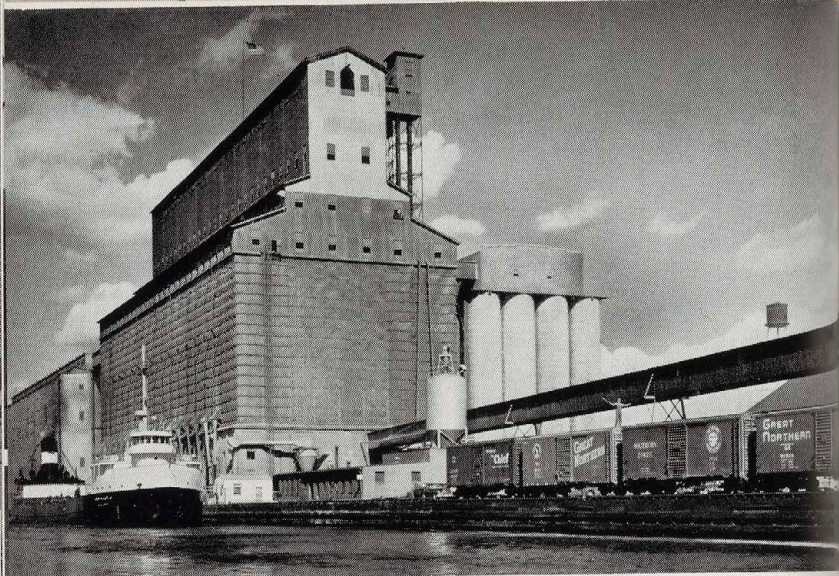
The city also is the location of the Farmer's Union GTA grain terminal built in 1941. Many innovations went

**(Continued on Page 6)**

Golden grain from the Midwest glistens in the hold of the Frank E. Taplin. At right, is a view of Superior's natural entry to the Twin Ports with the Great Northern ore docks in the background.







The Archer Daniels Midland Company grain elevator, leased from Great Northern Railway, is another leading grain handler in Superior.

into the facility, says Russell M. Johnson, director of terminal operations. The bins or tanks were built to a height of 160 feet and the head house towers to 270 feet.

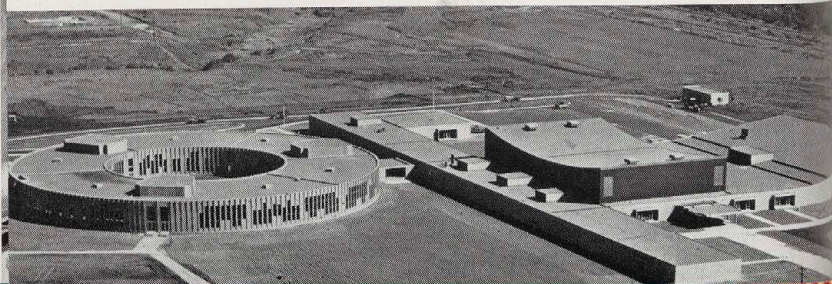
This was unprecedented in grain elevator operations, Mr. Russell added, but no operational problems occurred. The first car dump to be installed in the Northwest was a boon to the elevator's operations in that the approaching war with its shipyards and defense plants soon took up the slack in the labor market, he emphasized.

Elevator capacity was  $4\frac{1}{2}$  million bushels. Continued and increased production by American farmers plagued storage facilities. M. W. Thatcher, who was general manager in 1941, stimulated growth and expansion of grain facilities throughout the north and Midwest.

In May, 1949, "Farmers" leased the Spencer Kellogg elevator on adjoining property. Later that year, the property was purchased, boosting storage capacity to  $5\frac{1}{2}$  million bushels.

(Continued on Page 7)

The new Superior Senior High school is an artistic structure as well as practical. A total of 1,600 students will attend this Autumn.





## SUPERIOR—Conclusion

The association continued expansion: the 1950-51 building program saw storage expanded to 12 million bushels, and 1953, another million.

The advent of the Seaway prompted yet another expansion of 6 million bushels. Currently, the total grain storage is a whopping 19 million.

Since Farmer's Union GTA operations began in Superior, the association has handled through and within its terminal more than a million bushels of grain. The elevating facilities amount to 320,000 bushels per hour.

Also important to the Superior economy are the operations of Archer Daniels Midland Company elevator complex, leased from Great Northern, that has a capacity of 12 million bushels. Other firms also add to the total grain-handling picture.

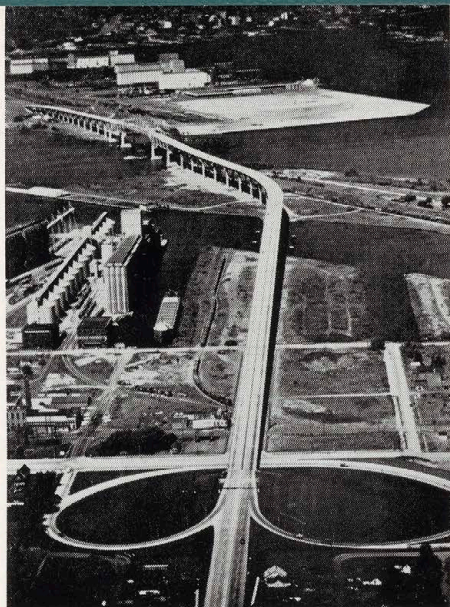
It is obvious that grain is an important factor in prospering Superior, but education leaves its impact, too. Wisconsin State College is undergoing a 14-million-dollar building program there. Approximately 3,000 students will attend classes this year and Mr. Andresen says the college is "one of the largest industries in town."

Of vast significance to Superior, he points out, is the availability of land for plant and business expansion and new industries.

Approximately only one-fourth of the community's land is in use. With unlimited water, oil, natural gas, power, timber and transportation on hand, Superior has an acknowledged business and industrial potential.

The "City of Progress" as it is called recently built a 4½-million-dollar senior high school, has seen the opening of the 1½-million-dollar Superior Memorial Hospital and witnessed construction of several new industries and the expansion of firms.

Great Northern owns or can put prospective businesses in touch with



The Duluth-Superior high bridge is part of the new inter-state network of freeways. It makes Superior easily accessible to visitors from Minnesota's Range counties.

owners of desirable and commercial sites in Superior. Contact should be made with E. N. Duncan, director, industrial and agricultural development department, Great Northern Railway, or the Superior-Douglas County Development Association, Inc.

## GN Agent's Wife Wins 2d Shorthand Contest

The young wife of a Great Northern Railway city passenger agent in Chicago won the speed contest of the National Shorthand Reporters Association.

Mrs. Alberta Kukiela Buster won the 1966 contest in Dallas during the NSRA's 65th annual convention.

Taking up shorthand as a hobby while a Pitman office stenographer at Great Northern in Chicago, Mrs. Buster took dictation given at various speeds, including at 280 words per minute with 99.73 per cent accuracy.

Seven



## M. V. Schoonover Succeeds F. P. McCarty in St. Paul

The appointment of M. V. Schoonover as manager of Great Northern Railway's coal and coke division in St. Paul was announced recently.

He succeeds Francis P. McCarty who died in St. Paul of a heart attack on July 22 after 46 years with GN.

Mr. Schoonover joined the railway in 1939 as a stenographer in San Francisco. He held various positions until his appointment as city freight agent in Oakland, California, in 1943. He subsequently became traveling freight agent and later general agent in Klamath Falls, Oregon; general agent, freight department, in Spokane, Washington, and industrial development agent, Seattle. He was named assistant general freight agent in Duluth in 1962.

Also announced were the following promotions:

Joseph E. Burns, sales manager, Cleveland, succeeds Mr. Schoonover as sales manager in Duluth;

Martin M. Cynkar, traveling sales representative, Pittsburgh, becomes sales manager in Cleveland.

\* \* \*

Mr. Burns, a 26-year veteran with the railway, has served as a stenographer in Butte, Montana. After a period with the U.S. Army in World War II, he returned to GN as a clerk in Wenatchee, Washington.

Mr. Burns was transferred to Bellingham, Washington, in 1947 as a city freight and passenger agent. He subsequently became city freight agent in Seattle; traveling freight agent in Kansas City, Missouri, and general agent in Cleveland.

## Twin Cities NDTA Chapter Presented Award

The Twin Cities chapter of the National Defense Transportation Association has been named to receive a distinguished chapter award at the NDTA's 21st annual transportation and logistics forum this month in Dallas.

Harry J. Surles, Great Northern Railway's general superintendent of transportation and current president of the Twin Cities chapter, and Lt. Col. Arthur G. Canfield, transportation officer of the XIV U.S. Army Corps, Minneapolis, outgoing president of the chapter, attended the forum and accepted the award.

*Eight*

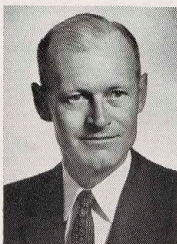
It was presented to the unit on the basis of the chapter's transportation efforts in assisting the National Red Cross during the 1966 Minnesota Spring flood; for good programming and for gains in membership.

## Million Invest In Rails

Nearly a million persons hold railroad stocks and bonds.

The industry's rate of return on net investment has averaged slightly more than 3 per cent in the postwar period — half of that for regulated utilities and a third of that in general manufacturing.

Today's railroad plant represents an investment value, after allowing for depreciation, of \$26.4 billion, yet it would take nearly twice this amount to replace capital facilities at present prices.



Mr. Surles

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



# Blast Signals Start Of Giant Libby Dam Project in Montana

Twelve sticks of dynamite placed in the canyon wall sent up in smoke and debris in northwest Montana in mid-August signalling the beginning of Libby Dam construction.

Sen. Mansfield of Montana pushed the button triggering the blast from a speakers' stand. Dignitaries from local, federal, state and private companies viewed the ceremony that took place some 17 miles upstream from Libby.

The dam is scheduled for completion in 1973 and is expected to leave its impact on the social, economic and business activities of the area.

The 352-million-dollar project has been launched in cooperation with Canada. The Kootenai river which will be dammed, originates in British Columbia. Eventually, water will be backed up for 90 miles — 42 miles into Canada, creating a shoreline reservoir of 224 miles, of which 107 will be in British Columbia.

Construction of the dam, under supervision of the Seattle District, Army Corps of Engineers, also will result in the development of recreation and wildlife areas.

Great Northern Railway, which was represented at the ceremony by John M. Budd, GN president, is relocating approximately 59 miles of its main line due to inundation by the reservoir.

A seven-mile tunnel also will be dug through Elk mountain. The latter will account for 59 million dollars of the 130 million-dollar relocation financed by the government.

The tunnel will be the second longest in the nation — second only to GN's 7.79-mile Cascade tunnel.



Plumes of smoke and fireballs puff on the canyon wall near Libby, Montana, as dynamite blasts signal Libby Dam construction. Below, Senator Mansfield of Montana addresses thousands of persons who witnessed the ceremony.



Nine



## V.P. Humphrey Cited By Rails For Travel Promotion



Shown from the left are Russell Wade, CB&Q; Hugh Pugh, Santa Fe; Vice President Humphrey; Jim Cunningham, Milwaukee; Joe Thomann, GN sales manager, Washington, D.C., and Alan Moore, secretary to legislative representative.

The vice president of the United States, Hubert H. Humphrey, recently was honored in Washington, D.C., by the nation's passenger-carrying railroads for his role in the conception and execution of the "Discover America" program.

The vice president received a plaque from Ross E. Chappell, president of the American Association of Passenger Traffic Officers — an organization of top passenger traffic officers of the railroad industry.

During the presentation, Chappell praised Humphrey's "dynamic and

forceful leadership" of the "Discover America" program which was designed to encourage Americans to spend vacations in America.

Representing Great Northern at the ceremonies was Joseph P. Thomann, sales manager, Washington, D.C.

In accepting the award, Humphrey said "we are approaching a period of renaissance in rail travel as shown by today's advances in mass transit, intercity and transcontinental train travel . . . one of the most comfortable ways to travel is to go by train."

## U.S. POSTWAR RAIL FREIGHT SETS RECORD

An estimated 695 billion ton-miles of U.S. rail freight traffic volume was realized during 1965, the Association of American Railroads reported.

The total exceeded the 1964 previous high of 658 billion ton-miles by 5.6 per cent, falling short of only the 727-billion and 737-billion marks registered in World War II peak years of 1943 and 1944.

Freight carloadings for 1965 were

up 1.8 percent over 1964 for a total of 29.6 million cars. This traffic increase, coupled with longer hauls and a 1965 increase in total freight car fleet capacity from 104 million tons to more than 106 million tons, produced the new ton-mileage record.

Closing out the statistical traffic year was a Christmas holiday week which topped all Christmas weeks since 1956.





# Goat Gaieties

## **Low and Behold**

A tourist visiting a snake farm in Florida asked how rattlesnake venom was obtained.

"We milk them," the attendant said.

The tourist observed: "You must use a very low stool."

\* \* \*

## **Some Bird**

Wife: "And I suppose you expect me to believe that you came straight home from the office?"

George: "Sure did. Just like the crow flies."

Wife: "Yes, so I see — stopping frequently for a little corn."

\* \* \*

## **Food for Thought**

"Darling," asked the young bride after serving her first meal, "what will you give me if I serve you a meal like this for a whole year?"

"My life insurance," he replied, "and it won't take a year!"

\* \* \*

## **Total Figures**

The draftee was giving evasive answers to the medical officer.

"At least you can tell me the heaviest you ever weighed?" the officer asked.

"About 150," said the recruit.

"And the lightest?" snapped the officer.

"Six pounds, sir," replied the draftee without blinking an eye.

## **Pipe Dream**

The young plumber complained to his boss about the fast pace of work.

"This is nothing," the oldtimer assured him. "When I was an apprentice, the boss would let us lay the first two lengths of pipe and then he'd turn on the water and we'd have to stay ahead of it!"

\* \* \*

## **Suited to Taste**

The businessman's secretary was showing off her new tailored suit, a birthday present from her parents. Her boss stopped to admire it and then went on into his private office to greet a client who was waiting for him.

"Sorry to keep you waiting," he told the startled client, "but I was admiring my secretary in her birthday suit."

\* \* \*

## **Last View**

"I know I'm not really much to look at," her fiancé admitted modestly.

"Oh, well," she philosophized, "you'll be at work most of the time."

\* \* \*

## **Cut And Dry**

"Go wash your arms, Junior," mother said.

"For long or short sleeves?" he asked.





Two youths watch admiringly as the S.S. South American pulls away from the dock on its Great Lakes voyage.

## GEORGIAN BAY LINE SHIP CHANGES COMMAND IN DULUTH HARBOR CEREMONY

It was a happy departure for passengers who hurled confetti and spiral streamers in a farewell gesture to visitors who lined the dock shortly after change-of-command ceremony.



An impressive ceremony marking the change of command of the S.S. South American of the Georgian Bay Line was held recently in Duluth.

Capt. Bernard T. Olson, who began his Great Lakes career in 1926 as a porter on a car ferry, turned over command to Chief Mate Joseph A. Testyon.

Witnessing the occasion were hundreds of visitors from the Duluth-Superior area, members of the press and television and some 500 passengers who were about to leave on tour of the Great Lakes ports.

E. J. Goebel, president of the Georgian Bay Line, Detroit, owner of the ship, administered the company's oath of command.

Capt. Testyon, 52, of Chicago, who began his Great Lakes career in 1928





A father and youngsters view the ship from afar as the ceremony was in progress. The lakeside slip where the boat was docked made the craft appear from a distance as though it were sitting on an open field.

as a cabin boy with the Line, is commanding the 321-foot-long S.S. South American which has a capacity for 528 passengers and about 170 crew members.

Remembrance flags presented to each captain were flown over the U.S. Capitol building on July 4 of this year. A Bible used in the event was

obtained by Mr. Goebel in Bethlehem and has a special cover of native olive wood from the hills of Judea.

Robert B. Morris, secretary of the Duluth Chamber of Commerce, was master of ceremonies.

Others participating were The Rev. Waldemar Framstad of Our Savior's

(Concluded on Page 14)

Captain Joseph A. Testyon takes the oath of office, left, before hundreds of onlookers on ship and shore. At right, Captain Testyon is shown with E. J. Goebel, center, president of the Georgian Bay Line, Detroit, and outgoing Captain Bernard T. Olson.





## Proposed Parcel Post Changes Draw Fire

The proposed bill that would increase maximum parcel post sizes and weights was attacked recently by a railroad spokesman.

Daniel P. Loomis president of the Association of American Railroads, testified before the House subcommittee on postal rates in opposition to Section 3 of H. R. 12367.

This section would increase the maximum size of parcels moving between first-class post offices from 72 to 100 inches, and the maximum weight of parcels between first-class post offices beyond the second zone from 20 to 40 pounds.

Mr. Loomis said the increases would enlarge the area in which the federal government competes with private enterprise. It would seriously affect REA Express, the private-enterprise package delivery service owned by the railroads, through loss of business, revenue and employment.

He said he is not sure the changes would reduce the parcel post deficit by 40 million dollars, as advocates of the bill contend. But even if they

would, he said, "we submit that a new, expanded area of below-cost government competition with private business is too high a price to pay."

## Class I Rails' 6-Month Net Income: \$431 Million

The net income of Class I railroads amounted to \$431 million in the first six months of 1966, compared to \$335 million in the corresponding period of 1965, according to preliminary reports filed by the carriers with the Bureau of Railway Economics of the Association of American Railroads.

Net income for the second quarter of 1966 was \$259 million, compared with \$214 million in the second quarter of 1965.

Net railway operating income (earnings before addition of income from other sources and before deduction of interest and other fixed charges) was \$514 million in 1966's first six months compared to \$421 million in the same period of 1965.

For the first time in 10 years, the Class I railroads rate of return in the 12 months ended June 30 reached 4 per cent.

The actual 4.01 per cent figure was calculated by relating net railway operating income for the 12 months to the average investment in road and equipment after depreciation, with an allowance for working capital.

## Rails' Purchases Impressive

One of the biggest single customers of general business, the railroad industry this year will account for purchases of more than \$3 billion.

Of this, \$1.5 billion will go for fuel and operating materials and supplies and \$1.8 billion for investment in new rolling stock and other capital improvements.

## SHIP—Conclusion

Lutheran Church, Marinette, Wis., Capt. Olson's minister; Clarence L. Bingham, district director, U.S. Customs in Duluth, and the ship's Catholic Chaplain, The Rev. P. A. Bird of Des Plaines, Ill., friend of Capt. Testyon.

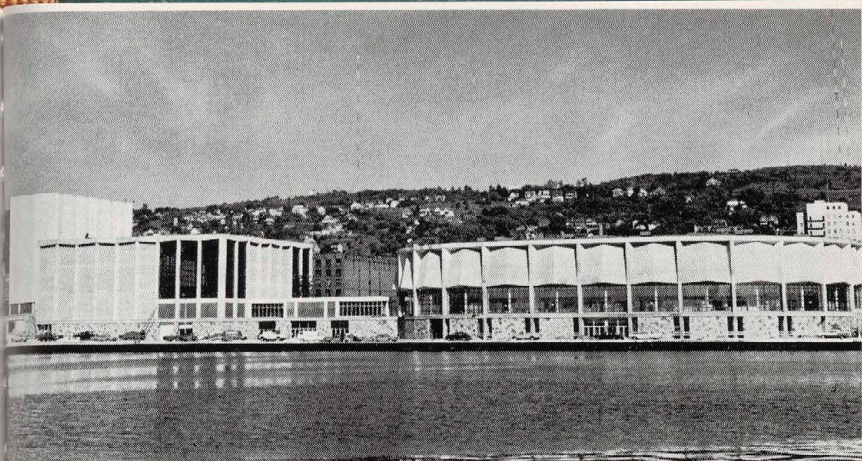
The S.S. South American is the last remaining, exclusively all-passenger ship on the Great Lakes. It arrived in Duluth through Superior, Wisconsin's waterway and departed under the famed Aerial bridge from Duluth's harbor.

Aboard, as usual, was "retired" Capt. Olson. He will remain as second mate, where he will continue navigational chores and stand watch—requiring far less tension and responsibility.

Fourteen

PROGRESS IS A GREAT NORTHERN HABIT





## Duluth Opens New Arena-Auditorium

A new arena-auditorium standing impressively on the shore of beautiful Lake Superior recently was dedicated by Duluth.

Located in the heart of the city's central business district, the structure is multi-purpose featuring an auditorium with 1,600 seats on the main floor and 800 in the balcony; an exhibition hall adjoining the arena that

can be used as an annex, and seven meeting rooms with space for from 75 to 100 persons each.

The arena seats up to 8,000 depending on usage and is favored for sporting events, conventions and meetings. The exhibit hall boasts full utility service for exhibit booths and kitchen facilities provide complete food service. Total exhibit space is 50,000 square feet.

Within view of the famed aerial bridge, the double facility has parking space for 2,000 cars.

The 6.1-million-dollar arena-auditorium already has booked 122,000 delegate days, says Joseph C. Sturcker, general manager.

A grand opening celebration in connection with Duluth's Portorama attracted many national luminaries including Vice President Humphrey and radio and television personalities.

The first major booking for the facility was the Midwest Shriners' convention with 10,000 delegates. This was followed by the world premiere of the Ice Capades.

Railroads today handle nearly 52 billion pieces of mail annually or some 75 per cent of the domestic mail.

## GN Announces 10% Fare Reduction for Certain U. S. Civilian Employees

Great Northern is among 16 western railroads who recently announced a 10 per cent fare reduction for employees of civilian agencies of the U.S. government while traveling on official business.

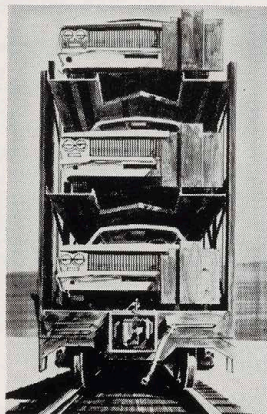
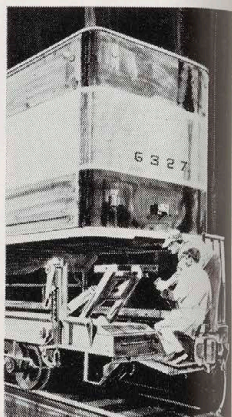
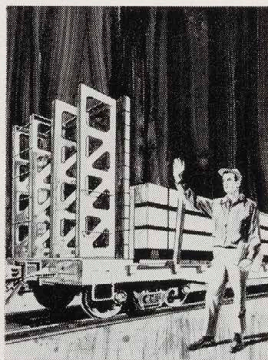
The agreement, effective on August 1, was signed by Earl B. Padrick, chairman, Western Railroad Passenger Association, in behalf of the rail carriers and Robert B. Conrad, acting commissioner for the General Services Administration.

U.S. railroads for many years offered a similar allowance to military agencies for movement of their personnel on official business.





What makes a railway  
really great?



## Special- purpose freight cars--

*(more and  
more of 'em!)*



ROUTE OF THE INCOMPARABLE EMPIRE BUILDER

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 permits 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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**GOAT**

October, 1966







Vol. 36 October, 1966 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



Patti Parkhill, the 1966 Washington State Apple queen, believes an "apple a day keeps the doctor away." You must agree, she is a picture of health.

Two

### Your Railroads

#### On Cloud No. 9

Come Down to earth, Mr. T. Stuart G. Tipton is president of the Air Transport Association of America. He is a persuasive and forceful spokesman for the airlines.

But the view from 35,000 feet sometimes gets a little hazy which may account for some remarks which he made recently in Oakland, Calif. at a "Fly Oakland Day" luncheon.

The ATTAA president took prideful note of the "staggering" sums which airlines spent on new equipment in order to meet peak, as well as average, traffic demands.

And he went on to say: "While Oakland and cities like Oakland throughout the country are now reporting adequate air service, the railroads are reporting a critical and growing shortage of freight cars which is adversely affecting the commerce of the country."

To set the record and Mr. Tipton straight:

- By the end of 1966, the government will have poured \$10 billion into the domestic air industry—for airports, airways and cash subsidies.

- The so-called "fledgling" airlines industry in 1965 earned 11.8 per cent return on investment—topping 1951's record of 11 per cent, but still not enough, according to Mr. Tipton, to insure adequate capital investment by the airlines.

- The railroads' rate of return in 1965 was 3.8 per cent—yet they "under-invested" more than \$1 billion in freight cars. This year, the rails without help from the government and no promise of a substantially greater rate of return than in 1965 will make capital expenditures now estimated at more than \$2 billion—and the biggest chunk will go to freight cars.

Is anyone still up there on Cloud 9? (Excerpted from the TEXAS RAILWAYS)

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



## REP. MAY LAUDS RAILS AT IRON HORSE DEDICATION

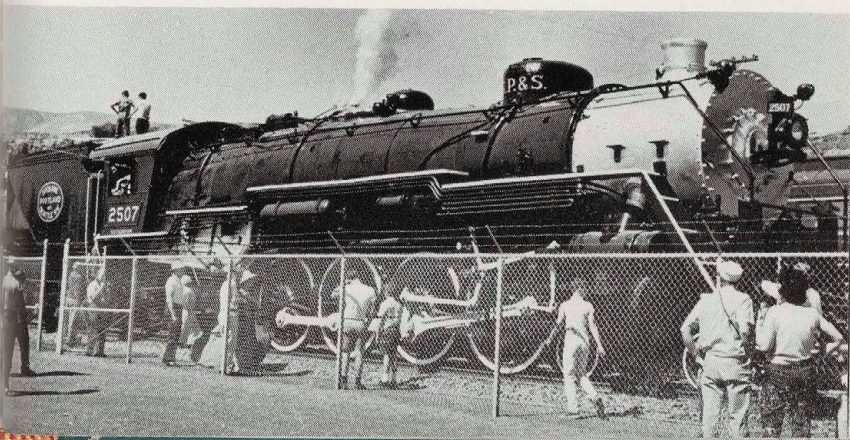
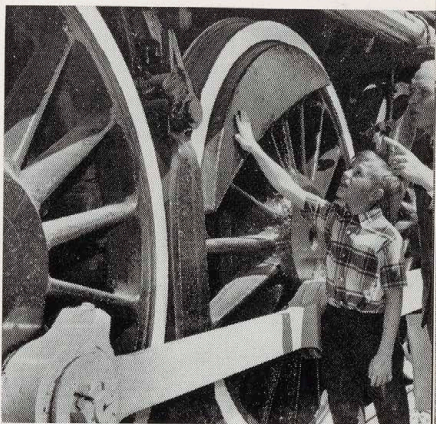
"The railroad industry in the United States is a growing and expanding industry, and our researchers and developers and students of future economic problems are looking to the 'old Iron Horse' to shoulder more and more of the nation's freight load in the days and years ahead."

With these introductory words, U. S. Representative Catherine May of the 4th District of Washington State, praised the railroad industry and painted a picture of growing prosperity and importance for the nation's railroads.

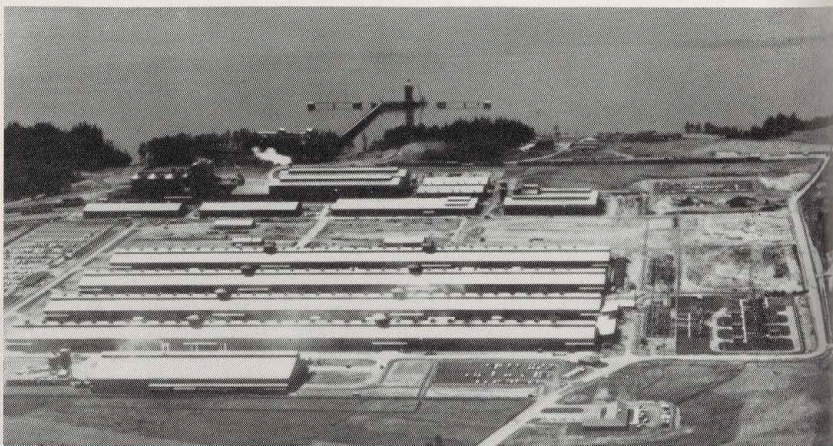
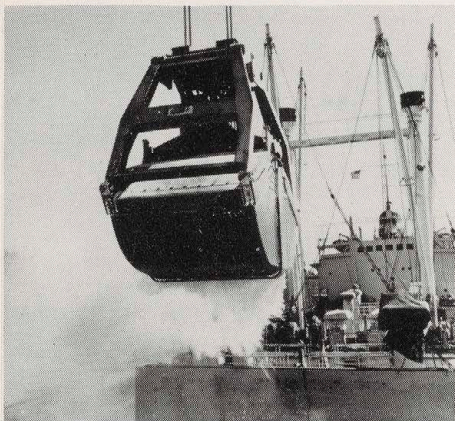
Rep. May was the principal speaker at a ceremony in early September in Goldendale, Klickitat County, Washington, where the 347-ton steam locomotive No. 2507 of the Spokane, Portland & Seattle Railway was placed on permanent display at Maryhill Park near that community. (Mary

(Concluded on Page 14)

Rep. Catherine May of Washington and John M. Budd, GN president and president of the SP&S, top photo, pull ropes engaging the steam whistle on No. 2507. In the middle photo, Mr. Budd identifies parts of the locomotive for Gary Wheelhouse of Roosevelt, Wash. The venerable locomotive is shown below on permanent exhibition.







## Intalco Aluminum Plant Dedicated In Washington State

A multi-million-dollar primary aluminum reduction plant in Washington State — the nation's newest and most modern — was officially dedicated at Intalco, Washington, on September 17.

A special Great Northern passenger train traveled from Seattle to the site of the Intalco plant outside Ferndale, Washington, with 136 passengers on board for the gala event signaling the dedication of the 150-million-dollar plant.

Aboard the special train, along with officials of American Metal Climax (AMAX), Pechiney Enterprises, Incorporated, (the U.S. subsidiary of Pechiney of France,) and

Alumina is unloaded from the hold of a ship, middle photo, that transported the commodity from Australia to the Puget Sound. The powdery material is moved by giant conveyor, top photo, from the ship berthed at the Intalco dock. Aerial view of the Intalco plant shows the docking, storage and production facilities on 300 acres along Puget Sound, some 88 miles north of Seattle. The Great Northern Railway serves the new industry.



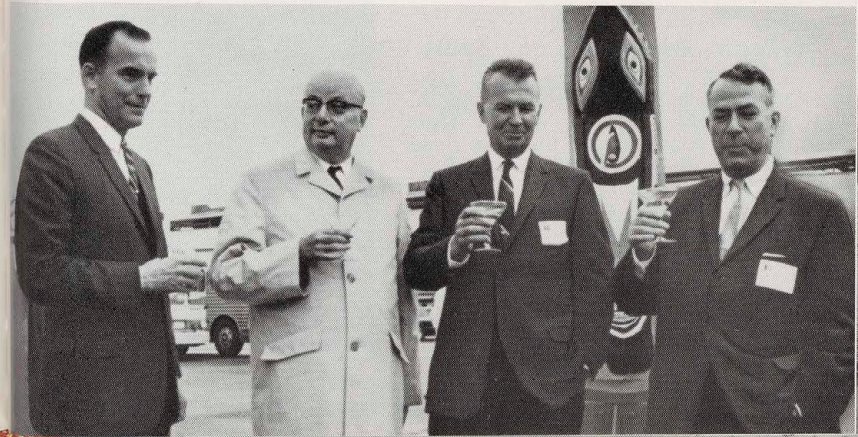
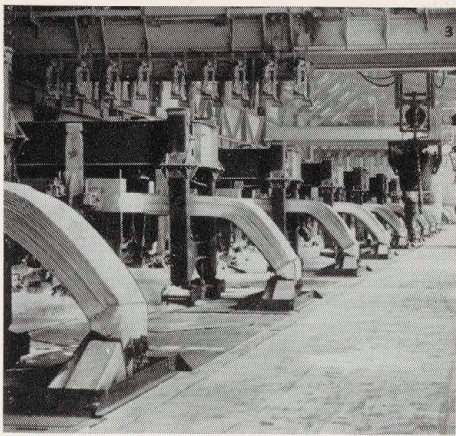
the Howmet Corporation, principal owners, were the French ambassador to the United States, Charles Lucet, and Daniel Evans, governor of Washington.

GN was officially represented by M. M. Scanlan, vice president traffic, and C. A. Eckart, vice president, executive department, Seattle. Also present were scores of Washington State officials, civic and business leaders and a 56-member press delegation representing media from France, United States and Canada.

The official dedication of the plant was accomplished with the christening of an authentic 40-foot Lummi Indian totem pole carved for the new facility. Christening was preceded by guided tours of the plant's aluminum reduction pot lines.

Intalco president, David Mayers, stated that the plant designed by the Pechiney group, can produce aluminum with substantially less power  
(Concluded on Page 6)

The pot line buildings, such as the one above, are 1,450 feet long. An immense crane in background performs five functions. In the middle photo, Gov. Dan Evans of Washington, seated right, converses with the French ambassador, Charles Lucet, in GN's special train to Intalco. Below, among persons at the dedication ceremonies, are from the left, Governor Evans, the French ambassador, David Mayers, Intalco president, and Ian MacGregor, president of American Metal Climax, Inc.





## INTALCO DEDICATION — Conclusion

than any plant yet built. Its pot lines have the highest capacity in the industry. Those two factors enable it to have the lowest operating costs of any aluminum reduction plant in the U.S.

The new plant is the first primary aluminum plant to be built jointly by French and United States interests and is an outstanding example of cooperation between the two countries.

The Intalco pot lines, each designed to produce 76,000 tons of aluminum annually, have the highest capacity in the world. A second pot line, with an identical capacity, will go into production in late 1966, and a third, planned for 1968, will bring capacity to 228,000 tons annually.

The basic electrolytic aluminum reduction process with new design and production techniques has been developed by Pechiney. The 240 electrolytic cells (pots) produce 1,800 pounds of aluminum daily. A 9-million-dollar air pollution control system, the most advanced in the industry, prevents the escape of industrial gases and alumina dust into the atmosphere.

Electric power for the plant (one of the factors leading to its location) is supplied from the Bonneville

Power Administration.

Intalco has a 1,700-foot-long pier for the handling of ocean cargo. Alumina is supplied via ocean carriers from Australia. Three 30,000-ton storage silos assure ready supply of alumina.

The aluminum ingots produced are used primarily by AMAX and Howmet in their fabricating plants with Pechiney Enterprises' share being utilized by Howmet.

AMAX, which has a 50 per cent interest in Intalco, is one of the world's leading processors of metals and minerals.

Pechiney, producer of 80 per cent of the total aluminum output in France, has a 25 per cent interest in Intalco through its U.S. subsidiary, Pechiney Enterprises, Incorporated.

Howmet, also a holder of 25 per cent interest, is a widely-diversified company primarily engaged in the aluminum and investment casting industries.

Representing the joint owners at the dedication ceremonies were Frank Coolbaugh, chairman, and Ian MacGregor, president, of AMAX; Pierre Jouven, vice chairman and president of Pechiney, and John J. Burke, president of Howmet.

### Testimonial For J. E. Burns

J. E. Burns, newly-appointed Great Northern sales manager at Duluth, Minn., was honored with a testimonial luncheon at the Cleveland Athletic Club on the occasion of his promotion to Duluth.

He is shown, right, with L. J. (Larry) O'Connor, Hana Mining Company traffic manager, Cleveland, at the luncheon meeting.

Mr. Burns also is GN's manager, forest and paper products (Montana and East).



Six

**INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS**

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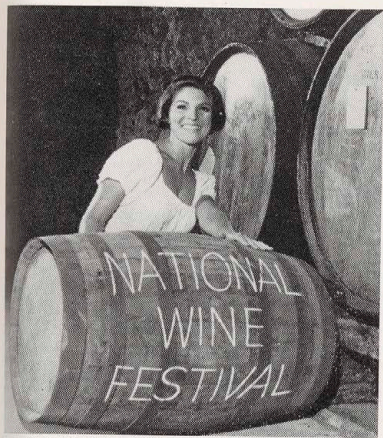
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## Month-Long Festival Signals Wine Season



National Wine Queen Judy Hall rolls out the barrel signifying the annual salute to the vintage season and the Wines of California.

October has special significance for the winegrowers who have made California America's vineyard.

It is National Wine Festival, a time of thankfulness for an excellent vintage and of extra effort to encourage the enjoyment of wine as a beverage of moderation and good living.

The month-long festival replaces wine week offering "more flexibility and more opportunity for civic, trade and wine industry participation," says Don W. McColly, Wine Institute president.

Three leading California wine industry men summed up the 1966 vintage in the Golden State as "outstanding."

Weather has been ideal and the good Winter rainfall, followed by a warm and frost-free Spring and a warm, dry Summer helped grapes develop a "classic balance of sweetness and fruit acid—from which result superb wines."

Estimates vary on the volume of

wine to be produced this year, but somewhere between the 170 million gallons of 1963 and the 1965 record high of more than 190 million gallons is forecast.

## Railroad Industry's Progress Cited

The railroad industry is progressing at probably the greatest rate in its history, an Association of American Railroad spokesman recently declared.

R. R. Manion, vice president in charge of the AAR's operation and maintenance department, speaking before the meeting of the Association of American Railroads' Communication and Signal Section, said new scientific knowledge and devices are being applied at an accelerating rate in many segments of railroading.

Among the advances detailed were in the departments of automatic car identification, data control systems, communications, signalling devices and in the emergence of high-speed passenger trains now undergoing tests.

## Why The United Way?

Where should you spend your charity dollar where it will do the most good?

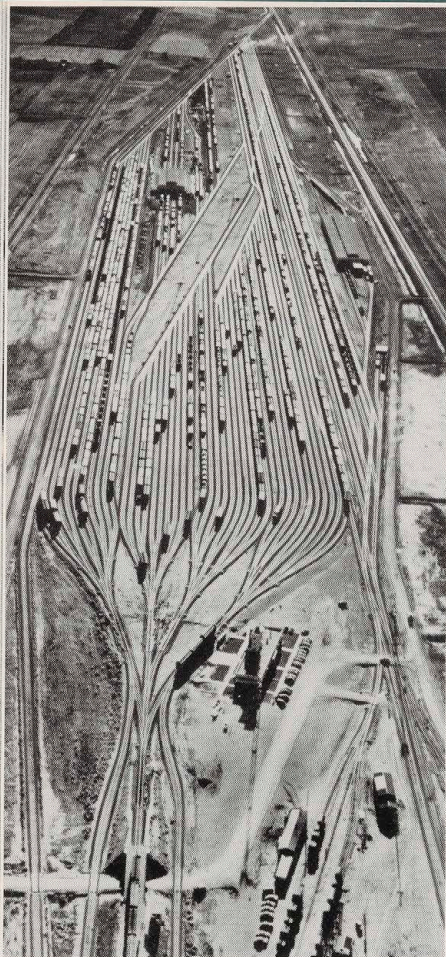
Your United Way gift works harder and goes a lot further to help so many more people because more of your money goes directly to those who need it.

Instead of the expenses of multiple individual fund-raising drives, a homeless child finds love and understanding; a crippled lady finds the will to face life with dignity and courage; a blind man learns to read, and an alcoholic is rehabilitated and a marriage is saved.

Give the United Fund Way.

Seven





# Gavin Yard Marks Year

## 7 MILLION BOXCARS CLED IN

Ten years ago, a telephone order was given at Great Northern's electronic classification yard at Minot, North Dakota, which classified the first boxcar at the installation.

On October 12, ten years later, yard supervisors report the seven millionth car classified or "humped" at Gavin Yard.

Giving the order 10 years ago was the late Frank J. Gavin, former GN president and then chairman of the board of directors, after whom the yard was named.

The impressive yard is located just east of Minot on GN's main line. It was constructed on a 417-acre tract of prairie land that now bristles with some 56 miles of track, three major buildings and many smaller ones. Miles of intricate wiring, electronic tubes and a radar and communications system are but part of the facilities that make the yard one of the most advanced in the nation.

Trains moving from east and west

The aerial view of Gavin Yard, left, illustrates the immensity of the installation that has 56 miles of track on the 471-acre yard. Below, a view of the complex is shown from the yard office control tower. The freight cars in foreground have just been "classified."





# s Year of Operation

## CLAD IN ELECTRONIC YARD

across Great Northern territory pass through the yard and are taken apart, sorted, classified and emerge as new trains.

By swift sorting and dispatching of classified trains, the railway saves switching costs along other points. The results are improved service to shippers, faster freights, more dependable freight schedules and shipping that protects commodities en route.

All cars departing Gavin yard over the main line to the Twin Cities are separated and blocked into 21 blocks (including six blocks for the Burlington connections in St. Paul for delivery to connecting lines and transfers in the Twin Cities.)

(A block or group of cars are destined for one particular point for easier distribution upon arrival.)

All cars departing Gavin Yard for the West are separated and blocked into 35 different blocks and leave the yard in various order depending on train departures. These include seven blocks for the Spokane, Portland & Seattle Railway connection at Spokane.

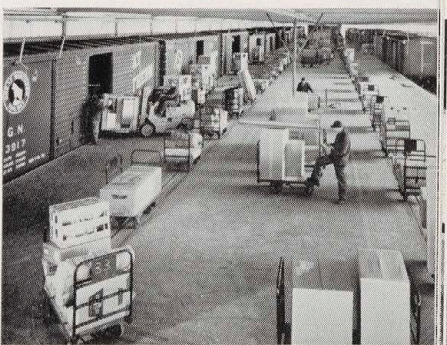
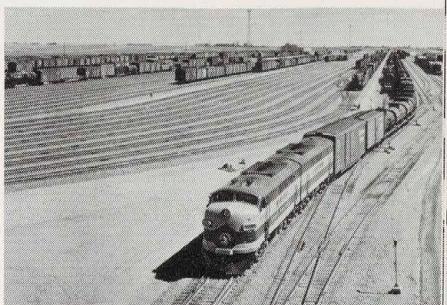
And cars leaving Gavin Yard for the East and Head of the Lakes are separated and blocked into 13 blocks.

Empty boxcars are classified to

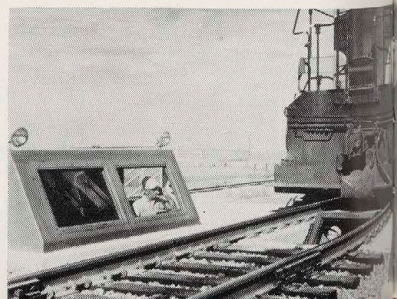
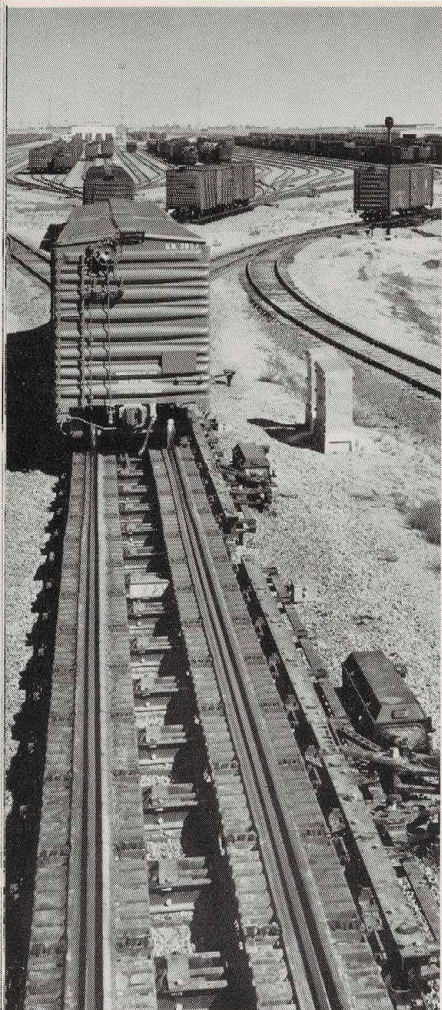
(Concluded on Page 10)

John M. Budd, GN president, is shown at the podium, top photo, at dedication ceremonies 10 years ago. In succeeding order down the pictorials are a westbound freight train leaving the yard after classification; the big freight house that holds 52 freight cars for simultaneous servicing and the last photo, the interior of the freight house where 250 platform trucks are pulled by a continuous conveyor chain set in the concrete floor.

Nine







## GAVIN—Conclusion

grade and size of cars such as grain box, coal box, merchandise box, flour cars, salt cars, lumber boxes, etc. Cars that can not be immediately graded are sent to washout tracks and are subsequently graded.

Gavin Yard has another function: it is a grain inspection terminal where grain is tested, billed and moved to the proper destination.

The yard freight house transloads and loads an average of 35 to 50 cars daily. In addition, hogs, sheep and cattle are handled.

P. H. Johns, supervisor of the yard, stated that on the average, a minimum of 18 trains and a maximum of 39 depart the yard daily.

Of particular interest to the shipper is GN's system of instant check of all cars in the yard, enabling the yardmaster to locate them and car bills at a moment's notice.

Gavin Yard is one of GN's major car repair facilities and a terminal for the railway's piggyback operations. It also is a reclassification point for less-than-carload freight and is an important link in the company's diesel motive power service network.

The master retarder, top left, slows down a boxcar on its way to classification tracks in an electronically-controlled maneuver. Among the various operations and inspections are the car-cleaning facility on the clean-out track, left below photo, and the inspection pits, right, where workmen view the car above for irregularities.



"Clar over the forgetful but I've 'yes' or 'Sorry' knew I night, b was."

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The paper w violin v compan "Did tice nov "Yes, "Wel dog do





# Goat Gaieties

## Wrong Number

"Clara," the young, vain man said over the telephone, "I'm getting so forgetful. I proposed to you last night but I've forgotten whether you said 'yes' or 'no'."

"Sorry, Jack," she answered. "I knew I said 'no' to someone last night, but I had forgotten who it was."

\* \* \*

## Halt!

The new recruit was on guard duty for the first time. His sergeant had informed him that no car passes without a window sticker.

The first car up was a high-ranking officer in a chauffeur-driven staff car without a sticker.

"Halt!" shouted the recruit.

"Driver, continue," snapped the officer.

"Begging your pardon, sir," the young GI interrupted. "I'm new at this. Who do I shoot, you or the driver?"

\* \* \*

## Strange Music

The father was reading his newspaper while his young boy played the violin with his dog's howling for accompaniment.

"Did mother say you have to practice now?" he asked.

"Yes," he sobbed.

"Well, can't you play something the dog doesn't know?"

## Sea Sick

At a popular port, the whole crew except one man applied for a pass.

"Why didn't you want a pass?" asked an officer. "Are you the only one who hasn't a wife in port?"

"No," replied the sailor. "I'm the only one who has!"

\* \* \*

## Un-Fare

A crabby old lady, sitting immediately behind the bus driver, kept plying him with questions. Finally, she jabbed him with her umbrella and asked, "Is that my 63d street stop?"

"No," he replied, "that is my rear end!"

\* \* \*

## Worthy Cause

"What's your son going to be when he gets out of college?"

"I'm not sure," was the reply. "But from the letters he writes home, I'd say he's going to be a professional fund raiser."

\* \* \*

## Belligerent

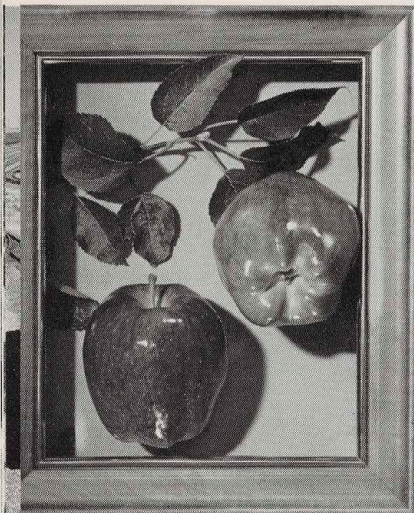
The old man, walking down the street, saw a young boy trying to reach the door bell. The old fellow rang the bell for the lad and asked: "What now, little man?"

The kid looked at him and said: "Run like hell. That's what I'm gonna do."

Eleven

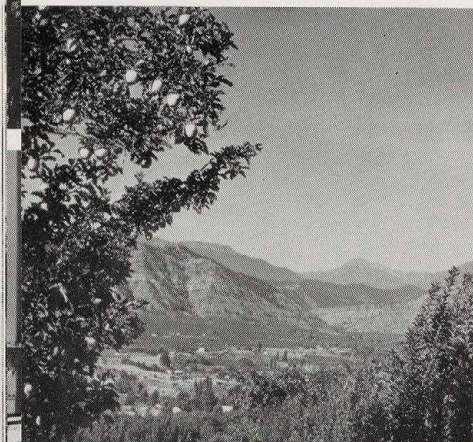
YOU GO GREAT WHEN YOU GO GREAT NORTHERN





King of the Apple world is the broad-shouldered, sweet and juicy Red Delicious. Washington State's apple crop is almost 50 per cent of this type.

The Wenatchee Valley of Washington is favorably suited for growing apples. Golden Delicious are in the foreground. The Cascade mountains tower in the distance. Apples are picked by hand, placed in canvas bags and gently dumped into 25-bushel bins for transporting to the packing house nearby in the valley.



National Apple Week, October

## Good Washington Apple Crop

The "new apple year" is here and the Washington State apple industry faces a good season.

With National Apple Week October 13-22, the industry is observing with more enthusiasm in the irrigated valleys of central Washington State than in many other parts of the country.

While apple growers in other sections were reeling from the crop-reducing effects of Spring freezes and Summer drought, Mother Nature was smiling on Washington's orchardists.

The crop is good. How good can be best summarized in the figures supplied by the Washington State Apple Commission in Wenatchee.

Approximately 35 per cent of the apples sold "fresh" in retail stores throughout the country this year will come from the Wenatchee, Okanogan and Yakima valleys of Washington.

The total harvest is expected to reach 33,000 railroad carloads of 80 bushels each. This figures out to 27,720,000 40-pound boxes, or approximately THREE BILLION individual pieces of fruit!

More than half of Washington

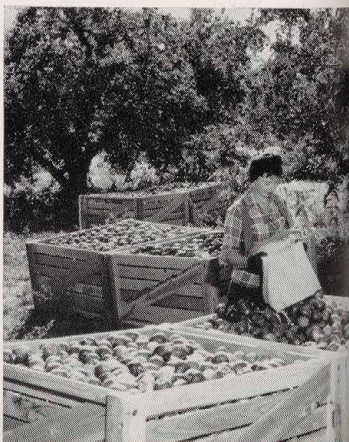
apple bounty is the nation's of-hand eating. Winesaps account of the to be Romes, J.

The Wenatchee served by C expects to n or something Washington's.

If this year typical of o cent of the within Washington in the three per cent east 6 per cent v ern Europe the balance west and R.

Three billion (Con

Golden Delicious ped in tissue boxes. The m moving tons of for shipment Great Northern ples among of shown along kane, moving





# Apple Crop Forecast

apple bounty will be Red Delicious, the nation's best-liked apple for out-of-hand eating. Golden Delicious and Winesaps each will comprise 17 per cent of the total, and the balance will be Romes, Jonathans and Newtons.

The Wenatchee-Okanogan district, served by Great Northern Railway, expects to market 18,000 carloads—or something like 55 per cent of Washington's total shipments.

If this year's marketing pattern is typical of other recent years, 4 per cent of the total crop will be sold within Washington State; 23 per cent in the three Pacific Coast states; 48 per cent east of the Mississippi river; 6 per cent will be exported to Western Europe and South America, and the balance will be used in the Midwest and Rocky Mountain states.

Three billion apples amounts to 15  
(Concluded on Page 14)

Golden Delicious apples, top photo, are wrapped in tissue and packed into cardboard boxes. The middle photo shows workmen moving tons of ice into rail refrigerated cars for shipment of fruit to market. Typical of Great Northern's freight trains hauling apples among other freight is the train, below, shown along the Spokane river near Spokane, moving to the Twin Cities.





## IRON HORSE DEDICATION — Conclusion

Hill is a park and museum named for Mary Hill, a daughter of James J. Hill, GN's founder.)

The former GN locomotive and tender that once saw service with GN's Oriental Limited was presented to the county by John M. Budd, Great Northern president and president of the SP&S.

The Washington congresswoman stated that the future of railroading is "great."

"Our nation is in the midst of a population explosion which will double the number of people in our urban centers by the end of the century," she said.

Thus, transportation services have to double every 20 years, Rep. May added.

"Will the railroads be equal to the task?" she asks. "Their performance in recent years attests that they will."

Rep. May lists some of the railroad advances the past years: piggyback operations and multi-level rack cars for hauling automobiles.

Referring to the last mode of transportation, she added: "Remember the haulaway trucks that used to rumble

over our highways and through our towns? You don't see many of those on the road today."

In praising other modes of transportation in addition to the railroad, Rep. May concluded:

"To summarize, we are trying to get our transportation industry ready for a tremendous future challenge, and at the same time we are trying to make it safer for those who use it. We can not afford to fail in either task."

## Apples — Conclusion

apples for every man, woman and child in the United States.

The apple industry in Washington State is a very specialized industry. The latest innovations in equipment, warehousing, refrigeration, packaging, shipping and what is among the most important, the proper culture of apple trees, have resulted in a thriving apple economy.

With the advent of temperature and humidity controls in warehouses and refrigerated rail cars, apples are shipped in A-1 condition all months of the year.

The Washington Apple Commission, with headquarters in Wenatchee, is the guiding group of the industry.

Officers are Don C. Schmitt, chairman; William P. Thompson, vice-chairman, and Joe Brownlow, manager.

Commissioners are Harold Copple, Wenatchee; Frank Freshwater, Yakima; H. Rodgers Hamilton, Okanogan; W. L. Hansen, Yakima; Nick Karras, Otis Orchards; J. K. McArthur, Jr., Entiat; Sidney W. Morrison, Zillah; D. C. Schmitt, Chelan; John Snider, Jr., Selah; George C. Staples, Wenatchee; Ralph E. Strand, Cowichee; Paul F. Thomas, Wenatchee, and William P. Thompson, Selah.



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

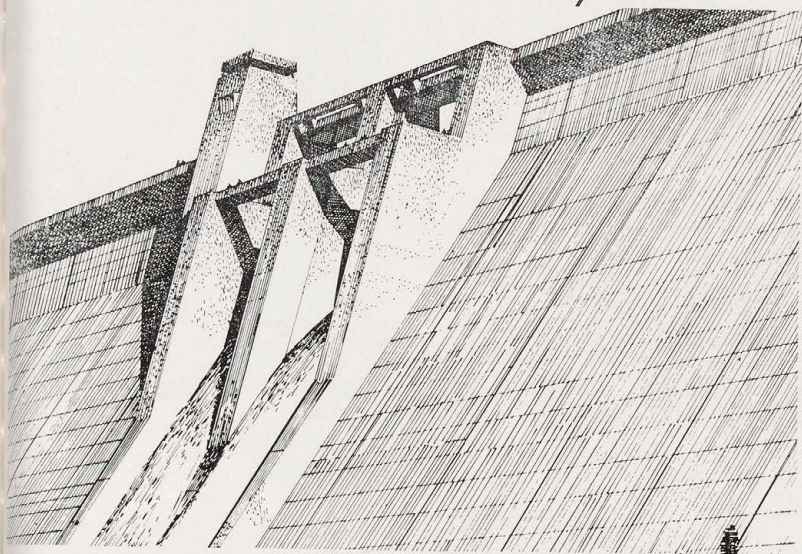
IN THE TOWERING ROCKIES... JUST WEST OF GLACIER NATIONAL PARK  
ON GREAT NORTHERN'S MAIN LINE BETWEEN CHICAGO—THE TWIN CITIES—SEATTLE—PORTLAND  
Served By The Incomparable Empire Builder And The Western Star

Fourteen

**PROGRESS IS A GREAT NORTHERN HABIT**



## Libby Dam Will Feature 'Treaty Tower'



The 352-million-dollar Libby dam at Libby, Montana, is expected ultimately to draw 150,000 tourists yearly and plans call for catering to them.

A Treaty Tower, adjacent to the spillway and near the top center of the dam, will provide a beautiful, uninterrupted view of the dam's upstream and downstream areas, reports Col. C. C. Holbrook, Seattle district engineer of the Corps of Engineers.

The tower will commemorate the Columbia river development treaty between the United States and Canada. The observation deck at the top of the 420-foot dam will be symbolic of the longest unguarded border between the two countries in the world today.

The architect, Paul Thiry, has produced a pleasing and harmonious architectural effect with his design of the powerhouse, viewpoints and sanitary facilities.

Plans call for exhibits to be located

at various levels within the tower pertaining to the Canadian-U.S. treaty which made the Libby dam possible.

The upstream side of the tower will be decorated with a concrete relief commemorative sculpture of the ethnological history of the area, such as Kootenai Indian art, significant of the history of the region.

An aquarium is planned near the powerhouse which will house fish native to the area.

Libby dam and reservoir, centrally located to most of the major recreational areas in the northwest United States and southwest Canada, is in one of the most beautiful and rugged river valleys in the Pacific Northwest.

The dam is the first international project of the four dams covered by the treaty and is expected to serve as a model to other foreign nationals interested in observing the implementation of a joint international river development.

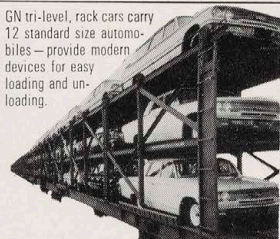


# BUILT TO FIT

These modern, specialized Great Northern freight cars can fit your shipping requirements—and provide new loading-shipping-unloading economies, too. Or we'll endeavor to fit them for you.



GN end-door gondolas can be upended to dump 90 tons of wood chips in five minutes—and save thousands of man-hours per car, per year.



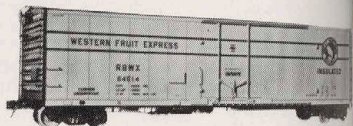
GN tri-level, rack cars carry 12 standard size automobiles—provide modern devices for easy loading and unloading.



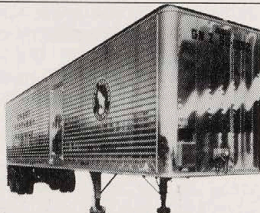
GN bulkhead flats, with tie-down chocks, cushioning devices, ease loading-unloading of packaged lumber and related commodities.



GN 60-foot, "piggy cars"—with upper and lower decks, center gates, shutters and four compartments—haul 250 hogs or 225 sheep.



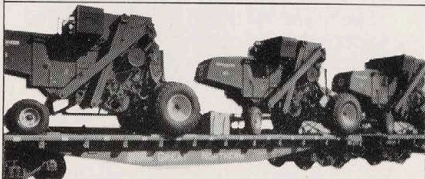
GN latest-type, 4000-foot cubic capacity, mechanically refrigerated cars cushion-ride 70 tons of perishables—economically.



GN 40-foot, mechanical refrigerator trailers control temperatures from 0° to 70° F—speed apples, meats, frozen foods via TOFC.



GN "high cube" covered hopper cars haul almost double the grain tonnage of a conventional 40-foot boxcar.



GN articulated 86-foot flatcars—with special tie-downs—reduce farm implement loading time and permit higher minimum loading.

Call your Great Northern freight traffic man near you—or write:  
G. D. Johnson, General Sales Manager, Great Northern Railway, 175 E. 4th Street, St. Paul, Minnesota 55101.

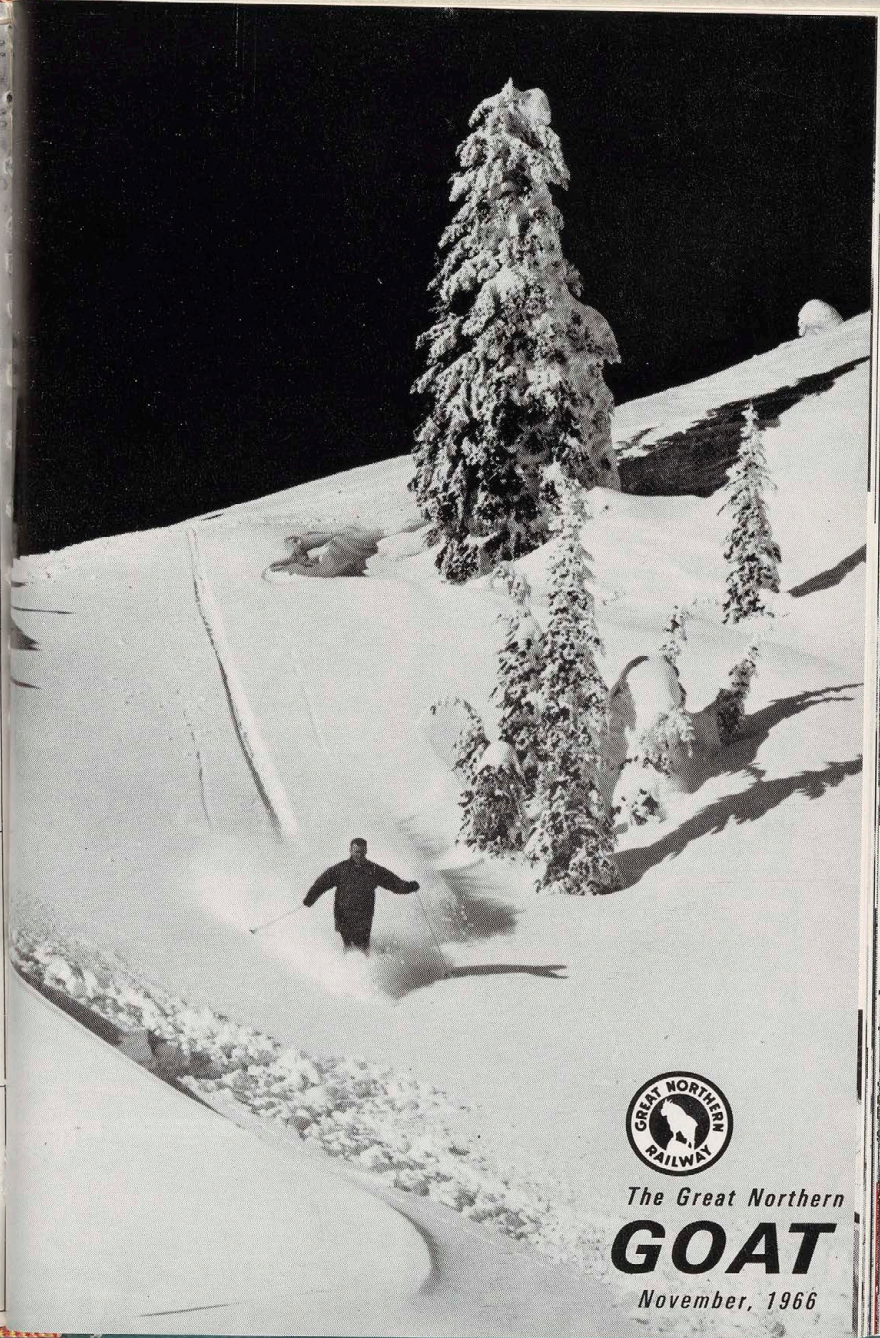




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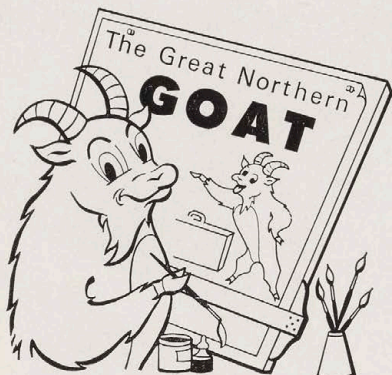


*The Great Northern*

**GOAT**

*November, 1966*





Vol. 36 November, 1966 No. 11

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DAN MUSCH, Editor

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### The Goat's Cover



A plume of powder snow trails behind a skier on The Big Mountain, Whitefish, Mont., as he speeds down toward the lodge.



## Your Railroads

Anyone who has suffered under the delusion that the American railroads are no longer the foundation of the transportation system in this country is due for a surprise.

As a result of the development of new types of equipment, aggressive business-getting management policies and the inherent economies of mass-freight movement, the rails are in all likelihood entering a period of their greatest service to the nation.

The Association of American Railroads reported recently that the railroads hauled nearly 2.4 million new motor vehicles in the first half of 1966. They anticipate handling some 4.7 million new vehicles by the end of this year.

Traffic growth has been attributed to the railroads' steadily expanding fleet of auto-rack cars, which now totals nearly 16,000 and to the low rates made possible by such volume rail movements.

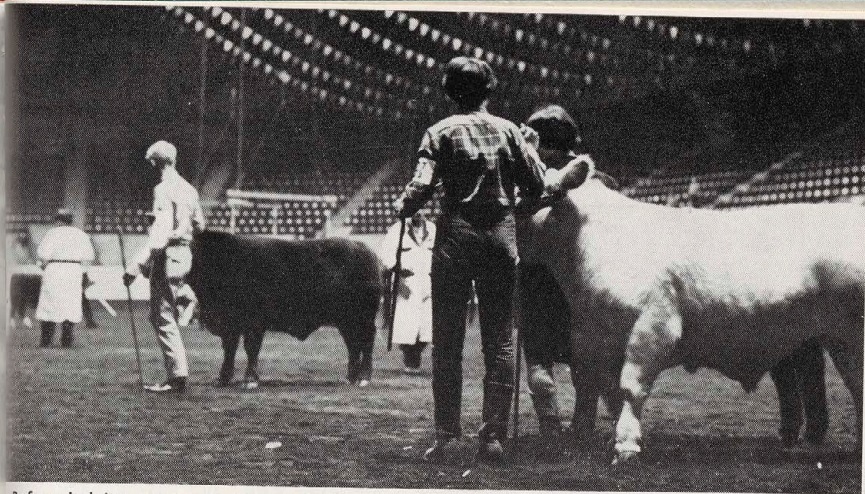
Typical of the giant, specialized freight cars in modern rail service, these double and triple-deck rack cars make up whole trainloads of as many as 1,800 automobiles.

Triple-deck cars each can carry 12 larger-size or 15 smaller autos. Since the introduction of these auto-rack cars in 1960, the rail share of the auto shipment market has jumped from 9.7 to 40.2 per cent in 1965 and is expected to reach approximately 45 per cent in 1966.

Inevitably, the day will return when the rails will assume their full and rightful place in the transportation picture—when every form of transport is permitted under equitable tax and regulatory policies to fill the transport role for which each is best suited.

(Reprinted from the *Industrial News Review*—Portland, Ore.)





Before judging, teenagers are careful to groom the animals. Various implements, brushes and combs are used, but recently hair spray has been employed.

## 4-H'ers View For Livestock Award in St. Paul

Each Autumn, Minnesota 4-H club members truck their championship animals to St. Paul to compete for cash prizes and ribbons at the annual 4-H Market Livestock Show.

It is an engaging practice: win-some farm girls tugging at their Angus beeves; strapping youths feeding or watering their stock and young men combing their closely-shaven lambs.

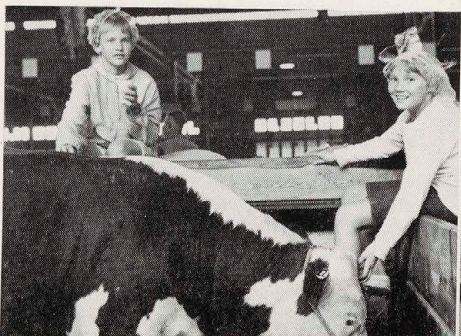
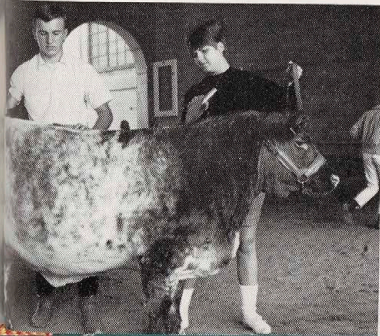
The preparations are careful, studied and according to formula because several days later these animals can mean the difference in a first-place ribbon and cash prize or merely a

marketable animal.

Twin Cities businesses support the show. Among them is Great Northern. Show sponsor is the Minnesota Livestock Breeders' Association in cooperation with the University of Minnesota agricultural extension service. The St. Paul Area Chamber of Commerce sponsors an award banquet.

Highlight of the show is the awarding of \$300 for the grand champion beef; \$200 for the grand champion barrow and \$200 for the grand champion lamb. Reserve grand awards and carcass prizes also are granted.

One of the most exciting moments for 4-H members is the moment of truth when judges study the animals in the Hippodrome and finally declare winners.





## GN President Enumerates Benefits of Merger

The Chicago and North Western and the Chicago Milwaukee, St. Paul & Pacific railways advised the Interstate Commerce Commission in Washington October 25 that they are withdrawing their opposition to the proposed merger of Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle railways, and will support the northern lines' petition for reconsideration of the consolidation proposal, which was rejected by the ICC by a 6-to-5 vote on April 27, 1966.

The following comment and information relates to the replies to the reconsideration petition by the Milwaukee and North Western, and agreements between those companies and GN, NP, Burlington and the SP&S railways.

Decision of the North Western and Milwaukee railways to end their opposition to and support the proposed merger of Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle companies "presents possibilities of tremendous future benefits to users of rail transportation in the regions served by the four lines," John M. Budd of St. Paul, GN president, said.

Speaking for the four merger-seeking lines, Mr. Budd added that: "The action of the North Western and Milwaukee is gratifying and of extreme importance to our efforts to obtain Interstate Commerce Commission approval of our petition for reconsideration of the merger plan. The conditions offered the Milwaukee and North Western in the reconsideration petition have been spelled out in separate written agreements with those companies."

The agreements detail the implementation of conditions accepted by the Milwaukee and North Western, and the replies of those companies to the GN, NP and Burlington petition for reconsideration included copies of

the agreements. October 25 was the last day on which replies to the petition for reconsideration could be filed with the ICC.

Approval by the ICC of conditions offered by the applicant companies to the Milwaukee and North Western, and now accepted by them, would result in a substantial increase in railroad competition in the Northwest, said Mr. Budd. Thirteen traffic gateways on the northern lines in four states would be opened for competition with the Milwaukee and North Western.

Eleven new traffic gateways would be opened to the Milwaukee, and two would be opened to the North Western in event the ICC approves consolidation of GN, NP and Burlington.

Mr. Budd emphasized the importance to shippers and producers of the anticipated savings to the northern lines through merger, now estimated at \$32 to \$37 million annually.

"Literally hundreds of shippers and producers have consistently supported our consolidation proposal," said Mr. Budd, "for they realize that savings from merged operations will be translated into transportation benefits."

"Merger will enable us to provide faster transcontinental freight schedules between Chicago and the North Pacific Coast. Savings through merger also would finance new construction, costing millions of dollars, for more efficient and economical rail service to the public, and an immediate benefit to shippers would be the availability of more freight cars through the pooling of the equipment of the four applicant lines," he added.

Mr. Budd also emphasized that the petition for reconsideration advised the ICC that GN, NP and Burlington

(Concluded on Page 6)

Four



# SKI THE

It takes the first snowfall of the season to get you in the mood. Then the skiing fever hits!

And when you're nearly 7,000 feet up on a mountain, the snow comes quite early.

The Big Mountain at Whitefish, Montana, on Great Northern's main line just west of Glacier National Park, had its first substantial snowfall in early October on the higher elevations.

You could feel the excitement in the lodge and chalet below where Ed Schenck, president of Winter Sports, Incorporated, and his assistants were readying facilities for the onslaught of skiers that would soon be streaming up the mountain road.

Mr. Schenck has gone through the experience before—this is the 19th year of Big Mountain operations—but the excitement and the exhilaration of the first ski run of the season always is a "fresh" experience.

Months before, the hills had been groomed, weather-beaten pine snags and boulders were extracted from the mountainside since their removal means safer runs. The 6,800-foot double chairlift and cables had been inspected; accommodations spruced up and new ski equipment and clothes stocked in the Ski Shop.

A continuing task is reservations. Management says the mountain has 20 per cent more advance reservations than at this time last year and added that continued growth of organized group visits has been "nothing short of spectacular."

Whitefish area resorts and motels also report that they have more than 500 reservations to date for the upcoming season.

The Big Mountain is one of the most popular ski resorts in the West.



Located on the west side of the Continental Divide, it is blessed with ample snow that averages 90 inches a year.

In addition to the chairlift, there is a 1,900-foot Pomalift and a 3,260-foot T-Bar that afford a wide variety of ski runs in both bowl and trail skiing for the beginner, intermediate and expert.

Great Northern's transcontinental passenger trains, the Empire Builder and Western Star, make daily scheduled stops at Whitefish station which is a 20-minute ride by bus to the lodge and chalet atop the mountain.

See the GN ticket agent or your travel agent and he will inform you of the many special ski weeks and ski packages offered throughout the ski season.

## *Ski Operators Elect Schenck*

C. E. Schenck, president of Winter Sports, Incorporated, and general manager of The Big Mountain, Whitefish, Montana, has been elected president of the Northern Ski Area Operators Association.

The group comprises 24 Montana and northern Wyoming ski developments.

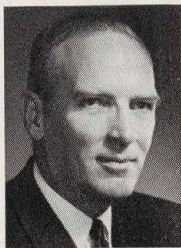
Five

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



## GN's 9-Month Net Income \$28 Million, Up \$7 Million

Great Northern's operating revenues and net income in the first nine months of 1966 were higher than in



Mr. Budd

the same period last year, the company reported recently to the Interstate Commerce Commission.

Net income for the opening three quarters this year was \$28 million, equal to \$4.55 per share, as against \$21.1 million, or \$3.43 per share for the corresponding period in 1965.

GN's operating revenues for the first nine months of 1966 were \$211.1 million as compared with \$191.8 million in the opening three quarters of last year. The company's freight services produced \$188.6 million in revenue in the first three quarters of 1966 as against \$170.4 million for the opening nine months in 1965.

### MERGER—Conclusion

have signed agreements with certain labor organizations, which provide that "the merger need not result in the layoff of a single employee who is in their employment as of the date of the merger."

Commenting on the merger application of the North Western and Milwaukee, GN's president said that the agreements between those companies and the northern lines provide that in event NP, Burlington and GN are permitted to merge, the newly-consolidated company will intervene in the North Western and Milwaukee case only to request the standard operating and traffic conditions customarily imposed by the commission in merger orders.

Six

Passenger revenue in the first three quarters of 1966 was \$8.3 million as compared with \$7.7 million in the corresponding period of 1965.

GN's third quarter operating revenues also topped those for the same period a year ago, but net income was down on a comparative basis because of increased tax accruals.

Net income for the period was \$11.4 million, equal to \$1.86 per share, as against \$11.8 million or \$1.91 per share in 1965. Third quarter operating revenues this year were \$78.7 million as compared with \$75.7 million a year ago.

Shares outstanding as of October 25, 1966 were 6,152,611.

## Financial Analysts Travel Via GN to Head of the Lakes

Members of the Financial Analysts Federation visited Duluth and inspected taconite facilities on Minnesota's Iron Range after traveling to the Head of the Lakes on a Great Northern special passenger train.

Some 140 security analysts and officers of GN left St. Paul's Union Depot in a train that included a Great Dome lounge car.

"The Great Northern Story—1966," with emphasis on northeastern Minnesota, was presented en route by John M. Budd, GN president; R. W. Downing, vice president, executive department, and E. N. Duncan, director of GN's industrial and agricultural development department.

One group of analysts bussed to the Erie Mining Company's Hoy Lake taconite plant the following day and another visited the Evelett Taconite Company.

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





## Cars, Trucks Delivered Easy Way: Via GN

Highway drivers, with a good sense of recall, today are struck by at least one change in traffic patterns: the heavy, cumbersome motorized car carriers are not as prevalent as they once were.

This change in transportation is attributable to the railroads.

Since the promotion of shipping of automobiles on auto rack cars, a sizeable percentage of highway-borne car carriers have been removed from the roads and railways have taken up much of the business.

Triple-deck auto rack carriers move as many as 12 standard-sized automobiles and 15 compact cars at one time. Many trucks, tractors and other

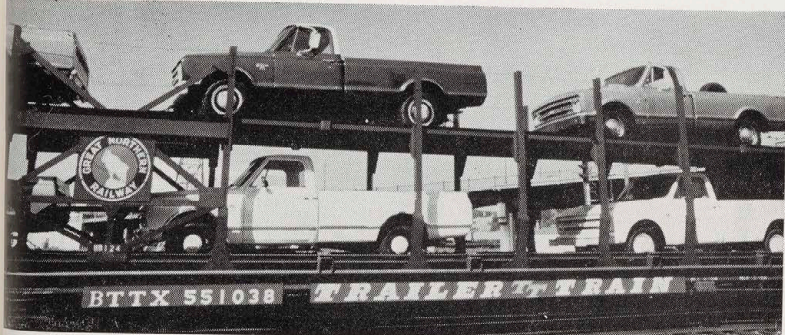
vehicles also have found their way back to the rails.

\* \* \*

Recent piggyback statistics released by the Association of American Railroads, reveal that for the week ending October 2, 62 railroads carried 22,665 rail cars of revenue highway trailers or containers.

This was an increase of 2,489 cars or 12.3 per cent above the 1964 week.

The total brought cumulative piggyback loadings for the first 40 weeks of 1965 to 778,534—an increase of 100,939 cars or 14.9 per cent above the 1964 period.



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

Seven





Perched high—but secured by his safety rope, a lumberjack is preparing a spar tree for high-lead logging. His next task will be to fasten a cable network to the tree which will be used to haul logs to a central location.

A good faller can spot a fir tree where he can make an undercut wedge.





## FIRMS ASSIST MOTHER NATURE —

# Farms: Investment in America's Future

America—the land of plenty—has always taken its resources for granted.

Cut a forest, and eventually another will grow in its place, was often the belief.

But the quality or species of trees desired did not always fill the gap resulting from the tree harvest. As cuttings continued, America's lumber companies realized that a concerted effort at tree reforestation was necessary.

Twenty-five years ago, the Weyerhaeuser Company, dedicated the Clemons tree farm near Montesano, Washington, as the nation's first tree farm. Since then, thousands of such farms have been instituted by visionary foresters and lumber companies.

Weyerhaeuser has a simple policy: an equal amount or more trees are planted for every crop harvested. The program caught on. The American Forest Products Industries privately sponsored a drive for more farms.

Today, there are 29,500 in some 48 states with more than 66 million acres in production.

Weyerhaeuser itself, has some 3 million acres in trees. Great Northern Railway, whose main line bisects the northern tier of states, in 1948 established a 75,000-acre tree farm on cut-over lands owned by the Somers Lumber Company in the Flathead region in Montana.

Decision was made after the company announced it was terminating logging operations by the Somers firm. For years, the lumber company supplied the railway with a substantial percentage of the railway's tie requirements.

In order to obtain successive crops of trees for harvest, specialists guard young trees against insects, disease, fire and wind and animal hazards.

Tree harvesting is done methodically in an action drama that has a

(Continued on Page 10)

A heel-boom loader swings giant logs onto a truck on a Weyerhaeuser tree farm in Washington. Trucks haul them to plants.

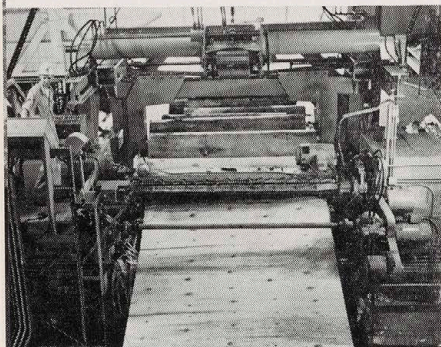
Load of logs splashes into a storage pond to be sorted to size and species by experienced boommen who judge them for maximum use.







The head sawyer directs the initial cutting of each log into huge slices that are sent to other stations for further cutting and shaping.



A huge lathe makes a long, continuous sheet of veneer by "unpeeling" log sections specially selected for plywood production.

Weyerhaeuser Rilco arches, beams and trusses support heavy roof loads without a supporting post. Such products make forests more valuable.



## TREE FARMS—Conclusion

variety of actors each playing his part. Skill and muscle are employed to fell the giant trees, saw them into logs and move them from the hills to the sawmill.

Expert woodsmen select trees to be harvested. They may be cut in blocks where all trees are cut in one section of varying sizes. Aerial broadcasting of seeds helps speed up reforestation.

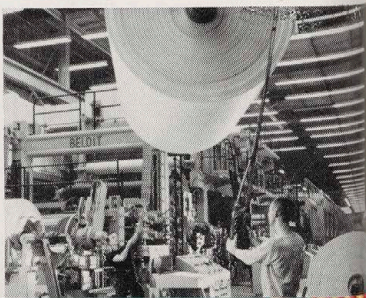
Trees may be cut selectively: Ponderosa Pine, which unlike Douglas fir, grow in open, park like stands that admit sunlight and air. The larger, mature trees are cut giving young trees growing space.

Besides aerial seeding, many seedlings are planted by hand or by machine.

The "actors" in the outdoor show are the "fallers," working in pairs, who saw down tall firs; "buckers," work on fallen firs sawing off limbs and sectioning the main stem into logs; "choker setters," fasten cable chokers (a cable noose) to logs and the latter are hauled to a special location by a spar tree or portable spar; "chasers," release the chokers and cranemen manipulate the huge logs on truck trailers.

Logs are dumped into a mill pond where they are stored, free from fire threat. And "boom men" work at the ponds, pushing logs into place. They are then ready for mill processing.

Trees "hold" many products and a bit of magic many of us never see. Shortly before this photo was taken, the rolls of paper were soggy pulp.







Forest area selection is featured in Weyerhaeuser's timber harvesting. Selected blocks or strips of timber are cut and intermittent islands of trees are unharvested to serve as a seed source. In this way, forests are being replaced faster than they are being cut.

Well-managed, private forests result in the conservation of water resources; prevention of soil erosion; the improvement of wildlife habitat, and the expansion of recreation.

Forest industries provide an important income source for Great Northern which serves many lumber firms in the Pacific Northwest and in the Midwest.

In 1965, lumber or wood products moved by the railway totaled 5,133,000 tons producing gross freight revenue

of \$46,422,000 or 18.66 per cent of the total year's gross freight revenue.

Pulp, paper and allied products shipped over GN that year were 1,884,000 tons producing gross freight revenue of \$14,116,000 or 5.68 per cent.

The Weyerhaeuser Company is one of many lumber products firms which maintains tree farms or are actively promoting reforestation and conservation programs.

Not all wood is transferred into paper or allied products. The packaged lumber being unloaded at Weyerhaeuser's St. Paul yard includes many dimensions.

The Great Northern packaged lumber train early this year carried enough lumber for 400 homes. The test proved the feasibility of moving packaged lumber through all types of weather.

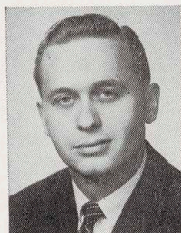




**A. C. Berg Retires From Traffic Post—**

## **C. J. Hockaday Named Assistant to V. P.**

The retirement of Albert C. Berg as assistant to the vice president—staff and the appointment of Curtis J.



Mr. Hockaday

Hockaday as his successor were announced recently by M. M. Scanlan, Great Northern Railway traffic vice president.

Mr. Hockaday, whose appointment was effective on November 1, has been

pricing supervisor in Seattle.

Also announced were the following promotions:

Leroy L. Halvorsen, assistant to manager of pricing in St. Paul, succeeds Mr. Hockaday in Seattle.

Michael H. Karl, assistant director of market research, named to the newly-created position of assistant manager—grain and grain products, St. Paul;

Kilmer S. Bagley, Jr., assistant pricing supervisor, Seattle, succeeds Mr. Karl as assistant director market research, St. Paul;

Leo W. Braun, assistant to the pricing supervisor, Seattle, promoted to assistant pricing supervisor, Seattle, and Phillip C. Hovde, assistant to general sales manager, St. Paul, named assistant to the pricing supervisor, Seattle.

\* \* \*

Mr. Hockaday has been with GN since 1956 when he was named assistant to the commerce agent in St. Paul. He later held the positions of research analyst, Division of Economic Research, St. Paul, and assistant to the general freight agent, Rates and Division, Seattle.

In 1962, Mr. Hockaday was named chief clerk in the western traffic

manager's office in Seattle, and in 1963 became assistant general freight agent there.

Mr. Berg joined GN in 1929 as a stenographer in the engineering department in Seattle. He later became secretary to the western traffic manager there, and assistant to the western traffic manager.

During his railroad career, Mr. Berg was secretary to two consecutive vice presidents and was named assistant to the vice president-traffic in 1946.

## **ASTA Congress Held In Seattle**

The 36th World Travel Congress of the American Society of Travel Agents was held in early October in Seattle.

Great Northern's Empire Builder and Western Star accommodated a number of members who traveled to Seattle from eastern points. The railway offered special reduced fares to certified travel agents and their wives.

Approximately 800 members toured Tillicum Village on Blake Island in the San Juans and enjoyed an Indian salmon barbeque. William Hewitt of the village entertained the group.

Among other activities, members toured the Seattle area and met in the Seattle Civic Center and Exhibition Hall, the site of the former World's Fair.

## **5,000 Freight Trains Daily**

Some 5,000 freight trains operate daily, handling 700 billion ton-miles of freight service — equivalent to picking up all the furniture and furnishings of America's 57 million households and moving these 10 miles every day.





# Goat Gaieties

## Check Him Out

An immigrant walked into a New York bank and approached the guard. "Pardon—I'd like to talk with the fella who arranges loans."

"I'm sorry," the guard replied, "but the loan arranger's out."

"Maybe then," said the immigrant, "I could talk to Tonto."

\* \* \*

## Out of Commission

"Your husband needs a lot of rest," the doctor told the wife. "Here's some sleeping powder."

"When shall I give it to him?" the wife asked.

"It's not for him," the doctor said, "it's for you!"

\* \* \*

## Treed Off

The parachutist was dangling from an oak tree. "I was trying to make a record," he told the farmer.

"Reckon you did it, stranger," the old man replied. "You'll be the first man in these parts to climb down a tree without climbing up it."

\* \* \*

## See Here, Lady!

A frowning woman walked up to a little boy she caught smoking: "Does your mother know you smoke?"

"Lady," he countered, "does your husband know you stop and talk to strange men?"

## On Second Thought

"Why haven't you ever married?" the party hostess asked the eligible bachelor.

"Well, I'll tell you," he replied. "I'd rather go through life wanting something I didn't have, than having something I didn't want."

\* \* \*

## Another Deluge

Farmer: "The governor made a right good speech in favor of us farmers, didn't he?"

Friend: "Yep, guess he did. But a half hour's rain would of done us a heap more good."

\* \* \*

## Not Too Bad

The proud father congratulated his son on his 13th birthday and asked how it felt to be a teenager.

"It's all right I guess," he said, "except for the reputation."

\* \* \*

## One Flaw

Army Doctor: "Have you any physical defects?"

Inductee: "Yes, No guts!"

\* \* \*

## Double-Talker

"What makes you think Junior will be in politics some day?" asked mother.

Father replied: "He says more things that sound well and mean nothing than any other boy I know!"

Thirteen



## Law-Breaking Drivers Seen Major Factor in RR Crossing Deaths

The principal cause of tragic deaths at railroad grade crossings is due to drivers' failure to comply with the law, a rail executive said recently.

The fact they do not do so is evidenced by the 836 people who were killed in crossing crashes in the first half of this year, said Joseph H. Hays, general counsel of the Association of Western Railways.

Although the number is only about 3 per cent of all traffic fatalities, it has gained over the past two years. A principal cause of increases is the number of motor vehicles and the expansion of high-speed highways, he added.

Mr. Hayes told an eastern states meeting of the Brotherhood of Locomotive Engineers that about 40 per cent of crossing accidents happen when motor vehicles run into trains.

"And about half of those happen in broad daylight — *many of them when the train is standing still*," Mr. Hays added.

Compliance with the law concerning railroad crossings is vital but rarely does one hear of a traffic ticket for reckless driving over railroad tracks.

The growing tendency to ignore laws of all kinds is apparent in grade-crossing statistics as well as in those pertaining to all traffic, and he warned that "transgressions are more likely to be serious when one tangles with a train."

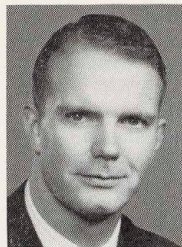
Mr. Hays stressed that railroads may need police assistance to keep people from killing themselves at grade crossings. It is amazing to see how many motorists will ignore flashing lights at railroad tracks or drive around crossing gates after they have been lowered.

Fourteen

After a recent gasoline truck-train collision in which the train crew and truck driver were cremated, a check of the crossing revealed that in a 24-hour period, 44 motor vehicles crossed the tracks when the lights were flashing and a train was closely approaching.

## Kim Forman Named To Great Northern's Western PR Position

Appointment of Kim Forman of Helena, Montana, as public relations representative of Great Northern Railway in Seattle and the Pacific Northwest effective October 1, was announced in St. Paul.



Mr. Forman

He succeeds Norman F. Kurtz, who resigned to accept a management position at The Big Mountain

ski resort in Whitefish, Montana.

A native of Wyoming, Mr. Forman is a graduate of the University of Montana where he received a degree in journalism in 1956.

He came to GN from the Associated Press bureau in Helena, Montana. He formerly was employed by the AP in Cheyenne, Wyoming; the Daily Globe of Ironwood, Michigan, and several Montana dailies.

The freight car fleet numbers nearly 1.8 million units—enough to form a train 15,000 miles long, spanning the continent five times. This fleet has a "lift" capacity of 107 million tons.

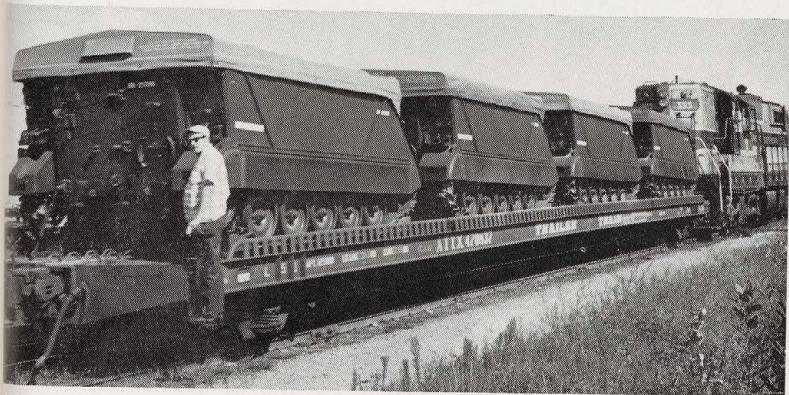


## 100 New GN Cushioned Boxcars In Service



Great Northern recently placed into service 100 new 50-foot boxcars with 10-foot sliding doors, wood floors and Hydro-Framed Cushioned underframes. The cars have nine interior belts for securing cargo assuring damage-free shipment of quality goods. The equipments' cushioned underframes absorb shock during movement or coupling of cars.

## Rails Important In Shipping War Material



Since hostilities in Viet Nam have been mounting, America's railroads have been called upon to carry an ever-increasing volume of war material. A switchman, above, stands on a flatcar ladder as four covered pieces of military equipment are switched in Great Northern's "Q" yard in the Twin Cities. They eventually were added to a fast freight headed for a West Coast port.

*Fifteen*

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**



Long after the trip, you will remember the Empire Builder for its quiet privacy, incomparable service, *great* scenery.



After a trip on Great Northern's incomparable Empire Builder, so many travelers tell us how much they wish a train of this superb character also served other parts of the nation. We feel, however, that this compliment to our service and comfort should include another essential of an Empire Builder trip—the magnificent part of America we call Great Northernland.

Our Empire Builder is as wonderful as the country it serves. Every day there's an Empire Builder each way between Chicago and Seattle-Portland, via Saint Paul, Minneapolis and

Spokane. We offer a variety of Pullman accommodations and comfortable Day-Nite coaches. Seeing America from Great Domes is a memorable experience. Superb food is served in the sumptuous dining car, as well as thrifty meals in the Ranch Car, where there is also a delightful beverage-lounge.

For information or reservations on the Empire Builder, see Great Northern passenger representatives in principal cities of the U. S. and Canada. Or see a travel agent. Or write Great Northern Railway, Saint Paul, Minn. 55101.



# GREAT NORTHERN RAILWAY

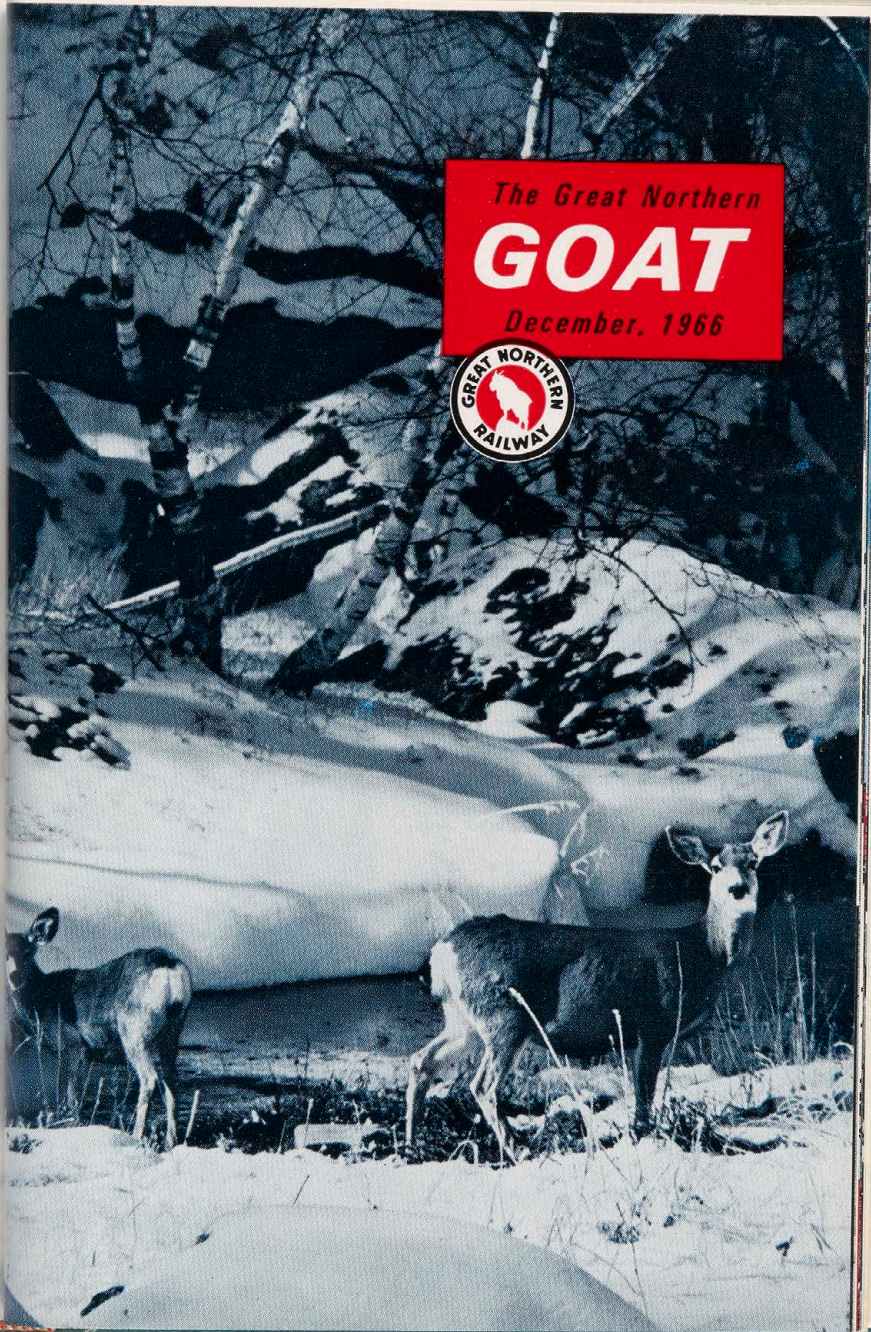
*Route of the Incomparable Empire Builder*



*The Great Northern*

# **GOAT**

*December, 1966*







Vol. 36 December, 1966 No. 12

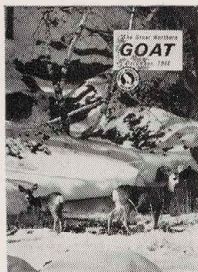
*The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

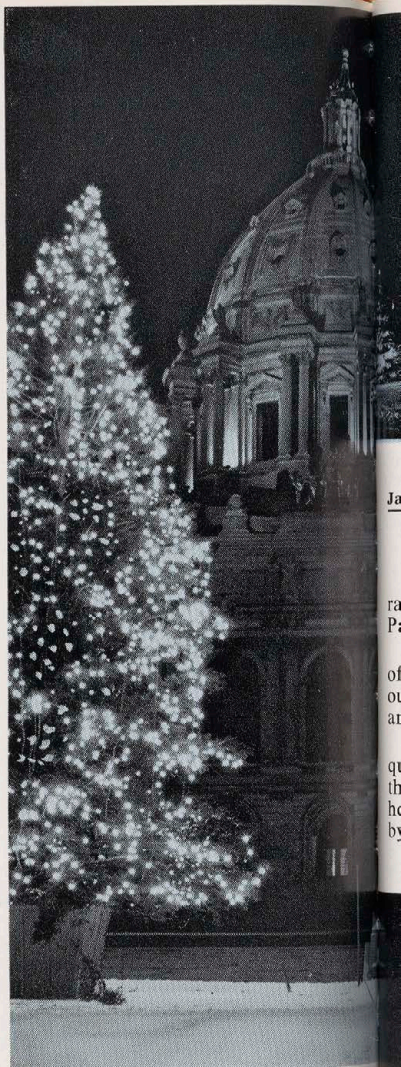
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**CHANGE OF ADDRESS:** Return entire envelope in which magazine was received to above address. Please include portion which bears addressograph imprint of old address. Type or print new address, Zip code number in form provided on flap.

### The Goat's Cover



Mule deer pause at a stream in South Dakota's Black Hills as the Winter sun highlights the newly-fallen snow. — Photo by Les Blacklock of Hopkins, Minn.



*A huge pine sparkling with lights graces Minnesota's Capitol grounds at St. Paul as the Christmas holiday spirit prevails in the city.*

Two

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





The M. C. Manton, Sr., Home, St. Paul

Jaycees' Contest Lights Up The Town—

## IT'S CHRISTMASTIME IN ST. PAUL!

Christmas is the season for decorating — a fact recognized by the St. Paul Junior Chamber of Commerce.

Each year, the enterprising group of young businessmen launches its outdoor Christmas lighting contest and the response is tremendous.

Whole blocks of homeowners frequently participate in the competition that is almost as popular as was home-to-home caroling in days gone by.

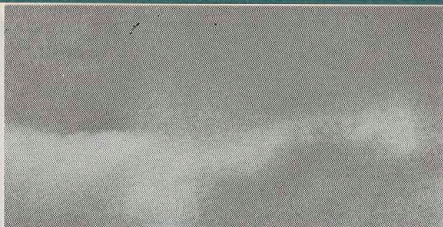
The various classifications include home only; home and grounds; religious theme; teenage contestants' entries and multiple dwellings.

Decorations take on various holiday themes which prove the ingenuity of home-owners. Tiny, multi-hued bulbs are used to decorate trees, building lines, bushes and many home-made cut out decorations figures and designs.

The R. J. Polski Home, St. Paul







## GN Radio Repeater Fills In Montana Radio Gaps



Great Northern's communications system in the Montana Rockies has been improved with the installation of a two-way control repeater on 7,393-foot Mount Furlong near Glacier National Park.

The equipment was helicoptered to the site in order to eliminate "dead spots" in train communications caused by mountains.

GN operates a high-frequency communications network between trains and division headquarters. The beams travel on a line of sight. Obstructions such as mountains create "dead spots" where radio does not come through.

By installing a two-way repeater system, the messages are relayed from the vantage point to the troublesome spots.

GN crewmen headed by George A. Baldy, assistant superintendent, communications, moved by pack horse to the summit to assemble and install the unit.

The helicopter was utilized to loft heavy equipment, such as three 100-gallon propane gas tanks, to the high site.

The heat energy resulting from the burning gas is converted to electricity by the maintenance of a controlled temperature difference between two dissimilar metals.

It is believed the propane will last until June, 1967, when another pack train will be employed to supply fuel for three additional months.

In a test run through the moun-

Three propane tanks, cradled in a net, are lofted to the top of the mountain by helicopter.

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Effective communications are important to the railroad industry. Great Northern has been improving its lines between divisions.

The pictorial story here depicts how the railway's communications department filled a "gap" in its Rocky Mountain radio system in order to assure passengers and shippers more efficient and safer operations.

Technicians, shown in the top photo, await another delivery via helicopter which is shown arriving, below. The crew raises a 20-foot pole, center, to which an antenna and cabinet with equipment instruments were attached.







# Goat Gaieties

## Birds of A Feather

"I have come because of your advertisement for a man to retail canaries."

"Oh, do you want the job?"

"Well, no. But I'm curious—how did the canaries lose their tails?"

\* \* \*

## An Assist From Above

Reporter: "Say, coach, I heard you keep a chaplain on the bench who prays for your team during games. May I interview him?"

Coach: "That's true, Joe. Now do you want to interview the offensive chaplain or the defensive chaplain?"

\* \* \*

## Teed-Off

The golfer was positioning his ball at the 10th tee when a gorgeous girl attired in a bridal outfit came up to him.

He looked at her, obviously displeased, and said: "I told you distinctly, 'only if it rains.'"

\* \* \*

## Canine Caper

The kids were sitting on the curb when a fire truck rushed by with a huge dog sitting next to the driver.

"Why do they take the dog with them? Is it a mascot?" one boy questioned.

"Of course not," his buddie interjected. "They use it to find the fire plug."

Six

## New Light

Teacher: "Who was the greatest inventor?"

Billy: "Edison."

Teacher: "Why Edison?"

Billy: "Because he invented the phonograph so people would sit up all night and use his electric light bulbs."

\* \* \*

## Close Cut

"Have any of your boyhood dreams been realized?" an interviewer asked a visiting executive.

"Yes," he replied, "when I was a boy and my mother used to comb my hair, I always wished I hadn't any."

\* \* \*

## He's Green, Too!

"How may one attain a good posture?" the country school teacher asked the boy.

"Keep the cows off it, and let it grow awhile," he replied.

\* \* \*

## Fine Shape

Max died and Sam went to pay his respects at the funeral home.

He looked at his friend in the casket and said to his wife: "He looks wonderful, doesn't he?"

"Why shouldn't he," she answered. "He was in Miami all Winter."





Fifteen carloads of hardwood paneling recently were shipped from Jones Veneer & Plywood Company, Eugene, Oregon, to Montgomery Ward Company, Chicago. Helen Bond, traffic manager for the lumber firm, and Jack Gray, company salesman, are shown in front of the trainload at Eugene.

## Jones Veneer Hardwood Paneling Shipped To MW

Consumers, such as those who patronize the many Montgomery Ward stores in the country, are bargain conscious.

And when the store management spotlights sales on hardwood paneling from a reputable western lumber firm, many husbands decide it's time they launch that "basement project" or paneled the living room that the family has talked about so long.

Montgomery Ward recently contracted with Jones Veneer & Plywood of Eugene, Oregon, for a 15-car trainload of hardwood paneling from the western plant.

The "do-it-yourself specialist" back home in the Midwest merely has to

drive to one of the many stores and select paneling that suits his fancy.

However, there is much planning behind such a shipment and decisions to be taken on the mode of transportation.

Jack Gray, Jones Veneer salesman, negotiated the sale with MW and Mrs. Helen Bond, traffic manager, coordinated the movement over the Oregon Electric, Spokane, Portland & Seattle and Great Northern Railways.

Traffic experts contend that a woman traffic manager in the industry is unique and it is a special tribute to the ability of the woman when she performs traffic duties as

(Concluded on Page 10.)

Seven

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**





bringing best





oliday wishes



## Comedian Newhart Goes East Via Empire Builder



*Bob Newhart, comedian and TV personality, sent the following letter to C. M. Rasmussen, GN's general manager, Lines West.*

Dear Sir:

Just a short note to let you know what a pleasure it was to travel on your train recently from Seattle to Chicago.

The cars were extremely clean and your personnel went out of their way to be helpful and friendly. It was, in short, a most enjoyable trip. You should open a school for other railroads so they could see how a railroad should be run.

Sincerely,  
Bob Newhart

### PANELING—Conclusion

well as Mrs. Bond.

Great Northern accepted the responsibility of delivering 35,000 plus hardwood panels needed to supply the many Wards stores participating in the giant paneling sale, Jones Veneer reports.

Montgomery Ward, one of Jones' largest customers, has cultivated a growing appetite for the prefinished panel as a direct result of exceptional organization and promotion of its Building Materials Division.

As a prefinished plywood manufacturer, Jones Veneer has grown rapidly over the past eight years to meet the increasing demand for its products.

Present production and shipments exceed 50,000 4 x 8-foot panels daily, requiring 75 to 95 rail cars weekly to distribute the production, the company stated.

### American Bankers Visit Winnipeg Via Special Train

An 18-car special train consisting of private cars carried 210 members of the American Bankers Association from St. Paul to Winnipeg.

The cars are owned by James F. Jones, president and owner of the Pickens Railroad Company, Pickens, South Carolina.

After visiting Winnipeg, the bankers moved via Canadian Pacific to Vancouver, B.C., and then again over GN from there to Seattle and Portland.

### GN Elevator In Superior Records 'Largest' Single Commodity Load

An estimated 950,000 bushels of durum wheat—one of the largest single commodity loads of grain to leave Superior, Wisconsin—was loaded aboard the Francliff-Hall at

Great Northern's Elevator S in late October.

The Canadian vessel transported the wheat to Three Rivers.

Ten

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**





## Taconite's Impact On Mining Cited In New Brochure

Taconite iron ore has revitalized the mining industry in Minnesota.

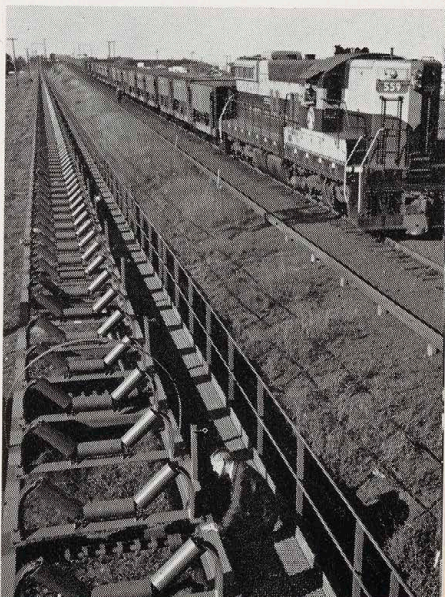
A new brochure entitled, "The Taconite Story, Rebirth of the Iron Range," recently has been published as a public service by the Minneapolis Chamber of Commerce in cooperation with 14 firms including Great Northern.

It outlines the resurgence of mining activity in Minnesota since passage of

(Concluded on Page 15.)

A string of modified Great Northern iron ore cars, top, are typical of those to be employed hauling taconite pellets from taconite plants to the stockpile area at Superior, Wis., for loading on Great Lakes ships. At right, a GN ore train moves along a conveyor under construction. The latter will carry pellets to the dock site.

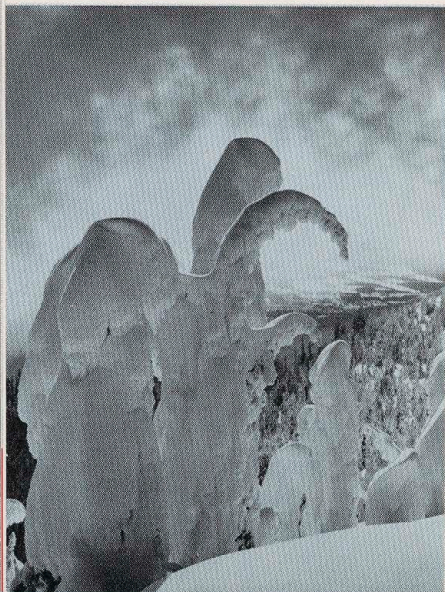
Eleven







# BIG MOUNTAIN FUN IN THE SUN!



*Skimming over inches of powder snow with accelerating speed between snow-encrusted pines is an experience beyond description. You, alone, on top of the world. A fleecy plume betraying your plunge, the crisp air stinging your cheeks.*

Twelve

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The age of packaging has made an impact on the ski industry.

Skiing equipment, housing, transportation and allied expenses such as food and entertainment amount to a tidy sum for the skier—money spent during the Winter when travel normally is at the minimum.

The Big Mountain ski resort at Whitefish, Montana, is an enterprise that relies on "packaging" but of a different sort.

Ski week packages are becoming more popular each year. Ski enthusiasts (whose ranks are growing yearly) have found The Big Mountain and Great Northern Railway ski packages to their liking.

The well-known ski resort on GN's main line just west of Glacier National Park in the Montana Rockies offers various packages including 18 separate Ski Fun Weeks that begin at \$105.90 per person with accommodations in the mountain chalet or lodge or in similar rooms in Whitefish.

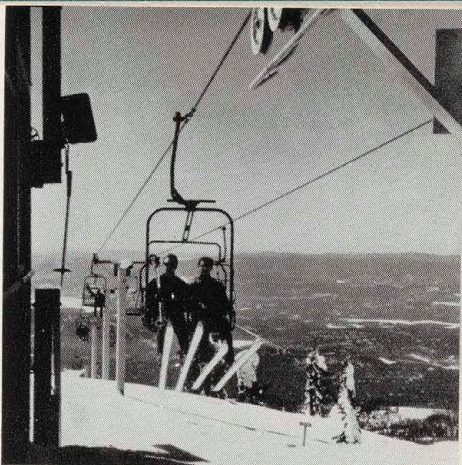
The package includes six full days of skiing, use of all lifts, six breakfasts, lunches and dinners and a course of lessons with the Karl Hinderman ski school.

If you stay in Whitefish, transportation to the mountain (20 minutes away) is included. Railway fare to and from the mountain is extra.

Ski Ball Specials featuring five nights lodging and six days of skiing with meals on the mountain and including transportation on GN's streamliner passenger trains cost \$110.50 per person from Seattle, Tacoma and Everett, Wash.; \$134.75 per person from the Twin Cities and Moorhead, Minn., and Fargo, N. D.;

(Concluded on Page 14.)

The 6,800-foot double chairlift, top photo, takes skiers to the top of the mountain to a skiing paradise. After a day's run down the variety of trails and open-bowl skiing, a couple enjoy activities in the Bierstube as shown, center. For relaxation and dinner off the mountain, skiers favor the Viking lodge as shown right, at the base of the mountain.







Big Mountain is proud of its popularity with family groups. The Canadian family, above, is lunching in the lodge where family-style meals are served to skiers residing on the mountain.

\$136.75 from Duluth, Minn., and Superior, Wis., and \$152.90 from Chicago. (Prices based on two per room.)

Ski clubs, schools, companies, organizations or skiing groups are offered special group rates for the upcoming season.

The Big Mountain is in its 19th year of operation. Good location on the west side of the Continental Divide assures the mountain an average of 90 inches of snow yearly.

Comparatively mild temperatures, calm days and frequent snowfalls make the resort a favorite with skiers

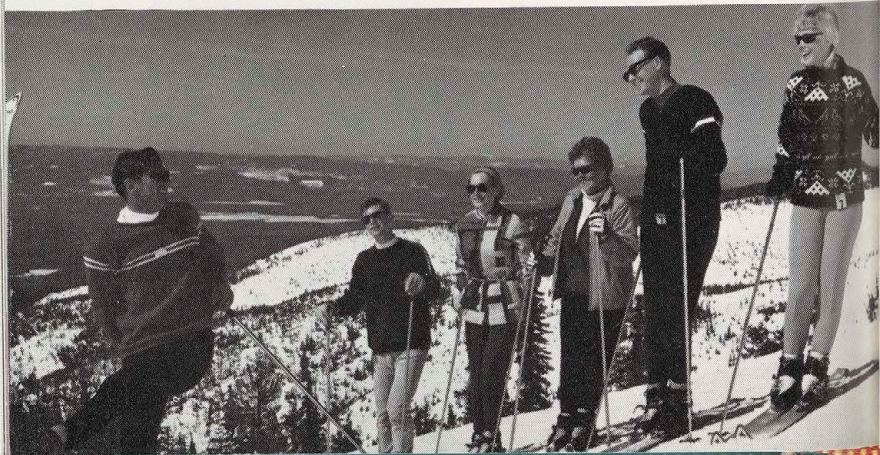
from beginner to expert categories.

The 6,800-foot double chairlift, 3,200-foot T-Bar and 1,900-foot Poma lift provide swift transport to favorite ski runs without waiting lines.

Après-ski activities in the chalet's Ptarmigan room cocktail lounge and the Bierstube near the lodge afford the light-hearted and light-footed ample opportunity for relaxation.

Whitefish is served daily with transcontinental passenger train service via Great Northern's Empire Builder and Western Star which make daily stops in the ski-happy town.

Ski lessons are not merely scheduled for the beginner skier. Experts make it a practice to take advanced lessons when skiing Western areas. The group, below, is being instructed by one of the many ski instructors on constant duty on the "hill."





## TACONITE'S IMPACT ON IRON RANGE— Conclusion

the Minnesota Constitutional Amendment that guaranteed that for 25 years, state taxes on the taconite industry will not be raised to a level higher than other manufacturing firms in Minnesota pay.

Taconite is plentiful in the Range area, but it normally has a low iron content. When mined, the ore contains 25 to 30 per cent iron.

The hard ore undergoes a laborious—and expensive—series of drilling, grinding and separating operations that reduces it into a powder separating the sand and other materials from the iron ore. The resultant damp, powdery ore is ready for pelletizing.

The concentrate is fed into big revolving drums and a binding agent is added. As the particles of iron ore roll in the drum, they stick to each other resulting in balls of concentrate, or green pellets. These are baked in a furnace at 2,400 degrees F.

Iron ore pellets are hard enough to undergo handling and shipping and are suitable for use in blast furnaces.

GN's taconite-handling installation under construction at Superior, Wis., will receive taconite pellets from the Butler Taconite Company at Nashwauk, Minn., and the National Steel Pellet Company plant at Keewatin, Minn. Both plants are operated by the Hanna Mining Company.

The Butler plant is an investment of 56 million dollars, and the National Steel's, 70 million dollars.

The 8.1 million-dollar GN investment includes about 7 miles of track-age to the two plants, a pellet stockpiling area with an elaborate conveyor system and some 8,000 feet of track-age around the proposed taconite pellet stockpile area.

The conveyor system will transport pellets to GN's Allouez dock No. 1 which is being modified to handle the loading of pellets into Great Lakes ore ships. Pellets will be stockpiled

during the non-shipping Winter season for loading into ships during the ensuing Spring and Summer.

The investments in the future of Minnesota's taconite industry are but a few in outlay of some \$1.5 billion dollars expected to be reached by 1975 and 2 billion dollars by 1990.

Annual employment costs by 1975 are expected to attain 130 million dollars and 150 millions by 1990.

The "Taconite Story" brochure points out that producers of taconite are expected to spend more than 165 million dollars annually for supplies, equipment and services for operating their facilities by 1975.

Many "satellite" companies have been formed in various communities to perform the services.

Minnesota's Iron Range, which a few years ago was classified as a "depressed area" by the government, has experienced an economic rebirth.

American industry has expressed a faith in the rebirth by investing millions of dollars in plant and equipment in order to develop the taconite industry.

### J. M. Budd Appointed To Transportation Group

Great Northern's president, John M. Budd, has been appointed to the advisory committee of the Transportation Center at Northwestern University, announced Dr. W. L. Garrison, center director.

Committee members aid in the development of plans and programs, contribute broad information and advice and assist in gaining support for the center.

Aims of the center are to conduct educational and research programs to increase the professional manpower resources of transportation and to investigate critical transportation issues.





*THIS DAY  
They sense an  
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This day is  
Unlike any day  
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