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# THE GREAT NORTHERN GOAT

Vol. 37 No. 1-12

1967

Great Northern  
Railway Company  
Records

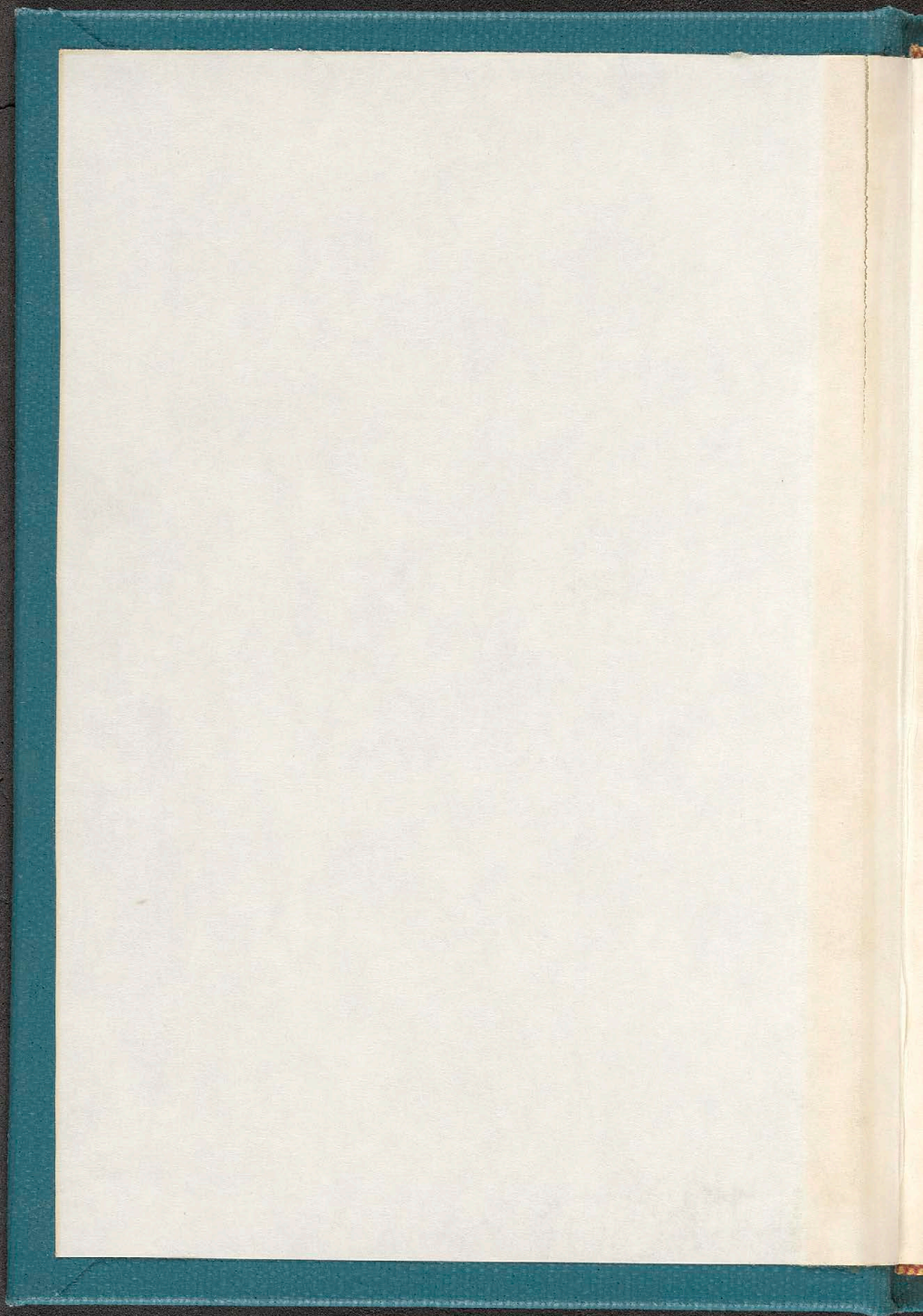
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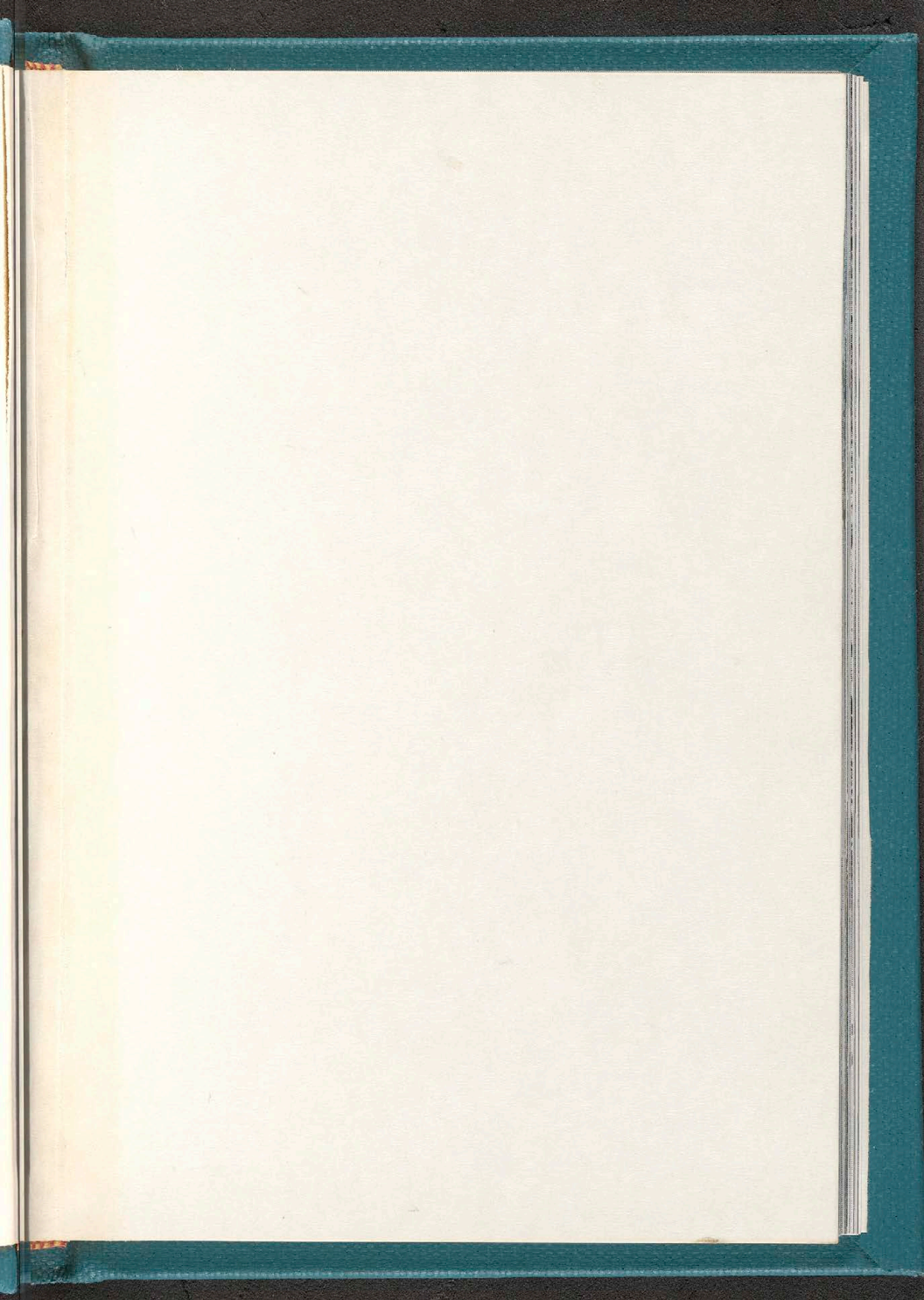
Vol. 20

Advertising & Publicity

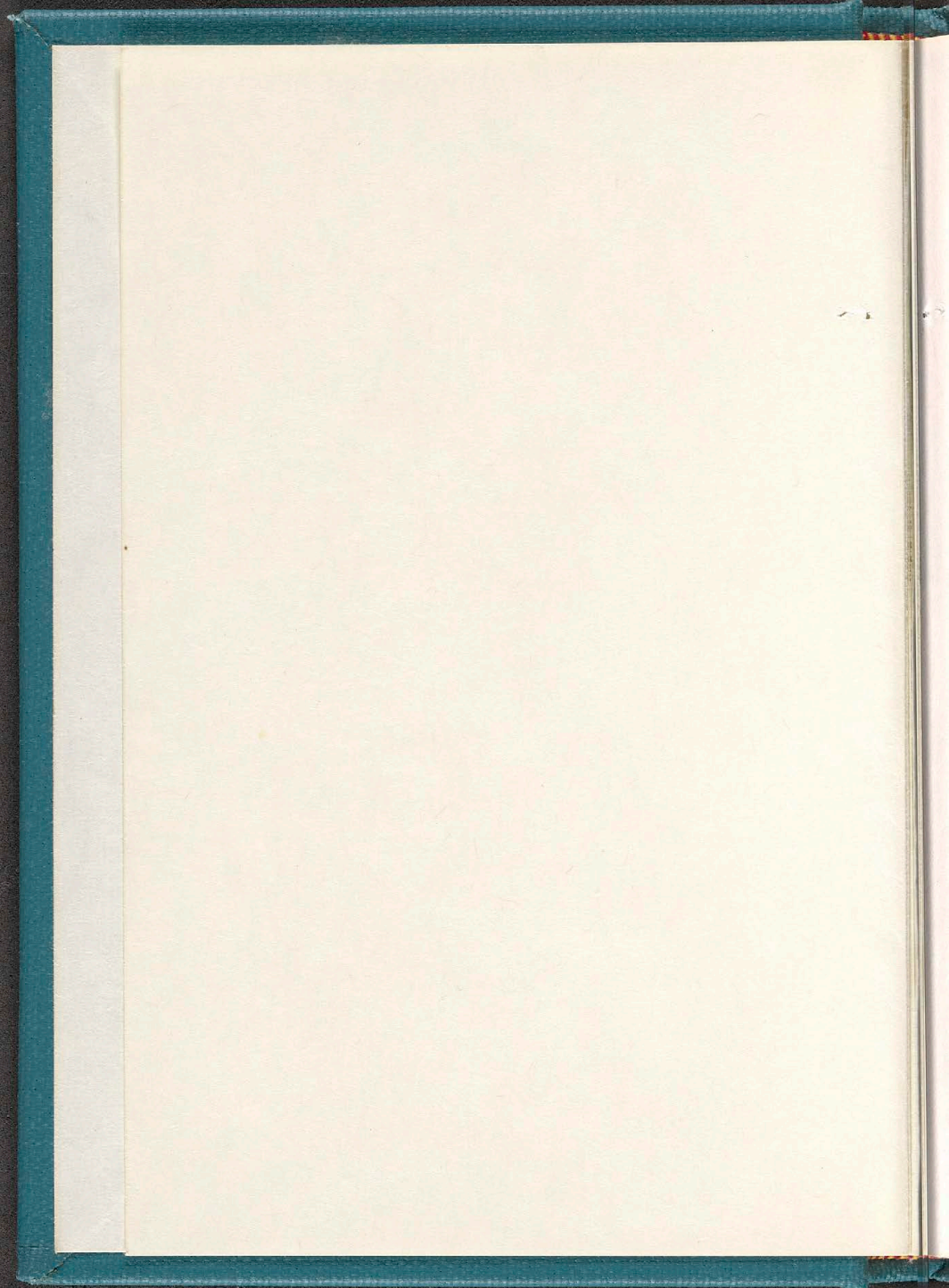


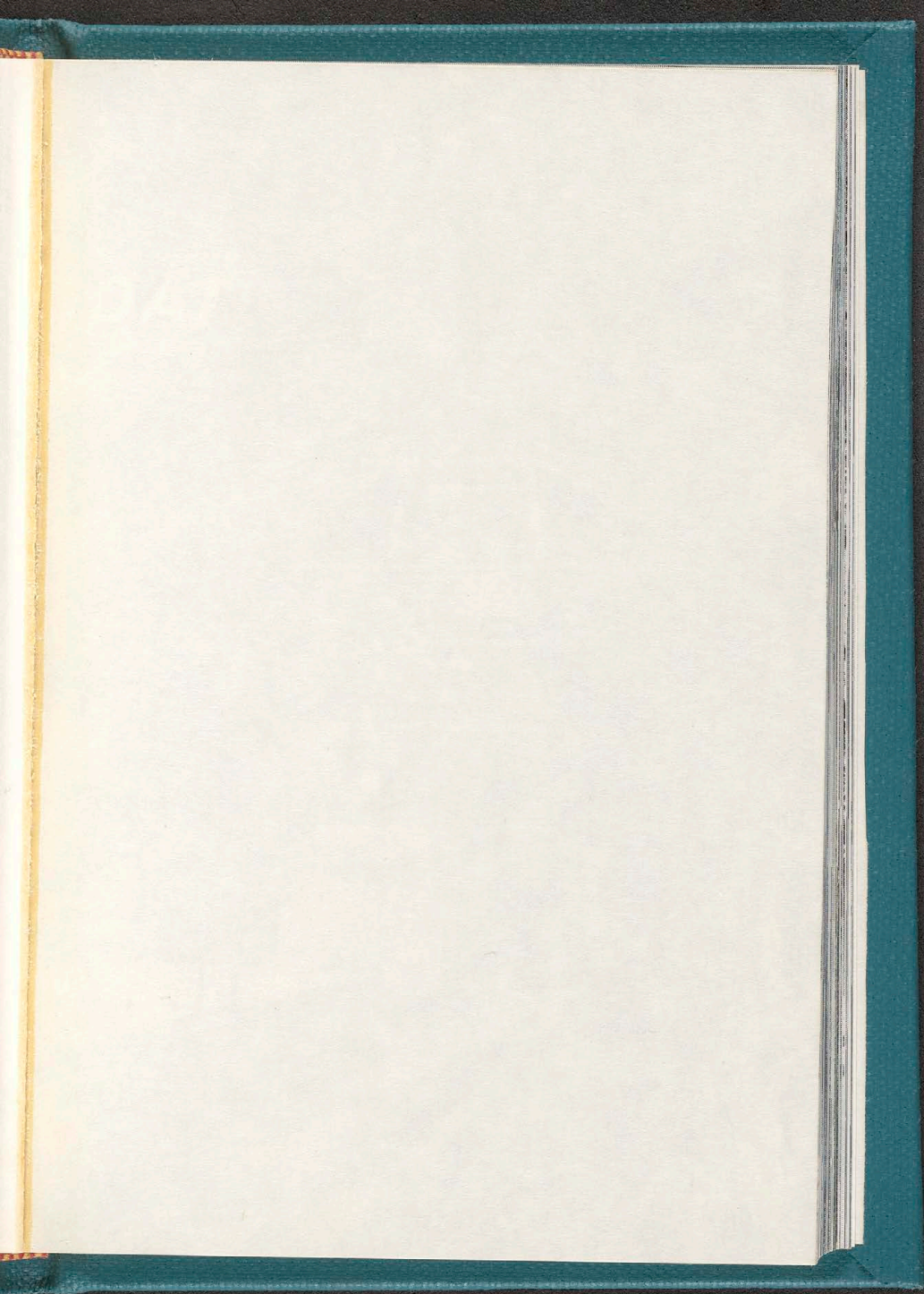














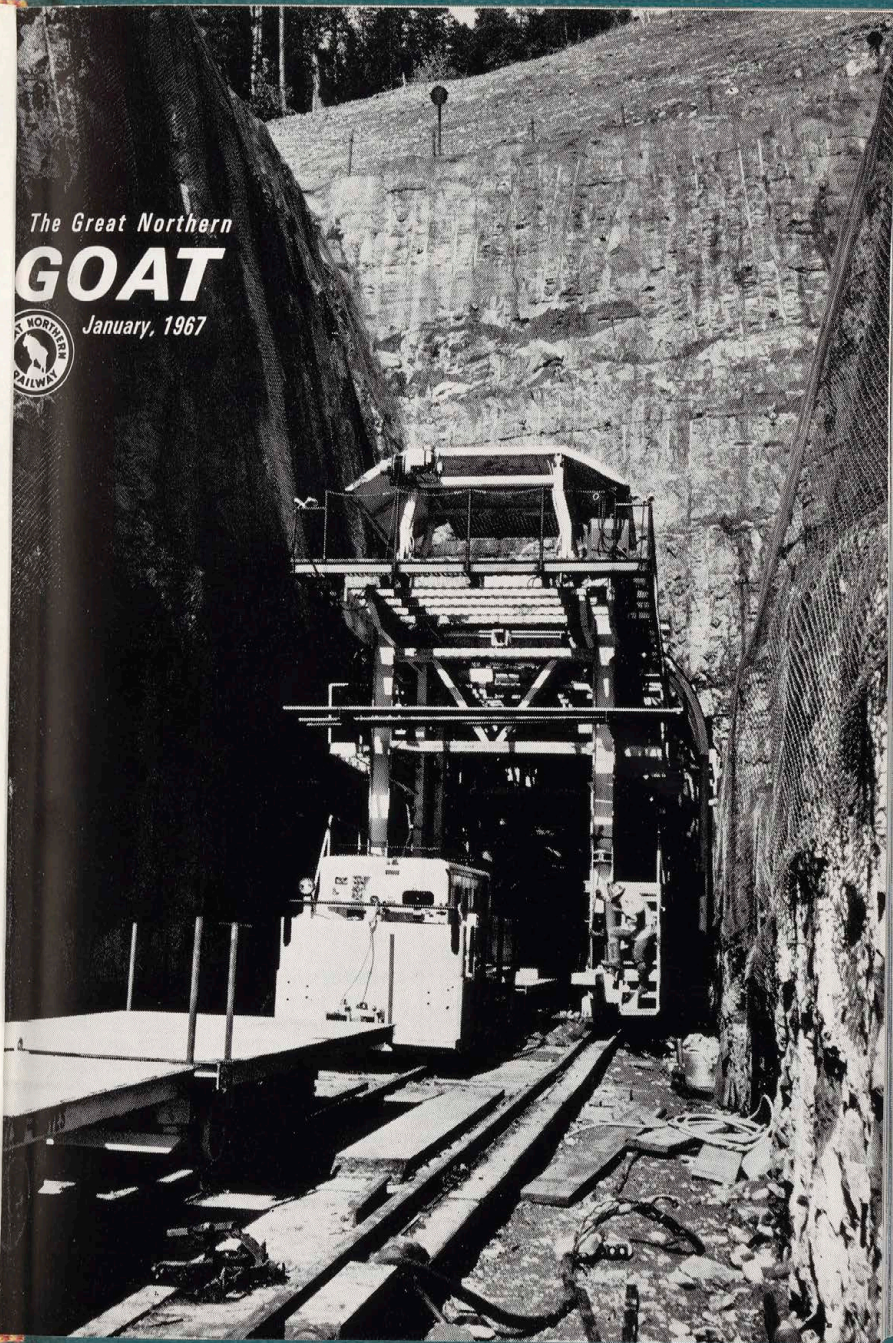




The Great Northern

# GOAT

January, 1967







Vol. 37 January, 1967 No. 1

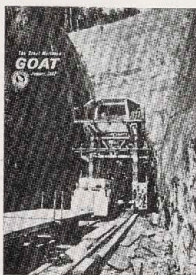
*The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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



A rail-mounted platform is used in digging the seven-mile Flathead tunnel in northwestern Montana. — Photo by Mel Ruder, Editor-Publisher, Hungry Horse News.

Two

### Your Railroads

Most of us have not the slightest conception of the exhaustive testing that industry carries on at most laboratories and proving grounds in the interest of providing the public with the safest and most efficient products and services.

The research and testing, for the rail industry, is conducted at the Research Center of the Association of American Railroads in Chicago.

Here are a few tests new rail equipment must undergo:

A giant press that can bend a box-car; a room where train parts operate while temperatures plummet to 60 degrees below zero or soar to 140, the world's roughest section of track.

The press puts a one-million-pound squeeze on passenger and freight cars to find out if new rolling stock can meet modern railroading's strength standards.

If a car "gives" more than an inch, it flunks the test. The "hot and cold" room houses a machine which can simulate in a bearing test the wear and strain of a fully-loaded freight car running at speeds up to 100 mph. under widely varying temperatures.

The world's worst section of track is laid with rail containing every known defect. This is where electronic "detector" cars are tested for their ability to spot flaws. There are facilities for complete testing of rail and rail joints, rail welds, lubricants, soils and ballast, ties and fastenings, timbers and girders.

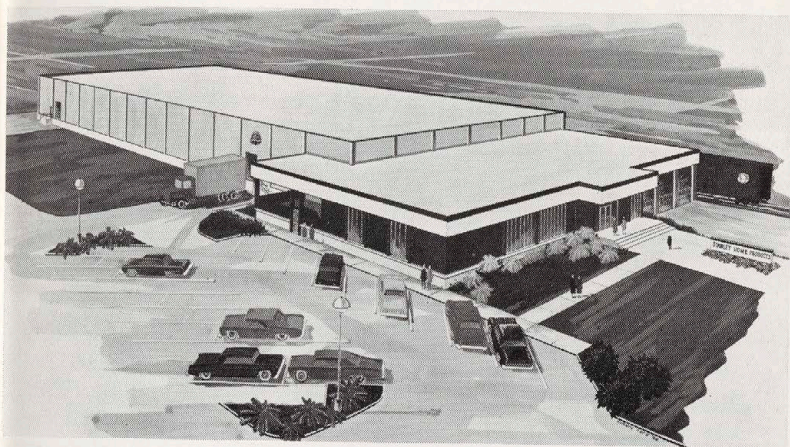
In two or three weeks, rail components can be subjected to the wear that they would receive in 20 years under moderately heavy traffic.

These are the reasons why the movement of goods and people by rail has become the safest and most dependable mode of travel.

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

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





**Stanley Products First To Build—**

## **New Industrial Area On GN Land in Renton**

An office and warehouse building to serve five western states will be the first business in a new industrial area being developed at Renton, Wash., by the Great Northern.

Stanley Home Products, Incorporated, purchased nearly three acres in the new Earlington Industrial Park.

The building, which will house conveyors, door lifts and other modern loading and unloading facilities, will serve Washington, Oregon, Idaho, Alaska and Hawaii, according to T. P. Kareta, local distributing station manager.

It will provide 42,000 square feet of office and warehouse space with provision for an additional 20,000 square feet for expansion. Features include a lunchroom and a lanai or covered veranda at the entrance.

Stanley Home Products, Inc., celebrating its 35th year, is the originator of the Stanley Hostess Party Plan. William B. Galusha is the area sales manager for the Pacific North-

west. The firm has over 25,000 independent dealers and managers throughout the United States and also has subsidiaries in Canada, Mexico, South America, Europe and Australia. Head offices are at Westfield, Mass.

Great Northern is negotiating with other industries for sale or leasing of other sites in the park. It offers such improvements as streets, water and sewage lines, buried power and telephone lines and railroad spur tracks.

Directors of the railroad first authorized, on Dec. 17, 1965, a start on development of 54 acres. In all, the park consists of 260 acres. Railroad officials said the improvements already have cost more than a half million dollars.

Within the past year 4,300 feet of water main went in, 1,500 feet of the old Black River Channel was filled, 3,950 feet of storm and sanitary sewers laid, 2,080 feet of asphalt street paved and three sections of railroad track built, each nearly 2,000 feet long.

*Three*

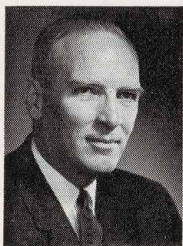
**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



## President Budd Reviews '66 Operations

By John M. Budd, President  
Great Northern Railway

Great Northern operations in 1966 will produce an appreciable increase in revenues, and it is expected that



Mr. Budd

net income will be close to that in 1965. The railway earned \$6.01 per share in 1965.

Final results of 1966 operations will not be known until late January, but it now appears that

GN's freight revenues for the year will be about 8 per cent more than in 1965, and revenue from passenger train service will be approximately 6 per cent higher than in 1965.

Through mid-December, the 1966 carloadings of grain and grain products on GN were about 10 per cent ahead of the same period in 1965. The movement of lumber and forest products over our line in 1966 will be under 1965, reflecting the decline in new home building. There was a moderate decrease in GN's iron ore tonnage as compared with 1965.

Agricultural production again was good in GN territory. The 1966 grain harvest exceeded the average of the past 5 years, but was not quite as large as in 1965. However, the quality of the crop was better than 1965.

On December 1, an estimated 255 million bushels of grain were in storage along the company's lines, and GN expects to move most of it to market in 1967. It is anticipated that farmers in the railway's territory will take advantage this year of the Department of Agriculture's

increase in acreage that may be planted to wheat. This would, of course, increase over-all grain production along GN in 1967.

The airline strike in July and August created considerable pressure on GN's passenger services, occurring as it did during the period of normally heavy Summer travel. However, we were able to handle an appreciable number of the flood of requests for accommodations during the strike, and this additional business resulted in a substantial increase in passenger revenues.

GN's investment in capital improvements was continued in 1966 with expenditure of \$53.2 million for rolling stock, motive power and track improvements. The railway acquired 1,688 freight-carrying cars and 20 new diesel locomotives for freight and passenger operations.

A disappointing development in 1966 was the rejection by the Interstate Commerce Commission, by a 6-to-5 vote, of the proposed merger of Great Northern, Northern Pacific and Burlington railways. The Commission's decision was announced on April 27, more than 5 years after the railways' petition for authority to merge, was filed with ICC.

On July 27, the three railways filed with the commission a petition for reconsideration of the merger proposal, and offered protective conditions requested by the Milwaukee and North Western lines. These railways previously had opposed the merger unless protective conditions for them were imposed on the merged company.

The North Western and Milwaukee advised the ICC on October 23 that they are agreeable to the conditions offered by GN, NP and Burlington.

(Concluded on Page 6)

Four

**INCOMPARABLE EMPIRE BUILDER—MORE DOME SEATS**



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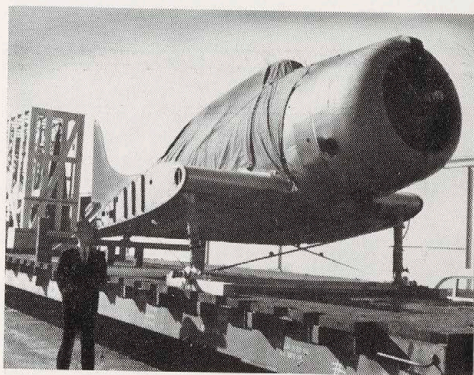
The potent fighter of that conflict  
had been relegated of late fighting  
as it always had—but fighting bugs  
at Portland, Ore. It undoubtedly  
would have been destined to the  
junk heap in time but its future  
brightened.

The U. S. Navy was about to build  
a replica of the craft for the Marine  
Corps Museum at Quantico, Va.,  
when it was learned that the City of  
the Portland had one battling bugs for  
15 years.

The Navy sent Lt. J. G. Cox and  
three enlisted men from Whidbey  
Island in the San Juans to dismantle  
the plane. It is believed to be one  
of two in existence. Originally, it was

built at the Douglas plant in Engle-  
wood, Calif.

The bomber was dismantled and  
two sections were secured to a Great  
Northern flat car and shipped East  
on their way to permanent exhibition  
in the museum.



Five

## Dive Bomber Rides GN Rails To Museum

**GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT**



## GN Will Purchase 1,000 Freight Cars, 18 Locomotives

Great Northern will acquire 1,100 new freight-carrying cars and 18 new diesel locomotives this year, and continue the railway's system-wide program of improvements to tracks and facilities, the company announced.

The railway's 1967 capital improvements program will cost an estimated \$41½ million, or about \$12 million under GN's expenditures in 1966 for rolling stock, motive power and track improvements. GN's average annual investment in track and equipment improvements approximated \$31 million for the 5-year period, 1962 through 1966.

"The decrease in expenditures next year for equipment," said John M. Budd, GN president, "is caused by high interest costs, suspension of the federal investment tax credit, and in part to delivery of some equipment late in 1966 that might have been included in the 1967 program. The major reason for the decrease in expenditures for fixed property in 1967 is the company's return to a more normal level after completion of several major projects in 1966."

New freight equipment to be acquired by GN in 1967 will include: 500 one-hundred-ton covered hopper cars; 300 seventy-ton box cars with wide doors to facilitate loading; 200 solid bottom gondola cars, and 100 seventy-ton bulkhead flat cars. GN also plans to rebuild 500 box cars in the company's shops in St. Cloud, Minn., this year.

The Western Fruit Express company, a GN subsidiary, will purchase 200 seventy-ton mechanical refrigerator cars in 1967.

GN now has on order for 1967 delivery 18 new 3600-horsepower diesel locomotives for freight and passenger operations.

GN's 1967 roadbed improvement program will include placement of

97.5 miles of new rail, 86 miles of which will be welded. The company also will install nearly 66 additional miles of CTC (centralized traffic control) on the main line in Montana. GN will have 640 miles of continuous welded rail and 1,325 miles of CTC in service at the end of 1967.

The railway plans to progress changes in GN's main line at points in Montana and Washington. These projects involve reduction of curvature on segments of the company's lines through the Rocky and Cascade mountains.

### '66 REVIEW—Conclusion

ington, and withdrew their opposition to the merger and announced they would support it. The northern lines' application petition for reconsideration now is being studied by the ICC.

It is significant and encouraging that a number of important public bodies which previously had opposed the merger, or had insisted on certain conditions, have informed the ICC that they now are in full support of the proposal.

Producers, shippers and shipper organizations remain unanimously and solidly in support of the merger proposal and many of them have advised the ICC.

The States of Minnesota, Montana and Washington, the U. S. Department of Justice and the Railway Labor Executives' association continue to oppose the merger.

There now are mixed opinions in business and industry about the tone of the nation's economy in 1967. Great Northern currently expects to move about the same volume of traffic the railway handled in 1966, but results will be affected adversely by raising taxes, wages and other operating costs.



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Skiers ride up the new chairlift passing through snow-filled bowls and pine stands to the top of the mountain. At right, the many ski runs may be seen beginning from the top of the picturesque mountain.

Washington's Newest—Near Wenatchee—

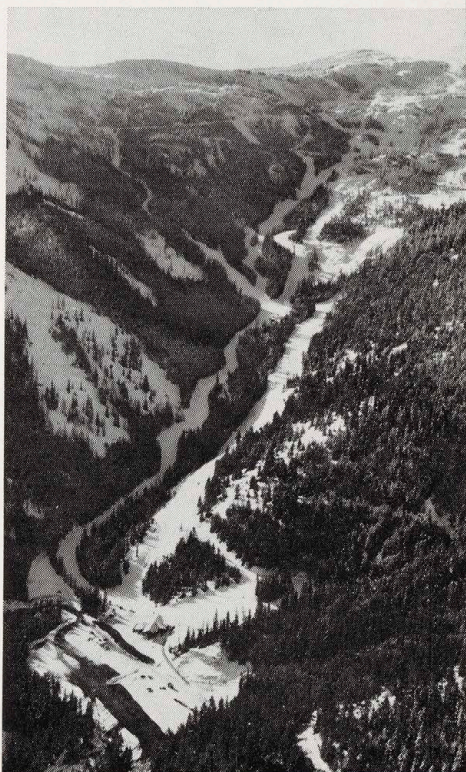
## Mission Ridge Ski Area Opens

Washington State's newest ski area—Mission Ridge—has opened and the two double chairlifts are busy hauling exuberant skiers to the top of the 6,750-foot mountain.

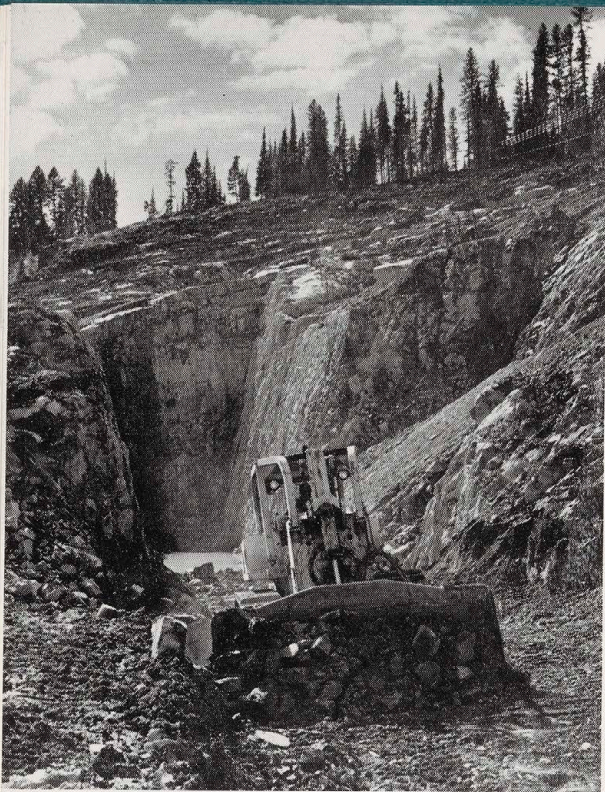
Dedication day was Sunday, December 11, 1966, when skiers first took to the "boards" on the mountain. That day was the culmination of years' of effort by a group of dedicated skiers. Wenatchee residents Washington State officials, the U.S. Forest Service, the Washington State Game Commission and Chelan County.

All, with the promotional assistance of the WENATCHEE DAILY WORLD, saw their dream come true.

Because at Mission Ridge the snow  
(Concluded on Page 10)







Various sizes of rock and sand are dozed from the east portal of the tunnel of Elk Mountain.

The drills, hammers, bulldozers and other mechanical equipment at the Salish mountains in northwest Montana were quiet during the New Year holiday week-end.

Just a short time before, the din of equipment echoed throughout the mountains as dynamite charges reverberated in the pristine stillness.

One of Great Northern Railway's great engineering projects was underway: construction of the seven-mile Flathead tunnel being cut through Elk mountain on the railway's main line a short distance from Libby,

*Eight*

## 2 Drill Teams M GN's Secondt

*Photos by Mel  
Ruder, Editor-  
Publisher Hungry  
Horse News.*

Montana.

On January 3, 16.4% of the total contract work on the Flathead tunnel was completed—a tunnel that will be GN's second longest. The Cascade tunnel in Washington State is 7.79 miles long.

(This tunnel is the longest tunnel today in the Western Hemisphere. Completed in 1929, the Cascade mountain crossing reduced the railroad elevation there from 3,383 to 2,881 feet above sea level. Forty-three miles of steep and winding mountain trackage was replaced by 34 miles of easier line.)

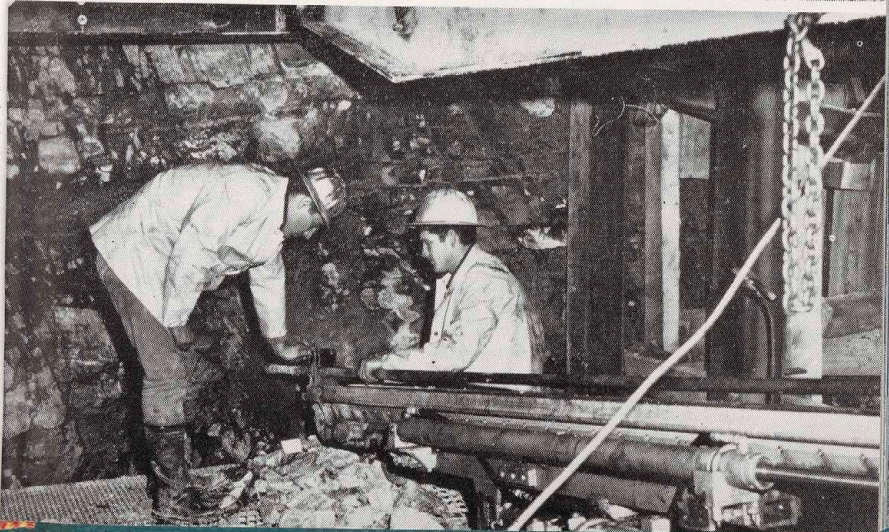
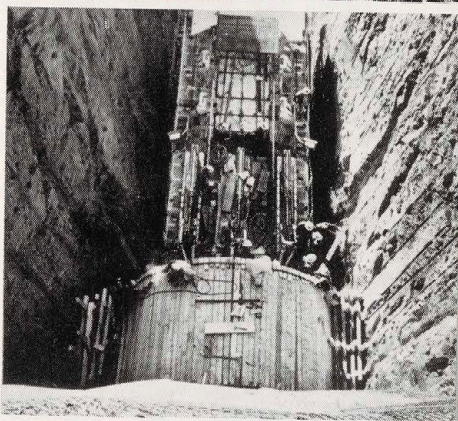
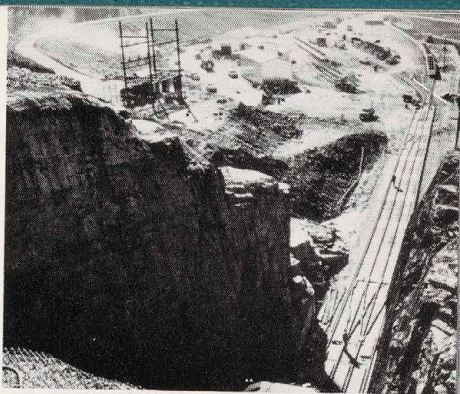


# ns Mountains Creating dit Tunnel In The West

It is a two-way onslaught on Elk mountain. Workmen are digging through from east and west portals utilizing special tri-level, rail-mounted platforms that house nine air drills. The drills bore holes into the mountain wall, dynamite is inserted and ignited. The debris is removed and other charges are set.

As of early January, workmen had drilled 1,041 feet into the mountain from the east portal and 2,189 from the west. Excavation was 8.7 per cent completed on January 3. Tunnel completion is estimated for December 2, 1969.

A work camp has been built at both ends of the tunnel. The one above, is at the west portal. The tri-level drilling platform is seen, center, and workmen are shown, below, drilling holes where dynamite is later inserted for rock removal.





## GN Spur Track Traffic Moves To New Boeing Plant Site

Great Northern's new spur track from Mukilteo, Wash., to the Boeing Company's new 747 plant at Everett is in daily use and steel and other building materials are being moved to the massive construction project.

Operations already have begun in the mockup building where quality control and finance department employees have reported for work. They are preparing for the 747 jet mockup transfer from Renton to Everett.

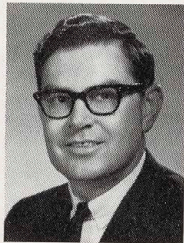
Boeing had 88 jets on order by 12 world airlines as of the end of December. First production of the huge 747 is slated for the fall of 1968.

The mockup is a replica of the plane in wood and metal that will be used in the development and production of the 747.

Construction is going according to

### E. D. Adamson Named Personnel Manager

The appointment of Earle D. Adamson as manager, personnel, of the Great Northern Railway was recently announced by Harold H. Holmquist, executive assistant — personnel.



Mr. Adamson

In the new position created by the railway, Mr. Adamson is responsible for recruitment, training and employment standards.

He comes to GN from the New York Central System where he was manager of recruitment and employment. Previous to his New York City assignment, Mr. Adamson held personnel and analyst positions in Cleveland and New York City.

Ten

schedule with the warehouse completed; the office building set for February occupancy and structural steel, siding and roofing being erected on the main manufacturing building.

### Mission Ridge—Conclusion

has a fine, dry quality that skiers covet and enjoy.

The entire Mission Ridge operation, headed by Don Kirby, president, is destined to be one of the state's most successful. They have much going for them:

- The new \$250,000 Willmer Hampton Memorial Lodge;
- Two double chairlifts totaling 9,700 feet;
- Two surface lifts, each 450 feet long;
- Some 2,150 vertical feet via the two lifts;
- Many miles of runs through pine stands, open bowl skiing on cleared, manicured slopes;
- Powdery snow prevalent in the area;
- Unexcelled view of Mount Rainier, Adams, Stuart and Glacier.

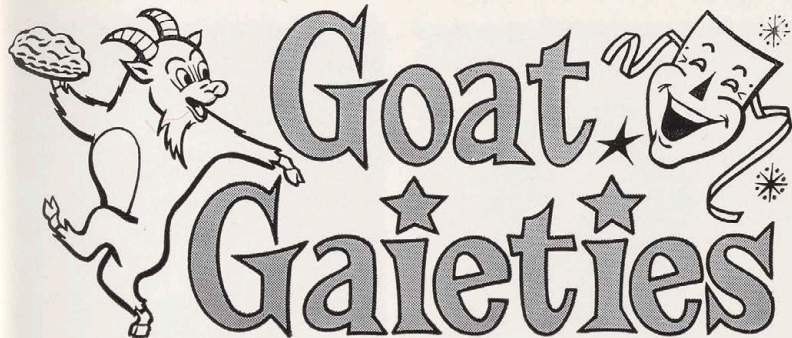
The lodge is named after the late Wilmer Hampton who suggested the major ski area for Wenatchee. His brother, Walt, carried on the project after his death and is the area manager.

The 1.5 million-dollar project includes the utilities which are all underground, a 4.5-mile extension of Squilchuck road, the lifts, and the building.

The Great Northern's Empire Builder and Western Star make daily scheduled stops at Wenatchee. The westbound Empire Builder and Star arrive in the community at 3:10 a.m. and 6:40 p.m., respectively, and the eastbound times are 7:18 p.m. for the Builder and 2:25 a.m. for the Star.

**PROGRESS IS A GREAT NORTHERN HABIT**





# Goat Gaieties

## Teed-Off

Mr. and Mrs. Smith were at Saturday breakfast and he stated that he didn't have to go to the office that day.

"Well, don't think," said the wife, "that you're going to run off and play golf today and leave me alone with all this work to do."

"Why, golf is the furthest thing from my mind," replied the husband, gnawing at his breakfast, "and please pass me the putter."

\* \* \*

## Call the Law

The first-grader tripped leaving the classroom and hit his head on the wall. The teacher ran to him and said: "Remember, Johnnie, big boys don't cry."

"Darn right they don't," the youngster snapped, "they sue!"

\* \* \*

## Love That Car!

"What's going on at your house?", one guy asked the other over a martini.

"Nothing much new—except I'm financing a love affair for my son," the other answered.

"Talk about the modern generation," the first man countered, "but I hope she's a nice girl."

"It's not a girl, stupid," was the reply, "it's a car!"

## You're It

The president of the company called all the vice presidents into his office individually and finally summoned the office boy.

"I want the truth," the boss thundered. "Have you been going out with my secretary?"

"W-why no!" the boy blurted.

"All right," said the boss, "then you fire her!"

\* \* \*

## Under Cover

Medical Secretary: "And here's your bill, sir, for the operation."

Patient: "I always wondered why doctors wore masks in the operating room."

\* \* \*

## Cataclasmic

"I understand your father was a lion tamer, too?" the television newsman asked.

"Yes, he was," was the reply.

"And did you actually put your head in the lion's mouth?" the interviewer added.

"Only once," said the young man, "to look for dad."

\* \* \*

## No Holds Barred

Friend: "Did you get that Smith estate settled?"

Lawyer: "Yes, but I had a terrific fight. The heirs almost got part of it."

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN





Jeanne Williams  
1966 Queen of the Snows



George Rutman  
King Boreas

## Snow, Sports Mark St. Paul's Winter Fete

Despite its advanced age of 81 years, the St. Paul 1967 Winter Carnival celebrates its birthday with a "Sno-A-Go-Go" theme.

The nation's top winter festival slated January 27 through February 5, begins with the second annual International Snowmobile race which starts in Winnipeg, Manitoba, Canada, and flashes its way 457 miles to St. Paul. The endurance test offers \$1,500 in prizes.

The carnival schedule is based on the legend of Boreas, a light-hearted tale involving the conflict between King Boreas and his Queen of the Snows and Vulcanus, the Fire King. The battle between Winter and Summer continues with Vulcanus the eventual winner.

The carnival gets under way with the coronation of King Boreas XXXI and the Queen of the Snows in the St. Paul Auditorium.

*Twelve*

Twenty-five princesses will compete for the title which brings with it a 12-month reign as representatives of the carnival and travel to many points in the country.

There also will be 60 visiting queens at the carnival.

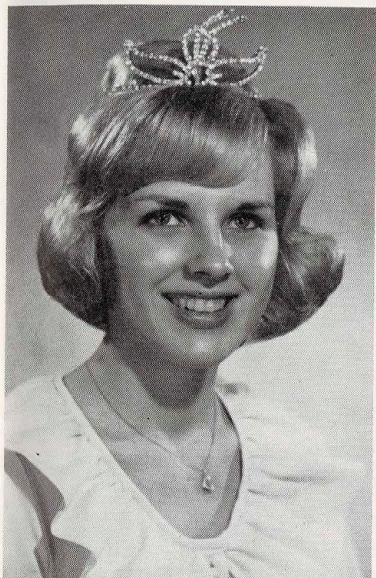
The Grande Parade, which winds through the Loop and into the auditorium features dozens of floats and scores of bands and drum and bugle corps.

A 30-foot high x 60-foot long snow palace will be snow-sculptured by Parker Seiler on Kellogg mall. It will be a replica of the first ice palace built in 1886.

Other sporting events of the carnival include: the national outdoor speed skating championships at Lake Como; the hot-air balloon race on White Bear Lake; the ski jumping championships at Battle Creek ski slide, and the world's original ice fishing contest.

**INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS**





## Carolyn Sue Korthius GN Winter Carnival Princess for 1967

A blond, 18-year-old Great Northern Railway clerk in the freight claim department in St. Paul was named the railway's winter carnival princess representative to the St. Paul Winter Carnival.

The winsome miss is 5 feet, 2½ inches tall and weighs 110 pounds.

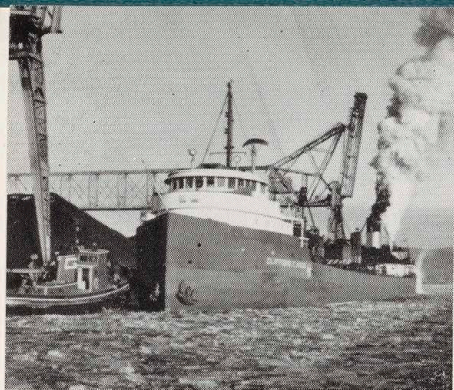
Carolyn plays the organ and had modeled for a local clothing store.

She will be active during the St. Paul carnival appearing at dinners, teas, sporting events, parades and at the coronation of King Boreas XXXI and his Queen of the Snows. (She will be a contestant in the latter competition.)

One of the most popular sporting activities is tobogganing down a special slide built near the Minnesota Capitol building on the outskirts of the St. Paul Loop. Young and old alike enjoy the thrill of zipping down the hill.





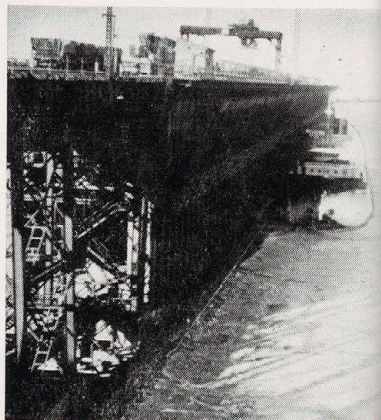
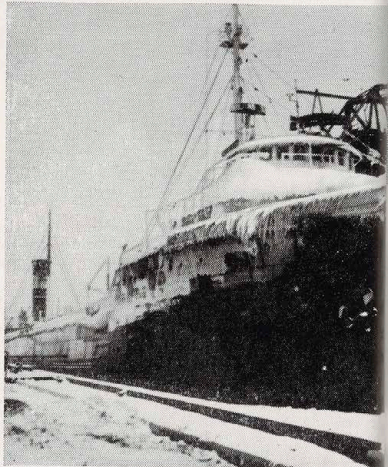


## Winter's Grip Seals Port At Superior, Wis.

Cutting through thickening ice in Superior harbor is the Clifford F. Hood, top left, which is being assisted out of her slip by a tug. Below, is the 680-foot Champlain which is being nudged from the Farmers Union Grain Terminal at Superior to the Great Northern for completion of grain loading. The ship later sailed to Buffalo, N. Y.



Ice and snow clung to the American Oil Company tanker, top right, as she made her last 1966 trip from Indiana to Superior's terminal on St. Louis bay. Below, the ore shipping season at GN's docks was closed by the Frontenac shown temporarily enclosed by thin ice.



*Photos Courtesy of Harold Andresen—  
Superior, Wis.*





**The W. J. Spelius Family On Big Mountain**

## **FREE-LANCE SKI WRITER, FAMILY SKI BIG MT.**

The Big Mountain at Whitefish, Montana, prides itself as being a ski resort where "family skiing" is not only fostered but advertised.

Located on the main line of Great Northern in the Montana Rockies, the ski-happy community recently was visited by a free lance ski writer, her husband, W. J. Spelius, and their

children, Christine, 17; Chris Arthur, 15, and Susie, 10.

The group traveled from Chicago via GN's Empire Builder under the round trip, family plan arriving at Whitefish the day later. They were skiing the morning after arrival.

Mrs. Carol Spelius' ski articles of leading ski resorts have appeared in the CHICAGO TRIBUNE.

## **Ronald M. Hubbs Elected To GN's Board of Directors**

Ronald M. Hubbs of St. Paul was elected to Great Northern's board of directors at a meeting in New York of the railway's directorate.

President of St. Paul Fire & Marine Insurance company, Mr. Hubbs succeeds Walter G. Seeger of St. Paul on GN's board. Mr. Seeger had been a member of the railway's directorate since October 1941, and on the

twenty-fifth anniversary of his election announced his desire to retire from the GN board.

Mr. Hubbs is a native of Oregon, and has been associated with the St. Paul Companies since 1936. He came to St. Paul in 1948, became assistant to the president in 1959, and was elected to the presidency of St. Paul Fire & Marine in 1963.

*Fifteen*

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



19



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## JANUARY

SUN	MON	TUE	WED	THU	FRI	SAT
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## FEBRUARY

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## MARCH

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	



## APRIL

SUN	MON	TUE	WED	THU	FRI	SAT
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23/30	24	25	26	27	28	29



## MAY

SUN	MON	TUE	WED	THU	FRI	SAT
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21	22	23	24	25	26	27
28	29	30	31			



## JUNE

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16	17	18	19	20	21	22
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30						



## JULY

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23/30	24/31	25	26	27	28	29



## AUGUST

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27	28	29	30	31		



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30						



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29	30	31				



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19	20	21	22	23	24	25
26	27	28	29	30		



## DECEMBER

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23	24	25	26	27	28	29
30	31					

FREIGHT GOES GREAT WHEN IT GOES GREAT NORTHERN



*The Great Northern*  
**GOAT**

*February, 1967*



**Big Mountain's GREAT For Spring Skiing!**





Vol. 37 February, 1967 No. 2

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

DAN MUSCH, Editor

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

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### The Goat's Cover



Cutting through inches of newly-fallen powder snow on The Big Mountain, Whitefish, Montana, a skier darts between snow-laden trees on his way down the mountain.

*Big Mountain's GREAT For Spring Sking!*

Two

### Your Railroads

There is something about a train whistle in the night that brings back nostalgic memories of childhood.

The distant train whistle still evokes a combined sense of tranquility and stability. In a small community, it served as a reassuring reminder that the town was on the map.

During long years of railroad adversity, many have tended to forget that railroads remain the backbone of transportation. But the rails have survived the dark days of burgeoning competition, over-regulation and overtaxation.

They have survived for two reasons: the country cannot get along without them, and they have fought tooth and nail to keep abreast of public demand for rail transportation.

Last year, U.S. railroads set a postwar freight record. Since 1961, total freight volume has risen 24 per cent. Capital spending by railroads—\$2 billion in the postwar period—is remaking the face of American railroading.

This investment meant the addition of more powerful diesel locomotives; freight cars capable of carrying 15 tons of grain; 15 automobiles or as much as 60,000 gallons of fluid; automated freight yards; push-button traffic control and mechanized track and shop equipment.

There has been a flood of new ideas — piggybacking, unit trains, two and three-level auto rack cars.

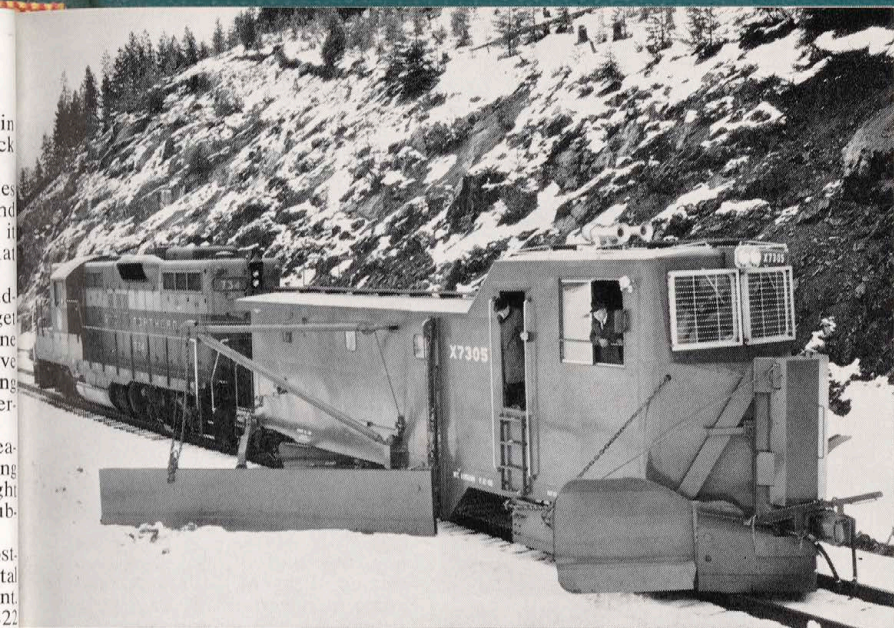
As the railroads have worked their way back into their rightful place in the transportation picture through unprecedented innovation and investment, average rail freight charges have declined substantially, while prices generally have steadily risen.

So the next time you hear a whistle in the night, be assured, the railroads are very much in the present and will be for a long time to come.

*Reprinted from the Industrial News Review, Portland, Ore.*

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





A 15-foot extension of the new GN snow plow is tested near Wenatchee, Wash., in a trial run. Wenatchee World Photo.

## New Snow Dozer Tested Near Wenatchee

Although the snow was not deep when Great Northern's new dozer X-7305 made her maiden run near Wenatchee, Washington, it was evident that she would serve the railway well in the high snow country.

One of four constructed by GN in its Dale Street shops in St. Paul and designed by the company's mechanical department, the dozer is a monster snow fighter that measures approximately 15-feet high and 50 feet long.

The four dozers and their stations are the X-7303, Hillyard, Washington; X-7304, Breckenridge, Minnesota; X-7305, Wenatchee, and the X-7306, Williston, North Dakota.

Constructed of steel exterior and plywood interior, the dozers are painted red with white lettering and numbering.

The snow dozer is pushed ahead by a locomotive at speeds of up to 50 mph. shoving snow off tracks during heavy storms. After the storm subsides, the dozer is brought back, its 15-foot wing plow is extended and the snow is pushed further away—up to 20 feet on either side of the tracks.

The final design of the dozers resulted from a compilation of suggestions by GN personnel in the bothersome snow areas, said R. E. Johnson, GN mechanical engineer in St. Paul.

All suggestions were weighed and as many of them as possible were put to use in the final design.

The dozers cost approximately \$100,000 each.

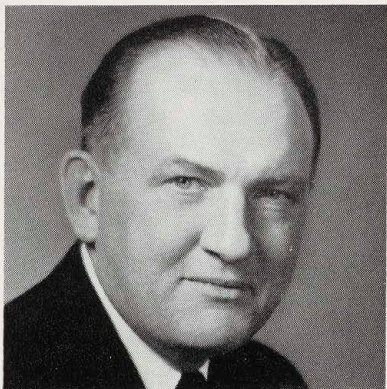
Three

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



**MAJOR CHANGES BY M. M. SCANLAN—**

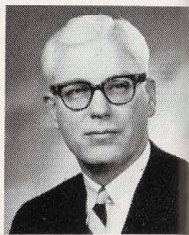
## Freight Traffic Appointments Made



**Mr. M. M. Scanlan**  
Vice President, Traffic

A series of major freight traffic promotions and new appointments were announced by M. M. Scanlan, Great Northern Railway traffic vice president.

J. K. Cutforth, regional sales manager, Seattle, is named director, special projects, St. Paul. Other members of the unit are V. A. Opsahl, manager, service and equipment, and T. N. Hackney, manager of pricing, East of Montana, who become managers; K. S. Bagley, Jr., assistant director market research, and E. E. Nelson, assistant to manager,



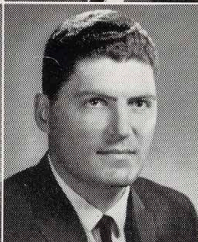
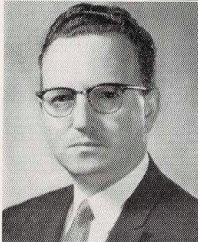
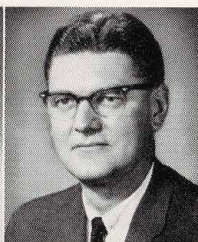
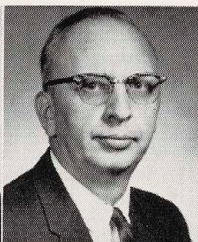
Mr. Cutforth

Mr. Eret

Mr. Hackney

Mr. Hageman

Mr. Hockaday



Mr. Ivory

Mr. Johnson

Mr. Karl

Mr. Morrison

Four

**INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS**



pricing, are appointed assistant managers.

C. J. Hockaday, assistant to the vice president — staff, has been appointed manager, pricing, St. Paul.

M. H. Karl, assistant manager, grain and grain products, succeeds Mr. Hockaday;

David L. Henderson, former traffic manager, succeeds Mr. Karl as assistant manager, grain and grain products, St. Paul.

R. P. Reed and M. H. Greenleaf, both regional sales managers, St. Paul, retired effective on December 31, and the following appointments were announced:

M. V. Schoonover, manager coal and coke, St. Paul, succeeds Mr. Reed as regional sales manager and manager-perishables and food products;

R. C. Wentz, assistant director, industrial and agricultural development department, succeeds Mr. Greenleaf as regional sales manager and man-

ager-construction projects and allied materials;

R. W. Morrison, sales manager, Seattle, becomes manager coal and coke and manager forest and paper products Montana and East, succeeding Mr. Schoonover;

C. D. Merk, assistant to regional sales manager, is named manager, service and equipment, replacing Mr. Opsahl;

W. C. Hageman, district sales manager, Minneapolis, is appointed regional sales manager, and manager, forest and paper products, Montana and West, headquarters in Seattle, succeeding Mr. Cutforth.

A. L. Strom, sales manager, Detroit, becomes district sales manager, Minneapolis, succeeding Mr. Hageman;

P. C. Ivory, sales manager, Portland, Ore., is named sales manager, Detroit, succeeding Mr. Strom;

B. E. Waugh, sales manager, Eugene, Ore., is appointed sales manager.

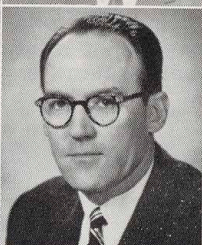
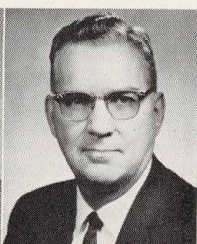
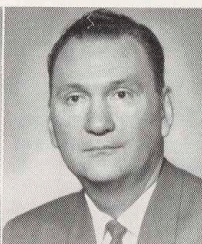
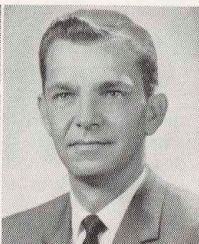
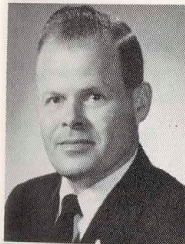
(Concluded on Page 6)

Mr. Opsahl

Mr. Peterson

Mr. Richardson

Mr. Schoonover



Mr. Speakes

Mr. Strom

Mr. Waugh

Mr. Wentz

Five

**GREAT NORTHERN RAILWAY — GREAT FOR FREIGHT**



## GREAT NORTHERN PROMOTIONS—Conclusion

ager, Portland, Ore., succeeding Mr. Ivory;

C. J. Speakes, traveling sales representative, Seattle, becomes sales manager, Eugene, Ore., succeeding Mr. Waugh;

L. A. Richardson, sales manager, Grand Forks, N.D., becomes sales manager, Seattle, succeeding Mr. Morrison;

L. J. Eret, sales manager, Fargo, N.D., is appointed sales manager, Grand Forks, N.D., succeeding Mr. Richardson;

J. R. Peterson, traveling sales representative, Grand Forks, N.D., is appointed sales manager, Fargo, N.D., succeeding Mr. Eret;

L. J. Brokke, sales representative, Grand Forks, is appointed traveling sales representative there, succeeding Mr. Peterson;

R. E. Curtis, chief clerk, Grand Forks, is named sales representative there, succeeding Mr. Brokke;

R. W. Johnson, traveling sales representative, Cleveland, becomes sales manager there;

M. M. Cynkar, sales manager,

Cleveland, is appointed sales representative, Buffalo, New York;

P. D. Haertel, sales representative, Milwaukee, Wisconsin, becomes traveling sales representative, Cleveland;

G. H. Kipka, chief clerk, Milwaukee, is appointed sales representative there.

\* \* \*

The following appointments in Great Northern Railway's industrial and agricultural development department were announced by E. N. Duncan, director.

W. L. Tilton, industrial development agent, St. Paul, has been appointed assistant director, industrial development;

B. D. Rasmussen, industrial and agricultural development agent, becomes industrial development agent;

A. L. Nelson, industrial and development agent, is named industrial and agricultural development agent;

Nick Blazovich, assistant to director, industrial and agricultural development department, is appointed industrial and agricultural development agent.

## 2 INSULATED, HEATER CARS DELIVERED TO GN

Great Northern recently took delivery of two experimental insulated RB heater box cars which will be put into service this Winter hauling potatoes from the Red River Valley of Minnesota and North Dakota.

The plug door, steel-sheathed cars have inside measurements of 50 feet and a capacity of 4,528 cubic feet each.

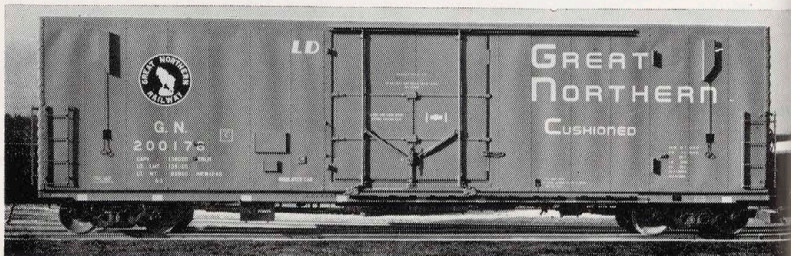
Of special interest are the thermostatically-controlled "Intransit Heat-

ers," methanol-fired.

Fin radiation are placed under the car floors with appropriate ducts and side wall flues. Heated fluid moves through the fin radiators under a thermo-syphon principle.

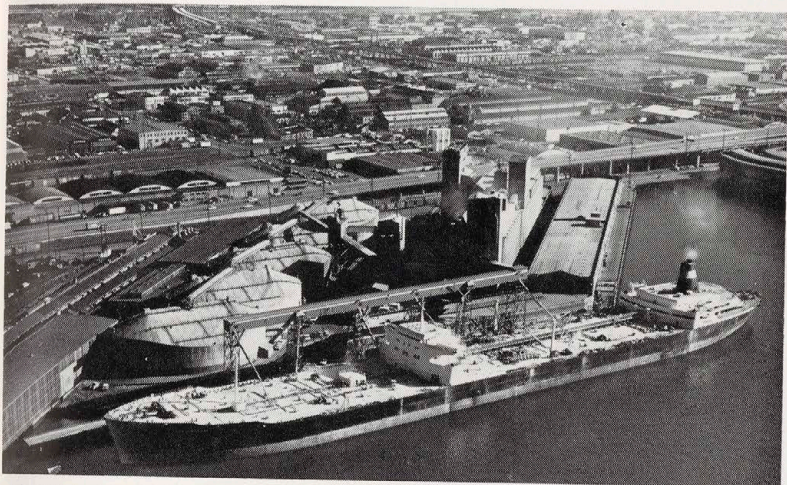
Manually-controlled air vents on sides of the cars permit fresh outside air to enter the cargo area.

The 10-foot-high cars have roller bearings, cushion underframes, wood floors and plywood ceilings and walls.





## 85,914 TONS OF WHEAT LEAVE FOR PAKISTAN



The 940-foot Manhattan, largest vessel in the nation's merchant marine, is loaded with 50,624 tons of wheat for Pakistan at the Port of Seattle. The wheat was taken on at Cargill's grain terminal at Pier 25. Prior to her stop at that port, the vessel also took on wheat at Tacoma, Washington.

## GN Names Manager, Salary Administration

The appointment of John S. Tracy, Jr., as manager, salary administration, of the Great Northern Railway was announced recently by H. H. Holmquist, executive assistant - personnel.



Mr. Tracy

Mr. Tracy, who assumes a new position in St. Paul created by the railway, formerly was employed in personnel

The freight car fleet of the nation's railroads numbers nearly 1.8 million units and has a "lift" capacity of 107 million tons.

services in San Francisco, Seattle, and Sacramento, Calif.

He was graduated from Stanford University with a Bachelor of Arts degree in psychology and received a Masters degree in business administration from Harvard University.

You can guard against heart attack. While science is searching for cures, take these precautions and reduce the risk of heart attack:

Control high blood pressure.

Watch your diet.

Keep your weight normal.

Keep physically fit.

Don't smoke cigarettes.

See your doctor regularly. Only he can help control blood pressure and advise on weight, exercise and the diet for you.

Seven

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

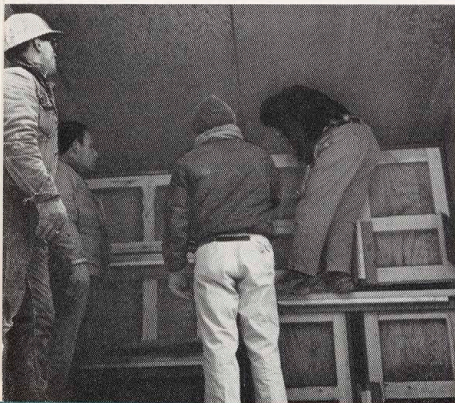




The two vans are checked by Martin Hayes, GN freight carman, shortly after arrival in St. Paul.



Observing departure of the first truckload is A. J. McGuinn, GN supervisor of merchandise service. Below, workmen began unloading benches at the court building site. Secure loading prevented movement in transit.



TO NEW ST. PAUL BUILDING—

## GN Piggybacks 20 Trailerloads Court Furniture

Piggyback delivery has many advantages and among them is the delivery of cargo from the shipper's door to the door of the receiver in the same van.

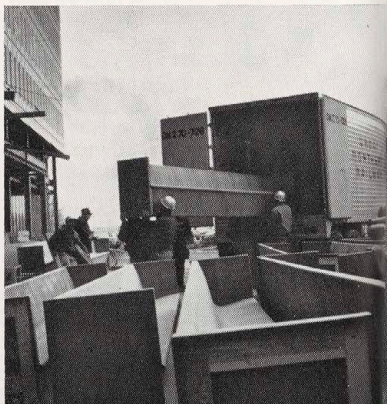
Unnecessary handling and crating is eliminated and money and time is saved.

Great Northern recently participated in such a movement that saw the shipment of 20 trailerloads of 18-foot courtroom benches, bookcases and other court furniture from the Crookston Milling Company in Minnesota to the new Federal Courts building under construction in the heart of St. Paul's loop.

Forty-foot vans were utilized to ship fourteen, 18-foot courtroom benches in each van from the plant to the site. The vans were among 10 purchased from the Brown Trailer Company, a division of Clark Equipment Company.

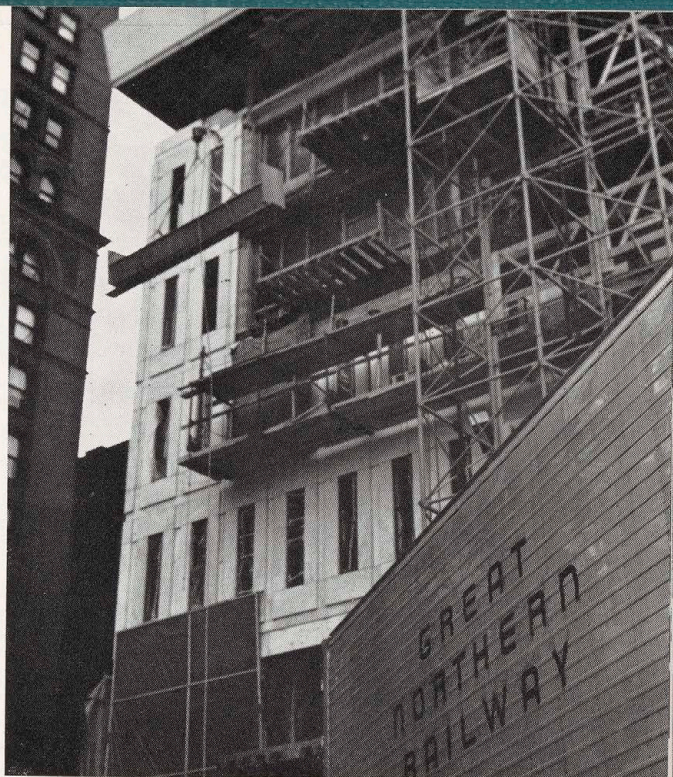
The Crookston Milling Company  
(Concluded on Page 10)

The benches are carefully unloaded after the packing had been removed. Extra care had to be taken with the cargo.

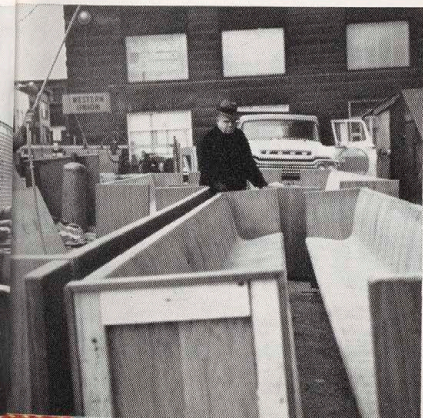




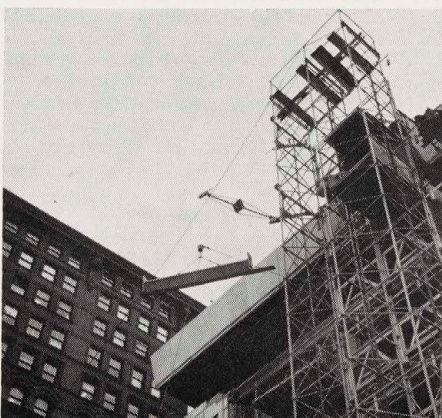
Soaring skyward—seven stories—is one of the courtroom benches. The new building is part of St. Paul's Capitol Centre redevelopment.



Once unloaded, the benches are closely checked by Mr. McGuinn. They had no apparent damage.



Builders provided an opening in the side of the structure through which the benches entered the building.





## Ledegar Succeeds Norris As Asst. V. P.

The appointment of A. A. Ledegar as assistant vice president, accounting department of the Great Northern



Mr. Ledegar



Mr. Norris

Railway succeeding Walter N. Norris who retired effective January 31 was announced by J. A. Tauer, vice president and comptroller.

The following promotions also were effective that day:

G. A. Richardson, senior assistant comptroller, was named deputy comptroller;

R. F. Garland, auditor, became assistant comptroller, and B. L. Behler, assistant auditor, succeeded Mr. Garland as auditor.

\* \* \*

Mr. Ledegar has been senior assistant comptroller since October, 1964. He joined Great Northern in 1927 as a clerk in the comptroller's office and subsequently was appointed special accountant, assistant to the comptroller, assistant to the general auditor and assistant comptroller.

A native St. Paulite, Mr. Ledegar attended Hamline University and was graduated from the University of Minnesota and the St. Paul College of Law.

\* \* \*

Mr. Norris has been with the railway for 47 years. He also entered GN service as a clerk. He held vari-

Ten

ous positions until 1927 when he was named assistant special accountant in the comptroller's office.

During the ensuing years, he was appointed assistant statistician, special accountant, tax accountant, assistant comptroller in 1946, and general auditor in 1952. He was named assistant vice president, accounting department, in September, 1964.

Mr. Norris has been active in civic and social organizations.

### PIGGYBACK—Conclusion

fabricated the benches from walnut. They were sanded, but unfinished. The latter is performed in the new building.

Special care was taken in shipment to prevent marring the wood. Consequently, the benches had to be unloaded in dry weather. Moisture marks the unfinished wood.

A. J. McGuinn, GN supervisor of merchandize service, observed the unloading at the building site and inspected the benches. He reported that GN handled them through destination without apparent damage.

A special motorized sling raised the benches seven stories and into an opening in the building provided by the builders.

**GIVE...  
so more will live  
HEART  
FUND**



**PROGRESS IS A GREAT NORTHERN HABIT**





### Some Yoke!

The wife was determined to please her irritable husband and when he ordered eggs and bacon for breakfast, she didn't appear disturbed when he asked for one fried egg and one scrambled.

She hurriedly cooked the order and asked: "Now, how was that, darling?" "I knew you'd do it," he yelled. "You fried the wrong egg!"

### Going Up

The astronaut was poised in his capsule, ready to be launched.

"How do you feel?" a reporter asked.

"How would you feel," the astronaut replied, "if you were sitting on top of 15,000 parts — each supplied by the lowest bidder?"

### Just An Old Hen

Teacher: "Now, Johnny, if I lay two eggs here and three over there, how many will there be altogether?"

Johnny: "Personally, teacher, I don't think you can do it."

### Service-Minded

"What have you ever done for humanity?" the judge asked the convict.

"Well, judge," he replied, "I keep three or four detectives working regularly."

### Numbers Game

"The strangest thing happened to us," one gambler told the other. "We arrived at the racetrack at 11 a.m., rented a motel and got number 11, and our boy was 11 that day. Later I noticed the 11th race had 11 horses so I put \$2 on the 11th horse."

"And how much did you win?"

"My horse came in 11th!"

### Stellar Performance

"What are all these zeroes on your report card?" the father asked his son.

"Those ain't zeroes, pop," the boy said. "The teacher ran out of stars and gave me moons."

### Stony Silence

"I don't know how it happened," the stewardess told the husband, "but we seemed to have left your wife behind in the terminal."

"Thank heaven!" exclaimed the man. "I thought I had gone deaf."

### Split Decision

The minister returned home dejected and told his wife he just gave a sermon instructing the rich to aid the poor.

"And," asked the wife, "did you convince them?"

"I was half successful," the minister said, "I convinced the poor."

Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



# SPRING SKIING'S 'SPRUNG' ON THE BIG MOUNTAIN



*"Skiing on top of the world." From atop the mountain may be viewed the beautiful Flathead Valley of Montana, Whitefish lake and the community of Whitefish.*

When the extreme blasts of Winter are over and the sun begins to rise earlier each day, skiers turn to the West for exhilarating Spring skiing.

At The Big Mountain at Whitefish, Montana, the south-facing slopes "embrace" the warming sunshine and the tanning glow is evident on skiers' faces.

The ski resort in the Montana Rockies situated on the main line of Great Northern Railway has been experiencing a booming year both in terms of skiers and snow.

By mid-January, the "hill" had more than 110 inches of powder and thousands of skiers. After an early start that was contrary to most western ski areas, the snow continued to fall to much-above average totals.

Many midwestern skiers, who are content to practice on man-made snow or minor natural snowfalls, are amazed by the acres of untracked snow trails and slopes at The Big Mountain.

Emerging from between snow-encrusted pines, a skier jumps a small snow mound as he skims to the valley below.

*Twelve*



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One of the most attractive features for skiers is the lack of lift lines. The mountain has a 6,800-foot double chairlift, with a rise of 2,000 feet; a 3,200-foot T-Bar rising 1,024 feet and a 1,800-foot Poma lift rising 325 feet.

This year, the management installed a "Mitey Mite," a rope of steel equipped with 25 handles. It is 600 feet long and has a vertical rise of 200 feet.

Special "Ski Ball" all-expense ski tours are available late Winter and early Spring. Six big days of skiing are featured which includes all meals, all the ski lifts, five nights of lodging in chalet or lodge or in motels or resorts in Whitefish.

Transportation to and from the  
(Concluded on Page 14)

*Thirteen*

Two skiing enthusiasts unpack their luggage in their Big Mountain lodge room. The building also houses a dining room and lounge.





## Spring Skiing's Great!—Conclusion

train and special "Ski Ball" activities are included—plus round trip coach fare via Great Northern's Empire Builder or Western Star—depending on origin of trip.

The choice of Ski Ball weeks are April 3-8, April 10-15, and April 17 to 22. Prices from Seattle, Tacoma, Everett are \$110.50 per person; from the Twin Cities, Fargo, Moorhead,

\$134.75; from Duluth-Superior, \$136.75, and from Chicago, \$152.90. (Meals on trains are not included in the above packages.)

There also are special Ski Fun Weeks that range through February, March and April. Details on these packages may be obtained from your Great Northern ticket office or your travel agent.



Rocky, the Great Northern Goat, and other "advance men" for the annual Whitefish Winter Carnival are greeted in Portland, Oregon's, Union station by a delegation from the Royal Rosarians, headed by Prime Minister Lee Hansen, right, rural sales manager for Pacific Power & Light Co., and Linda Sherwood, PP&L secretary. Costumed as Rocky is Bill Miller and the Viking is Jerry Thompson, both of PP&L's Montana division sales staff. The Whitefish carnival is February 17-19.

### New Rail Cars

U. S. Railroads and private car lines took delivery of 9,051 new and rebuilt freight cars in June, bringing the total additions of these cars for

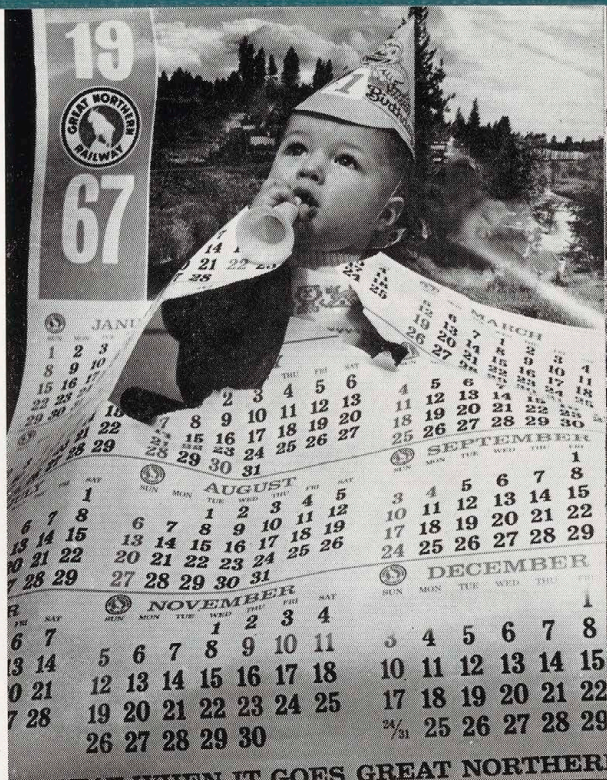
the year to 52,043, according to the Association of American Railroads and the American Railway Car Institute, in a recent report.

Fourteen

**PROGRESS IS A GREAT NORTHERN HABIT**



# Tot Comes 'Through' New Year In Fine Style!



Celebrating his first birthday and New Year's day on January 1, Kenneth Paul Russell of Klamath Falls, Oregon, made Page One of the HERALD AND NEWS by literally breaking through the "time barrier." A Great Northern Railway calendar

was the prop for the picture and young Kenneth seemed to enjoy posing. Many thousands of the railway's calendars serve a more practical purpose in business offices, but the company's always happy to see a tot having fun. —Don Kettler Photo.

## Railway Exposition Rescheduled At Chicago

The 1967 American Railway Progress Exposition will be held in Chicago as originally planned—but at the International Amphitheatre instead of fire-gutted McCormick Place.

The exposition, October 8 through 13, will include an outside exhibit and show more than 50 million dollars worth of the latest in railroad equipment and supplies.

More than 50,000 railroad and railway supply officials, shippers, government officials and other persons are expected to attend.

Railroad and other organizations which have scheduled meetings in Chicago during the exposition will hold them as originally planned.

Sponsors of the event are the Combined Railway Suppliers.

Fifteen

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**



# Top Traveling Salesman



*Great Northern's EMPIRE BUILDER,  
one of the world's fine trains, sets high  
standards for the railway's freight services.*

Like any good salesman, the EMPIRE BUILDER sets a fast pace. It moves between Chicago and Seattle-Portland in just 44½ hours, but our transcontinental freight trains come close to matching this speed.

The EMPIRE BUILDER carries thousands of persons every year. The smooth, safe and comfortable ride we give our passengers is over the same well-groomed road-bed that helps us deliver your freight speedily, dependably, and in good condition. Know-how is an important factor and we've got that, too.

Experienced Great Northern freight (and passenger) sales representatives are located in most principal U.S. and Canadian cities. They will welcome any opportunity to assist you, as will G. D. "Jerry" Johnson, General Sales Manager, Great Northern Railway, 175 East 4th Street, St. Paul, Minnesota 55101.



## **GREAT NORTHERN RAILWAY**



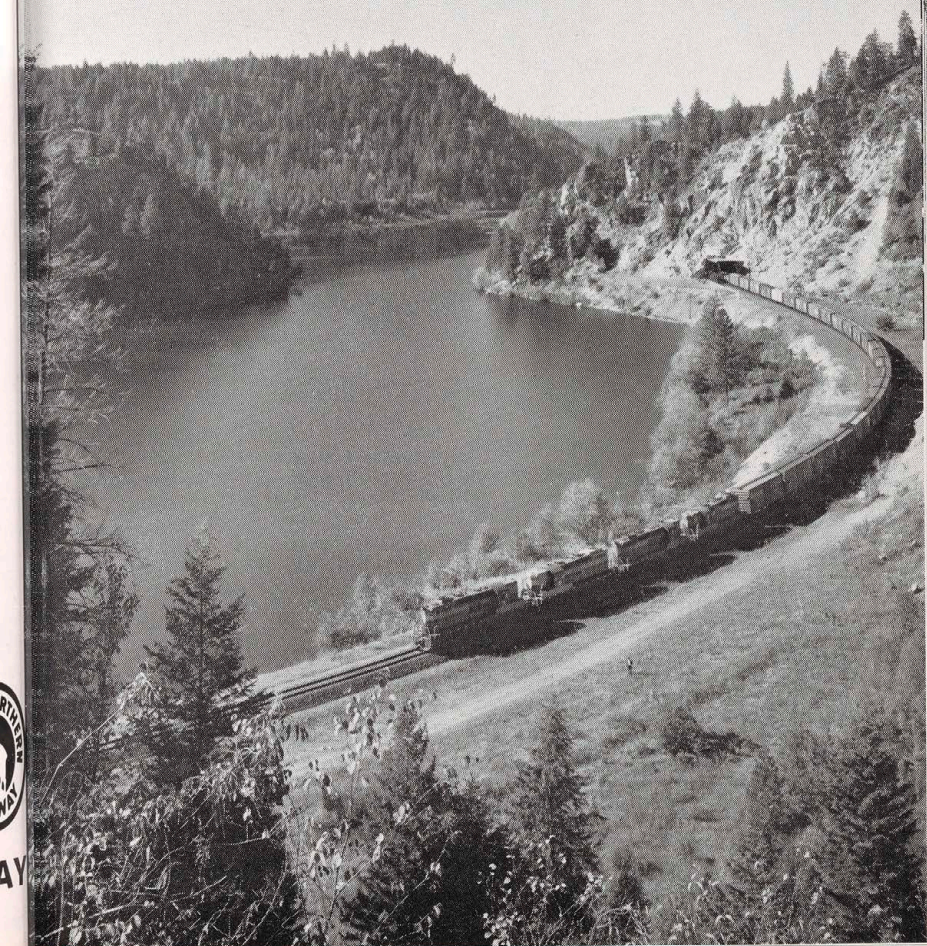
*The Great Northern*

# GOAT

*March, 1967*



AY







Vol. 37 March, 1967 No. 3

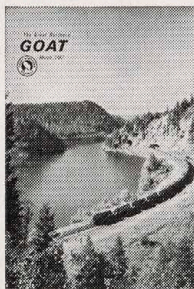
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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



An east-bound Great Northern freight train winds along the Little Spokane river east of Spokane, Wash., through Scotia canyon, near the Washington - Idaho border.

Two

### Your Railroads

Just how does a company or an industry go about keeping ahead of cost increases during this inflationary era?

For several years, the railroads have provided an excellent example.

They have done it by means of a technological revolution that has tailored rail transport to the needs of shippers as never before. A book could be written about just one phase of this revolution — piggybacking.

Piggybacking may sound like a child's game, but in railroad terminology, it means hauling truck trailers and containers on flatcars.

In 1965, for the first time, flatcar piggybacking passed the million-car mark. The upward trend continued in 1966 to a year-end total of 1,152,731 rail cars loaded with 1.9 million revenue highway trailers or containers — a gain of 12.4 per cent over 1965.

Official figures show that, "more and more shippers — and, in turn, the consuming public — are benefiting from transportation savings made possible by piggyback's door-to-door service, its low handling costs and its expedited movement."

As a result of the growth in piggybacking, railroads are developing specialized flatcars, loading equipment and piggybacking freight yards. They are acquiring larger flatcars designed to handle a capacity of 70 tons.

Virtually anything is now transportable by piggyback. Typical movements include coffee, furniture, drugs, glass containers, textiles, electronic equipment, soap, electrical appliances, machinery, meats and other perishables.

The rails, with good reason, have been called a new growth industry.

Although still handicapped by horse and buggy regulations and restrictive federal tax policies, they have shown they are and will work to remain the foundation of mass transportation.

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





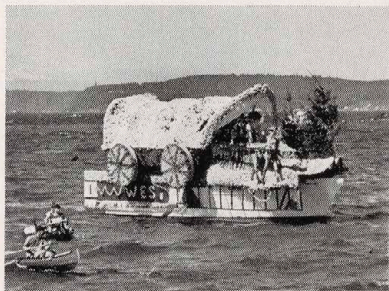
## Daffodil Festival Signals Western Spring

Called the "birthplace of Spring," the Puyallup Valley in the Puget Sound heartland of Washington State is about to unveil the Pacific Northwest's prettiest farm crop of 30 million daffodils.

The blooming of more than 500 varieties of daffodils, for which the area is known world-wide, starts in February and continues through mid-April. The golden harvest coincides with the nine-day Daffodil Festival staged jointly by the Puget Sound communities of Puyallup, Sumner, Orting and Tacoma.

Festival-time attracts hundreds of thousands of spectators from the

Queen Susan Bona of Tacoma, Washington, stands in a field of daffodils with snowy Mt. Rainier in the background. Below, is the sweepstakes winner of the marine regatta which featured 40,000 live daffodils.



(Concluded on Page 4)

Three

**BETWEEN GREAT LAKES AND PACIFIC NORTHWEST**



### **Editor Caught 'Dozing' On Snowdozer Story**

It may be that the volume of snow is finally getting to the editor of the GOAT magazine, but it's obvious he can't get away with giving the readers a "snow job."

In plain English, the editor was caught "dozing" on the job.

As it has been pointed out by many persons in varied positions, the four new snowdozers built by Great Northern and reported in the February issue of the GOAT were built at the railway's St. Cloud shops and not the Dale Street shops in St. Paul.

They were constructed at a cost of \$45,000 each.

As L. P. Zierdan, St. Cloud shop superintendent, pointed out in a letter, "When better equipment is built, St. Cloud Shops builds it!"

### **Larger Freight Cars Cost More To Build**

Freight cars going into service are not only larger than those being retired, but also are better suited to shipping requirements.

The new cars are equipped with roller bearings or improved solid bearings using advanced types of lubricators, plus better springing to give goods a more gentle ride.

Many have cushion-type underframes for improved impact absorption, cargo-securing devices, large door openings for quick loading and unloading, etc.

Such improvements are reflected in a doubling of the price of the average freight car over the past decade.

*Four*

## **OUR FOREST FRIENDS**

FOREST FIRES HURT



### **DAFFODILS—Conclusion**

Pacific Northwest. Many arrive by train for the fun.

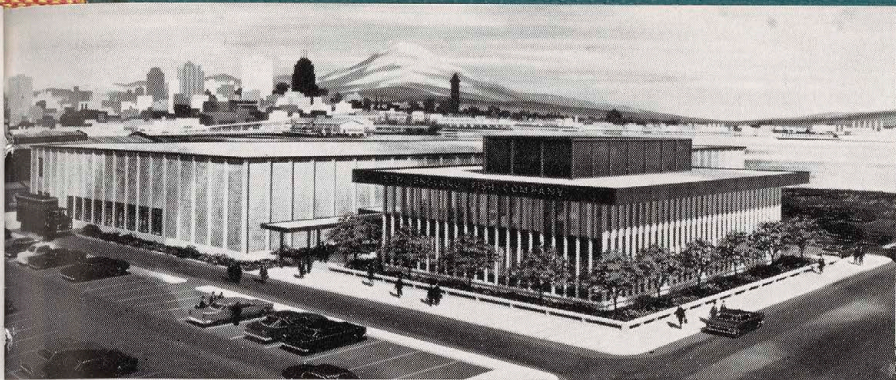
This year the fete marks its 34th year and has the theme of "Fun 'n Fantasy." The calendar includes a ski tournament on Mt. Rainier and concludes with an all-Puget Sound regatta of daffodil-decorated yachts, sailboats and fishing craft.

On April 2, a fun-filled day will be evident for travelers from Tacoma, Seattle, Portland and other Pacific Northwest railheads. Festival participants will be taken to daffodil fields between Puyallup, Sumner and Orting on a Daffodil special train.

The coronation night in Sumner's Spartan hall will be April 3. A queen will be named. The grand floral parade of daffodil floats using 2 million blossoms is scheduled to pass through the communities on April 8.

Many other events — such as balls, athletic events and flower shows are slated for the festival.





## FISH FIRM PLANS BUILDING ON GN OCEAN SITE

A five-acre site sold by Great Northern Railway to the New England Fish Company is to be the home of one of the largest fish processing, storage and office complex in the nation.

The land, filled and prepared as an industrial site by GN, is along the railway's Pier 88 property on Elliott Bay, located about half way between the Seattle city center and GN's Interbay yards. The area is ideally suited for rail and ocean shipping.

Construction of the new facility, to cost about 2 million dollars, will start this Spring with completion expected by the end of the year.

Many innovations for the processing, freezing and storage of fish will be contained in the new buildings, separated by a landscaped courtyard.

The office building will be two stories high with provisions for adding a third story later. This structure will be 63 x 100 feet and will house a lunchroom on the upper story.

Sydney M. Rosenberg, president of New England Fish, says the plant, 152 x 238 feet, will have a capacity of nearly 7 million pounds of seafood. Storage areas will maintain a temperature of 25 degrees below zero.

"We purposely selected a site that will allow for growth," Rosenberg said. "The waters of the Pacific are teeming with food for the world. This

is a food rich in protein. We are certain there are untapped reservoirs of seafood that will make this a vital industry for many years."

## GN's K. D. Thornton Heads Passenger Unit

The Washington, D. C., Passenger Association has elected Kern D.



Mr. Thornton

Thornton, Great Northern sales manager in Washington, as president of the group.

Other elected officers are Anthony M. Ferraro, American Express Company, first vice president; John T. Farrell, Santa Fe Railway, second vice president, and Walter L. Smith, National Industrial Traffic League, secretary-treasurer.

## R. F. Anderson On Rail Group

Robert F. Anderson, district sales manager for Great Northern in Portland, Oregon, has been appointed by that community's Chamber of Commerce to serve as chairman of the Rail Carrier's Committee for 1967.

Five

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



## 5 N.D. Women Legislators From GN Territory



Studying a legislative question in the North Dakota House of Representatives are, from the left, Mrs. Donald (Aloha) Eagles, Republican, Fargo, 21st district; Grace Stone, Republican, Grand Forks, 18th district; Fern E. Lee, Republican, Towner, 7th district; Brynhild Haugland, Republican, Minot, 5th district, and Helen Claire Ferguson, Republican, Rugby, 12th district.

North Dakota women, bent on a political career, seem to fare better in territory served by the Great Northern than in any other part of the state, election results seem to point out.

In the state's primary election last September, 13 of the fairer sex filed as candidates for the House of Representatives from various districts.

Only five of them survived the general election in November to emerge as full-fledged representatives. All five live on the Great Northern Railway's main line.

They are Brynhild Haugland, Minot, who is serving her 14th term and has served longer than any of the present 98 members of the House;

Fern E. Lee, Towner, 7th district; Helen Claire Ferguson, Rugby, 12th district; Mrs. Lloyd J. (Grace) Stone, Grand Forks, 18th district; Mrs. Donald (Aloha) Eagles, Fargo, 21st district.

The latter four are newcomers to the Legislature and it was the first time any of them sought public office on a state-wide basis.

All five were Republican party endorsees in their districts.

American railroads' 214,000 miles of rail right-of-way are five times the length of the interstate highway system and equivalent to a separate trans-continental railroad every 17 miles from Mexico to the Canadian border.

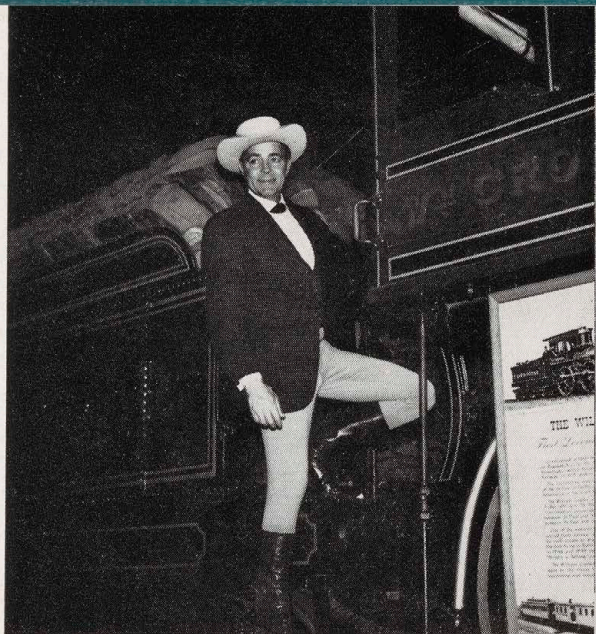
Six

**INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS**



## TV STAR VISITS GN's ENGINE NO. 1

Dale Robertson, TV star of ABC's "Iron Horse", visited Great Northern Railway's William Crooks Steam Locomotive in St. Paul's Union Depot. The Engine was the first in Minnesota and has been deeded to the Minnesota Historical Society. Dale appeared at the St. Paul Winter Carnival.



## Heroic Youth Who Saved Tot Gets Carnegie Award

On June 9, 1965, John A. Johnson, then 16, of Melrose, Minnesota, was cycling near Great Northern's depot there and saw a 2½-year-old girl sitting between the tracks in the path of an oncoming train.

He jumped off his bicycle and whisked the girl away from certain death as GN's Western Star passenger train bore down a scant 40 feet away.

On January 18 of this year, John was notified by David B. Oliver, Manager of the Carnegie Hero Fund Commission of Pittsburgh, that his act of heroism won him a bronze medal and \$750 to further his education.

"A report on your act was furnished to us later through the courtesy of Mr. P. B. Rasmussen, superintendent of the Dakota division, Great Northern Railway, Grand Forks, North Dakota," Mr. Oliver wrote the youth.

The girl, Nancy Reiland is the daughter of Mr. and Mrs. Orville Reiland.

Shortly after his heroic deed, Great Northern awarded John shares of GN stock. He is the son of Mr. and Mrs. Garland L. Johnson. Mr. Johnson is a yard clerk for GN in St. Cloud, Minnesota.

## Baltimore Passenger Group Elects 1967 Officers

The Baltimore Passenger Association has elected Al Rossi of the Harford Motor Coach as president of its organization.

Other new officers are B. M. Little, B&O, first vice president; O. L. Peebles, Pennsylvania, second vice president; R. H. Jenkins, Seaboard Airline Railroad, treasurer, and Ralph Smith, Pennsylvania, secretary.

Seven

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



## GN Enters New 'Era' With Taconite Handling Facility

The golden flow of taconite pellets which has triggered a dramatic rebirth of Minnesota's Iron Range will reach Superior, Wisconsin early this year. Preparation for a new era already has left the stamp of progress on that community and one of its oldest industries.

The industry is Great Northern Railway's vast Allouez ore-handling complex. Here for 75 years the rich red ore has arrived by the trainload from the mines, to be graded, blended and transferred to the cavernous holds of the long, low carriers which ply the Great Lakes, feeding the eastern blast furnaces. The transfer from rail to water is made at the largest iron ore docks in the world.

Each year as late Fall rushes toward early Winter and ice grips the three great docks thrust out into Lake Superior, the traditional ore season comes to a close and the hectic tempo of Allouez subsides until Spring.

But all of that will change this year with the coming of the little iron-rich taconite pellets and Great Northern's preparations to handle them by the unit trainload on a year-round basis. Toward that end the railway has invested approximately \$8.1 million in

specialized facilities, principally at Superior.

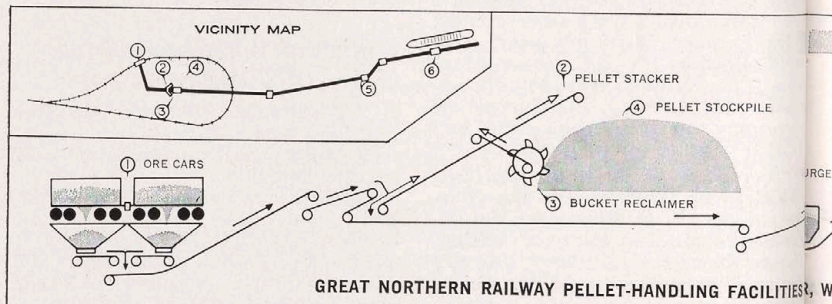
The installation at Superior is predicted on the beginning of large-scale commercial production at two new taconite pellet plants served by Great Northern on the western Mesabi Range.

These are the \$70 million National Steel Pellet plant near Keewatin and the \$56 million Butler Taconite plant near Nashauk. Both are operated by the Hanna Mining Company.

The Nashauk plant will have an annual capacity of 2 million tons of pellets, primarily for Inland Steel Corporation and Wheeling Steel Corporation. The Keewatin plant will be capable of producing 2.4 million tons and will provide pellets for National Steel Corporation.

To serve these two plants, Great Northern has constructed seven miles of new spur tracks. And to move the pellets to Superior it has assembled a 200-car unit train of specially-equipped ore hoppers which will alternate between the plants in speedy daily service to the railway's new pellet-handling facility at Allouez.

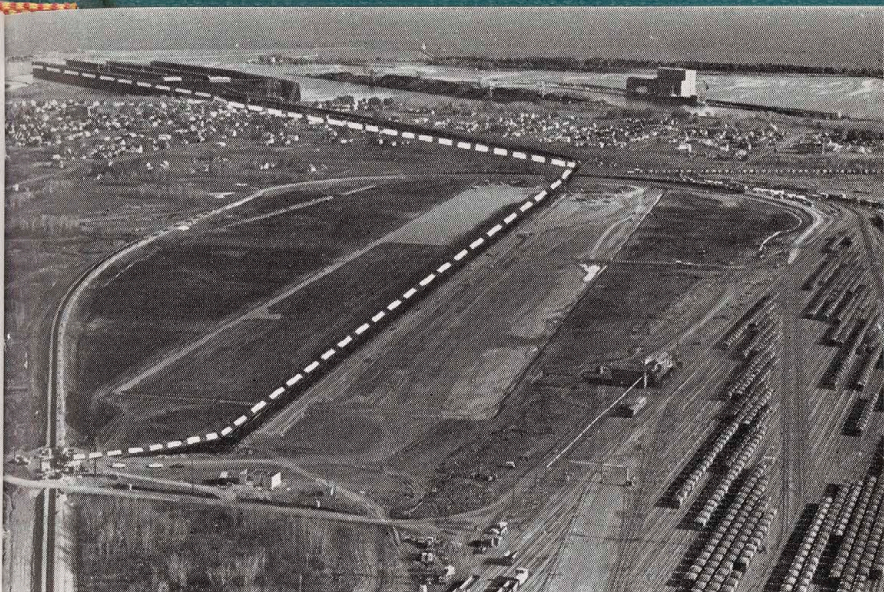
Each train will carry 15,000 tons, or 75 tons per car, making the 230-



Eight

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





An aerial view of the taconite-handling facility at Superior, Wisconsin, shows the conveyor system (dotted line) under construction. It will transport taconite pellets from the unloading point to the end of the pier. From that point, they will be deposited into 374 pockets in the dock and eventually chuted into the holds of ore boats positioned below. An 8,000-foot track will encircle a stockpile area.

mile round-trip in an estimated 13 to 14 hours, including loading time.

On arrival at Allouez the train will remain fully coupled, except for the locomotive, as it is advanced through a receiving station constructed just west of the present classification yard. Here cars are automatically positioned

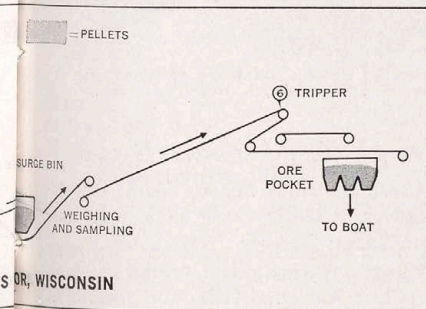
for dumping into an underground hopper two at a time. Unloading will be at the rate of 3,000 tons of pellets, or 40 cars, per hour.

During the Great Lakes shipping season, the taconite pellets will move directly from the unloading point over an intricate two-mile conveyor belt system extending to the end of GN ore dock No. 1. Enroute they will be automatically weighed. On the dock a belt feeder with tripper on a boom will deposit the pellets into any of 374 pockets, each with a capacity of 275 tons.

The pellets eventually are chuted by gravity from the loaded pockets into the holds of ore boats positioned below.

With the close of the shipping season, pellets will continue to flow from the taconite plants to Superior, but will be stockpiled on the ground in

(Concluded on Page 10)





## TACONITE HANDLING FACILITY—Conclusion

a specially-prepared storage area. There, a huge, 85-foot stacker, mounted on a 3,000-foot section of rail and equipped with a 160-foot boom conveyor, will deposit each taconite plant's output separately in piles up to 50 feet high.

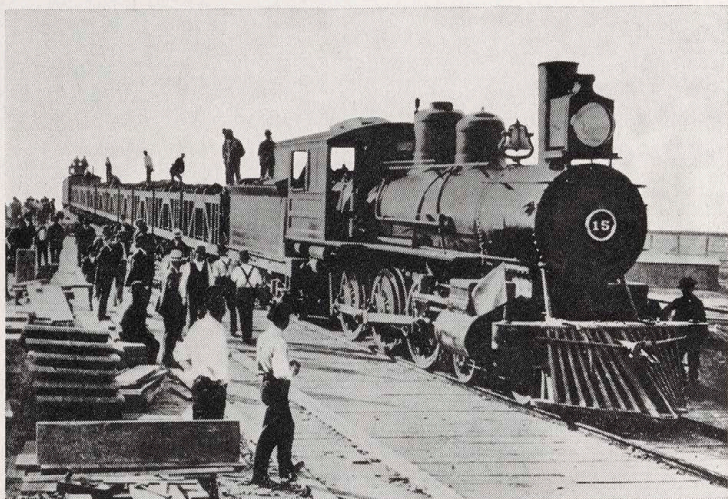
Initially, GN will have stockpiling facilities for 2,200,000 tons of pellets, but expansion allows for 5½ million tons in storage.

With the resumption of shipping, the stockpiled pellets from the previous Winter will be gradually removed by a bucket wheel reclaimer and de-

posited with the currently-arriving trainloads on the main belt moving to the dock.

Around the perimeter of the storage area is an 8,000-foot track which provides a giant loop on which the direction of the pellet train is reversed as it is unloaded.

And thus it is that Superior and Great Northern Railway are prepared to enter the taconite era full stride in 1967 — the diamond anniversary year of their long and fruitful partnership in the handling of Minnesota iron ore.



The first load of iron ore to be transported from the Mesabi Iron Range of Minnesota by railroad to Great Northern's docks at Superior, Wisconsin, is shown pulling 10 cars in 1892.

### GN Agent Elected Treasurer of N. Y. Passenger Group

Harry Bjork, Great Northern's city passenger agent in New York City, has been elected treasurer of the New York City Association of Passenger and Ticket Agents.

Other elected officers are Fred

Lammer, Santa Fe, president; Robert Oliver, Atlantic Coast Line, first vice president; Homer Tomlinson, Long Island, second vice president, and Arthur Rowan, Burlington, secretary.

Ten

**PROGRESS IS A GREAT NORTHERN HABIT**





# Goat Gaieties

## Wrong Number

Teacher: "What happened in 1492?"  
 Tenement Kid: "Don't ask me. We live in the basement."

\* \* \*

## Sock Him!

The young bride proudly displayed her new pair of textured stockings, posing for her husband. "What do you think of them?" she asked.

"I wouldn't worry about it, honey," he said. "But if they don't clear up in a couple of days, we'll call the doctor."

\* \* \*

## Hit And Run

A man and his young daughter were standing in a crowded elevator. Suddenly, a shapely woman in front of him, turned around and slapped him and left in a huff.

"What did she do that for?" he blurted to the fellow passengers.

"Don't feel bad about it, daddy," the young girl said. "I didn't like her either. She stepped on my little toe so I pinched her!"

\* \* \*

## Learning Fast

"What is college bred, pop?"

"College bred, son," the father orated, "is a four-year loaf made from the flavor of youth and his old man's dough."

## Short-Short

A long-winded toastmaster kept the audience fidgeting for 50 minutes. Finally, his supply of words ran out. "And now," he said, turning to the next speaker, "I'm going to call on Mr. Jones to give his address."

Mr. Jones rose.

"My address," he said, "is 922 Plum Street and I'm going home!"

\* \* \*

## Double Duty

First Wife: "Gee, Myrtle, the bank returned my check."

Second Wife: "Are you ever lucky. What are you going to buy with it next time."

\* \* \*

## Grab Bag

"You youngsters of today want too much money. Do you know what I was getting when I married your aunt?"

"No," the youth replied, "and I bet you didn't either."

\* \* \*

## Jet Propulsion

"Daddy, I need 50 cents to take to school today."

"What for?"

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

*Eleven*

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

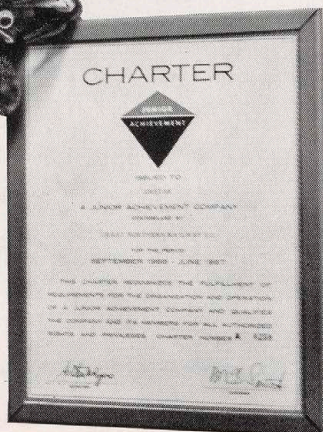


# Buy An Octopi? See A GN Achiever

❧ ❧ ❧  
The 'What's it' Intrigues Students, Bosses



Enraptured by the product she and fellow Achievers produce, this winsome miss inspects them at close range.



One look at it prompts the question: "What is it?"

But upon closer observation, it is obvious that the mystery product is a fuzzy, eerie octopi.

The strange creature is a product of EMSTAR, a Junior Achievement firm counselled by Great Northern employees.

The idea for the unique product (which has caught on with young and old alike) came from the West Coast where it was a popular seller with a Junior Achievement Company.

Constructed from wired chenille and a styrofoam ball, the "monsters" are just what the doctor (or psychiatrist) ordered to get your mind off your most current problem.

Consisting of one-half of a styrofoam ball, a series of six-inch chenille lengths, a "cap" and eyes, the octopi are available in 20 different colors. Many of them are made to order in school colors. They sell for \$1.00.

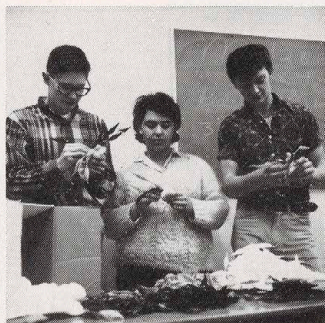
EMSTAR is composed of 20 teenagers from 12 high schools. There are 90 shareholders, each owning a share of blue chip stock. The Achievers hope to pay a dividend on the stock this year, and if sales continue at the current pace, there should be no doubt they will.

The company expects to manufacture approximately 900 octopi. By mid-February, the youths had sold 550. A group expected to sell octopi at the Minnesota State Hockey tournament in St. Paul that month and many high school students were likely customers.

One enterprising girl, Kate Lutz

Twelve





Long lengths of colored chenille are used to form the legs of the octopi. At left, a trio of JA'ers cut the chenille to proper lengths. They are inserted in a styrofoam ball, center, and shaped. Then the eyes are glued on the "monster."

of White Bear Lake, Minn., a St. Paul suburb, sent one to President Johnson and received a prompt reply from the president's personal secretary, Juanita D. Roberts.

The secretary wrote in part: "The president extends to you and your associates his thanks and every good wish."

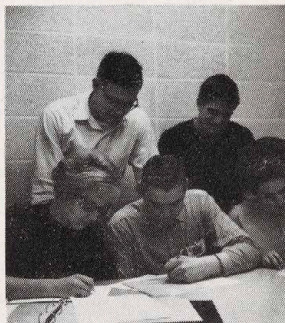
Officers of EMSTAR are Dean Sheldon, president; Mary Walz, secretary; Kathy Ziton, treasurer; Jeff Gorton, vice president, sales; Terry Schai, vice president-manufacturing; Kay Lovness, personnel director;

Roger Westerberg, safety director, and JoAnn Gammel, public relations director.

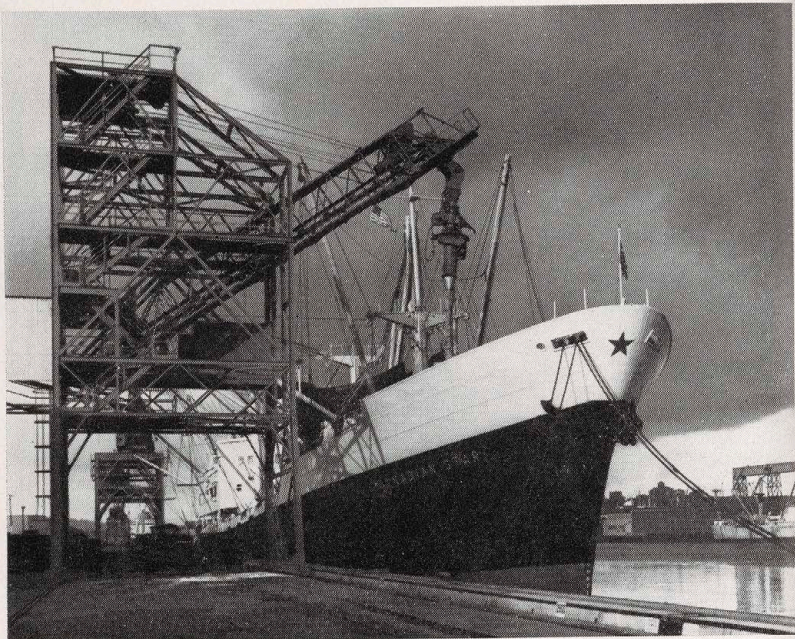
Other Achievers, also directors, are: Kathleen Baldinelli; Larry Burfiend; Margaret Dourney; Julianne Lovell; Kate Lutz; Dennis McPartlin; Jean Nelson; Janet Olson; Corliss Rabeneck; Daryl Westerveld, and Barbara Zappa.

EMSTAR advisors, who are GN employees, are: Gerry B. Nelson, management; Ivan G. Millin, production; Gary Steinhibel, management, and Dan Schultz, sales.

Seated at the production table, the Achievers are assembling additional octopi. In the center photo, a close inspection is given the octopi. Officers of the company, right, study the company's books.







The Canadian Star is shown at the Port of Seattle taking on 1,800 tons of crude vermiculite that was shipped from near Libby, Montana, via Great Northern jumbo hopper cars.

## GN-Hauled Vermiculite Loaded Into Ship

The Port of Seattle's new small-lot, bulk-handling facility added another "first" to its credit recently when it loaded about 1,800 tons of crude vermiculite ore on the Blue Star Line's "Canadian Star" at Terminal 20.

The ore originated at the Zonolite division of the W. R. Grace & Co., Libby, Montana, plant and arrived in jumbo hopper cars via Great Northern Railway. This was the first export shipment of bulk vermiculite.

W. W. Spangler, general traffic manager of the Zonolite Division, said the shipment is likely the forerunner of similar and probably larger movements in the future.

The ore is consigned to an English firm with all the arrangements for this initial export shipment handled by Seaport Shipping Company, Seattle.

After processing with heat, the crude ore is transformed into the more familiar and versatile feather-light pellets used in insulation, soil conditioning, conglomerate in concrete, fertilizer and even as a vitamin carrier in animal feeds.

Open-pit mining of vermiculite at the Libby plant is done throughout the year. Different ores are blended on belt conveyors to form a uniform mill feed of approximately 35 per cent vermiculite.

Concentrates are subsequently con-



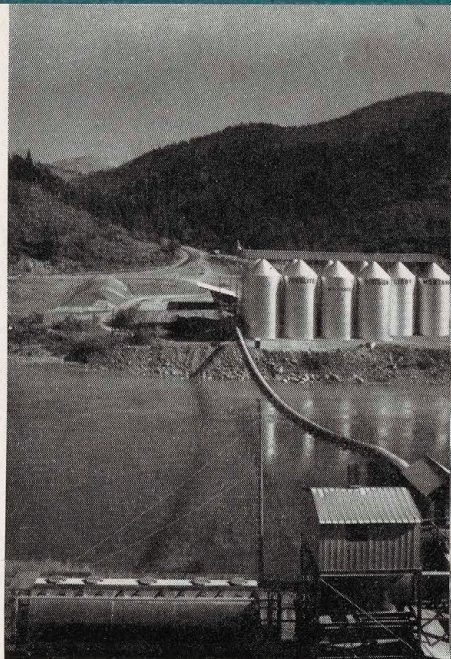
veyed across the river on a belt built on suspended cables. They are loaded by an automatic loading-weighing device into boxcars for shipment on the Great Northern.

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

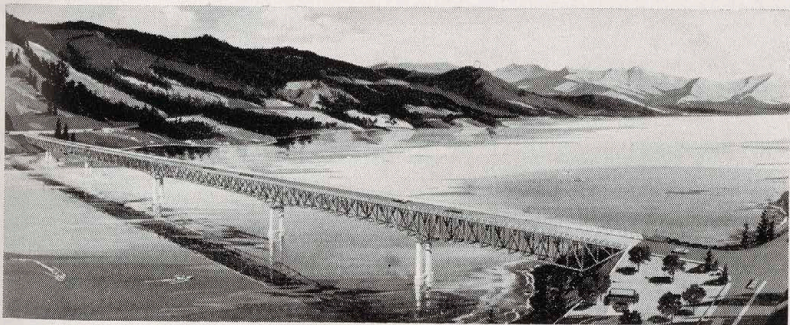
Expanding vermiculite is free-flowing and highly absorbitive. It is available in a variety of forms and particle sizes.

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

The Zonolite division of the W. R. Grace Company near Libby, Montana, is a source of vermiculite. The material is mined in the distant mountains, stored in the tanks across the river and transported for loading by the unique conveyor system. A GN jumbo hopper is shown taking on vermiculite.



## Longest, Highest Bridge In Montana



Construction of the proposed 2,437-foot-long Libby dam reservoir bridge and approach roads will begin next Summer, the Army's Corps of Engineers announced in Seattle.

It will be the longest and highest bridge in Montana and will span Kootenai river lake which will be

formed by the backing waters.

Reaching across the reservoir a few miles south of Rexford, Montana, the surface of the six-span deck truss bridge will be about 286 feet above the river, but will have a 28-foot clearance above high lake level. The lake will extend 42 miles into Canada.

*Fifteen*

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





Because it snows, everything grows (including Great Northern Railway)

**CHEER FOR POWER!** Born in the snows of the Rocky Mountains are two mighty river systems—the Columbia flowing west and the Missouri coursing southeastward to the Mississippi. The Columbia, through a network of nine power dams, generates more than 8.1 million kilowatts of electric power.

This abundance of fresh water and low-cost electric power makes the land Great Northern serves one of great promise for industrial growth.

**CHEER FOR CROPS!** Fed by mountain snowfalls and dammed to form huge reservoirs, the mighty Missouri, Columbia and their tributaries now irrigate millions of formerly arid acres. America's finest wheat, apples, potatoes, sugar beets and livestock pasture crops are harvested in the states served by Great Northern Railway. Fact is, hauling nearly 12 million tons of agricultural abundance to market is our number 1 job.

**CHEER FOR FUN!** The deep powder snow that blankets the mountain slopes from the Rockies to the Cascades makes a paradise for skiers, with 26 ski resorts convenient to our main line.

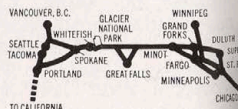
The Big Mountain at Whitefish, Montana, just west of Glacier National Park, boasts consistently good snow conditions, with a base averaging 96 inches. Great Northern's Empire Builder and Western Star provide two fast, convenient schedules each day from Seattle-Portland and from Chicago and St. Paul-Minneapolis.

To learn more about the industrial and agricultural opportunities in the land we serve, please contact E. N. Duncan, Director, Industrial and Agricultural Development Department, Great Northern Railway, Saint Paul, Minnesota 55101.

For more fun and travel information, see your Travel Agent, or contact a Great Northern Ticket Office.

# The Growing Great Northern

invites you to the land where the power to grow comes from melting snow





*The Great Northern*

# GOAT



*April, 1967*







Vol. 37

April, 1967

No. 4

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#### DAN MUSCH, Editor

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#### The Goat's Cover



Framed by a background of apple blossoms, lovely Patty Scaman Washington State Apple Blossom Festival queen, eagerly awaits start of festivities.

Two

#### Your Railroads

President Johnson has once again urged Congress to impose user charges to help offset government expenditures for the maintenance of highways, airways and waterways.

He noted that such user charges would not only help defray the cost to the government of providing its services, but, "they will also result in more equitable treatment of the various competing modes of transportation and should encourage more careful scrutiny of new and continuing public investment programs in transportation."

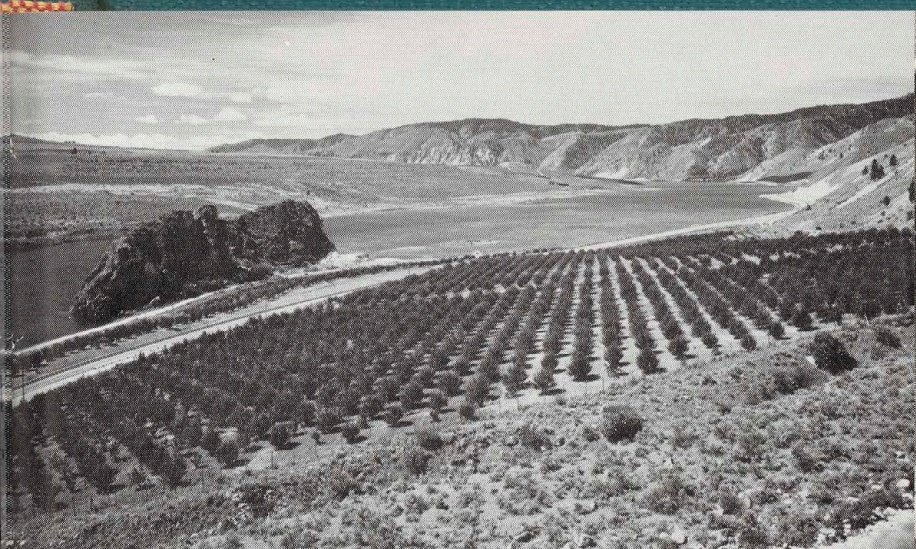
The railroads alone, of all forms of transport, for example, own, maintain and pay heavy taxes on the hundreds of thousands of miles of rights-of-way over which they operate. Thus, they are confronted with a built-in competitive handicap that has become more pronounced as government investment in multi-billion-dollar highway programs soars ever higher.

Not long ago, Representative Catherine May of Washington State received a letter from a constituent voicing concern over the gradual disappearance of much of the nation's rail passenger service. She requested the rail industry's views on the problems.

Daniel P. Loomis, head of the Association of American Railroads, responded with a lengthy review of the industry and the many problems confronting it, of which the decline in rail passenger service is but one, which he observes stems from, "a wide range of social, economic and government policy sources" and cannot be solved by railroads alone. *Reprinted from Industrial News Review, Portland, Ore.*

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





Desert-like fields, nourished by irrigation waters from the Columbia river, are converted into thriving apple orchards in the Wenatchee-Okanogan growing areas of Washington. Below, two youngsters stroll through the blooming orchards.

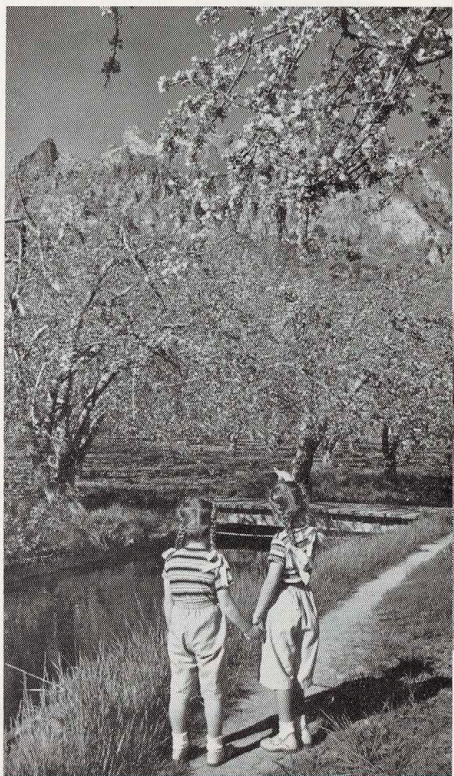
## Apple Blossoms Promise Bountiful Crop In Autumn

The Winter's snow has melted on the lower elevations of the mountains near Wenatchee, Washington, and the apple buds have swelled and began bursting into bloom.

Pink clouds of apple blossoms dot the hillsides and the warm mountain sun bathes the orchards in life-giving rays.

It is Spring in the mountains and Spring brings one event that is long awaited by residents in the Wenatchee-Okanogan apple area of Washington State — the Apple Blossom Festival.

This year, the festival will be held  
(Concluded on Page 4)





## Railroad Casualties Decreasing ICC Reports

Railroad casualties, a measure of safety in one of the nation's major industries, continue on a downswing although the tempo of operations has been steadily increasing. Interstate Commerce Commission figures indicate,

Casualties to employees on duty for the first six months of 1966 were

down 4.7 per cent from the 1965 period and 10.7 per cent from 1964.

Discounting grade-crossing accidents which are beyond the ability of locomotive crews to control but which make up a major portion of casualties to other than railroad employees, total casualties for the first eight months of 1966 were 4 per cent less than the 1965 period and 10.8 per cent less than in 1964.

Reduction of fatalities to employees on duty was even greater than the reduction in total casualties.

In the first eight months of last year, there were 11.3 per cent fewer employee fatalities than in the same periods of 1965 and 1964.

The statistics were called "one of the most heartening developments in the railroad industry" by J.E. Wolfe, chairman of the National Railway Labor Conference.

## R. W. Downing Executive V.P. Of Great Northern

Directors of Great Northern have elected Robert W. Downing of St. Paul executive vice president of the railway, John M. Budd, president, announced recently.



Mr. Downing

Mr. Downing, who began his GN career in 1938 in the operations department, came to St. Paul in 1956 from Minot, N. D., as assistant

to the president, and in 1958 was elected one of two vice presidents, executive department.

A native of Sewickley, Penn., Mr. Downing was graduated from Yale university. Mr. Downing worked for the Pennsylvania railroad before joining GN, and was superintendent of GN's Minot division before coming to St. Paul.

Mr. Downing is a director of the Chicago, Burlington & Quincy Railroad, the Northwestern National Bank of St. Paul and the American Hoist & Derrick Company. He also is president and director of the Portal Pipe Line Company, which is partially owned by GN.

Four

## Apple Festival—Conclusion

May 4-7. Ruling over the festivities will be a lovely, auburn-haired miss from East Wenatchee, Patty Scaman.

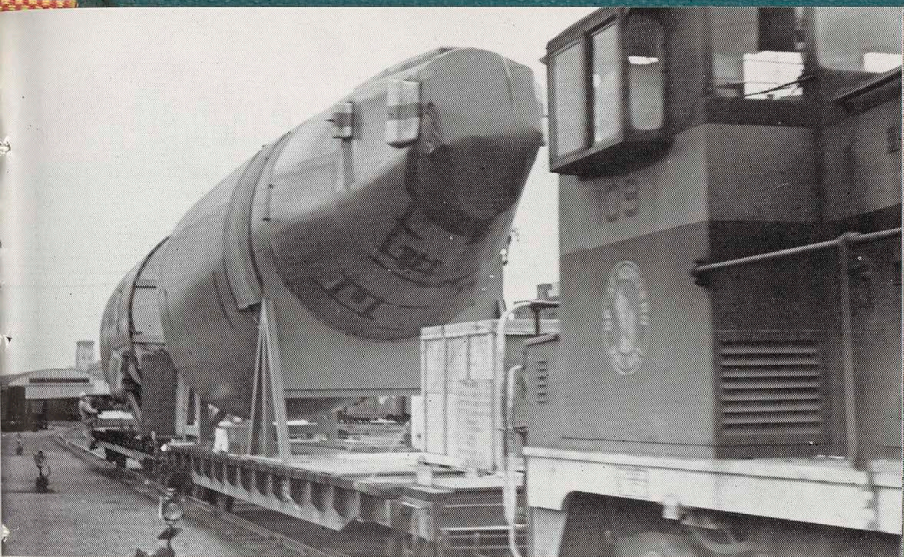
Five-feet-five and much alive, Patty has dark brown, flashing eyes. She is one of the many beautiful, wholesome girls who yearly compete for the title of Washington State Apple Blossom Queen.

Apple fanciers the world over are cognizant of the fact that Washington State's many varieties of apples are the tangiest, juciest and sweetest — depending on the type you prefer.

Great Northern is delighted that the area was blessed with just that perfect weather needed to produce bountiful apple crops.

The firm eagerly works closely with apple packers and processors because GN hauls thousands of carloads of apples yearly from the mountains to the markets across the nation.





A GN diesel pulls flatcars bearing fuselage components of Boeing's 737 passenger plane in Seattle. The shipment moved to the plant for final assembly.

## Boeing's 737 Components Move Via GN To Seattle

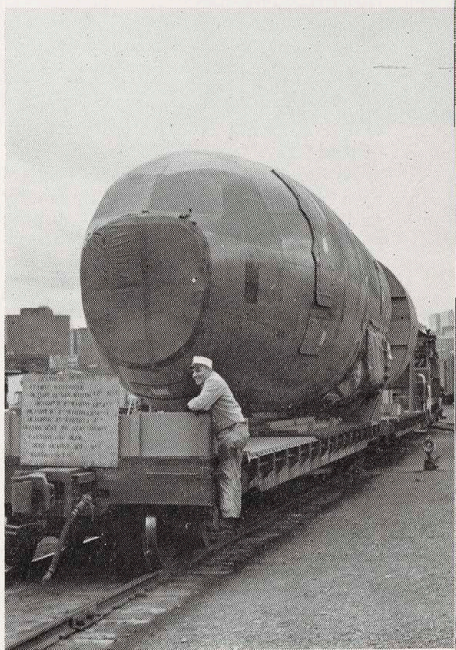
Great Northern's freight services have been used by Boeing in the shipment of fuselage components of the 737 twinjet from Wichita, Kansas, to Seattle.

The components arrived at Stockton, California, over the Santa Fe and were taken by Western Pacific to connection with GN at Bieber, California.

It was the first time two sections made the trips as one shipment. The components were coated with a bright blue protective paint.

Smallest of the Boeing family of jetliners, the 737 twinjet will serve short-to-medium-range airline routes

(Concluded on Page 14)



Five

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



## GN Initiates Test Runs To Taconite-Handling Facility

The "shakedown" period for Great Northern Railway's giant new \$6 million taconite pellet-handling and storage facility at Superior, Wisconsin, began March 28 with the unloading there of the first trainload of pellets.

The 196-car unit train—GN's first—carried 13,000 tons of the iron-rich pellets which were loaded at the new \$56 million Butler taconite plant near Nashwauk on Minnesota's famed Mesabi Iron Range.

Every-other-day service between the plant and Superior is planned initially, with the pellets being stockpiled until the opening of the Great Lakes shipping season about mid-April.

The unit train, which nominally will consist of 200 specially-equipped ore hoppers, also will serve the new \$70 million National Steel Pellet plant near Keewatin, Minnesota, where shipping is expected to begin in mid-May.

At that time the train will alternate between the two plants in speedy daily service, making the 230-mile round-trip in an estimated 13 to 14 hours, including loading time. Average load will be 75-tons per car or a total of 15,000 tons of pellets per train.

During the Great Lakes shipping season, the taconite pellets will move directly from the unloading point at Superior over an intricate two-mile conveyor belt system extending to GN's nearby Allouez ore docks.

With the close of the shipping season the pellets will continue to

The railroads' 30,000 locomotive units provide a power capability of 44 million horsepower — equivalent to that of all the steam-electric generating plants in 30 states.

Six

flow from the two taconite plants but will be stockpiled on the ground.

The specially-prepared storage area, with a capacity of 2.2 million tons of pellets, is as big as 32 football fields.

## D. C. Miller Named GN Industrial Development Agent

The appointment of Drew C. Miller as Great Northern Railway industrial development agent in Seattle was announced recently by the company.



Mr. Miller

Mr. Miller, the second full-time GN industrial development agent in that city, will assist Donald A. Cowles who has handled the work in Seattle for nearly seven years.

With the industrial and population growth in Seattle, it is increasingly difficult to locate adequate sites in the Pacific Northwest, the company said.

It is equally important that such sites be found and developed if the area is to continue to grow and provide jobs for the increasing population, it was pointed out.

A native of Tacoma, Wash., Mr. Miller attended Seattle public schools, Whitman College, Purdue University and the University of Washington where he received a degree in civil engineering.

He has had experience in civil engineering, warehousing, land evaluation and railroad operations.



## New Hoppers Leave Twin Cities For West



A string of new 100-ton covered hopper cars highball out of the Twin Cities Union Yard heading West to join a fleet of 2,192 of these specialized cars that will be in Great Northern Railway service by the end of the year.

The 2,970-cubic-foot capacity "jumbos", some of 200 due for Spring delivery, are going into grain service now but also will be utilized in hauling cement to the site of the new Libby dam on the Kootenai river in northwest Montana.

An estimated 2½ million barrels of cement will be required in constructing the 420-foot-high and 2,900-foot long dam.

Additional tons of cement are being used in lining the seven-mile Flathead tunnel being bored through the Salish mountains in a 59-mile relocation of Great Northern's main line.

The big hoppers have two compartments, four loading hatches and two discharge gates. They are 14 feet, 10 inches high.

### A. S. Lang Named Federal Railroad Administrator

The appointment of Albert S. Lang as federal railroad administrator of the new Department of Transportation was announced recently by President Johnson.

Mr. Lang, deputy under secretary for transportation research in the Department of Commerce, is the son of William H. Lang, president of Foley Brothers, Inc., St. Paul, and a member of the Great Northern Railway board of directors.

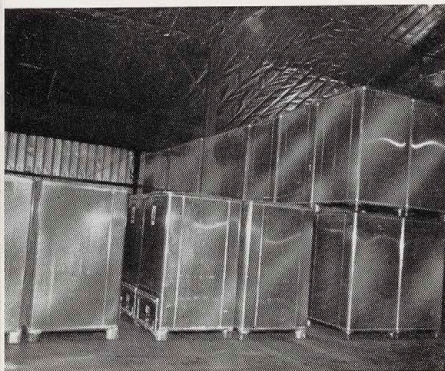
*Seven*

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





A tote bin containing dry milk is dumped while another is being placed on the hydraulic dumper by lift fork. Other bins await federal inspection, below.



The new packaging building is across the street from the warehouse, shown below.

## Land O'Lakes' New

During 1966, Land O'Lakes Creameries made a move to add to its efficiency in the marketing of dry milks.

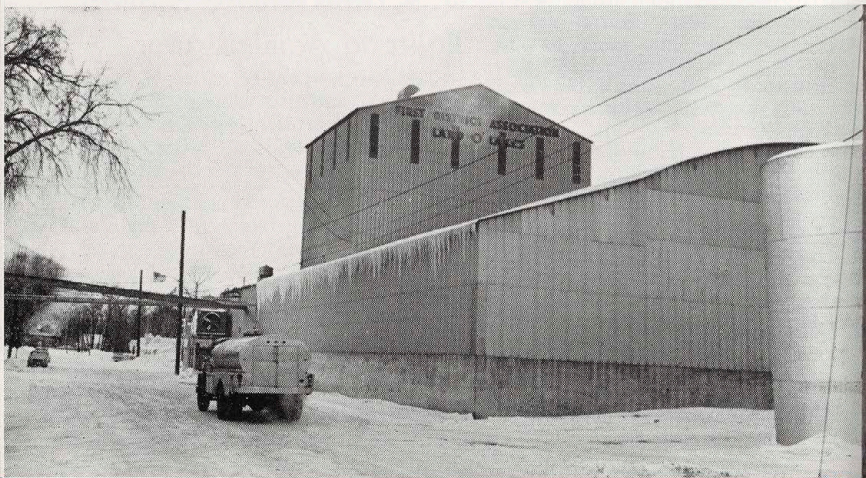
A new two-story addition was constructed at the west end of its dry milk storage warehouse by the First District Association, Litchfield, Minn. (Litchfield is on the main line of Great Northern, some 75 rail miles from St. Paul.)

Land O'Lakes has leased the building for the purpose of packaging 4½-pound packages of dry milk.

The equipment had previously been in operation at Minneapolis. However, it was determined that a more efficient operation could be obtained by having the milk drying plant and the packaging plant in close proximity.

The new, two-story packaging building and the warehousing building is across the street from the two milk drying plants of the First District Association and on the siding of the Great Northern Railway.

The three milk drying units in these plants can furnish sufficient





# Whitfield Dry Milk Plant

product to keep the packaging line running. The dry milk is transferred from the manufacturing plants by pneumatic conveyors to where it is deposited into Tote bins.

One of the keys to greater efficiency is the use of the large Tote bins each holding approximately 3,600 pounds of milk powder.

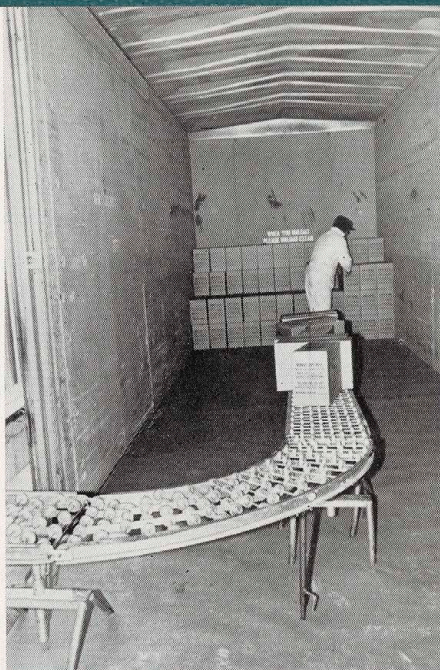
The dry milk is packaged for use in the school lunch program. Therefore, it is necessary that the resident Federal inspectors test all dry milk before it is packaged. The powder must be stored in the Tote bins for at least 72 hours while inspectors make their tests.

The bins are picked up by fork lift truck and transported to the hydraulic dumping equipment. The dry milk then flows by gravity down to the filling machines.

Tote bins reduce handling costs by eliminating the cost of bags, cost of transporting and the cost of emptying bags.

The First District Association which furnishes the dry milk for the

**(Concluded on Page 10)**



Shipping cases move from the plant on a roller conveyor system to the inside of a Great Northern boxcar.

Girls place plastic liners in boxes which are then filled with dry milk. Purity of the operation is essential.





## Rails Hauled 4.7 Million New Cars in 1966

Railroads in the country hauled 4,721,000 new motor vehicles during 1966—an increase of 276,000 vehicles or 6.2 per cent more than in 1965, the Association of American Railroads reported.

The traffic growth was attributed to the railroads' steadily expanding fleet of auto-rack cars which now totals 16,912, 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 train-loads of as many as 1,800 automobiles.

Triple-deck cars each can carry 12 large-size or 15 standard or smaller autos compared with the four vehicles once hauled in the conventional wide-door boxcar.

Since the introduction of these auto-rack cars in 1960, the rail share of the auto shipment market has increased six-fold from 773,320 vehicles or 9.7 per cent to last year's 4,721,000 vehicles or 45.7 per cent.

Continuation of recent gains should raise the rail share in 1967 to one-half of total new vehicles produced.

(Great Northern last year registered a 30 per cent increase in the movement of cars and trucks.)

### Land O'Lakes—Conclusion

packaging line also markets other dry milk products, butter and fluid milk through Land O'Lakes and supplies members with feed, seed and plant food from Land O'Lakes as well as creamery supplies and equipment.

The Land O'Lakes forerunner, the Meeker County Creamery Association, was organized a year earlier than Land O'Lakes. It began by pooling shipments of butter to lower shipping costs. Its president, John Brandt, was one of those instrumental in forming the statewide marketing organization in 1921 which became Land O'Lakes Creameries, Inc. He later became president and general manager.

Today, the FDA, has a membership of 28 creameries in an eight-county area which process milk through the association's Litchfield plants.

The latter can handle 2 million pounds of liquid milk every 24 hours and 10 million pounds of butter can be processed yearly with present equipment.

In addition, member associations market approximately eight million pounds of butter. This past year, the association had a sales volume of 13 million dollars. The volume of dry milk manufactured would require more than 500-80,000-pound railroad cars to transport it to market.

Ten

## GN Tops Rails With 9th Consecutive Sanitation Award

Great Northern has become the first railway ever to receive a ninth consecutive citation by the Federal government for excellence in sanitation in public food services.

Presentation of the citation was made March 23 in St. Paul to James W. Kirby of St. Paul, GN's general superintendent of dining cars, by James E. Woodruff of the Kansas City regional office of the U. S. Department of Health, Education and Welfare.

Mr. Woodruff said that some other railways in the country have received nine sanitation citations from HEW, but GN is the first to receive that many consecutively.

**PROGRESS IS A GREAT NORTHERN HABIT**





# Goat Gaieties

## Some Future!

The new father gazed at the babies through the window of the infant ward and was worried because every baby was crying.

"Why are they all bawling?" he asked the nurse.

"Listen," she said, "if you were only a few days old without any clothes, out of a job, and owed the government almost \$1,700 on the national debt, you'd cry too!"

\* \* \*

## All Left Feet

The drill sergeant was becoming desperate: He drilled the squad for three days and they never could march in step. It was hot and humid and he cried: "Men, I don't know what I'm going to do with you!"

Almost to the man, the squad turned and looked hopefully toward a grove of trees.

"I see them," said the sergeant, "but I haven't got enough rope!"

\* \* \*

## Bottled Baby

Judge: "And when, sir, did you first suspect you were having marriage problems?"

Husband: "Your Honor, it was just after my wife and I moved from New York City to Los Angeles and I discovered we had the same milk-man."

## Bird Talk

A young couple acquired a parakeet whose only vocabulary was "Let's neck!"

A preacher heard about it and suggested they cage their bird with his whose only words were, "Let's pray."

When the birds were put together the couple's bird, as usual, said, "Let's neck", whereupon the preacher's bird replied, "My prayers have been answered!"

\* \* \*

## Oh, No!

The newlyweds were driving from church to the reception. The groom pulled his bride toward him, put his arm around her shoulder, gave her a loving hug and whispered in her ear: "Now, Honey, what's all this jazz about you quitting your job?"

\* \* \*

## Rest In Peace

The housewife caught her maid sleeping in the kitchen for the third time that day.

"How come you told me when I hired you yesterday that you never get tired? This is the third time I caught you sleeping today!"

"Lady," the maid said, "that's why I never get tired!"

Eleven

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



## GN President Forsees 'Another Good Year'

It now appears that "another good year is in prospect" for Great Northern. John M. Budd, president of the railway, advises in the company's seventy-eighth annual report to shareowners.

GN's report on 1966 operations is being distributed to the railway's nearly 45,000 shareholders from St. Paul, where the company's annual meeting will be held on May 11.

"Certainly, encouragement can be drawn from the amazing revitalization of the iron-mining industry in Minnesota, and the burgeoning industrial expansion at the other end of our line, in the Pacific Northwest," Mr. Budd observes in the report. "With a 32 per cent increase in acreage allotments for wheat, and with adequate moisture reserves, favorable growing conditions should result in a substantially increased production of our No. 1 commodity, grain."

GN's president added that "there is reasonable hope that housing might come out of its slump during 1967 to bolster the railway's important lumber movement."

Highlights of the GN report:

- Emphasis on the 1967 capital improvements program, which provides expenditure of \$30.4 million for equipment and \$11.6 million for betterments to track and other facilities. GN plans to acquire 1,300 new freight-carrying cars and 18 high power diesel-electric locomotives this year. In addition, the company will completely rebuild 500 older boxcars in its St. Cloud, Minn., shops;
- Handling of an all-time record volume of grain in 1966—321 million bushels, or 11 per cent more than the previous record year of 1956;
- Passenger ticket sales of \$10.7 million, an increase of 7 per cent over 1965. Last year's passenger revenue was the highest since 1955 with

the exception of 1962, when the Seattle World's Fair generated an unusual volume of travel over GN;

(Mr. Budd states in the report that "passenger business presents an enigma to Great Northern. Coach travel has been increasing more than enough to offset the decline in sleeping car patronage. Yet, the resulting increase in revenues has been outstripped by rising costs, with overall passenger business remaining unprofitable. Labor accounts for a high percentage of the cost of providing passenger service, and there is no apparent way of making it productive enough to reverse the deficit trend.");

- Initiation last year of a continuing major program to capitalize on opportunities to improve the long-term strength of GN. Projects underway include improved marketing, cash management, terminal operations and locomotive and car maintenance. Other projects are scheduled to start later in 1967;

- The highest level of new industries on GN trackage in 5 years. The company began service last year to 125 new industries, ranging from food and fertilizer plants to the \$150 million Intalco aluminum operation near Bellingham, Wash., and the Boeing Company's assembly complex between Seattle and Everett for a 490-passenger commercial airliner;

- Completion of GN's \$6 million facility in Superior, Wis., for stockpiling taconite pellets produced by two new plants on the Mesabi range in northern Minnesota.

GN previously had reported to the company's owners record revenues of \$281.8 million in 1966, and net income was \$36.5 million, or \$5.94 per share. Net income in 1965 was \$6.01 per share, which included a Federal income tax refund of \$2.3 million, equal to 38 cents per share.



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## Canadian Confederation Train Moves East To Montreal's Expo-67

A Canadian Confederation Train, depicting the history of Canada's exploration, exploitation and development is moving across the country drawing exuberant visitors.

The story begins for the visitor as he enters the first car of the train where he sees nature in a setting that was witnessed by the first settlers as they landed on the continent.

The largest single display area on the exhibit is devoted to sculpture commissioned from a Canadian sculptress now working in Italy.

Canada's history since Confederation falls into 10 periods and designers of the train had that in mind.

They take the beginning of political solidification which started with Confederation and move into the 1880's and the building of railroads. The Confederation train itself is a symbol of rails' vital role in the country's unification.

Canada's enormous mineral wealth began to be revealed during the 1890's and the Confederation Train exhibits tell of nickel at Sudbury and



These photographs of the Centennial Train and model were provided by the Centennial Commission of Canada. A full-sized train currently is touring Canada from West to East.

gold at Timmins and coal in Nova Scotia—the Canadian mining story is dramatically emphasized by the  
(Concluded on Page 14)

Thirteen

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



## CANADIAN CONFEDERATION—Conclusion

frenzied rush to the Klondike.

The next era is devoted to wheat and the hundreds of thousands of immigrants who doubled the population of the western provinces in a few short years. There was burgeoning industry in the east; Canada was developing space—and the world went to war.

Also may be seen the horrors of a simulated World War I battleground. The Roaring 20's are graphically shown leading to the Depression era.

World War II is a brittle commentary on Machine Age war in the train exhibits the implements of war including photographs of tanks and aircraft.

Canada's almost incredible economic progress in the age of computers is shown in the 1950's and 1960's. The show considers that country's industrial development, cultural and medical advances and the growing chemical industry.

The Confederation train should do much to explain Canada to the Canadians and to the millions of visitors.

The show will course across Canada through the year having begun its exhibit in British Columbia and then having moved across Alberta in February and March; into Saskatchewan in late March and through mid-April; to Manitoba the end of April and into May and later in the year into Ontario, Quebec, Nova Scotia, Prince Edward Island, New Brunswick and back to Montreal.

Confederation Caravans are semi-trailer trucks outfitted with identical exhibits of the Centennial Train. They are on display at points where there is no rail service.

Other national projects for the Centennial Commission are the Military Tattoo, Festival Canada, Voyageur Canoe Pageant, International and Main National Sports Events, and the R.C.M.P. Musical Ride.

*Fourteen*

Great Northern operates in two Canadian provinces—British Columbia and Manitoba—in addition to 10 states in this country.

---

## Boeing—Conclusion

of from 100 to 1,300 miles.

Two airline versions are in production at the Seattle branch of the company's commercial airplane division with major body construction in Wichita.

The 737-100, which is 94 feet long, will carry up to 101 passengers, and the 737-200, 100 feet long, will have a maximum of 113 passengers.

First flight of the airplane will be this Spring. Delivery for the first fully-certificated aircraft is scheduled for late 1967. Cruising speed will be about 580 miles an hour.

Designed for operation by a two-man flight crew, the 737's controls and flight deck instruments are located so it may be flown from either pilot's position.

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## Per Diem Rentals For Cars

Regulations governing the interchange of freight cars between lines include the payment to owning railroads of "per diem" rental charges varying from \$2.16 for older cars to \$12.18 for the most modern.

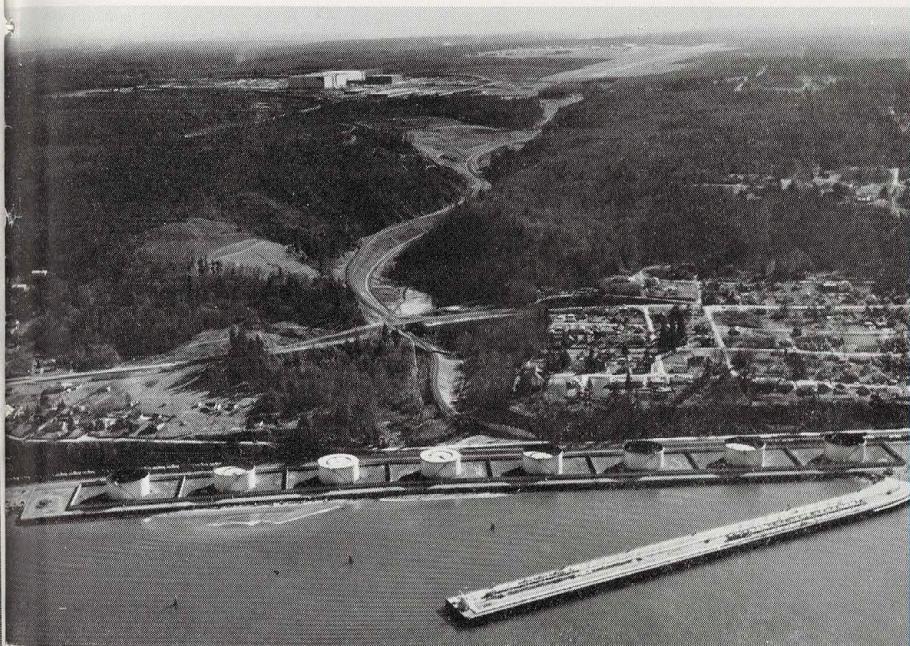
This multi-level scale, in effect since Jan. 1, 1964, is intended to compensate owners more in line with the actual value of their cars than did a single rate previously applied, thereby stimulating modernization and utilization of freight cars.

The utilization of freight equipment can be adversely affected by excessive detention of rail cars for loading and unloading.

**PROGRESS IS A GREAT NORTHERN HABIT**



## New Spur Line Serves Boeing Plant In Washington



Great Northern's new spur line to the new Boeing 747 jet assembly plant high above Puget Sound in Washington State cuts a mighty path through the steep hillside near the town of Mukilteo. The line opens a large plateau to industrial development. The tanks in the foreground are part of a petroleum products storage area.

### GN's 'Heart Car' Returned, Put Into Railway Use

Great Northern's "heart car," loaned to the University of Minnesota in 1957 for use as a traveling laboratory, has been returned to the railway and will be converted into a combination kitchen-diner-bunk car for maintenance of way crews.

No. 1018 was used to test railway personnel on 15 Midwest and western lines to determine causes of coronary heart disease. Several hundred GN employees participated.

One of the results of tests indicated that switchmen are likely to

have less coronary disease than desk-bound clerks.

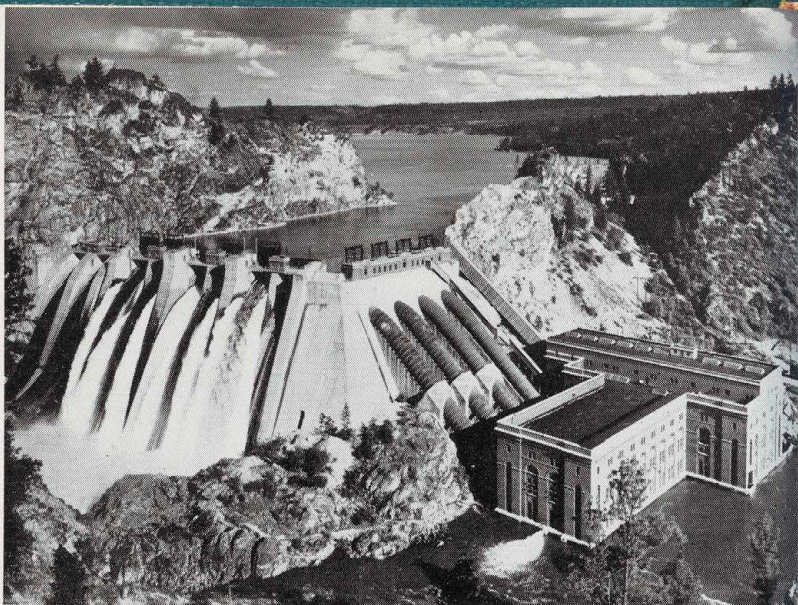
The American Association of Railways and the University of Pittsburgh also utilized the car in studying the possible relationship between diesel exhaust fumes and lung cancer.

Railroads serve 45,000 U.S. communities over 212,000 miles of right-of-way — the equivalent of an entire transcontinental rail route every 17 miles from the Canadian border to the Gulf of Mexico.

*Fifteen*

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**





## Invitation to a thirsty industry

**LET GREAT NORTHERN BE YOUR GUIDE TO THIS LAND OF PROMISE WHERE INDUSTRY FLOURISHES ON FRESH, PURE, PLENTIFUL WATER.**

Come and discover the awesome industrial potential of the wide land served by the Great Northern Railway. This is the land where melting snows, cascading streams, rushing rivers and great lakes offer industry what it needs most—an abundant supply of fresh, cool water.

**Plenty of water for cheap electrical power.** The great northern states generate 45% of all the nation's hydroelectric power.

**Fresh water for cooling,** processing, air conditioning and other industrial uses.

**Deep water for shipping.** Our railway ties 10 major West Coast ports to the Great Lakes and the Atlantic.

**Clean water for happy, healthful living** includes superb recreational opportunities the year 'round.

In the last 10 years, Great Northern has helped settle more than 1300 new industrial plants in this broad country it knows so well. Thirsty industries looking for ideal places to locate new plants are urged to address inquiries, in full confidence, to: **E. N. Duncan, Director, Industrial and Agricultural Development Department, Great Northern Railway, St. Paul, Minn. 55101.**

# GREAT NORTHERN RAILWAY







# GREAT NORTHERN

**THE GOAT** / MAY 1967





Vol. 37

May, 1967

No. 5

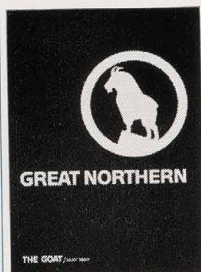
*The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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



A new "Rocky" graces the cover this month. It's Great Northern Railway's new trade-mark. The Goat has changed somewhat but service is still GN's aim. (See story on page 5.)

Two

## Your Railroads

During the long controversy over featherbedding in the railroad industry, one of the main arguments of those opposed to the gradual elimination of make work jobs was based on the question of safety.

Every effort was made to convince the public that lives would be lost if firemen were removed from freight and yard locomotives.

Under the aegis of regulatory approval, work rules were changed and firemen, with no fuel to handle, are gradually being displaced with a minimum of dislocation and hardship.

Featherbedding and safety are proving to be wholly unrelated. Safety data on the railroads released by the Interstate Commerce Commission for the first eight months of 1966 showed that casualties to employes on duty is continuing its downswing even though the tempo of operations has been steadily increasing.

Such casualties were down 4.7 per cent from the same period in 1965 and 10.7 per cent from 1964. Reduction of fatalities to employes on duty was even greater than the reduction in total casualties.

In the first eight months last year, there were 11.3 per cent fewer employe fatalities than in the same periods of 1965 and 1964.

A spokesman for the railroads notes, "... job safety on the railroads for employes at work is growing better every day ... the presence or absence of a fireman has nothing whatever to do with the safety of train operation. . ."

And as far as passenger safety is concerned, there are few safer places on earth than a seat in a train. Reprinted from Industrial News Review, Portland, Ore.

**GREAT NORTHERN RAILWAY — GREAT FOR TRAVEL**



## HOW TO SHIP CARGO 101 FEET LONG?

Have GN Do It . . . On Flat Cars!



Sixteen huge pre-stressed concrete girders were shipped from Spokane, Washington, to Libby, Montana, over Great Northern Railway to be used in the construction of a bridge between Arianna Creek and Jennings.

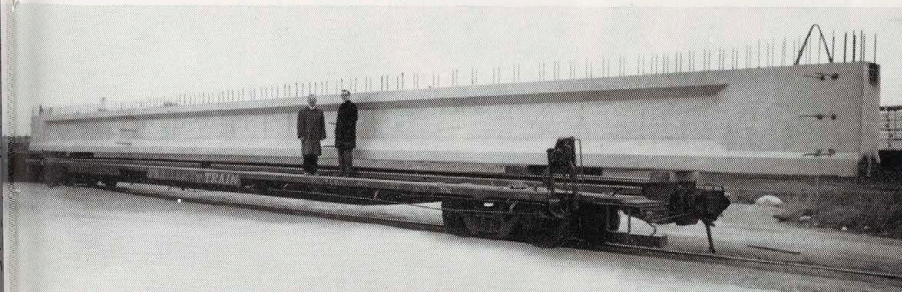
The bridge is part of the relocation of GN's main line due to the construction of Libby dam. A portion of

the line will be flooded by a back-water lake.

Four of the girders were 101 feet long and weighed 86,000 pounds each. The other 12 were 80 feet long and weighed 70,000 pounds each. Rail shipment was the only practical way to move them.

The general contractor is R. A. Heintz Construction Company, Portland, Oregon. The bridge contractor is the E. F. Matelich Construction Company, Kalispell, Montana. Central Pre-Mix Concrete Company, Spokane, supplied the girders.

The massiveness of the beam load is shown in comparison with the two men standing on the flat car next to it.



Three

**GREAT NORTHERN RAILWAY — GREAT FOR FREIGHT**





## Glacier National Park Influenced GN Trademark Design

Like most trademarks, GN's symbol is a product of evolution.

The first one, in 1890, was "Great Northern Railway Line." The "Line" was dropped in 1894, and a year later "Great Northern Railway" appeared in a rectangle monogram.

In 1912, the year GN opened its hotels and chalets in Glacier National Park in Montana, the late Louis W. Hill Sr., then president of the railway, read an advertisement in which the first three words were "see America first."

Mr. Hill had a quick eye for catch phrases, and unusual ability to use them in promoting Glacier Park. So within a few weeks the trademark again was changed to read: "See America First" in quotation marks about "Great Northern Railway." Below the railway name was "National Park Route."

In 1914 the wording again was changed in the rectangular trademark. The words "Glacier National Park" were substituted for "National Park Line."

The Rocky Mountain goat—which doesn't belong to the goat family, but really is an antelope — first appeared in GN's trademark in 1921.

The late William P. Kenney, a former president of the company, is credited with having suggested the inclusion of the bewhiskered animal in the symbol. Mr. Kenney's suggestion was prompted by the prevalence of Rocky Mountain goats in Glacier Park.

The monogram was changed from a rectangular to a circular shape with the debut of the goat, the first version

(Concluded on Page 6)



All This And 'Big Sky Blue', Too!

## *Our Old Goat Goes 'Mod' After Hitting 46!*

The Rocky Mountain goat that went to work for Great Northern in the railway's trademark 46 years ago has made his "mod" debut.

Rocky, the only animal now appearing in the symbol of a major United States railway, soon will be seen up and down the land in his new look on GN passenger and freight cars, locomotives, stationery, advertising, signs — wherever the company uses its trademark.

The 1967 version of Rocky was introduced with a new GN corporate color, named Big Sky blue by John M. Budd, president of the railway. Mr. Budd said the company began last Fall the development of a new

corporate identification system, and employed Lippincott & Margulies, Inc., New York communications and design consultants, for the project.

"We felt," said Mr. Budd, "that Great Northern's development and progress as a modern transportation system should be projected in a fresh, modern image. In asking our consultants to propose a new identification system for the railway, we told them there were absolutely no sacred cows — or goats — to consider.

"It would have been painful, of course, but not surprising had the experts recommended banishing Rocky from our trademark, for they are

(Concluded on Page 6)



# GREAT NORTHERN



## Goat Modernized, Big Sky Blue Adopted

wholly unsentimental about existing symbols and other identity elements when researching for a corporate identification project.

"However, the Lippincott & Margulies team determined through extensive sampling of public opinion that the goat is more widely associated by people with Great Northern's name than even we thought."

GN's consultants recommended keeping Rocky in the symbol, but prescribed vitamins and exercise to make him a more vigorous, dynamic character. They also said the goat no longer should be required to look at the world through the encircling words, Great Northern Railway, as in the old trademark.

In addition, they proposed stylized lettering for the company name, and a special blue paint for system-wide application. GN's previous official color is known as Omaha orange.

Mr. Budd said that the proposed identification system was approved in early March, and added that "we are especially pleased with the new color, which we immediately named Big Sky blue because it is typical of the Big Sky country of Minnesota, the Dakotas, Montana, Idaho, Washington and Oregon where GN runs."

GN just is beginning application of the new color, Rocky trademark and lettering to locomotives, passenger and freight cars — an enormous job, considering that the company owns more than 50,000 units of equipment.

The first freight cars to wear GN's new look now are being built in the Seattle area by Pacific Car & Foundry company, and delivery of the 300-car order were to begin about May 15. The new identification system has been applied to a few passenger cars, and the eight new diesel locomotives now being built by Electro-Motive corporation for mid-Summer delivery will go to work in Big Sky blue.

"However," said Mr. Budd, "we will not undertake a 'crash' painting program. Application of the new identification system to our rolling stock and engines will be progressed gradually, and will require a substantial period of time to complete."

"Meanwhile, our modernized trademark and new color are being applied to GN's stationery, advertising, literature and the scores of paper forms used by the company, and this transition will be accomplished within a comparatively short time."

---

### Trademark — Concluded

of which faced the viewer.

From 1921 to 1936, the appearance of the trademark goat was altered only slightly while there were many variations of the wording around the edge of the circle.

In 1936 the present profile, or silhouette goat replaced the full-faced animal, and the words "Great Northern Railway" were added to the circle.

The 1967 version of GN's famous trademark is the first change in the symbol in 31 years.

Six

### Traffic Trends

U. S. railroads set a postwar freight record last year, and 1967 volume is running close to the 1966 level. Taking as a base 1961, the last of four low traffic years, railroads by the end of 1966 had increased their annual modernization outlays by 3 times and raised their total freight volume by 31 per cent.

In the same period, they sustained a 23 per cent boost in the average employee's annual wage and fringe benefits and a 16 per cent drop in passenger travel (though rail commuter volume has held level).

**INCOMPARABLE EMPIRE BUILDER — MORE DOME SEATS**



Cheri Eubanks of Spokane, Wash., is congratulated by Robert W. Downing, GN's executive vice president, in St. Paul.



## GN Awards 7 \$3,200 College Scholarships

Seven high school seniors — four from the Pacific Northwest and three from the Midwest — were awarded \$3,200 four-year college scholarships by Great Northern Railway.

They are Cheri L. Eubanks, 16, daughter of Mr. and Mrs. Harold D. Eubanks, Spokane, Wash., whose father is a GN electrician;

John H. Colgren, 18, Spokane, son of Mr. and Mrs. Mauritz H. Colgren, whose father is a retired signal maintainer;

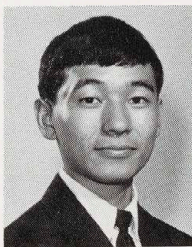
Kenneth H. Kato, 17, Spokane, son of Mr. and Mrs. Kengo Kato, whose father is a mail handler in the Spokane depot;

Joan B. Adamson, 18, Seattle, daughter of Mr. and Mrs. Perry J.

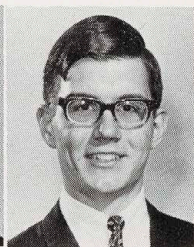
Adamson, whose father is a GN traveling passenger agent;

Mark T. Sprangers, 17, St. Paul, son of Mr. and Mrs. Matthew H.

(Concluded on Page 10)



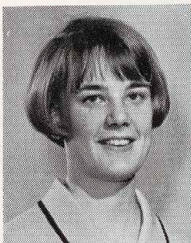
Kenneth



Mark



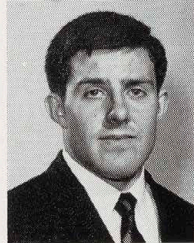
Gregory



Joan



John



John

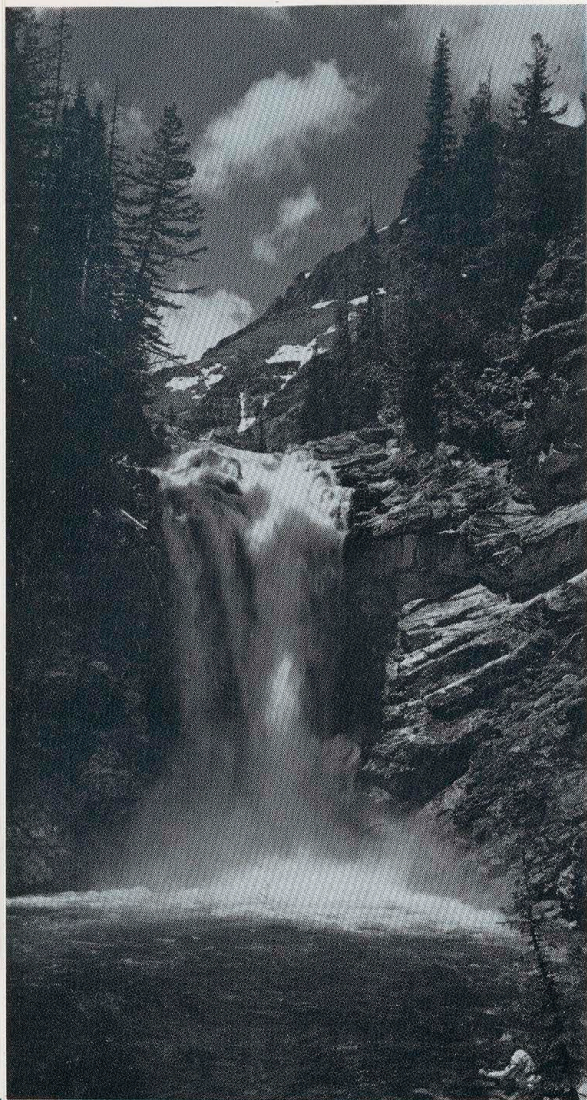
Seven

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



BEST WAY TO GET THERE VIA GREAT NORTHERN RAILWAY —

## Unsurpassed Beauty: Glacier



*You'll never forget the majestic falls, the rivers and forested mountainsides . . . Glacier Park means much to many . . . be it the close communion with Nature . . . or the solitude and stillness. But to some, the sporting life such as golf, hiking and swimming, is the most enjoyable.*

*Eight*



## tional Park Tops Vacation Spots

The vacation-planning season is upon us.

Families eagerly study the travel folders, plan their vacation routes.

Great Northern Railway agents have been planning for this season for many months. Folders have been printed, literature distributed and all await the onslaught of visitors.

The "old hands" in the tourist business agree there isn't a vacation area in the West that tops Glacier National Park in the Montana Rockies for sheer beauty and grandeur.

Located on the main line of Great Northern, the million-acre park offers such unlimited activities and sight-seeing opportunities that it would take several seasons to do it all.

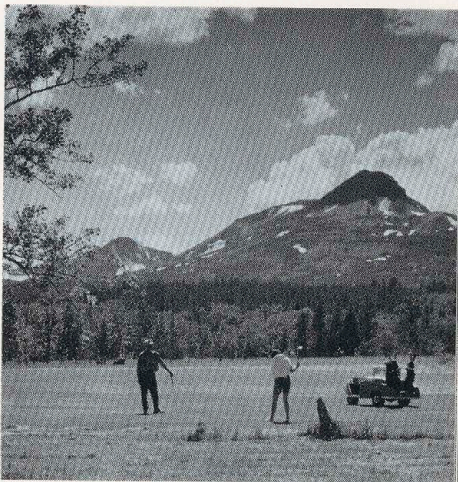
Great Northern travel agents are well-schooled in Glacier Park and what it offers. The railway's streamlined Western Star passenger train makes daily scheduled stops at the east and west entrances of the park during the Summer travel season.

Transportation awaits the visitor upon arrival. There is no need for private car. Colorful bus tours reach all accessible sections of the park and very little is out of the viewing range.

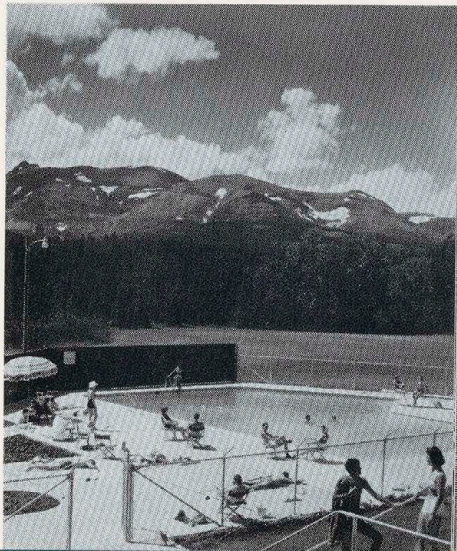
What's there to do for the sporting soul? Fishing (no license is required), golf, horseback riding and pack trips, camping, swimming and the ever-popular hikes.

Where to stay? There's Glacier Park Lodge the largest of four great American plan hotels, Lake McDonald and Many Glacier hotel and Canada's Waterton Lakes National Park Prince of Wales hotel.

There are many special tours and package trips awaiting the economical traveler. They vary from one-day stopovers to two-three-five and ten-day vacations.



Both golfing, above, and swimming, below, are popular at Glacier Park lodge.





## Empire Builder Photographed For Japanese Magazine

Costa Manos, well-known photographer for Magnum Photos, Boston, recently completed a photo assignment for THE SUN, a Japanese pictorial magazine, photographing Great Northern's Empire Builder from Chicago to Seattle and return.

The publication chose The Builder to represent American top-flight passenger train operations in its current series of world-famous passenger trains.

A native of Columbia, S.C., Mr. Manos makes Boston his home but constantly is on the go on photo assignments in this country and abroad.

### Scholarships — Conclusion

Sprangers, whose father is a clerk at Minneapolis Junction yards;

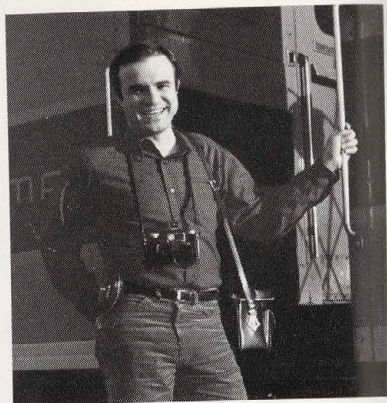
Gregory F. Kubala, 17, son of Mr. and Mrs. Joseph Kubala, Superior, Wis., whose father is a locomotive engineer and part-time teacher;

John L. Eret, 18, son of Mr. and Mrs. Louis J. Eret of Fargo, N. D., whose father is a GN sales manager at Grand Forks, N. D.

Valued at \$800 yearly for four years, the scholarships are awarded annually by GN to five sons and two daughters of employees. They are offered choice of college or university. This is the 12th year of the awards which have totaled \$94,500 since the inception of the program.

Fifteen finalists were guests of the railway in St. Paul on April 13 and 14. They lunched with GN executives, toured the GN UNIVAC installation and museum, attended the Ice Follies and the opening home baseball game of the Minnesota Twins.

Ten



He has worked on subjects in Greece, Russia, Africa, South America and other European countries.

Several of his photographs are in the permanent collections of the New York Museum of Modern Art. He has had several one-man exhibits in New York City.

He used three Leicaflex cameras and six lenses on his rail assignment which was done in color.

### GN Vets Association Convention June 3 In St. Paul Hilton

The Veterans Association of the Great Northern Railway will hold its annual convention June 3 in the St. Paul Hilton hotel.

More than 1,200 members are expected from across the country. Activities will include business meetings, a bus trip through the St. Paul area, and a dinner-dance.

President of the organization is Thomas J. Flaherty of St. Paul. F. A. Chinquist, Grand Forks, N. D., is vice president, and J. H. Marthaler, St. Paul, is secretary-treasurer.





# Goat Gaieties

## What's Left?

"What is your son taking in college?"

"All I've got!"

\* \* \*

## Tied Down

The old man's wife had become mentally deranged. As they carried her out of the house, he said: "I sure don't know what got into her — she ain't been out of the kitchen in 25 years."

\* \* \*

## No Room Of His Own

The young girl was showing her playmate the house.

"And this is my daddy's den," she said. "Does your daddy have a den?"

"No," the girl replied, "he growls all over the house."

\* \* \*

## Teed-Off

"My wife says if I don't give up golf, she'll leave me."

"Well, that's tough."

"Yeah, I'll miss the old girl."

\* \* \*

## On The Other Hand

A politician who had changed his views rather radically was congratulated by a colleague. "I'm glad you've seen the light," he said.

"I didn't see the light," came the terse reply, "I felt the heat."

## Nice Thought

The cleric was meeting the congregation after the evening service and an old member approached him.

"Why Mr. Jones," the minister said, "you have liquor on your breath! How do you expect to get to heaven with liquor on your breath?"

"Well, reverend," the old man said, "when I die, I expect to leave my breath behind me."

\* \* \*

## Runs Into Money

The young man eyed the prices on the menu and mentally counted his money. He smiled weakly to his date.

"Enjoy your dinner," he said, "but remember we've got to leave promptly at \$6.50."

\* \* \*

## Wrong Department

The airliner flew into some turbulence and a woman passenger sought the help of the minister next to her.

"Can't you do something?" she inquired.

"I'm sorry, madam," replied the minister, "but I'm in sales, not management."

\* \* \*

## Now Aim!

"Your wife will probably hit the ceiling when you come home tonight."

"No doubt," the guy replied, "she's a lousy shot!"

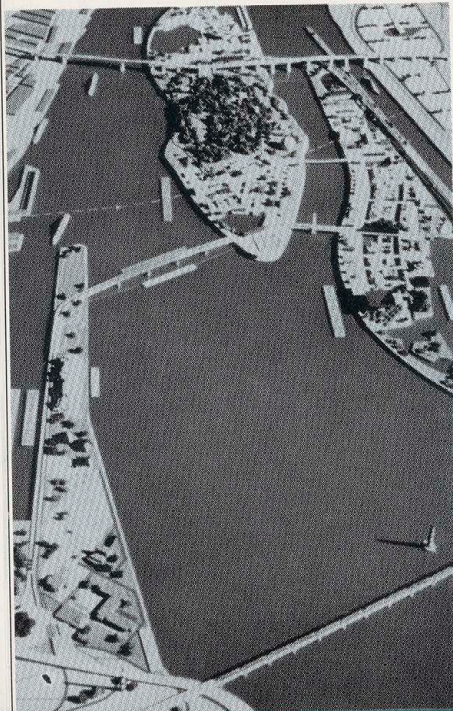
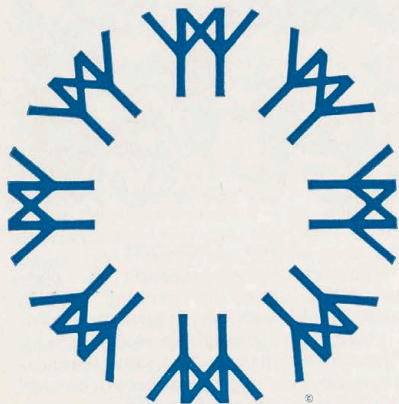
Eleven

YOU GO GREAT WHEN YOU GO GREAT NORTHERN



# expo67

## Canada's 100th Birthday Party



One of the largest international exhibitions in recent years is drawing thousands of visitors daily and is expected to attract thousands of Americans to Canada through October 27.

EXPO 67, a dynamic extravaganza constructed on two islands and a mile-long pier in the St. Lawrence River, has lived up to its advance publicity in Montreal.

The 1,000-acre show (the New York fair was 60 acres) has the theme, "Man And His World," and features some of the most imaginative buildings ever built for an exhibition of world-wide importance.

Commemorating the 100th anniversary of the British America Act which made Canada a nation, EXPO 67 cost the nation some \$670 million dollars.

The site of the exposition is on two man-made islands, Notre Dame and Ste. Helene in the St. Lawrence River and a long wharf, only minutes away from Montreal by subway. Buildings dot the two islands. Some 79 nations and hundreds of businesses dramatize the theme. (And all exhibits are free to the viewer!)

A score of countries have constructed impressive structures to advertise their nation's advancements in the arts, science, agriculture, technological advances and social problems.

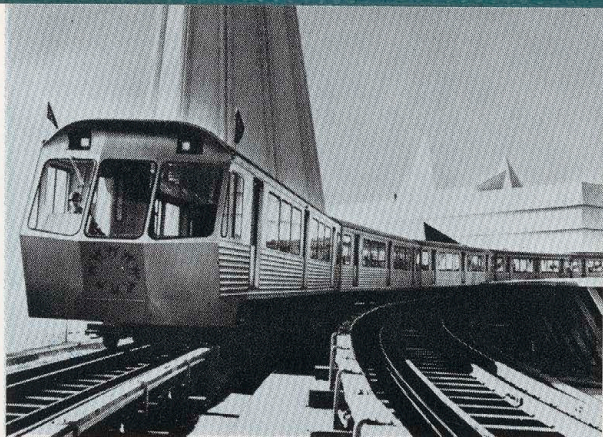
The United States Pavilion is a 207-foot-high Geodesic bubble dome some 250 feet across. Built of light-

(Concluded on Page 14)

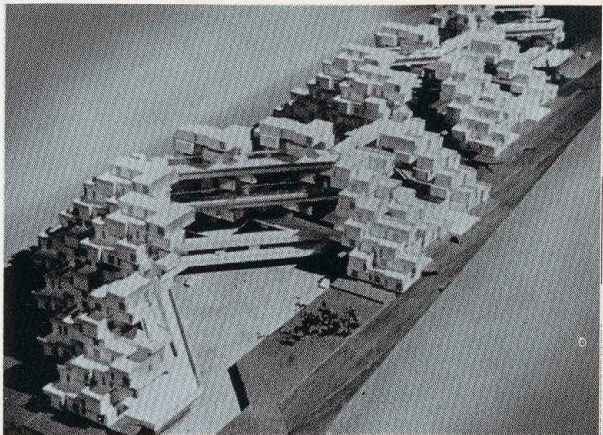
Two man-made islands, Notre Dame, right, and Ste. Helene, center, and the wharf jutting out at left, make up EXPO 67 grounds.



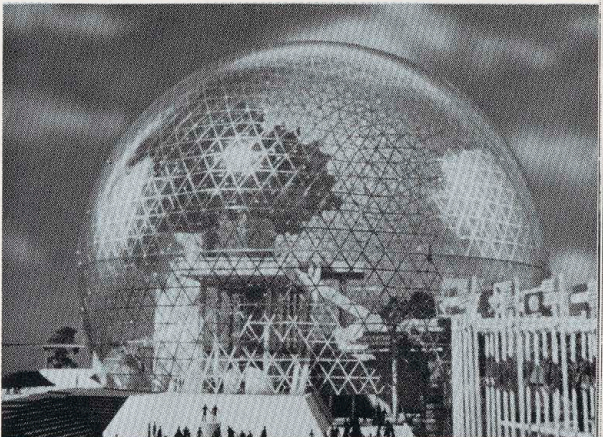
A free rapid transit system operating between the parking areas, amusement center and pavilions can handle up to 30,000 persons.



A new adventure in residential architecture, Habitat 67, is a 12-story, 158-apartment housing complex with aerial streets and gardens.



The U. S. Pavilion, a 207-foot-high bubble dome named Creative America includes space exhibit, lunar landscapes, other displays.





## Canada's 100th Birthday — Conclusion

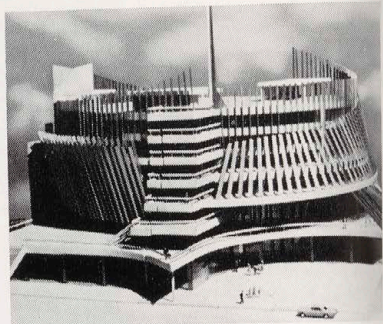
weight metal frame and covered with plastic and glass sheets, the dome has exhibits at various levels connected by escalators. The underlying theme is Creative America. Included in the exhibits are models of U.S. Apollo flight to the Moon in 1970. American painting and sculpture, new computer technology, and breakthroughs in the fields of communications and transportation are on display.

Among the other impressive buildings are those of Canada, Russia, Australia and Britain.

The U.S. exhibit costs \$9.3 million; Russia's, \$15 million and Canada's, \$20 million!

EXPO 67 is not limited to culture but fun also is on the agenda. An automotive stadium built by five of Canada's auto makers houses most of the sporting events. Some of the most

unusual amusements are featured at La Ronde — a blending of entertainment, thrilling rides, good eating, cabaret night life and aquatic attractions.



Thin blades of aluminum are featured in the seven-story French pavilion set near a large lagoon.



The automotive industry of Canada built this \$3 million stadium that will be the site of many of the outdoor sporting and civic events.

Fourteen

**PROGRESS IS A GREAT NORTHERN HABIT**



## GN CABOOSE DONATED TO CHARITABLE DRIVE



Vice President Clark Eckart of the Great Northern is shown on the caboose with Mrs. William C. Schoonmaker, left, a PONCHO trustee, and Mrs. St. Elmo Newton, a member of the donations committee.

Great Northern is donating a 60-year-old caboose to Patrons of Northwest Cultural, Civic and Charitable Organizations (PONCHO) in Seattle.

It will be auctioned to the highest bidder on May 20 after going on display for a week at the Seattle King Street Station.

GN Vice President Clark Eckart of Seattle and two PONCHO volunteer workers recently inspected a similar caboose in the Interbay yards.

The caboose was built at GN's St. Cloud, Minn., shops making its debut on Nov. 13, 1907 as No. 0113.

The original cost of the all-wood car was \$642.72. The ten 30-foot all-steel cabooses GN is buying this year will cost about \$24,000 each.

No. 0113 became No. 90136 on April 6, 1914. On Jan. 3, 1921, it was renumbered becoming No. 90825. Its present number X-351, was made on Aug. 5, 1925. It is being cleaned and repaired at Spokane.

## Travel Seminars Proclaim 'North Country'

Travel agents from California, Arizona, Texas and Mexico attended seminar-receptions in those states outlining the benefits of a "North Country" vacation.

The 3,000 travel experts, including S. T. Thorson, GN general passenger agent in Seattle, viewed films and displays of travel areas including the Pacific Northwest and Glacier National Park.

An ideal travel experience, it was pointed out, was travel via Western Airlines to Seattle and then via Great Northern to such areas as Glacier Park in the Montana Rockies.

GN cooperated with firms in promoting travel to the North Country in the form of a 12-page, full-color supplement in 12 leading southwestern

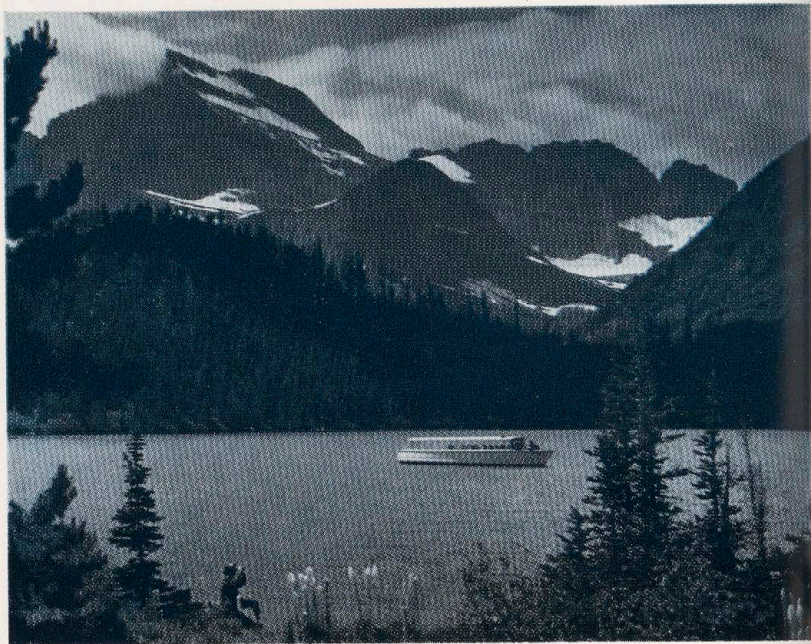
newspapers and in broadcasts over radio and television.



Stan Thorson, GN general passenger agent, Seattle, explains this year's Glacier National Park tour programs to stewardesses Sharon Bringham, left, Marna Boyd and Muriel Amante of Western Airlines.

**GREAT NORTHERN RAILWAY—GREAT FOR TRAVEL**





## Out West, the scenery is best from a Great Northern Picture Window

If you're going West this season and want to see all the spectacular scenery, be sure to get a Great Northern picture-window seat.

The Western Star passenger train gives you see-level views of the mountain grandeur between St. Paul-Minneapolis and the Pacific Northwest.

And Great Northern's Western Star provides daily service direct to Glacier National Park. You arrive rested, refreshed, ready for

a thrilling adventure among the shining mountains.

For information, see your travel agent or contact a Great Northern representative.



**GREAT NORTHERN**

**Great Northern Railway . . . Great Get-Away Route West!**





GREAT NORTHERN

**GOAT**

JUNE

1967







GREAT NORTHERN

GOAT

Vol. 37

June, 1967

No. 6

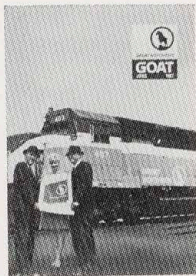
*The Great Northern Goat is not an employee magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.*

DAN MUSCH, Editor

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



GN officials view newly-painted equipment featuring Big Sky Blue color and new trademark. See story on page 4.

## Your Railroads

Spokesmen for rail unions have pointed to a rise in so-called "train accidents" and have attempted to relate them to railroad safety and new operating procedures that permit the elimination of featherbedding.

Railroad casualties, which are a true measure of safety on the nation's railroads, have been declining markedly as was foretold by competent authorities who have believed that absence of firemen from freight and yard locomotives would not affect safety of train operation.

Interstate Commerce Commission figures reveal that train operation is growing safer for employees and the public every day.

"Train accidents" to which union spokesmen have referred, according to J. E. Wolfe, chairman of the National Railway Labor Conference, "is a technical classification describing all accidents arising from the operation or movement of trains, locomotives, or cars, which result in more than \$750 damage whether human casualty is involved or not . . ."

For various technical reasons, including inflationary cost increases of repairs, many so-called train accidents that are recorded statistically today would probably never have been listed as accidents a few years ago.

Those who advocate the return of the firemen to freight locomotives have a perfect right to make the strongest case they can.

But when they fall back on using confusing statistics, it is logical to suspect that they have no case.

Reprinted From Industrial News Review—Portland, Oregon.



## 54 Carloads Of Weyerhaeuser Lumber Goes GN

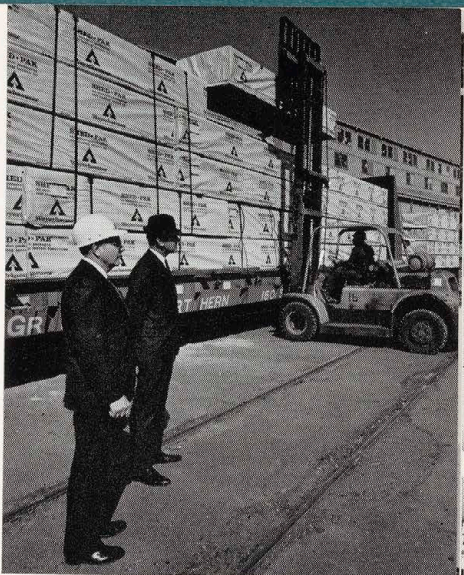
Six powerful Great Northern diesel electric locomotives pulled a 54-car lumber train of Weyerhaeuser packaged lumber from Everett, Wash., to the Twin Cities area in late April.

Sufficient for the construction of 200 homes, the half-mile-long train meant notable firsts for GN: It was the first time an entire train was composed of packaged lumber and the first time a trainload originated from one company.

Lumber, cut at Weyerhaeuser plants in Everett, Longview and Springfield, Wash., and Klamath Falls, Ore., was included on the train. There was Douglas fir and hemlock from western Washington and Ponderosa pine from eastern Oregon tree farms.

Of special interest to GN and Weyerhaeuser officials in St. Paul was the arrival of seven carloads at the firm's distribution center.

One of the cars was a 70-foot Trailer Train bulkhead flatcar which carried 158,300 pounds of lumber. Total shipment to St. Paul was 269,-



The first packaged lumber unit is unloaded by lift operator from a 70-foot bulkhead flatcar at St. Paul. There were 43 units on the car. At left is Willard Egeland, Weyerhaeuser distribution center manager, and R. W. Morrison, GN's manager, forest and paper products, Montana and East. Below, the lumber train is shown at Havre, Montana, on its way to eastern lumber points.

646 board feet of lumber — enough to build 33¾ average-sized homes.

There were 43 packaged loads on the 70-foot flatcar ranging from 10 to 24-footers for general construction.

Firm officials stated that the lumber shipments arrived in perfect condition.







## GN Unveils, New Color, Trademark For Press, TV

Great Northern's unveiling of its new corporate identification system in early May — the first major change in some 21 years — was recorded by still and movie cameramen.

John M. Budd, GN's president, and John L. Robson, operations vice president, were among those inspecting the newly-painted equipment in bright sunlight.

Painters had just completed work on an SD-45 diesel-electric locomotive and a Big Dome car, the latter part of the complement of the Empire Builder passenger train.

GN launched a national advertising and public information campaign in newspapers and trade journals. Many of the one-page daily newspaper advertisements appeared in Big Sky Blue, the new corporate color, and black.

The ads told the story of GN's trademark evolution and the program of gradually painting an estimated 50,000 pieces of equipment as they come due for repainting. New GN equipment will be delivered in the new colors.

Still and motion picture cameramen captured the new GN corporate identification system, photographing newly-painted passenger equipment. Top, above, John M. Budd, GN president, and John L. Robson, operations vice president, pose by the SD-45. At left, Mrs. Jerald Brenhofer, a stenographer in GN's public relations-advertising department, models for television in the engine's cab.

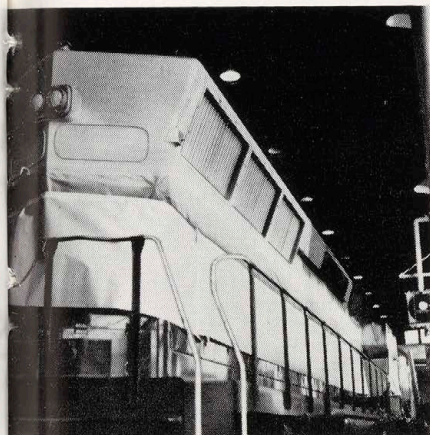
*Four*





Services of a television cameraman were acquired and he photographed the new equipment and GN officers. Color film clips were supplied to television stations in GN territory.

Painting the diesel in the new Big Sky Blue, white and gray colors required masking portions of the engine, as shown left. After leaving the paint shop, a Big Dome car of the Empire Builder gets a final window washing, above.



An SD-45 diesel-electric locomotive, fresh out of the paint shop, glistens in the sun in St. Paul.

## 1,000 Go GN To Peace Arch Celebration In Blaine

The 1967 U. S.-Canadian Peace arch celebration at Blaine, Wash., attracted approximately 1,000 passengers on Great Northern's train to that community on May 7.

Washington Gov. Dan Evans spoke following a parade and U. S. and Canadian children exchanged flags of two friendly nations.

Special this year was Indian dancing by a group of Seattle youngsters known as the All-American Indian Dancers. They performed in Seattle's King Street station and at Blaine.

Among them were Arnold "Wolfie"

Fields, a Pawnee-Creek; Saul Birdhead, an Arapaho, who is a drummer, and Lilly Kaufman, a Nez Perce, who is an Indian beauty contest winner.

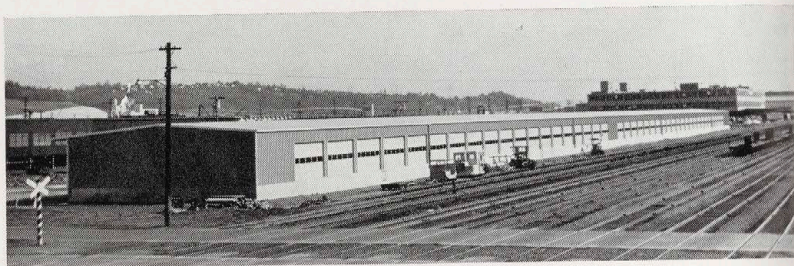
The annual trip is co-sponsored by GN and Northwest Rail Excursions.

### Cited by Safety Council

Great Northern Railway has been given an Award of Merit by the National Safety Council in its third annual Railroad Passenger Safety Award plan.



## NEW GN FREIGHT HOUSE IN SEATTLE 920 FT. LONG



The newest and largest building in Seattle devoted to freight forwarder operations is a Great Northern freight house more than three football fields long.

The steel one-story building, 60 feet wide and 920 feet long, provides 55,200 square feet of concrete floor space. The \$320,000 structure has folding steel adjustable dock plates for trucks on the street side and is served by two railroad spurs.

Space in the building is being leased to four subsidiaries of U. S. Freight Co. They are Universal Carloading and Distributing Co., Merchant Shippers Inc., Stor Dor Forwarding Co., and International Forwarding Co.

The building has 44 bays, each with paired numbered doors 18 feet wide and 10 feet high on each side of the building providing straight through handling of freight. It has a paved parking area 85 feet by 920 feet.

Other features of this modern facility include an overhead sprinkler system, a lunchroom, two steel-fenced security areas and extensive lighting for night operations. Flood lights on adjustable arms can be extended from within the street side doors to light the inside of trucks.

The four freight forwarding companies are moving into the building now although a formal dedication is not planned until about August 1,

when an adjacent office building is to be completed.

These facilities are located in an industrial area between Great Northern's King street station and the Seattle terminal post office building.

Also planned in the same general area by GN is a new trailer-on-flatcar facility that will cost about \$250,000.

It will provide 2,400 feet of tracks for loading and unloading flatcars by a model P-70 FWD Wagner "Piggy-packer." The mobile hoist, with an 80,000-pound capacity, picks up trailers or containers from the side then moves on rubber tires to load or unload.

The new piggybacking area will require 5,000 yards of excavation, 12,500 square yards of paving and a new yard office building.

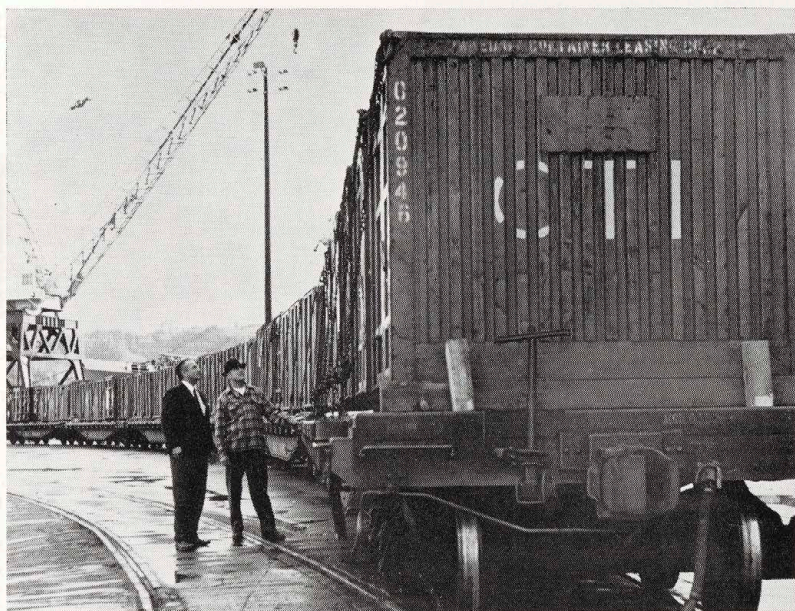
### **J. E. Bradley Named GN Industrial, Agricultural Agent**

The appointment of James E. Bradley as industrial and agricultural agent of the Great Northern Railway was announced by E. N. Duncan, director of the industrial and agricultural department.

Mr. Bradley is a native of Illinois and is a graduate of the University of Illinois where he majored in agricultural economics.

He held various positions with the State of Illinois.





## GN DELIVERS FIRST LOADED CONTAINERS

Great Northern Railway delivered its first shipment of loaded containers from Japan, Hong Kong and Formosa, opening the door for more use of this new development in freight transportation.

The first 33 steel containers carried an assortment of consumer items including clothing and handbags for Goldblatt Bros. Inc. in Chicago.

Using containers, a shipper can send a number of different items in one package, reduce the handling and pass savings along to buyers.

Arnold P. Silver, general traffic manager of Goldblatt said in Chicago the containerization worked out very satisfactorily, that it was a very clean operation and greatly eliminated the possibility of pilferage and damage. Silver said his warehouse forces reported the unloading from containers was quick and easy.

The 33 containers arrived at the Port of Longview, Wash., aboard the Norwegian ship "Gudrun Bakke" of the Knutsen Line, with Bakke Steamship Corp. as the general agent.

Great Northern hooked together three flatcars to move the containers from Longview to Seattle, then east over the GN mainline to the Twin Cities.

These particular containers were provided by Container Transport International (CTI) Inc., and are 7 feet, 11 inches long, 6 feet, 11 inches wide and 6 feet, 7 inches high. They provide 282 cubic feet for freight.

The newest CTI marine-type containers are 20 feet and 40 feet long and provide 1,109 and 2,412 cubic feet of space.

Included in this first container shipment were cotton goods, transistor

(Concluded on Page 12)



## GN Salutes Alaska's Centennial



The Denali, an old Alaska Railroad car used by President Harding there in 1923, is shown at the Alaska 67 site. From the left, front, are R. W. West, GN director of sales, Seattle; J. V. Hart, regional sales manager, Alaska Steamship Co.; Charles V. Scrivner, president, Alaska Trainship Co.; and Don Pravitz, GN export and import agent, Seattle; Back, from the left, are J. J. Dillon, assistant vice president, Alaska Steamship Co.; S. T. Thorson, assistant general passenger agent, Seattle; D. L. Allen, general traffic manager, Alaska Railroad; Victor A. Neklason, manager special services, Alaska Steamship Co., and M. M. Scanlan, GN traffic vice president.

Great Northern recorded another "first" by hosting about 100 shippers, travel agents and other businessmen at a series of meetings in Alaska. No other railroad from "the lower 48" has ever done this.

Executive Vice President Robert W. Downing and M. M. Scanlan, Vice President-Traffic, led an eight-man GN delegation from St. Paul and Seattle to Anchorage and Fairbanks.

A news story in the Anchorage Times quoted one GN official as saying "Great Northern wants to tip its hat to Alaska's Centennial and say thanks to shippers and travel agents."

Most of the GN group traveled aboard the trainship "SS Alaska" from the Delta Alaska Terminal near Vancouver, B.C., to Whittier, Alaska. They rode the Alaska Railroad route from Whittier to Anchorage.

Czar Alexander II sold Alaska to the United States in 1867 for \$7.2 million. The official celebration marking this 100th anniversary opened May 27 and runs through September 30.





The 470-mile long Alaska Railroad has played a vital role in development of the 49th state. It carries supplies from the other states into Alaska's interior, serves the important Matanuska coal fields, and provides tourists with breath-taking views of spectacular Mt. McKinley National Park.

A special ceremony is set for July 15 at Nenana in honor of President Warren G. Harding's driving of the final spike to complete the Alaska Railroad on July 15, 1923.

Railroad buffs visiting Alaska this summer will want to ride two other "short lines," built for the centennial.

The Crooked Creek & Whiskey Island is a narrow-gauge train built in Seattle for the Alaska 67 site at Anchorage. The locomotive, tender and four passenger cars cost about \$70,000. They went north in Great Northern boxcars via the Trainship.

Called the "Moose Gooser," a 50-ton 1929 Baldwin 2-8-2 steam locomotive has been renovated to power guests 14 miles roundtrip between Anchorage International Airport and the Alaska Railroad depot.

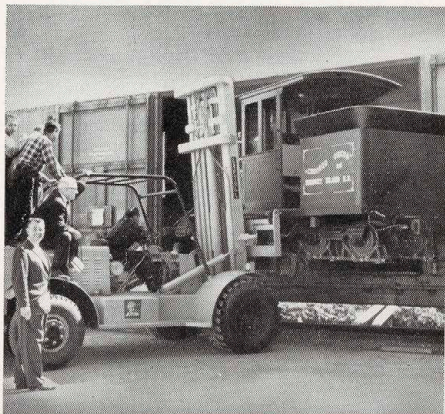
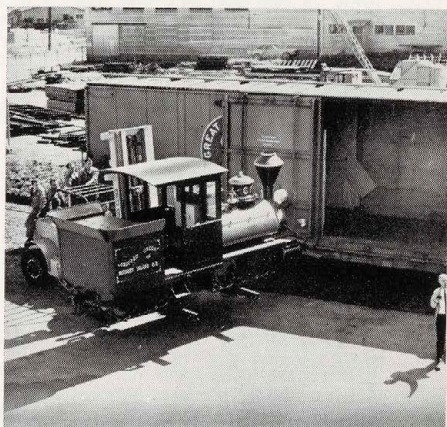
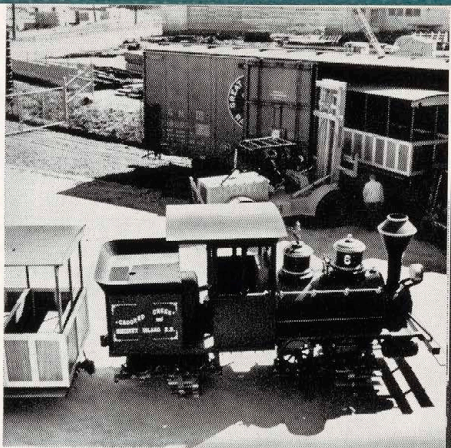
There will be gas lanterns on the walls of the coaches and a pot-bellied stove in the caboose. Banjo bands and barbershop singers will provide music. An occasional staged holdup is likely.

The caboose was the last all-wood model owned by the Alaska Railroad. The present owner is Mrs. Tillie

(Concluded on Page 10)

The loading in Seattle of the Crooked Creek & Whiskey Island was an eventful occasion as the four-car train—some 20 tons—was loaded in Great Northern boxcars for shipment to the Alaska 67 site. They were built by Lovsted Corporation of Seattle. Edward Johnson, Lovsted vice president, is shown alongside the train in the lower photo.

The "Moose Gooser," left, shown at Anchorage, was so named because it frequently "fought" for control of the tracks with moose during heavy snowfalls. Moose took refuge on tracks where they could more readily outrun marauding wolves.





## ALASKA'S CENTENNIAL — Conclusion

Reeve, wife of a famous bush pilot.

At one of the Alaska luncheons, Vice President Scanlan said GN officials were greatly impressed with the state's industrial and tourist potential.

"The vitality and spirit of the Alaskans I met was memorably impressive," Mr. Scanlan later told a Seattle meeting of Washington and Oregon shippers. "Alaskans have responded to the enormous problems created by the earthquake and are rebuilding their businesses and the area's economy."

Alaska's gross business volume grew 18 per cent in 1966. The state's population has increased 25 per cent since 1960. Fisheries are the major industry, with a 1966 total wholesale production worth \$185 million. This is a record and a gain of \$18.8 million over the previous year.

This year's centennial celebration is expected to attract investors, workers and homeowners as well as tourists.

Great Northern has a working agreement with Pacific Northern Airlines for passengers who want to

visit Alaska this year. Rail, airline and travel agencies may issue through tickets to include both rail and air fares through Seattle between Alaska and all GN points.

### Centennial Events

May 27—Alaska 67 Exposition opened at Anchorage.

June 6—Ratification Celebration held at Kodiak.

June 30—Ratification Celebration at Juneau.

July 15—Alaska Railroad fete at Nenana.

August 4—Gold Survey Celebration at Skagway.

September 30—Alaska 67 Exposition closes at Fairbanks.

October 18—Russian-American transfer Celebration at Sitka.

December 31—Official Centennial close with balls at Fairbanks, Anchorage, Sitka, Juneau and other communities.

## Kentucky Firm Buys Bentonite Claims in Montana

Purchase of approximately 16,000 acres of bentonite mining claims near Glasgow, Montana, was announced by the ADM Chemicals Division of Ashland Oil & Refining Company of Ashland, Kentucky.

The claims, 18 miles southwest of Glasgow, were bought from Brazil Creek Bentonite Company, Glasgow.

Negotiations and planning are underway for construction of a bentonite mill of more than 300,000 tons a year capacity on the site and for construction of a spur of the Great Northern railway to the mill.

The bentonite mines and mill will operate year-around and will employ about 25 men.

Construction of the railway spur

is programmed to start late this year and the mill construction is scheduled to begin in the spring of 1968.

ADM Chemicals also operates bentonite mining and milling properties in Wyoming.

The clay has a number of uses. Among them are the bonding of iron ore into pellets at northern Minnesota taconite plants, sealing irrigation and water storage ponds, water purification and many special chemical applications.

ADM Chemicals, formerly a part of Archer Daniels Midland Company, Minneapolis, was sold April 17 to Ashland Oil & Refining Company.



# GOAT Gaieties

## Top This

"My dad made such a mean looking scarecrow that it scared every crow off the farm," one lad told the other.

"That's nothing," the other boy said. "We made one that scared them so much they brought back the corn they stole last year."

\* \* \*

## Good Point

"Why do you tell all your troubles to the bartender?" one guy asked the other.

"Why not?" was the answer. "When has a psychiatrist ever given me one on the house?"

\* \* \*

## Food For Thought

"What is the most important meal?"

"Breakfast. My wife gets upset if I'm not home by then!"

\* \* \*

## Big Wheel

The wife was driving and became hopelessly caught in a traffic jam.

"What do I do now?" she asked her husband.

"I don't know," he replied. "But why don't you climb in the back seat for a minute. You'll probably come up with an idea there."

\* \* \*

## Full House

"Your boy friend, Bill, just asked me for your hand in marriage and I consented," dad told his daughter.

"But, father," she cried, "I don't want to leave mother!"

"I don't want to stand in the way of your happiness," father answered. "Take mother with you!"

## Right Source

"Young girl," the librarian said, "just what book do you want?"

"Do you think I could borrow 'Scouting For Boys?'" the girl asked.

\* \* \*

## Wrong Place

"I'm sorry," the pedestrian told the bum, "but I don't give money to men on the streets."

"You want that I should open an office?" the man countered.

\* \* \*

## Some Menu!

Cannibal King: "What am I to have for lunch?"

Cook: "Two old maids."

King: "Ugh! Leftovers again."

\* \* \*

## It's a Tossup

"How did you solve the problem of getting your lazy son up in the morning?" one mother asked the other.

"I just toss the cat on the bed," she answered.

"But how does that help?" the other woman asked.

"The dog sleeps on his bed."

\* \* \*

## Who Gets The Vote?

Teacher: "Johnny, what are the three great American parties?"

Johnny: "Republican, Democratic and cocktail."

\* \* \*

## Half Pleased

"Who is more satisfied: a man with a million dollars or a man with six children?"

"A man with six children. A man with a million dollars wants more."





## Apple Or Cherry? Story Blossoms Into Thorny Issue

Study the pictures closely. Which are the apple and which the cherry blossoms?

Are your eyes as sharp as those of Herbert A. Teas of the Columbia River Orchards Company, Wenatchee, Washington?

Patty Scaman, Washington State Apple Blossom Festival queen, graced the cover of the April issue of the GOAT.

However, the background bore what we thought were apple blossoms—but they were cherry blossoms, a fault shared by the editor and designer of the cover.

Eating Washington State apples is more enjoyable than eating one's words—or in this case—one's pictures.

Do you know which are the cherry blossoms and which the apple? (Apple blossoms are on the right.)

### CONTAINERS — Conclusion

radios, dry cell batteries, gloves, beaded and rattan handbags, sports shirts, sporting goods, porcelain dinner sets and ladies tennis shoes.

A return movement via containers was secured through the cooperation of R. W. Peterson, export traffic manager for the Admiral Corporation, Galesburg, Ill.

Admiral moved television and radio sets for export to the Far East through the Port of San Francisco. The containers, on articulated flatcars, made the return trip West via the Burlington to Minneapolis, over Great Northern to Portland, and then on the Southern Pacific to San Francisco.

Twelve

### Cincinnati Cogs Elect Edward Waczak President

Edward Waczak of Great Northern Railway's freight department has been elected president of the Cincinnati Cogs, an organization fostering closer ties between freight traffic personnel.

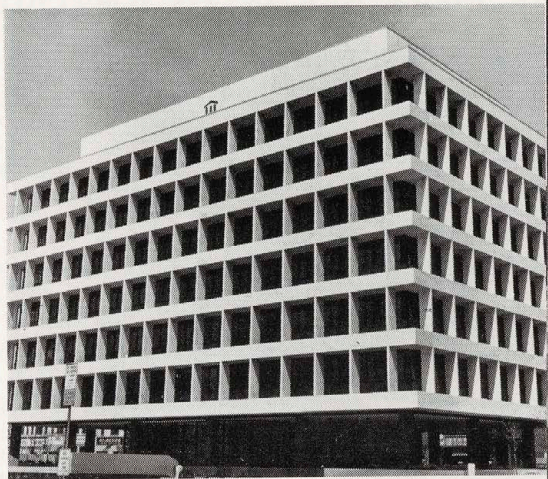
Other officers are Dave Weisel, Canadian National, vice president; Dick Ruehlmann, Western Pacific, treasurer, and Sue Clark, Chicago & Eastern Illinois, secretary.

The average railroad charge for moving a ton a mile is now  $1\frac{1}{4}$  cents, compared with 6.5 cents for trucking and 217 cents for air cargo.



## Federal Land Bank System: 50 Years Serving Farmers in Sixteen States

The new Federal Land Bank in St. Paul was built jointly with the Federal Intermediate Credit Bank and the St. Paul Bank for Co-operatives and has just been occupied. Offices formerly were in the Railroad Building which also houses the Great Northern and Northern Pacific Railways. The railroads purchased the Federal Land Bank's former offices.



American agriculture has made more progress in the last 50 years than was made in the preceding 5,000 years of agricultural history.

Thanks to this progress, United States is the best fed nation in the world and its agricultural industry is the envy of countries around the globe.

Because agriculture is the basic industry of the nation's economy and because consumers are the greatest beneficiaries of agriculture's progress, the nation's 12 Federal Land Banks are dedicating their 50th anniversary to "America's Farmers . . . Providers of Plenty."

Throughout 1967, banks will tell and retell the agricultural story, pointing out that fixed costs of agricultural production have increased, some as much as 500 per cent, yet the costs to the housewife of many staple foods are close to where they were 25 years ago.

Four Federal Land Banks in the

rich agricultural area served by Great Northern Railway are using every opportunity to build a better image for agriculture in their respective districts.

The bank in St. Louis is telling the story in Illinois, Missouri and Arkansas; the Federal Land Bank in St. Paul, in Minnesota, Wisconsin, North Dakota and Michigan; the one in Omaha in Iowa, Nebraska, South Dakota and Wyoming, and the bank in Spokane tells the story in Montana, Idaho, Washington, Oregon and Alaska.

The Federal Land Bank system—a federally-supervised, privately-owned farm mortgage banking system—provides approximately a fifth of the mortgage credit used by America's farmers and ranchers.

Since organization 50 years ago, the banks have provided a million farm and ranch operators with upwards of 12½ billion dollars of credit which improved upon a rate-of-production efficiency which has more than doubled since 1950.



# N. Y. Stock Exchange, Now 175, Had Roots in Revolutionary War



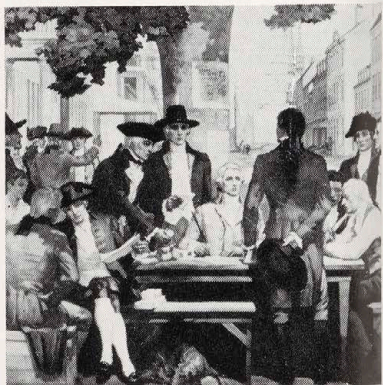
The New York Stock Exchange, America's largest and most important securities market whose roots go back to an 80-million-dollar bond issue that consolidated the debts of the Revolutionary War, marks 175 years of history in 1967.

The growth of the Exchange from a tiny open-air market to a central marketplace ready to serve some 22 million American investors has closely paralleled the transformation of the nation itself from a weak agricultural economy to an industrial colossus.

Its growth reflects a teeming, abundant economy.

Nowadays, half a million miles of telephone and telegraph wires link the trading floor of the Stock Exchange with more than 3,800 offices of member firms here and abroad.

The imposing facade of the Exchange, left, glistens in the noonday sun. During the first administration of President Washington, on May 17, 1792, merchants and auctioneers met under a Buttonwood tree on Wall Street, as pictured below, and organized what became the Exchange.



*Fourteen*



On an active day, these offices funnel in some 86,000 buy and sell orders—representing more than 10 million shares of stocks. The value of shares traded in a single hour frequently exceeds the \$80 million in securities that were consolidated by Treasury Secretary Alexander Hamilton to pay Revolutionary War debts.

Twenty-one brokers and three partnerships dealing in those early treasury securities and a few bank and insurance company issues banded formed a central market on May 17, 1792.

The pact they signed, known as the Buttonwood Agreement for the tree under which it was drawn, established the New York financial market as a definite institution.

For all its growth and movement, the Exchange functions as an arena where shares of American business can be bought and sold quickly, con-

veniently and economically.

Listed shares now total 11 billion, with a market value of more than \$520 billion, which in itself is a measure of the incredible growth of American industry. Annual reported volume on the Exchange has more than tripled in the last decade and a half.

Present qualifications for election to membership have been made more stringent, and the qualifications of new securities salesmen upgraded.



Samples of common stock certificates, shown above, represent ownership shares in American corporations. On the trading floor of the Exchange, below, brokers buy and sell stocks of listed companies for shareowners—now numbering more than 22 million persons—quickly and inexpensively.

### GN Stock Listed Since 1890

Great Northern has been listed on the New York Stock Exchange since early 1890 when 200,000 shares of preferred stock 100 par value were available for trading.

From then until mid-May, 1967, total GN shares traded was 58,700,000. The high and low extremes between 1890 and 1966 were 348 on Feb. 9, 1906, when 2,072,801 shares of GN stock were traded, and 4½ on April 5, 1933, when 1,950,400 shares were traded.

As J. E. Adams, assistant secretary and assistant treasurer of Great Northern in New York City pointed out, in July, 1954, the company's preferred stock was reclassified to common on two-for-one basis, and the highs and lows subsequent to that year should be considered in their proper value.

*Fifteen*





# New lift for Minnesota's iron ore

## WHAT IS TACONITE?



Taconite is a flint-like rock found in extensive formations on the Mesabi Range of northern Minnesota. In its natural form, taconite rock contains 25% to 35% iron, distributed in small particles. Processing liberates the ore and forms marble-sized pellets of about 63% iron.

Minnesota voters passed in 1964 an amendment to the state's constitution, guaranteeing taconite processors equality in taxation with other manufacturing enterprises. This action resulted in immediate announcement of plans for new taconite plants on the Range.

## Taconite pellets now move from Mesabi Range to steel mills through Great Northern's new \$6-million storage-loading plant

Minnesota's Mesabi Range, for 75 years America's prime source of iron ore, has taken a new lease on life. The most recent chapter was written, April 14, 1967, when Great Northern loaded the ore boat JOSEPH H. THOMPSON with the first taconite pellets from the newest plants on the Mesabi.

These two new plants, operated by Hanna Mining Co. at Keewatin and Nashwauk, will produce 4.4 million tons of taconite pellets annually.

To help move this new flood of iron ore to steel mills, Great Northern is running a 200-car unit train between pellet plants and the dock area at Superior, Wisc. Here, a mile-long conveyor system transfers the pellets to the docks during the shipping season, or to a 2.5 million-ton stockpile for winter storage.

This is how Great Northern works with its customers and communities on our line. We'd like to help you move into a more efficient shipping era. Talk to Great Northern representatives located in major cities.

## THE GROWING...



## GREAT NORTHERN





GREAT NORTHERN

**GOAT**

JULY 1967







**GREAT NORTHERN**

**GOAT**

Vol. 37 July, 1967 No. 7

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

DAN MUSCH, Editor

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

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### The Goat's Cover



A GN unit  
train of taconite pellets —  
200 cars long  
— moves from  
Minnesota's  
Iron Range to  
GN's taconite-  
handling facility  
at Superior,  
Wis.

### Your Railroads

The man or business who bucks great odds and comes out a winner deserves the respect of his fellowman.

Sometimes an entire industry finds itself in the position of having to fight for survival against odds. Such was the case with the railroads.

The return of the rails to their rightful place in the transportation picture was recently dramatized in a strikingly illustrated booklet issued by the Association of American Railroads entitled, "Railroads Unlimited!"

In sending it to editors and commentators, the association describes it as the action-packed, continent-wide story of one of the greatest comebacks in economic history—a comeback that is "... being written today by America's changing railroads."

The booklet covers a wide range of rail innovations such as piggy-backing, unit trains, push-button yards, expanded research and so on. One of its most important sections deals with what is called rail pricing's "Magic Cycle."

It is the process by which the rail industry has worked to increase its volume of shipments, thus permitting lower prices. The lower prices, in turn, encourage a higher volume of shipments, thus permitting lower prices.

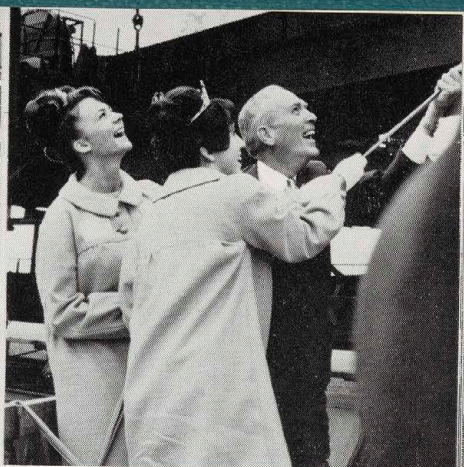
Since 1958, average railroad charges for carrying the typical ton a mile have been reduced by 14 per cent. During this time, over-all consumer prices were rising 15 per cent.

It has been estimated that the magic cycle of rail operations has saved the nation's shippers some \$1 billion dollars a year in transportation charges.

Of course, no industry can absorb severe inflationary cost and wage increases indefinitely. The rails are no exception.

But advancing rail technology has been a factor in stabilizing the national economy. Reprinted from the Industrial News Review, Portland, Ore.





Mayor Deneweth of Superior, Wis., left photo, speaks at the luncheon for guests who visited GN's taconite pellet-handling facility. John M. Budd, GN president, is seated at his right. The official activation of the facility occurred when Mr. Budd, Miss Carmen Christianson, (Miss Superior) and Miss Linda Howell, (Miss Hibbing) pulled a ribbon that was attached to the pellet stacker boom, shown top right.

## GN Dedicates Taconite Pellet Facility

Dedication of Great Northern's 6-million-dollar taconite pellet-handling facility took place on June 15 in Superior, Wis., before some 150 guests.

Civic leaders from Superior, Minnesota's Iron Range, Duluth, and representatives of iron ore-mining and steel companies from as distant points as Cleveland and Pittsburgh

joined railway officials at the ceremonies.

A two-fold program began at the pellet-stockpiling area adjacent to GN's Allouez docks where a "mountain" of iron-rich taconite pellets has been building prior to movement over a conveyor belt into the holds of

(Concluded on Page 4)

The gigantic reclaimer moved into action scooping up pellets shortly after activation of the mechanism. The pellets moved onto a conveyor belt and ultimately over a two-mile intricate belt system to the dock.





## XII World Jamboree Of Scouting Set In Farragut, Idaho



The XII World Jamboree of Scouting will be held Aug. 1-9 at Farragut State Park, Idaho.

More than 14,000 Scouts and leaders are expected from the Scout Associations of almost 100 nations and territories to make the world jamboree one of the free world's largest non-sectarian, non-military international youth gatherings.

The jamboree will highlight world Scouting's 60th anniversary year, marked from Lord Robert Baden-Powell's experimental encampment with 22 boys in 1907 on Britain's Brownsea Island.

For the first time, the Boy Scouts of America was selected as the host. Idaho's Farragut State Park was

selected as the XII World Jamboree site after thorough investigation.

The site is about 50 miles northeast of Spokane, Wash. The latter is on the main line of Great Northern Railway. Many youths will travel most of the way to the site over GN.

### DEDICATE—Conclusion

Great Lakes boats.

Approximately 150 invited guests met at Cronstrom's Supper club in Superior and were bussed to the stockpile area where Robert D. Banks, president of the First National Bank of Superior, presided at a brief dedication program.

Robert R. McEnary, superintendent of GN's iron ore docks, explained the stockpiling procedures and the transportation of pellets to the docks.

Miss Carmen Christianson, Miss Superior, and Miss Linda Howell, Miss Hibbing, assisted John M. Budd, GN president, in activating the stockpile recovery mechanism.

Pellets began movement on the two-mile-long conveyor system to Dock No. 1 at Allouez. The entire installation and dock area is under supervision of William S. Byrne, GN Mesabi division superintendent.

Mr. Budd was principal speaker at a luncheon for guests at Cronstrom's where master of ceremonies was Mr. Banks.

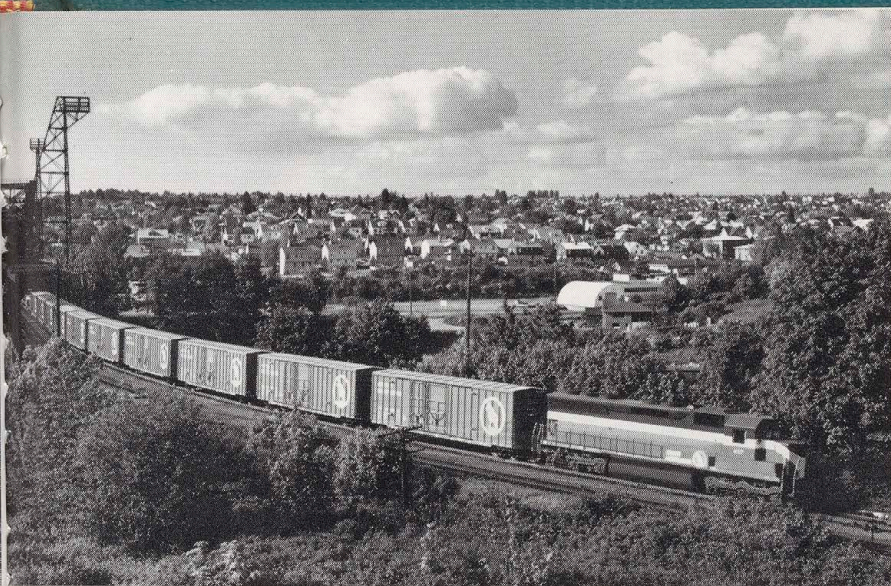
Among guests of honor were Mayor Charles Deneweth of Superior who is a GN employee on leave, and Donald Leggate, chairman of the Douglas County Board of Supervisors.

Both Miss Christianson and Miss Howell were costumed in specially designed ensembles in GN's new Blue Sky Blue corporate color.

Miss Superior is the daughter of Mr. and Mrs. Julius Christianson of Superior. He is chief dispatcher there for GN. Miss Howell is the daughter of Mr. and Mrs. Charles Howell of Hibbing. Mr. Howell is a GN switchman in that community.



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Sparkling in Great Northern's new corporate colors — Big Sky Blue and white — are a new SD-45 diesel-electric locomotive and a string of new 50½-foot boxcars. The latter have 14-foot clear door openings and cushioning devices. The 10-foot-high doors are ideal for shipment of lumber. The cars are single-sheathed steel with outside posts. The photo was taken in Seattle.

## GN ADOPTS 'POINT-OF-ORIGIN' GRAIN SAMPLING

One of the nation's principal grain haulers, the Great Northern Railway, announced it will cooperate in a "point-of-origin" grain sampling program in its North Dakota and South Dakota producing territories.

M. M. Scanlan, GN's vice president-marketing, said that samples vital to the buying and selling of grain would be taken at the time a car is loaded, rather than at hold points, under the new procedure.

Samples will be forwarded to established Federally-licensed inspection laboratories for inspection and grading, and at the same time a portion will be rushed to the Minneapolis Grain Exchange for display in connection with the sale of the carload.

Faster movement of grain to market, a quicker cash return to the seller and more efficient utilization of the grain car fleet are cited as principal advantages of the new proce-

dure, which gets its impetus from a recent action of the Minnesota Legislature, eliminating the requirement for duplicate sampling of grain destined for public warehouses in Minnesota.

The program on Great Northern lines will be carried out by International-Stanley Corporation, which is responsible for taking of samples and their delivery to laboratories and the Minneapolis Grain Exchange.

Beginning June 19 a team of International-Stanley and Great Northern representatives began traveling to 240 North Dakota and South Dakota towns, and are expected to call on more than 500 elevator operators who are prospective users of the new service.

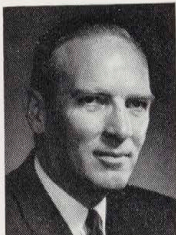
Mr. Scanlan stressed that existing GN hold and diversion points such as Minot and Grand Forks will continue to be available to shippers who desire this service.



BY GN PRESIDENT BUDD —

# Management Changes Announced

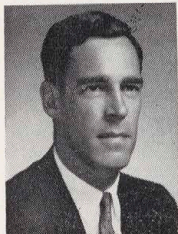
## Executive



Mr. Budd



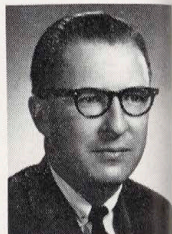
Mr. Smith



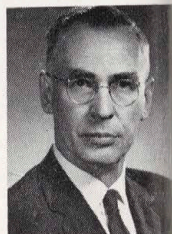
Mr. Cruikshank



Mr. Merklin



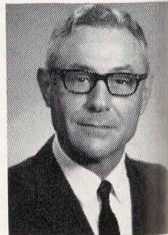
Mr. Lamphier



Mr. Lear



Mr. Kenady



Mr. Taylor

Election of a new Great Northern vice president and several other management changes in the railway's executive, traffic and operations departments, effective July 1, were announced by John M. Budd, GN president.

Thomas J. Lamphier of St. Paul was elected by GN directors to a vice presidency in the executive department, with responsibility for directing the railway's computerization program and its constantly-expanding application to all phases of GN's operations.

The railway's data processing has been geared principally to accounting, said Mr. Budd, but will be extended under Mr. Lamphier's direction to management control, customer information and services to other departments.

A graduate of Massachusetts Institute of Technology, Mr. Lamphier joined GN in 1949, and has had several assignments within the operations department, including superintendency of the Klamath division in Oregon. In recent years Mr. Lamphier has been identified with GN's electronic data processing and economic research.

An additional GN executive department change was appointment of H. D. Lear of St. Paul as assistant vice president. Now director of the railway's division of economic research, Mr. Lear will be identified in his new assignment with Robert W. Downing, executive vice president in management and corporate planning.

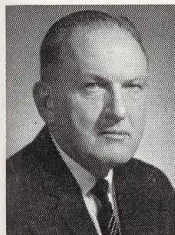
A graduate of the University of Washington, Mr. Lear managed the Pacific Coast railroad (a GN subsid-

(Concluded on Page 14)



## Marketing

Attention by Great Northern to all aspects of customers' distribution processes, not rail transportation alone, will be strongly emphasized in the railway's new marketing program, which got underway on July 1.



Mr. Scanlan

Establishment of a marketing department, to supplant GN's traditional sales organization, the traffic department, resulted from extensive studies by the railway in collaboration with McKinsey & Company, Inc., management consultants, said M. M. Scanlan of St. Paul, GN traffic vice president on July 1.

The marketing program was presented to GN's principal sales representatives throughout the United States and Canada at a three-day meeting in Glacier National Park, Montana, beginning on June 27. The railway's principal officers and department heads, including John M. Budd, president, discussed the marketing program at the Glacier meeting.

"Marketing involves more than mere selling," said Mr. Scanlan. "It includes identifying customer needs, evaluating them for profitability, developing programs which can meet selective patron needs profitably, and persuading potential customers that these programs will satisfy their needs."

Mr. Scanlan added that "we are extremely confident and enthusiastic about Great Northern's new marketing direction." Rising costs and increased competition, he said, have brought business to increasingly higher levels of sophistication, with railway customers more and more in-

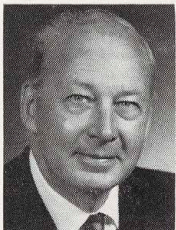
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## Operations

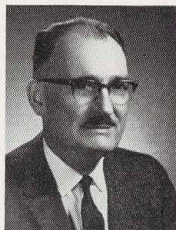
New assignments in Great Northern division superintendencies, effective July 1, 1967, are:

Minneapolis—ROBERT H. SHOBER, became superintendent of the Willmar division, headquartering in Minneapolis, and succeeding Worthington L. Smith in that post. Mr. Shober, a Minnesotan, has headed the Cascade division in Seattle since 1956.

Seattle — EUGENE F. OVIATT,  
(Concluded on Page 10)



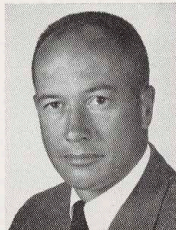
Mr. Shober



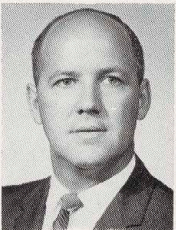
Mr. Oviatt



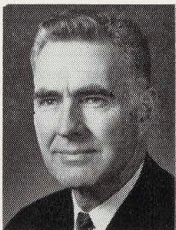
Mr. Wicks



Mr. Coan



Mr. Donahue



Mr. Mackenroth



## Taconite Pellets Move To Lake Superior Boats Via Unit Train, Conveyors

The route from the Iron Range of northern Minnesota to the bustling port of Superior, Wis., is one of rail and conveyor belt for the iron-rich taconite pellets destined for steel smelters.

After the pellets arrive by GN unit train from Minnesota as pictured at left, they are automatically dumped, two cars at a time, at the railway's taconite pellet-handling facility at Superior.

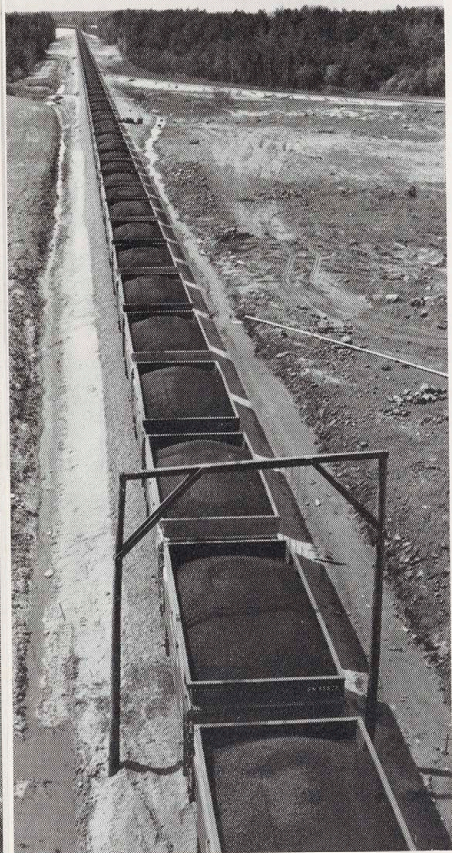
The panel of photos on the next page depict various phases of the operation.

At top left, pellets move on the conveyor belt at the stockpiling area in Superior to the pellet stacker where they either continue to the dock, as shown at top right, or are stockpiled for future movement to the dock.

The feeder with tripper on a boom deposits pellets into any of the 374 pockets built into the dock, shown right, where they await loading into holds of Great Lakes boats.

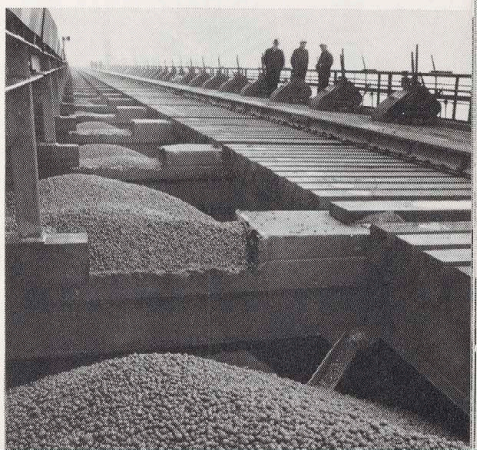
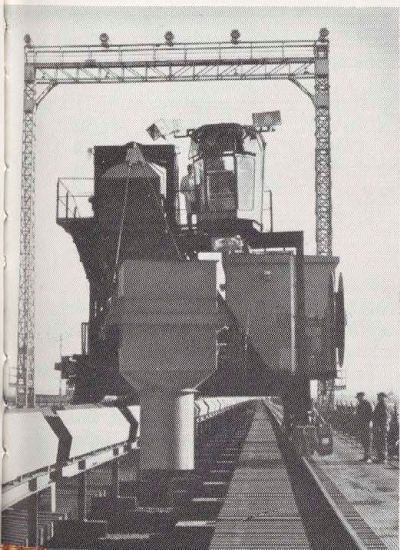
Taconite is a flint-like rock found in extensive formations on the Mesabi Range of northern Minnesota.

In its natural form, taconite rock contains 25 to 35 per cent iron, distributed in small particles. Processing liberates the ore and forms marble-sized pellets of about 63 per cent iron.



Carloads of taconite pellets, stretching as far as the eye can see, move in a GN unit train from the Butler Taconite plant operated by the Hanna Company near Nashwauk, Minn., to GN's taconite pellet-handling facility at Superior, Wis. Two-hundred cars long and carrying 15,000 tons of pellets, the train made the 230-mile round-trip from 13 to 14 hours, including loading time.







## DIVISIONS—Conclusion

former superintendent in Minot, succeeded Mr. Shober in Seattle. A native of Bristol, Conn., Mr. Oviatt joined GN's operations department in 1938, and had been superintendent in Klamath Falls, Superior, Wis., and Minneapolis before heading the Minot division in 1964.

Minot—JEROME W. WICKS, formerly a trainmaster in Seattle, succeeded Mr. Oviatt as superintendent of the Minot division. Mr. Wicks is a native of Warroad, Minn., and began work for GN as a telegrapher in 1941.

Spokane—EUGENE M. COAN, former superintendent in Great Falls, replaced Paul F. Cruikshank in Spokane. Mr. Coan, a native of Minneapolis, has been associated with GN's operations department since 1953, and he became superintendent of the Butte division, with headquarters in Great Falls.

Great Falls—THOMAS W. MACKENROTH, former superintendent of the Klamath division, succeeded Mr. Coan in Great Falls. A North Dakotan, Mr. Mackenroth has worked for GN since 1935.

## IS IN YOUR HANDS

A FOREST'S FUTURE



Ten

Klamath Falls — MICHAEL M. DONAHUE, recent trainmaster in Sioux City, moved to Klamath Falls as assistant superintendent. A Minnesotan, Mr. Donahue's GN service began in 1948.

## MARKETING—Conclusion

clined to regard transportation costs as only a part of their overall distribution economics.

"Our job is to provide a service that will enhance the customer's competitive and profitability position as well as our own," continued Mr. Scanlan.

"It is a demanding task which requires that we think beyond sales. We must be much more knowledgeable of our customer's total needs, and more adept at fulfilling our special role in meeting them. Great Northern's customer-oriented marketing program, as it develops under trained leadership, will help us achieve these goals."

In directing GN's marketing program Mr. Scanlan will have three principal assistants, whose appointments were announced recently.

They are: Paul F. Cruikshank, now GN's division superintendent in Spokane, who becomes assistant vice president—market planning; James C. Kenady of St. Paul, currently land and tax commissioner, who will be assistant vice president—industrial development, and Ralph L. Merklin of St. Paul, who becomes assistant vice president—marketing. Mr. Merklin now is assistant to Mr. Scanlan.

## Pricing and Marketing

Emphasis in the pricing of rail freight transportation gradually is shifting from "value of service" to "cost of service" concepts.

This is reflected in the reduction since 1958 of 14 per cent in average rail freight charges, in contrast to the concurrent increase in the BLS Consumer Price Index of 15 per cent.



# GOAT Gaieties

## Take That!

George: "Why did God make women so beautiful — and yet so dumb?"

Wife: "Beautiful, so you would love us. Dumb, so we would love you."

\* \* \*

## Food For Thought

The elderly couple had finished their first dinner on the luxury liner and were sitting in their deck chairs.

"Did you notice the huge appetite of the man opposite us at dinner?" the woman asked her husband.

"Yes," he replied, "he must be what they call a stowaway."

\* \* \*

## Wise Guy

Tourist (in a village store): "What you got in the shape of automobile tires?"

Clerk: "Funeral wreaths, life preservers, invalid cushions and doughnuts."

\* \* \*

## No Plugs

Teacher asked the kids what Noah did on the ark. "Do you suppose he went fishing?" she asked.

"Never!" a redheaded kid piped up. "He only had two worms."

\* \* \*

## High Jumper

The old man was walking past a western saloon, when without warning, a young cowhand dashed out, leaped up from the sidewalk and ended up on the seat of his pants in the gutter.

"Are you hurt?" the man asked.

"No," was the reply, "but I'd shore like to meet the so-and-so who moved my horse!"

## Ups And Downs

An elevator operator had a rather hectic day and her patience was strained.

"What would happen if the cables broke—would we go up or down?" a lady inquired.

"Madam," the operator sighed, "that would depend entirely on what kind of life you've led."

\* \* \*

## Remembrance Lost

"I can remember when I used to chase girls," the old man told the other.

"So can I," said the real old-timer, "but I can't remember what for!"

\* \* \*

## How's That?

"Did I come from heaven, Mommy?"

"Yes, Dear."

"Then where's my nose cone?"

\* \* \*

## Ah, Yes!

The clergyman was preparing his sermon. His daughter was watching him.

"Daddy," she asked, does God tell you what to say?"

"Of course, child," the father answered. "Why do you ask?"

"Then why do you scratch some of it out?"

\* \* \*

## A Bit Of This

A customer ordered a pound of hamburger.

"A pound of enthusiasm!" the clerk yelled to the butcher.

"How come enthusiasm?" the customer asked.

"Because our butcher puts everything he has into it."



## First Minnesota To Superior, Wis.

The Joseph H. Thompson lake carrier nudges to Great Northern's Dock No. 1 that has been converted to handle taconite pellets. The huge chutes, foreground, lower above the boat's hold and pellets are deposited. Powered by four diesel-electrics, the GN unit train, below, is loading pellets while in motion at the Butler Taconite plant at Nashauk, Minn.

The shakedown period for Great Northern Railway's giant new 6-million-dollar taconite pellet-handling and storage facility at Superior, Wis., began in late March with the unloading there of the first trainload of pellets.

The 196-car unit train, GN's first,

carried 13,000 tons of the iron-rich pellets which were loaded at the new 56-million-dollar Butler taconite plant near Nashauk on Minnesota's famed Mesabi Iron Range.

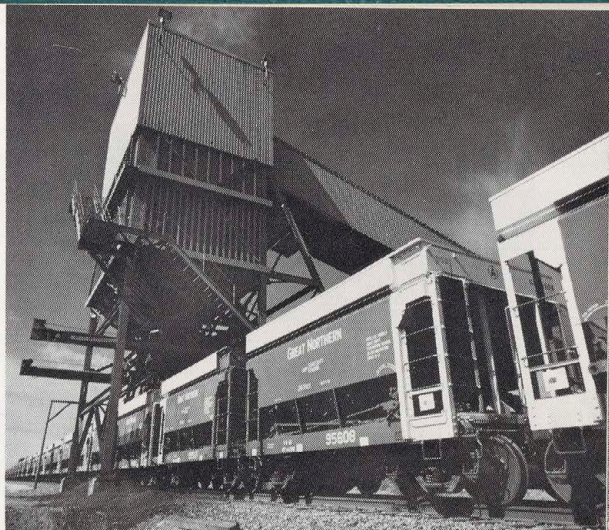
Every-other-day service between the plant and Superior began initially, with the pellets being stockpiled at





## Taconite Moved Dock Via GN

Specially - built ore cars move under the loading facility, top photo, at the Butler plant which has a projected annual capacity of 2 million tons of pellets. The sprawling 56-million-dollar But plant, below, is the backdrop for GN's unit train taking on pellets. A National Steel Pellet plant is opening this Summer near Keewatin, Minn.



first until the Great Lakes shipping season opened.

The unit train, which nominally will consist of 200 specially-equipped ore hoppers, also will serve the new 70-million-dollar National Steel Pellet plant near Keewatin, Minn., where shipping is expected soon.

When shipping commences at the new plant, the train will alternate between the two plants in speedy, daily service, making the 230-mile round-trip in an estimated 13 to 14 hours, including loading time.

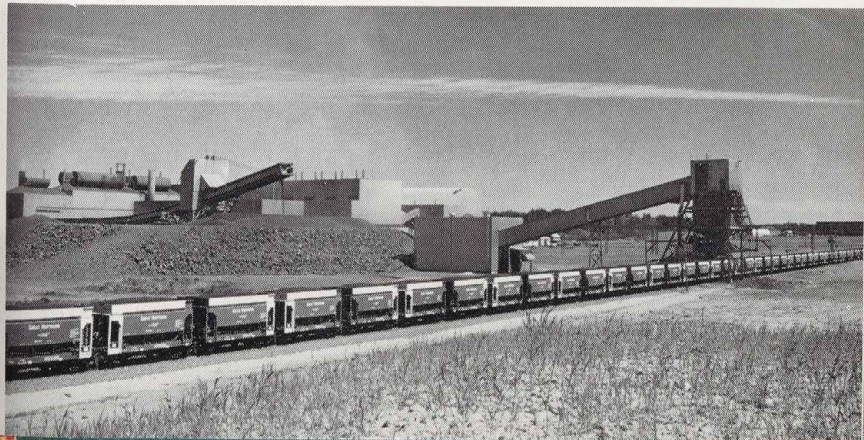
Average load will be 75 tons per

car or a total of 15,000 tons of pellets per train.

During the Great Lakes shipping season, the taconite pellets move directly from the unloading point at Superior over an intricate two-mile conveyor belt system extending to GN's nearby Allouez ore docks.

With the close of the shipping season, the pellets will continue to flow from the two taconite plants but will be stockpiled on the ground.

The specially-prepared storage area, with a capacity of 2.2 million tons of pellets, is as big as 32 football fields.





## GN MANAGEMENT CHANGES—Conclusion

iary in the Seattle area) before coming to St. Paul in 1955.

A basic change in Great Northern's sales organization, reflecting the growing emphasis on marketing concepts and techniques, also was announced by Mr. Budd. The railway's traffic department has been redesignated the marketing department and its vice president, M. M. Scanlan, becomes vice president—marketing.

Newly-created posts in the marketing department will be filled by:

- Paul F. Cruikshank, now superintendent of the railway's Kalispell division in Spokane, Wash., who becomes assistant vice president—marketing planning, in St. Paul;

- Ralph L. Merklin of St. Paul, now assistant to Mr. Scanlan, who becomes assistant vice president—marketing;

- James C. Kenady of St. Paul, now GN's land and tax commissioner, who becomes assistant vice president—industrial development in GN's marketing department.

GN's industrial development activity now is headed by E. N. Duncan of St. Paul as director of the railway's agricultural and industrial development department. Direction of the company's important agricultural development program will be continued by Mr. Duncan as a separate function in the marketing department.

In GN's operations department, said Mr. Budd, J. D. Taylor of St. Paul becomes assistant vice president, and Worthington L. Smith of Minneapolis will succeed Mr. Lamphier as assistant to the vice president.

A University of Illinois graduate in civil engineering, Mr. Taylor's GN career began in 1940 in the operations department. Since 1955 he has been assistant to the vice president of operations.

Now superintendent of GN's Will-

mar division with headquarters in Minneapolis, Mr. Smith is a graduate of the University of Minnesota and Yale University. He began work for GN in 1954 in the operations department, and was superintendent of the Klamath and Mesabi divisions of the railway before assignment to the Willmar division in June 1964.

GN's president also disclosed system-wide changes in divisional superintendencies, and the merging of two operating divisions in the Pacific Northwest. In addition, jurisdiction of the railway's district accounting offices in Willmar, Minn., and Whitefish, Mont., will be shifted from the operations to the comptroller's department. Mr. Budd said that these offices will continue to be located in Willmar and Whitefish without personnel changes.

Changes in division superintendencies will affect GN operations officers in the Twin Cities, Minot, N. D., Great Falls, Mont., Spokane and Seattle, Wash., and Klamath Falls, Ore.

GN will reduce on July 1 the number of operating divisions from 8 to 7. The Klamath division in Oregon will be consolidated with the Cascade division, which headquarters in Seattle. Merging of these divisions, said John L. Robson, operations vice president, is expected to increase the efficiency of GN's north-south freight services between the Pacific Northwest and California.

The present Kalispell division in Washington and western Montana will be renamed the Spokane division, and the Butte division, which is wholly within Montana, will become the Montana division. Headquarters of the renamed divisions will continue in Spokane, Wash., and Great Falls, Mont.



## 'Christian Builders' On Way East From Seattle



Recent happy travelers aboard Great Northern's Empire Builder were 32 students who attend University Congregational Church in Seattle.

The photo, taken at St. Paul in the Great Dome car, shows Christy Roselle who played the mandolin during a folk-singing stint. Others, pictured left to right, are Janice Fisher, Clara Walker, Mike Evans and Rev. and Mrs. Maurice Bell, chaperones.

The group began a five-week tour that took them to Chicago and then Detroit, Washington, D.C., New York City, Philadelphia, Boston, Quebec, Montreal, Ottawa and then Vancouver.

Calling themselves the "Historical Nomads" or "Christian Builders," the youngsters will study urban problems and new church activities being tried in major cities.

"We realize that the things hap-

pening in major urban centers in other parts of the nation have an effect on your lives," Rev. Mr. Bell said. "We want to go where the action is to try to broaden our knowledge."

### Mergers

Caught in a squeeze between external competition and rising internal costs, major U. S. railroads have filed 50 consolidation applications in the past decade.

Of these, 28 have been approved, while a number of other major cases are pending.

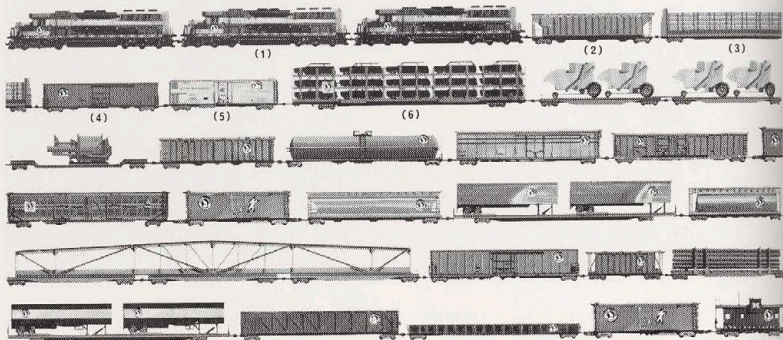
This structural overhaul promises ultimate streamlining of the 76 major lines into a fewer larger systems — each better equipped to handle the huge traffic loads promised by America's mushrooming economy.



Same old freight train?

Look again!

## Get a load of Great Northern



This Great Northern fast freight, racing across the continent between the Twin Cities of Saint Paul and Minneapolis and the Pacific Northwest cities of Spokane, Seattle and Portland, shows how completely the face and pace of rail freight handling has changed in recent years.

The locomotive power of today's Great Northern freight trains is a series of SD45's, 3600 HP diesel-electrics (1).

Then a parade of new and specialized freight cars:—100 tons of grain in a new jumbo covered hopper (2), a bulkhead flat piled high with paper-wrapped lumber (3), a wide-door boxcar riding smoothly on its cushion underframe (4), a refrigerator car that carries its own self-contained mechanical cooling equipment (5), a tri-level auto rack with 15 new beauties (6) . . . and on and on through the entire train.

During the past 10 years Great Northern has invested \$123 million in additions to and replacements for its fleet of more than 40,000 freight cars.

This is the way Great Northern

matches the increasingly sophisticated marketing, physical distribution and sales operations developed by American business.

Why don't you schedule a full discussion of your transportation needs with a Great Northern freight traffic man? His number is in the Yellow Pages of your phone book.

### THE GROWING...

### GREAT NORTHERN



On the go with great new cars  
built to match the big new jobs



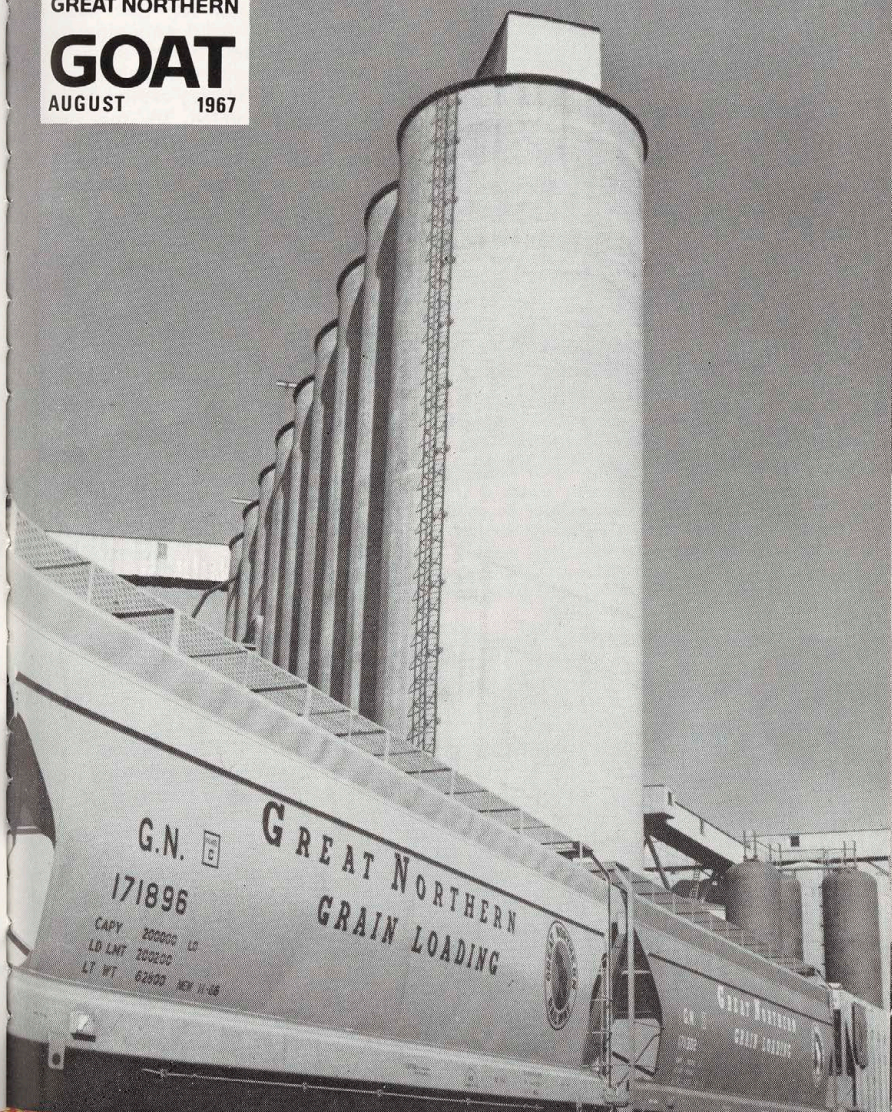


GREAT NORTHERN

**GOAT**

AUGUST

1967







GREAT NORTHERN

GOAT

Vol. 37 August, 1967 No. 8

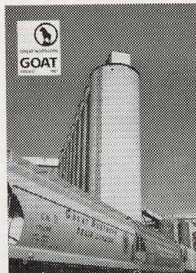
The Great Northern Goat is not an employe magazine. It is published monthly for the Traffic Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

**CHANGE OF ADDRESS:** Make changes on the back page of magazine which bears the imprint of the address. Type or print name, title, address or Zip Code changes and mail the back page to:

EDITOR, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, St. Paul, Minnesota 55101.

### The Goat's Cover



GN grain-loading cars take on the golden kernels at Minneapolis as towering grain elevators loom in the background.

Two

### Your Railroads

The nation's railroads have asked for an emergency increase in freight rates from one-half cent to 3 cents per hundreds pounds.

In petitioning the Interstate Commerce Commission for this modest boost, they told the commission they couldn't meet their higher labor and other costs without the increase and warned that, "Working capital has already been depleted to the point where it cannot be relied upon in meeting the emergency situation which now confronts the railroads."

Even the proposed boost in rates will be insufficient to cover additional expenses which have been estimated at 444 million dollars for the country as a whole.

While costs are rising, net operating income has suffered a sharp decline. In the first quarter of 1967, it dropped more than 30 per cent as compared to the same quarter in 1966.

The rate of return for the industry in the first quarter of 1967 has been estimated at 3.60 per cent which is less than the 3.76 per cent of 1951 described by the Interstate Commerce Commission as "substandard and inadequate."

No industry has done or is doing more to push ahead with technological improvements and operating efficiency than rail transport. During the past few years, the industry has chalked up astonishing progress in the interest of commerce.

At the moment, however, the destiny of the rails lies mainly in the degree of wisdom exercised by Congress and the regulatory agencies in dealing with wage and rate problems and in the province of public policy rather than private initiative.

Reprinted from *Industrial News Review* Portland, Ore.



## Five Korea-Bound Locomotives Move To Seattle Via GN

Six-hundred tons of locomotives recently were hoisted aboard ship by the Port of Seattle's 200-ton lift derrick—the first lift to be made by the big crane since it was relocated last month at Terminal 20 on Harbor Island.

The tonnage was lifted in five easy stages. Five General Motors locomotives were borne aloft aboard the American Mail Line's ship, the S.S. Canada Mail, bound for Pusan, Korea, where they will be used on the Korean National Railway.

Purchase was made by the Office of Supply, Republic of Korea, under the U. S. Aid for International Development program.

Each locomotive weighed 120 tons. The main body of the engine weighed 92 tons and the truck assembly an additional 28 tons. Engine and truck were separated for easier stowage in the ship.

Without the port's 200-ton derrick,

(Concluded on Page 4)



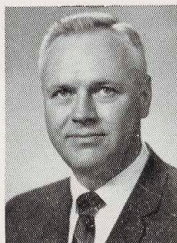
Five diesel-electric locomotives are secured atop the deck of the American Mail Line's Canada Mail, top photo, prior to the movement to Korea. Below, one of them is being lifted aboard the ship.





## J. R. Severson Named Land-Tax Commissioner

John R. Severson has been appointed Great Northern land and tax commissioner announced R. W. Downing, executive vice president. Mr. Severson succeeds James C. Kenady who was named assistant vice president-industrial development.



Mr. Severson

Mr. Severson joined GN in 1949 as a clerk in the car records department.

He was transferred to the land and tax department in 1950 and subsequently became field tax agent in St. Paul; right-of-way tax agent in Helena, Mont., in 1954, general tax agent in St. Paul in 1957.

\* \* \*

Also announced were the following St. Paul appointments:

### KOREA—Conclusion

such a heavy lift would have had to use a floating 100-ton derrick which could pose a more delicate problem in pick up from shore and movement out and around the ship for convenient dropping into the hold.

In one view, the crane was extended full across the deck of the ship and the apron of the pier—and all without worry about wave action or ballasting.

More than 10,000 freight trains operate daily, handling 750 billion ton-miles of freight service — equivalent to picking up 3 tons of furnishings for each of America's 57 million households and moving these 12 miles every day. After declining for 18 straight years, the rail share of total intercity freight volume leveled off in 1961 and has been held at about 43 per cent since.

Four

R. H. Brokopp, land agent, is named general land agent, and H. D. Bergh, tax agent, becomes general tax agent.

## GN Will Buy 300 More Jumbo Hoppers, 10 Switching Locomotives

Great Northern directors meeting in St. Paul authorized the purchase of 300 jumbo covered hopper cars over and above the railway's previously-announced equipment program for 1967.

At the same time it was disclosed that 10 additional 1500-HP diesel switching locomotives have been ordered for delivery this year. GN officials confirmed that the decision to acquire more new equipment was prompted by the recent restoration by Congress of the 7 per cent investment tax credit.

The two orders will add more than \$5.8 million to the \$30.4 million already authorized by the railway's directors for new equipment in 1967.

Already on order and partially delivered are 18 high-horsepower diesel-electric locomotives and 1,300 new freight cars. The 300 new covered hoppers will boost acquisition of this specialized type of car to 800 this year.

Great Northern officials said that the rapid shift from conventional box cars to covered hoppers for grain service is continuing, and that in recent months between 10 and 15 per cent of GN grain loading has been in this type of car.

The extra equipment will put GN in a better position to handle what is expected to be an outstanding grain crop this year.



## BUSES GO WEST VIA GN



Four new 45-passenger buses, purchased by Western Tours, Inc., took an easy ride West from Pontiac, Mich., to Seattle by riding in Great Northern end-door boxcars.

The buses cost \$30,000 each and were manufactured by General Motors. They currently are hauling passengers between downtown Seattle

and the Seattle-Tacoma Airport.

Each of the buses traveled with most of the servicing completed, including fuel in the tank, so they could be driven out of their individual boxcars.

Stu Richman and Russ Beadle, Western Tour employees, are shown removing chocks bracing the wheels.



## RAIL COMPUTER SYSTEM PLANNED BY AAR

The first computerized system to keep track of the country's entire fleet of 1,800,000 freight cars will be established by the Association of American Railroads.

Called the TeleRail Automated Information Network (TRAIN), the system with its nationwide reach, is designed to serve as an effective means of dealing with localized car shortages.

The result will be better service to shippers and greater utilization of freight cars in meeting the nation's growing transportation demands.

TRAIN will be operated by a new department established by the association's board of directors—the chief executives of 20 of the nation's major railroads. Carl L. Byham, an AAR computer specialist, was promoted to vice president in charge of the new department.

The automated rail data network is to be tied in directly with the rapidly growing number of advance information systems on railroads and, in turn, will spur the expansion of these individual-line systems.

TeleRail Central will give the AAR complete reports of car locations by railroads and car flows through prin-

cipal rail gateways, and will permit more rapid mobilization of equipment to meet shipper needs for freight cars.

## Dizzy Dean Boards 'Builder' In Seattle



Famed baseball star, Dizzy Dean, center, who has turned sportscaster, recently boarded Great Northern's Empire Builder in Seattle for a trip to Chicago.

At right is R. W. West, GN's director of sales in Seattle.

Mr. Dean was bound for his Chicago home after golfing at Ocean Shores, southwest of Seattle.



## Sisters Patrons of Train Annually for 27 Years

Two sisters from Indiana who have been patrons of GN's Empire Builder for 27 years recently took another trip.

Shown, from the left, with Walter Wilson, GN assistant general passenger agent, are Mrs. Caroline Eshelman and Miss Rose Lorch.

Miss Lorch is a former teacher at Seattle University. The sisters have taken the round trip to their family home in Indiana each summer. (Another sister, recently deceased, also accompanied them for many years.)



## New Depot Restaurant In Minneapolis



Minneapolis' Gateway Center welcomed its newest restaurant in early July with the official opening of The Golden Rail in the Great Northern Railway passenger station at the foot of Hennepin avenue.

The completely new, air-conditioned facility, operated by GN's dining car department, is a far cry from the "beanery" of railroad station lore, although it has been a restaurant site for 53 years.

"The Golden Rail will fill a void for first-class food service in the lower Gateway Center area," said James W. Kirby, GN general superintendent of dining cars. "We hope to attract the patronage not only of train travelers, but of business people in the area and residents of the nearby deluxe high-rise apartments."

Modern from the newly-tiled floor to lowered ceiling, the restaurant has textured wood paneling that is complemented by hand-hewn cedar shakes. New booths, counters and a kitchen have been installed.

The restaurant is managed by

Dewey Campbell, a former chef on GN dining cars.

"Our spanking new kitchen is geared for three complete meals daily," said Mr. Campbell. "The railway has not sought a liquor license and expects to attract family business, especially on Sundays."

(Concluded on Page 10)



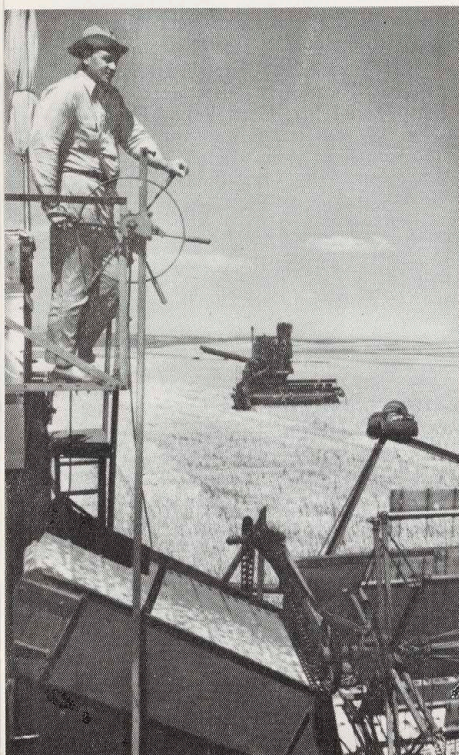
Mr. Campbell



***FROM FARM TO***

# **GRAIN'S GOOD TO G.N!**

*When harvest arrives in the Dakotas, Montana and Minnesota, the whir of combines fill the air as the full-headed stocks of wheat are clipped by combines from early morning to sunset. Wheat, such as shown below in Montana, is grown in long strips with alternate strips in fallow until the following year.*





**OVATOR...**



## **RAILS BACKBONE OF GRAIN MOVEMENT**

In the early-morning twilight in farm homes in Minnesota and the Dakotas and the ranches of Montana, crews are "digging into" a workingman's breakfast before the day's work.

It is harvest time in Great Northern

grain territory and by the time the sun's rim inches up over the table-flat wheat plains of Minnesota and the Dakotas and the rolling fields of Montana, combine crews begin starting equipment and local truckers are

(Concluded on Page 10)



## Grain - Rails - - A Winning Combination

alert in the cabs of waiting trucks.

The millions of acres of golden wheat that have been ripening will be clipped by mammoth combines operated by rugged crewmen who follow the harvests from the southwest to the north. Farmers will see their year-long efforts pay off as kernels of grain pour into trucks.

Grinding over country roads, the trucks deliver their loads to country elevators where they are inspected and stored until sold. Some of the grain moves almost immediately.

Great Northern has an important role in the grain drama in the movement of the wheat to market. Grain is vital to GN business because the world-wide commodity and grain products are No. 1 business on the railway.

Last year, GN moved grain in record quantity reaching an all-time high of 321 million bushels or 137,862 carloads. While tonnage was 11 per cent higher than the previous record year of 1956, it was handled with 7,816 fewer cars—due to the higher carrying capacity of GN's new specialized grain cars.

GN will have 2,200 covered hoppers available for grain service for harvest use this year.

Although the bright crop outlook in early Spring is somewhat dulled by a comparatively dry mid-Summer, estimates still point to a good wheat crop.

Increased crop allotments by the U.S. Department of Agriculture including a 32-per-cent boost in wheat—or 68 million acres—and other increases for corn, soy beans, barley and oats portend good business for GN.

The railway's important role in the picture is hauling carloads of wheat and other grains to the ports of Portland, Ore., Longview and Seattle,

Wash., the Twin Cities and the Port of Duluth and Superior, Wis.

Ultimate destination of wheat to the terminal elevators assures continued shipment from mid-August to mid-November (the heaviest shipping period) and for the most of the ensuing months.

GN is cooperating in a "point-of-origin" grain sampling program in its North and South Dakota territories.

Samples vital to the buying and selling of grain would be taken at the time a car is loaded and will be forwarded to Federally-licensed inspection laboratories for inspection and grading.

At the same time, a portion will be rushed to the Minneapolis Grain Exchange for display in connection with the sale of the carload.

Through this process, grain is moved more quickly to market, a faster cash return is realized by the farmer and equipment is utilized more efficiently.

---

### RESTAURANT—Conclusion

The Golden Rail has capacity for 108 including a side dining room seating 52 that can be utilized for private parties or business meetings. Dining hours are from 6 a.m. to 10:30 p.m.

A modern, expanded newsstand has been opened in the restaurant entrance. The station recently has been sand-blasted and outfitted with decorative outdoor lighting.

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The nation railroads' 30,000 locomotive units with their 46 million horsepower have a power capability equal to the steam-electric generating plants in 29 states.



## Minneapolis Grain Exchange Marketplace For Northern Grain

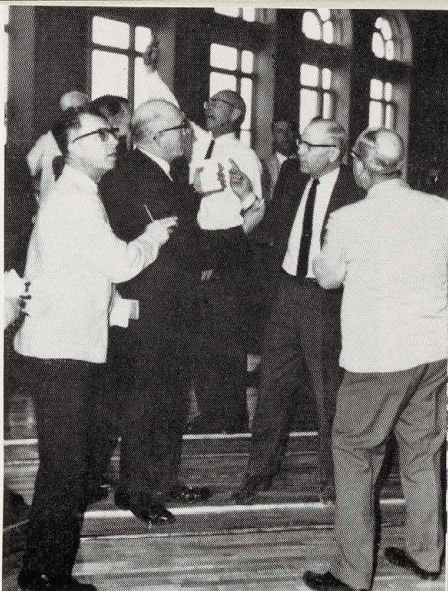
The market place for northern plains grain is the Minneapolis Grain Exchange—an important segment in the grain picture of the Midwest.

It was in 1881 that the Exchange, then called the Chamber of Commerce, began operations. In 1885, 32 million bushels of grain moved through the Minneapolis Exchange. Today, a million bushels daily are traded on the floor.

The cycle of marketing begins with the producer of Minnesota, North and South Dakota and Montana. Farmers of the four states use the Exchange in two ways: they daily are informed of prices enabling them to determine the best time to sell, and since the Exchange offers a constant market, they can sell any time they choose.

The grain, once in the ownership of the country elevator, is either stored

(Concluded on Page 12)



In the futures pit at the Minneapolis Grain Exchange, top, members watch the futures prices and all trades are made by "open outcry" and fingers are used to denote fractions of a cent in a trade. Grain inspection is an important phase of the grain picture. Below, a group observes the method of determining "thin" kernels in barley.





## One Of 200 New \$31,000 WFE Cars



The last of an order of 200 new Western Fruit Express cars are in service hauling produce, meat and poultry along Great Northern, announced Keith W. Erickson, district manager of WFE in St. Paul.

Of the 200 ordered from Pacific Car & Foundry, Renton, Wash., 20 were outfitted with meat rails for use in the shipment of sides of beef, etc.

Painted yellow with black lettering, the cars are the first WFE cars to appear in the new GN trademark

and lettering. (WFE is a subsidiary of Great Northern.)

The new cars have a load capacity of 133,000 pounds. Inside measurements are 50 feet, 9 inches long; 9 feet wide and 8 feet, 11 inches high.

They have 9-foot plug doors, two door load dividers and cost \$31,000 each.

Mr. Erickson said the cars will carry frozen foods, apples and other fruit, poultry and butter. Cooling units are built into the cars.

### MINNEAPOLIS GRAIN EXCHANGE—Conclusion

and sold locally or the elevator may have the grain transported and sold locally or at the terminal market.

Millers, exporters and warehousemen buy grain for processing, sales to overseas markets and storage for deferred delivery.

The staff of the Exchange coordinates the services and activities of the public market. Included are the services of a traffic department, sampling department and the service of market information.

The Exchange as a market place offers the cash and futures markets. Boxcar lots sold on the trading floor are sampled by both seller and the State of Minnesota as to test weight, moisture, foreign matter and damage, then graded, according to specific

standards of quality. Upon completion of the transaction, the seller is paid cash.

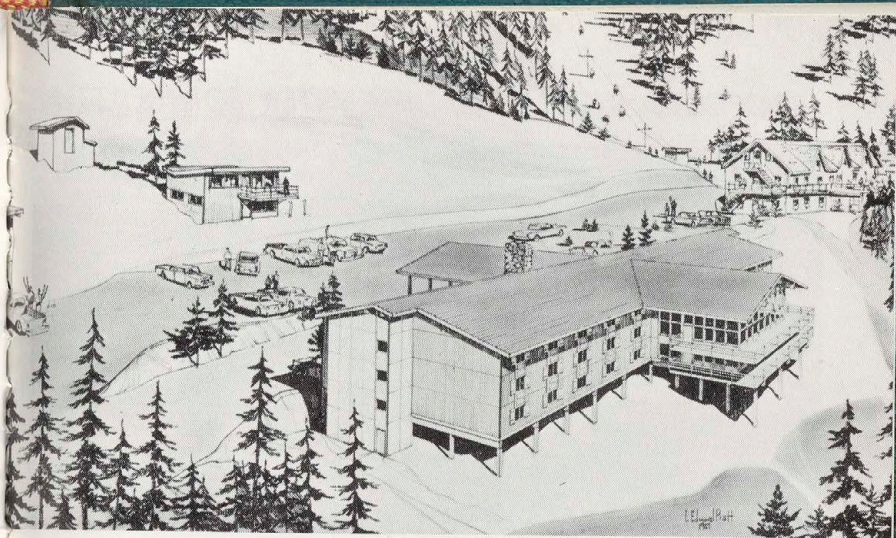
The other side of the market in the Exchange is the futures market. This market enables forward pricing in the market and reduces price fluctuations through rationing seasonal commodities.

It is used by two interests: the hedger, the individual or firm that tries to shift the risk of price change; the speculator, who assumes risk in the hope of making a profit.

The Exchange has been the largest cash grain market in the world for 50 years.

The Minneapolis market trades futures in Hard Red Spring Wheat and Flaxseed.





## Condominium Planned for Atop the Big Mt.

A program for the building of a 53-unit condominium ski lodge on The Big Mountain is currently under study, directors of Winter Sports, Inc., reported in Whitefish, Mont.

The project would involve the construction of a building with deluxe units for 53 individual owners, operating in conjunction with The Big Mountain, whose management would operate the facility.

The three-story building now under study would include a large public coffee shop area, owners lounge, saunas, and more extensive guest facilities than have been available at the mountain resort.

The condominium concept, combining private ownership of a living unit within a multiple-unit structure with common ownership of the service, recreation, and access areas, has been enjoying spectacular success in recent seasons in other ski areas, most notably in the Pacific Northwest.

Crystal Mountain, in Washington, Sun Valley and Schweitzer Basin in

Idaho, are among the many resorts in other states with condominium resort lodge facilities.

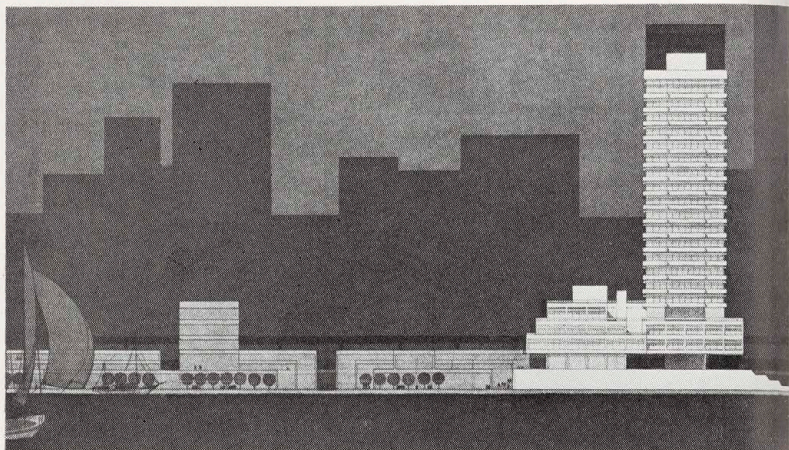
The individual ownership plan of a common building is being investigated by the Big Mountain's staff from the standpoint of more deluxe housing for guests of the area, and popular clamor by the resort's visiting and local skiers for such a facility.

Board members of the local corporation verified the project with the statement that they are also working closely with state, county, and Whitefish health authorities regarding proper construction of water and sanitation facilities to assure continued protection of water resources.

The big building, they stated, would be ready for the 1967-68 Ski season. With the addition of the new structure, The Big Mountain's housing potential would increase to more than 300 guests. Combined with Whitefish, total housing capabilities would expand to nearly 1,000 guests per night.



## PROPOSED WORLD TRADE CENTER FOR SEATTLE



A proposed World Trade Center is on the drawing board for Seattle at Pier 54.

The 10-million-dollar center may be built at another site, officials said, in fact, 11 other locations are included in the study and the Port Commission must act to select the site.

Robert N. Turner, director of the World Trade Center, said, "It is evident that Seattle's in a unique

position to build a trade center close to the central business district, a location which is both functional and symbolic."

Several views of the 15-story structure have been submitted by Young, Richardson & Carlton, and the artist's sketch above is not necessarily the final version, it was pointed out.

The center, as proposed, would be linked to a large parking complex and connect the waterfront and business district via a ramp across the Alaskan Way Viaduct.

Pier 54 is currently owned by Ivar Haglund who operates a well-known restaurant there.

### **Tom Rau of GN Elected Treasurer of Oregon Passenger Association**

Tom Rau a stenographic-clerk of Great Northern in Portland has been elected treasurer of the Portland, Oregon, Passenger Association.

Other officers are William C. Dorris, Union Pacific, president; Ray Deering, Oregon Bank, vice president, and Jim Mott, Northern Pacific, secretary.

Another GN man, K. C. Clauson, general agent, has been elected to be the group's board of directors.

Railroads now handle 17 billion passenger-miles — one-fourth in commuter services and the remainder between U. S. cities. This volume, equivalent to speeding 15,000 travelers from New York City to San Francisco every day, amounts to 15 per cent of travel by commercial carriers (but less than 2 per cent of the overall intercity total when auto use is added in).



# GOAT Gaieties

## Fighting Mama

"Dad, what's the difference between a gun and a machine gun?"

"Well, son," the father replied, "there's a big difference. It's just like I spoke and then your mother spoke."

\* \* \*

## He's Out!

"What could be worse than missing a play in a world series game?" one umpire inquired of another.

"Making a bad call at a little league game."

\* \* \*

## Wrong Number

"Why don't you answer that phone?" the boss asked his secretary. "It's been ringing for a minute."

"Why should I?" she replied. "I know it's for you. My friends don't know I work here yet!"

\* \* \*

## Babe In Arms

"How the new baby must brighten up your home," the secretary asked the upcoming junior executive.

"Yeah, it sure does," Jon replied. "All the lights in the house are on every night!"

\* \* \*

## Going Fast

Army barber to recruit: "Wanna keep your sideburns?"

Recruit: "Yes, please."

Barber: "Catch!"

\* \* \*

## Some Luck

"I hear you've been having car trouble."

"Yup. I bought a new carburetor that saves 30 per cent on gas; a new timer that saves 50 per cent on gas and a new set of plugs that save 40 per cent. After I'd gone 10 miles, my tank started overflowing."

## O.K.! O.K.!

Teenager: "I'm off to the party."

Father: "Well, have a good time."

Teenager: "Look, Pop, don't tell me what to do!"

\* \* \*

## Some Doll

A 3-year-old gal, obviously lost—but a charmer—was taken to the police station. She didn't know her name or where she lived.

An officer began going through her pockets hoping to find a clue to her identity.

"Don't bother," she said. "I don't carry a gun."

\* \* \*

## Bit Of Heather

The harried mother took a sip of scotch to settle her nerves then proceeded to tuck her son in bed. He looked up at her after she kissed him goodnight, and said:

"Mama, you're wearing daddy's perfume!"

\* \* \*

## Lunarcy

"Do you think there's intelligent life on Mars?"

"I certainly do. You don't see them wasting 30 billion dollars to find out about us."

\* \* \*

## No Guarantee

"Sir, is it right for someone to profit from the mistakes of others?"

"Certainly not," said the clergyman.

"Then I wonder if you'll give me back the \$5 I gave you for marrying me last June."

\* \* \*

## Bottoms Up

Bartender: "What do you think of a moon shot?"

Customer: "Fine, I'll try one."



# THE GREAT NORTHERN GOAT

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ST. PAUL, MINN.

PERMIT NO. 29

## GN BARGE BETWEEN U.S. CANADA OPERATING



Full operations are underway at Great Northern's new car barge slip on Burrard Inlet at Vancouver, B.C., with Canadian timber products bound for U.S. customers.

Pulp and paper formerly loaded into covered barges at Powell River, B.C., and then transferred into rail cars at Vancouver, are loaded directly into rail cars at Powell River.

The \$350,000 slip, with hydraulic lift equipment, can operate from plus 6 degrees to minus 7 degrees. Tides in the harbor vary up to 15 feet.

Sixteen

It takes only minutes to move loaded freight cars from the barge slip into GN's False Creek yards where trains are put together for movement south.

The three-track ramp is designed to accommodate large four and five-track barges expected to be operating soon.

About 140 tons of steel went into the slip, most of it in four huge girders, 120 feet long and 10 feet high.

PRINTED IN U. S. A. FORM 6009 8-67

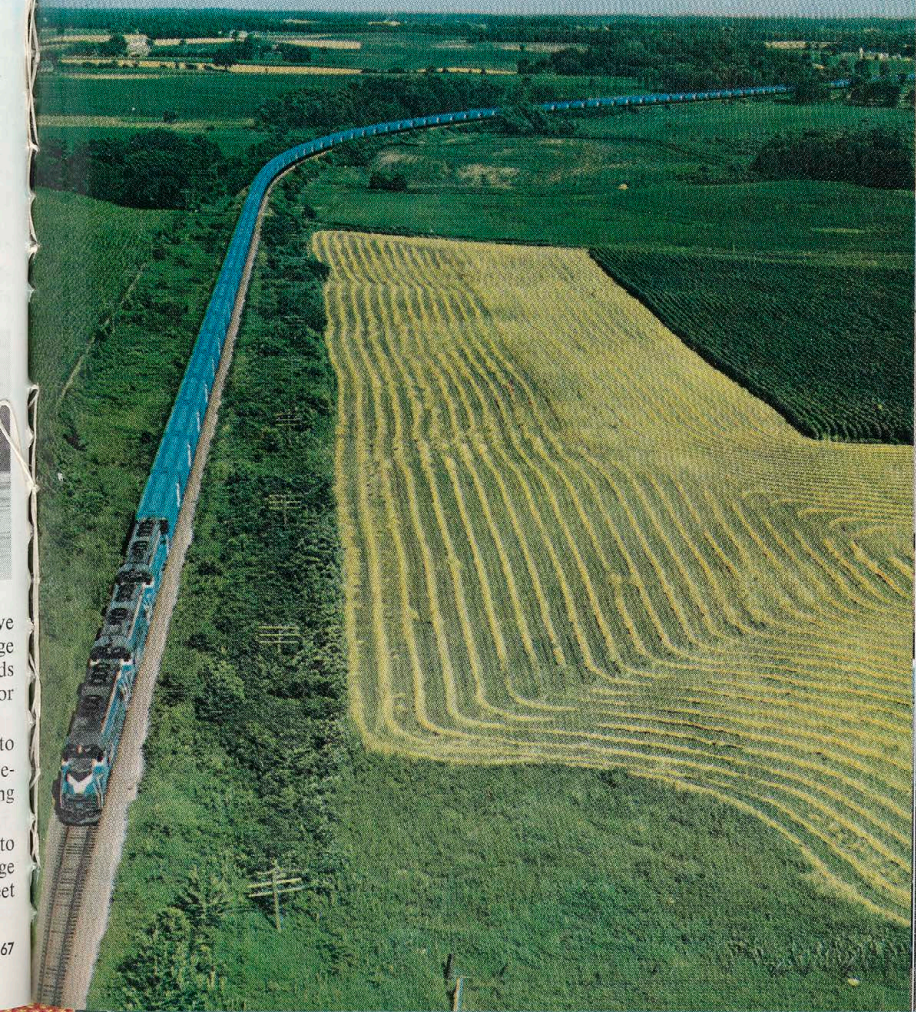




GREAT NORTHERN

**GOAT**

SEPTEMBER 1967







**GREAT NORTHERN**

**GOAT**

Vol. 37 September, 1967 No. 9

The Great Northern Goat is not an employee magazine. It is published monthly for the Marketing 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

**CHANGE OF ADDRESS:** Make changes on the back page of magazine which bears the imprint of the address. Type or print name, title, address or Zip Code changes and mail the back page to:

EDITOR, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, St. Paul, Minnesota 55101.

### The Goat's Cover



Literally a blue streak is GN's 114-car jumbo hopper train moving to the grain-growing areas of Minnesota, the Dakotas and Montana. (Story on page 8.) — Perrone Photo.

Two

### Your Railroads

Computerized railroading is coming of age.

The Association of American Railroads has announced the first computerized system to keep track of the country's entire fleet of 1,800,000 freight cars.

The system with its nationwide reach will permit effective handling of localized freight car shortages. The automated rail data network is to be tied indirectly with a rapidly growing number of advanced information systems on railroads and in turn will spur the expansion of these individual line systems.

The new computer system will provide the car service division of the AAR with complete reports of car locations and car flows to principal rail gateways.

It will mean more efficient utilization and consequent savings that will run into the hundreds of millions of dollars and will be reflected in rates paid by shippers.

Even if car "turn-around" is boosted just by 10 per cent, it would be equivalent to increasing the available Class I line freight car supply by 150,000 units. At a new car cost of \$15,400, this represents well over a \$2 billion investment.

The railroads are one of the nation's basic industries. When a technological advance of this nature occurs in such an industry, the entire country is affected.

That is why announcement of the new system is of genuine importance to all of us.

It is doubly important at a time when the railroads, as well as other major industries, are fighting to hold the line on inflationary cost increases over which they have no control.

Reprinted from Industrial News Review-Portland, Oregon.





## New GN Vans In General Service

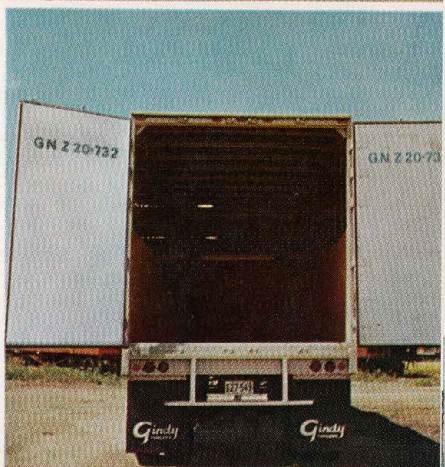
Ten new Great Northern 40-foot aluminum semi-truck trailers have been placed in service by the railway hauling general commodities.

The \$5,000 vans have an over-all height of 12½ feet and can carry 2,467 cubic feet of freight.

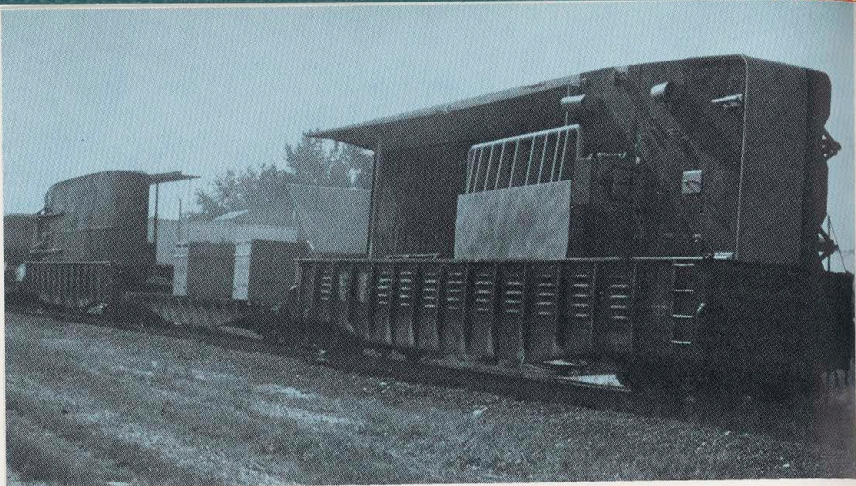
Bearing the new GN trademark and colors, the semis have tandem suspensions and all-steel frames.

Other features of the new equipment are two mounted circular skylights, ¼-inch plywood linings and plymetal doors.

The vans were built to piggyback specifications.







Two gondolas and a flat car are utilized to ship two LCM-6's and components to East and West Coast ports. The craft are placed on their sides in the gondola and secured for safe transportation.

#### YOUNG EXECS SCORE 30% YEARLY GAINS—

## *It's 'Full Speed Ahead' For Boatel Firm*

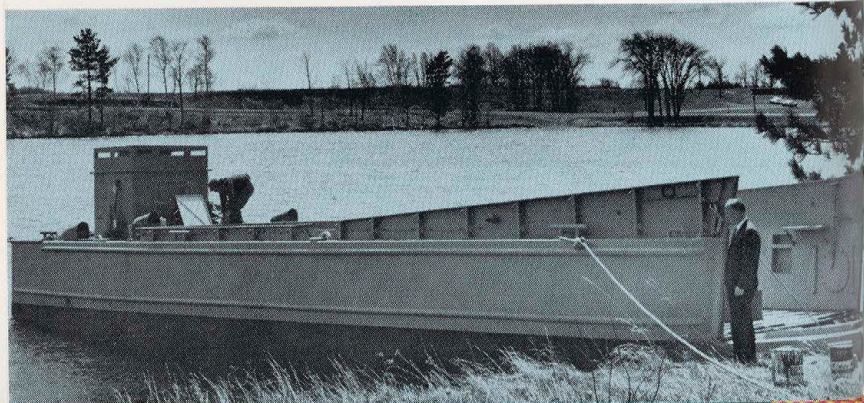
A company whose objectives are keyed to your leisure time and is managing to make leisure pay off is one of the young, prospering firms on Great Northern.

Boatel Company of Mora, Minnesota, has a string of young executives behind the firm's helm and the word around the plant is "Full Speed Ahead!"

Boatel specializes in the construction of pontoons, houseboats, trailers, snowmobiles and Trailmakers. Its sales objective is nationwide and the popularity of Boatel's products is evidenced by a 30 per cent yearly increase in sales.

The majority of Boatel's executives are in the mid-30's. James E. Klapmeier is president. Other top man-

A Navy LCM-6 is about to be tested on a lake near Boatel Company's Mora, Minnesota, plant. Ron Mayer is shown standing by the open end, the landing section of the craft.







Two of the many houseboats constructed by Boatel are shown by the plant. Jim Klapmeier, left, firm president, stands on the deck of one boat that is blocked on a flat car ready for shipment. Ron Mayer, vice president, checks the hull of another that is readied for delivery to another buyer.

agement men are Roy Mayer, vice president; Jack Harris, secretary, and Herb Strege, treasurer.

Boatel had humble beginnings in a blacksmith shop where Jim Klapmeier welded his first pontoon boat. He later built pontoons for another company and began placing house trailers on them. The objective in those days was rental, but gradually they moved into sales.

In 1955, the company was situated in a 30 x 60-foot building in Mora where emphasis was on pontoons and stainless steel contract work. There were four employees.

Balko, Incorporated, of Ladysmith, Wisconsin, was purchased which brought Boatel into the boat trailer market. Expansion meant moving to larger quarters which again proved inadequate. Current location has 55,000 square feet of space.

Today Boatel has 150 employees and is the largest industry in Kanebec county.

Rolling off the firm's assembly line are "custom-made" pontoons, houseboats, trailers, boats and snowmobiles (Ski-Bird).

Boats are often outfitted to order. Houseboats range from \$5,000 to \$50,000 and pontoons from \$350 to \$1,800. One of the houseboats viewed was a 15 x 56-foot aluminum model with all-electrical appliances

and 12-volt power. Among the features were air-conditioning, 8-track stereo, 1½ baths, and two complete staterooms.

Mr. Klapmeier says the popularity of houseboats is increasing because there is more floor space for the cost and they can operate in comparatively shallow water.

The snowmobile market is mushrooming and prices range from \$800 to \$1,100. He forecasts that 200,000 snowmobiles will be built in the

(Concluded on Page 6)



Edward P. Urbaniak, GN agent at Mora, Minn., types a waybill for a Boatel shipment as Jules Hunt, GN traveling sales representative, Minneapolis, looks on.



## GN PLANS FREIGHT CLASSIFICATION YARD

Great Northern announced plans to acquire land in Snohomish county, Washington State, for eventual development of a major automatic freight classification yard.

The land sought by GN is located in the flood plain of the Snohomish river between Lowell and Snohomish and on the south side of Great Northern's main east-west line.

Clark A. Eckart, GN's vice president in Seattle, said no date has been set for beginning of construction, and that start on the project will be determined by future transportation demands.

The yard will be about two miles long and 1,500 feet wide. Some filling will be required as protection against flooding.

Mr. Eckart said recent studies indicate the population of Snohomish,

King and Pierce Counties is presently growing at the rate of 100,000 persons a year, and that the population of the three counties is expected to double within the next 20 years. About 400,000 of this population increase is expected to be in Snohomish county.

Eckart added that GN experience shows that such population growth will result in substantial increases in rail traffic, particularly in the inbound movement of goods necessary to feed, clothe, house and provide transportation for the increased population.

An electronic yard would speed the classification of freight cars and interchange of traffic between GN's east-west line and the busy north-south route which meet at Everett.

While the proposed new yard would directly benefit Snohomish county, it would also improve the over-all transportation service for the entire Puget Sound area.

Eckart said that plans for the yard do not conflict with the proposed merger of Great Northern, Northern Pacific, Burlington and Spokane, Portland and Seattle railways, since the rapid growth rate in the area will make the new facility necessary whether the merger is or is not approved by the Interstate Commerce Commission.

## 6,952 New, Rebuilt Cars

A total of 6,952 new and rebuilt freight cars were added to the national freight car fleet in July reports the Association of American Railroads.

This boosted the total additions of these cars for the first seven months of 1967 to 62,317 — an increase of 2,530 cars over the 59,787 delivered in the corresponding year-ago period.

The national freight car fleet, numbering 1,830,000 units, has grown by some 22,000 cars in the past year as installations exceeded retirement.

## Boatel—Conclusion

United States and Canada next year.

Last year, Boatel landed a U. S. Navy contract for the construction of LCM-6's—mechanized landing craft, 14 x 56 feet and 7 feet high. The firm is building 48 of the double-hull boats. They are self-propelled, twin-diesel, 450-horsepower craft that carry men and equipment from ship to shore in battle areas.

The LCM's are loaded by special crane on two Great Northern gondolas and one flat car. Two are carried in each setup. Half of the order will move to San Diego and the other to Newport, News, Virginia.

What lies in the future of Boatel? "Our mainstay is pleasure craft," Mr. Klapmeier says. "We are geared to the economy that calls for a shorter work week and more leisure time."

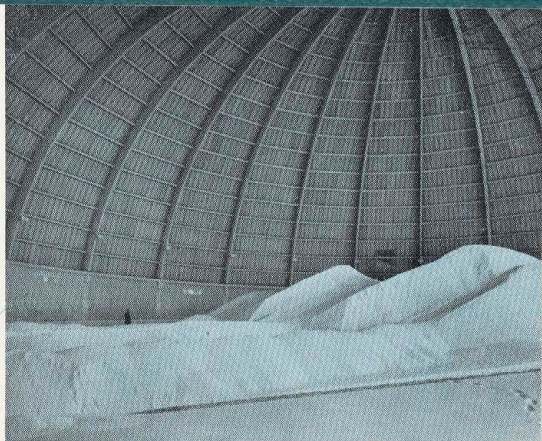
Boatel's goal? Twenty million dollars in business in 10 years!

And incidentally in 10 years, the firm's management will only be in their mid-40's!



## Storage Dome Tacoma Port Landmark

Mounds of alumina ore are stored in the new 125-foot dome at the Port of Tacoma.



Kaiser Aluminum & Chemical Corp. officially accepted a new 50,000-ton storage dome for alumina ore at the Port of Tacoma in early August.

The silver, 250-foot diameter, 125-foot high dome is a major landmark for the port. Bulk ore arriving by boat from Queensland, Australia, is unloaded at up to 750 tons per hour with a new high-speed bulk unloader built by Ishikawajima-Harima Heavy Industries Company Ltd., in Japan.

About 300,000 tons of ore will be handled annually with about one-third going to the Kaiser processing plant in Tacoma and two-thirds going by rail to the Kaiser plant at Mead, north of Spokane.

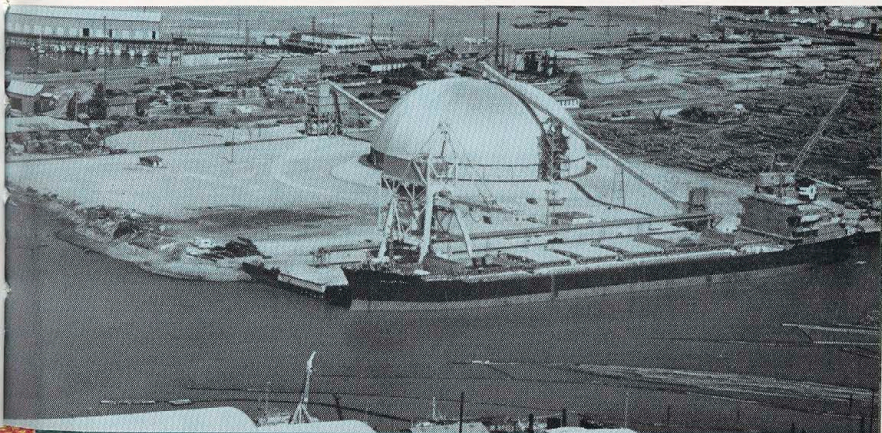
Future plans call for ore shipments from Jamaica.

Considerable flexibility has been designed into the unloader so that it can be used for heavy lifts of up to 40 tons.

The berth where it operates is a 600-foot segment of the 1,800-foot Pier 7. Five 45-ton Whirley cranes back up the unloader for logs, other ore concentrates and general cargo.

A recovery conveyor carries ore from the dome to a 200-ton loadout hopper, automated to efficiently load any type of hopper car. It includes car-pull and automatic scale to assure full capacity loading.

General cargo and container facilities are to be a major part of Pier 4, to be built by the port authority on filled land to the northeast.







## ***'BIG SKY BLUE' HOPPERS ON THE GO!***

Literally a blue streak and 1½ miles long! ■ Great Northern's 114-car jumbo hopper special recently rolled out of Minneapolis Junction and majestically continued through that city's western suburbs rushing into grain service in Minnesota and the Dakotas where the grain harvest is under-way. ■ Sparkling in the sun in Big Sky Blue and white—GN's new corporate colors—and carrying new, modernized Goat trademarks, the hoppers were pulled by two SD-45 and one SDP-45 diesel-electric locomotives generating 10,800 horsepower. The engines and caboose also were in the new hues. ■ It was a perfect day for the run: blue skies and puffy clouds. GN, intent on capturing the impressive, \$2,500,000 train on film, arranged for helicopter photography. Movie and still pictures also were taken on the ground from vantage points along the 102-mile run to Willmar, Minnesota. ■ The sheer drama of the train—



GN's new colors — Big Sky Blue and white — are eye-catchers near grain elevators or against the lush background of bountiful Minnesota farm lands.



the first to be painted in the new colors—was caught by motorists stopped at crossings; by youngsters and adults who sought viewing points on bridges, and by farmers along the route who paused during the heat of the afternoon's harvesting. ■ The dramatic run of the hoppers meant something special for grain growers and shippers happy to see new equipment arrive just as harvesting

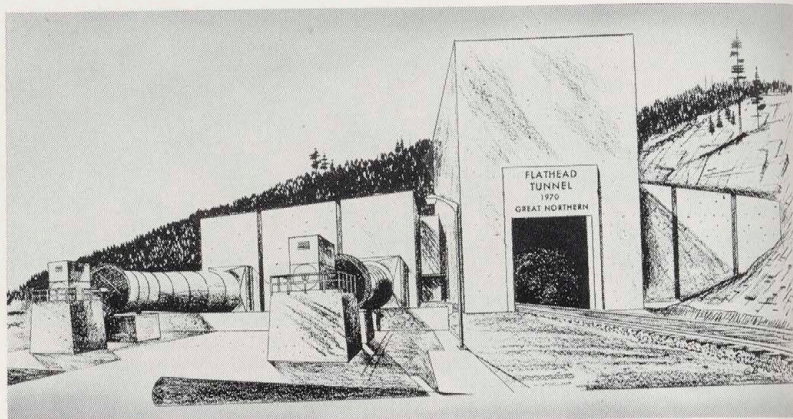
machines were revved up for their yearly work. ■ The train, which moved empty west, could have carried 433,200 bushels of wheat. ■ The 114 jumbo hoppers

were part of a 300-car order delivered to GN this Summer. An additional 300 are scheduled for delivery by late October. GN will have 2,800 covered hoppers in service upon completion of delivery. ■ Built by Pullman Standard of Butler, Pennsylvania, at a cost of \$15,000 each, the hoppers will be placed into grain service in Minnesota, North and South Dakota, Montana, Oregon and Washington State. ■ Among cars in the special train was the 50,000th hopper built by Pullman Standard. ■ The 100-ton, all steel cars have an outside length of 55 feet. Each car is loaded through a longitudinal hatch feeding into three hoppers. There are three gravity discharge gates in each of the 4,740-cubic foot cars. ■ In addition to wheat, the hoppers also will carry oats, rye, barley and flour.





## GN TUNNEL VENTILATION BID OPENING SET



The Army Corps of Engineers recently set October 5 as the date for opening bids for construction of Great Northern's railroad tunnel ventilation system. The seven-mile-long bore through Elk mountain is on the line's relocation out of the Libby Dam project area in Montana.

In addition to the ventilating system, a water well, pump house, fire station and a testing program for the equipment were added to the requirements for the tunnel ventilation system contract.

Other individual items in the system includes two 2,000-horsepower electric motor-driven, axial-type fans with dampers, controls, and a portable gantry for maintenance.

Col. C. C. Holbrook, Seattle district engineer of the Corps of Engineers, said other items include two concrete air ducts 11 feet wide by 21 feet high and 400 feet long; an open-cut concrete railroad tunnel 280 feet long, 18 feet wide by 25 feet high (inside dimensions); a concrete portal gate structure housing two steel gates 19 x 23 feet with lifting, maintenance and control features; a standby power building of 3,300 square feet area

containing office and rest rooms; and one 1,750-kilowatt and one 200-kilowatt diesel-electric generators.

Exterior site work specifies grading, storm drainage system, sanitary sewer, water line, asphaltic concrete crushed-rock surfacing and chain link fencing.

### New Services

Piggybacking of truck trailers or containers on flat cars has expanded to five times the level of 10 years ago, is now 7 per cent ahead of its 1966 pace and can be expected to triple in the next decade.

Unit trains — a one-cargo, low-cost shuttle concept — now are hauling more than one-third of all rail-borne coal; grain, ores and other bulk commodities also are moving at lower unit train rates.

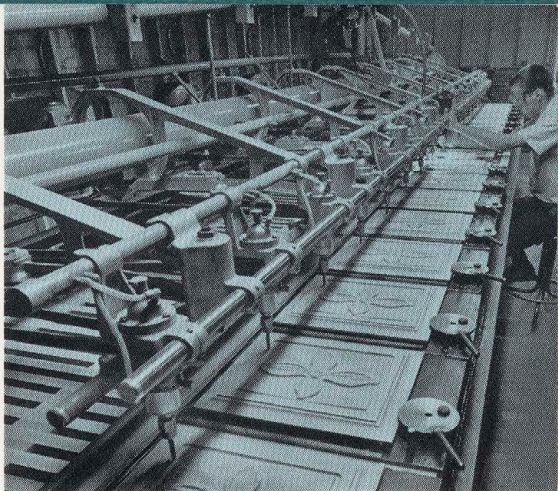
Two and three-level auto "rack" cars now are carrying nearly 5 million new motor vehicles a year by rail, a nine-fold increase since 1958.

The railroads' 30,000 locomotives provide a power capability of 44 million horsepower — equivalent to that of all the steam-electric generating plants in 30 states.



## 16-Station Hand-Carved Nord Doors

A workman operates the Nord carving machine, duplicating the Dogwood design 16 times.



The E. A. Nord Company of Everett, Washington, is known for its quality-controlled stile and rail doors.

They ship them to all parts of the country. Consequently, when they decided to add hand-carved designs to their production, they studied the problem closely.

Robert Nord, general manager of the company, stated that the firm decided to integrate all steps in the manufacture of the doors within their plant.

Taken into consideration were electronic moisture control of all wood;

glue line solidity; width of doors and other factors.

The firm engaged an experienced Italian carver to develop an individuality of character in the Nord's designs. The Dogwood design, his first, has been well received.

A newly-installed, 16-station carving machine is employed for complete control of quality by integrating manufacturing operation in the factory.

The Nord firm has scheduled a series of designs to be introduced this year.

### **Nord Buys Northwestern**

The purchase of Northwestern Lumber & Manufacturing Co., one of Everett's oldest industries, was announced recently by the E. A. Nord Company.

The firm's land lies adjacent to the Nord company which is the largest manufacturer of stile and rail doors in the country.

Nord spokesmen said the firm is studying several possible uses of the land for growth.

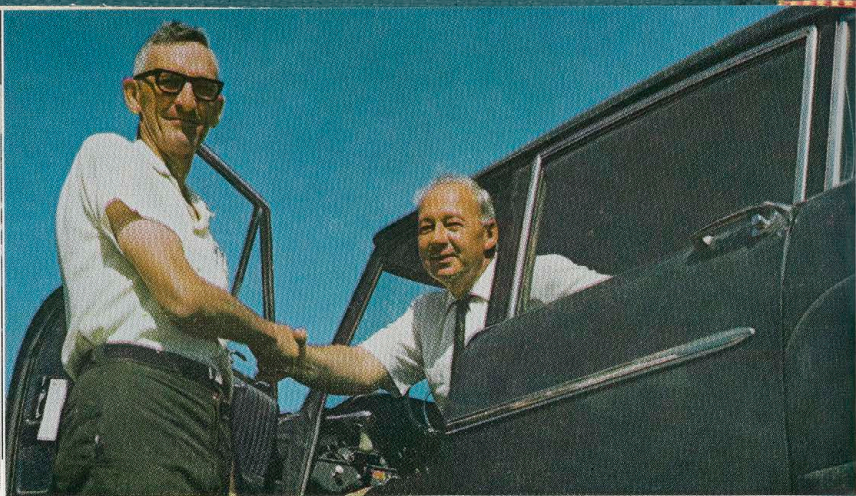
### **National Net Down**

Net income of Class I railroads amounted to \$143 million in the second quarter of 1967, a decrease of 45 per cent from the \$260 million net income reported for the comparable 1966 quarter.

Net income for the first six months of 1967 was \$264 million, down 39 per cent from the \$432 million earned in the similar 1966 period.

American railroads are installing about 1,500 new diesel locomotives in 1965—almost 50 per cent more than in 1964.





Superintendent Shober, newly-assigned to the Willmar, Minn., division of GN, chats with W. C. Tesch, GN agent in Cokato, Minn., an important agricultural center.

#### They Range Over Wide Territory—

## GN Superintendents: Men On The Go!

The unique Checker auto-rail car pulled up to the white railroad station and the agent left the depot and walked to the tracks.

The driver leaned out of the car window and he offered his hand to the agent.

"Good morning. I'm Bob Shober, the new divisional superintendent. How is everything in your area?" he asked.

W. C. Tesch, agent at Cokato, Minnesota, had heard about the appointment of the "new head man," and greets him. He summarizes activities in the area: the corn, peas and beans grown for Green Giant Company and Northland Canning Company in the area are thriving.

"We could use a little more rain, but everything looks o.k.," he states.

"Very good," the superintendent says, "if you have any questions or problems, don't hesitate to call or write. And remember, be safety con-

scious. That's very important on our railroad."

With a final wave, the rail-auto slowly pulls away.

Similar meetings occurred many times that day between Minneapolis and Willmar, Minnesota, a distance of 102 rail miles, and between Willmar and St. Cloud, Minnesota, another 54 miles.

Although the initial meeting between Agent Tesch and Superintendent Shober was "fleeting" and the conversation was introductory, the two will meet many times in the future course of company business.

Mr. Shober recently was appointed to the Minnesota Willmar division after 11 years of service as superintendent of GN's Cascade division with headquarters in Seattle. He previously was superintendent of the Dakota division.

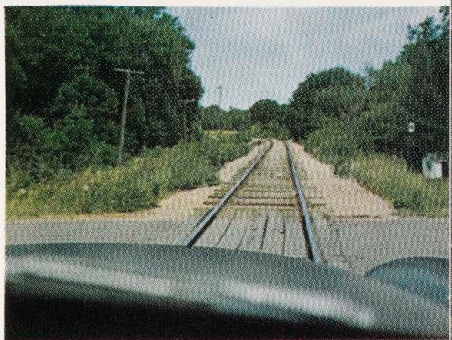
Mr. Shober was accompanied in the rail auto by James Ditten, train-

(Concluded on Page 14)





The rail-auto car used by superintendents to survey their "territory", such as the car above, moves on a set of four guide wheels that ride the rails, as do the vehicle's tires. Traction is provided by the rear rubber wheels of the car. At right, the rail-auto window affords a clear view of the roadbed. Robert Anderson unlocks the front mechanism in the lower photo permitting it to be retracted. The same procedure is followed with the rear wheels. The car can then be driven onto the road.





## INSPECTION VIA AUTO-RAIL CAR—Conclusion

master; Don Hartung, chief dispatcher, and Bob Anderson, assistant superintendent of maintenance.

The trio of assistants constantly were quizzed about the route, tracks, bridges, sidings, industries and personnel. The men are but few Mr. Shober will speak with and interrogate before he feels he has a working knowledge of the division.

The 706 bridges and 756 curves on the division he will know well during the course of his superintendency. But he must acquaint himself with a myriad of other subjects.

As a divisional superintendent, one of seven on GN, he is under direction of General Manager R. N. Whitman, Lines East, who in turn reports to John L. Robson, vice president operations.

Superintendents are in immediate charge of and responsible for the care and condition and maintenance of the roadbed, tracks, bridges, buildings, yards, fuel and water facilities and other facilities, equipment and property on his division.

It is his duty to see that all cars are loaded, unloaded and moved promptly so they may be made to perform the fullest possible service. (These are but part of his listed duties.)

"GN is a customer-oriented railroad," Mr. Shober said. "It is very important to have a working knowledge of the industries and how we can help them. My goal is to run an efficient and safe division.

"Early inspection of the physical plant is essential to acquaint oneself with operations of the division," he stated. "But I am dependent upon the rank and file—the employees I supervise—in order to do my job."

To keep in touch with everything on the division is a monumental task.

Involved are operational procedures; safe transit of passengers and freight; the need to understand the market area and to work closely with GN's marketing representative to understand problems of GN customers, and the preparation of schedules of budgeted items and capital expenditures in the division for the next year.

"A major necessity is understanding and familiarizing myself with the 2,500 employees in the division and meeting with the 23 various crafts and chairmen representing a portion of these employees," he said.

### *J. E. Slaughter Named Director, GN Systems And Programming*

The appointment of John E. Slaughter as director, systems and programming, of the Great Northern Railway was announced by Thomas J. Lamphier, vice president-administration.

He succeeds W. A. Zimmerman who left St. Paul for another position.

Mr. Slaughter was graduated from the University of Minnesota with a Bachelor of Arts degree in business administration.

He joined GN in 1958 as a programmer and has held the positions of systems analyst, assistant manager, freight accounting and assistant director, systems and programming.



Mr. Slaughter



# GOAT GaieTies

## One Jump Ahead

"I hear Hank has gone to Las Vegas for a vacation," one hillbilly told the other. "Do you think he'll find enough action there?"

"You know Hank," the other replied, "he don't take no chances. He took his checkerboard with him."

\* \* \*

## Another Model

Two Hollywood executives decided they needed exercise and proceeded to the plush golf country club. After a short investigation by one, the other came out and said they couldn't play.

"Why not?" the second asked.

"They have no caddies," was the reply.

"O.k.," the first golfer said, "for today's game why not use a Buick?"

\* \* \*

## Skin Deep

The young girl watched her mother in fascination as the latter put on heavy cold cream over her wrinkles.

"Why, do you do that?" the girl asked.

"To make me beautiful," was the reply. Then she proceeded to remove the cream with facial tissue.

"What's the matter," asked the child, "giving up?"

\* \* \*

## Unexpected Guest

After his son was away at college for a month, his parents decided on a surprise visit and banged on the fraternity door at 2 a.m.

"What do you want?" a voice asked from the second floor window.

"Does Stan Davis live here?" the father asked.

"Yeah," answered the voice, "drag him in."

## Turnabout

The refugee couple came to the United States and after years of studying to become citizens and red tape, the husband rushed into the kitchen one day and shouted:

"Anna! Anna! At last we are Americans!"

"Wonderful, Franz," she replied while untying her apron. "Now, you wash the dishes!"

\* \* \*

## One Left

"All right, you dummies," the sergeant screamed, "fall out!"

And with that order, all the recruits except one disappeared into the barracks.

The sergeant stared at the remaining rookie and said, "Well?"

The recruit replied: "There sure were a lot of dummies in the bunch, weren't there sarge?"

\* \* \*

## The Leftover

Teacher: "This is the third day this week you've had to stay after school. What do you have to say for yourself?"

Noisy Kid: "Thank God it's Friday!"

\* \* \*

## Good Show

A drunk repeatedly tried to spear the olive in his martini without success. The man next to him became so annoyed he grabbed the toothpick and neatly speared the olive on the first try.

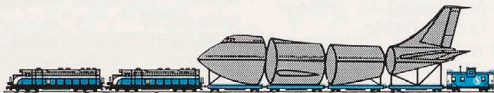
"Big deal!" shouted the drunk, obviously unimpressed. "It was easy for you after I got him so tired he couldn't get away!"





**GREAT NORTHERN**

# There's a railway *(The Growing Great Northern)* in the Jumbo Jet's first flight plan!



**Spur line from Puget Sound is vital transportation link in assembly of Boeing's new 747**

High on a plateau overlooking Puget Sound, between Everett and Seattle, Washington, the world's largest aircraft manufacturer—the Boeing Company—is erecting the world's largest volume building for the final assembly of the world's largest jet transport.

The "bird" is the much-publicized 747, a jumbo capable of carrying 500 passengers on a 6,000-mile non-stop flight at speeds up to 625 miles-per-hour.

To provide the essential rail link between Boeing and its far-flung sub-contractors on huge fuselage sections and other component parts, Great

Northern built a mountain-climbing spur line 1.7 miles from its main line

on the tidal shore to Boeing's plant site 500 feet higher. Hundreds of carloads of construction materials already are moving up this imaginatively-engineered line, whose 5.6% grade is one of America's steepest.

By 1968 Boeing will have 15,000 skilled workers involved in the assembly of the big jet—and Great Northern will have rolled up nearly two years of service on the project.

Are you moving through the jet age with transportation costs and services at their most profitable levels? A consultation with a Great Northern marketing man may produce a solution. Great Northern offices are in principal cities of the U.S. and Canada . . . look for the telephone number under "railroads" in the Yellow Pages.





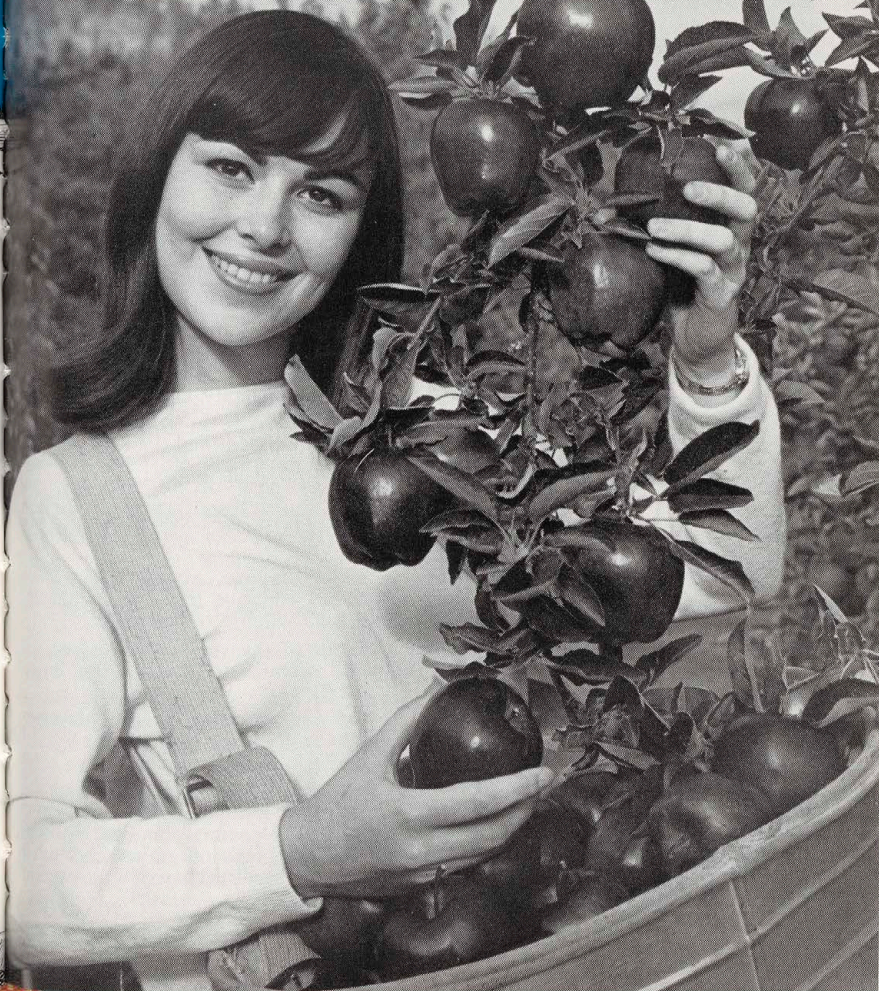


GREAT NORTHERN

**GOAT**

OCTOBER

1967







**GREAT NORTHERN**

**GOAT**

Vol 37    October, 1967    No. 10

The Great Northern Goat is not an employee magazine. It is published monthly for the Marketing 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

**CHANGE OF ADDRESS:** Make changes on the back page of magazine which bears the imprint of the address. Type or print name, title, address or Zip Code changes and mail the back page to:

EDITOR, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, St. Paul, Minnesota 55101.

### The Goat's Cover



Crisp, colorful Delicious apples from Washington State draw the attention of this lovely brunette as she toured one of the many orchards.

Two

### Your Railroads

New trends in the rail transportation of agricultural commodities were outlined recently by Clair M. Roddewig, president of the Association of Western Railways.

His talk before the National Industry-College Marketing Conference at the University of Wisconsin Center in Madison, clearly shows the concentrated efforts made by the railroad industry in perfecting specialized cars in order to cut shipping costs of farmers and producers.

"Railroads traditionally have been the principal transporter of farm and food products," Mr. Roddewig said. "New technology, new pricing methods, new network patterns and new management approaches will have their impact on the transportation of farm and food products as it has been conducted heretofore."

Higher-capacity freight cars have spearheaded the trend to specialized cars. Various types for various products have been built. Great emphasis has been placed on commodity and volume rates as an incentive to use the larger-capacity cars and the specialized equipment.

The equipment and the special rates are a competitive effort by the railroads to pass on to the shipping public the transportation economies inherent in the use of rail transportation.

Railroads are, always have been and will continue to be high-capacity and high-volume transporters.

What of the shipper who does not have volume to utilize the high-capacity car?

Two comparatively recent developments will assist him: the use of piggyback and containers.

Great Northern, an advocate of specialized equipment, recently purchased 600 covered hoppers for use in the shipment of grains and other commodities—purchased at a cost of \$15,000 each.





## Boeing Jet Sub-assemblies on GN Flatcar

Great Northern flatcar No. 60700 is 19 feet 2 inches high.

Called a "canopy car," it is the first of a projected fleet of 118. The Boeing Company wants them for hauling sub-assemblies for the Model 747 superjet up the railroad's new spur track to Boeing's mammoth plant near Everett, Washington.

The pilot model canopy left Seattle in mid-September en route by GN, CBQ and ATSF to the Boeing plant at Wichita, Kansas.

Standard cars are too small to carry the huge parts for the plane, designed to carry up to 490 passengers when it enters service in about two years.

PSF Industries, Incorporated of Seattle built the canopy on a special 61-foot 8-inch flatcar. The flat was built for GN by the Thrall Car Manufacturing Company, Chicago.

They are not all the same size, and as a result, each presents some special problems. The first canopy car is 11 feet 6 inches wide. Its light weight is 68,200 pounds. Its load limit is 151,000 pounds.

A flat car is built with a certain amount of arch in its back. This prevents the car from sagging in the middle when it is loaded. Compensation must be built into each canopy to allow for this and not buckle the sheet steel canopy.

The hand brake wheel on the flatcar must be cut off and then affixed to the end of the canopy, along with other alterations to footsteps, running boards and other standard features to meet Interstate Commerce Commission rules.

Boeing officials report work is on schedule for the 747, the world's

(Concluded on Page 6)





Distinguished Achievement Award winners of the ARE are shown from the left: Harold J. Schneider, New York Central System; Joseph Shallit, Pennsylvania Railroad; Daniel J. Brubeck, Chesapeake & Ohio Railway, and Richard W. Sprague, Bangor & Aroostook Railroad.

## RAILROAD EDITORS MEET IN ST. PAUL, PRESENT AWARDS



John M. Budd, GN president, addressed the Association of Railroad Editors in the St. Paul Hilton Hotel.

*Four*

Railroad editors from across the nation met in the St. Paul Hilton Hotel in mid-September for the 45th annual meeting of the Association of Railroad Editors.

Principal speaker at the three-day meeting was John M. Budd, president of the Great Northern.

Theme of the ARE meeting was Communicating for Tomorrow. Fifty members and wives in attendance heard talks and discussions covering a range of topics relating to the role of communications in serving the interests of the railroad industry—particularly through employee publications.

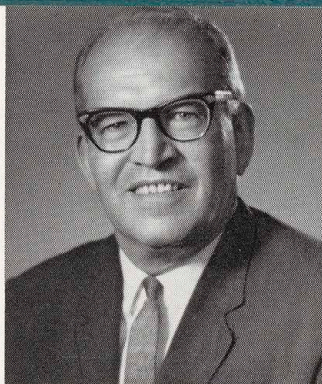
Representative copies of competing magazines were judged by the executive board of the Akron chapter, International Council of Industrial Editors.

The ARE is comprised of editors from 50 railroads in the United States, Canada and Mexico.





Mr. Schoonover



Mr. Heimbach



Mr. Heller

### Specialists in Railroad Services—

## First Of Five GN Market Managers Named

The first five market manager appointments in the newly-organized Great Northern Railway marketing department were announced in St. Paul by M. M. Scanlan, vice president-marketing.

Each of the men is a specialist in his appointive field and has a broad background in railroad freight services.

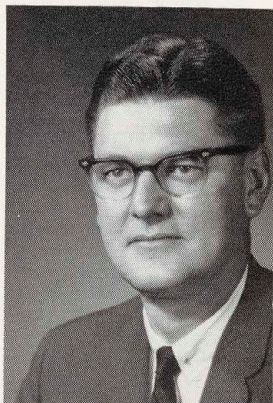
The personnel and their area of assignments are:

- Alfred H. Engelhart, market manager-automobiles and farm implements;
- Marcel V. Schoonover, market manager-food products;
- Wilfred C. Hageman, market manager-forest products;
- Kenneth G. Heimbach, market manager-forwarder-TOFC (trailer on flatcar shipments);
- T. P. Heller, market manager-government.

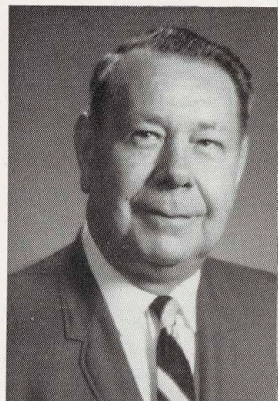
\* \* \*

Mr. Engelhart is well known in the automotive and farm implement field and is closely associated with trends in the industry. He has had a varied experience in traffic since joining

(Concluded on Page 6)



Mr. Hageman



Mr. Engelhart



## NEW GN MARKET MANAGERS—Conclusion

GN's Chicago office in 1942.

Mr. Engelhart was city freight agent, traveling freight agent and commercial agent in Chicago; assistant general freight agent in St. Paul and Minneapolis; general freight agent in Seattle and freight traffic manager and regional sales manager in St. Paul.

\* \* \*

Mr. Schoonover, a veteran of 29 years service with GN, has devoted many years supervising the shipment of perishables and foods and is schooled in packaging and transportation techniques.

He was employed by GN in various West Coast cities before being named city freight agent in Oakland in 1943.

He served as general agent in Klamath Falls, Oregon, and Spokane, Washington, and industrial development agent in Seattle. In 1962, Mr. Schoonover was appointed assistant general freight agent in Duluth and later, sales manager there. He became manager, coal and coke, in St. Paul, and earlier this year, regional sales manager.

\* \* \*

Mr. Hageman's appointive positions in the Pacific Northwest proved invaluable in studying the forest and timber products industries and different modes of shipping the products. He has been a GN man since 1941.

Mr. Hageman was appointed passenger representative in Portland, Oregon, and after serving as captain in the U.S. Air Force, returned to GN as city freight agent in Portland and later Spokane.

He subsequently was named general agent in Dallas, St. Louis and Spokane, then moved to Minneapolis in 1964 as general freight agent. He later became district sales manager there and regional sales manager in Seattle.

Mr. Heimbach has a strong background in the trucking industry where he was employed from 1934 until joining GN in 1960. Among his positions at Glendenning Motorways, Inc., were those of general manager and secretary. He was a partner in the Minnesota-Illinois Truck Line; vice president, traffic sales of Raymond Motor Transportation Inc., and fleet representative of McGee Trucks, Inc.

Mr. Heimbach was appointed director, truck and TOFC sales in 1960 and manager, TOFC service and sales in 1966.

\* \* \*

Mr. Heller came to GN in 1964 as freight traffic manager after holding positions in transportation with major industries, government and trucking firms.

His formal schooling includes a B.S. in Economics and an M.A. in Transportation.

Mr. Heller has been admitted to practice before the Interstate Commerce Commission. He is a certified member of the American Society of Traffic Transportation, is a retired Regular Army officer and a member of the executive reserve of the Department of Transportation.

He was named GN director of market research in 1966.

## Boeing—Conclusion

largest commercial jetliner, with nearly 3,000 employees at the Everett plant expected to increase to about 4,000 by year's end.

Forward body section jigs, built in Wichita, will be the first assembled at the Everett plant. Components for this part of the plane, the nose section, are to begin arriving in November.





## GN Orders 4-Engine Lockheed JetStar

A four-engine, nine-passenger jet ordered by action of the Great Northern board of directors is under construction at the Lockheed-Georgia Company, a division of Lockheed Aircraft Corporation.

The Lockheed JetStar will be utilized to arrange for joint examination of industrial sites to prospective customers.

In advising Lockheed of the railway's decision to acquire the jet, John M. Budd, GN president, said:


"Our people considered several fine aircraft before recommending purchase of a JetStar for Great Northern corporate use. The JetStar very satisfactorily meets our specifications for company-owned air transportation, and we are confident that the aircraft we chose will serve us effectively."

The jet is expected to give GN another "tool" which will make GN more competitive through the saving of management time, Mr. Budd added.

Three executives of GN recently inspected the company's JetStar now under construction by the Lockheed-Georgia Company at Marietta, Georgia. Left to right are Robert W. Downing, GN executive vice president; Lloyd Harris, JetStar district manager, Lockheed-Georgia; John L. Robson, GN vice president-operations, and Mal M. Scanlan, GN vice president-marketing.







## Washington State Apple Crop Outlook Appears Favorable

It's official! The 1967 Washington State apple crop was the largest ever marketed!

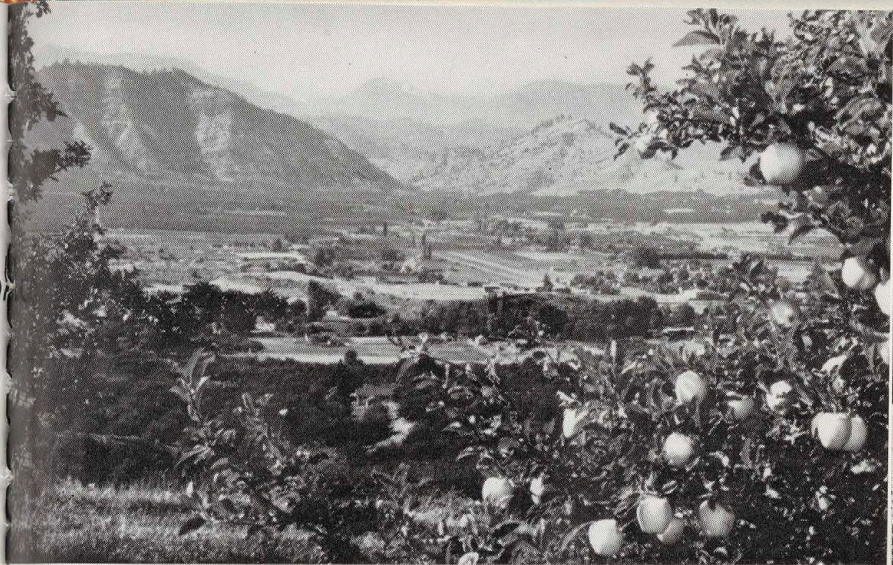
In a report to Washington apple growers, Apple Commission Manager Joe Brownlow said that over 35,300 carloads of Washington apples — 29,650,000 boxes—were shipped during the 1966-67 marketing season. According to Brownlow, 1930 saw 40,789 carloads shipped, but the car capacity then was only 700 to 720 boxes, compared to 840 today.

The next largest crop shipped in recent years was in 1963-64, when 33,885 carloads were marketed.

Brownlow said "The 1967-68 marketing season established a benchmark

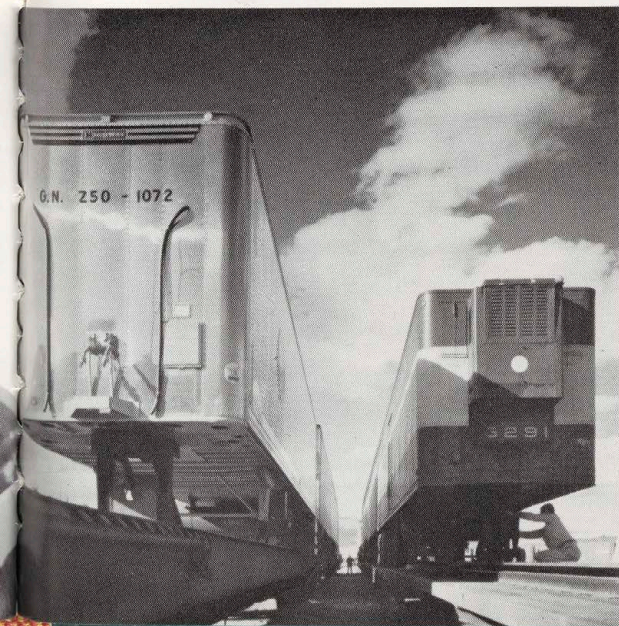
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In the beautiful apple-growing areas of Washington State, warm days and cool nights blend into ideal growing conditions for perfect, crisp apples. Irrigation waters from the Columbia River supply moisture to the trees that thrive in areas of scant rainfall.

Great Northern's refrigerated piggyback vans are readied at Wenatchee, Washington, the "apple-growing capital of the world," prior to joining "hot-shot" freight trains that will take the produce to all sections of the nation.





## APPLES—Conclusion

against which future seasons will be measured for some time."

Commenting on the 1967-68 apple crop, Brownlow said: "If weather and labor supply are favorable here in Washington, there is ample reason for optimism concerning the upcoming apple marketing year."

The commission official conceded that the weather was a contributing factor to Washington's marketing success.

The New York-Newark market received shipments this season totaling 2,667 carloads, 300 more than during the 1964-65 season, and nearly 1,000 more than the 1965-66 period. 4,116 carloads set an all-time record for Los Angeles, besting the next-highest year, 1963-64, by 174 carloads, and surpassing last season's shipments by over 500.

The major eastern markets claimed 5,117 carloads, compared to last year's 3,142. Primary cities in the Midwest received 4,852 and 3,621; southern major markets, 3,705 and 2,685; western, 7,131 and 6,104.

Brownlow said although the final unload figures would not be completed for about six weeks, it appears that the past season's shipments into the areas east of the Mississippi accounted for just under 50 per cent of the total Washington crop.

USDA's August estimate places the national crop at 125,485,000 bushels—down a million from a year ago and approximately 3½ million below the 1961-65 average. USDA predicts a Washington crop of 32,300,000 bushels, compared to its final Washington figure of 33,100,000 this past year.

Patty Scaman, Washington State Apple Blossom Festival Queen, poses with a basket of newly-picked apples.





# GOAT Gaieties

## Wrong Gender

"Were you delighted when the doctor told you your wife had given birth to a girl?" the neighbor asked the new father.

"Not exactly," was the reply. "I was hoping for a boy to help me with the housework."

\* \* \*

## Added Attractions

A mountaineer just returned from his first rail trip to New York City. He was asked how he liked the city.

"To tell you the truth," Zeke said, "I never did get to see much of the town—there was so much going on around the depot."

\* \* \*

## Not Noteworthy

Singer: "You don't like my voice?"

Accompanist: "Lady, I play on the white keys and I play on the black keys—you sing in the cracks!"

\* \* \*

## Wrong Feature

Two drunks stumbled into the zoo compound and stopped in front of the lion's cage. Suddenly the lion let out a roar.

"C'mon, let's go," one told the other.

"Go ahead if you want," the other said. "I want to stay for the movie."

\* \* \*

## Tender Love

Little Jeffrey was walking home with younger Betty. As they approached the cross street, Jeffrey remembered his mother's teaching.

"Let me hold your hand," he offered gallantly.

"Okay," said Betty, "but I want you to know you're playing with fire."

## Short Cut

A father was telling a friend how he cured his son from going late to school every day by buying him a car.

"How did that help?" the other man questioned.

"Well, he had to get up early in order to find a parking space," the wise dad replied.

\* \* \*

## Forbidden Food

Explorer: "Does your tribe know anything about religion?"

Native Chief: "Well, we had a taste of it when the last missionary was here."

\* \* \*

## Sir-Taxed

"Which of America's natural resources will be the first to become exhausted?" teacher asked Johnny.

"My dad says America's taxpayers," the lad replied.

\* \* \*

## Any Spot's Fine

She: "Why did you park here when there are nicer places farther on?"

He: "I'm the impatient type. With me this is a case of love at first site."

\* \* \*

## On The Wagon

"Have you given your goldfish any fresh water today, Junior?"

"No, ma. They ain't finished the water I gave 'em yesterday."

\* \* \*

## What's Next?

First Mother: "How's your son doing in the army?"

Second: "Just wonderful. They just made him Court Marshal."





Dr. and Mrs. A. B. Hersberger of Philadelphia enjoy a game of cards in the Great Dome.

## 'DISCOVER AMERICA' OFFICERS, GUESTS REDISCOVER JOYS OF TRAIN TRAVEL

"Discover America" officials and guests recently were hosted by Great Northern and the Burlington aboard the Empire Builder from Chicago to Seattle with the aim of rediscovering the joys of train travel.

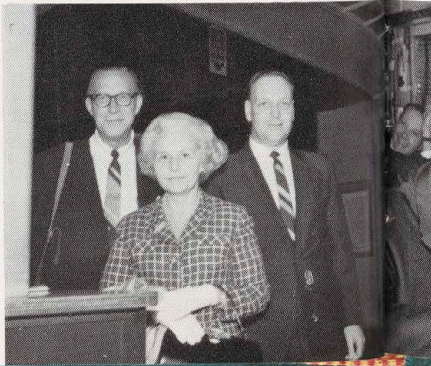
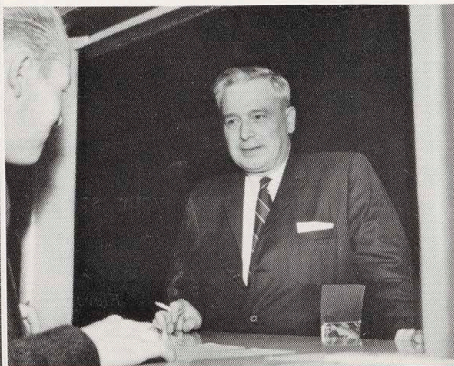
A Great Dome car was reserved for the party during the 2,209-mile trip that took the party across some of the most beautiful country traversed by an American transcontinental passenger train.

The invited party included Dr. A. B. Hersberger, senior vice president, Atlantic Richfield Company, and Mrs. Hersberger; John R. Kerr, administra-

tive assistant, Discover America, and Mrs. Kerr; Donald Y. McCoy, executive director, Discover America; William H. Miller, American Oil Company, and Mrs. Miller; Robert J. Murphy, vice president, Boeing Company and Mrs. Murphy; Adam J. Rumoshosky, director, division of Marketing, American Petroleum Institute, and Mrs. Rumoshosky, and Robert E. Short, national chairman, Discover, America, and Mrs. Short.

Others included Hugh Siddall, vice chairman, Rail Travel Promotion Agency; J. Handy Wright, vice-pres-

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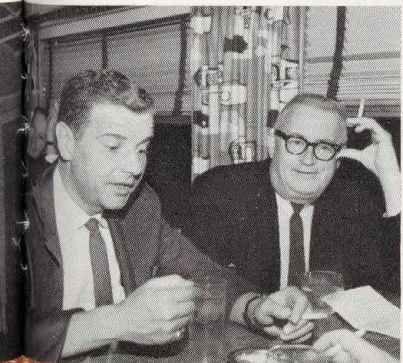




Mr. and Mrs. Grant H. Young of Findlay, Ohio, top left, and Donald M. McCoy of New York, top right. Below left, J. Handly Wright of Washington. At right are Ephian Lewis, Business Week, Mr. McCoy and E. M. Brady, GN passenger traffic manager.



Hugh Siddall of Chicago and Mr. and Mrs. William H. Miller, Chicago, and Mr. Brady, left page, shown before boarding train. At left, below, are John McDougall of KSTP-TV and Arvid Johnson of WCCO-Radio, both of the Twin Cities. At right, James Steer of KMSP-TV, Twin Cities, and C. A. Eckart, GN vice president, Seattle.





## NEW PACIFIC NW INDUSTRIAL SITE OPENED

A major new site for development by heavy industry with future railroad and ocean shipping services is opening about 15 miles northwest of Bellingham.

Glacier Park Company, a subsidiary of Great Northern Railway, announced it is buying 1,100 acres of land from 40 private landowners. Options have been held for the past 20 months.

The property is located northwest of Cherry Point, extending almost to Point Whitehorn. It is adjacent to property recently acquired by Standard Oil Company and similar to sites to the south developed by Intalco Aluminum and Mobil Oil Company.

Clark A. Eckart, GN vice president, said the company has no immediate prospective tenants or purchasers but is actively seeking users in cooperation with the Whatcom County Development Council and the Port of Bellingham.

As required, rail service will be

extended westward to the sites from an 8.5 mile line built by Great Northern in 1964.

Excellent access is available to deep navigation along about two miles of shoreline on the Georgia Strait.

The property is to be served by Cascade Natural Gas Company, by Puget Sound Power and Light Company, and with water by the Whatcom County PUD.

Company officials said the area would be especially suitable for oil refining, metal manufacturing and fabricating, chemical plants or other major industries.

### DISCOVER—Conclusion

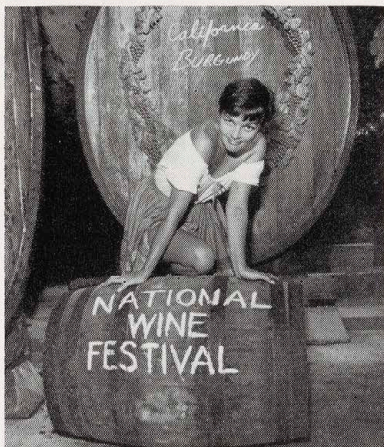
ident-public relations, Association of American Railroads; Grant H. Young, senior vice president, Marathon Oil Company, and Mrs. Young; A. M. Rung, director of public relations and advertising and W. F. Burke, general passenger traffic manager, both of the Burlington; C. A. Eckart, GN vice president, Seattle; E. M. Brady, GN passenger traffic manager, and C. W. Moore, GN executive assistant, public relations-advertising.

Twin Cities news media invited were Ephrian Lewis, bureau manager of Business Week magazine; John MacDougall, KSTP-TV news commentator; Arvid Johnson, WCCO Radio; James Steer, KMSP-TV news commentator, and Roger Swardson, Twin Citian magazine.

"Discover America" is a privately-financed corporation that is dedicated to the promotion of travel in the United States.

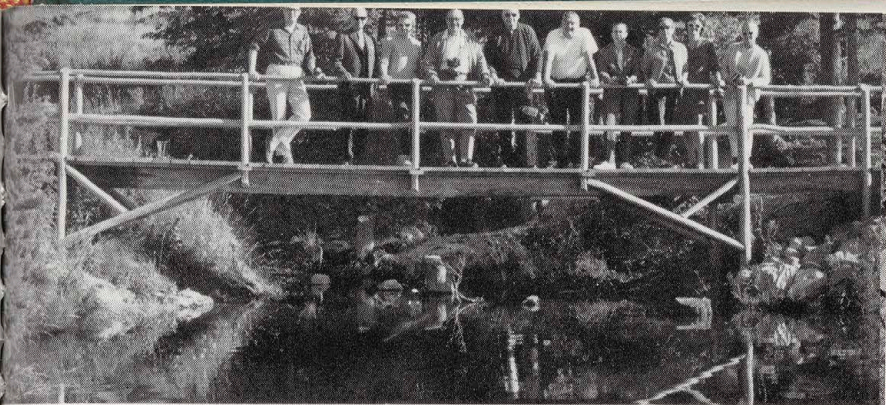
Their message has been promoted in national publications and newspapers, by transportation companies such as the GN and Burlington, and by many other firms who deal with or supply the many modes of transportation in the nation.

## National Wine Queen



Queen Maureen McCurry





Travel writers pose on a foot bridge over a trout pond adjacent to the lower terminal of the 6,800-foot double chairlift on the mountain. Shown on the chair near the summit of the mountain are Mr. and Mrs. R. H. Lutes Jr. of the Lutes Travel Service, Mankato, Minn. They were tour leaders.

## Midwest Travel Writers Visit Big Mt. Ski Area

Great Northern played a "show me" role in September with an educational tour to The Big Mountain at Whitefish, Montana, for 10 members of the Association of Independent Travel Agencies.

The snow was still several months distant, but the cooling evenings gave an indication of things to come to the well-known ski area where the average yearly snowfall is 96 inches.

R. H. Lutes Jr., of the Lutes Travel Agency in Mankato, Minn., and Frank Strecker, GN assistant passenger traffic manager, St. Paul, co-chairmen of the tour, were accompanied by some of the leading travel personalities outside of the Twin Cities.

They included Mrs. Lutes Jr.; Mr. and Mrs. R. H. Lutes Sr.; Mr. and Mrs. Charles Green, Winona Travel



Service, Winona, Minnesota; Mr. and Mrs. Carl Higgins, Higgins Travel Service, Eau Claire, Wisconsin, and Mr. and Mrs. Everett Goli, Goli Travel Service, LaCrosse, Wisconsin.

Arriving in Whitefish after an overnight Empire Builder trip from the Twin Cities, the group was motored up The Big Mountain. A later tour included Flathead Lake, Glacier Park and the community of Whitefish.



# THE GREAT NORTHERN GOAT

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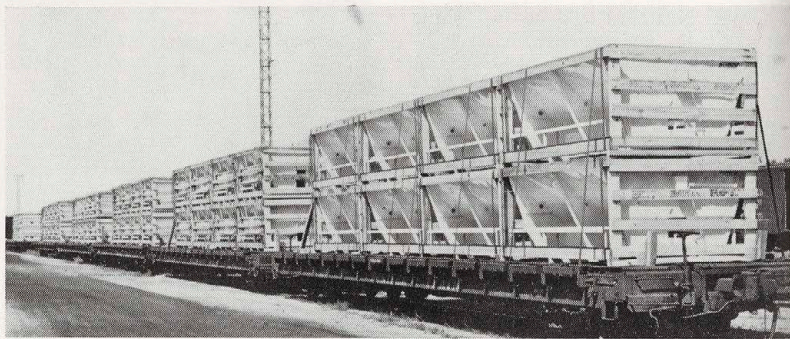
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ST. PAUL, MINN.

PERMIT NO. 29

## *Six Flat Cars Carry 48 Fertilizer Spreaders*



The first major carload shipment of fertilizer spreaders from the Willmar Manufacturing Company of Willmar, Minnesota, recently moved from that community to New York partially over the Great Northern.

Each flat car carried eight spread-

ers. The quantity shipment was a "first" for the four-year-old company.

In the past, Willmar Manufacturing has shipped fertilizing equipment for ultimate destination to Peru. The current movement was loaded in New York for delivery in Brazil.

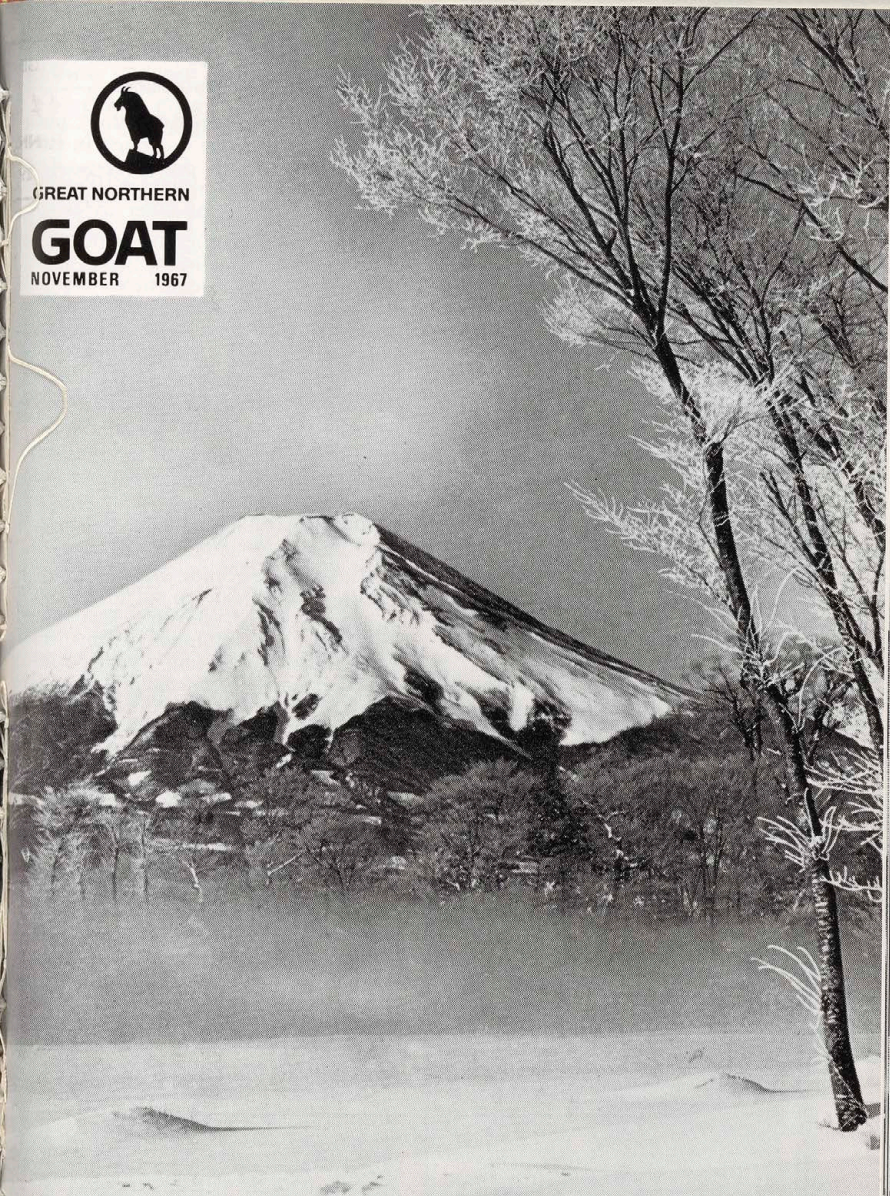




GREAT NORTHERN

**GOAT**

NOVEMBER 1967



***GN Marketing Men Look to Japan***





**GREAT NORTHERN**

**GOAT**

Vol. 37 November, 1967 No. 11

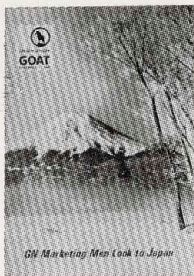
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

DAN MUSCH, Editor

**CHANGE OF ADDRESS:** Make changes on the back page of magazine which bears the imprint of the address. Type or print name, title, address or Zip Code changes and mail the back page to:

EDITOR, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, St. Paul, Minnesota 55101.

### The Goat's Cover



GN Marketing Men Look to Japan

Japan's sacred Mt. Fuji, 12,395 feet high, is symbolic of the nation. See the story on page 3 for news of GN's marketing department and Japanese commerce.

### Your Railroads

A meeting of railroaders took place in Houston recently — which in itself is not particularly noteworthy. Railroad men meet all the time — just as do representatives of other industries.

But this one had as its theme "Railroad Data Systems in the Space Age," and illustrated the enormous changes that take place every day in an industry which many people think of as unchanging.

What could change about a string of cars on a railroad track? The answer, of course, is plenty.

Modern railroading is as unlike the early days of the Iron Horse as modern autos are like covered wagons. About the only thing they have in common is the wheel.

Today, electronics and automation are reaching such an advanced state in the railroad industry that many railroads are equipped with "third generation" computers which perform tasks ranging from making up payrolls to the establishment of complex car control, parts inventory and total communications systems.

The railroads are a perfect illustration of a fact about life in the United States that is beyond the comprehension of a good many of us, most especially, of those who look with jaundiced eye on capitalism and the free enterprise system under representative government.

There has been greater change, greater improvement, greater progress in the space of a current single lifetime than has taken place in all previous history.

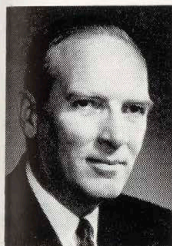
Industries, such as railroads that have survived and grown over the years have learned to live with constant change and have sought to make it synonymous with progress.

Reprinted from the Industrial News Review — Portland, Oregon.

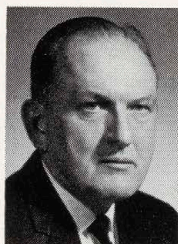


## Railway Officers Visit Japan —

# GN Establishes Tokyo Marketing Office



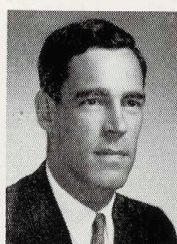
Mr. Budd



Mr. Scanlan



Mr. Robson



Mr. Cruikshank

Great Northern Railway announced it has established an office in Tokyo. The office will provide Japanese manufacturers and shippers with a specialized marketing service which will speed delivery of their products to the heartland of America by the short Pacific Northwest route.

The announcement said that "on the ground" representation in Japan also anticipates a greater role for the railway in developing reciprocal west-east trade, and will greatly enhance GN's ability to provide full distribution services to American exporters.

GN President John M. Budd arrived in Tokyo late this month for a week of meetings with Japanese government and business officials. The new office was scheduled to open November 21.

Great Northern's agent in Tokyo will be the Transpacific Export Corporation whose newly-appointed manager is Mr. Hideo Takaoka. Offices are in the Kokusai building.

The railway established direct representation in Tokyo because of the rapidly growing import-export business with Japan and the potential for increased container shipments, says Mr. Budd.

"We believe we can offer three advantages of great economic importance to every shipper in Japan. These advantages are the shortest ship route to the United States, a consequent

saving in time, and an economical land route to the major consumer markets of the U.S. Midwest."

"The Pacific Northwest ports of North America are the closest to Japan and the Great Northern enjoys the unique role of serving both Canada through the Port of Vancouver and the United States through the ports of Seattle, Tacoma, Everett, Bellingham, Portland and Longview.

"These geographical advantages have always existed. Now we are making them increasingly practical by providing a total marketing service to get the products of Japan from the factory to the major distribution centers of America."

Joining Mr. Budd on his visit to Japan were William R. Prentice, president of the Transpacific Export Corporation.

With them will be Transpacific General Manager Roy H. Inui of Seattle, John L. Robson and M. M. Scanlan of St. Paul, Great Northern vice presidents of operations and marketing respectively, and Paul F. Cruikshank, the railway's assistant vice president, marketing.

Company principals will travel to Osaka, Kobe and Kyoto during their visit to Japan.

Calls will be made on officials of the Ministry of Transport of Japan, the Japanese National Railway and the Japan Container Corporation.



## E. M. Brady Appointed GN's Market Manager Containerization, Export-Import

The appointment of Emmett M. Brady to the newly-created position of manager—containerization and export-import for



Mr. Brady

Great Northern Railway was announced in St. Paul by M. M. Scanlan, marketing vice president.

Mr. Brady, passenger traffic manager since 1965, is the sixth market manager

named by GN since the railway reorganized its traffic department into a marketing department.

In his new position, Mr. Brady will be responsible for the development of GN's containerization program and the closely-related export-import traffic. His appointment was effective on November 1.

Mr. Brady has been with GN since 1941 when he was employed as a bill clerk in the comptroller's office in St. Paul. When the first streamlined Empire Builder was inaugurated in 1947, he became one of the original group of passenger representatives assigned to service on that train.

He has held the positions of passenger representative in Portland, Oregon; city passenger agent in Spokane, Washington, and traveling passenger agent and district passenger agent in Los Angeles.

Mr. Brady subsequently became traveling freight agent in St. Louis, general agent, passenger department, assistant general passenger agent and later general passenger agent, all in St. Paul.

Containerization is a rapidly-growing transportation concept in which cargo is enclosed in a protective cov-

ering of metal or plywood. Cooperation between various modes of transport in standardizing containers and utilizing them is expected to stimulate sharply domestic and international rail tonnage.

Among the benefits of containerization realized by shippers are the elimination of bulk handling; quicker deliveries; more efficient terminal operations; reduced pilferage, especially at foreign ports; reduced damage, packing charges and insurance rates.

American steamship companies currently are investing up to \$250 million for new containerhips and additional funds are allocated for future construction. Railroad research is directed increasingly to developing new methods and facilities for handling containers and for fast and economical shipment from ports to inland cities.

Containerization specialists forecast that by 1975, there will be 475,000 containers in 20 and 40-foot lengths in use, representing an investment of approximately one billion dollars.

★ ★ ★

### Other Marketing Appointments

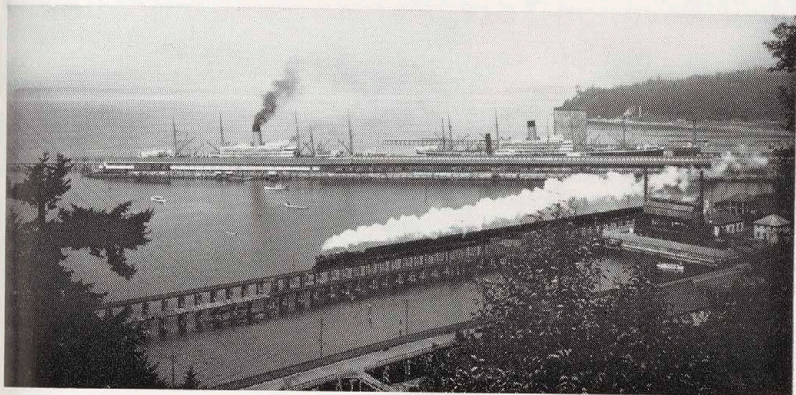
The appointments of R. A. Callaghan as western marketing manager-TOFC-COFC and D. R. Pravitz as export-import agent in Seattle also were announced.

Mr. Callaghan joined GN in 1952 as an agent-telegrapher at Vaughn, Montana. He subsequently was named assistant agent at Great Falls, Montana, and later traveling freight agent there.

(Concluded on Page 10)



## GN SHIPS PLIED PACIFIC TO JAPAN IN 1900'S



Great Northern's Oriental Limited passenger train is shown in this 1905 photo at Smith Cove, Seattle. The Minnesota and Dakota, built by the Great Northern Steamship Company, are at dock.

Great Northern Railway has colorful, historic ties with Japan and Oriental ports.

In 1900, the Great Northern Steamship Company was organized with a capital of \$6 million and contracts let for two giant steamships of 28,000 tons capacity each—the "Minnesota" and the "Dakota"—to ply between Seattle, Yokohama and Hong Kong.

The following year Great Northern's Asiatic Dock (Pier 88) was completed on Smith's Cove and occupied by Nippon Yusen Kaisha.

The arrival of the ships at the pier on Christmas eve, 1904, brought an exciting Christmas that year to Seattleites, for the twin steamships, largest ocean carriers afloat in their day, had attracted world attention to the booming port on Elliott Bay.

The "Dakota" was wrecked in Japan in 1907, but the "Minnesota" remained in service until 1917, at which time it was sold for use in the European trade developed by World War I.

The agreement with Nippon Yusen Kaisha remained in effect until 1941,

after which Pier 88 was under lease to the U.S. Government.

Following World War II, the pier was extensively remodeled by the GN and occupied by the American Mail Line.

In 1964, Great Northern began filling in Piers 88 and 89 and developed industrial land available for development.

Total land reclaimed approximated 35 acres.

---

### Rail Shareholders

Nearly a million people hold railroad stocks and bonds. The industry's rate of return on net assets has averaged 4 per cent during the last 10 years — less than half 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 \$27 billion; it would take almost three times as much to build the present rail system from scratch.



## Mail Revenue Loss, Passenger Operations Deficits Spark Move To Cut Rail Service

Loss of mail revenue through removal of RPO (railway post office) cars from Great Northern trains by the Post Office Department, and continuing deficits from passenger operations have led the railway to propose reduction of services between the Twin Cities and Fargo, N. D., GN announced.

GN has advised the Interstate Commerce Commission that the railway planned to:

- Discontinue operation of the two present Red River passenger trains, Nos. 11 and 14, now operated daily between St. Paul-Minneapolis and Fargo, and

- Reroute the eastbound transcontinental Western Star between Fargo and the Twin Cities via Willmar.

The westbound Red River now leaves the Twin Cities in late afternoon and runs to Fargo via St. Cloud. The eastbound Red River, also an afternoon train, is operated between Fargo and Minneapolis-St. Paul via Willmar. The eastbound Western Star now runs through St. Cloud.

GN's proposal for reduced passenger services between the Twin Cities and Fargo would provide two trains daily in each direction—the Winnipeg Limited and Dakotan—for communities along its St. Cloud line. The railway's Willmar line also would have two trains daily in each direction.

The eastbound and westbound Empire Builder and the westbound Western Star now operate between St. Paul-Minneapolis and Fargo via Willmar. Under the rerouting plan both the westbound and eastbound Western Star will operate over the Willmar line.

In advising the ICC of its proposals for revised Twin Cities-to-Fargo train

services, which would save the railway an estimated \$416,784 annually, GN stated that:

- The company reported to the commission a deficit from passenger service operations of \$14,143,972 in 1966 despite efforts to increase patronage and control costs;

- Effective September 16 the Post Office Department discontinued operation of eight RPO cars on the Empire Builder, Western Star and No. 14 (eastbound Red River), reducing GN's mail revenues by \$1,286,306 on an annual basis, and increasing the growing deficit from passenger train operations.

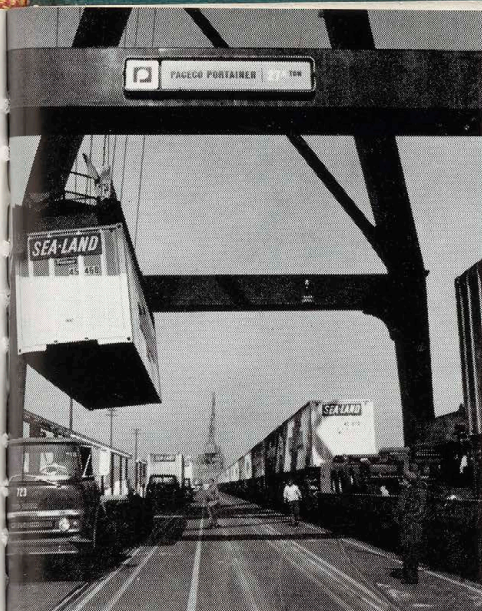
- Mail revenue lost through removal by the Post Office Department of RPO cars from the Western Star is estimated at \$354,756 and \$63,432 for train No. 14—a total of \$418,188 on an annual basis;

- The railway took in \$187,095, including mail revenue, in operating train No. 14 in 1966, and total expense for providing the service was \$350,269. In the first five months of this year revenue from running No. 14 was \$73,628 and operating expense was \$144,697 for that period;

- Revenue, including pay for mail transported, was \$214,901 in 1966 from operation of train No. 11, and the expense of running this train was \$356,836. Service on train No. 11 brought in \$91,064 in the first five months of 1967, and expense for providing it was \$150,477.

Three-quarters of a million people work in the railroad industry, drawing \$6 billion in annual wages and fringe benefits. Average annual earnings and benefit supplements of railroad employees now come to \$8,700





➡ From Truck

To Train



## GN Moves Military Containerized Freight To California Port

Great Northern Railway announced completion of its first major north-south Pacific Coast movement of containerized freight, in which GN cooperated with Sea-Land Incorporated and Western Pacific Railway to expedite a shipment of vital military cargo for the Far East.

Delay of an ocean freighter, damaged in an accident on Puget Sound, prompted the decision to rush the military supplies by rail from Seattle to Oakland, where another ship was waiting to take them to Okinawa, the Philippines, Vietnam and other Far East bases.

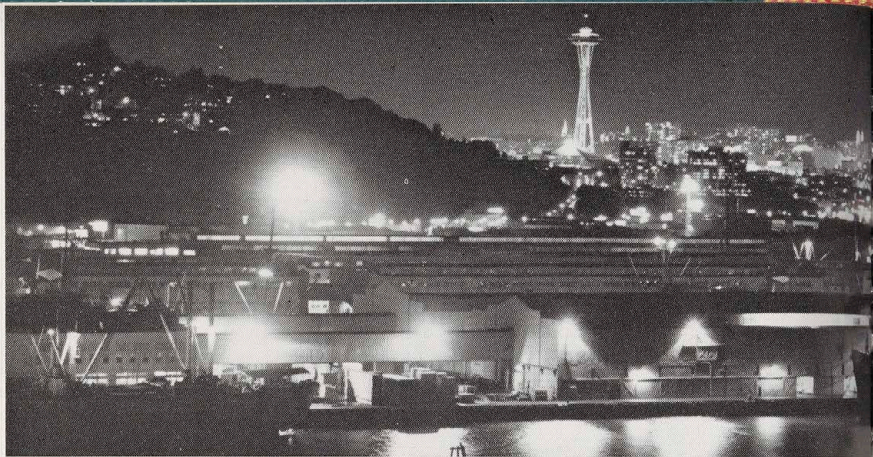
The movement consisted of 86 freight containers, loaded on 43 specially-equipped flat cars at the Sea-

(Concluded on Page 10)

Seven







## Glittering Night Study of the Port of Seattle

Ports are intriguing to visit and ships that make ports of call fascinate the visitor.

The Port of Seattle, one of the more modern and growing ports in the Pacific Northwest, was photographically captured in this collection taken by port photographer Harry Gilmour. They, and others, appeared in the Port of Seattle REPORTER.

The ports of the Pacific Northwest have taken on new significance for Great Northern with the announcement (on page 3 of this issue) of the opening of a Tokyo marketing office.

With added importance given to containerization and the emphasis on that mode of transportation in the planned years ahead, ports will experience an increase of traffic as containerized ships take to the sea.

Metal is hoisted aboard another steamship from railroad gondolas. The accessibility of tracks to the docks facilitates loading and eliminates extra handling.







A myriad of shimmering lights glisten as jewels on Seattle's skyline topped by the Space Needle. Ocean-going vessels take on cargo at the Port of Seattle and the reflected lights play on Puget Sound waters. Below, one of the immense cargo-carrying ships is tied to the wharf awaiting loading.





## GN MOVES CONTAINERIZED FREIGHT—Conclusion

Land terminal in West Seattle.

The big boxes, 8 feet wide, 8 feet high and 35 feet long, were positioned on rubber-tired undercarriages already secured to the flat cars.

A similar "piggyback" movement of empty containers had traveled previously over the same route northbound, via the Bieber, California, gateway where GN connects with the Western Pacific.

GN officials said that they regard

### MARKETING—Conclusion

In 1959, Mr. Callaghan was named special sales supervisor of TOFC services in Seattle, and in 1966, supervisor of TOFC, sales and service, Seattle.

\* \* \*

Mr. Pravitz began his railroad career as a stenographer-clerk in GN's Portland, Oregon, passenger traffic office. He became chief clerk in the passenger traffic office in Tacoma in 1942 and city freight agent there in 1946.

Mr. Pravitz entered the foreign commerce field with his appointment as export-import agent in 1959 in Seattle. He was named traveling sales representative there in 1966.

\* \* \*

Additional marketing department promotions:

E. E. Nelson is appointed manager of pricing-lines east, St. Paul;

C. J. Hockaday is named manager of pricing-lines west, St. Paul;

Kilmer S. Bagley becomes assistant to the vice president—marketing department, St. Paul;

L. A. Richardson, sales manager, Seattle, becomes regional sales manager in Great Falls, Montana, succeeding J. J. Heimes who retired;

E. G. Westby, sales manager, San Francisco, succeeds Mr. Richardson.

Ten

containerization, particularly in its relationship to import-export traffic, as one of the most fruitful areas of development for railroads serving coastal ports.

Containers avoid handling of individual items, with the result that loading and unloading may be as much as 30 times faster. In addition, merchandise sealed in containers is less vulnerable to contamination or damage, and outdoor storage is possible. Less risk results in lower insurance rates.

According to the Military Traffic Management and Terminal Service, the Armed Forces during the first half of 1967 moved over 21,000 containers loaded with about 633,000 tons of cargo — up 80 per cent from the previous half-year period.

The average railroad charge for moving a ton a mile is now 1¼ cents — compared with 6.8 cents for trucking and 20.5 cents for air cargo.



A FOREST'S FUTURE  
IS IN YOUR HANDS



# GOAT Gaieties

## Hale And Hearty

Doctor's Son: "What is a convalescent, daddy?"

Doctor: "A patient who's still alive."

\* \* \*

## Hit And Run

A driver stopped for a red light and the woman driver behind him suddenly stopped and slammed into his bumper. This occurred at the next two stops.

At the last, the woman came out of the car and showed the man her driver's license and credentials.

"Listen, lady," he said, "never mind that stuff. All I want from you is a five-minute start!"

\* \* \*

## Self-Defense

"Dad, why did you sign my report card with an X instead of your name?"

"I don't want your teacher to think that anyone with your grades could possibly have a father who can read or write."

\* \* \*

## Heaven Sent

"Did I come from heaven, mommy?"

"Yes, dear."

"Then where's my nose cone?"

\* \* \*

## Take That

First woman, reaching for a second helping of dessert: "You know, I've just got to watch my waistline."

Second woman: "How lucky you are to have it right out there where you can."

## Good Cast

The eighth grade periodically staged "Romeo And Juliet" and "Macbeth."

In the seventh grade one day, the teacher asked if anyone knew who Shakespeare was.

"Oh, yeah," said one bright boy. "He's the guy who writes all the eighth-grade plays."

\* \* \*

## Up Or Down?

A businessman on vacation reading his hometown newspaper was stunned to read his death notice. He called the editor and his anger rose with each passing second.

"I'm calling about the report of my death you reported in the newspaper Friday," the man exclaimed.

"Yes, sir," came back the unperturbed voice, "where are you calling from?"

\* \* \*

## Teed-Off

"How many strokes on that last hole?" one golfer asked his partner.

"Seven," he replied, "how many did you have?"

"Six," was the answer.

After the next, the same man asked the same question.

"Oh, no!" the other guy replied. "It's my turn to ask first."

\* \* \*

## Weighty Problem

A larger-than-average woman stepped on the scales, not knowing they were out of order. The indicator stopped at 75 pounds. A small boy watching her intently, suddenly blurted out: "Whaddaya know. She's hollow."



# Big Mountain Skis Into Its 20th Year



The Big Mountain will be 20 years old on December 19.

The bustling ski resort at Whitefish, Montana, just west of the Glacier National Park in the Montana Rockies, now is one of the leading ski areas of the West.

Two years ago, Sports Illustrated classified it as one of the nation's top

20 ski areas on SI's "Powder Line"—areas designated for their excellent powder snow skiing.

The mountain's facilities two decades ago, though modest, were the latest in skiing, with a day lodge and a 3,260-foot T-Bar.

Twenty years, four ski lifts and many new buildings later, The Big

Skiers alight from the double chairlift atop the mountain, left photo, and eagerly await the "plunge" to the lodge. One of the favorite dining areas is located in the Viking Lodge located in Whitefish at the base of the mountain.







The breathtaking scenery of The Big Mountain is one of the thrills awaiting the adventuresome skier. The dashing run through deep, swirling powder snow caps his day.

Mountain is well-known throughout the nation for its skiing vacations and Montana hospitality.

Most instrumental in the growth of the resort has been transportation from major skiing markets of the country and the role played by Great Northern in serving the area via the Empire Builder and Western Star transcontinental passenger trains.

In 1958, 780 skiers utilized GN service to Whitefish. By 1967, the  
(Conclude on Page 15)

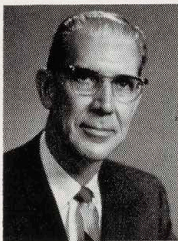
The best mode of transportation to The Big Mountain is via Great Northern's Empire Builder or Western Star. The foursome below are seen boarding the Builder and also are shown enjoying refreshments and card game in the Great Dome car.





## CLASS NAMED GN PASSENGER TRAFFIC MANAGER

The appointment of Raymond J. Class as passenger traffic manager for Great Northern Railway was announced in St. Paul by M. M. Scanlan, vice president-marketing.



Mr. Class

Mr. Class succeeds Emmett M. Brady who was named market manager containerization and export-import.

Also effective on November 1 were the following promotions:

F. L. Strecker, assistant passenger traffic manager, St. Paul, becomes manager passenger services, St. Paul;

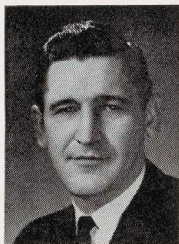
D. B. Schultz, assistant general passenger agent, St. Paul, J. L. Tierney, assistant general passenger agent, Chicago, have been named regional passenger traffic managers, St. Paul, and S. T. Thorson, general passenger agent, Seattle, becomes regional passenger traffic manager there;

W. B. Watkins, general agent, passenger department, New York City, is named general passenger agent, Chicago, and H. W. Heyer, district passenger agent, New York City, becomes general agent, passenger department, there.

Mr. Class, a veteran of 39 years service in GN's passenger traffic department, has had broad experience in both the Twin Cities and the Pacific Northwest.

He held the positions of district passenger agent in St. Paul and general passenger agent in Seattle.

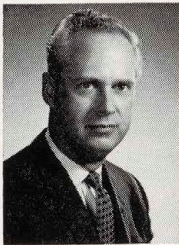
In 1965, he returned from the West Coast as assistant passenger traffic manager in St. Paul.



Mr. Schultz



Mr. Strecker



Mr. Watkins

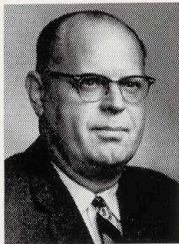


Mr. Tierney

### Railroad Passenger Travel

Railroads handle 17½ billion passenger-miles — one-fourth in commuter services and the remainder between cities.

This volume equivalent to speeding 15,000 travelers from New York City to San Francisco every day, amounts to 17 per cent of travel by commercial carriers (but only 2 per cent of the over-all inter-city total when auto use is considered).

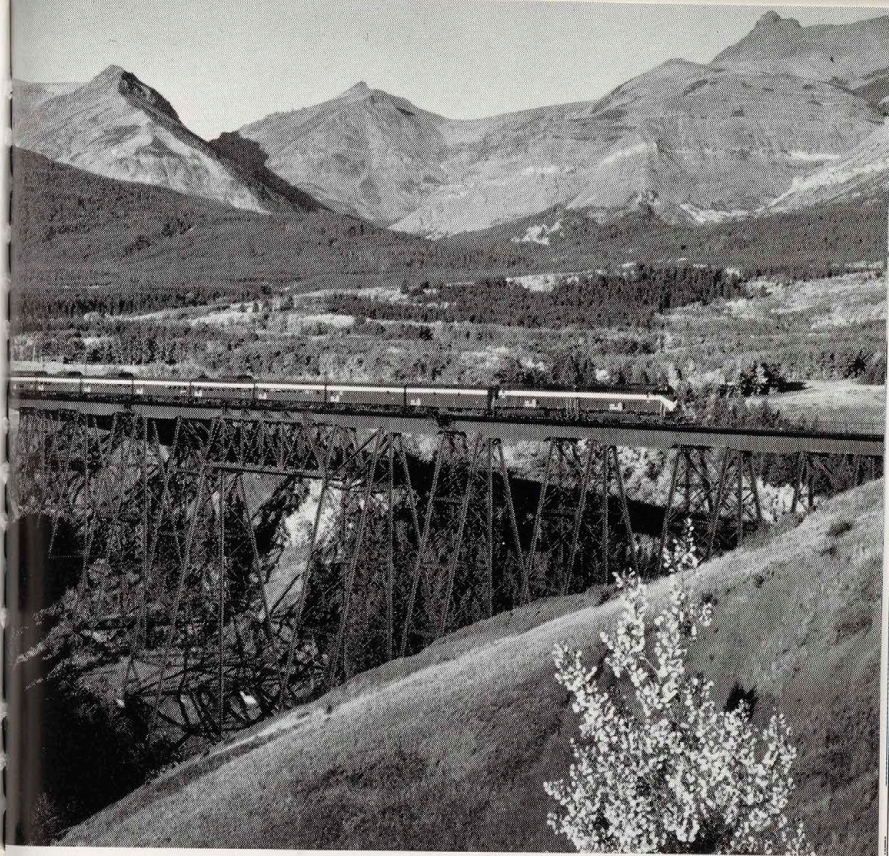


Mr. Thorson



Mr. Heyer





The first Big Sky Blue Empire Builder crosses Two Medicine bridge near Glacier National Park in the Montana Rockies on its trip from Seattle to St. Paul. The famed transcontinental passenger train, pulled by two new SDP-45 diesel-electric locomotives, made its first round trip in the new corporate color of GN — blue and white. It will take years before all railway equipment is repainted.

## BIG MOUNTAIN'S 20th YEAR—Conclusion

figure grew to more than 4,000 annual round-trip trail arrivals by skiers, most of whom came from either the Puget Sound area or the Twin Cities.

This year, The Big Mountain opened on November 18 and will continue daily operations through April 28, 1968.

For the 20th time, Ed Schenck,

general manager, and still "the man of the mountain," continues to mastermind operations.

The Big Mountain and Great Northern again are offering enticing skiing vacations to the ski resort. It is not too early to plan that "one big trip" this Winter. See your GN travel agent representative or your travel agency again for particulars.



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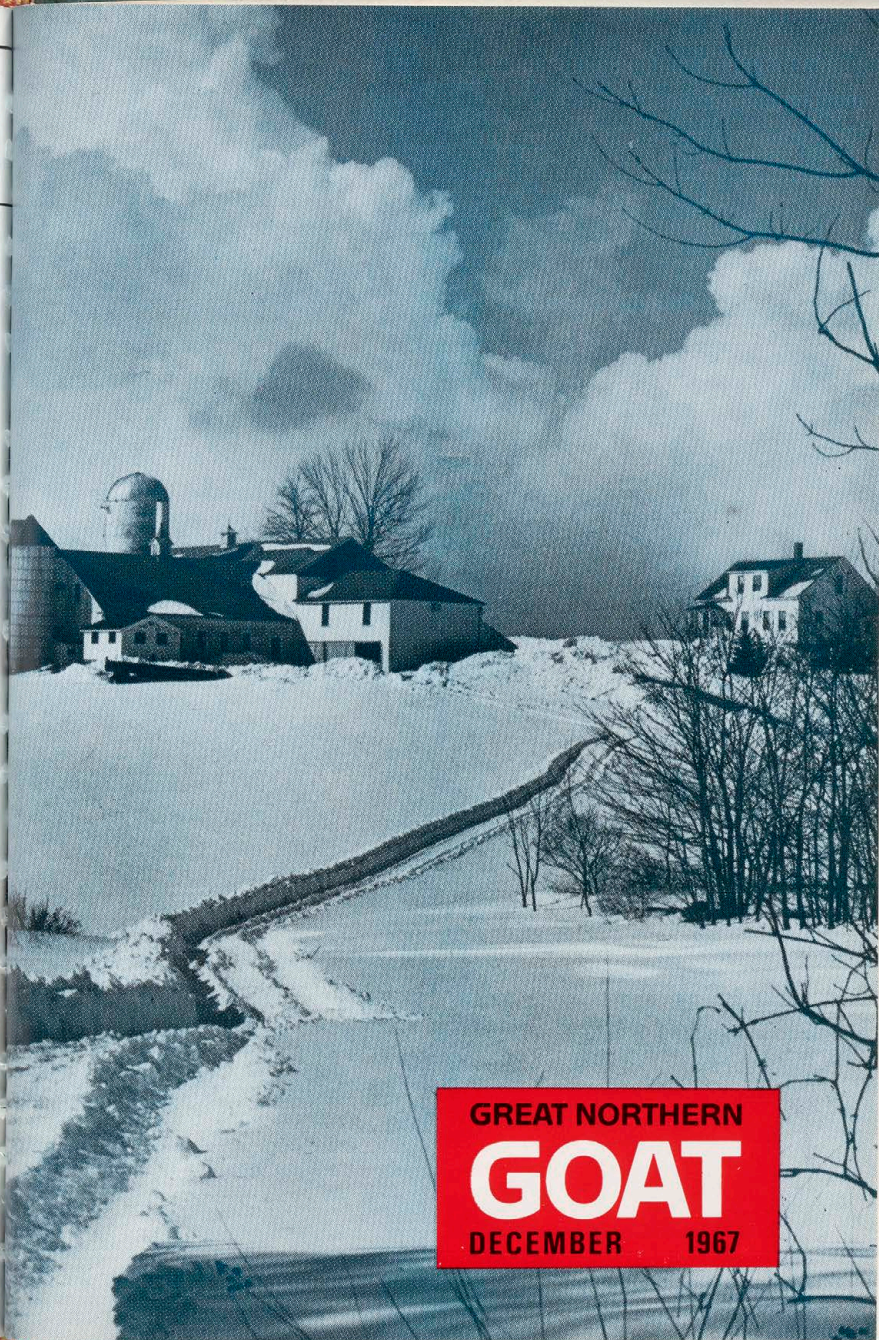
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GREAT NORTHERN

**GOAT**

DECEMBER 1967





GREAT NORTHERN

GOAT

Vol. 37 December, 1967 No. 12

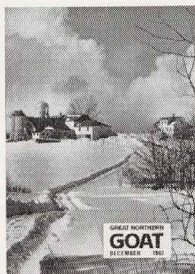
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DAN MUSCH, Editor

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### The Goat's Cover



Skies clear over a Midwestern farm after a heavy snowfall. A plow has cleared the road to the house and barns permitting farm chores and a trip to town.



Midnight service bells peal across the nation as people congregate to celebrate the birth of The Saviour.



## ICC Approves Northern Lines RR Merger

The Interstate Commerce Commission announced on November 30, that it has approved the Northern Lines railroad merger. Because of wide-spread interest in the transaction the commission announced its decision several days prior to service of its report.

The Northern Lines are the Great Northern Railway, the Northern Pacific Railway, the Chicago, Burlington & Quincy Railroad, the Pacific Coast Railroad Company and the Spokane, Portland and Seattle Railway Company.

They will be bound together in a new company called Great Northern Pacific and Burlington Lines, Inc. A railroad network will be created of almost 27,000 miles of track extending from the Great Lakes and the Mississippi river through the northern tier of western states to the Pacific Northwest and California and by affiliation reaching the Gulf of Mexico.

In approving this merger the commission pointed out that this proposal was but a part of the larger picture of proposed railroad mergers in western states and that picture was still evolving.

Therefore the commission imposed a broad reservation of jurisdiction to impose conditions which may be necessitated by cumulative or cross-over problems stemming from approval of this merger alone or in combination with other merger transactions which later may be authorized in the territory involved. The door is also being left open for railroads in the territory to seek inclusion in the Northern Lines.

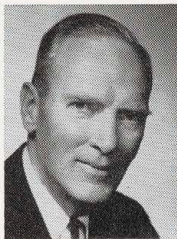
The commission's action reverses a prior decision denying the applications. Following that denial in April, 1966, the railroad applicants reached job protective agreements with em-

ployees and concluded traffic agreements with the principal protestant  
(Concluded on Page 4)

*A joint statement by the presidents of Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle railways about authorization by the Interstate Commerce Commission of the merger of these companies.*

The Interstate Commerce Commission decision approving merger of Great Northern, Northern Pacific, Burlington and Spokane, Portland & Seattle railways "is deeply gratifying, and confirms our belief that consolidating these railways into a dynamic, new transportation system is in the public interest," the presidents of the railways said in a joint statement.

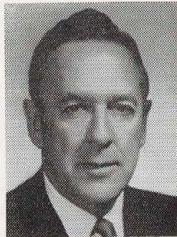
Comment on the commission's decision was shared by John M. Budd, Louis W. Menk and William J. Quinn, presidents of Great Northern, Northern Pacific and Burlington, respectively. Mr.  
(Concluded on page 4)



Mr. Budd



Mr. Menk



Mr. Quinn



## ICC APPROVES 'NORTHERNS' MERGER—Conclusion

railroads, the Chicago, Milwaukee, St. Paul & Pacific Railroad and the Chicago & North Western Railway Company. Subsequent to applicants' petition for reconsideration the commission reopened the proceedings to re-evaluate the entire record.

Approval of the merger is predicated on a number of conditions, including attrition provisions for employees. In the view of the commission "the protection thereby afforded, providing as it does job security as well as monetary benefits, could hardly have been achieved except for the merger."

The commission's approval of the transaction is also subject to conditions for the protection of other railroads in the territory involved. All conditions sought by the Milwaukee and the North Western were imposed. The effect of these conditions will be to strengthen the Milwaukee and the North Western both as to revenue potential and competitive posture. The Milwaukee among other benefits will be given access to Billings, Mont., Portland, Ore., and Canada. It will, the commission found, become a "viable transcontinental rail competitor."

The improved financial posture which will result from the merger, the commission found, will enable the Northern Lines to become stronger and more stable and thus better equipped to meet the growing competition now being felt. Moreover, consolidation of facilities, elimination of wasteful duplication, improved routing, better car utilization and avoidance of time-consuming interchanges among applicants will result in a more efficient railroad.

It was also found that shippers will benefit from, among other things, faster and more dependable single-line service. This, coupled with the broad choice of new gateways, is extremely important in view of the

long distances involved and the nature of the products of the Far West.

Related applications seeking authority to issue securities and assume certain financial obligations and to effect a number of minor extensions and abandonments of railroad lines were also granted.

The commission concluded that the merger, as conditioned in the report, presents an entirely new perspective in the efficient and economical movement of transcontinental, western and Pacific Coast traffic.

Copies of the commission's decision and order will be available at the Commission's offices in Washington, D. C., as soon as the printing process is completed.

## STATEMENT—Conclusion

Menk also is president of the Spokane, Portland & Seattle railway, which is owned jointly by NP and GN. Approximately 98 per cent of the Burlington's stock is owned equally by GN and NP. The presidents' statement:

"The commission's approval of our merger proposal, reversing its decision of April 27, 1966, is deeply gratifying, and confirms our belief that consolidating these railways into a dynamic, new transportation system is in the public interest.

"We earnestly share with the thousands of agricultural and industrial shippers who supported the merger proposal the hope that the commission's decision will make possible complete fulfillment of our plans for more efficient, beneficial railway operations in the regions we now serve.

"However, we are reserving further comment on the commission's action until after we have had an opportunity to study carefully the entire decision, and appraise its effect on our merger plans."



## GN OFFICERS BUY FIRST SHARES OF JA STOCK



Great Northern President John M. Budd, seated, and Anthony Kane, GN vice president and general counsel, standing, were among the first to purchase shares of stock from Pire-Em, a GN-sponsored Junior Achievement Company in St. Paul. The salesmen are Carolyn Berens and John Tjomsland. The firm is manufacturing "octupi," a fuzzy novelty. It soon will branch off into making decorative candles. Mr. Kane is chairman of the board of directors of Junior Achievement in St. Paul.

## Empire Builder Scheduled For Glacier Stops

Great Northern's Empire Builder passenger train will accommodate tour travelers to Glacier National Park during the 1968 tour season, announced R. J. Class, passenger traffic manager.

Traditionally, park-bound train patrons on group tours or in single-movement parties have travelled to and from Glacier on the Western Star.

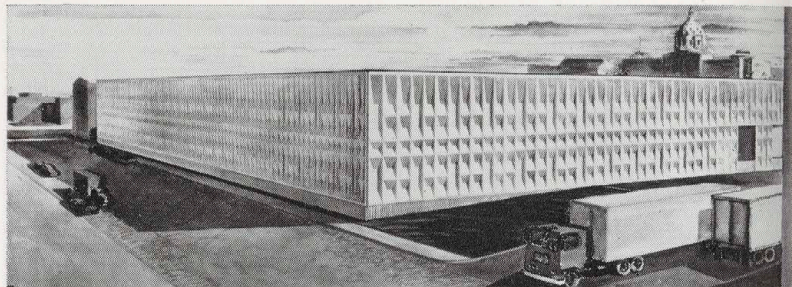
The Western Star no longer will serve the park on group tours except

for large, special coach parties such as Rocky Mountain Spectaculars, etc. However, the Star will continue to make daily scheduled stops at both rail entrances of the park — East Glacier and Belton, Mont.

"The Empire Builder is our finest train and will afford our best service and equipment for tour patrons and operators," Mr. Class said. "When necessary, additional Pullman-style sleeping cars will be added to the train consist for Glacier service."



## Huge Warehouse Planned On GN Line



The Whirlpool Corporation of St. Paul will be the major tenant of an 800-foot-long warehouse that will be built adjacent to Great Northern tracks by the St. Paul Terminal Warehouse Company.

The one-story structure that will be about the size of five football fields will be one of the largest facilities of its type in the Midwest.

The building will be of custom construction of pre-cast concrete walls, columns and roof systems. It

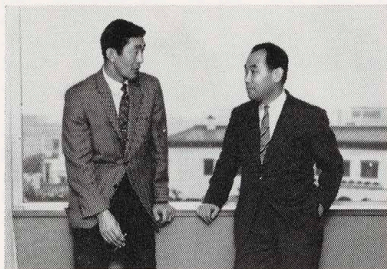
will be used for public warehousing for the Twin Cities.

The St. Paul appliance manufacturer builds five product lines for national and international distribution. These include chest freezers, ice makers, bulk milk coolers, floor care units and dishwashers. There are about 2,000 employees.

Construction of the 240,000 square-foot warehouse has begun on the 11-acre site which was purchased from GN and Burlington.

### GN's Commercial Japanese Agents

Two Great Northern representatives who will work closely with Japanese businessmen are Roy H. Inui, of Seattle, left, shown below, and Hideo Takaoka.



Mr. Inui, Transpacific Export Corporation general manager, is officed in GN's building in Seattle. Mr. Takaoka, GN's agent in Tokyo, who

also is the Transpacific Export Corporation's newly-appointed manager, is located in Room 940, Kokusai Building, 12, 3-Chome, Marunouchi, Chiyoda-Ku, Tokyo.

Great Northern's top officers including John M. Budd, president, recently returned from a trip to Japan where they met with Japanese government and business officials.

The railway's Tokyo office will provide Japanese shippers and manufacturers with a specialized marketing service which will speed delivery of their products to the heartland of America by the short Pacific Northwest route.

The railway established direct representation in Tokyo because of the growing importance of containerized shipments from Japan to the United States.



## CHRISTMAS SEAL PROMOTION AT TRAIN SITE



The 1967 Christmas Seal campaign in St. Paul took on a railroad flavor shortly before Thanksgiving when sheets of seals were presented to Minnesota "royalty" in front of Minnesota's first locomotive, The William Crooks.

The seal theme features antique railroad cars. Consequently, it was appropriate for Governor LeVander of Minnesota to present autographed sheets in St. Paul's Union Depot.

The Crooks was presented to the Minnesota Historical Society by Great Northern in 1962.

Shown from the left with framed sheets of stamps are Miss Minnesota, Charlotte Sims; Governor LeVander; Minneapolis Aquatennial's Queen of the Lakes, Karen Hegener; St. Paul Winter Carnival's Queen of the Snows, Angeline Johnson; Miss Duluth, Susan Underdahl, and St. Paul Winter Carnival's King Boreas Rex XXI, William F. Poppenger.

The Christmas Seal Association's seal campaign provides the sole income for the year-around fight against all respiratory diseases.



The U. S. 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 111 million tons.



# Season's Greetings









## W. S. Byrne Heads Spokane Division, M. M. Donahue Promoted to Mesabi

The appointments of William S. Byrne as superintendent of Great Northern Railway's Spokane division and of Michael M. Donahue as superintendent of the Mesabi division were announced in St. Paul by John L. Robson, operations vice president.

Mr. Byrne succeeds E. C. Coan, who resigned his post in Spokane, Wash. Mr. Donahue succeeds Mr. Byrne in Superior, Wis. All appointments are effective on December 1.

Also announced were the promotions of Vernon W. Bice as assistant superintendent of the Klamath Falls division and David S. Nelson as terminal manager of the Spokane-Hill-yard terminal.

\* \* \*

Mr. Byrne joined GN as a student brakeman in 1941 in Sioux City, Iowa. He served with the U.S. Army during World War II and returned to the railway in 1945.

Mr. Byrne subsequently became conductor in Sioux City; assistant to trainmaster at Grand Forks, N.D.; assistant to the assistant superintendent, mechanical and engineering there, and trainmaster in Williston, N.D., and Minneapolis.

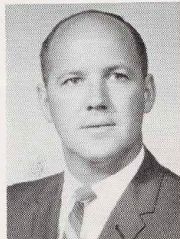
In 1965, he was named assistant superintendent of the Willmar division in Minneapolis and was appointed superintendent of the Mesabi division at Superior, Wis., in 1966.

\* \* \*

Mr. Donahue was employed by GN during summer college vacations and upon graduation from St. John's University in 1954, became a switchman in Havre, Mont.

He was named assistant trainmaster at Whitefish in 1955; special assistant to the general manager at Seattle in 1957; central car bureau manager in St. Paul in 1959, and trainmaster in Minneapolis in 1961.

Ten



Mr. Donahue



Mr. Byrne

In February, 1966, he moved to Sioux City, Iowa, as trainmaster, and in June of this year, he was promoted to assistant superintendent of the Cascade division at Klamath Falls, Ore.

### GN'S CARNIVAL PRINCESS



Kathleen M. Furey, 21, White Bear Lake, Minn., a file clerk at Great Northern Railway in St. Paul, will represent the company as princess in the Queen of the Snows competition of the St. Paul Winter Carnival in January.



# GOAT Gaieties

## Watts Cookin'?

Foreman: "Why does it take three of you guys to change a burned out light bulb?"

Assistant: "George holds the bulb while John and I turn the ladder."

## At Long Last

"So your daughter finally married. I expect you found it very hard to part with her."

"Hard! I should think so. Between you and me, my boy, I began to think it was darn near impossible."

## Oh, Yeah!

"Teacher, what's a virus?"

"That's something you get when you can't spell pneumonia."

## Good Shaker

Friend: "Has your son's college education proved helpful since you took him into the firm?"

Father: "Oh, yes, whenever we have a conference, we let him mix the cocktails."

## Over The Top

Two spinsters were witnessing the departure of their much-married friend on her honeymoon.

"She's been married so many times," one told the other, "the only way she'll still get a thrill from Niagara Falls will be to go over it in a barrel."

## Puff!

"I was shot in my left leg on a hunting trip."

"Have a scar?"

"No, thanks, I don't smoke."

## Thar She Goes

An oil man went to his dentist for an examination. After looking in the man's mouth, the dentist said: "Perfect! You don't need a thing."

"Well, drill anyway," replied the patient, "I feel this is my lucky day."

## Wanted

Two businessmen were discussing their problems. "Is your advertising getting results?" inquired the first.

"It sure is!" moaned the other. "Last week we advertised for a night watchman and the next night we were robbed."

## Taxed To Death

"The average man lives 30 years longer than he did in 1800," the schoolboy told his dad.

"He has to," his father replied, "in order to get his taxes paid."

## What's That?

She: "Don't drive so fast dear."

He: "Why not?"

She: "That policeman on the motorcycle behind us can't get by."

## Catastrophe!

The young daughter held her kitten on the bus and asked her father: "Daddy, is it a boy kitten or a girl kitten?"

Taken aback, the father saw other riders eagerly awaiting the answer, then he said: "Why, it's a boy kitten, of course."

"How can you tell?" the girl asked.

"By his whiskers," the father replied.





## 10 New 1500 Hp. Switchers in GN Service

Great Northern recently placed 10 new 1500 hp. diesel switchers into service—five to work out of Minneapolis Junction and five out of Hill-

yard, Washington.

Built by EMD at LaGrange, Illinois, the switchers feature cabs equipped with duplex controls for locomotive operation from either side of the cab. Multiple unit controls allow the operation of two or more units from one cab.

The switchers were purchased for \$1,500,000 and weigh approximately 260,000 pounds each.

Painted by the manufacturer in Big Sky Blue, white and gray, they were outfitted with the corporate sign board at Minneapolis Junction and moved into yard duty.

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Railroads serve 45,000 U.S. communities over 212,000 miles of right-of-way — the equivalent of an entire transcontinental rail route every 17 miles from the Canadian border to the Gulf of Mexico.

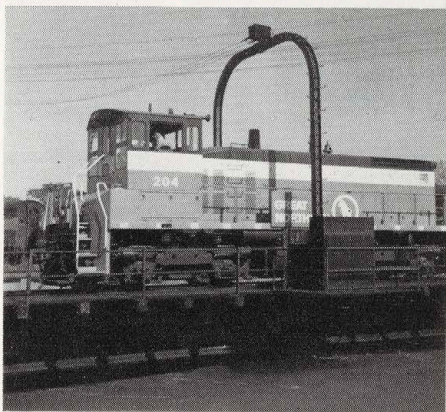


Twelve

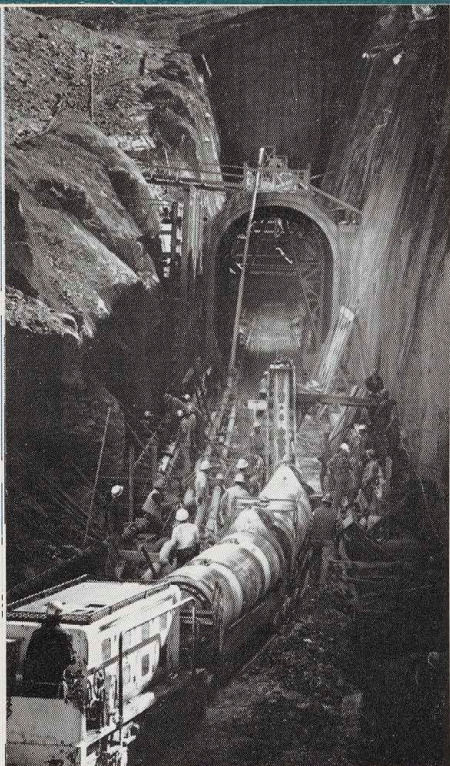




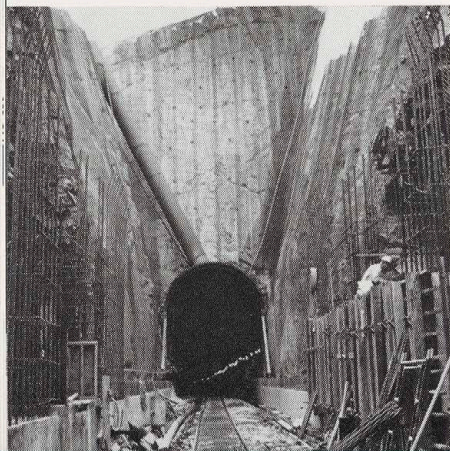
Two workmen hoist up the metal sign board bearing GN's trademark, top photo left page, and another welds it to the diesel. Below, the first of the switchers leaves the roundhouse at Minneapolis Junction. A string of three switchers, top photo, are weighed individually while on track at the roundhouse weighing station. At right, one of them is turned on the roundhouse turntable to another track. Below, two diesels are shown near the turntable on way to assignment.







Agitator cars carrying concrete, top photo, are moved to the tunnel entrance where workmen began pouring curbing and tunnel facing. Below, the east portal will have a 1,350-foot tube extension that will be backfilled to prevent slides.



## Flathead Tunnel Operations On The (Laser) Beam

Techniques perfected in this electronic age are applied daily by Great Northern engineers in the construction of the railway's 7.3-mile Flathead tunnel in northwest Montana.

Two laser beams are utilized in aligning drilling through solid Elk mountain for a distance of 38,544 feet.

The tunnel is part of the relocation of some 60 miles of GN main line resulting from the building of Libby dam near Libby, Montana.

Laser beams—installed at the east and west portals—are shot alongside the tunnel wall indicating the rock to be removed or retained thereby permitting the guide drill hole to be on target.

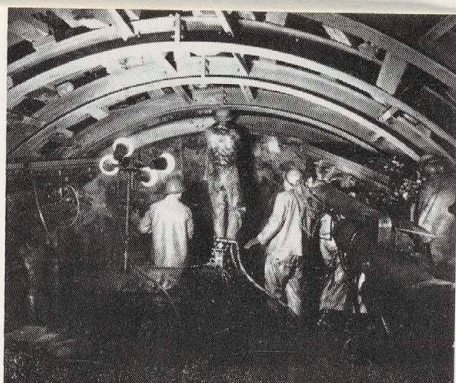
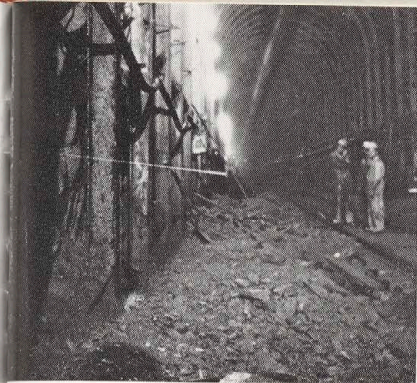
A vast array of men and machines are on duty. The tunnel crews work three shifts daily, six days a week. A total of 375 men are working on the project.

Headquarters are at the two portals. There are located the warehouses, equipment, shops and material. Each portal crew, the Yankee (north end) and Rebel (south) man four-story drilling jumbos housing 17 drills each.

Both crews average a total of 70 feet into the mountain daily. Through mid-November, borers had progressed approximately  $4\frac{1}{2}$  miles into the mountain—13,482 feet by the west end crew and 10,822 feet by the east. Workmen also are beginning to pour concrete into the open cut tunnel section on the east portal.

Drilling, blasting and rock removal are repeated many times daily at both





Red laser beams are used along tunnel sides in maintaining alignment. At top, left, a beam is shown which guides drill operators in determining which rock is to be removed. At right, workmen man pneumatic drills to hold eight-inch steel beams in place while others bolt sections together.

ends of the tunnel. Rail tracks are forwarded to the rock wall. A four-decker drilling jumbo moves on tracks to the wall and approximately 100 holes are drilled ranging in depth from 4 to 12 feet.

Holes are dynamite-packed. The jumbos retreat up to 500 feet and the charges are set off by the powderman. A jumbo steel frame with three decks for workmen rides the tracks. Mucking machines and dump cars are then pushed by train to the mountain face.

Debris is removed and tracks are pushed ahead to the newly-blasted rock face. Steel bracing is fitted and

the process begins again.

Concrete mixing plants are in operation at both portals. After curbing is installed, the tunnel is lined with concrete by the use of a hydraulic barrel.

Concrete will be forced behind the barrel to the rock facing. As much as 50 feet of lining may be set at one time.

The tunnel will drop 88 feet in its 7.3-mile length. The accurateness of the drilling is emphasized by the fact that when both drilling teams meet at the "breakthrough," they expect to come together within two inches of each other.

A vast array of equipment, machines, lumber and other supplies are stored, as shown in this west portal scene, for instant use by borers and other workmen. A duplicate "camp" is maintained at the east portal.





## THE GREAT NORTHERN GOAT

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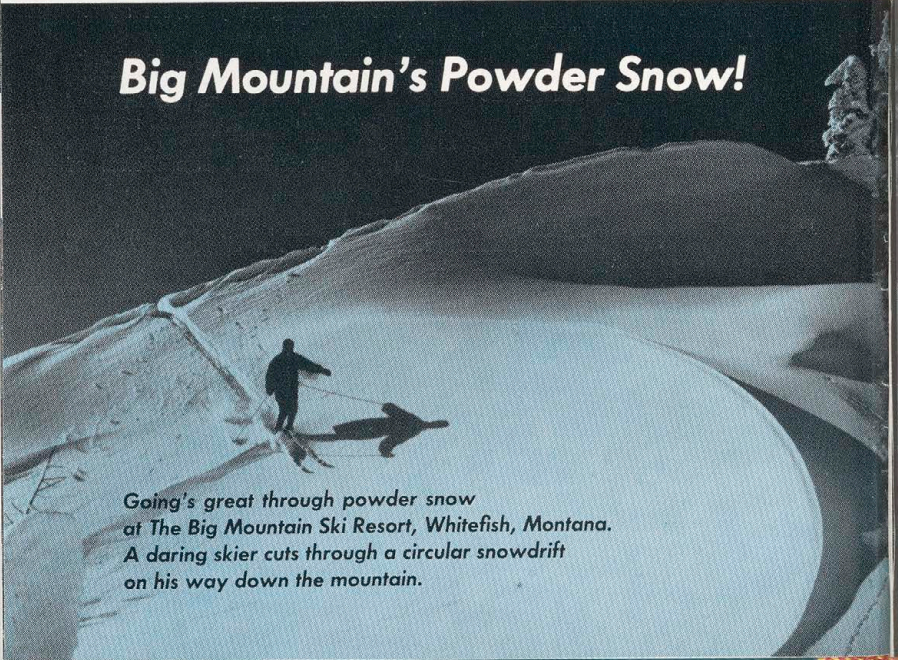
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