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THE GREAT NORTHERN GOAT

Vol. 38 No. 1-12

1968

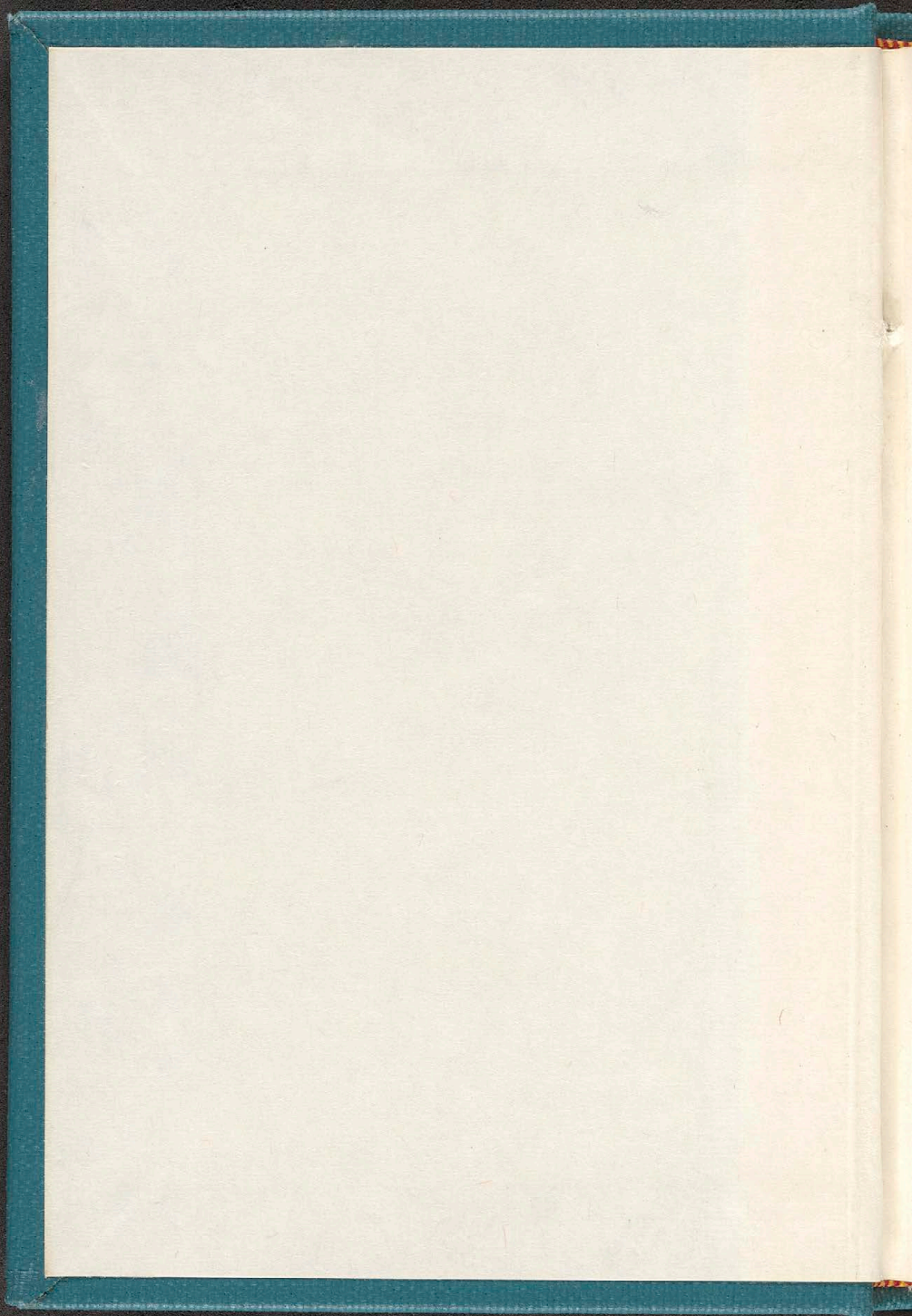
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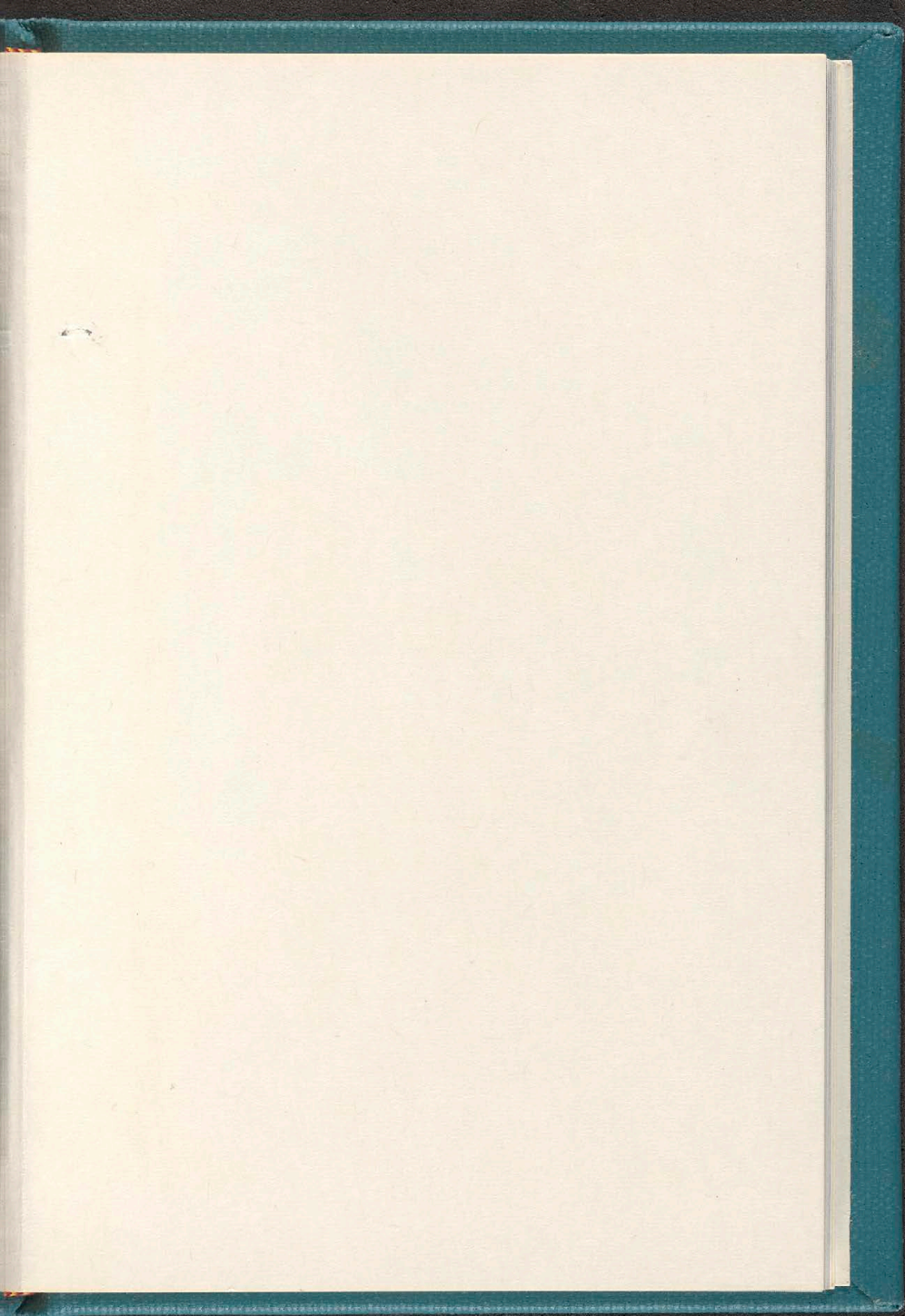
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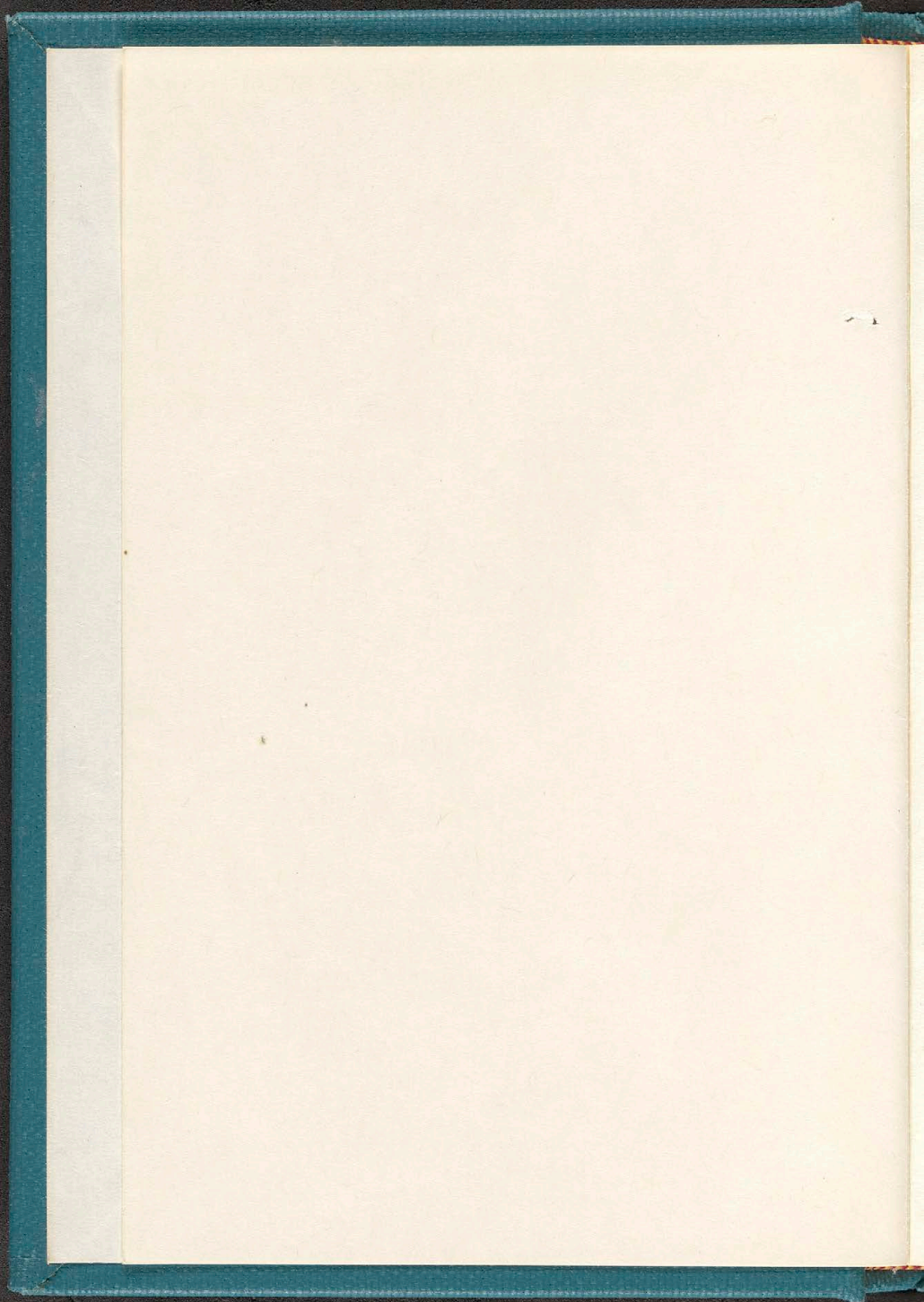
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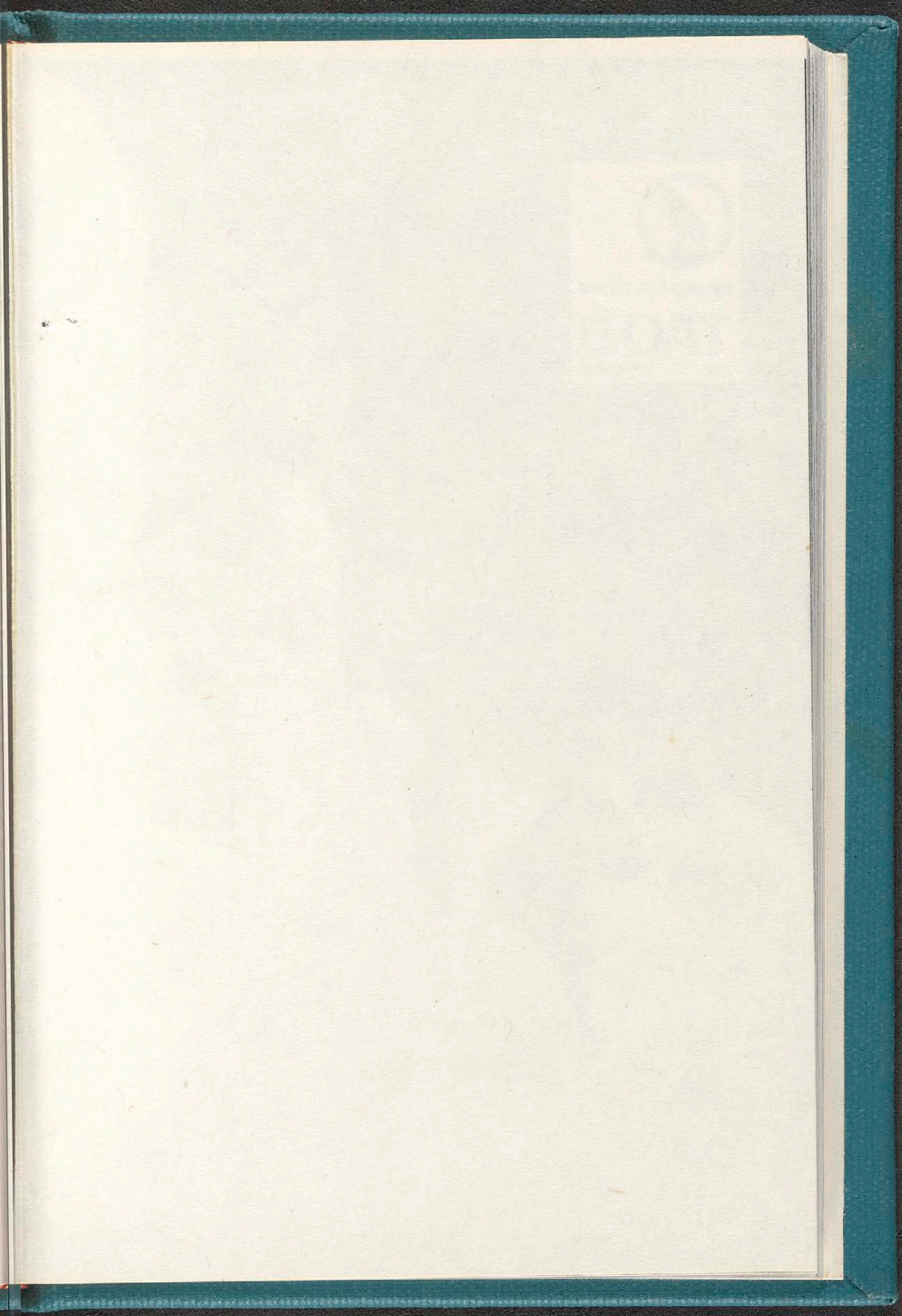
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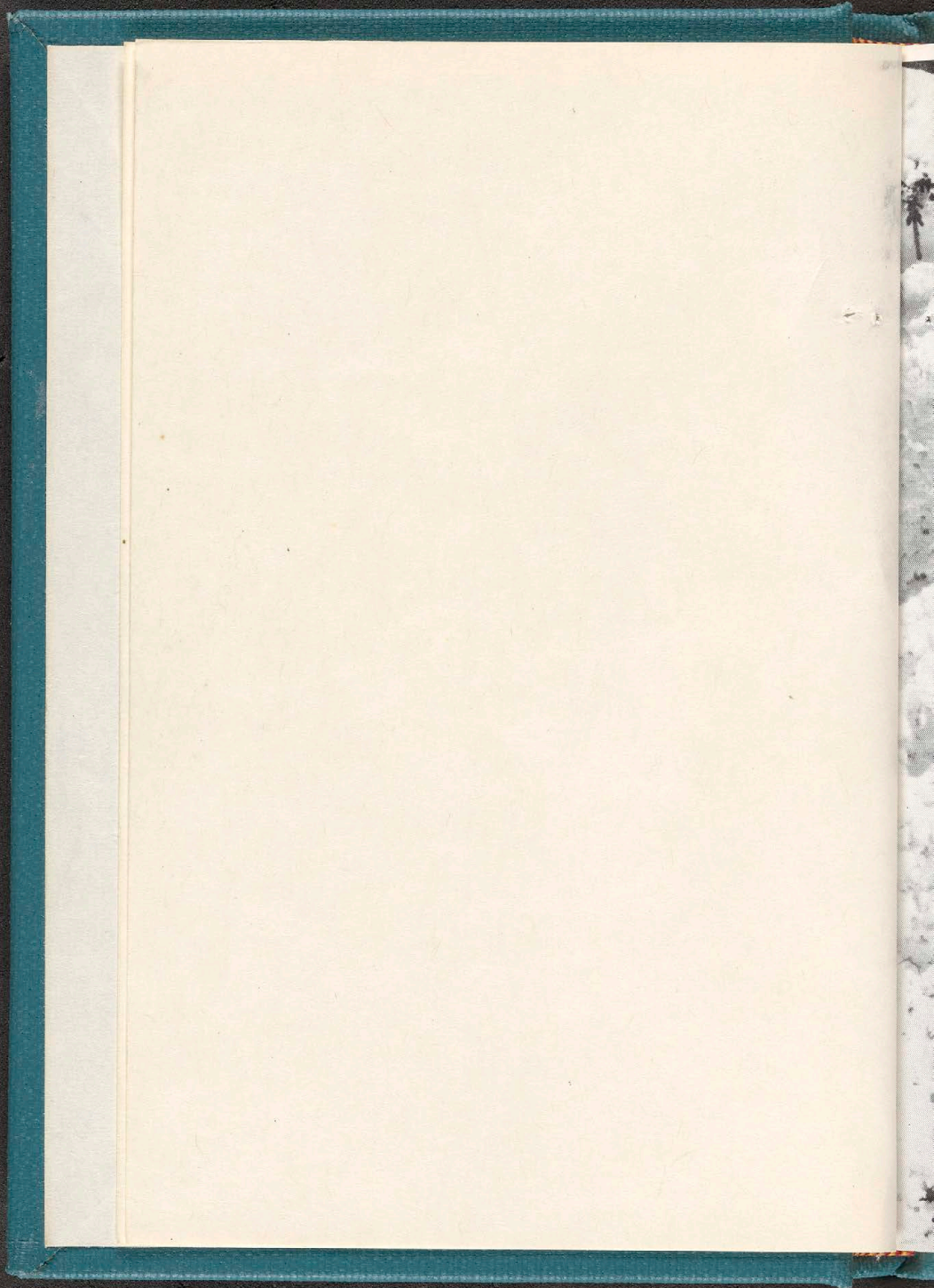















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GREAT NORTHERN
GOAT
JANUARY 1968



GREAT NORTHERN

GOAT

Vol. 38 January, 1968 No. 1

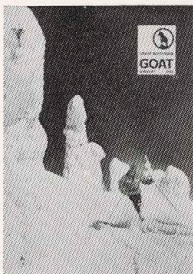
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



Dale Even-son, Hill Manager, swings through a turn on the upper slopes of The Big Mountain, Whitefish, Montana.

Two

Your Railroads

Railroads are moving at rising speed into the Cybernetics Age, and current developments in the railroad industry will seem elementary a generation from now, Thomas M. Goodfellow of Washington, D. C., president of the Association of American Railroads, recently told a New York City meeting of the National Industrial Traffic League.

He referred specifically to recent innovations: the Automatic Car Identification System, tied in with the TeleRail Automated Information Network (TRAIN), a nationwide, computerized freight car tracking system aimed at providing better freight car utilization.

Computers for the TRAIN system are on order, and it is planned that programming and procedures will be worked out this year. Data transmission to Washington, D. C., where TeleRail Central will be located, should start early in 1969, with meaningful operation coming by the summer of that year.

Railroads are alert to the sophisticated developments of our times and employ them to advantage, according to Mr. Goodfellow, who pointed out that the industry is a major user of computers and other data-processing equipment, along with microwave, photogrammetry, simulation, remote control radio, sonic braking and automatic trains.

The future of the railroad industry in America, he indicated, will merely be a dramatic projection of existing technology. The needs of this world will grow, and the railroads will help to meet them.

Editorship Changes Hands

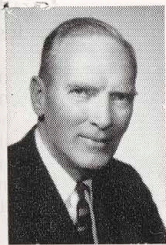
Dan Musch, editor of The Great Northern Goat for the past nine years, has been named Assistant Public Relations Manager.

J. M. (Milt) Hagen has re-assumed responsibility for publication of the magazine.

GN President Reviews 1967 Operations

(This year end report was made by Great Northern president John M. Budd)

The year 1967 was productive of both encouraging and discouraging developments for Great Northern.



Mr. Budd

Of great significance was the Interstate Commerce Commission's announcement on November 30 that it approved the merger of Great Northern, Northern Pacific, Burlington and Spokane, Portland &

Seattle railways. The commission's decision, reversing its rejection of the merger proposal on April 27, 1966, was announced in a comparatively brief press statement. At this writing the commission had not released the complete report containing the effective date of the merger, the conditions of consolidation and other pertinent information, so comment on the detailed provisions is not now possible. However, the commission has confirmed our belief that consolidating Great Northern and the other railways involved into a dynamic, new transportation system is in the public interest.

I 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, effective and beneficial railway operations in the regions we now serve.

Operation of the railway in 1967 brought a disappointing decline in traffic and a sharply reduced net income. In spite of optimistic forecasts by the economists that the year would bring an upswing in business generally, traffic volume deteriorated as the

year progressed. Final results of our 1967 operations will not be known until late January, but it now is expected that GN's freight revenues will be about 7 per cent below those of 1966, and revenue from passenger train service will be approximately 10 per cent under last year.

GN had unanticipated decreases in revenue from grain and iron ore throughout most of 1967, while strikes in the copper and automobile industries adversely affected operating results. There was less improvement in lumber traffic during the year than had been expected.

Revenue from passenger train operations declined as patronage of our trains dropped below the 1966 volume, when GN benefited from strikes in the airline and highway bus industries. The Post Office Department's discontinuance in mid-September of railway post office car operations on GN trains resulted in additional revenue losses to the company.

GN's annual revenue from mail transport has been about \$8 million, or 40 per cent of the total received from passenger train operations. The government has announced that with the exception of some movements of minor consequence, it no longer wants to use Great Northern passenger trains for mail service. While some of the mail traffic may be shifted to freight trains, we may expect the loss of nearly all of the revenue from this source on passenger trains in 1968.

GN's investment in new freight-carrying equipment, diesel locomotives and improvements to tracks and facilities approximated \$48.6 million in 1967. We acquired 1,522 new freight cars and 28 units of new diesel motive power. Our 1968 capital improvements program will be extensive, but the investment for new rolling stock and roadway improvements will be less than in 1967.

Conclude on page 4

Year End Statement—Conclusion

Some highlights of GN's operations in 1967:

- The launching of customer-oriented marketing and industrial development programs and the redesignation of the railway's Traffic department as the Marketing department,

- Establishment of a marketing office in Tokyo to assist Japanese manufacturers and shippers with specialized services to speed export and import products to and from American markets via GN's short Pacific Northwest route;

- Inauguration of the railway's taconite pellet-handling operation. A new facility in Superior, Wisconsin receives unit trainloads of iron ore pellets produced on Minnesota's Mesabi Range and moves the material to GN's ore docks for loading on boats during the Great Lakes shipping season, or stockpiles the pellets during the Winter;

- The railway adopted and began use of a new corporate identification system. GN has a restyled, modernized Rocky Mountain goat trademark, and a new color, Big Sky blue. The new symbol and color now are being applied to GN locomotives and rolling stock, and is appearing in the railway's advertising.

As to prospects for 1968, Great Northern, in common with other railways, is confronted with the uncertainties of the general economy. The company is particularly dependent on products of the fields, forests and mines as principal revenue sources. Grain storage along the railway now is at a high level. Given a stable market, a substantial tonnage of this commodity may be expected. The increase in home-building forecast for 1968 should result in an improvement in lumber transport. Shipments of iron ore and non-ferrous metals should reflect the general state of the nation's economy, although work stoppages may change the picture.

Revenues from the transport of

manufactured goods, another important element in our traffic, will also reflect the level of business activity. The boom in the Everett-Seattle-Tacoma area should continue through 1968 and bolster the tonnage of general commodities handled by the company.

The year should be one of progress for GN and other railways of our region if 1968 brings a rising trend in the national economy.

Big Mountain Poster Utilized To Decorate Dayton's In St. Paul



Big Mountain ski posters printed by Great Northern Railway to promote train travel to the ski resort at Whitefish, Mont., are finding their way into more displays daily.

One of the latest to use it to enhance its ski display is Dayton's in St. Paul.

The well-known Midwest department store which is headquartered in Minneapolis has large ski shops in both establishments.



INDUSTRIAL LAND PURCHASED BY GN

The outlined area shown on the aerial map was purchased by Great Northern Railway is located between Cherry Point and Point Whitehorn, north of Bellingham, Wash. The 1,100-acre site is ideal for industrial development because it features both excellent GN rail service and deepwater access to Georgia strait. The huge industrial complex shown is the Intalco Aluminum Company plant.

Merger Trends

Caught in a squeeze between external competition and rising internal costs, major U.S. railroads have filed in the past decade more than 40 consolidation applications.

This structural overhaul promises ultimate streamlining of the 76 major lines into far fewer larger systems—each better equipped to handle the huge loads promised by America's mushrooming economy.

Unit Trains

Unit trains—a one-cargo, low-cost shuttle concept—now are hauling more than one-fourth of all rail-borne coal at savings to electricity-generating plants and in turn to consumers of electricity, estimated at \$100 million a year.

Grain, ores and other bulk commodities also are moving in unit trains at their lower volume rates.

GN DIRECTORS SET 1968 IMPROVEMENTS

A \$39.4-million capital improvement program for Great Northern Railway in 1968 has been authorized by the company's directors. GN's expenditures for 1967 for new equipment and improvements to tracks and facilities approximated \$48.6 million.

GN plans to acquire this year 815 new freight-carrying cars and 24 units of diesel motive power. It is estimated that the total expenditure for equipment to be acquired in 1968 will be \$26.3 million.

New freight equipment to be acquired in 1968 will include: 200 one hundred-ton hopper cars; 200 seventy-ton solid bottom gondola cars; 150 bulkhead flat cars; 100 one hundred-ton wood chip cars; 150 boxcars for lumber loading; 15 seventy-ton flat cars; and 10 cabooses. In addition, 225 boxcars will be rebuilt in GN's shops in St. Cloud, Minnesota.

New diesel locomotives to be acquired by GN this year include 18 freight locomotives. Nine of the freight locomotives will be 3,600 horsepower; the remaining nine will be 3,300 horsepower.

The railway's 1968 roadbed improvement program, which will cost about \$13 million, includes placement of 42 miles of new rail, approximately 34 miles of which will

be welded. GN also will install 95 additional miles of CTC (centralized traffic control) on the main line in Montana. The railway will have 670 miles of welded rail and nearly 1,380 miles of CTC in service at the end of 1968.

GN plans to improve diesel locomotive service and repair facilities in Havre, Montana, and Minneapolis during the year, and will progress construction of a freight classification yard in Seattle. The railway also will complete a new car repair facility at its Union freight yard in Minneapolis.

Traveling Agent Certified By Transportation Society

G. D. George, Great Northern traveling sales representative in Sioux Falls, S.D., has been certified for membership in the American Society of Traffic and Transportation.



Mr. George

Applicants must pass written examinations in economics, management, marketing distribution and transportation law and

must submit a 5,000-word thesis on a transportation subject.

Mr. George has been with GN since 1947 and held various clerking positions and subsequently became city freight agent before his current assignment.

General Manager Moves

Office of Mr. R. N. Whitman, General Manager, Great Northern Lines East, and his staff, has been moved from Duluth, Minnesota, to Room 925 General Office Building, St. Paul, Minnesota.

Rail Salesmen Score First In Traffic Manager Panel

Railroad salesmen ranked the highest on 12 qualities of salesmanship, The Carrier Salesman, a bi-weekly newsletter reported.

Figures show that 46 per cent of railroad salesmen received first-place ranking followed by airline salesmen, 39 per cent; industrial salesmen, 38 per cent; motor carrier salesmen, 26 per cent forwarder salesmen, 8 per cent.

Railroad salesmen received highest ranking on knowledge of rate and regulatory matters.



GN Transcontinental Line Linked 75 Years Ago—January 6, 1893

Only the most informal of ceremonies marked completion of the main transcontinental line of Great Northern Railway, three quarters of a century ago, on January 6, 1893.

Site of the linking was in the rugged Cascade Range of Washington State, not far from the western portal of the present 7.79-mile Cascade Tunnel, which was completed in 1929.

The weather was harsh. Crews had to continually shovel by hand heavy snows that covered the roadbed. No top officials were on hand. James J. Hill, founder and president of the railway, was hundreds of miles away.

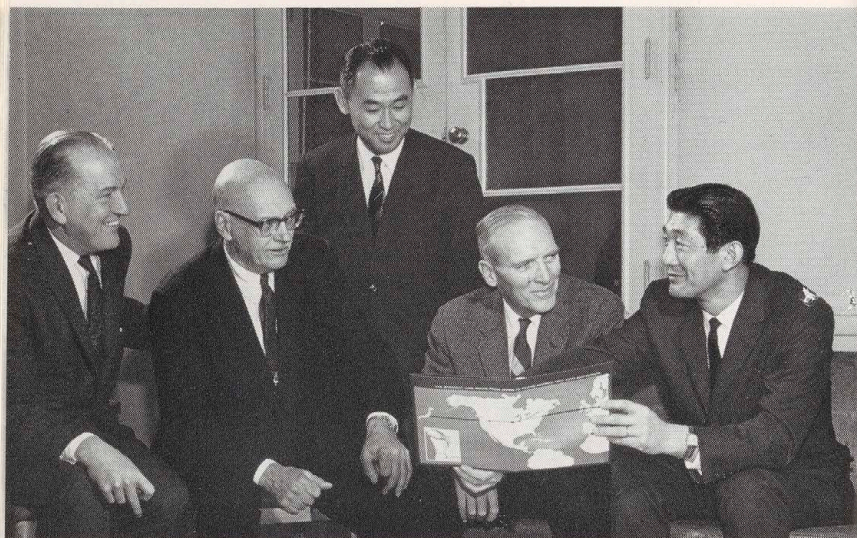
The morning of January 6 found trackmen with 9,000 feet of rail yet to lay. Early that same evening, some 1,500 feet remained. Lanterns and locomotive headlights illuminated the scene, casting slatted shadows through

tall evergreens. Track-laying rigs inched along toward the final section. By 8 P.M., the final rail was in place.

Workmen spiked down the rail and turned over the spike mauls to Superintendent Cornelius Shields and District Superintendent J. D. Farrell, the only officials present.

The workmen's cheers were almost drowned out by sharp cracks from six-shooters and the shrill whistles of work train locomotives reverberated throughout the Skykomish Valley.

The first train over the tortuous 10 miles of switchbacks (3.2 miles as the crow flies) of GN's original crossing of the Cascades arrived in Seattle on January 8, 1893. Not until the following June was regularly-scheduled passenger service established between St. Paul and Puget Sound.



GN officers, Japanese reps meet in St. Paul. From left, M. M. Scanlan, J. E. Robson, Hideo Takaoka, J. M. Budd, Roy M. Inui.

GN Officials, Far Eastern Representatives Plan For Increased Export-Import Activity

The Twin Cities will play an important role in the expected 50 per cent increase in United States trade with Japan in the next decade, according to a prominent Japanese marketing specialist.

Hideo Takaoka, Tokyo manager of Transpacific Export Corporation and

Great Northern Railway's export-import agent in Japan, also anticipates an increasingly greater interdependence between his nation and the United States.

Twin Cities' products such as clothing, electronics, industrial tapes and foodstuffs, are in common usage in

American rail officials see Japanese port facilities and container handling equipment first hand.



Japan, according to Mr. Takaoka, and many of this area's firms have plants or representatives in Japan.

He and Roy M. Inui, Transpacific general manager in Seattle, accompanied Emmett M. Brady, GN manager of containerization and export-import, to New York City, Detroit and Chicago, promoting shipment of Japan-bound and return traffic through the Twin Cities and Pacific Northwest ports as the most direct route to Japan.

Stressing the importance his nation is placing on industrialization, Mr. Takaoka said that Japan will be dependent upon the United States for more food as new industries expand onto land now used for agriculture.

"Soybeans, grain forest products and other raw materials are needed by Japan," he stated. "More manufactured goods will pass through the Northwest Gateway to Upper Midwest and eastern markets in the export-import flow."

GN executives, recently returned from Japan, conferred with Takaoka and Inui on the railway's marketing program there. John M. Budd, GN president; M. M. Scanlan, vice president-marketing; John L. Robson, operations vice president and Paul F. Cruikshank, assistant vice president-marketing, toured Japanese cities and industries.

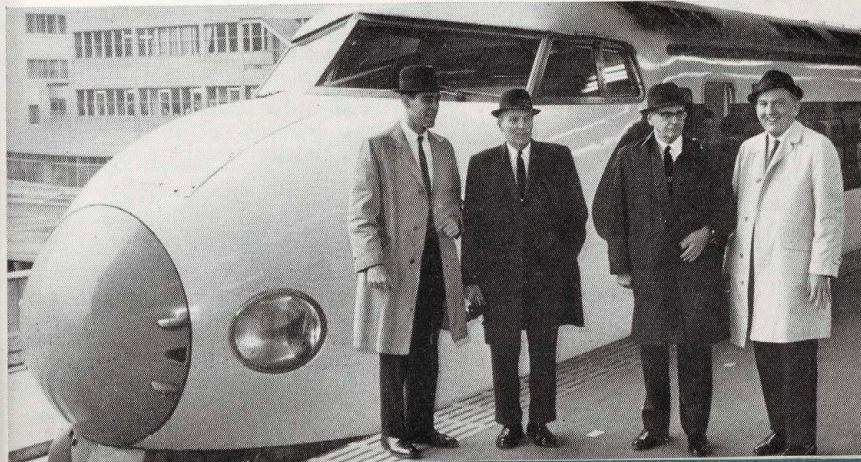


Mr. Budd presents model Great Northern locomotive to Mr. Reisuke Ishida, president, Japanese National Railways.

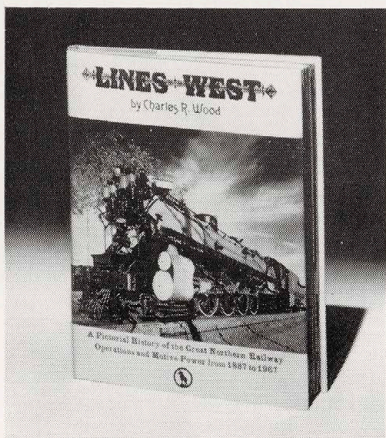
Speaking to Japanese industrial organizations, Mr. Budd said: "We anticipate shipments through the Pacific Northwest will double in the next five years. October of this year will see the start of the rail 'container revolution' in transpacific shipping."

Concluded on page 10

Left to right: Messrs. Cruikshank, Budd, Robson, Scanlan take a brief "trainman's holiday" on the high speed Tokido Line.



'Lines West,' New Book On GN Motive Power 1887-1967, Published



A dramatic pictorial history of Great Northern operations and motive power from 1887-1967 has been published by Superior Publishing Company of Seattle.

The impressive, 192-page volume generously illustrated with nostalgic photos of the steam era begins with the purchase of the St. Paul & Pacific by James J. Hill, the railway's founder.

The photos were supplied by GN and private sources and were collected by the book's author, Charles R. Wood, a rail fan. He labored four years on the volume.

Many of the memorable pictures were taken in western settings through which GN operates. Others depict railroad activities in the Twin Cities, Seattle and other Pacific Northwest rail points.

"Lines West," which sells for \$12.95, is a "must" for collectors. The publisher's address is 708 Sixth Ave. N., Box 1710, Seattle, Wash. 98111.

Ten

Export-Import—Conclusion

"That is the completion date for the shipbuilding and conversion of most major Japanese and American shipping lines into containerization—the shipping of goods in sealed containers," Mr. Budd added. "However, there still will be a substantial movement of conventional cargo."

These cargoes will travel the shorter northern route to New York via ship and rail in an average of 16 days compared with ocean delivery time via the Panama Canal of 24 days.

Railroad Costs

Railroads are the only form of transport other than pipelines that pay for building and maintaining their "own ways."

Other carriers not only rely on government to bear this responsibility and the large costs for such fixed facilities, but they also thereby evade payment of the heavy state and local property taxes that are applied to railways.

Federal Regulations

Railroads were the first carriers to come under government regulation and even though government extended some regulation to other forms of transport as these developed, such controls are far less restrictive.

Loopholes and exemptions leave large segments of road and water traffic totally free of economic regulation.

Elected Secretary

Traveling Sales Representative W. E. Back in Great Northern Railway's Cleveland, Ohio, office, has been elected Secretary of the Cleveland Passenger Club-Bons Vivants for 1968.



HIGH, WIDE AND HEAVY

Outsize Canopy Cars Handle Jumbo Jet Parts

Component parts for the huge Boeing 747 Jumbo Jet, too large to go into regular box cars, are being shipped to the plant near Everett, Washington, in specially-built canopy cars.

Great Northern is providing 12 such cars for this service. All are over 61 feet long, 19 feet high and are up to 11½ feet wide. Eventually, the fleet may total more than 100, and at least three will be 89 feet long.

The 5.6 per cent grade spur line up Japanese Gulch between GN's coast line at Mukilteo and the Boeing plant is the second steepest on all railways in the U.S., exceeded only by a spur on the Pennsylvania near Madison, Indiana, of 6.3 per cent.

Only one engine operates on the spur that rises 540 feet from sea level in two miles. Because of the grade, one end of the engine may be up to

three feet higher than the other. For this reason, additional braking capacity has been built into the engine and a caboos always makes the trip to add its braking power. The engine must always operate downhill from the freight cars so it pushes the loaded cars rather than pulls them.

Clearances range between 4 and 5 inches in at least four GN tunnels, and all shipments go through the 7.79-mile Cascade Tunnel without difficulty. Because of tunnel restrictions at Tacoma, loads from California cross inland to Spokane, then return west to Everett.

Boeing and GN officials say that by March shipments will be coming from Hawthorne, California, Wichita, Kansas, Dallas, Long Island, Phoenix and Tulsa.

The first 747 is scheduled to roll from the Everett plant next October.

GOAT GAJETIES

Come Again

Ruth: "Gee Peggy, the bank returned my check."

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

* * *

Counter Punch

After talking with the gossip neighbor, the man burst into his wife's boudoir. "Aha, you miserable wretch! Now I know everything!"

"Oh yeah?" responded his wife. "When was the battle of Bunker Hill?"

* * *

Suitable Suitor

Sue: "Father is pleased to hear that you are a poet."

Jon: "Oh really, that makes me divinely happy."

Sue: "You see he tried to throw out my last boy friend who was a wrestler."

* * *

On The Other Hand

"Do you have much trouble making up your mind?" the psychiatrist asked.

The patient replied: "Well, yes and no."

* * *

Once Upon a Time

An Eskimo mother was sitting in the igloo reading from a storybook to her small son.

"Little Jack Horner," she read, "sat in a corner."

"Mother," asked the boy, "what's a corner?"

Good Old Days

A good many years ago, as the incoming train neared the Chicago Stockyards, a lady passenger opened her bottle of smelling salts.

Soon the car was filled with a horrible odor. One farmer put up with it as long as he could, then shouted. "Madam, would you mind putting the cork back in that bottle?"

* * *

Shouldn't Have

"How's the soup, sir?" asked the solicitous waiter.

"To tell the truth," came the answer, "I'm kind of sorry I stirred it."

* * *

Coming Up

The income tax man inquired of a minister whether a parishioner had contributed \$600. "Did he make this donation?" the taxman asked.

The clergyman hesitated a moment and replied: "He will, he will."

* * *

Fine Cut

The quartermaster sergeant gave a new recruit his clothing issue. The kid donned his pants and shirt.

"Swell," the lad said, "they fit."

"Gad," exclaimed the sergeant, "you must be deformed!"

* * *

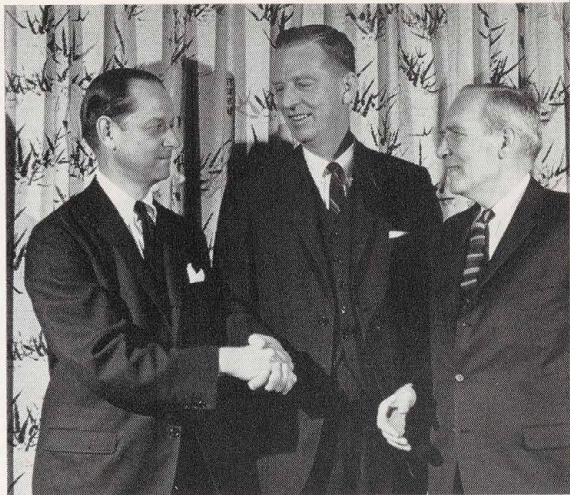
In Demand

Employee: "I'll have to have a raise, sir. There are three companies after me."

Employer: "What three?"

Employee: "Light, telephone and water."

Left to right: Rail-
way Progress In-
stitute Chairman
Gray; Presidents
Menk, NP, Budd,
GN.



Rail Presidents Praise RPI

Three Twin City railroad presidents who sponsored a Railway Progress Institute presentation on "The New Railroads" in St. Paul last month, applauded the Institute's work in telling the story of railway modernization. The showing was sponsored by John M. Budd, President, Great Northern Railway; Louis W. Menk, President, Northern Pacific Railway, and Leonard H. Murray, President, Soo Line Railroad.

Nearly 200 Twin Cities area business leaders, civic officials and railway executives attended the luncheon presentation at St. Paul's Town and

Country Club. Narrator was RPI Chairman W. Ashley Gray, Jr., who is President, General Steel Industries, Incorporated.

Mr. Budd opened the program and Mr. Menk spoke following Mr. Gray's presentation. Both speakers paid tribute to RPI for its recent activity in promoting public understanding of the current revolution in railroading involving advanced technology, imaginative marketing techniques and management innovations, and urged further support for RPI efforts throughout the railway supply industry.

A. N. TEIN, W. H. PFISTER, GN VETS, RETIRE

Longtime railroaders Arndt N. Tein of St. Paul and William H. Pfister of Des Moines, Iowa, retired recently from Great Northern service.

Tein's GN career spanned 48 years. He joined the railway in St. Paul as a clerk in 1919, and he served in various capacities including Commerce Agent and Assistant to the Freight Traffic Manager before 1956 appointment as General Freight Agent. At the time of his retirement, he was Manager, Grain and Grain Products.

Pfister's railway service began in 1922. He came to GN in October of 1942 at St. Paul by way of Glacier National Park where he handled tickets and reservations during the summers of 1941-42. Later he transferred to Seattle where he was Chief Clerk in the office of the General Passenger Agent.

Before transfer to Des Moines in 1949 as District Passenger Agent, he was City Passenger Agent in Everett, Washington.

Instant Reservations for Patrons GN Service Speeded, Simplified

A recently established Central Reservation Bureau based in St. Paul, now more efficiently and accurately handles reservations for coach seats, sleeping car and parlor car accommodations on all Great Northern trains except those departing from Canadian points.

David E. Lewis, former St. Paul City Passenger Agent heads the bureau which operates seven days a week from 7 A.M. to 11:30 P.M.

Five other employees besides Mr. Lewis and his assistant, Miss Patricia F. Shay, make up the staff.

The communications system employs and coordinates regular Bell System commercial telephone lines, WATS (Wide Area Telephone Service) lines, and GN's own lines, permitting direct and immediate telephone connections with system ticket offices, other railway ticket offices, office line agencies and travel bureaus, or





Facsimile transmitter provides instant reservation data to Seattle, Portland and Spokane receiving units.

even any commercial telephone in the continental United States.

A ticket agent can call any time up to departure of any train from any point to determine what accommodations are available.

Important to the efficiency of the system is a huge, four bank revolving file unit with hundreds of slots or positions. Each represents a certain train of a specific date, and holds a diagram for that date. When a request for space is received, an appropriate entry is made on that diagram.

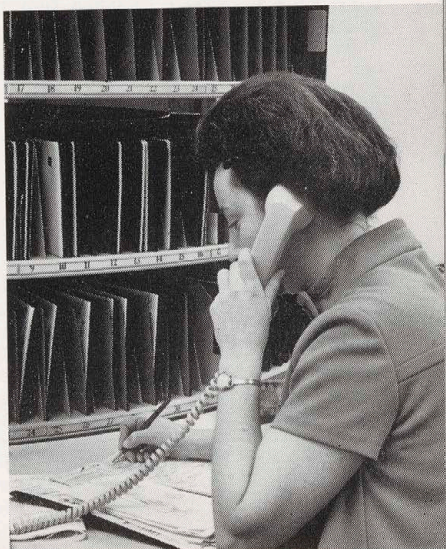
Contributing to accuracy is a Mux-fax facsimile transmitter that instantly transmits train reservation diagrams to receiving units located at King Street Station in Seattle, Union Station in Portland, and the Great Northern Spokane Station.

WATS service permits any Rail Ticket Agency (except those in Minnesota) to call Central Reservation Bureau, Great Northern Railway, St. Paul, Minnesota, without charge by dialing the Long Distance Access Code, then 800-328-1661. From within Minnesota, calls may be made collect by commercial lines or by company telephone.



Passenger Traffic Manager R. J. Class observes Bureau Manager Lewis prepare unit for transmission of diagram.

Miss Shay enters request for reservation on diagram form.



Sulfur Important By-Product In GN Territory

Sulfur, a yellow, non-metallic element that occurs naturally both as a pure and a "native" substance and in combination with other elements is produced in Great Northern territory from oil or gas.

Producers are Signal Oil & Gas at Tioga, N. D.; Texaco at Lignite, N. D., and Montana Sulphur & Chemical at Billings, Mont.

By-product sulfuric acid is produced by Anaconda at Anaconda, Mont.

During 1965, Great Northern moved more than 3,100 cars of sulfur of which a large portion originated in Alberta, the Mineral Research & Development Department reported.

Major destinations were pulp mills, acid manufacturing plants and phosphate producers who manufacture their own acid. In this same period, about 140 cars of sulfuric acid were shipped via GN.

There are no known source of "native" sulfur in Great Northern territory.

The recorded history of sulfur extends back to 2000 B.C. when fumes of burning sulfur were used by Egyptians to bleach linen. The element constitutes about .05 percent of the Earth's crust—much less abundant than aluminum, iron and phosphorous but much more abundant than copper, nickel and lead. Sulfur is essential to plant and animal life and is a constituent of some proteins.

The source of most of the nation's sulfur is located in the salt domes of the Gulf Coast. It is recovered by melting it in place with superheated water and pumping it to the surface.

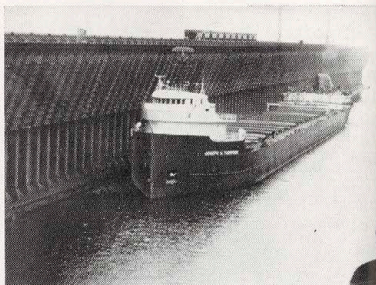
The only other major source of elemental sulfur in the United States is by-product sulfur recovered in the processing of "sour" crude oil or "sour" natural gas. Other sources are pyrites and sulfide ores of copper, lead and zinc which is recovered as sulfuric acid.

In 1964, total sulfur production in the United States was about 7 million long tons; 5¼ million tons from the melting process, one million tons from gas and oil and the balance from pyrites and sulfide ores.

Sulfur finds many uses and is utilized by most industries. The majority of it goes into sulfuric acid. The wood pulping, fertilizer, chemical, steel and oil refining industries are important users.

Sulfur for domestic use is quoted at about \$25.50 per long ton f.o.b. mines. Export sulfur is \$39 and sulfuric acid sells at \$27.65 per short ton for 100 per cent acid. European prices are much higher.

Ore Season Ends Late



The Joseph H. Thompson takes on the final cargo of the 1967 season.

Bringing a later than normal end of the iron ore shipping season on Lake Superior in 1967, was Hanna Mining Company's Joseph H. Thompson, which left Superior on December 17 for Detroit with 18,500 tons of taconite pellets loaded at Great Northern Railway's Allouez docks, Superior, Wisconsin.

The same vessel took on the very first cargo of taconite pellets from this dock earlier in the year.



The soaring peaks of Glacier National Park are visible from the upper slopes of The Big Mountain.

RENOVATED LODGE, ENLARGED BIERSTUBE

New at The Big Mountain

Important expansions in service and improvements in facilities at The Big Mountain winter sports area at Whitefish, Montana, were completed just prior to the end of 1967. Both Great Northern transcontinental trains, Empire Builder and Western Star stop daily westbound and eastbound at Whitefish. The resort area is only minutes from the Whitefish station.

The "Alpinsnack" day lodge is a completely renovated and enlarged version of the old "Bierstube" and is conveniently located in the central hub area of the resort's lift services. Designed with the younger set in mind, it is fully equipped with snack bar facilities, TV, rest rooms, and a day lounge area that will accommodate up to 100 skiers. The structure additionally serves as headquarters for the night skiing program.

The Bierstube is a brand new structure with an architectural style which departs from The Big Mountain's traditional theme with a forest setting, stained shake and timber motif. There

is a spacious valley-side sundeck.

Interior of the new Bierstube, much larger than the original, continues the exterior theme with weathered beam supports which enhance the informal design. Included in the features are a large dance floor and stage area, kitchen facilities for steak service and a completely equipped bar.

Jim and Joyce Black, long time members of the resort staff, are operating this new version of the long popular "Stube".

Installation of a specially engineered set of "wide light" mercury vapor units has been completed to effectively illuminate the area's "Mitey Mite" slope at the base of "New Hell Roaring Run". The lighted area serves an open slope run approximately 600 feet in long with a vertical drop of about 150 feet. Illumination adds approximately four hours' skiing time to a 24-hour period. Night skiing on The Big Mountain currently is scheduled for Thursday, Friday and Saturday nights to 10:00 P.M.



'PIGGYPACKER' SPEEDS TRAILER HANDLING

A new model P-70 FWD Wagner "Piggypacker" has replaced the old "circus wagon" ramp loading and unloading of trailers on flatcars at Great Northern's facilities in Seattle.

Until late this Summer, trailers had to be loaded and unloaded in sequence by truck tractors pulling the trailers up and down a ramp onto the flat cars. It involved considerable manpower and switching time.

With the Piggypacker, a trailer can be loaded or unloaded from the side of the tracks, in any order desired, with a minimum of switching.

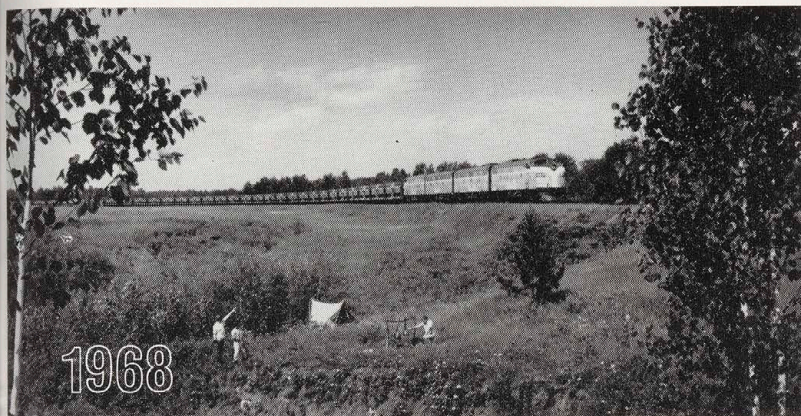
The Piggypacker, built in Portland, Ore., weighs 105,000 pounds and can handle trailer weight up to 70,000 pounds. It can also handle containers.

It is operated in Seattle by Superior Transfer Company, a GN sub-

sidiary formed in 1965, which put on a night crew working from midnight to 8 a.m. to speed trailers to freight forwarders and other shippers.

With one man in the Piggypacker cab and another on the ground as a spotter, a trailer can be picked off a flat car and lowered to the ground in as little as 90 seconds. The Piggypacker has a 220 hp. engine, a 12-24-volt electrical system, four-speed transmission and can travel up to 16 mph.

With its modified tricycle wheel arrangement, it can turn and operate easily in a new 12,500-square yard area south of the King Street station. About 5,000 yards of excavation was completed last Summer, paving followed and the Piggypacker now has access to 2,400 feet of track.



1968

JANUARY							FEBRUARY							MARCH						
SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT	SUN	MON	TUE	WED	THU	FRI	SAT
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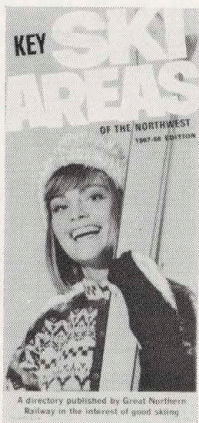
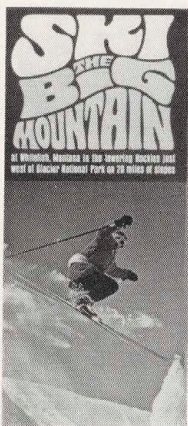
The Growing Great Northern - Symbol of Dependable Transportation

THE GREAT NORTHERN GOAT

175 E. 4th Street • St. Paul, Minnesota 55101

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U. S. POSTAGE

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ST. PAUL, MINN.
PERMIT NO. 28



Recently published by Great Northern is an updated 1967-68 edition of its annual Western Ski Area Directory, which lists and provides detailed information on winter sports areas located on and adjacent to its lines.

A brand new four color brochure on The Big Mountain Ski Resort, Whitefish, Montana, along with rate enclosure also is ready for distribution.

Both may be secured from any Great Northern ticket office or can be obtained by writing directly to the Passenger Traffic Manager, Great Northern Railway, 175 East 4th Street, St. Paul, Minnesota 55101.

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GREAT NORTHERN

GOAT

FEBRUARY 1968





GREAT NORTHERN

GOAT

Vol. 38 February, 1968 No. 2

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.

MILT HAGEN, 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



Artwork prepared for a new four color brochure on the EMPIRE BUILDER, now in production, and adapted as the front cover of the February 1968 Goat, depicts the "Big Sky Blue" train in a scenic western area.

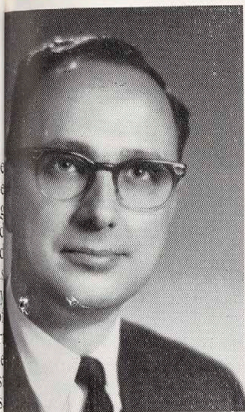
A Step Forward

"A recent decision of the Interstate Commerce Commission deserves the highest commendation. By approving the merger of five mid-western and western railroads, the ICC has passed another milestone in the tortuous journey toward a modern regulatory system that will match the needs of today's highly competitive transportation industry. It says the merger will give the companies an economic boost through consolidation of facilities, elimination of wasteful duplication, improved routing, better car utilization and elimination of time consuming interchanges of goods between railroads.

On their part, the affected rail lines had this to say: 'When merged this modern distribution network will bring new speed, efficiency and flexibility to the movement of goods between the Midwest and the Pacific Northwest.' As far as the public is concerned, the merger will mean an improved distribution system that will help keep down the cost of living. As the time goes on, the ICC decision will assume historic significance. It marks a turning point in regulatory philosophy that has become as archaic as Fulton's steamboat. For upward of a century, this philosophy has rested on the primitive reasoning that rail transport is an unchanging monopoly. The advent of other transport mediums such as the auto and the airplane nearly 50 years ago inevitably removed the monopoly status of the rails.

High-level studies have left no doubt as to the changing nature of the transportation industry. The ICC action provides an impressive example of how the Commission is seeking to adjust public regulation of transport to meet the growing needs of the nation."

Reprinted from INDUSTRIAL NEWS REVIEW, Portland, Oregon.



Mr. Sanders

New Marketing Managers, Services Director Appointed

Appointment of top-level market managers in Great Northern Railway's marketing department has been announced by M. M. Scanlan, marketing vice president.

The appointments bring to nine the number of marketing managers of important commodities and services selected by GN to fill new posts.

James U. Dickson, Jr., manager of market research for Western Wood Products Association, Portland, Ore., becomes market manager-forest products;

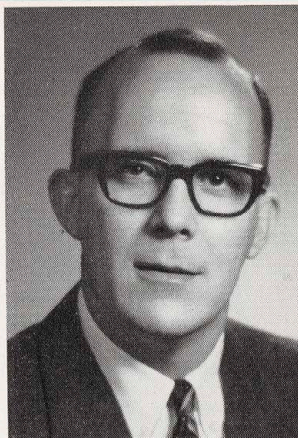
Thomas C. Kryzer, superintendent of the chemical products division of American Oil Company, Whiting, Ind., is named market manager-oil, chemicals and fertilizer;

Alfred E. Michon, financial analyst of Boeing Company's commercial airplane division, Seattle, is appointed market manager-grain and grain products;

Kenneth C. Sanders, assistant director of marketing research, United States Gypsum Company, Chicago, becomes director of marketing services.

James U. Dickson, Jr., is a specialist in lumbering and marketing of forest products. Previous to joining the Western Wood Products Association, he was regional promotion manager of the Western Pine Association at Albuquerque, New Mexico. In that position, he promoted the sale of western lumber in three western states and a part of Texas.

Mr. Dickson is active in the American Market-
(Concluded on page 4)



Mr. Dickson



Mr. Kryzer

Mr. Michon



Marketing Appointments

—Conclusion

ing Association in which he held the offices of director and secretary of the Oregon chapter. He is a graduate of the University of South Dakota where he received a Bachelor of Science degree in Business Administration.

He also was an instructor of marketing, on a part-time basis, at Multnomah College in Portland.

Mr. Kryzer's responsibilities at American Oil included heading the chemical products division where he supervised manufacturing, engineering, maintenance, financial analysis, labor relations and shipping. He has held various engineering positions in his 16-year tenure at the firm.

Mr. Kryzer is a graduate of the University of Minnesota where he received a degree in Civil Engineering. He also was awarded a Masters degree in Business Administration from the University of Chicago.

Mr. Kryzer is a registered professional engineer and a member of various professional and business associations.

Mr. Michon is a financial specialist in capital budgeting techniques and has taught courses in finances to management groups.

While at Continental Grain Company, prior to joining the Boeing Company, he was grain trader and office manager. As trader, he dealt with export of grain shipments through the Port of New Orleans, and domestic shipments to southeastern feed grain markets.

A commercial pilot and flight instructor, Mr. Michon received a Bachelor of Science degree in Business Administration at Lehigh University and a Masters degree in Business Administration at Tulane University.

Mr. Sanders has had 14 years experience with marketing durable goods. At United States Gypsum, he assisted in the planning, direction and control of marketing research. He was active in new product planning,

sales analysis and sales and economic forecasting.

Mr. Sanders is a graduate of Northwestern University's school of commerce where he received a Bachelor of Science degree in Business Administration. He was awarded his Masters degree in Business Administration at University of Wisconsin.

All-Year Club Changes Name

The All-Year Club of Southern California, which over the past 46 years has persuaded millions of people to vacation in its area, is changing its name.

Southern California Visitors Council will be the new title of the organization which is regarded as the dean of America's community travel promotion campaigns.

M. F. Barry, Managing-Director, explained that the term "club" has led to much confusion. He said that actually, it is a non-profit corporation whose sole job is building the area's travel business through national advertising and promotion, and it is felt that the new name more nearly fits this type of work.

The All-Year Club was established in 1921, its first job being that of building an "all year" travel business for Southern California. At that time, only about 250,000 people a year visited the area, and almost entirely in winter. In 1967 the flow had increased to over 7,000,000 coming every month of the year.

George F. Hardy

George F. Hardy, who retired as Great Northern General Freight Traffic Manager in 1954, died in Seattle on December 19.

Mr. Hardy entered Great Northern service in 1908 at Spokane as a clerk. He became traveling freight agent and general agent there before transfer to San Francisco in 1939. Promotion to Western Traffic Manager in Seattle came in 1945 and he went to St. Paul as General Freight Traffic Manager in 1946.

ST. PAUL CELEBRATES 82nd WINTER CARNIVAL

"Winter Holidaze"

The 82nd anniversary presentation of the St. Paul Winter Carnival, January 26-February 4, proved again that ice, cold and snow need not be a deterrent to fun.

The gala spectacle carried with it all the pageantry of the legend of Boreas, a light-hearted tale involving the conflict of King Boreas, his Queen of the Snows and Vulcanus, the Fire King. The battle between the forces of winter and spring continues throughout the festival with the treacherous Vulcanus eventually emerging the winner—as usual.

The television industry was well represented as many of its brightest stars were on hand to take active parts in the proceedings. A partial list includes Peter Graves of "Mission Impossible"; Sebastian Cabot of "Family Affair"; Leif Erickson of "High Chaparral"; Bob Crane of "Hogan's Heroes", and Deborah Walley, co-star of "Mothers-in-Law".

Highlights of the 1967 festival, many of which are traditional annual events included the Grande, Torchlight and Children's Parades; Coronation of Queen of the Snows; National Outdoor Speed Skating Championships; Winter Carnival Ski Jumping and Junior Ski Jumping Championships; Handball Tournament; Indoor Archery Tournament; Ice Boat Re-



Kathleen Furey, Great Northern Winter Carnival Princess. This is Miss Furey's official Winter Carnival portrait.

gatta; Dog Sled Races and Music Festival to name just a few.

The Third Annual International Snowmobile Race—560 miles from Winnipeg, Manitoba, Canada to St. Paul, a real test of skill and endurance generated a great deal of interest. Much of the route was along Great Northern right-of-way.

Family Plan Fare Structure Changes

Effective March 1, 1968, on Great Northern and certain other Western lines, fares for dependent members on family plan tickets will be increased to 66⅔% of the fare for the head of the family, either one-way or round-trip as the case may be. Children five and under twelve years of age will be charged one-half the fare charged for the accompanying parent.

GN Shareholders To Vote on Merger

Great Northern Railway directors meeting on January 8 in Chicago set March 14 as the date for a special meeting of the shareholders in St. Paul, to consider approval of the Interstate Commerce Commission order approving the northern lines merger.

The meeting will be held at 10 am in Great Northern's general office building, with stockholders of record on February 9 declared eligible to vote on the merger proposal.

GN Reports Decline in 1967 Revenues and Net Income

Great Northern operations in 1967 resulted in declines in both revenues and net income.

The company reported to the Interstate Commerce Commission that operating revenues only from the railway's operations last year totaled \$260.2 million, as compared with \$281.7 million in 1966. Net income from GN operations only in 1967 was \$19.3 million, equal to \$3.14 per share, as against \$36.5 million, or \$5.94 per share in 1966.

The company's net income last year on a consolidated basis for the railway and subsidiaries in which Great Northern has majority stock ownership was \$19.9 million as compared with \$37.6 million in 1966.

GN's freight services in 1967 produced revenue of \$232.9 million as compared with \$251.7 million in the preceding year. Revenue from the railway's passenger train operations last year was \$20.3 million, or \$1.4 million under 1966.

The railway's operations in 1967 brought an unanticipated decline in revenue from grain transport. Grain did not move to market in expected volume in spite of the very large amount of this commodity in storage along the railway. Revenue from iron ore was substantially less than expected last year, while GN operating results in 1967 also were adversely affected by strikes in the automobile and copper industries. GN had anticipated an improvement in lumber traffic last year, but this failed to develop.

The 1967 decline in GN's passenger train revenues resulted from less patronage of these services than in 1966, when strikes in the airline and highway bus industries benefited the company. Additional passenger train revenue losses in 1967 resulted from the Post Office Department's discontinuance of railway post office cars on several GN trains last Fall.

GN's revenues from the railway's operations only in the fourth quarter in 1967 were \$66.9 million as against \$70.6 million in the same period in the preceding year. GN's net income in the final quarter of 1967 was \$5.9 million, equivalent to 96 cents per share as compared with \$8.6 million or \$1.39 per share for the corresponding period in 1966.

GN's outstanding shares on December 31, 1967 totaled 6,155,621 as compared with 6,152,611 on the same date in 1966.

New Passenger Approaches

The joint railroad-government program to test high-speed passenger service in the Northeast Corridor offers promise of improved ground transport along congested "strip cities," plus altogether new developments through research.

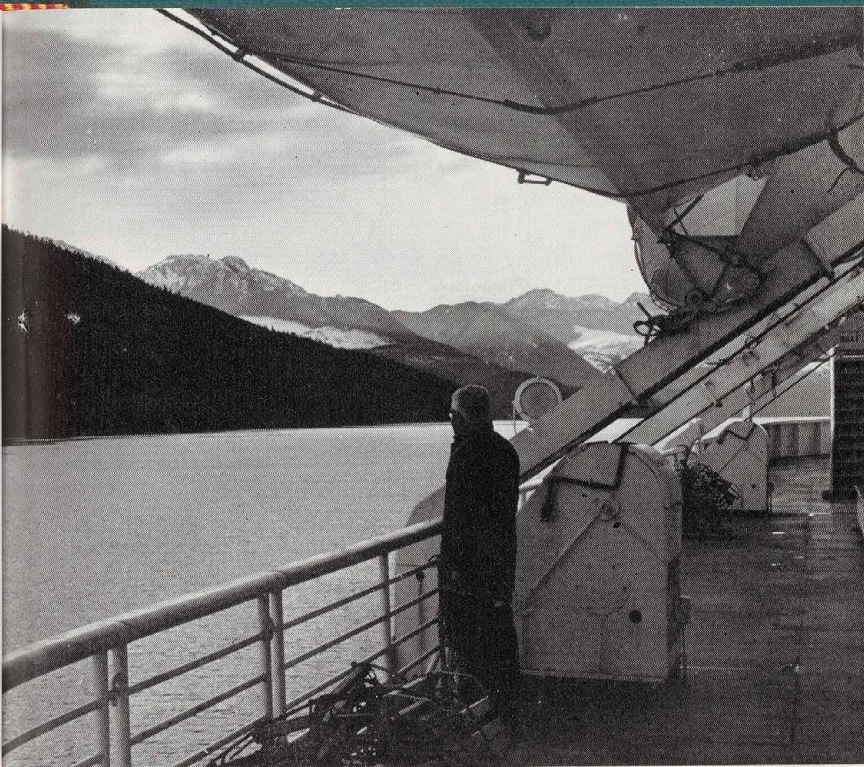
City after city — from the nation's capital to San Francisco — is moving to combine the highway clover-leaf with the twin steel rails of rapid rail transit to meet commuter needs.

Interior Department Prints Fourth Yearbook

"Man — An Endangered Species" is the title of the fourth and latest publication in the Department of the Interior's Conservation Yearbook series.

The 100-page, full color booklet, which continues the series' magazine format presents the 1967 record of the Interior Department within the areas of responsibility assigned to it by Congress and the White House. These areas range from the National Park Service to the Bureau of Mines, from the Geological Survey to the Federal Water Pollution Control Administration.

It is available from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402 for \$1.50.



Vancouver Island from the deck of the M/V Matanuska.

Inaugurate Alaska—Seattle Ferry Service

For the first time in more than a decade, passenger vessels are operating on a regular schedule between Seattle and Alaska. Alaska Marine Highway System ferries are providing the service.

The 49th State's passenger and auto liner M/V Matanuska departs each Saturday at 3 pm from Seattle and arrives 7 am Mondays in Ketchikan.

After proceeding north to Wrangell, Petersburg, Juneau and Skagway, the 352-foot motor vessel will return southward, touching the above ports plus Sitka. She will depart Ketchikan for Seattle each Thursday at 10:15 am, with arrival scheduled at 8 am, Saturdays.

It is the first time since 1954 that winter passenger ship service has

been regularly scheduled between Seattle and Alaska.

The Matanuska is authorized to carry 100 passengers. Facilities include staterooms, dining salon, snack bar, cocktail lounge and forward and aft observation lounges.

Sample fares to Ketchikan are: average-size automobile including driver, \$131; extra auto passengers and passengers without autos, \$36.50 each. A semi-deluxe berth (bed, toilet, but no shower) is \$12.75 extra.

The Puget Sound-Alaska service presently is scheduled for winter and spring only, but the State is examining the possibility of leasing an additional vessel so that the new service could be continued throughout the summer.



Octopi take shape along the (right to left) Pire-Em production line.

WHY JUNIOR ACHIEVEMENT?

- Because JUNIOR ACHIEVEMENT is an investment in the present and future well-being of the private enterprise system.

- Because JUNIOR ACHIEVEMENT is a practical program that appeals to the constructive ambitions of youth.

- Because JUNIOR ACHIEVEMENT is an activity that has the

endorsement and active cooperation of educators and civic leaders everywhere.

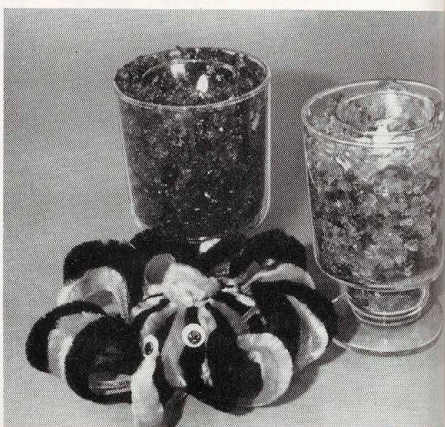
- Because JUNIOR ACHIEVEMENT gives business leadership experience to those who will be called upon to accept such responsibilities in the future.

- Because JUNIOR ACHIEVEMENT offers business the oppor-

Production Adviser Al Schodt and Cynthia Mohrland check finished Octopi.



Attractive candle holders and fuzzy Octopi products of the Pire-Em Co. of St. Paul.



tunity to demonstrate graphically its interest in the youth of America.

• Because JUNIOR ACHIEVEMENT each year develops in tens of thousands of young Americans, their families, friends and neighbors a sympathetic understanding of our business system that is vital to America's continuing growth.

Originally established along "craft club" lines in 1919, the movement has evolved and developed to the point where it now is a nation-wide, "learn-by-doing" practical economic education program in which high school students organize and manage their own small-scale businesses under the guidance of adult advisers from business and industry.

It is the world's only economic program for high school students that utilizes a complete "learn-by-doing" approach. The young people are provided with a laboratory to experiment with what they have already met in textbooks.

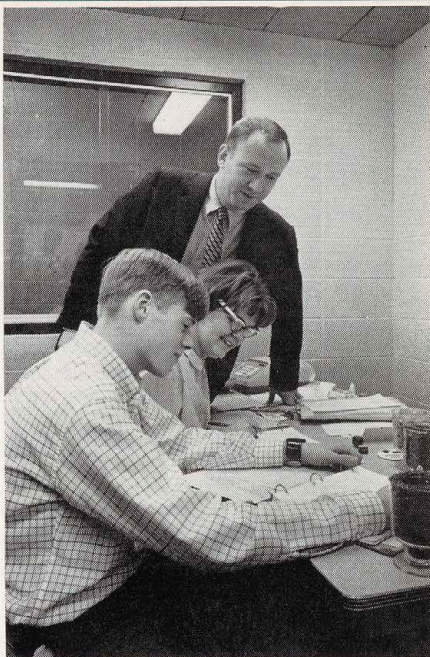
Junior Achievers form their own miniature companies in the Fall, sell stock, elect officers, manufacture and sell products. They keep records, pay "taxes", wages and rent, and then liquidate their companies in the Spring after completing a full business cycle. Hopefully (and in most cases), after all bills are paid, there will remain assets to be pro-rated among the stockholders as dividends.

They meet each week in "Business Centers" equipped with light power tools and workshop equipment provided by the local Junior Achievement organization.

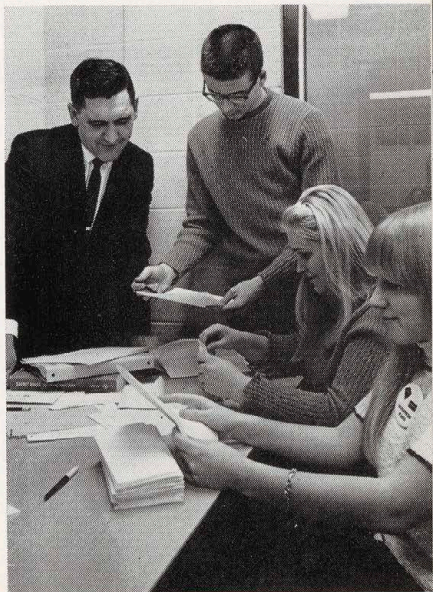
Approximately 60,000 subscribers support Junior Achievement. Included are the largest corporations and the smallest shops. Business executives,

(Concluded on page 10)

Sales Adviser Dan Schultz, VP Mfg. Michael Carr, Achiever Kathleen Russ and President Carolyn Berens scan open house invitations.



Accounting Adviser Wayne Ritzman, Treasurer Linda Neuman and VP Sales John Tjomsland study Pire-Em books.



WHY JUNIOR ACHIEVEMENT?—Conclusion

professional people and many other interested individuals give their personal financial support.

Junior Achievement of St. Paul Incorporated is representative of other such local organizations throughout the country. Its building, however, is the largest of any. There are three stories—second and third floors occupied by Junior Achievement—13,000 square feet on a floor, plus mezzanine and full basement. The building, as remodeled, represents a \$350,000 investment by St. Paul businessmen.

Junior Achievement has been in St. Paul for nineteen years, and since 1949, over 17,000 teenagers have participated in its programs. The first year's 245 Achievers have grown to a current enrollment of 1,400. More than 200 adult volunteer advisers are counselling in the areas of business administration, accounting, sales and production. Some 35 area high schools are represented in the St. Paul program and a total of 1,028 local firms, individuals and foundations give support.

The Great Northern-sponsored company is the Pire-Em Company and members meet each Monday evening from 7 to 9.

Pire-Em's product is a decorative glass candle holder. Crushed cathedral glass between inner and outer glass sections reflects light from the candle flame most attractively. The unit sells for \$1.50.

Because, for a while, there appeared to be problems in obtaining sufficient crushed glass to supply the demand, and also because of the unusual popularity of the "Octopi" made by its predecessor company in 1966-67, Pire-Em also is producing limited quantities of this item, and sales have been good.

Officers of the Pire-Em Company

are, Carolyn Berens, president; Michael Carr, vice president-manufacturing; John Tjomsland, vice president-sales; Linda Neumann, treasurer; Kathy Russ, secretary; Lonnie Lavedure, personnel director, and Drea Alm, safety director.

Great Northern employees who act as advisers are Systems Specialist W. E. Ritzman, accounting; Engineering Draftsman A. C. Schadt, production; Regional Passenger Traffic Manager D. B. Schultz, sales; Assistant Secretary and Transfer Agent, G. Steinhibel, management.

College Grad Interviews Set New Record

Twin City business firms conducted more than 2,000 interviews with 425 graduating college seniors to set a new record at the third annual Minnesota Career Opportunities center. The two-day center was sponsored by the St. Paul and Minneapolis Chambers of Commerce along with leading area companies, and was held at St. Thomas College in St. Paul during the Holiday vacation period. Great Northern Railway was among fifty-five participating firms.

Basic purpose of the annual Career Opportunities center is to acquaint graduating college seniors with positions available in Minnesota. Emphasis is given to contacting Minnesota residents attending out of state colleges and universities. To this end, 38 per cent of the more than 2,000 interviews were conducted with such students from schools such as Harvard, Stanford, Yale, Brigham Young and the University of Miami (Florida).

A major benefit, especially to smaller firms which have no regular college recruitment programs, is the concentration of a large number of college graduate candidates in one place at one time.

GOAT Gaieties

Spread Thin

Teacher: "Where is the capital of the United States?"

Student: "In loans, all over the world."

* * *

Broad Beamed

"How come your feet are so big?"

"Well, I used to live out West, where the soil was rich, and going barefooted so much just naturally made them grow big."

"You must have done a heap of setting down, too."

* * *

Take It Easy

Doctor: "You must avoid all forms of excitement."

Patient: "Can't I even look at them from across the street?"

* * *

It's All Relative

A soldier in a carrier pigeon outfit was singing one day as he was cleaning out the cages. A passing officer commented, "Don't tell me you enjoy doing that?"

"Sir," the GI replied, "before I transferred here, I was in the cavalry."

* * *

Night Owl

"Do you drink coffee?"

"About 30 cups a day."

"Doesn't it keep you awake?"

"Well, it helps."

* * *

Party Patter

"I don't understand that good looking little fellow. A while ago he was very attentive, and now he doesn't even notice me."

"Maybe it's because I came in. I'm his wife."

Hospitality

"Drop in some night," said one Eskimo to another, "and we'll chew the fat together."

* * *

Passed On

The children had been photographed and the teacher was trying to persuade them each to buy a print of the group picture.

"Think how nice it will be to look at them when you're all grown up and say: 'There's Kathy, she's married, or that's Jim, he's a sailor.'"

A voice at the back of the room piped up, "And there's teacher, she's dead."

* * *

Cheap

The guest watched with horror as the small boy amused himself by driving nails into the furniture. He finally asked the host, "George, isn't that an expensive hobby your son has? How can you afford it?"

"Oh, it's not so bad," answered the father, "we get the nails wholesale."

* * *

Follow the Leader

"Do you feel that you have influenced public opinion, sir?" the reporter asked the politician.

"Not really," came the reply. "Public opinion is something like a mule I once owned. In order to keep up the appearance of being the driver, I had to watch the way he was going and follow closely."

* * *

Spotted Career

"I keep seeing little black spots before my eyes."

"Have you seen an ophthalmologist?"

"No, just little black spots."

RAILROADS AND SCOUTING



**February 7-13 Is
Boy Scout Week**

A prominent speaker recently declared to the annual meeting of the Boy Scouts of America:

"Youth movements in many other lands have lacked voluntary action. They have discounted the importance of individual initiative and self-reliance, and have substituted blind obedience to a central authority.

We have in Scouting and in other voluntary youth movements, the American answer to Communism and dictatorships. Scouting is working to tip the scales in the direction of liberty—it is the American way. With more than three million boys and girls coming to voting age every year, our hope for a better future is in their hands."

More than 40 million men and boys have taken part in the Scouting program since it was started 67 years ago. Scouting, typifies the kind of voluntary, character-building action that accompanies responsible citizenship.

Boy Scout Week is worthy of observation by everyone!

Twelve

Physical Distribution Forum Scheduled

More than 50 nationally recognized experts in the field of distribution will comprise the faculty of the 20th Anniversary Physical Distribution Management Institute to be held March 13-20 in Washington, D. C., and the first International Physical Distribution Forum to be held as part of the Institute on March 15-16.

The Institute and Forum are part of American University's Transportation and Logistics Institute Program which is under the direction of Herbert O. Whitten, who is also in charge of the sessions in March.

Theme of the Institute will be "Distribution Management for Profit at Home and Abroad". The place of traffic management in distribution management and corporate logistics will be emphasized during the eight-day Institute.

Copies of the program, registration forms and other information are available from the Director of Transportation Institutes, American University, 1901 F Street, N.W., Washington, D. C. 20016.

J. H. Marthaler

J. H. Marthaler, retired superintendent of Great Northern's Employment bureau, passed away January 4.

He had been a director of the Great Northern Veterans' Association for 25 years, and had served as the organization's secretary-treasurer from 1954 until November 9, 1967, when he resigned.

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



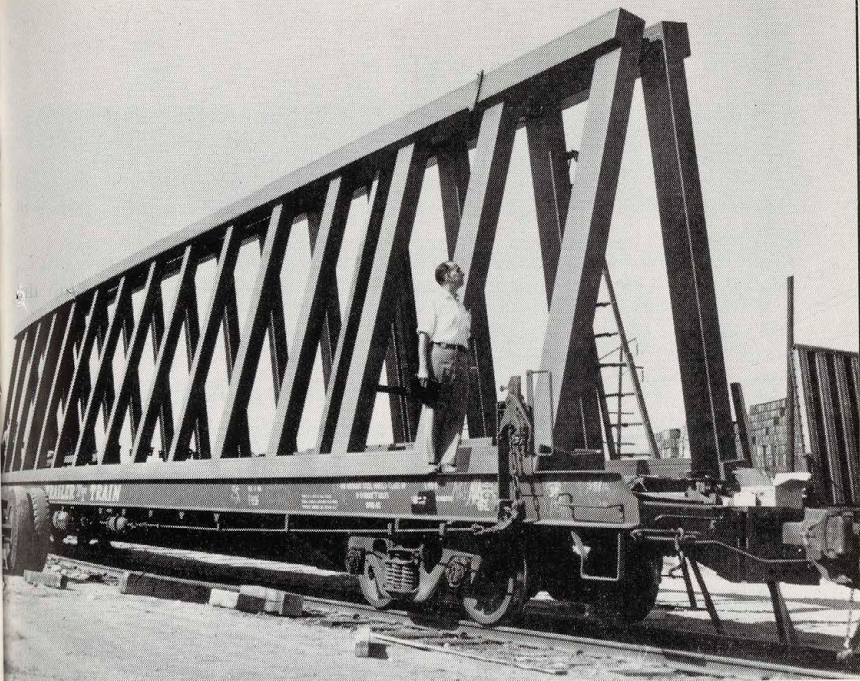
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STEEL 'BRIDGE' GOES GN ALASKA-BOUND

A 45-ton steel structure—an 85-foot-long overstreet pedestrian bridge—left the Pybus Steel Company's yard in Wenatchee, Washington, recently via Great Northern on way to Anchorage, Alaska.

Moved in two pieces, both 85 feet long, the steel remained on the railcar all the way to destination, although part of the trip was made by boat

from Vancouver, B.C.

The cargo was unloaded at Whittier, Alaska, and then moved on the Alaska Railroad.

The Wenatchee firm has supplied various steel structures for Alaska projects in the past year.

D. C. Shafer, Sales Representative, San Francisco, has been transferred to Seattle as Sales Representative.

J. R. Graham, Sales Representative Oakland, was transferred to San Francisco as Sales Representative.

R. W. Moore, Traveling Sales Representative, Oakland, now is Traveling Sales Representative, San Francisco.

J. A. McIlveen, Sales Representative, Nelson, B. C., moves to Vancouver, B. C., as Sales Representative.

E. G. Berg, Sales Representative, Chicago, was appointed Assistant Area Sales Manager, San Francisco.

West End Promotions

E. F. Smith, Sales Representative, Los Angeles, has been promoted to Traveling Sales Representative there, succeeding H. M. Eyestone, retired.

E. W. Gribble, Chief Clerk at San Francisco becomes Sales Representative, Los Angeles.

R. A. Muellner, Sales Representative, Seattle, has been appointed Assistant Agent, TOFC and Export-Import Traffic at Seattle.

Agreement Institutes Locomotive Engineer Apprentice Training

A labor-management agreement which paves the way for Great Northern Railway to establish an apprentice training program for locomotive engineers was disclosed in St. Paul.

The agreement, described as "the most comprehensive of its kind ever worked out in the industry," was announced jointly by B. N. Whitmire, assistant grand chief engineer of the Brotherhood of Locomotive Engineers, Chicago, and Thomas C. DeButts, GN's vice president of labor relations. Clifford D. Kempf, B.L.E. general chairman at Great Northern, assisted in the negotiations.

Mr. DeButts said that the training program anticipates the long-range needs of the railway for qualified engineers, historically fulfilled by promotion from the firemen's ranks. He noted that settlement of the industry's work rules dispute in late 1963, permitting gradual removal of firemen from yard and freight locomotives, has limited that source.

The program, he added, "will provide us with a more thoroughly trained engineer initially than the old system. People presently employed by the railway, including firemen still in service, will be given first consideration in selecting trainees."

Mr. Whitmire hailed the agreement as "farsighted" by both labor and management and expressed hope that it would establish an industry pattern. Great Northern, he said, is the first major railroad to negotiate so inclusive an agreement with the B.L.E.

The GN program, scheduled to get underway early in 1968, will require several months of comprehensive classroom and on-the-job training to qualify the apprentice for certification

as a journeyman locomotive engineer. He will receive wages and specified expenses during this period, with a job and seniority rating waiting for him on his successful completion of the course.

Great Northern currently employs approximately 800 engineers and 400 firemen.

Richardson Named Area Sales Manager

Appointment of Lee A. Richardson as area sales manager of Great Northern Railway at Great Falls, Montana,

has been announced in St. Paul by G. D. Johnson, general sales manager, marketing department.



Mr. Richardson

Mr. Richardson has been with GN since 1940. He has held various positions including city

freight agent at Duluth; traveling freight agent and commercial agent at St. Paul, and special agricultural and industrial development in Ephrata, Washington.

In 1956, Mr. Richardson was named industrial and agricultural development agent there and later in Spokane and Seattle.

He served subsequently in Bellingham, Washington, and San Francisco and in 1964 returned to Spokane as traveling freight agent. He was promoted to Grand Forks, North Dakota, as sales manager and later held the same position in Seattle.

In 1967 he came to Great Falls as regional sales manager.

This summer, plan a **great** trip to majestic **Glacier National Park**—aboard America's crack train, **Great Northern's Empire Builder**. Visitors to Glacier Park enjoy the finest accommodations, deluxe hotels, American Plan meals, thrilling **open-top bus rides** to the Park's most scenic areas. The famous



Empire Builder offers direct service daily to both Glacier National Park entrances in the summer season. Four **Great Domes** provide exciting **see-level** views all the way.

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NORTHERN**



Escorted or independent trips available to Glacier Park alone or in combination with Canadian Rockies, Vancouver and Victoria in British Columbia, Pacific Northwest, Portland and even California.

THE GREAT NORTHERN GOAT

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ME WORRY? — Not Tommy Clark as he breaks through Great Northern Railway's 1968 calendar to the front page of the GREAT FALLS TRIBUNE. The Vietnam war, ghetto rioting, the population explosion, air pollution, the copper strike and other problems that will have to be faced in 1968 are of no concern to this 5-month-old son of Mr. and Mrs. Allen Clark of Great Falls, Montana. He greets the New Year with the same bubbly enthusiasm with which he anticipates a bowl of pablum. Hopefully, satisfactory solutions to some of the challenges facing today's adult generations will be found in 1968, so the transition from childhood innocence to the age of understanding won't be too traumatic on experience for Tommy and others of his generation. Ray Ozmon photo and story courtesy GREAT FALLS TRIBUNE.





GREAT NORTHERN

GOAT

MARCH 1968

GREAT
NORTHERN



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GREAT NORTHERN

GOAT

Vol. 38 March, 1968 No. 3

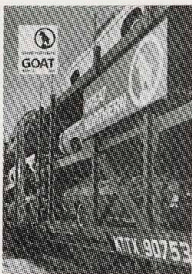
The Great Northern Goat is not an employee magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



Last year was the first since 1934 that the railroads have captured as much as 50 per cent of the new automobile movement. Prior to introduction of multi-level rack cars in 1960, the railroads' share had dwindled to 8 per cent.

Your Railroads

The second highest car-building year since 1957 was racked up by America's railroads and private car lines with a total of 100,185 new and rebuilt freight cars placed in service in 1967.

The year-end total, which included 83,099 new and 17,086 rebuilt cars, was just under the near-record total of 106,058 cars, despite last year's six-month suspension of the 7 per cent investment tax credit.

This outlay represents an investment of nearly \$1 billion by the nation's major railways and an additional half billion dollars by private car lines and car leasing companies.

Aggregate carrying capacity of the nation's 1.8 million freight car fleet rose from 111.7 million tons a year ago to an all-time high of 114.5 million tons on January 1, 1968. Just five years ago it was 105 million tons.

The average capacity of units installed in 1967 was about 80 tons compared with only 56 tons for those being retired. The larger average capacity allows newer cars to handle bigger shipments at lower unit charges, resulting in transport savings for shippers.

Not only are the freight cars now going into service larger than those being retired, but they are also equipped with cushion type underframes, better springing, cargo securing devices, larger door openings for quick loading and unloading and roller bearings or improved solid bearings using advanced lubricants.

Orders for new and rebuilt freight cars in December totaled 9,404 compared with 9,886 in December 1967. As of January 1, 1968, the backlog of new cars on order and undelivered showed 10,641 on order in railroad shops and 14,276 in the shops of contract car builders for a total of 24,917.

The number of cars scheduled for rebuilding on January 1, 1968 totaled 9,121, compared with 9,380 on January 1, 1967.

TEMPORARY TUNNEL

LIBBY DAM
EARLY STAGE

TEMPORARY SHOOFLY
THROUGH DAM

EXISTING G.N. RAILWAY

GN RAILS TO RUN THROUGH MONTANA DAM

Leave a hole in a dam to run a railway through?

That is exactly what has been planned and designed for Libby Dam, now under construction on the Kootenai River in northwestern Montana.

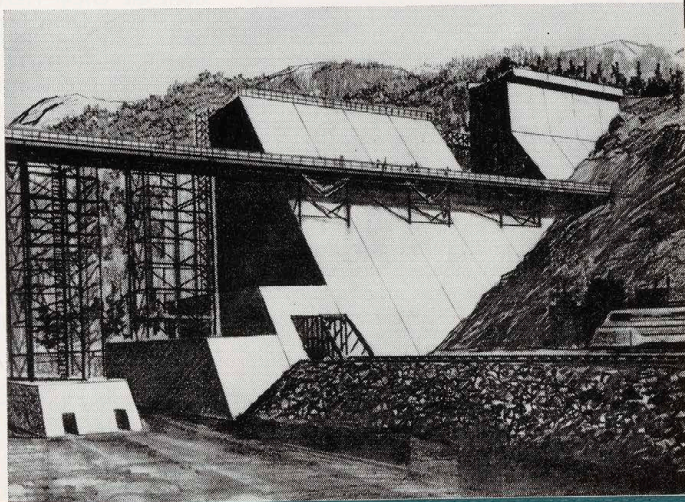
The Army Corps of Engineers and Great Northern Railway agreed that would be the practical way to keep the transcontinental trains on the go while the mainline tracks were being relocated out of the dam's reservoir area. A shoofly, or detour, will be

constructed on a 3,200 foot-long fill in the channel from which the river has been diverted. This, then, will require a tunnel through the dam.

The opening through the huge concrete barrier will be 230 feet long, 26 feet high and 24 feet wide. It will be insulated against severe winter temperatures which could adversely affect the curing of the concrete inside the dam.

The tunnel arrangement will be a
Concluded on page 4

SHOOFLY—The diagram (above) and artist's sketch (right) show the railway tunnel which will be built through Libby Dam to be used while the Great Northern mainline is being relocated out of the reservoir area. Present GN tracks are to the right of the tunnel.



J. Douglas Dickson
Named GN Market Manager



Mr. Dickson

Great Northern Marketing Vice President M. M. Scanlan has announced the appointment of J. Douglas Dickson as market manager — steel, coke and ore. Mr. Dickson comes to GN from the New York Central System's marketing department, New York City, where he was manager of metals industry services.

Mr. Dickson has been with New York Central since 1963 where he has had responsibility for the general management of the railroad's services provided to the metals industry.

He previously was controller and assistant to the president of Tube Craft, Inc., Cleveland, where he had the responsibility for general management of a job shop. Prior to that appointment he was coordinator of production planning and sales service for the stainless and strip division of Jones & Laughlin Steel Corporation, Cleveland.

Mr. Dickson is a graduate of the United States Naval Academy where

he received a Bachelor of Science degree and from the Harvard graduate school of business administration where he was awarded a Masters degree in Business administration.

1969 is Target for
Holly Sugar Plant

Holly Sugar Company of Colorado Springs, Colorado, will build a new \$20 million sugar beet processing plant in the Red River Valley. Location will be in North Dakota, near Fargo and between Harwood and Angusville, on Great Northern Railway.

While the factory will be in North Dakota, it will also draw heavily from Minnesota for beets, labor and marketing outlets so that economic benefits will be shared by both states.

Holly officials said that area farmers will get about \$8 million annually for beets processed in the new plant which will have a 6,000 ton per day capacity.

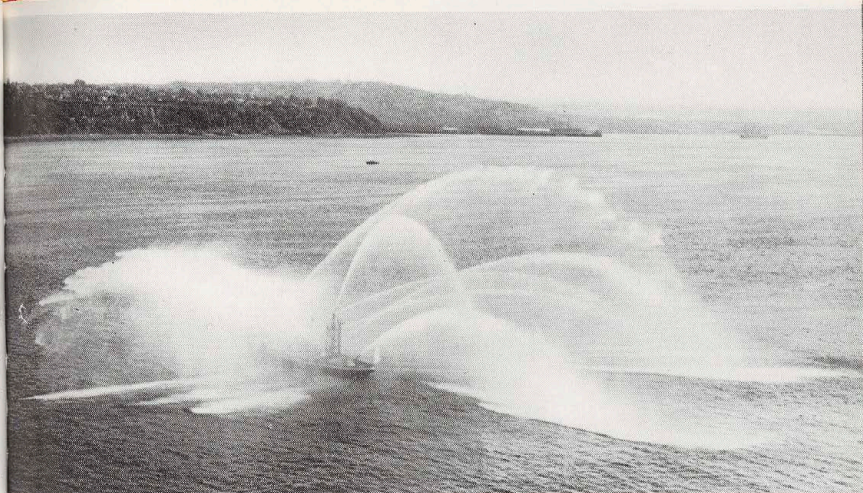
It was indicated that employment would probably be about 60 persons on a year-round basis and up to 300 during the beet slicing period. It is hoped that the facility will be ready to process the 1969 crop.

DAM SHOOFLY—Conclusion

temporary situation, of course, while both the Great Northern line change and Libby Dam are under construction. After the shoofly has served its purpose and the trains are on the new route past the giant flood-control and power project, the detour track will be removed and the tunnel through the dam will be plugged with concrete.

In the meantime, drill crews are "chewing away" deep inside Ell Mountain, a few miles to the north east, to excavate 7-mile-long Flathead Tunnel through which the GN main line between the Twin Cities and Seattle will be relocated.

The contractor's crews, working in from both sides of the mountain are just about two miles apart. They are expected to "hole through" late this Spring.



In a dramatic exhibit, Fireboat Alki shows her majestic water plumes that are so effective against harbor fires.

Seattle Harbor Area Protected By Water Plumes of Fireboats

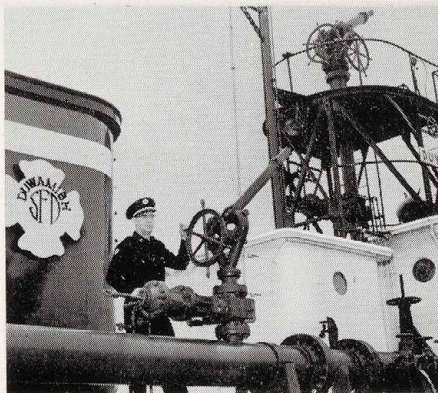
It does not take long for Seattle's waterfront fire fighters to get underway at the sound of a fire alarm.

Under the direction of Captain Harold Peterson, two fireboats, the Alki and Duwamish, get away from their moorings within 60 seconds—thanks to their pre-heated engines.

That is very important, the Port of Seattle reports, when a warehouse or dock could be engulfed in flames within minutes!

Boasted as among the two most powerful fireboats in the world, the Alki and Duwamish have highly-trained personnel capable of coping with any dangerous situation.

They protect one of the busiest waterfronts in the country bristling with big ocean terminals, shipyards, warehouses, manufacturing plants, lumber mills, freight terminals, fish-processing plants, restaurants and



Captain Harold Peterson, commands the fireboats, the Alki and Duwamish. Both are moored at Station 5 pier.

shops that produce a tremendous impact on the economy of Seattle and its environs by generating millions of dollars in business yearly.

A few years ago, three big fires hit the industrial waterfront within six weeks. The Todd Shipyard fire was the largest fire since 1914. In that seven-hour fire, the fireboats, with their ability to pour streams of water under the blazing piers, were exceptionally effective.

The fire station, located in the

Concluded on page 6

G. V. Guerin Retires; B. G. Anderson Named GN Chief Engineer



Chief Engineer G. V. Guerin (right) "on line" with J. L. Robson, operation vice president.

The retirement of George V. Guerin, Great Northern chief engineer and the appointment of Bruce G. Anderson to succeed him have been announced by John L. Robson, operations vice president.



Mr. Anderson

Mr. Anderson has been assistant chief engineer, system, St. Paul, since July, 1967.

Mr. Guerin's 43-year career with Great Northern spanned a colorful period of the railway's history—an era which

witnessed not only the widely heralded transition from steam to diesel power, but a revolution in railroad engineering technology. Punctuating it were a number of historic engineering achievements.

In his early years with Great Northern, Mr. Guerin saw completion of the longest railroad bore in the Western Hemisphere, the 7.79-mile Cascade Tunnel in Washington State. And near the close of his career he

helped plan a tunnel second only to the Cascade—the 7-mile Flathead Tunnel now under construction in northwestern Montana. This project, which includes a major 59-mile relocation of GN's main line in the area of the new Libby Dam, on the Kootenai River, is scheduled for completion in 1970.

Mr. Guerin came to Great Northern in 1924 as a draftsman after graduating from the University of Minnesota with a Bachelor of Science degree in civil engineering. He served in many capacities before finally becoming chief engineer in 1956.

In 1963, he was named an informal representative of the U.S. State Department in a group studying the high-speed Tokaido railroad line in Japan.

He was active in the chief engineer's merger study committee of the Northern Lines, and in 1957 attended a course in advanced management studies at Harvard University.

Mr. Anderson, a native of Spokane, Washington, received a Bachelor of Science degree in civil engineering from Washington State University at Pullman.

In 1940, he joined GN as a chainman and rodman in the engineering department, Lines West. After service in the U.S. Army during World War II, he returned to the railway in 1945.

Mr. Anderson was appointed division engineer with headquarters in Great Falls, Montana, in 1949, was named office engineer in Seattle in 1954 and principal assistant engineer there two years later. He transferred to St. Paul as assistant chief engineer there in 1959 and was promoted to Lines East in the same position in 1965.

FIREBOATS—Conclusion

heart of Seattle's resurgent waterfront between Piers 53 and 54, has become a visitor attraction. That's where the Alki and Duwamish are stationed—and it's safe to say that they are the most photographed boats in the harbor.

Theme of 1968 Puyallup Valley Daffodil Festival

TALES and LEGENDS

The world's capital for King Alfred daffodils is near Tacoma, Washington, about 10 miles away in the fertile Puyallup Valley. Known for its unique production of daffodils, the area is also famous for fine tulips, iris and hyacinths, giving it the name of "The Birthplace of Spring".

Tacoma, Puyallup, Sumner and Orting join forces to stage the annual Puyallup Valley Daffodil Festival, a fun time for saluting the daffodil industry and also to welcome the arrival of spring. Scores of events are staged throughout the four communities in celebration of this major festival and attract both national and international attention.

The blossoming of more than 500 varieties of daffodils starts in February and continues through mid-April. Acre upon acre of daffodils bloom throughout spring days and attract thousands upon thousands of visitors. Millions of daffodil buds are shipped all over the nation and the first day of spring usually finds huge bouquets of Puyallup Valley daffodils on desks of governors, mayors and other public figures throughout the nation.

Dates for the 1968 festival in Tacoma, Puyallup, Sumner and Orting are March 30 through April 7. Theme will be "Tales and Legends."



Queen Carol Parcheta waves her scepter over a field of King Alfred daffodils.

Parade floats go to sea on Marine Day, in one of the festival's major events.





A typical Big Mountain ski class. In Spring, the down jackets of winter give way to colorful ski sweaters.

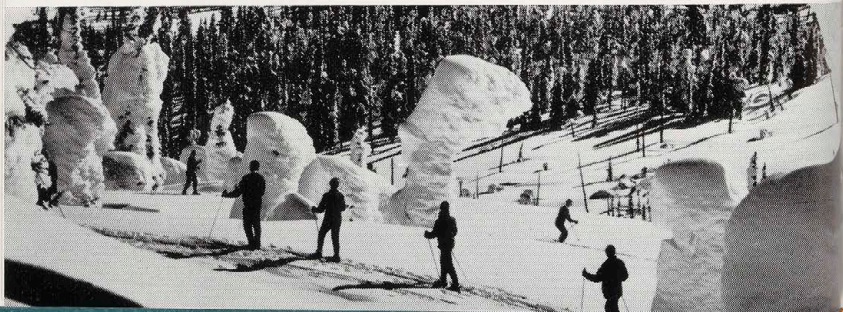
BIG MOUNTAIN SPRING SKI IN

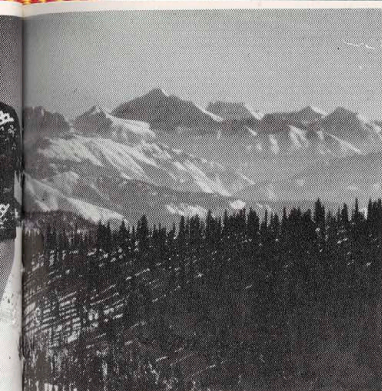
"Springtime in the Rockies" is an old favorite song that has been popular in song fests and sing-a-longs for years. Springtime in the Rockies also is a favorite time of the year for hundreds of winter sports fans, planning their last major skiing vacation for a long time, and in a place

where they can have snow and sun as well.

On The Big Mountain, extensive plans have been finalized for one of the best Springtime in the Rockies skiing vacation periods ever offered in the twenty year history of the Whitefish, Montana, resort.

Powder snow and sunshine. These Spring skiers are enjoying a long run on the high slopes of The Big Mountain.





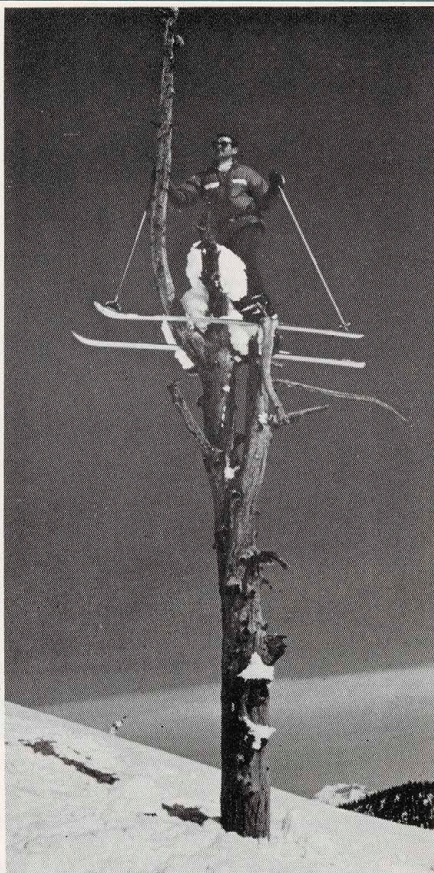
The soaring peaks of nearby Glacier National Park from the back slopes of The Big Mountain.

Special Springtime in the Rockies Ski Ball and Ski Week packages are being offered through hundreds of Great Northern Railway ticket offices and travel agencies throughout the country, and will bring their activities to a peak in March and April. Ski Ball and Ski Week packages are distinctive in that they are all expense offerings which include rail fare, skiing, unlimited use of The Big Mountain's lift facilities, all meals, and, of course, all lodging.

Calling itself "The World's Friendliest Ski Resort", The Big Mountain has become famous for its hospitality, good food and consistently good skiing. In the spring, something special seems to happen as the serious side of skiing breaks down into the care-free area that spring sunshine always brings to the area. Except where the special "Guest Races" are concerned, the tension of a busy winter eases, and some guests have stated that March and April are really the best times for a skiing vacation on The Big Mountain.

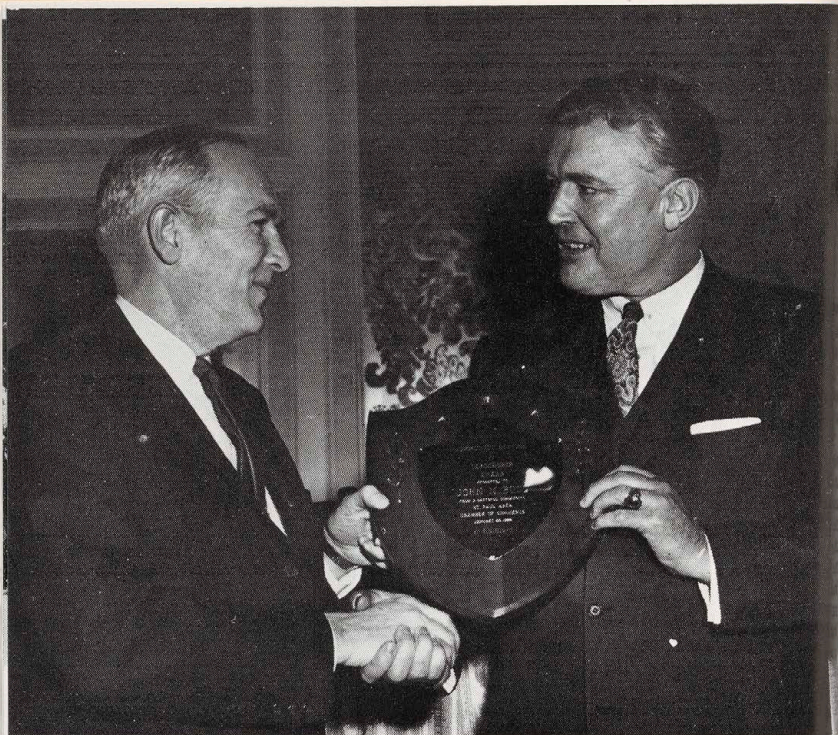
For detailed information, including all costs, on "Springtime in the Rockies" on The Big Mountain, call your travel agent or your Great Northern passenger office.

It's a relaxing time when Winter starts to give way to Spring on The Big Mountain.



Odd things can and do happen on The Big Mountain during the silly Spring season.





GN President John M. Budd receives Community Service and Leadership award from St. Paul Chamber President John F. Nash.

GN President Receives Community Service Award

HEADS BUILD FOR YOUTH DRIVE

A Community Service and Leadership Award has been given to Great Northern President John M. Budd by the Saint Paul Area Chamber of Commerce. The presentation was made at a recent meeting at which "The Saint Paul Design For Living", a 28-minute sound and color motion picture was premiered.

Mr. Budd also has assumed chairmanship of the Greater Saint Paul United Fund and Council's Building for Youth campaign set for April 4 through May 16.

Goal of the drive is the raising of more than \$5 million to help replace

run down, overcrowded and costly to maintain buildings, camps and other facilities for 11 United Fund Agencies.

Mr. Budd has long been identified with the United Fund. Current and recent services include membership of the Board of Directors, Capital Funds Study Committee, and Chairman of the Initial Gifts Division. Other civic contributions are directorships on the boards of the Indian-head Council of the Boy Scouts of America, James J. Hill Reference Library, Charles T. Miller Hospital and Saint Paul Academy.

GOAT GAITIES

Home at Last

Joe, an incurable golf fanatic, arrived home at 9 p.m. to find his wife in a screaming rage.

"Look," she shouted, "you promised to be home at noon, and you're just getting in nine hours later!"

"Now wait," said Joe, "let me explain. I got up at daylight and picked up Pete at 5:30. We got a flat tire and when I went to change it, I found the spare was also flat. I walked three miles to a gas station, got the tire fixed, then rolled it all the way back and put it on the car. Then we ran out of gas. I walked all the way back to the filling station, and lugged a can of gas back to the car. Finally, we got to the course and started playing. Everything went fine, until, on the third tee, Pete had a stroke. I ran back to the clubhouse, but there was no doctor in the place. By the time I got back to Pete, he was dead. So, for the next 16 holes, it was hit the ball and drag Pete, hit the ball and drag Pete, hit the ball and drag Pete . . . No wonder I'm late."

Eyefull

In these days of bikinis, mini-skirts and low-cut gowns, it takes real concentration for a man to look a woman in the eye.

Good Deed

A hillbilly, seeing his first motorcycle roaring along the road, upped with his Winchester and banged away.

"Did you get the varmint?" called his wife.

"Hit it, but didn't kill it," came the answer. "I can still hear it growlin'—but I sure made it turn that pore man loose!"

Whiplash

"Tell me," said the sympathetic man to the beggar, "how did you get yourself into such circumstances?"

"Well," replied the derelict, "when I had the world by the tail, I let go to reach for the moon."

* * *

Found His Niche

Forty years they had been married and for forty years he had loafed while she had made the living; then he died. The thrifty widow instructed that his body be cremated and the ashes delivered to her. Carefully placing them in an hourglass, she set the hourglass on the mantel, sat down to rock and said: "Now, you worthless bum, at last you're going to work."

* * *

Depends On

"Which would you rather give up—wine or women?"

"It depends on the vintage."

* * *

Two Faced

Teacher: "Johnny, can you tell me what a hypocrite is?"

Johnny: "Yes, mam. It's a boy who comes to school with a smile on his face."

* * *

Training Accident

The boy sat quietly in the day coach, a large wicker basket on his lap. An elderly lady sitting across the aisle noticed something dripping from a corner of the basket. Reaching over she caught a few drops on her fingers and smelled it.

"Fresh country vinegar?" she asked. "No, ma'am," said the lad, "puppies!"



The 1968 Easter Seal Campaign now underway, will continue until April 14, Easter Sunday.

During those weeks, a widespread appeal for funds is being made by hundreds of state and local Easter Seal affiliates to finance treatment and rehabilitation for crippled children and adults in 50 states, Puerto Rico and the District of Columbia.

Last year, nearly a quarter million handicapped persons received help from Easter Seal societies, but needs of the handicapped and costs of providing expert professional care are rising. More money than ever before will be needed to serve the handicapped during 1968.

The Society's primary source of income is from the annual campaign, during which appeals for contributions are made to the public through distribution of Easter Seals and other special promotions.

Funds contributed will support

Twelve

some 2,000 facilities and programs of Easter Seal societies around the nation, including treatment centers, rehabilitation centers, sheltered workshops, recreation centers, summer camps and many others.

RPI Membership Up

Membership in Railway Progress Institute, the national association of the railway equipment and supply industry has increased from 144 to 186 individual companies during the past 12 months. This is an increase of 29 per cent.

"The increase in 1967 was due largely to a vigorous membership drive conducted by the trade association during the past nine months," according to RPI chairman W. Ashley Gray, Jr., who is president of General Steel Industries, Inc.

"As this nation's economy grows its railroad capacity will continue to grow and to improve. We salute our new members and say firmly to our railroad friends that we intend to continue the growth of the Railway Progress Institute in behalf of the nation's railroads."

Financial Department Changes-Appointments

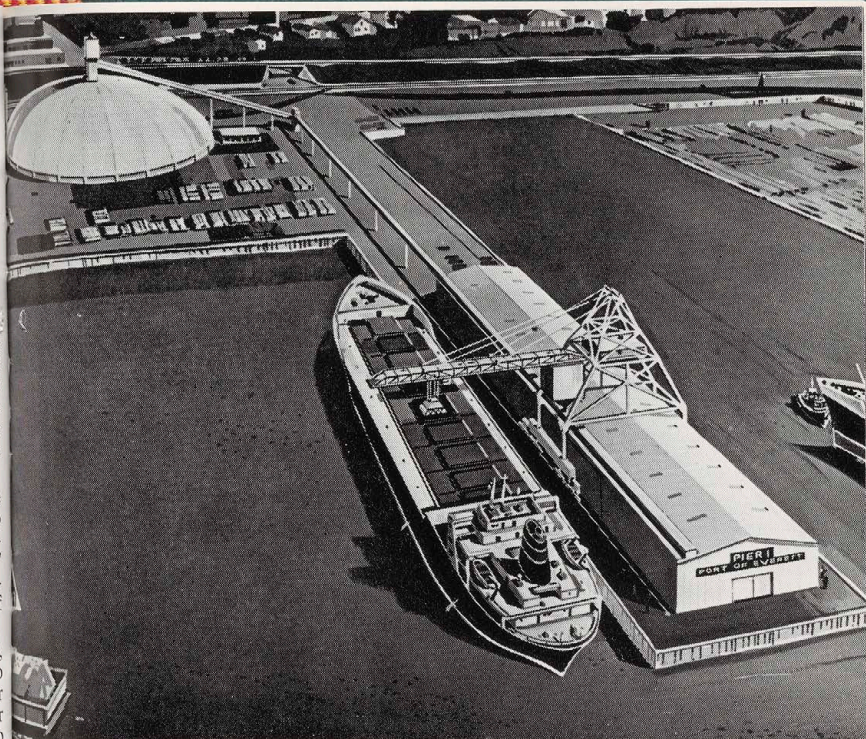
Major personnel changes and appointments in the office of R. M. O'Kelly, Great Northern Railway secretary and treasurer are:

George M. Messetler is named assistant to treasurer.

Martin H. Weber, formerly in New York City, becomes assistant treasurer and transfer agent.

James S. Thill is named cashier and Dennis J. Wegman becomes assistant cashier. All appointments are in St. Paul.

Robert W. Ladden is appointed cashier and transfer agent in New York City.



Sketch shows Everett Pier 1 with addition of alumina unloading and storage facilities.

Improvements and Expansion Scheduled for Port of Everett

High Speed Alumina-Handling Facilities Planned

A \$3.3 million project to provide storage and high speed handling facilities for alumina is planned for the Port of Everett, Washington. The city, 33 miles north of Seattle, is on the main transcontinental line of Great Northern Railway.

The new facility, which will be built under an agreement with Anaconda Aluminum Company, includes a \$1 million high speed multi-purpose crane, a 55,000-ton capacity storage dome 266 feet in diameter and 138 feet high, and a rail car loader. The crane will straddle an existing warehouse on Pier One and will be available for handling other cargo besides alumina.

Anaconda plans to import 350,000 tons of alumina from Jamaica, British

West Indies annually through Everett on its way to the company's primary aluminum reduction plant at Columbia Falls, Montana. Alumina is chemically refined bauxite, the principal aluminum ore.

Plans are for a 30,000-ton capacity bulk carrier vessel to call at the port monthly. The huge crane will be able to transfer the cargo from ship to the storage dome in about 60 working hours. About 15 specially-built, 100-ton Great Northern rail cars can be loaded in a day. Completion is planned for 1969.

Additional expansion and improvements to the Port of Everett involve estimated expenditures of close to \$40 million.

Willmar-St. Cloud Line Passenger Train Changes

Interstate Commerce Commission authorization brought mid-February termination of service by Great Northern's Red River passenger trains Nos. 11 and 14, which operated between St. Paul-Minneapolis and Fargo, North Dakota. Also authorized was re-routing of train No. 28, the eastbound Western Star, between those points.

Train No. 11 formerly ran between the Twin Cities and Fargo via St. Cloud, and No. 14 between those cities on the Willmar line. Train No. 28, the eastbound Western Star, now operates between Fargo and the Twin Cities via Willmar. This train formerly was routed through St. Cloud.

The rerouted eastbound Western Star leaves Fargo as formerly at 9:50 a.m., arrives in Breckenridge at 10:40 a.m., in Morris at 11:35 a.m., in Benson at 12:05 p.m., in Willmar at 12:40 p.m., in Litchfield at 1:20 p.m., in Wayzata at 2:20 p.m., in Minneapolis at 2:50 p.m. and in St. Paul at 3:30 p.m.

Service to communities between the Twin Cities and Fargo on Great Northern's St. Cloud line is provided by two passenger trains daily, in each direction, the Dakotan and Winnipeg Limited.

SUNA-Merging Lines Agreement Signed

The Switchmen's Union of North America has become the twenty-first and final railroad labor organization to sign a job protection agreement effective with the consummation of the Northern Lines merger.

Inclusion of the SUNA, currently representing 1,218 switchmen on Great Northern, means that all of the standard railroad labor organizations have now completed their negotiations with the five merging lines: Great Northern, Northern Pacific; Chicago, Burlington & Quincy; Spo-

kane, Portland and Seattle; and the Pacific Coast.

The historic agreements assure lifetime employment in the new companies and other landmark provisions for affected workers.

The merger, approved by the Interstate Commerce Commission mid-December and scheduled to become effective January 19, has been delayed indefinitely by the ICC pending action on several petitions seeking rehearings or changes in the order.

Aboard the Empire Builder



Charles Black of San Francisco and Shirley Temple, the former child movie star, aboard the EMPIRE BUILDER at Chicago.

Mr. and Mrs. Charles Black of San Francisco were recent passengers aboard Great Northern's Empire Builder. He is a prominent California businessman; she is, of course, the former child movie star, Shirley Temple.

The Blacks, who are active in Republican politics, were on a cross-country GOP fund-raising trip and traveled on the Empire Builder from Chicago to Minot where they attended and she addressed a meeting of the North Dakota State Republican Federation.

One of the biggest single customers of general business, the railroad industry last year accounted for purchases of \$4 billion — about half of which went for fuel and operating materials and supplies and the remainder for investment in new rolling stock and other capital improvements.

ST. PAUL GOES ALL OUT TO ENTERTAIN VISITORS

From the North Country

A ten year old Indian lad from a remote Ontario reservation and members of his family were welcomed by Governor of Minnesota Harold LeVander and Mayor Thomas Byrne when they visited St. Paul recently.

Robert TaTeeCee, his parents and some of his brothers and sisters were awarded the trip as a result of Robert's finding a balloon with a letter in it when out partridge hunting near his home.

The balloon, one of 500 released in connection with the first anniversary celebration of the St. Paul Hilton Hotel, was found the farthest distance from St. Paul of any of the ten recovered, and as a result, the boy and his family spent a weekend in the city as guests of the hotel.

Some of the family had never drunk water from a fountain before or walked through a revolving door. "We boil water from the lake and drink it," Robert's father said. He is a fishing guide in summer and fur trapper during the winter months, and the largest town he ever was in before was Virginia, in Northern Minnesota.

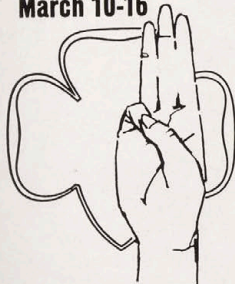


The royal carpet was rolled out for Robert TaTeeCee and his family during recent visit to Saint Paul.

Others in the family had never before been even that far from the reservation, and naturally, their reactions to the heavy traffic, the tall buildings and other unfamiliar sights fluctuated between wonder and fright.

A full sightseeing program while in St. Paul included visits to Great Northern shops and coach yard.

Girl Scout Week March 10-16



Former GN Man Heads AAR Mail Division

David M. Eichten, formerly of Great Northern Railway, who joined the Railway Mail Transportation Division of the Association of American Railroads last October, has been made head of that department.

Before moving to the AAR, Eichten was manager of pricing, lines West in GN's freight traffic department, and previous to that was head of the railway's Mail and Baggage Department.

THE GREAT NORTHERN GOAT

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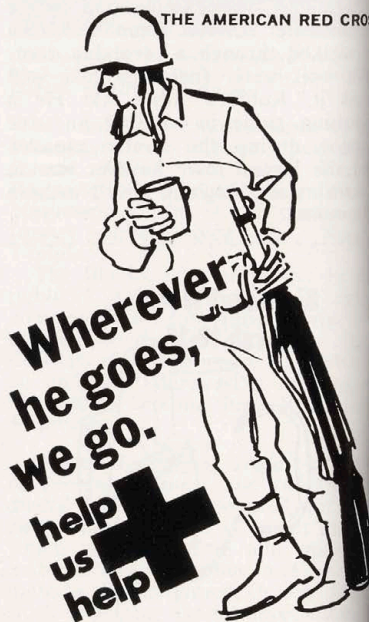
During March, the American Red Cross is conducting a vigorous and intensive campaign to raise funds needed to operate its programs during the year ahead. Because of the Vietnam conflict and to maintain other supporting services, the Red Cross will need more than \$121 million in 1968-69, the largest goal it has sought since World War II.

Emphasizing the slogan "Help Us Help—SOS (Support Our Servicemen)", the campaign is aimed at a more generous outpouring of contributions from all Americans.

The Red Cross is serving one out of three servicemen and their families here at home, and in 31 other countries where U.S. troops are stationed. Some 350 Red Cross workers are aiding servicemen in Vietnam alone.

At the same time the Red Cross fulfills its commitments to the armed forces, it must also continue to maintain many other vital programs for which it has responsibility: disaster relief, blood, first aid, water safety, nursing, youth and international services.

THE AMERICAN RED CROSS





GREAT NORTHERN

GOAT

APRIL 1968





GREAT NORTHERN

GOAT

Vol. 38 April, 1968 No. 4

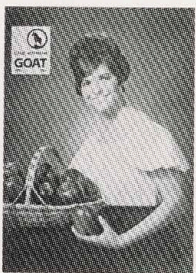
The Great Northern Goat is not an employee magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



Pretty Gail Ross of Orondo, Washington, will be Queen of the State's 49th Apple Blossom Festival, May 2-5. She is displaying Washington State Delicious apples, now available almost year around thanks to "CA" storage. Story on page 3.

Your Railroads

Dr. Burton N. Behling, who heads the Association of American Railroads' Department of Economics and Finance, presents facts about the railroads with the impartial eye of an economist in the annual "Review of Railroad Operations in 1967".

The Review directs attention to the several bright spots in rail operations last year. These were mainly the result of technological development and greater operating efficiency. As examples, piggyback traffic hit another record high, and for the first time since 1934, half of all new motor vehicles produced were transported to distribution centers by rail.

Dr. Behling also notes that advancing technology was responsible for other banner developments during the year, ranging from improvement in roadbed and track to rolling stock, motive power, communications and signaling, as well as to office equipment and information systems.

For 1968, the railways, in common with other industries, face a stiff challenge in meeting rising inflationary pressures, but the long-range outlook for the rails gives cause for optimism, because the industry's promising potential rests on solid foundations. These include continuing rapid advances in technology, more streamlined and efficient corporate structures through mergers, improved customer services, keen pricing backed by market and cost research, and beckoning opportunities for the modernization of work rules as well as for the development of greater personal skills to match tomorrow's superior operational techniques and marketing methods.

Dr. Behling's analysis of the economic position of the railroads makes one fact eminently obvious, and that is that the industry today is far removed from the supposedly entrenched monopoly position of 40 or 50 years ago, a fact that public regulatory policy has recognized with glacial slowness.



Above: May time is Apple Blossom Time in Washington State. Below: Recent developments make Delicious and other varieties of Washington State apples available virtually the year around.

MAY TIME IS APPLE BLOSSOM TIME

More than 100,000 visitors from the United States and Canada will be in Wenatchee, Washington, during the 1968 Washington State Apple Blossom Festival May 2-5. The celebration is held annually in the "Apple Capital of the World" in anticipation of the new crop and to wish the State's 5,000 commercial apple growers a successful growing season and a bountiful harvest.

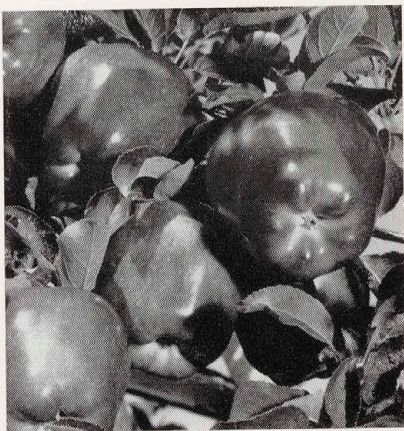
Queen Gail Ross (pictured on the GOAT's front cover) of nearby Orondo, will reign over this year's Festival which is the 49th of the long series.

The four-day celebration will be crammed with a wide variety of events, some traditional others new this year. Highlighted will be the Grand Parade, Queen's Ball, Hydroplane Races and a special performance of "South Pacific".

Legends surround the history of the apple. Greek and Roman myth-

ology honored the fruit as symbolic of reward or love or beauty. The Bible, of course, refers to the fruit that tempted Adam and Eve, and

Concluded on page 4



Apple Blossom Time—Conclusion

again in the Songs of Solomon. Swiss folklore relates the story of William Tell.

The apple as we know it, probably originated in Asia. We know that Stone Age dwellers in Central Europe used them. These early apples probably were small and astringent, rather like wild apples or crabapples and far removed from the carefully developed varieties we know today.

The fruit was introduced to England during the Roman invasion in the first century B.C., and later apple cultivation was appropriated by the monasteries.

The first apple trees were planted in North America by the Pilgrim Fathers and apple seeds came to what is now Washington State in 1826 by way of a Hudson's Bay sailing vessel and were planted at Fort Vancouver in the Spring of 1827. From this beginning, the Washington State apple industry has attained national significance and production of approximately 25 million boxes during each season. It is interesting that the first planted tree still lives and bears fruit in the City of Vancouver.

Conditions in the State are ideal for apple culture. In the best apple-producing regions which are just east of the formidable Cascade Range, the climate is temperate and dry, and the volcanic ash soil is exceedingly rich. Fast-falling mountain-born rivers such as the Columbia, the Okanogan and the Wenatchee, deliver an ample and dependable supply of water for irrigation. Winters are mild and seldom produce damaging freezes which plague orchardists in other parts of the country. Unusually long summer days mean that Washington apples get more sunshine and grow bigger and juicier and sweeter. Warm late summer days and cool nights paint the fruit with vivid hues of red and yellow and impart a special firmness and crisp texture that

other areas cannot quite seem to match.

The old pattern of marketing Washington State apples has changed radically with adoption of "CA" (controlled atmosphere) in Wenatchee's huge cold storage plants.

The entire process of picking, washing, grading and packing has long been an efficient one and often is completed in 24 hours in order that the fruit will retain its fresh flavor and crispness. But in ordinary cold storage, oxygen in the atmosphere hastens deterioration and limits severely the length of time that fruit can be held in storage and still remain in good condition.

With adoption of CA, a precise combination of low temperatures, very low oxygen and very high carbon dioxide content atmosphere, the respiration (breathing) of the fruit is slowed down to hibernation level and it remains in prime condition for many months. Because of CA, Washington State apples now are generally available in the Spring and Summer as crisp and crunchy and delicious and nutritious as they were when picked the preceding Fall.

Because of CA, Great Northern's role in the apple marketing and distribution pattern has changed also. While the railway continues to move tens of thousands of refrigerated carloads and TOFC trailerloads of Wenatchee apples to market annually, it now does so over a more extended period.

Transportation Week Dates Set

The President of the United States in a proclamation, has set the week of May 12 as National Transportation Week.

Friday, May 17 will be designated National Defense Transportation Day.

Original Cascade Tunnel Is Earthquake Lab

The University of Washington and the Boeing Company are pooling talent and combining efforts to build and operate the world's first kilometer-long laser beam strain meter. Locale of this interesting activity is in the old Cascade Tunnel near Stevens Pass in the Cascade Range of Washington State, abandoned so far as railway operations are concerned, almost 40 years ago, with completion of the present 7.79-mile Cascade Tunnel in 1929.

The device, called an interferometer, will not only measure shock waves from earthquakes, but the build-up of deformation and strain in the earth prior to a quake.

Associate professor in Geology Dr. Robert C. Bostrom heads up the University's part of the joint project. According to Dr. Bostrom, the unique site is ideally suited to the work because it embraces a tunnel which penetrates the central granite of a mountain range under 2,000 feet of



rock, providing a constant uniform temperature and stability not possible at ground level.

The tunnel also houses other equipment — seismographs, tide-meters and other more conventional scientific apparatus, but the laser beam inter-

Concluded on page 6

The west portal of Great Northern Railway's first Cascade Tunnel in Washington State. The 2.63-mile bore is shown as opened to traffic in 1900 (above), and as electrified in 1909 (below). It was abandoned in 1929 with completion of the present 7.79-mile Cascade Tunnel and new line segment.



GN Improves Havre Locomotive Facilities

Completion of major improvements including a new diesel locomotive service building and supporting facilities in Great Northern's yards at Havre, Montana, will allow employees to move inside and out of the weather for lubrication, fueling and other routine locomotive servicing and repairs. And it will mean a faster, more efficient operation.

Work on the \$850,000 project began late last year and completion is expected in October.

A unique feature of the 280 x 60 foot metal building will be an overhead crane moving the length of the structure with a self-contained hopper to supply locomotives with engine sand.

To provide additional storage tracks for locomotives and access to the new building, a huge turntable, a revolving platform that can turn a locomotive around and line it up for any of several tracks, is being relocated.

Because of unusually warm winter weather, much of the foundation work has already been completed. New tracks and sewage system should be in by June 1. Additional work will include laying of water and fuel lines, construction of a locomotive wash rack, and installation of lighting and power lines.

Heavier 112 and 115 pound rail will replace older and lighter rail. Some 10,000 feet are to be relocated and 2,000 feet of new track will be laid.

A new load test building also is in the plans and should be completed about September 1.

Laser Lab—Conclusion

ferometer steals the show. A simplified explanation is that it utilizes a complex arrangement of mirrors and instruments to record the laser beam's wave pattern. Any distortion in the

surrounding earth causes a distortion in the laser beam pattern.

Thus the laser interferometer can measure the earth's free oscillations after quakes, actual tides in solid earth, and accumulation of strain in the outer crust.

Evaluation of the data, particularly the build-up of strain, may lead to accurate predictions of earthquake activity. At the same time, the Cascade Tunnel Project will increase man's knowledge of the physical forces responsible for the development and growth of mountain ranges

Equipment Planning Specialist Named

Glenn R. Ekers has been appointed equipment planning specialist in



Mr. Ekers

Great Northern's marketing department in St. Paul. He joined the railway one year ago as an industrial engineer in the operating department.

Mr. Ekers is a graduate of Cleveland State University where

he received a Bachelor's Degree in Mechanical Engineering. He also attended industrial engineering and management courses at the University of Minnesota and materials management courses at Georgia Institute of Technology.

Previous to his service at GN, Mr. Ekers was a carman and later a draftsman at the Chesapeake and Ohio Railway, officer engineer at the Erie Railroad (now Erie-Lackawanna); new product development engineer at AMP, Incorporated, and manager, field technical services at the Marquette Corporation.

He is a member of the Society of Automotive Engineers and the Engineering Society of Detroit.



Fairchild Air Force Base "mini-train" coupled to a B52 simulator, the two-car unit that looks like it has a metal grainery in between. The simulator will be switched to Great Northern Railway for delivery to another air base. Spokane Spokesman-Review photo.

FREIGHT MOVES BETWEEN GN AND AIR BASE BY

Fairchild Railway Mini Train

An 80-ton diesel electric locomotive, two hopper cars and a snow plow car comprise the entire rolling stock of the Fairchild Railroad, but the line performs an important freight delivery and pickup service over the 12.7-miles of track that make up the right-of-way on Fairchild Air Force Base near Spokane, Washington.

Great Northern delivers Air Force freight to its station near the base and the "mini train" picks it up for distribution to various points on the huge military reservation.

The railway was constructed in 1941 and two locomotives were needed to handle heavy wartime traffic. Currently a single GE 80-ton diesel electric unit adequately handles all movements. While it is

capable of speeds in excess of 40 miles an hour, it seldom exceeds 15 on the base. Oddly enough for a train, it is stored in a square roundhouse.

Two civilian employees operate the Fairchild Railroad. Engineer is Robert O. Mills, Jr., who additionally serves as mechanic, roundhouse attendant and general jack-of-all trades. Brakeman Carl E. Davis has had seven years experience with Great Northern.

* * *

A quarterly dividend of 75 cents per share on Great Northern's stock, payable on May 1 to shareholders of record on April 15, was authorized on March 14 by the railway's directorate. GN shares outstanding on February 9 totaled 6,156,271.

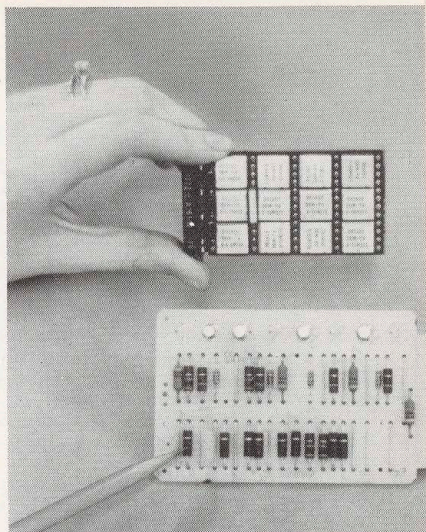


Vintage Data Processing Equipment Replaced

GN INSTALLS IBM 360 SOLID STATE COMPUTER

The railway industry was one of the first to recognize the potential value of electronic data processing. More than a decade ago, Great Northern's Univac I was the first such computer to be installed by any Midwestern firm, and the second to go into service on any U.S. railway. GN since has added several other computers and much related data processing equipment.

Installation of electronic data processing equipment by American industry now is more or less routine and has become so commonplace it no longer qualifies as being newsworthy. But of more than ordinary interest is the fact that Great Northern's Data Processing Department has come full circle with replacement of its original computer with one of far greater capacity and versatility, an IBM 360.



The 360's circuits are imprinted on $\frac{1}{2}$ " ceramic squares. One "card" of circuits is equivalent to 12 of the old hand-wired circuit cards.

The Univac I was an excellent investment and it performed well during its more than ten years of service. It could not, however, compete indefi-

Concluded on page 10

Left: GN's 10-year-old first computer has been replaced by this IBM 360 which has many times the capacity of the original.

Computer operator feeds punch cards into card reader and punch. The unit can read 1,000 cards and punch 300 cards per minute.



GN Adds Solid State Computer—Conclusion

nately with newer, greatly improved models which are much more efficient and versatile as well as much more economical to operate. As an example, in the solid state IBM 360, work of all but a very few of Univac I's more than 5,700 vacuum tubes is performed by transistors. Vacuum tubes generate considerable amounts of heat which must be dissipated and this is expensive. Miniature printed circuitry replaces miles of hand wiring, occupies far less space and is much more dependable, while capacity is increased many fold.

The IBM 360 has five basic components: a central processor, six tape drive units, four disc storage drives, high speed printer and card reader and punch. All units are "on line" which means they are controlled directly by the computer's central processor. In the case of Univac I, printer and card reader are "off line" and function independently of the main unit.

The 360 can read 1,000 and punch 300 cards and print 1,100 lines a minute. It easily outdistances its predecessor in memory capacity. Where

Univac I was capable of storing 12,000 digits, the 360's memory capacity is ten times that. The 360 can "talk" with other GN computers because its tapes are interchangeable with those of Univac III, 418 and 1004.

The IBM 360 has been installed in a specially air conditioned and humidity-controlled 3,000 square foot area adjacent to that occupied by Univac III. The floor was raised to accommodate cables which supply power and interconnect various units.

An acoustical dropped ceiling minimizes sound and clatter. The area also houses three Univac computers and a Control Data optical scanner.

GN Freight Car Facts Now in Printed Form

Detailed specifications on many types of Great Northern-owned freight carrying cars have been put into handy reference printed form. Covered are box cars, 40 and 50'; DF cars; flatcars, TOFC flat cars, depressed center flat cars and logging flats; gondolas and covered gondolas; hog, fuel and wood chip cars; hopper cars, covered hoppers and Airslide covered hoppers; ore cars; stock cars and tank cars. Information also is provided on demurrage charges.

Produced by the railway's Public Relations and Advertising Department primarily for the freight sales staff, the sheets are available on request to shippers and receivers and to others with a legitimate interest.

Each 8½ x 11" sheet is printed in two colors on a durable paper stock and is drilled for a standard three-hole ring binder. Each carries an illustration of a particular type of car. A detailed description includes the type of car, the number of such units owned, the car numbers, inside dimensions, size and types of doors, capacity in cubic feet and in tons, plus any special features or equipment.

Law Day USA

The United States will begin the second decade of its annual observance of LAW DAY USA on May 1, 1968.

During the past ten years Law Day has become one of the most widely-observed days on the national calendar of special events. Many lay organizations have assisted state and local bar association, and the American Bar Association, in implementing its aims.

Aim of the observance, established by joint resolution of Congress and Presidential proclamation, is to dramatize for all Americans their heritage of individual freedom under law and to encourage responsible citizenship.

"Only a lawful society can build a better society."

GOAT Gaieties

Standing Room Only

A well-known author was addressing a group of clubwomen on the subject "What's Wrong With Today's Motion Pictures."

"Look at the stuff they're giving us," he thundered. "A mistress who kills her lover because he wants to return to his wife; a Park Avenue debutant who goes to Greenwich Village to lose herself; a teen-age girl running off with a friend of her father's!" He stopped, out of breath.

"Now, then," he said. "Any questions?"

"Yes," came a voice from the audience. "Where's it playing?"

* * *

Poor Grandma

Mother: "Well, children, what have you been doing while I've been shopping?"

Child: "Oh, Mommy, we've been having so much fun! We've got Granny's hearing aid up to 50,000 watts and you should see her nose glow!"

* * *

Enough is Enough

Dear Internal Revenue Service: I dislike everything about your service. Therefore, this is to inform you that I wish to cancel all future services expressed or implied.

* * *

Bop Definition

Hippie's remark at the sight of a string of loaded auto rack cars; "Man, dig that crazy parking lot!"

* * *

Look Again

We are constantly amazed at those young things with their fancy hairdos and skin-tight pants. And the girls are even worse!

False Colors

"Gentlemen prefer redheads," he sneered.

"But I'm really not a redhead," she confessed.

"That's okay," he remained sneering. "I'm not really a gentleman."

* * *

Incorrigible

The first grade teacher, fresh from college was taking over her first class. Upon entering the classroom she noticed a nasty word scrawled on the blackboard followed by the signature "The Phantom".

So she said, "Now children, let's fold our little hands, put them on our little desks, and put our little heads down on the desks and close our little eyes. Then the person who wrote this word can come up and erase it."

So they all folded their little hands, put them on their little desks and closed their little eyes. All was quiet for a while and then there was a thump of little feet scurrying back to a desk.

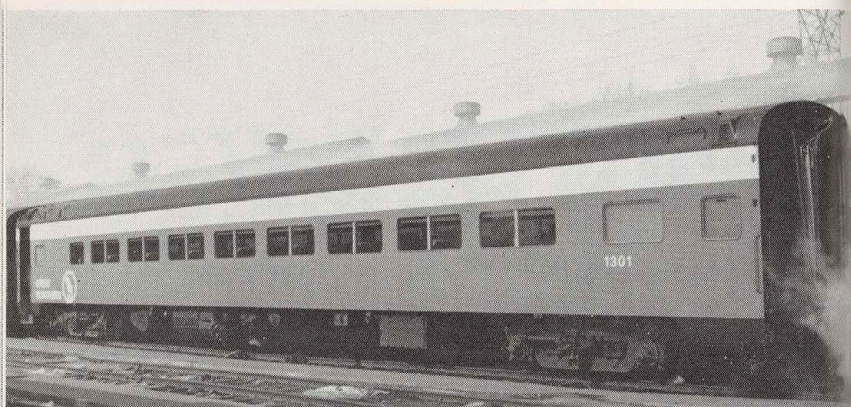
After everything was quiet again the teacher said, "Now let's see if the bad word is thoroughly erased." So they looked to see a new, nastier word followed by "The Phantom Strikes Again!"

* * *

Promises, Promises!

"I'd be a real devoted wife," one spinster told the other. "I'd cook for him with pleasure. I'd darn his sox and sew on his buttons. I'd have slippers waiting for him. I'd even light his pipe and bring in the evening paper. What else can a man expect?"

"Nothing," replied her friend, "unless he's evil-minded."



GN coach 1301 is one of five to be converted from observation-lounge cars. The cars have been assigned to service on the DAKOTAN and WINNIPEG LIMITED trains.

Winnipeg Limited, Dakotan Are Upgraded

Newly assigned to the consists of Great Northern passenger trains Winnipeg Limited and Dakotan are five coaches, converted from what were originally rear end observation-lounge cars at Pullman Standard Shops at St. Louis, Missouri.

Four of the cars were built by Pullman Standard in 1946 for the original streamlined version of the Empire Builder, first completely new postwar transcontinental passenger

train. The fifth was delivered five years later and assigned, with the other four to observation-lounge service on the Western Star, when that train became Great Northern's second transcontinental streamliner in 1951.

Converted to coach service, each 85-foot car is air conditioned, is equipped with smooth riding high speed roller bearing trucks and accommodates 68 passengers in individual reclining seats.

Modernization-Expansion at Timberline Lodge

First step in a long range \$2.7-million program for eventual modernization and expansion of Timberline Lodge and the adjacent area on Mount Hood has been taken by the U.S. Forest Service in signing a contract for architectural and engineering services in connection with the project.

Included is a new day lodge, an addition and modifications to the Lodge itself, a building to house employees, equipment maintenance building and sewage treatment facilities.

Timberline Lodge, in Mount Hood National Forest, was dedicated in 1937.

Purchasing Department Personnel Changes

Great Northern Director of Purchases and Materials M. E. Gieske has announced personnel and title changes as follows:

J. L. Baldwin and M. J. Schaal join H. R. Breed as purchasing agents, St. Paul and R. J. Hostetler becomes assistant to director of purchases and materials. Mr. Schaal has been transferred from Seattle.

R. O. Moncrief and J. C. Stayberg are named assistant purchasing agents in St. Paul, and W. D. Burton in Seattle.

P. M. Hawkins is appointed general manager—materials, St. Paul.

SUNFLOWERS BECOMING IMPORTANT VEGETABLE OIL SOURCE

Red River Valley Crop Triples in 1967

According to the Minnesota Crop and Livestock Reporting Service, sunflower seed production in the Red River Valley of North Dakota and Minnesota was in excess of 223 million pounds in 1967, up more than three times the 65 million plus pounds harvested in the previous year. The big increase was in acreage planted to oil-yielding varieties.

Small acreages of sunflowers have long been cultivated for the confectionery market. Roasted and salted, the seeds are an edible delicacy. In recent years, they also have been marketed as bird feed. More importantly, now the seeds are being crushed for their exceptionally high content of polyunsaturated vegetable oil for both edible and industrial applications, and sunflowers are a potentially important crop for many farmers.

Attempts were made in the 1940's to grow sunflowers for oil, but the effort was something less than successful. Growers were not able to compete with other forms of oil seed crops because of the small oil content of sunflower varieties then available.

Credit must go to Russia for developing the sunflower as a source of high quality vegetable oil, although the plant is not indigenous to that country. The Soviets learned to use other parts of the plant; the hulls for fermenting into alcohol, the stalks for fuel and fertilizer, and the heads for animal feed, but almost half a century passed before they were successful in developing the sunflower to the point where the oil content of the seeds exceeded 40 per cent, a ratio that enabled them to profitably compete with other oil seeds.

Concluded on page 14

Lusty stand of a sunflower crop is examined by John S. Dalrymple, Jr., of Casselton, N.D. Mr. Dalrymple, Manager, Dalrymple Farms, is a Director of Great Northern Railway Company.



Wycoff Is Assistant GN Chief Engineer

Kenneth E. Wycoff has been appointed to the newly-created position of Great Northern assistant chief engineer, staff.

In his new assignment, Wycoff will be responsible for rail-highway negoti-



Mr. Wycoff

tations and other public works planning, as well as special assignments for coordinating system projects in the Engineering department. Wycoff came to Great Northern in 1940 as a chairman, Lines West. After serving in various positions, he became division engineer at Spokane in 1954. He was named office engineer at Seattle two years later and in 1959 became assistant to chief engineer at St. Paul. He is a graduate of the University of Washington.

Sunflower Crop Triples

Conclusion

Foundation seeds of the high-oil Russian varieties became available two seasons ago in the Red River Valley where growing conditions are apparently ideal for the sunflower. The climate there is comparable to that of Russia's best producing areas, and the lack of wild sunflowers there means there is less chance of any hold being gained by the plant's worst enemy, the head moth.

Firms like Cargill, Incorporated, first contracted with farmers to grow sunflowers in 1966. Cargill has established a research farm at Glyndon, Minnesota, where experiments are being conducted to further improve yields and enhance cultural practices of the plant.

Fourteen

Bureau Lists Literature

The Bureau of Outdoor Recreation of the Department of the Interior has issued a new publication "Index of Selected Outdoor Recreation Literature" designed to assist educators, researchers, writers, planners and others engaged in or interested in outdoor recreation research.

The new Index is a guide to periodicals, reports, books and other publications concerned with various aspects of outdoor recreation received by the Department of the Interior. It contains a subject index, name index and geographic index. Almost 1,000 reports and publications, with annotations or abstracts, are cited by the volume which is divided into four main subject categories—outdoor recreation resources; administration of resources and programs; recreation users, demands and values; and research.

The publication is available for 75 cents from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402.

Better Secretaries Mean Better Business

Annually since 1952, the last full week of April has been designated Secretaries Week. In 1968, the week is April 21-27. Wednesday, April 24, is Secretaries Day.

The National Secretaries Association (International), in cooperation with the U.S. Department of Commerce, originated Secretaries Week to bring recognition to all secretaries; to inform the public of the secretary's contribution to the educational, professional, and civic growth of the community, and to remind secretaries of their responsibilities to their employers and to their profession.

The theme for Secretaries Week is "Better Secretaries Mean Better Business", and all programs and publicity material are geared to emphasize the message conveyed to this theme.

Boy Scouts to Retrace Lewis and Clark Trail

Plans call for Boy Scouts from 22 Councils to travel the same route followed by two of America's most famed explorers—Meriwether Lewis and William Clark—in the history-making expedition that started in 1804 at St. Louis and ended at the Oregon-Washington Coast of the Pacific Ocean. The project is endorsed by the Lewis and Clark Trail Commission, and supported by other groups including Federal and State agencies and historical societies.

The Boy Scout plan calls for the expedition to begin the week of July 4, 1968 and end by the following September 1.

Montana Indian Museum Plans Extensive Project

The Indian Arts and Crafts Board of the U.S. Department of the Interior has employed eleven expert Indian craftsmen in the implementation of a major project to conserve the extensive collections of the Museum of the Plains Indian at Browning, Montana. The Museum, established in 1941, is located approximately 13 miles east of Glacier Park Station, eastern rail gateway to Glacier National Park in the Montana Rockies.

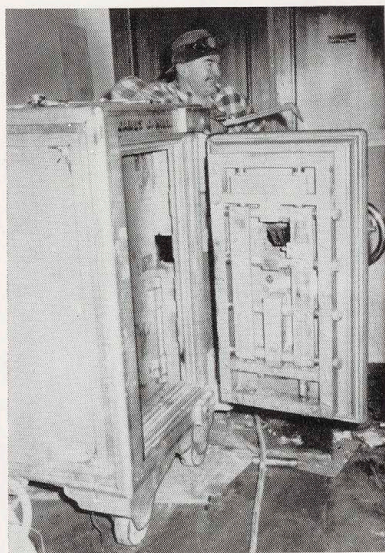
The conservation project has been undertaken to preserve the Museum's world-renowned collections devoted to Indian culture and to prepare important specimens from the Museum's permanent collections of 19th and early 20th century ethnological materials for installation in remodeled galleries. Much of the work involves specimens which never before have been on exhibition to the general public.

The conservation work, most extensive in the Museum's 26-year history, was contracted to the Blackfeet Tribal Crafts Association. Indian craftsmen from the Browning area

will undertake the delicate work of cleaning, refurnishing and repairing.

Acting Curator Ramon Gonyea, who is himself an Onondaga Indian from Syracuse, New York, planned and organized the project.

James J. Hill Safe Found, Opened—Empty



A locked safe bearing the name of James J. Hill was found in an area of the St. Paul Railroad Building occupied until recently by the Federal Land Bank.

As there was no record of the safe, much less of any combination, it was necessary to "crack" the 4½ foot high strongbox with cutting torches.

Permission was obtained from Mr. Hill's grandson, Louis W. Hill, Jr., and after spending a day and a half cutting through the four inch wall of the safe workmen finally were able to open the door. Disappointingly, the safe was empty.

THE GREAT NORTHERN GOAT

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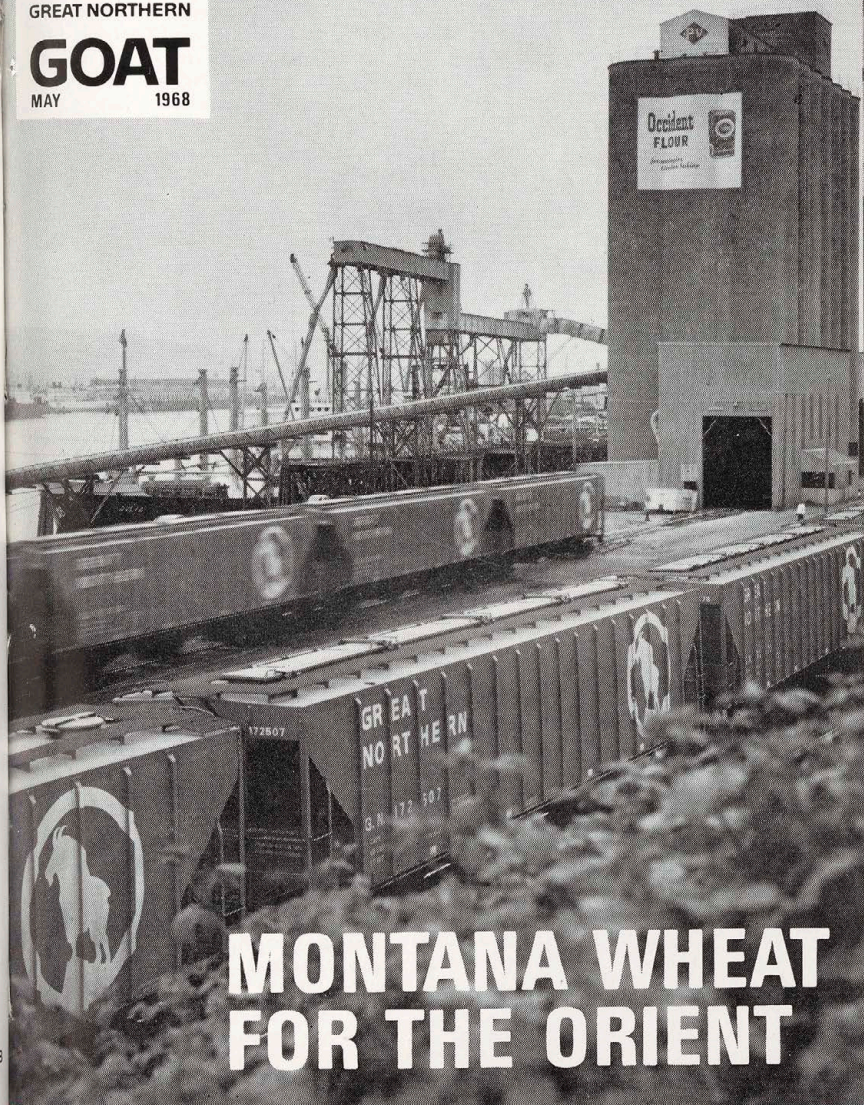
Empire Builder offers **direct** service daily to **both** Glacier National Park entrances in the summer season. Four **Great Domes** provide exciting **see-level** views all the way.



GREAT NORTHERN

GOAT

MAY 1968



**MONTANA WHEAT
FOR THE ORIENT**



GREAT NORTHERN

GOAT

Vol. 38 May, 1968 No. 5

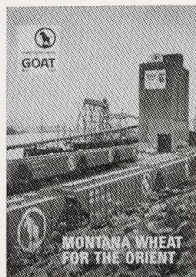
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



A solid 50-car trainload — 5,000 tons of Montana wheat bound for Japan, is unloaded at Peavey's West Coast Terminal in Portland, Oregon.

MERGER CONSUMMATION SET FOR MAY 10

As of press time for this issue of The GOAT, unification of Great Northern, Northern Pacific, Chicago, Burlington & Quincy, and Spokane, Portland and Seattle railways into Burlington Northern Inc. was expected to become an accomplished fact on May 10, 1968.

Your Railroads

In the days when the railroads were the only high-speed, long-distance conveyance for people, as well as goods, there was no question in anyone's mind as to their essentiality. The Golden Spike Centennial, which is to be observed to mark the 100th Anniversary of the linking of the East and West Coast by rail, is a timely reminder of the impact of the railroads on the course of U.S. history.

Today, while fewer people ride the railroads, the rails as transporters of goods have become even more essential to the life of the nation—a fact that might be lost sight of by the rising numbers of us who seldom share the railroad experience as passengers. It is gratifying to find abundant evidence that the rails are still held in the highest esteem by the public as the keystone of this nation's transportation system.

The Association of American Railroads in its regular sampling of editorial opinion reveals that among the nation's editors there is a remarkable degree of understanding of railroad problems and the importance of the industry generally to the country. For example, on the essentiality of the railroads to the nation's economy, editors expressed themselves 100 percent in the affirmative. The Association analyzed 322 editorials on this topic. On the question of whether the rails should remain under private

Concluded on page 8

G. N. Train Moves West-Montana Wheat for the Orient



Portland Bound, solid 50-car train of Montana wheat heads west from Wolf Point, Montana.

On Tuesday, April 16, a solid Great Northern train of Montana wheat rolled out of Wolf Point, important northeastern Montana grain distribution point, for the Port of Portland, Oregon, and export to Japan.

The experimental "special" was the first such movement by rail from Montana to a Pacific Northwest port and was a cooperative effort on the part of producers, marketers and the railway to determine advantages that might accrue to all concerned.

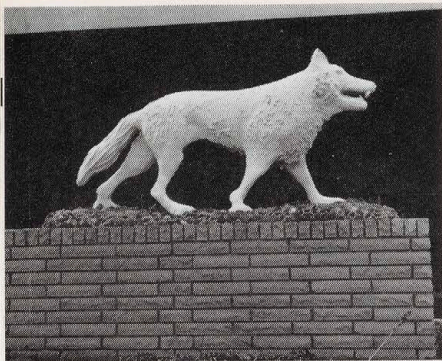
The shipment totaled 175,000 bushels—5,000 tons, and was carried in 50 Big Sky Blue covered hopper cars. The hoppers, which ranged in size from 4,000 to 5,260 cubic feet, averaged 3,500 bushels each. Advent of hoppers, including the "jumbo" variety, vastly accelerated the loading and unloading of the grain. A "jumbo" hopper has the capacity of $1\frac{1}{2}$ standard-sized boxcars.

The grain was loaded from Wolf Point elevators of Peavey Producers Service, Equity Cooperative Association and Farmers Union Elevator Company.

Continued on next page

A. E. Michon (with 10-gallon-hat) and Ted Schwinden.





Wolf Point got its name from the area's large population of wolves and coyotes in pioneer days.



GN VP-marketing M. M. Scanlan talks briefly at send-off ceremonies.

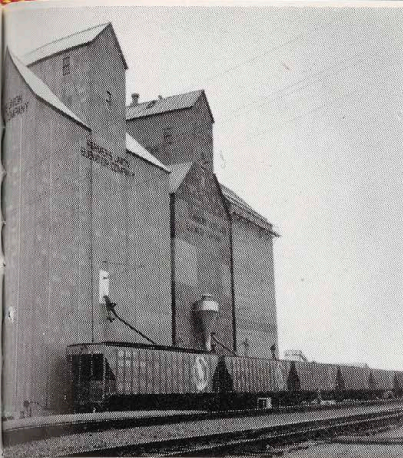
Several hundred people including the local high school band were at the depot when the 50-car grain train departed for Portland.



Destination of the train was Peavey's West Coast Terminal Operations at Portland, where most of the grain was loaded on the motor ship Enotis, chartered by account of the Mitsui Trading Company for shipment to Japan. The balance of the trainload went aboard the S.S. Gilia destined for the Phillipine Islands and Japan.

The idea for GN's "grain special" originally was conceived by Ted Schwinden, Wolf Point grain grower, who initiated negotiations between growers, elevator operators and Great Northern. Mr. Schwinden also is chairman of the Montana Grain Growers Association freight rate committee. The operators held back grain from normal commerce and arranged for certain improvements to elevators to make the test possible. The cooperative test is expected to result in valuable information for producer groups and elevator operators which will enable them to help solve problems involved in rapidly gathering a large quantity of grain to satisfy export requirements.

"Of prime interest to all parties concerned is the importance the American grain industry is giving to the burgeoning grain export market," said A. E. Michon of St. Paul, GN market manager, grain and grain products.



GN cars load at Farmers Union Elevator Company Wolf Point facility.



Hard red Montana spring wheat pours into one of 50 GN covered hopper cars.

"The Japanese and the Far East markets for American grain are of vital significance to farmers, country elevator operators and the railroads," he added.

A solid grain train could give all parties a logistical control they do not experience in conventional freight movements, Mr. Michon said. Maintaining the domestic grain markets and expanding foreign exports could prove beneficial to participating parties.

The grower would realize the economic benefits of a broadened market for his grain;

The country elevator operator could experience a faster turnover of a greater volume of grain than now possible;

The exporter might be able to purchase larger quantities of grain on a more consistent basis thereby reducing ship and car demurrage costs;

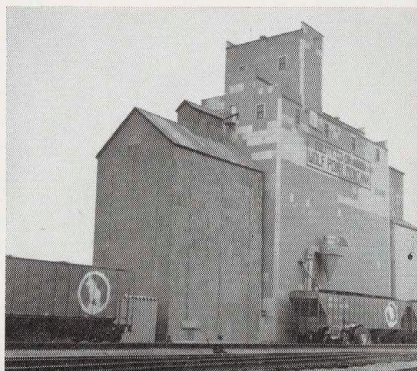
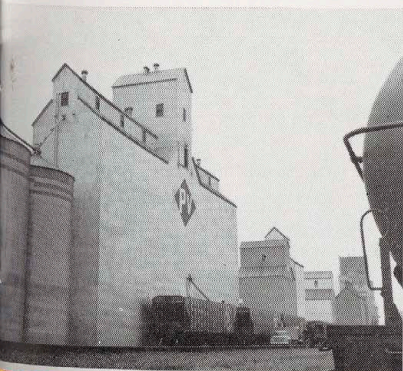
The railway could realize greater car utilization in moving grain in large volumes on a scheduled basis from one consignor to one consignee over an extended period;

Burdensome services such as five

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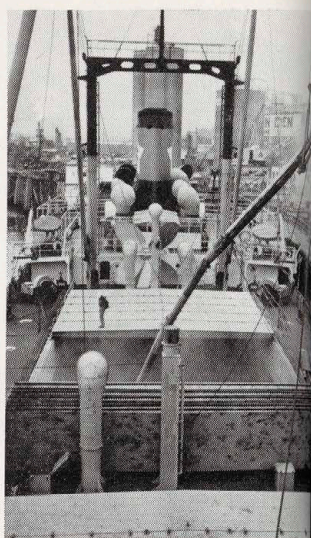
The familiar "PV" identifies the Peavey Producer Service Wolf Point elevator.

Wolf Point, Montana, elevator of the Equity Cooperative Association.





The S.S. Gilia takes on grain at Peavey's West Coast terminal, Portland, Oregon.



Montana wheat pours into the hold of the M.V. Enotis.

days free time at the port for unloading, 48 hours free time at origin for loading, stopping cars at interior hold points for sampling and diversion would be minimized.

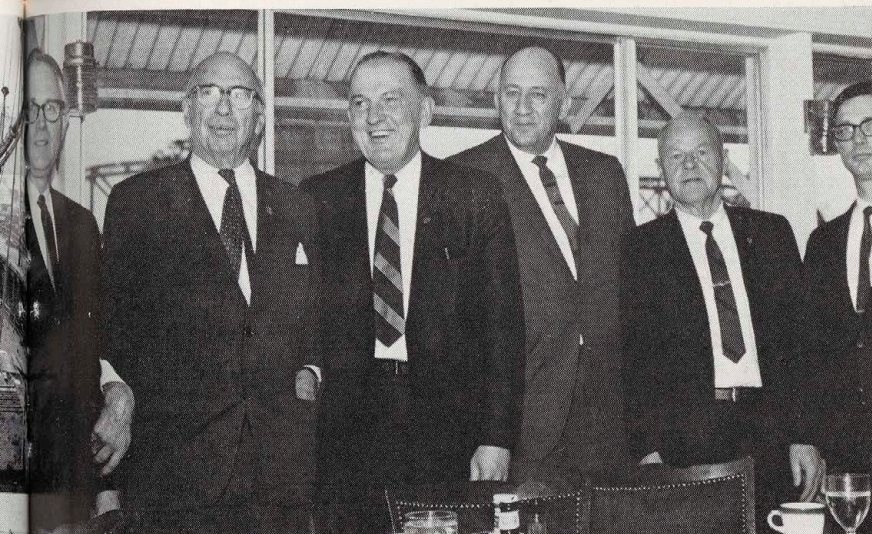
An observation team which accompanied the "special" from Wolf Point to Portland, was comprised of rep-

resentatives of elevator operators and GN marketing officials and operating department specialists.

Included were Charles Wulff, traffic manager, Farmers Union Grain Terminal Association; James Scoggin, vice president in charge of traffic, Peavey Company; Ted Schwin-

From left, Messrs. Michon, Olfert, Schwinden, Penner and Jack H. Heffelfinger, assistant secretary and assistant general manager terminal operations, Peavey Company.





From left: Gerald E. Tucker, Peavey Co. VP and general manager terminal operations-West Coast; F. Peavey Heffelfinger, chairman, executive committee, Peavey Co.; M. M. Scanlan, VP-marketing, GN; G. H. Baker, general manager, UP; N. S. Westergard, VP & general manager, SP&S; James R. Scoggin, VP traffic, Peavey Company.

den; Robert Penner, president of the Citizens First National Bank of Wolf Point and Mayor; and Clarence Olfert, manager of the Equity Cooperative Elevator, Wolf Point, and president of the Northeast Montana Elevator Association.

GN officials who accompanied the train included Mal M. Scanlan, vice president—marketing; P. F. Cruikshank, assistant vice president—market planning; A. E. Michon; M. H. Karl, manager of pricing, grain and grain products; A. M. Einhorn, senior cost analyst, vice president and comptroller's office; John T. Hall, research analyst, marketing department, and J. R. Galassi, trainmaster, division of economic research, executive department.

Several hundred people gathered at the Wolf Point station for brief ceremonies at train departure time. Oldsters, many of whom were the last of the generation which hauled grain from farm to elevator by horse and wagon were on hand as was the Wolf Point High School Band, the county commissioners, agricultural, political, civic and business leaders.

Wolf Point, a pleasant community of about 4,100 was incorporated in 1915, and soon after became the seat of newly-formed Roosevelt County. An elaborate celebration marked the 1965 Golden Anniversary. The name Wolf Point was obtained because of the many wolves and coyotes that frequented the area in pioneer days. Today's "Wolves" are members of the high school basketball team, State Class A Champions.

James R. Scoggin (left) and Paul F. Cruikshank, GN asst. VP-market planning.





Solid train of 50 GN covered hopper cars moves out of Spokane over the SP&S for Portland

GN Summer Time Table Delayed

In compliance with the Uniform Time Act of 1966, all states except Arizona will advance clocks one hour at 2 a.m. on April 28.

Standard Time will, therefore, be the same as is now shown in Great Northern time table folders and in its representations in the Official Guide. Certain terminal times will be incorrect only on the changeover date.

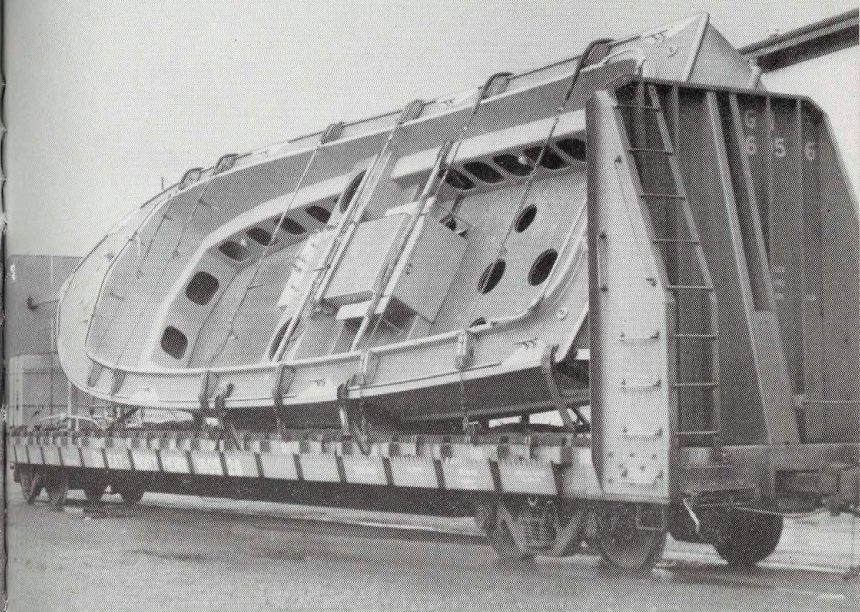
Because of decisions pending that have to do with re-routing of certain trains, Great Northern will not issue new time table folders until June 1, 1968. Current time table folders, both condensed and system, are available.

Eight

YOUR RAILROADS—Conclusion

ownership and operation, editors were again unanimous—151 editorials were covered on this subject. Many other phases of railroad operations were analyzed in a similar manner. In all cases, editorial comment revealed an amazing grasp of railroad matters and a measure of support for the industry that bodes well for the long-term railroad outlook.

The Association's analysis of editorial comment reports strong support for such things as updating regulatory policies, greater freedom to make competitive rates, user charges, and the need for mergers, consolidations and so forth. The rails are as essential today as they were 100 years ago, and the evidence is overwhelming that most of us are fully aware of their importance.



A 50-foot, 23,900-pound utility boat (high/wide load) shipped by Uniflite Inc., Bellingham, Wash., to Worcester, Mass.

BELLINGHAM BOATBUILDER IS TOPS IN FIBERGLAS FIELD

UNITED BOATBUILDERS BECOMES UNIFLITE

With the recent observance of its 10th anniversary, United Boatbuilders, Incorporated of Bellingham, Washington, changed its name to that of its principal product—Uniflite.

Uniflite now is the West Coast's largest boatbuilder and fifth largest in the nation. It is the top supplier of fiberglass boats to the Navy and the largest fiberglass boat producer in the United States in dollar volume of sales.

Uniflite constructs river patrol boats for the Navy and presently has a government backlog of about \$9 million. Other craft designed and produced for Navy use are a 20-foot handling boat, a 39-foot Arctic survey boat, a 36-foot mine sweep launch, a 40-foot personnel craft and a 50-foot utility boat. A 52-foot

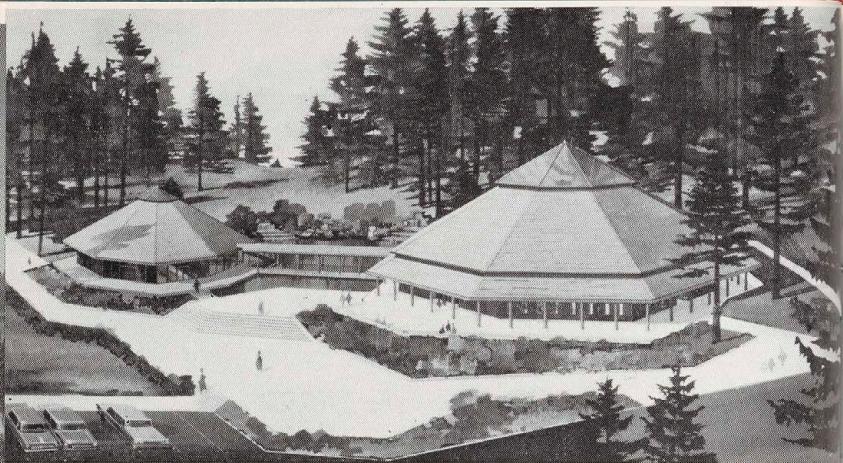
frogman mothership has the largest planing fiberglass hull ever built.

The firm also builds fiberglass yawls for the U.S. Naval Academy as well as a commercial version. Best seller in the Uniflite line is a 31-foot pleasure boat which has the same hull as the river patrol boat.

Newsman Joins RPI

Frank Hollman, assistant to the executive editor of the NEW YORK DAILY NEWS has been named director of public affairs for the Railway Progress Institute.

He succeeds James N. Sites who has become vice president in charge of the Washington, D. C. office of Carl Boyer and Associates, public relations firm.



Western Forestry Center will be a multi-building complex with exhibits to tell the story of perpetual use management of forested lands, and to serve as a focal point for information and continuing education activity.

Forestry Center Planned for Portland

A unique Forestry Center will soon rise on a 3½ acre site in Portland, Oregon, convenient to the city's downtown district, the Museum of Science and Industry, Zoo, Arboretum and Forest Park. The entire wood products industry of California, Oregon, Washington, Idaho and Montana, together with allied industries and individuals are being asked to pledge a total of \$2-million, the amount needed to build the center and provide the exhibits.

The buildings themselves are intended to be an exhibit in the use of wood in all its aspects in modern construction, and as conceived by the founding committee after destruction by fire in 1964 of the old Lewis & Clark Exposition Forestry Building. The new center will be a living, working showcase of the forest industries, as well as the only educational facility of its kind.

In addition to the main exhibit hall, there will be provided a 300-seat

auditorium-theater facility which can accommodate special meetings of industry and related groups. It will also be used to present a continuing showing of public interest motion pictures related to conservation and resource management.

As an educational institution, it will have far reaching impact. With the Center complex as the focal

Concluded on page 12



The "Talking Tree" will be one of many unique exhibits designed to impart an understanding of the forest products industry.

GOAT Gaieties

Remiss

Testing a Sunday School class, the minister asked, "What are the sins of omission, my child?"

Said one bright youngster: "They're the sins we ought to commit and don't."

Look Again

"I'm looking for a small man with one eye."

"Since he's a small man, wouldn't it be better to use both?"

Forger

A man who goes out and makes a name for himself.

One Way Out

"Gee, Mom," he complained, "none of the other guys are wearing lipstick!"

"Shut up, stupid! We're almost at the draft board."

Perfect Record

Secretary to boss: "Certainly I realize the importance of punctuation. I haven't been late for work yet, have I?"

Efficiency

Two foremen were comparing notes: "Do all the boys in your shop drop their tools the moment the whistle blows?" asked one.

"No, not at all," replied the other. "The orderly ones have their tools put away long before that time."

Not on the Menu

Customer: "Do you serve women at the bar?"

Bartender: "Nope, you gotta bring your own."

Makes Ends Meet

A motorist driving through the wide open spaces of the West, stopped at a forlorn shack to ask directions. The occupant cheerfully supplied all the desired information.

"I presume, remarked the motorist, "that ranching is your profession?"

"No," his informant replied. "I'm a piano tuner."

"Surely you can't make much of a living at piano tuning in this unsettled region. Pianos must be mighty scarce?"

"That's true," came the answer, "but I make a nice income tightening up barbed-wire fences."

Chin Up

Wife, to husband at party: "Please try not to look so utterly miserable. Here comes a fellow I was engaged to before I met you."

Fifty-Fifty

Dan: "Half of the women spend all their time trying to make a fool out of some man."

Jan: "Yes, and the other half spend all their time trying to make a man out of some fool."

Big Spender

At a certain golf club, a handsome trophy had been put up for a competition open only to members who had never won a prize. At the presentation of the prize, the winner, a very popular player, made a speech of thanks. "I think this has been a wonderful idea," he said, "this trophy for players who have never won a prize before. And to celebrate my victory in a fitting way, I want to stand drinks to everybody here who has never had a drink before."

Garrison Bid Opening At Minot, May 28

Arrangements for the bid-letting for the first major construction on the Garrison Diversion Unit, scheduled for May 28 at Minot, North Dakota, are nearing completion.

Preparation for this long-awaited historic event have been underway for some time by Bureau of Reclamation officials, the North Dakota Water Users Association and the Minot Chamber of Commerce.

Invitations have been extended to the Governor of North Dakota and to members of the State's Congressional delegation. Bureau of Reclamation and water resource leaders from Colorado, Montana, and other states as well as North Dakota will be in attendance, as will be a large number of representatives of major contracting firms and suppliers.

Highlight of the observance will be a noon luncheon. Floyd E. Dominy, Washington, D. C., National Commissioner of the Bureau of Reclamation, Department of the Interior, will address the luncheon gathering. His will be the only speaking appearance because of the restricted time prior to the bid opening at 2 p.m.

The Snake Creek pumping plant facility is a major feature on the Garrison Diversion Unit. The plant will measure 80 x 130 feet at its base and will be 180 feet high. Ground breaking ceremonies are scheduled for July 14.

Argentina To Host Pan Am Rail Congress

The Twelfth Pan American Railway Congress will be held in Buenos Aires in November, probably from the 11th to the 22nd, according to a recent announcement.

Twelve

There will be a large number of United States participants in the Congress including Federal Government officials, railway management and labor officers and railroad suppliers.

Frank Richter, publisher of MODERN RAILROADS, will be the coordinator in obtaining technical papers in this country for submission to the Congress. Papers should be sent in quadruplicate to Mr. Richter at 5 South Wabash Avenue, Chicago, Illinois 60603.

Another Harness On the Columbia River

The huge gates of John Day Dam, newest barrier across the mighty Columbia River have been adjusted to curb the river's flow to store water for electric-power production and create another lake in the historic stream.

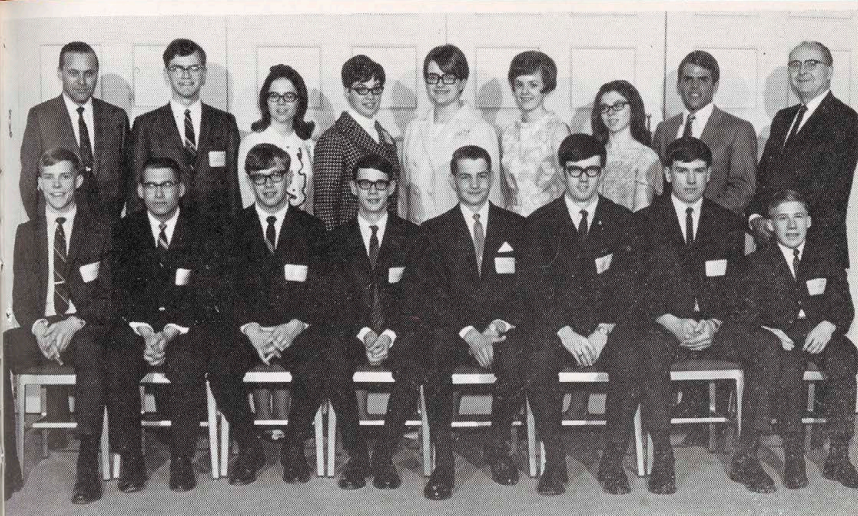
John Day, located midway between Portland, Oregon, and Pasco, Washington, is possibly the last major hydroelectric dam that will be built on the Columbia south of the Canadian border.

Formation of the lake behind John Day Dam will inundate historic Oregon Trail landmarks as well as former rail and highway beds that have been relocated along with all or parts of several small towns.

FORESTRY CENTER—Conclusion

point, extension education activities will be sponsored and promoted throughout the five state region to schools and all interested groups.

The Western Forestry Center is chartered as a non-profit scientific and educational exhibit center and is administered by a board of directors of prominent individuals from the five-state area.



GN officials and finalists in GN's 13th Annual Scholarships Awards. Standing at extreme left is H. H. Holmquist, GN Executive Assistant-Personnel; at extreme right is J. A. Tauer, GN Vice President and Comptroller.

GN MAKES 13th ANNUAL SCHOLARSHIP AWARDS

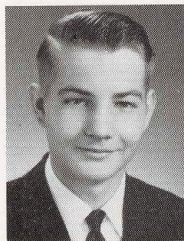
High School seniors from Idaho, Minnesota, Washington and Wisconsin, sons and daughters of Great Northern employees, have been awarded \$3,200, four-year college scholarships. This is the 13th year of the awards program which has totaled more than \$100,000 since the railway established the scholarships.

Seven winners were chosen from a group of fifteen finalists, all of whom were guests of the railway in St. Paul on April 16 and 17. They are Jacqueline L. Nienhaus, Central High School, St. Paul, daughter of Parland Nienhaus, chef; Joyce S. Smith, Johnson High School, St.

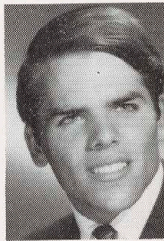
Paul, daughter of Phillip E. Smith, assistant freight claim agent; Steven G. Cooper, Bonners Ferry High School, Bonners Ferry, Idaho, son of

Concluded on page 14

Cooper



Manson



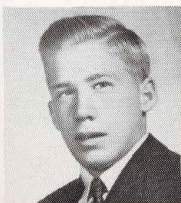
Nieken

Langenwalter

Smith

Nienhaus

Whitney



Sixty Years of Portland Roses

This is the 60th anniversary year of the Portland Rose Festival which has grown from a rose show and a parade of decorated vehicles to a world-famed 10-day community fete with 27 separate events. Dates for this year's Festival are May 31 to June 9.

The first Rose Festival was held in 1907, following a suggestion by then Mayor Harry Lane at the Lewis and Clark Exposition that the community should have an annual celebration honoring the rose. No festivals were held in 1918 and 1926, making the 1968 observance the 60th.

Portland is famous for its Grand Floral Parade, which will have some 50 floats this year depicting the theme, "From the Capitals of the World." It is said to be the only major parade in the country in which every float must be covered with natural flowers. Saturday, June 8, is parade day.

Eddy Arnold, RCA Victor recording artist and the country's top country-western star, will headline the show at Portland's Memorial Coliseum Wednesday and Thursday nights, June 5 and 6. With Arnold on the stage will be the Young Americans, singing and dancing group from Southern California, and Don Rice, stage humorist. Richard Hayman will conduct the show band.

Other major Rose Festival events will include the Festival Center at Holladay Park, a Fun Festival for teen-agers in the Memorial Coliseum, Merrykhana Parade, Marine Day on the Willamette River, Queen Selection and Coronation, Junior Parade, eighth annual Rose Cup Sports Car Races, Golden Rose Ski Tournament on the slopes of Mount Hood, and of course, The Rose Show, oldest and largest in the United States.

In addition, ships of the U.S. and Canadian Navies will be tied up at the Willamette River seawall for

several days during the Festival.

Aside from Coliseum events and the sports car races, all events on the Rose Festival calendar are free.

SCHOLARSHIPS

—Conclusion

Melvin B. Cooper, B&B carpenter; Daniel W. Langenwalter, Breckenridge Public High School, Breckenridge, Minn., son of William Langenwalter, locomotive engineer; Donald J. Nieken, Cathedral High School, St. Cloud, Minn., son of Ernest Nieken, laborer; Spero M. Manson Jr., Edmonds Senior High School, Edmonds, Washington, son of Spero M. Manson, freight agent; Leland Whitney, Superior High School, Superior, Wis., son of James Whitney, carman.

The 1968 Scholarship Selection Committee is composed of prominent educators, industrial, financial and labor leaders. Mrs. Lorraine Jensen, Director of Admissions, The College of St. Catherine, St. Paul; Dean O. Trampe, Director of Admission, Hamline University, St. Paul; Ivan Ellis, General Chairman, Transportation Communication Employees, St. Paul; Robert Gibson, Executive Vice President, Toro Manufacturing Corporation, Minneapolis; Harry J. Holtz, President, First Trust Company of St. Paul, and G. J. Kelle, General Chairman, Switchman Union of North America, St. Paul.

Chapman Leaves Montana Development Department

Samuel J. Chapman has resigned as director of the Montana State Department Planning and Economic Development to enter private business.

He now is associated with Management Services, Incorporated, Helena, and his work will be virtually the same, except that he will be in private field of endeavor.



Libby Dam construction area at night. Work trestle is a major construction job in itself.

WORK TRESTLE STARTED AT LIBBY DAMSITE

To build a dam, you first build a bridge—or several bridges. One bridge provides access for workmen, vehicles and equipment from one side of the river to the other, and another bridge provides the base on which to stand to do the work. Huge Libby Dam, in Northwestern Montana, will be constructed from such a bridge, in this case called a work trestle.

The trestle, which is being built outward from the left abutment area of the dam, will be among the highest and longest steel bridges in the country until part of it disappears into the concrete of the dam and the rest is dismantled. The trestle will be about 2,000 feet long and 275 high at its tallest point.

A major construction job in itself, the trestle is being built parallel to the axis of the dam and 134 feet downstream. Since the dam will be approximately 300 feet thick at bedrock, the trestle legs will be covered by the concrete of the dam as it rises.

Libby Dam will be constructed of 47 concrete block or monoliths, each about 60 feet wide, made up of concrete lifts $7\frac{1}{2}$ feet high. The steel towers supporting the trestle deck structure are being positioned in alternate dam blocks, spaced approximately 120 feet apart. Blockouts are provided around the trestle columns at the downstream face of the dam.

The 46-foot wide deck of the

Concluded on page 16

Snow Season Wind-up At The Big Mountain

Despite one of the most unusual snow seasons in its 20 year history of operations, The Big Mountain Winter Sports Resort at Whitefish, Montana, has closed a successful winter operation with some of the best skiing of the entire season.

The 1967-68 winter operation did not begin until December 16, almost three weeks beyond its planned-for Thanksgiving opening. Running through April 21, the resort's 127-day season fell only 14 days short of its 141 day normal operation for winter use.

Snow conditions likewise proved odd. Snow depths at the 7,000-foot summit of The Big Mountain did not reach the 100 inch mark until April 8, with the area's average temperatures in a trend back down to normal from March 22, after extremely unseasonal highs in January and February. Normal average temperature for The Big Mountain is 23 degrees. This year's average was 25.4, with March averaging a warm 30.5 degrees. In April, average temperature dropped to 28 degrees, hardly springlike.

The Big Mountain will be closed except for catered banquets and group meetings until early May when Chalet operations will resume on a summer schedule, serving European Plan dinners that have made the resort nationally famous. The early opening, according to resort Manager Ed Schenck, has been brought about by literally dozens of requests for the early season.

WORK TRESTLE

—Conclusion

trestle will be a steel beam floor system anchored to the main girders and covered with 2 inch decking. Parallel tracks will be provided for locomotives which will deliver concrete to the placement sites. Between

the two standard gage tracks on the trestle deck will be an 11½ foot opening for placement of concrete in the dam directly beneath the trestle structure. More than four million cubic yards of concrete will be placed in Libby Dam using this temporary bridge.

Libby Dam and its resulting reservoir which will back up the waters of the Kootenai River into Canada, make necessary relocation of about 60 miles of Great Northern main transcontinental line. Included in the relocation project is the drilling of seven mile long Flathead Tunnel which will be the second longest railroad bore in the Western Hemisphere, exceeded only by Great Northern's 7.79-mile Cascade Tunnel in Washington, completed in 1929.

Summer and Fall At Guthrie Theatre

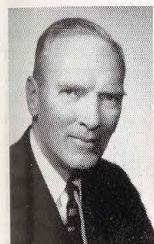
Summer and Fall visitors to the Twin Cities can look forward to a wide-range repertoire of plays at the famed Tyrone Guthrie Theatre in Minneapolis.

Opening the sixth Guthrie Theatre season on June 13 is *TWELFTH NIGHT*. This will be followed by *SERGEANT MUSGRAVE'S DANCE*, John Arden's story of four Army deserters. Third presentation is Ibsen's *THE MASTER BUILDER* and planned for an early August opening is *THE RESISTIBLE RISE OF ARTURO UI*. Final new production will be *MERTON OF THE MOVIES*. Opening late in October for a limited performance scheduled will be a revival of *THE HOUSE OF ATREUS*, adapted from the *ORESTEA* of Aeschylus by John Lewis.

The Guthrie performance schedule includes eight performances weekly in repertory, Monday through Saturday evenings at 8 and Wednesday and Saturday matinees at 1:30.

\$39-Million Planned for 1968 Capital Improvements

Although the railway's prospects this year "are complicated by many puzzling uncertainties, 1968 should



Mr. Budd

be a year of reasonable progress for Great Northern," John M. Budd, president of the company, observes in GN's seventy-ninth annual report to shareowners.

GN's report on 1967 operations has been distributed to nearly 43,000 shareholders in all 50 states, most Canadian provinces and abroad. The company's annual meeting of shareholders will be held in St. Paul on May 9.

"It is pleasing that traffic levels in the early part of 1968 are slightly higher than a year ago," said Mr. Budd. "Grain in storage along the railroad is at a high level, with much more of it under the loan program than was true a year ago. It seems reasonable to assume the movement of a substantial tonnage in 1968. Also, a predicted increase in home building should improve our lumber picture."

Mr. Budd added that "production of steel, which determine the movement of iron ore, is uncertain. Consumers of steel are stockpiling in anticipation of a strike in this industry, and heavy shipments are expected prior to the first of August, with a sharp decline in the latter part of the year. The movement of iron ore will vary to a lesser extent, however, and should reflect the anticipated needs of the steel industry not only in 1968 but through the first half of 1969.

"The level of business activity during the year will of course influence revenues from the transport of

manufactured goods. Everything considered, 1968 should be a year of reasonable progress for Great Northern and other railroads in the region."

As reported previously, GN's operating revenues in 1967 were \$21.5 million less than in the previous year, and net income was \$19.3 million as compared with \$36.5 million in 1966. GN expenses in 1967 increased \$5 million, or nearly 2½ per cent over the previous year.

"The boom anticipated in late 1966 and early 1967 simply did not materialize in Great Northern territory, except in the Seattle-Everett, Tacoma, Washington area," said Mr. Budd. "Grain, lumber and iron ore paced the general decline in traffic volume. Strikes by grain-handlers in the St. Paul-Minneapolis and Duluth-Superior areas, plus work stoppages in the copper and automobile industries, took a toll of our revenues."

Concluded on page 18



GREAT NORTHERN RAILWAY 1967 ANNUAL REPORT

GN ANNUAL REPORT

—Conclusion

Mr. Budd reported that "passenger traffic shared in the general decline from 1966 levels, with revenue of \$9.6 million—down 11 per cent."

"The rail passenger deficit," added GN's president, "is a problem of general knowledge and national concern, and Great Northern's deficit is very real, regardless of how costs are allocated. On a direct expense basis our deficit was approximately \$7 million in 1967, or about \$1.9 million more than in 1966."

Additional highlights of the GN report to shareowners are:

- Investment of \$48.5 million for new equipment and fixed property improvements in 1967 was \$1.8 million under the company's record capital expenditure for betterments in 1966. GN's capital improvement program in 1968 anticipates an investment of \$39 million;

- Acquisition of 1,615 new freight-carrying cars and 28 new diesel-electric locomotives for freight and passenger service. In addition, 668 older freight cars were modernized in the company's own shops. The railway plans to acquire 800 new freight-carrying cars and 18 new diesel engines this year.

- Major reorganization of the company's Traffic department into a Marketing operation, which focuses on total distribution requirements of present and potential customers, and expansion of industrial development in GN territory;

- Beginning of computerized checking and control of train performance toward better control of freight cars and faster movement of traffic through terminals;

- New industries located on GN trackage in 1967 totaled 109, bringing the 5-year tally to 545.

- Establishment last year of GN marketing representation in Japan with opening of an import-export office in Tokyo.

Eighteen

First Cement for Libby Dam

An initial shipment of three covered hopper cars of cement arrived at the Libby Dam construction site May 1 on Great Northern Railway from Kaiser Cement & Gypsum Corporation, Montana City, Montana.

Each car carried 500 barrels of cement for the massive project which is expected to reach the "pouring state in approximately two weeks.

An estimated 1,800,000 barrels of cement will be shipped from the Kaiser plant through the early part of 1972, according to H. H. Lowthian, Jr., Kaiser's Rocky Mountain division traffic manager.

Approximately 3,600 carloads of cement will be required for completion of the dam proper, Mr. Lowthian said. All loads will originate from Kaiser and will be shipped via GN.

The hoppers are unloaded by gravity at the dam site. The material is transferred to a silo, then pumped up the hill about 300 feet and fed into a batch plant for mixing.

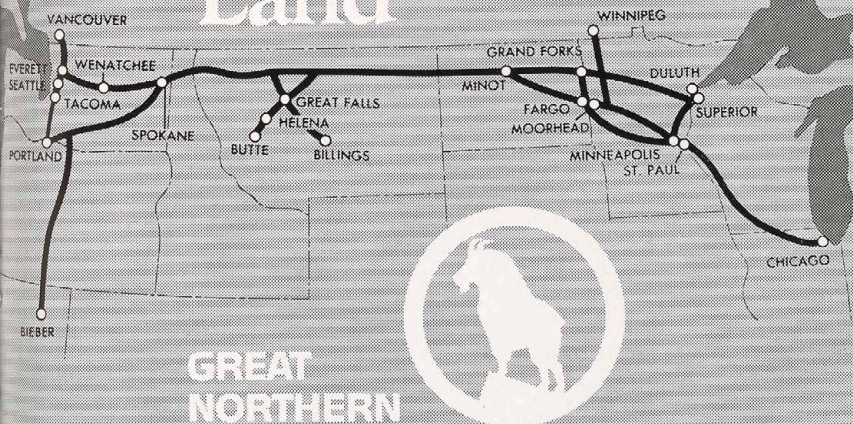
Dorothy Johnson's New Book Published

Dorothy Johnson, well-known Montana writer is author of a new book "Witch Princess" published by Houghton-Mifflin.

Many of Miss Johnson's articles and stories, most of which have a Montana or Western historical slant, have appeared in national magazines including the Saturday Evening Post. Several years ago, the Great Northern GOAT carried her specially-written travel articles.

"Witch Princess" which has received favorable reviews in magazines and newspapers is based on Medea of Greek mythology, in which Miss Johnson's research has enabled her to come up with a new story without changing any of the basic traditions.

The Promised Land



Let us help you explore the most promising industrial sites in this land of great resources

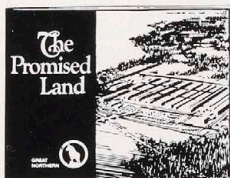
A wealth of natural resources, water, fuel, minerals and power has transformed this spacious region into a promised land for industry.

There are so many tempting plant sites across this promised land, you may not know when you have all the available facts. Local pride and conflicting opinions can become confusing complications.

We invite you to place your confidence in the one source of objective intelligence along 8,276 miles, through ten states and the neighboring provinces of Canada. We have studied the region's industrial potential more than 100 years. We must have the right answers, because our growth depends on the continuing industrial prosperity of the region we serve.

Send for this booklet, "The Promised Land." A complete, illustrated description of Great Northern's industrial site location service. Write, on your company letterhead, to:

Great Northern Railway
J. C. Kenady, Assistant Vice President
175 East Fourth Street,
Saint Paul, Minnesota 55101



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President Proclaims Transportation Week

President Johnson has designated the week of May 12 as National Transportation Week in a signed proclamation. The Chief Executive also set May 17 as National Defense Transportation Day.

A transportation system that is "fast, safe and efficient . . . is indispensable to our future growth, to the security of our nation, and indispensable to the safety of our citizens, as well. We can grow only as much, and not only as fast, as our transportation network permits to grow," the President said.

Illinois Releases New Railroad Film

The significant role of the railroads in the past, present and future development of the State of Illinois is the subject of a new film released by the 24 major railways that serve the State.

The picture, "Railroads—Route of Illinois Progress," was produced in observance of the 150th anniversary of Illinois' formal admission into the Union and is being exhibited throughout the state during Sesquicentennial Year. Illinois became the 21st state on December 3, 1818.

Filmed at various locations, the 16mm. color and sound motion picture points up the rapid growth of Illinois following the introduction of a short line near Springfield in 1838. A decade later, the first train moved out of Chicago.

The fast-moving picture also covers numerous technological advances of today's modern railroads.

Prints of the film are available on a free loan basis to television stations, civic groups, schools, clubs and other organizations from the Association of Western Railways Public Relations Office, 516 West Jackson Boulevard, Chicago, Illinois 60606 or through Sterling Moview, Inc., 309 West Jackson Boulevard, Chicago, Illinois 60606.

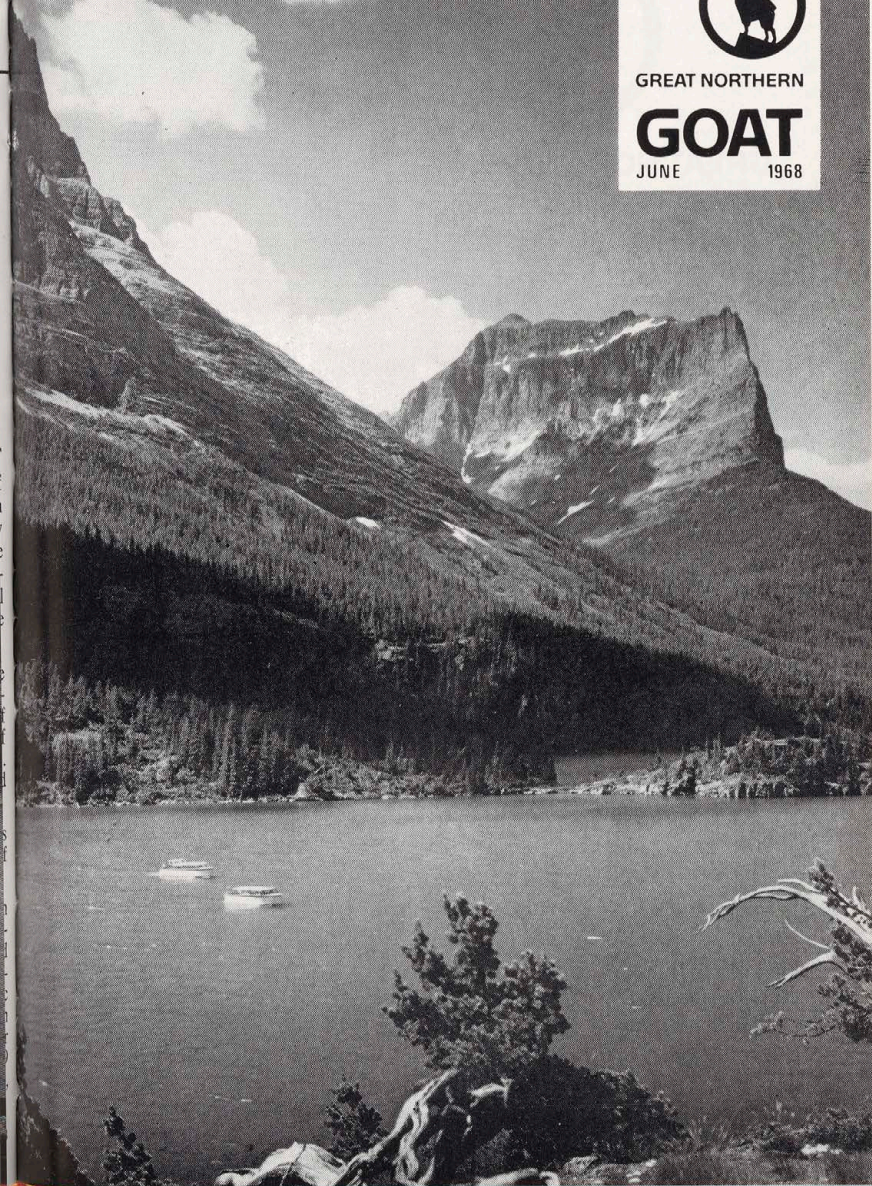


GREAT NORTHERN

GOAT

JUNE

1968





GREAT NORTHERN

GOAT

Vol. 38 June, 1968 No. 6

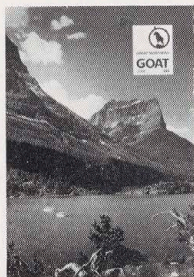
The Great Northern Goat is not an employee magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



Mountain-ringed St. Mary Lake in Montana's glorious Glacier National Park. This year, the **EMPIRE BUILDER**, with its four panoramic dome cars, serves both east and west rail gateways to the spectacular vacationland during the summer months.

Your Railroads

The 19th Century poet, Joaquin Miller, is quoted as saying: "... There is more poetry in the rush of a single railroad train across the continent than in all the gory story of burning Troy..." What a comparison—one of death and destruction, the other of moving, life-preserving activity across three thousand miles of country.

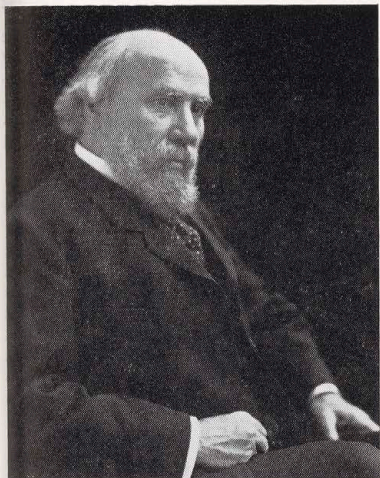
It was 100 years ago when the Golden Spike was driven in Utah connecting two pioneer railroads from the East and West to complete the first transcontinental rail line. This followed the hardy pioneers of the 40's and 50's who crossed the plains in their ox and horse drawn wagons. Connecting the two rail lines was equivalent to opening a new continent for settlement. It provided an outlet for the products of farms, mines and industry.

Just as the rail lines pioneered unlimited transportation for the mass movement of products and people in the formative period of our nation so are they pioneering today with space age and automation techniques that were not dreamed of a few years ago. Their constant effort is for better service at the lowest possible cost. It would indeed be a person of no imagination who failed to get a thrill as he watched a 100-car freight train thunder by loaded with all manner of products destined for every corner of the nation from the Atlantic to the Pacific and from Canada to the Gulf.

Yes, indeed, Joaquin Miller was right when he said, "... There is more poetry in the rush of a single railroad train across the continent than in all the gory story of burning Troy..." It is time our lawmakers and regulators awakened to the fact that our railroads are operating in a competitive transportation world that did not exist when the pattern of regulatory policies were established in the earlier days of railroading.

Reprinted from the *Industrial News Review*, Portland, Oregon)

St. Paul-Seattle Staged "Jim Hill Carnivals"



James J. Hill

Three quarters of a century ago this June 18, the nation's newest and northernmost transcontinental railway inaugurated its first through passenger service linking St. Paul and Seattle.

Passengers on the history-making first train viewed the very spot, high in Washington's Cascade Range, where Great Northern track-laying crews met earlier that same year to drive the last spike in the pioneer line. The January 6 impromptu ceremony had climaxed a dramatic mid-winter push to complete the rail link between the Mississippi River and Puget Sound.

Both communities staged celebrations honoring James J. Hill, GN's builder and president, who had begun his heralded Pacific Extension from a point just west of Havre, Montana, in 1890. Hill's line through Havre to Great Falls and Helena had been completed in 1887.

St. Paul, where Great Northern was born as the St. Paul & Pacific Railroad in 1862, was a growing rail center by 1893, but for Seattle, the arrival of the first westbound passenger train on June 22, marked a new era.

The first train was comprised of a steam locomotive, first and second class coaches, colonist cars with free berths, dining and sleeping cars. It was as modern for its era as today's Great Dome Empire Builder.

Progress of this first train over the Rockies to Spokane, across the Columbia River to Wenatchee, and finally over the Cascades to Puget Sound was colorfully chronicled in the daily press, and the day before arrival in Seattle on its 72-hour maiden trip (compared to 37 hours running time for today's Empire Builder), the Seattle Post-Intelligencer forecast that "passengers on it will be witnesses of an unwonted outburst of enthusiasm". Residents lined up on Seattle's Railroad Avenue and roared a mighty cheer as the train pulled in at 8:15 a.m. on June 22.

St. Paul festivities honoring Mr. Hill in connection with the first St. Paul-Seattle passenger run, met with some opposition from the railroad magnate himself. In his opinion, estimated celebration expenditures of \$50,000 planned by the city council and the business community, would be better utilized by appropriating this amount towards a new public library. He told them that if they would appropriate such a sum for that purpose instead of for the celebration, or double it, he would add twice as much more so that the library building might be put up at once.

But the civic and business leaders went ahead with their plans and on June 7, according to the Railroad

(Concluded on Page 4)

SEATTLE-ST. PAUL CELEBRATIONS—Conclusion

Gazette, a three day ceremony began with a "monstrous street pageant". The city took on a festive air with 60,000 GN flags and bunting decorating the business district, and a procession depicting the story of transportation wended its way through the loop.

White arches and a reviewing stand were constructed in Smith Park, and Hill and other dignitaries watched the parade of Indians with their "movables" loaded on poles attached to and trailing behind ponies. They were followed by trappers, French Voyageurs and Red River Valley ox carts. In close procession were replicas of river steamboats and stage coaches. Then came models of railroad locomotives, rail cars and whaleback steamers.

Elaborate floats preceded parade delegations from St. Paul, Minneapolis, St. Cloud and Duluth, Minn.; Grand Forks, N. D., and Spokane, Seattle, Tacoma and Everett, Washington.

At a complimentary banquet, women in gingham and men in buckskin rubbed elbows with elegantly-attired ladies and their escorts who arrived by carriage.

Seattle's "Jim Hill Carnival", originally planned for June 16, was postponed briefly because of the economic situation, until July 4. The great two-day event was an unqualified success with bicycle and torchlight parades, elaborate floats, song-fests, speeches and dancing. Special excursion rates on trains and boats were established and thousands of celebrants poured into the city from neighboring communities.

Focal point was a "Coal, Lumber and Mineral Palace" on Pioneer Square, an elaborate and ingenious showplace for the resources of the territory. Over the north entrance was a design in electric lights, symbolizing the union of St. Paul and Seattle

by the locomotive, "J. J. Hill". It was proudly described as consisting of "about 500 electric lamps, the power being furnished by a 50-h.p. generator, and the lights forming the wheels of the locomotive flashing in and out so as to cause the illusion that the engine was in motion." It was quite a sight for that day, or for any day, for that matter.

ARAM Makes Ad Awards

Champion Paper, Bethlehem Steel, General American Transportation Corporation, Railway Progress Institute, Alco Industries and Pullman Standard were honored for their railroad-oriented advertising during 1967, at the Association of Railroad Advertising Managers (ARAM) 17th Annual Golden Spike Awards Banquet in St. Louis, May 14.

The Golden Spike Competition is sponsored annually by ARAM "to recognize those advertisers whose promotion of their own products and services augments the individual and collective efforts of railroad advertisers, thus creating a better understanding on the part of the public of the importance of railroads in the transportation system of America."

The top award Golden Spike went to Champion Paper for an outstanding 20-minute sound and color film. Silver Spikes were awarded Bethlehem Steel, GATX and RPI; Merit Awards went to Alco and Pullman-Standard.

The competition is open to any business, industry or organization—other than railroads—whose advertising or promotion of their own products or services contributes to a better understanding and appreciation of the railroads.

Details on the 19th Annual Competition are available through The Editor, Great Northern GOAT.

Old Mission Still Stands at Lake Coeur d'Alene



"The Old Mission", oldest standing building in Idaho.

Even in fast moving 1968, it is possible to return to the past almost as easily as Alice stepped through her looking glass.

The year is 1839, and the Indians of northern Idaho are requesting that missionaries be sent among them. They have heard that the "black-robes" can do great things. Father Pierre Jean DeSmet is assigned to

the area, and in 1846, the Jesuits are establishing the Mission of the Sacred Heart at Cataldo on Lake Coeur de'Alene. Father Anthony Ravalli and his newly-acquired Indian friends, are laboring over the construction of the present-day building with hand-carved tools and wooden nails. The hand-prints of the Indians who built the mud walls in the back of the altar may still be seen.

"The Old Mission", as it is known today, is located at Cataldo, 12 miles west of the city of Kellogg in the northern end of the state. It is a registered national historic landmark and is open to the public. Completed in 1853 it is the oldest standing building in Idaho. It remains as an important symbol of the Jesuit contribution to the settling of the Northwest and is in a good state of preservation. It measures 90 feet long, 40 feet wide, and 30 feet high. A small cemetery adjacent to the church contains tombstones dating back to the early 1800's.

Services are held only once a year, although at one time it was a bustling center of activity for the missionaries and Indians.

\$22 Million for Rails—Billions to Other Modes

According to the Association of American Railroads, the federal government will spend \$6.4 billion this year on highways, waterways and airways, but only \$22 million on railroads.

The \$22 million is for high-speed intercity ground transportation research and development, a major part of which will go into railroad demonstration projects in the Boston-Washington corridor.

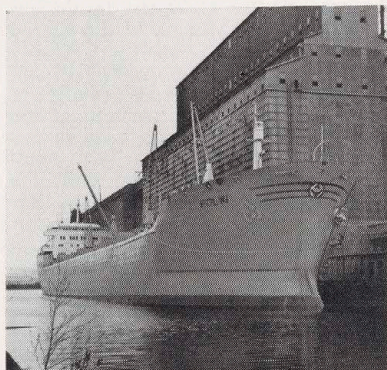
The \$6.4 billion breaks down this way: Highways, \$4.9 billion; Airways and aircraft development, \$922 million; airports, \$87 million; cash subsidies to airlines, \$59 million; Water-

ways (not including multiple-purpose projects, TVA or the St. Lawrence Seaway) \$419 million.

Spending by state and local governments for the same purposes brings the total to nearly \$20 billion in 1968, or about \$400 for each American family, the AAR study showed. This is about \$1.5 billion more than in 1967. It boosts the total for all years of record to over \$298 billion.

The AAR report pointed out that "costs of ownership and maintenance of the railroads privately owned and maintained facilities account for about one-fifth of the rail revenue dollar".

Largest Ship Loaded at Superior—King Feted



Norwegian freighter "Rol Wi"

Largest foreign ship ever to enter the St. Lawrence Seaway is shown above loading at Great Northern's Elevator S in Superior, Wisconsin. She is the Norwegian freighter "Rol Wi" with a length of 907 feet and a beam of 75 feet. She was on her maiden voyage and took on a cargo of 23,000 tons of flax seed, soy beans and wheat destined for Rotterdam.

His Majesty King Olav V of Norway was welcomed aboard the vessel on his recent trip to Superior and Duluth. King Olav visited and was honored at a special commemorative program at the Wisconsin State University, Superior.

Lewis & Clark Commission Plans Public Hearings

The Lewis and Clark Trail Commission will hold a public hearing June 29 at Bismarck, North Dakota, to hear citizen views on ways to improve and carry out the Lewis and Clark Trail program. A second hearing has been tentatively scheduled next fall for Portland, Oregon, and a third at St. Louis, Missouri in mid-1969.

Six

The hearings have been scheduled as a result of the establishment in 1964 of the Lewis and Clark Trail Commission for a five-year period to stimulate activities to preserve and mark the route of the famous 1804-06 Expedition.

Commission Chairman Sherry Fisher, Des Moines, Iowa, suggests that persons who wish to appear at any of the hearings obtain a copy of a statement titled, "The Lewis and Clark Trail Program," from the office of Edward C. Crafts, Executive Officer, Lewis and Clark Trail Commission, Department of the Interior, Washington, D. C. 20240.

Mother of the Year Travels Great Northern

America's Mother of the Year for 1968, Mrs. Frank Bodine of Velva, North Dakota, was a recent passenger on Great Northern's EMPIRE BUILDER. She and her husband traveled Great Northern between Minot and Chicago, en route to and from New York City where Mrs. Bodine was honored as National Mother of the Year for 1968.

The Bodines have 18 children, 80 grandchildren and eight great grandchildren.

While Mr. and Mrs. Bodine were not able to attend college themselves, they realized the importance of higher education, and as a result, all 18 sons are college graduates, while six out of the eight daughters have attended institutions of higher learning.

King of the Hoboes Dies

Death came recently to Jeff Davis, who for half a century was known as "king" of the hoboes. He was 84.

Davis always made it clear, he was not a bum, but a hobo—a worker with itchy feet who kept on the move from job to job.

He founded the Hoboes of America in 1908, and since retirement from his "king" post in 1964, has been living in retirement.



Lyndon, Washington, consignees unload first shipment of Alaskan seed potatoes.

Alaska Seed Spuds Move to Lower 48

For the first time Alaskan seed potatoes are entering the market in the lower 48 states.

The first rail carload to move out of Alaska was delivered May 18 at Bellingham, Washington, at a price of \$5.50 per hundred weight under a special incentive rate to encourage the development of this new market for Alaska products.

George Crowther of Palmer, Alaska, a producer for growers in the 49th state since 1953, moved samples into Washington, Oregon and California for testing during the 1967 season.

"The results were great," Crowther said. "Reports indicate our seed, which we call 'Virus-X-Free Foundation Seed Stock', produced a faster growing, heavier yield, better grade product."

"You can attribute this in part to the insect free conditions created by

our cool winter climate," Crowther said.

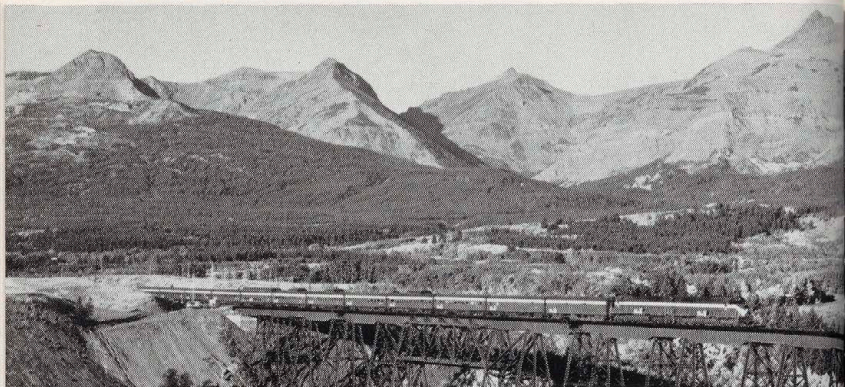
The first shipment, weighing 40,000 pounds, was consigned to Art and Herb Nordland, Gene Crabtree and Gordon Bedlington, all of Lynden, Washington.

The Alaska Railroad, the Alaska Trainship Corporation and Great Northern Railway established the incentive rate.

Roomette Suite Rate Cut

Pullman tariffs have been amended to permit two individual roomettes to be sold as a roomette suite at the same charge as that for a double bedroom.

Cost of a roomette for one person between St. Paul and Chicago (rail fare is additional) is \$29.15; cost of a roomette suite for two persons now is \$47.85, same as for a double bedroom.



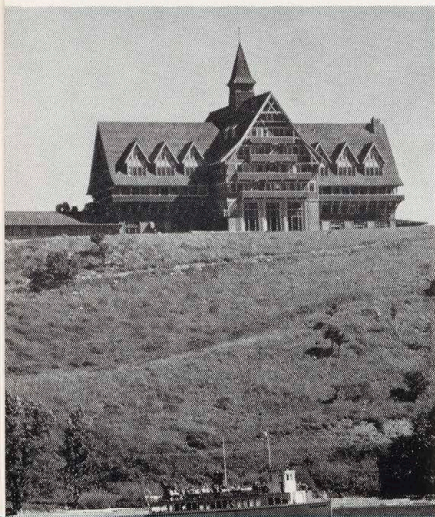
The Great Dome EMPIRE BUILDER, pride of the GN fleet, crosses Two Medicine Bridge, a few miles east of Glacier Park Station on its 2,208-mile run between Seattle-Portland and Chicago.

On to Glacier via the Empire Builder

Big news of the 1968 summer vacation travel season is the improved and expanded passenger train service being offered by Great Northern to Glacier National Park in the Montana Rockies. Glacier is the only U.S. National Park which is located on the main line of a transcontinental railway.

Beginning this season, Great

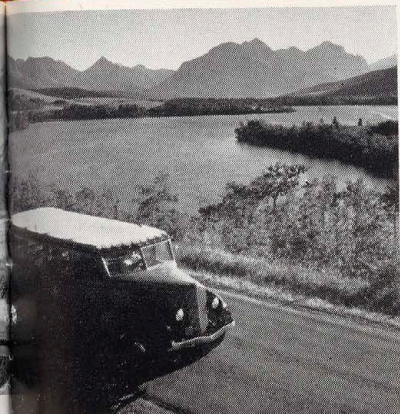
Fabled Prince of Wales Hotel sits on a promontory high above the crystal waters of Waterton Lake in Alberta, Canada.



Northern's premier train, the Great Dome EMPIRE BUILDER, will provide daily east and westbound service to East Glacier Park, eastern rail entrance, and to Belton (West Glacier), western rail gateway. As in previous years, daily service in both directions also will be provided by the popular WESTERN STAR.

While vacationers may and often do spend several weeks, or even the entire summer season in Glacier and in adjoining Waterton Lakes National Parks, the majority take advantage of the popular and convenient five, four, three and two-day stopover tours. All details are pre-arranged, all features have been included in "all-expense" packages: motor coach transportation within the Parks, sightseeing, accommodations and meals at fine American plan hotels, cruises on several lakes, etc.

Stopover tours for 1968 have been adjusted to conform with EMPIRE BUILDER arrival and leaving times at Belton and East Glacier. Tours are scheduled eastbound and westbound, north and southbound. North and south tours terminate or begin at Prince of Wales Hotel in Waterton Lakes Park and were developed for travelers en route to or from Banff, Lake Louise, Jasper or other Canadian Rockies points.



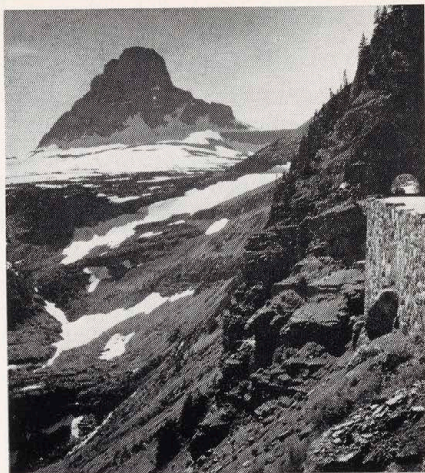
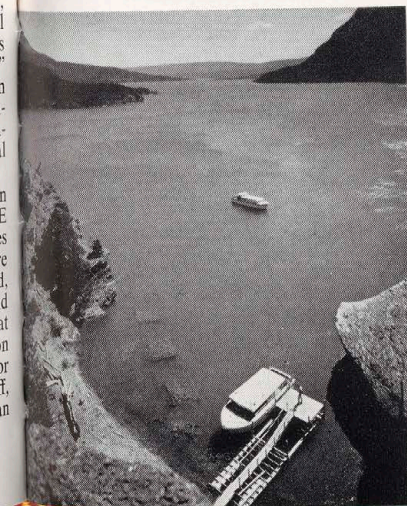
Sightseeing coach by Lake McDonald, on the scenic 11 mile drive between Lake McDonald Lodge and Belton, Montana, western gateway to Glacier Park.

Four day Tour 4Y is typical and is cited as an example. It is planned for guests arriving on the westbound **EMPIRE BUILDER** at Glacier Park Lodge (East Glacier).

Arrival from the east is in mid-afternoon, in plenty of time for room assignment at Glacier Park Lodge before dinner. Overnight is at the Lodge.

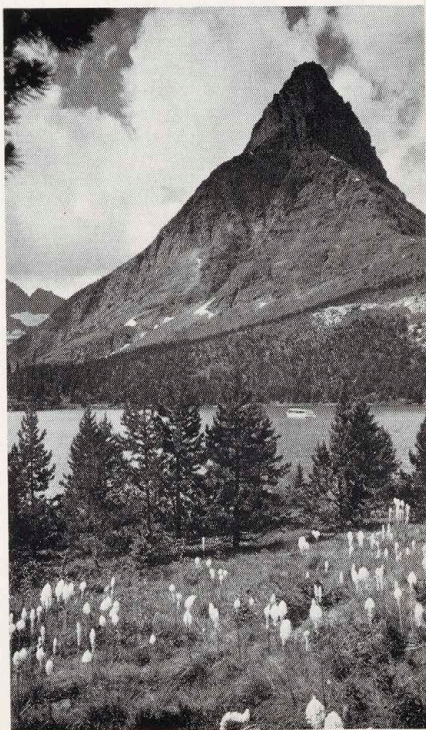
Next day after breakfast, open-top
(Concluded on Page 10)

Sightseeing launches "Curley Bear" and "Red Eagle" pick up passengers at Sun Point on beautiful St. Mary Lake.



Spectacular Going to the Sun Road pierces solid rock near Logan Pass. Mt. Clements juts out against the blue Montana sky.

Grinnell Point towers over placid Swiftcurrent Lake. Lacy beargrass in foreground is Glacier's official flower.



GLACIER PARK—Conclusion

sightseeing buses leave for scenic 80-mile trip via Blackfeet and Chief Mountain Highways to Prince of Wales Hotel in Waterton Lakes National Park in Alberta, Canada. Following lunch in Prince of Wales dining room, scenic coaches leave for Waterton Lakes Village dock for International cruise on Waterton Lake which lies partly in Canada and partly in the United States. Dinner, overnight and breakfast at Prince of Wales Hotel. There is plenty of time for visiting the several import shops in the village and browsing in the fine gift shop in the Hotel.

Sightseeing resumes the next morning after breakfast and includes a 52-mile drive to the Many Glacier Region, situated in the very heart of the Park. Luncheon, dinner, overnight and breakfast at Many Glacier Hotel, largest in the Park. Time for a wide variety of activities: fishing (no license required), hiking, trail riding. Cruises on Swiftcurrent and Josephine Lakes are tour features.

After breakfast the fourth day, the red buses leave for what has been described as the most spectacular highway trip in the West—60 miles on Going-to-the-Sun Road up the eastern slope of the Rockies to the Continental Divide at Logan Pass, then downgrade to McDonald Valley, beautiful Lake McDonald (largest lake in the Park), and rustic Lake McDonald Lodge for luncheon, dinner and overnight. If the itinerary calls for return to the east, connection is made early the next morning at nearby Belton with the eastbound EMPIRE BUILDER. If the traveler is westbound, he boards the westbound EMPIRE BUILDER late in the afternoon.

Regardless of in which direction travel continues, more scenic delights are in store. Eastbound from Belton, the train skirts Glacier's southern boundary for 60 breathtaking miles. Westbound, the route is through magnificent mountain country, along

churning streams to Spokane. From this point to Seattle the route is across the formidable Cascade Range, through the 8-mile Cascade Tunnel. To Portland, the rails run beside the mighty Columbia River.

Great Northern is offering again this year, popular "all-expense" pre-packaged tour bargains which include round trip rail fare (from Chicago, or the Twin Cities, for example), hotel rooms, sightseeing and most meals. These tours include Glacier and Waterton Lakes Parks, and combinations of Glacier-Waterton Lakes with other Canadian Rockies vacationlands; Glacier, the Pacific Northwest and Western Canada; Top O'The West Spectaculars; Northwest Adventures; Pacific Northwest, and Autumn Spectacular to the Pacific Northwest and California.

Costs are moderate and additional savings often are available with reduced Family Plan fares. For complete information, see your local travel agent or contact any Great Northern Travel Office.

Transportation Flow Statistics Forum Planned

A National Transportation Flow Statistics Forum is planned for June 27-29 at Silver Springs, Maryland, by the American University, Washington, D. C.

According to Herbert O. Whitten, director of the University's transportation and logistics institutes, while the terms "origin/destination data", "traffic flow", "transport flow statistics", and "waybill studies" are interchangeable, the services represented by the terms are of utmost importance to shippers, carriers, and allied groups.

For information, write Forum Reservations, Transportation and Logistics Program, American University, 1905 F. Street NW, Washington, D.C. 20006, or telephone area code 202, 783-4940, Ext. 45.

GOAT Gaieties

Big Difference

Teenagers really haven't changed much. They still grow up, leave home and get married. However, today they don't necessarily do it in that order.

* * *

Times Have Changed

Once papa dealt out stern discipline in the woodshed. Then furnaces took away the need for wood. The electric shaver eliminated the razor strap. Tax worries took away his hair, so his hairbrush was discarded. That's why kids are running wild today.

Dad has run out of weapons!

* * *

How Come?

One of the great mysteries of life is how the idiot that your daughter married can be the father of the smartest grandchild in the whole wide world.

* * *

Go Without

Live within your income and you'll live without worry—and a lot of other things.

* * *

Never Believe

1. "Let me have the car, dad, I'll be back in an hour."
2. "Sure he got us into this mess, but I didn't vote for him."
3. "Make the next one kinda weak."

* * *

No Problem

A man was arrested in Alaska for having a wife in Nome, one in Fairbanks and another in Whittier. "How could you do such a thing?" the judge sternly asked.

The man replied, "Fast dog team."

Ringleader

The first in a large family to take a bath on Saturday night.

* * *

Missed the Message

Said the boss after looking over the contents of the suggestion box: "I wish employes would be more specific. What kind of kite? What lake?"

* * *

No Levity, Please

Barber: "How do you want me to cut your hair?"

Balding Patron: "With great respect."

* * *

Watch It

Never order rice pudding after there's been a wedding in the street.

* * *

Spread Out

The difference between a junior executive and a senior executive may be as much as forty pounds.

* * *

Uncovered

Did you hear about the teenager who spent two years trying to find himself?

Got a haircut and there he was!

* * *

Formal Introduction

"I can't marry you; why, I hardly know you."

"Well, can you think of a better way to get acquainted?"

* * *

Remember When?

One man says he would like to go back to the days when his wife's meals were carefully thought out instead of carefully thawed out.

GN President Issues Dividend Statement

Great Northern Railway president John M. Budd, issued the following statement after a meeting in St. Paul, Minnesota, of the company's board of directors on May 9:

"Action on a dividend payable on August 1 ordinarily is considered by Great Northern directors at their meeting following the annual meeting of the company's shareholders. In light of the pending unification of Great Northern, Northern Pacific and Burlington, and the uncertainties resulting from court action in this case, consideration of the dividend was postponed today until a later meeting when the effect of litigation on plans for consummation of the merger is known.

"Either Great Northern directors, or the board of the merged company, Burlington Northern Inc., eventually will give consideration to action on the dividend which Great Northern shareholders normally receive on August 1."

Official Guide Reaches Century Mark

To commemorate the 100th Anniversary of "The Official Guide of the Railways", the publishers are issuing a reproduction of the first volume which was published in June of 1868. Only one copy of the original is known to exist.

The 280 original pages are fascinating reading for everyone interested in railroading. The issue also will contain a special preface outlining some of the historical background of the "Guide", and an appendix identifying the current affiliation of the more than 350 railways represented in the first issue.

By coincidence, the "Guide's" 100th birthday falls within the newly-

designated Golden Spike Centennial Year which started on May 10. In commemoration of this occasion, the special 100th Anniversary issue will contain reprints of the first "through" schedules which the Union Pacific and Central (now Southern) Pacific published in the "Guide" following driving of the golden spike. Other features will be comparative statistics on the first, largest (in 1929) and current "Guides", and an appendix showing original and successive names of all railroads represented in the publication throughout its first century.

The 100th Anniversary number will mark introduction of a new cover to carry forward the "new look" which is becoming more and more prevalent throughout the railroad industry.

For as long as the supply lasts, copies of the commemorative issue are available at \$3 a copy from National Railway Publication Company, 424 West 33rd Street, New York, N.Y. 10001.

For Quick Reference Index to Through Rail Passenger Schedules, see page XI.

PUBLISHED MONTHLY APRIL 1929 100TH YEAR No. 11

The Standard Time in use in various important cities is shown in the columns on the left and right.

THE OFFICIAL GUIDE

OF THE

RAILWAYS

AND

STEAM NAVIGATION LINES

OF THE

UNITED STATES

CANADA MEXICO CUBA

ALSO TIME-TABLES OF RAILROADS IN CENTRAL AMERICA

AIR-LINE SCHEDULES

PUBLISHED BY

NATIONAL RAILWAY PUBLICATION CO.

424 West Thirty-Third Street, New York, N.Y. 10001

RAND McNALLY & COMPANY
 TRANSPORTATION PUBLISHERS
 TICKETS - MAPS - TIME TABLES
 WASHINGTON - NEW YORK - CHICAGO - INDIANAPOLIS - SAN FRANCISCO

When his train gets in, he still won't be where he's going.
 To get him where he's going, reserve a Ford or another good car from Hertz.

Hertz



Seattle Seamen's Club Chaplain J. J. Murphy; the Hills' daughter Joanna; Louis W. Hill, Jr. and Mrs. Hill. Miss Hill is a graduate student in oriental studies, University of Washington. Father Murphy witnessed launching of GN's "Minnesota".

XIX Century Opening of Seattle to Regular Orient Trade Recalled

L. W. Hill, Jr. Participates in Observance

The 1896 arrival of the Japanese steamship *Miike Maru*, which marked the first regular trade between the Orient and Seattle, and the city's ascendancy as a world port was recalled recently at Maritime Day ceremonies.

A bronze plaque commemorating the historic event was presented to the city by the Yukon Club and the Propeller Club honoring the Nippon Yusen Kaisha (NYK) vessel and her role in the city's maritime history.

Taking part were Louis W. Hill, Jr. of St. Paul, Minnesota, grandson of James J. Hill, founder of Great Northern Railway, and Miller Griffiths, grandson of Captain James Griffiths, early day shipping executive. Both grandfathers played key

roles in bringing the *Miike Maru* and other regularly scheduled ocean carriers to Seattle.

Mr. Hill was a featured speaker and many of his comments concerned the long and close ties between GN and NYK. He gave the following example of early cooperation.

NYK had applied to its government for an exclusive franchise to handle the Seattle trade. Another Tokyo shipping company had applied for a similar franchise, and the Japanese government, although it favored NYK, had decided not to give it to a single applicant. This was at a time when Great Northern had constructed two large, very fast ships, the *Minnesota* and the *Dakota*, and was anxious

(Concluded on Page 14)

Alaska Ferry System Plans Washington-Alaska Service

A new \$7-million ship, recently purchased from Sweden, will enable the State of Alaska to provide year round service between Seattle and southeastern Alaska.

The new ferryliner, when delivered in Seattle June 1, will join the three Alaska State Ferry System ships presently operating in that area.

The 363-foot MV Stena Brittanica, will operate either between Seattle and Prince Rupert, British Columbia, or between Prince Rupert and Haines, northern terminal of the ferry system. This is because of the Federal Maritime Jones Act which prohibits shipping between American ports on foreign flag or foreign-built vessels.

Maiden voyage of the Stena Brittanica will be in late June or early July. The ship accommodates 1,200 passengers with berths for 400, and space for 140 highway vehicles.

According to Governor Hickel, Alaska will use Seattle's port facilities for the southern terminus of the new Alaska-Washington ferry run. The Port of Seattle has announced plans to build a \$300,000 passenger and vehicle loading facility at Pier 48 to accommodate the Alaska ferryliners.

Port of Seattle—Conclusion

to participate in some way in far eastern shipping. The management of NYK which was close to Mr. Hill, good naturedly asked if he would strengthen their chances of receiving the exclusive franchise by making a third application for a third franchise, thus creating the opportunity to once again present a petition for the exclusive privilege. NYK would then be in a position to remind its government that until business warranted more service it was far better to have a single strong company than two smaller ones and a foreign company as a third. The plan worked. Mr. Hill

never expected a franchise from Japan and his good natured cooperation and its prompt success was never forgotten by NYK.

NYK used the Great Northern "Asiatic Pier", Pier 88 in Seattle until 1941, after which it went under lease to the U.S. Government.

Of special interest were Mr. Hill's references to the dramatic story of the most important Japanese silk trade.

"From its beginning it was almost exclusively carried by the fastest ships of NYK and then with almost unbelievable efficiency loaded on the fastest trains of the Great Northern for a record-breaking ride to the markets of New York and the eastern seaboard. This famous movement of a most important commodity was carried with then unparalleled speed almost half way around the world. It ceased only with the coming in the 1930's of the chemical substitutes such as nylon which replaced so much of the natural silk consumption that the whole course of history was changed."

"Son of Expo"

This summer, "Man and His World", will bring back memories of the largest World's Fair in history. The two islands in the St. Lawrence River off Montreal, where Expo was held, is the site of the giant display, "Man and His World". Most of the international pavilions are still there and the entire site will be open to the public to October 14. More than 40 nations are presenting national exhibits.

LaRonde, the amusements area, is a permanent attraction. Admission tickets, called "Passports" for Expo, are known as "Visas" this year. They cost the same as the Passports did, and like the Passports they cover admission to the site (including La Ronde, admission to the pavilions and primary transportation.

New Elevators Operating At GN General Offices



Building superintendent L. E. Gohlke presents elevator operator Johnnie Ogura with "builder's plate" from his old car.

Automatic passenger and freight elevators embodying the latest improvements in high-speed up and down transportation, are being installed in Great Northern's general office building in St. Paul, replacing manually-controlled, hydraulically-actuated equipment which has been in service since the building was first occupied in 1915.

While the old equipment still was in good working order, difficulty in obtaining replacement parts and recent advancements in electronically-controlled, electric elevators called for the change.

Installation of one freight and two passenger elevators has been completed. The last three hydraulics now are being removed and it is expected that all new cars will be in service later this year.

Normal capacity of each of the four new passenger cars is 21 passengers or 4,000 pounds. Doorways are 60 inches wide, and, of course, the new equipment includes all latest developments including an electronic

supervisory system that automatically matches service to demand.

The old elevators were operated by hydraulic pressure. Water forced against a plunger under each elevator propelled the car, and, as each car was taken out of service, workmen cut the plunger off the base of each car, allowing the plunger shaft to drop into its cylinder which descends 190 feet below the building.

GN Gets 10th Food Service Award

Great Northern is the first railway in the Nation to receive a tenth consecutive citation by the Federal government for excellence in sanitation in public food service.

Presentation was made to John M. Budd, GN president, on May 7 by James E. Woodruff of the Kansas City regional office of the U.S. Department of Health, Education and Welfare.

GN provides food service in 20 rolling "restaurants" and in the Great Northern passenger station in Minneapolis.

Japan-U. S. National Park Group Meets

Members of the Second United States-Japan Panel on National Park Management meet in mid-May in Washington, D. C.

The first such panel meeting, also devoted to park management and related fields, was held in March 1967 in Japan. It was an outgrowth of the formation, in 1964, of the United States-Japan Cooperation on Development of National Resources, to share knowledge and experience in many fields between the two nations.

Sessions were held at the Interior Department building in Washington, and at Colonial Williamsburg in Virginia. Following panel meetings, the participants visited a number of U.S. national parks, national forests and other recreational areas.

THE GREAT NORTHERN GOAT

75 E. 4th Street • St. Paul, Minnesota 55101

Major Expansion Under Way at Big Mountain

Directors of Winter Sports, Incorporated, operators of The Big Mountain, have announced a major expansion program for the popular Whitefish, Montana, winter sports area.

The expansion, which has been in planning for almost a year with the assistance of officials of The Conrad National Bank of Kalispell, came with the approval of financial arrangements by the Small Business Administration and the Conrad National Bank.

Program commitments call for a new, high-capacity double-chairlift to replace the area's 21-year-old T-bar. The new chairlift will be longer than the T-bar, and will have a capacity of 950 skiers per hour, triple that of the older lift.

Also in the program, scheduled for completion in time for the 1968-69 winter sports season, is an expansion in the ski area's ski lodge, cafeteria, lounge and dining room area, a move which has been designed to convert

the structure in summer to service as a convention center. The new lodge dining room will accommodate more than 300 persons.

Also slated for possible construction this summer is a new, high-capacity T-bar to serve additional beginner-intermediate skiers. The new T-bar will occupy a site between the area's Poma lift and the new double chair lift, part of the design to utilize the area's total lift system by developing the resort's base area as a hub, with its modern lift system radiating from the base or lower terminals in a semi-circle. All of The Big Mountain's more than twenty miles of slopes and trails return directly to the base area.

Extensive lower slope development is planned in conjunction with installation of the new lifts. The projects, combined with additional facilities now in final planning stages, will, in effect, double the present size of the area.



GREAT NORTHERN

GOAT

JULY

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GREAT NORTHERN

GOAT

Vol. 38 July, 1968 No. 7

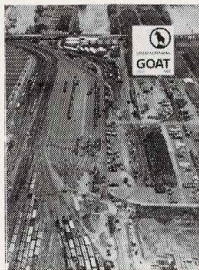
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



Enlargement and modernization of GN's Interbay Yard at Seattle is proceeding on schedule. Improvements include a hump with electronic controlled retarders, additional tracks and new car repair and office facilities.

Two

Your Railroads

Several months ago, a highway bridge across the Ohio River collapsed under the weight of rush-hour traffic with heavy loss of life. During congressional hearings stemming from this disaster, looking toward bridge design criteria, safety inspection standards and maintenance, a top rail official presented testimony on railroad bridge inspection and maintenance.

His statement is a remarkable documentary on the accomplishments possible under self-regulation. He reported that not a single casualty occurred on U.S. railroads during the six-year period from 1961 to 1966—the last year for which official figures are available—as a result of any defect or deficiency in any bridge, trestle or culvert on the nation's rail lines. He testified, "Railroads employ engineers whose primary duty it is to ensure that bridges are properly maintained and inspected so that they will be capable of carrying the traffic that must be run over them." Railroad bridges are inspected by trained personnel at least once a year, and in many cases far more often.

In addition to inspection and related maintenance, railroad bridges are rated to determine their capacity by engineering standards and procedures. The railroads also make use of another safeguard—an annual publication which serves as a Bible for all railroads in routing traffic. This publication shows maximum weight and dimensions that can be moved over the various lines of each railroad in the country. The rail official was more than justified in commenting, "Our safety record proves the effectiveness of the procedures that railroads have set up and followed for many years on bridge inspection and maintenance."



Thousands of visitors were welcomed aboard a "Big Sky Blue" Great Northern diesel-electric locomotive and Empire Builder dome coach which were on display during a recent two-day Indianhead Boy Scout Exhibition at the Minnesota State Fairgrounds. A traveling engineer was on hand to explain features of the locomotive to Scouts, their families and friends.

Trustees to Operate REA

The 52 railroads which own over 96 per cent of the common stock of REA Express have turned control over to three trustees for the next ten years. The trustees will try to make it a profitable concern, and possibly sell it.

Trustees are Robert G. Fuller, former Senior Vice President of First National City Bank; Robert H. Johnson, Chairman of the Executive Committee of the Board of Ingersoll-Rand Company, and Ray H. Jordan, a director of J. C. Penney Company.

The ten-year voting trust agreement was announced by William J. Taylor, President of REA. He said the three trustees will exercise "full voting control" and will also comprise the new board of directors.

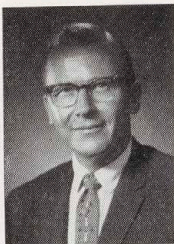
GN Dividend Authorized

A quarterly dividend of 75 cents per share on Great Northern's stock, payable on August 1 to shareholders of record on July 15, was authorized on June 21 by the railway's directorate. GN shares outstanding on this date totaled 6,156,432.

C. W. Moore Retires F. F. Perrin Takes Charge of GN PR-Advertising



Mr. Moore



Mr. Perrin

Charles W. Moore, Great Northern Executive Assistant-Public Relations and Advertising since 1944,



Mr. Stafford

retired effective July 1. He is succeeded by Franklin F. Perrin, public relations manager. Patrick W. Stafford, manager, personnel services, in turn succeeds Perrin as public relations manager.

Moore, "dean" of railroad public relations men in the country and known to his press and railroad associates as "Dinty", came to GN in 1937 as publicity assistant. Before joining the railway he served in editorial capacities in various Des Moines and St. Paul newspapers.

Perrin, a veteran of 22 years with the Public Relations-Advertising Department, joined the railway in 1945 as a public relations representative in Seattle following service in the U. S. Navy. He transferred to St. Paul as public relations assistant in 1955 and in 1967 was promoted to public relations manager. He is a native of St. Paul and a graduate of the University of Minnesota School of Journalism. He is a charter member of both the

Railroad Public Relations Association and the Minnesota Press Club, and is a member of Sigma Delta Chi, a national journalistic society.

Stafford, a University of Minnesota graduate, came to Great Northern in 1960 as manager of employee communications, and was named manager of personnel services in the Personnel Department in 1967. He formerly was a member of the WCCO-TV news operations, and a reporter for the Appleton, Wisconsin, Post Crescent. Prior to joining GN he was associated with the Prudential Insurance Company in Minneapolis where he headed publicity, public information and employee communications programs.

National Park Trails

Horseback riding is one of the oldest recreations in the 95-year history of the National Park System. While originally, horses were a necessity if you wanted to get around, now, whether or not you sit tall in the saddle or short, you still can view the wonders of many of our National Parks to advantage from horseback.

Currently the National Park Service operates 6,591 miles of well-marked and maintained trails for equestrian use, and riding is a major recreation activity in 49 of the 260 authorized areas of the modern National Park System. Concessioners, stables or ranches arrange trips through such diverse scenery as mountains, seashores, deserts, forests and lake and river country. Most areas permit only guided tours.

Montana's Glacier National Park which is located on Great Northern's main transcontinental line, is the foremost trail park of all, providing 875 miles of wilderness trails. Two hour trips, as well as longer expeditions, take riders into the very midst of the most spectacular mountain scenery imaginable. Horses for visitors ("dudes" is the accepted local terminology) are well-broken and gentle, and thousands of vacationers who ride in Glacier each year, have never before been on a horse.



New GN Facility Speeds Car Repairs

Bridal Veil Creek repair shop services up to 60 bad order cars a day. Automated car mover (pusher/puller/crane) eliminates use of locomotives, facilitates adjusting of shifted loads.

Great Northern's Bridal Veil Creek car repair shop is the newest facility in the railway's energetic program of upgrading terminal operations to utilize more efficiently its fleet of box-cars and specialized freight-carrying equipment.

Around-the-clock operations in the \$600,000 structure and trackage in Union Yard at Minneapolis expedite servicing approximately 60 bad order cars daily. The majority of the cars are in the shop less than 24 hours — frequently for only 10 to 12 hours or less.

GN's selection of the Union Yard site, through which once flowed Bridal Veil Creek, was prompted by its direct access to the main tracks on which the principal freight trains highball to eastern and western points.

Versatile car mover handles strings or single cars, maneuvers over tracks.



The shop is so engineered that it in effect reduces car out-of-service time to the equivalent of adding 50 or more cars to GN's fleet. Up to 10 tracks also are freed for general use.

Easy access into and out of the shop is accomplished with a minimum of delay and switching. A motorized car mover equipped with couplers at both ends either pushes or pulls strings of freight cars into the shop and in the nearby yard.

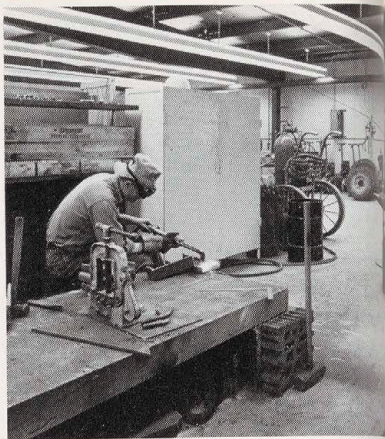
Cars enter through the east doors and after servicing are moved to the west tracks for make-up into a designated freight train.

Among the versatile features of the rubber-tired vehicle are its 25-foot, three-part telescopic boom, pusher plate and a 360-degree precision turntable. The boom and plate are utilized to adjust shifted loads.

The mover easily maneuvers over tracks. The operator, who is in radio communication with the shop or outside workmen, aligns the mover with the car to be coupled. The coupling process is a split-second operation.

The modern, well-illuminated shop is a 120 x 250-foot heated building with doors large enough to permit entry of high and wide loads.

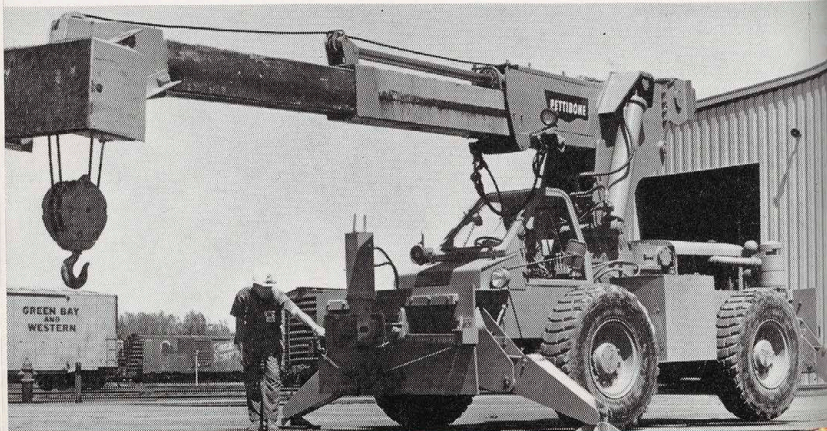
With outriggers extended, stability and capacity of boom and crane is increased substantially.



Completely outfitted welding and blacksmith shop is convenient to stores department.



Office area is spacious, well lighted, equipped and furnished.



Incorporated in the repair section are three, 250-foot repair tracks. Two of them are reserved for light car repairs and the other for heavy repairs and load adjusting.

A 40 x 250-foot service area houses office, lockers and rest rooms, various repair shops and a stores department.

From the nearby stores and service section move the hundreds of parts used in car repairs to four service racks strategically placed along tracks for easy access by repairmen. A blacksmith shop is a short distance from the stores department.

Sixteen acetylene positions are automatically fed from storage facilities, and of these, eight are suspended on overhead reels. All gases and liquids used in the shop are color-coded and flow through hoses to working stations.

Three shift, 'round-the-clock operation, puts most bad order cars back in service in less than 24 hours.



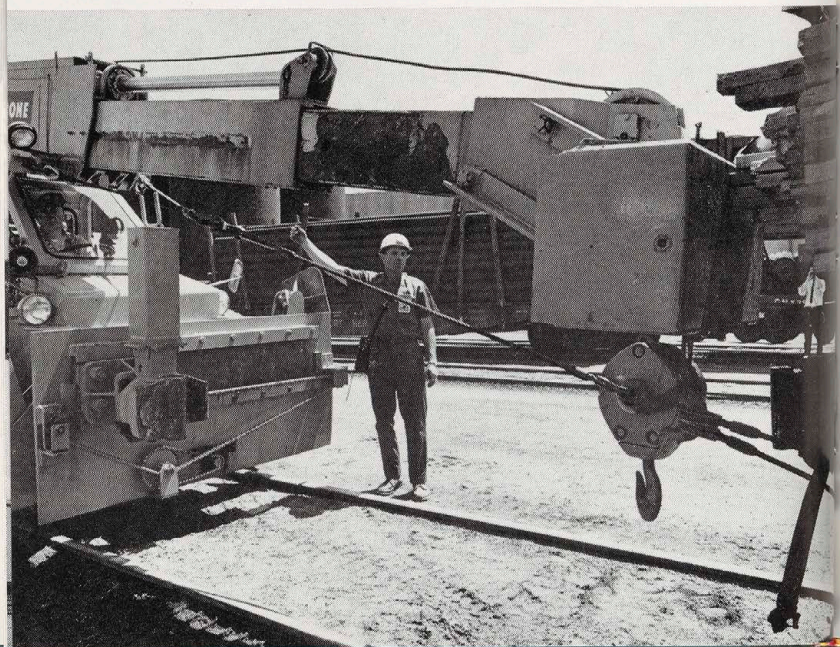
Service racks along tracks are kept supplied with repair parts from stores department inventory.

The facility can house 12 cars of various sizes and they can be repaired simultaneously. Operations at the new Bridal Veil Creek car repair shop consolidate repair work formerly handled at Cedar and Union Yards.





In the event a load requires shifting, the boom is extended and the pusher plate adjusts the load. Ability of the mover to operate from any side of the load reduces adjustment time.



29th Aquatennial is "Northern Seas-'68"

A giant import fair; an entertainment spree, social marathon, a sports spectacular and many other major and minor events all blended into one festive summertime package — that's the Minneapolis Aquatennial, 1968 version, America's great summer festival. Dates are July 19-28.

Focusing on the theme "Northern Seas-'68", the Aquatennial will include some 230 events staged in and around the City of Lakes. Now in its 29th year, Aquatennial retains the "something for everyone" quality that has made it unique among civic celebrations.

Focal points of the 10-day extravaganza are giant twin parades — the Grande Day Parade July 20, and the glittering Torchlight version July 24. A sun-drenched medley of floats, crack bands and smart marching units, lovely queens and laugh-provoking clowns, the Grand Day Parade will feature Captain Kangaroo and



Small fry all time favorites Captain Kangaroo and Mr. Greenjeans are featured at the 29th "Northern Seas '68" Minneapolis Aquatennial.

stars of the Mission Impossible series.

Climax for queen candidates is the lavish Queen of the Lakes Coronation July 26, when a successor to the present 21-year-old Queen Karen Hegener is named. The ceremonies, which will be televised in color, will feature an appearance by movie-television star Robert Taylor.



Robert Taylor
Long time motion picture and television star will be on hand at the glittering Coronation Ball at Calhoun Beach Manor July 26.



Aretha Franklin
Talented entertainer headlines her own Musical Revue at the WDGY - Aquatennial musical spectacular scheduled for July 19.

GN Male Steno Joins Distaff Group

Robert M. Passey, Spokane, Washington, secretary to Superintendent



Mr. Passey

W. S. Byrne of Great Northern's Spokane Division, has become the first male member of the Washington - Alaska Division of the National Secretaries Association.

The National Secretaries Association numbers more than 26,000 female secretaries throughout the world on its membership roster. The Association voted to admit men to membership at its 25th annual convention held last year in Toronto.

Passey, who was initiated at the regional group's annual meeting in Seattle, came to GN in 1957 as a timekeeper. He held various other non-stenographic positions, taught himself shorthand, and became a secretary. He is presently working toward a Certified Professional Secretary rating.

Golden Spike Program Plans Progressed

Plans for the nationwide Golden Spike Centennial celebration gained momentum when Thomas M. Goodfellow, chairman of the Presidentially-appointed Centennial Commission, named Nathan H. Mazer of Ogden, Utah, to head up field operations and coordinate the entire program.

It is the Committee's responsibility to develop and execute suitable plans for celebrating the 100th Anniversary of the completion of the first U.S. transcontinental rail link on May 10, 1869.

Mr. Mazer has already assumed his duties as Executive Director-Field

Operations for the Golden Spike Commission at its western headquarters in Ogden.

Mr. Goodfellow, who is president of the Association of American Railroads, said, in announcing the appointment:

"We have progressed to the point in preliminary planning and organizational work where we have a number of important projects under way, and we need someone in the field to take over and see that things run smoothly.

"We are familiar with Mr. Mazer's outstanding record in civic affairs, public service and educational activities in Utah, and we feel extremely fortunate to be able to get him to handle this key job for us in the Golden Spike program."

A retired lieutenant colonel in the Air Force, Mazer recently was honored as "Man of the Year for 1968" by the Utah Air Force Association in recognition of his public service activities.

In order to accept the appointment by the Golden Spike Commission, Mr. Mazer obtained a one-year leave of absence from his position as management staff assistant with the Thompson-Ramo-Woolrich Systems electronic company in Ogden where he formerly was associated with the Minuteman Missile control project.

CORRECTION —

In the June issue of the Great Northern Goat on page seven, "Roomette Suite Rate Cut", we inadvertently showed the rate for a roomette and a roomette suite as applying to between St. Paul and Chicago, rather than between St. Paul and Seattle.

Correctly, cost of a roomette for one person between St. Paul and Seattle is \$29.15 (rail fare is additional). Cost of a roomette suite for two persons between St. Paul and Seattle is \$47.85, same as for a double bedroom (rail fare is additional).

GOAT Gaieties

All Ears

"My dears," gushed the matron at the bridge party, "my resolution this year is never to repeat gossip, so for heaven's sake listen carefully the first time."

* * *

Boned Up

Explorer: "Does your tribe know anything about religion?"

Native Chief: "Well, we had a taste of it when the last missionary was here."

* * *

Call of the Wild?

"The Marine Corps Builds Men." That's what the poster in the window of the recruiting office said.

Somehow or other, a girl must have gotten to the poster because in a feminine hand were written these words: "Build me one." It was signed — "Diane."

* * *

Snap-Crackle-Pop!

The breakfast cereal at our house gives the kids so much zip we have had to install seat belts for every place around the table.

* * *

Scissored

"How's business?" a passer-by asked the old scissors grinder.

"Fine," he said. "I never saw things so dull."

* * *

Ordinarily Wouldn't

Wife to irate husband: "Normally I wouldn't dream of opening a letter addressed to you, but this one was marked 'private'."

Neat Trick

"Have you heard about the man in Minnesota who could turn grass into butter?"

"No. How did he do it?"

"All he needed was a cow and a churn."

* * *

Suspicious

The boss called one of his faithful employes into his office. "Jones, I've been watching you," he began. "You get here early, you work late. You have never missed a day. You work through your lunch hour, you help Smith when he's overloaded, you've never asked for a raise. Tell me, just what are you up to?"

* * *

One Size Fits All

The trouble with bucket seats is that not everyone has the same size bucket.

* * *

Everybody Welcome

"The weather here is so wonderful," said the tourist, "how do you tell summer from winter?"

"In winter," replied the southern resort manager, "we get Cadillacs, Continentals and stuffed shirts. In summer, we get Fords, Chevrolets and stuffed shorts."

* * *

Frustration

Being unable to fire that incompetent sales manager because he is your brother-in-law. You can't complain to the chairman of the board because he's your father-in-law.

Twin Cities Hosts to ICC Practitioners

Members of the Association of Interstate Commerce Commission Practitioners held their 39th annual meeting in Minneapolis during June.

Members of the association are persons who have been admitted to practice before the Interstate Commerce Commission, both lawyers and non-lawyers. There are 3,500 members in the nation, and approximately 100 in the Ninth District which includes Minnesota, North and South Dakota and part of Wisconsin.

Curtis H. Berg, Ninth District Chapter president, is Great Northern's Assistant General Solicitor.

SEC Clears Big Mountain Condominium Offering

Securities and Exchange Commission approval has been given for a share offer in a 54-unit condominium called Alpinglow to be built at the Big Mountain ski resort at Whitefish, Montana.

Approval means that Winter Sports, Incorporated, operators of the Big Mountain and managers of the new condominium can now legally distribute a prospectus on the new building.

Each of 54 units will be owned by private individuals who will have the use of their units when desired. At other times the units will be rented by the Big Mountain.

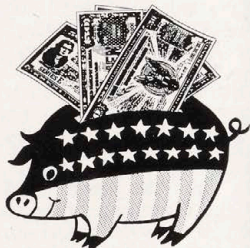
Alpinglow will be a three-story, Alpine style structure with full sprinkler system protection. It will have a coffee shop, owners' lounge, saunas and other guest facilities.

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 considerable success in recent seasons in other ski areas.

Twelve

Plans call for completion of the building by December 26, which would make its space available for a good part of the coming ski season. The addition would bring the Mountain's housing potential up to a capacity of more than 300 guests which, combined with facilities in nearby Whitefish, would raise the total housing available to about 1,000 guests a night.

Star-spangled savings plan



U. S. Savings Bonds
And
New Freedom Shares

Vancouver Island Has Do-It-Yourself Museum

A few miles out of Victoria, British Columbia, on Vancouver Island, is the unusual Cowichan Valley Forest Museum. Its 25 acres are packed with exhibits tracing local logging history from the days of oxen to steam and diesel power. The museum is unusual in that visitors may climb on and operate such machinery as steam donkeys, tractors, trucks, flatcars, a railroad handcar on 200 yards of track, and even a 1918 Maxwell.

The President of the United States
Sets Off Final Blast

GN Flathead Tunnel Holed Through

"Mr. President! Senator Mansfield! Did you hear that? We have a winner here! We have holed through."

Resident Engineer Phil Cole shouted into a telephone that carried the news from the Flathead Tunnel in Northwestern Montana, to Washington, D.C. on June 21.

President Lyndon Johnson in the Nation's capital, had pushed a button setting off the final series of explosions to blast out the last eight feet of rock separating the southern or Rebel heading and the northern or Yankee heading.

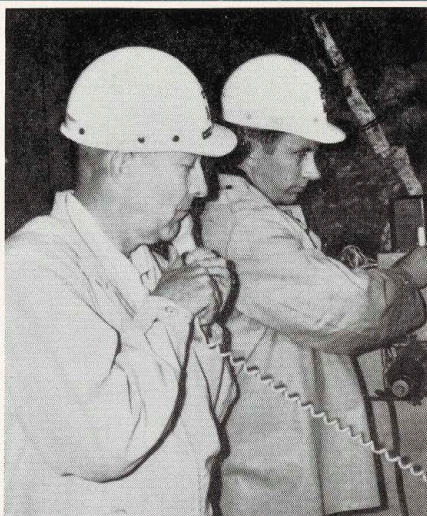
GN Vice President Clark A. Eckart of Seattle was present at the White House ceremony when the final charge of 214 pounds of blasting powder was detonated. It was the last of about 2.5 million pounds of powder used in the tunnel.

About 100 Corps of Engineers officials, workmen, Great Northern and Walsh-Groves Construction Company representatives, newsmen and other visitors were waiting inside the tunnel about 1,000 feet south of the final shot.

One hundred and seven holes had been drilled into the rock face and about two pounds of powder placed in each hole. The charges were set off in a series, with those in the center exploding first, then the others in an expanding circle, in ten, one second intervals.

Seven mile Flathead Tunnel, on the huge Libby Dam Project in Northwestern Montana, is the second longest rail tunnel in the Western Hemisphere, exceeded only by the 7.7-mile Cascade Tunnel in Washington State, also on Great Northern's main line and which 40 years ago, was also holed through by a chief executive of the United States, Presi-

(Concluded on Page 14)



Above: Word of successful "hole through" is flashed to the White House. Below: Men went underground at Southwest portal Sept. 30, 1966 and holed through June 21, 1968.



FLATHEAD TUNNEL—Conclusion

dent Coolidge. The new tunnel will carry the re-routed Great Northern main line away from Libby Dam and Reservoir.

"Spectators at the 'hole through' were impressed by the closeness of the grade line between the opposite working faces of the tunnel. Because the bore dips slightly (.46 per cent) from North to South, there is an 88 foot elevation difference between the two portals, yet the difference between the joint halves is estimated to be less than six inches. Achievement of such accuracy in boring from the two portals was insured because the master drill hole was controlled by a laser beam.

Total length of Flathead Tunnel is 36,970 feet (seven miles, ten feet).

It will be lined with concrete to a finished size of 25 feet high by 18 feet wide. Forced ventilation to clear diesel-electric locomotive fumes will be provided by two, 2,000 horsepower blowers with a capacity of moving 307,000 cubic feet of air per minute.

Work started on the tunnel on May 13, 1966, and completion is scheduled for December of 1969. Trains should be rolling over the 60 miles of new Great Northern main line by the end of October, 1970.

Relocation of the main line in the area is necessary because of the dam and resulting reservoir which will extend north into Canada. The dam, now building, is located on the Kootenai River 17 miles north of Libby in Northwestern Montana.

GN KLAMATH FALLS DEPOT TO BE DEMOLISHED

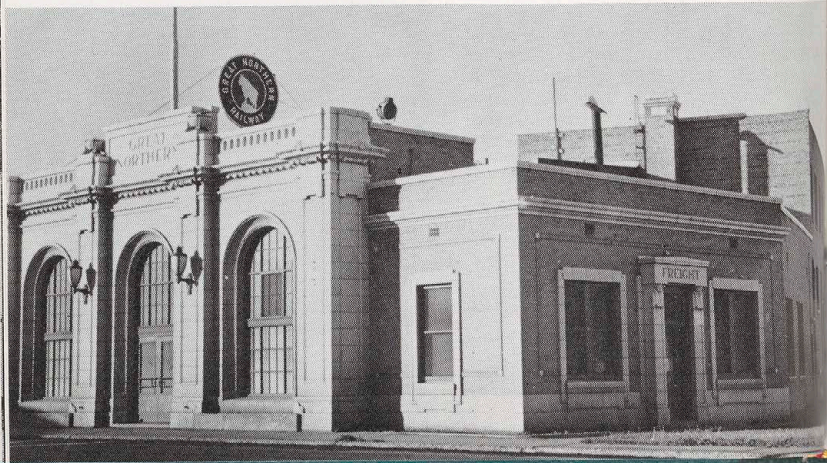
A 40-year-old landmark in Klamath Falls, Oregon, on Great Northern's "Inside Gateway" freight line to California, the GN depot that was built primarily for passenger service that never materialized, is to be demolished.

Proposed construction of a new freezer storage warehouse on the old station site for Klamath Ice & Storage Company will make Klamath Falls one of the largest storage-in-transit

points for food products in the Western United States.

The storage facility will be 660 x 72 feet, will be of concrete block construction, and will hold approximately 15 million pounds of frozen foods.

Great Northern opened its Klamath Division headquarters in the city in May of 1928 and moved into the then new building the following September.





From left: Retiring Twin City NDTA officers from GN, Miss Peterson and Mr. Surles. Newly elected officers from Honeywell, Mr. Clinton and Mrs. Clokey.

NDTA Groups Name New Officers

Great Northern men on opposite ends of the railway have figured in recent National Defense Transportation Association news.



Mr. Ploudre

On the West end, Great Northern Assistant Director of Sales, George W. Ploudre was elected president of the Seattle Chapter, NDTA, while on the East end, GN General Superintendent of Transportation in

St. Paul Harry J. Surles stepped down as president of the Twin Cities Chapter to be succeeded by Rome Clinton of Minneapolis, Traffic Manager for Honeywell, Incorporated.

Serving with Mr. Ploudre as officers of the Seattle Chapter are John F. Byrne, American Mail Line, first vice president; Matthew P. Moskal, D.C. Trucking Company, second vice president. Mrs. Grace A. Wynne, Coast & Geodetic Survey, was re-elected secretary, and Arthur W. Schatz, U.S. Army Garrison, Fort Lawton, treasurer.

In the Twin Cities, other newly
(Concluded on Page 16)

Metropolitan Life Notes Long GN Association



Forty-five years of group insurance protection for Great Northern employees was recognized recently by the Metropolitan Life Insurance Company when GN President John M. Budd (left) was presented a commemorative plaque by Metropolitan President Charles A. Siegfried. Metropolitan Second Vice President W. S. Thomas is at the right. Approximately 6,600 Great Northern employees are covered by various Metropolitan insurance policies.

RPRA OFFICERS NAMED

Donald T. Martin, Jacksonville, Florida, assistant vice president, public relations and advertising, Seaboard Coast Line Railroad has been elected president of the Railroad Public Relations Association. He succeeds Peyton B. Winfree, Jr., of Roanoke, Virginia, director, public relations and advertising of the Norfolk and Western Railway.

Other officers elected were: Vice President-Eastern Region, U. William Cunitz of New York, director of public relations, Penn Central; vice president-Western Region, Chester C.

Dilley, Chicago, director of public relations and advertising, Milwaukee Road; Vice President-Southern Region, William F. Geeslin of Washington, D. C., assistant to president of the Southern Railway System, John N. Ragsdale, Washington, D. C., advertising manager, Association of American Railroads, Secretary-Treasurer.

Great Prairie Lakes Recreation Area Urged

Creation by Congress of a Great Prairie Lakes National Recreation Area as the focal point for a broad scale recreation development of the middle Missouri River in Montana, North and South Dakota and Nebraska, has been recommended by the Bureau of Outdoor Recreation, U.S. Department of the Interior.

The Bureau's proposal, developed after a two-year study of the middle Missouri River, also calls for enactment of legislation to establish a Missouri Breaks National River in north-central Montana, dedication of a Lewis and Clark Prairie Preserve as a protected area in South Dakota, and other recreation-oriented developments.

The study area encompassed 43 counties; 1,265 miles of the Missouri River, including six dams and reservoirs constructed and operated by the U.S. Army Corps of Engineers; the Charles M. Russell National Wildlife Range, three national grasslands and 12 Indian reservations. The area is associated with some of the most dramatic chapters of the Nation's history.

NDTA—Conclusion

named officers include first vice president James F. Day, 3-M Company, St. Paul, and second vice president James S. Medworth, CW Transport Company, Incorporated, St. Paul.

Mrs. Delores Clokey of Honeywell became secretary-treasurer succeeding Miss Shirley Jane Peterson, Great Northern, St. Paul.



Coach Les Eldridge and members of his 32-girl rowing team leave Seattle on the great dome Empire Builder.

Junior Oarswomen-Coach Travel Empire Builder

Coach Les Eldridge counted noses as his 32-girl junior rowing team left Seattle aboard Great Northern's great dome Empire Builder, bound for the National Women's Rowing Association competition in Philadelphia June 21-22.

They won fourth in team scoring and helped in getting Seattle's Green Lake selected for the National regatta next year.

For a month before the nationals, the girls visited shopping centers and residential areas selling candy and window stickers raising funds for the trip. The crew started in 1963 and includes girls 14 to 18 from eight high schools and one junior high.

They did not take along their own shells and sculls this year, but did check through 36 oars, 12 feet long, boxed eight to a carton.

Great Northern Given Safety Award

On June 13, Great Northern Railway was presented with the National Safety Council's 1967 Golden Spike Award for employee-management participation in various public safety activities.

The railway was one of 13 United States and Canadian lines so honored in the Council's 15th annual public safety activities awards to railroads.

Great Northern's activities included a month-long campaign in on-and-off-

the-job safety during June, 1967. Fifty-thousand safety buttons were distributed to employees, railway patrons, Boy Scouts and children.

GN employees and management participated in and supported the 1967 National Driver Tests and also promoted the showing of highway grade crossing and trespassing films to schoolchildren, said J. T. Andrew, GN general safety supervisor.

First Passenger Train on the GNJG&P

Time Table

No. 1

June 15, 1968



The Great Northern, Japanese
Gulch and Pacific Railway
welcomes you to this special
Rainier Club tour.

Souvenir time table and itinerary printed for
the Rainier Club trip over the GNJG&P.

While Great Northern locomotives have been pushing the world's largest cargo cars up the steep, two-mile spur from Mukilteo to the huge Boeing 747 assembly plant near Everett, Washington, since last fall, a June 15 "special", which carried Rainier Club members and their guests, was the first passenger train ever to negotiate the 5.6 per cent grade.

The spur track, sometimes referred

to as the Great Northern, Japanese Gulch and Pacific Railway, is the second steepest railway grade in the country. It rises 540 feet from the main line at Mukilteo.

As is the case with freights, the 678-foot-long passenger train was pushed, rather than pulled up the spur, for safety reasons. During the climb, the front of the train was approximately 37½ feet higher than the lower end.

The 250 passengers inspected a 231-foot, 4-inch long, full size mock-up of the Boeing 747 Jumbo Jet, and cruised through the cavernous assembly plant in chartered buses.

A special time table was printed for the tour train. It left King Street Station at 10:30 AM and arrived at the assembly plant in time for lunch. The GNJG&P special left the plant on the downhill return journey in mid-afternoon, arriving back in Seattle at 4:30 PM.

Dam Lakes Number Four

With formation of Umatilla Lake behind John Day Dam on the Columbia River, the lower and middle river now boasts four lakes, all created by the reservoirs behind U.S. Army Corps of Engineers' dams between Washington and Oregon.

Lake Umatilla is about 110 miles long. Lake Bonneville, about 48 miles long, is formed by Bonneville Dam. Lake Celilo, about 28 miles long, is formed by The Dalles Dam, and Lake Wallula, about 45 miles long, is formed by McNary Dam.

With the exception of Bonneville, all lakes have been named by decision of the United States Board on Geographic Names in Washington, D. C.

The board, a unit of the Department of the Interior, has never decided on a name for the Bonneville pool. The predominate published usage is Bonneville Reservoir or Bonneville Lake.



GN's Mount Vernon-Burlington station is a new convenience for passengers on the morning and afternoon Internationals between these points and Seattle or Vancouver, B. C.

Old Mount Vernon-Burlington, Washington, Depots Replaced

GN Provides New Station in Skagit Valley

Built at a cost exceeding \$90,000, a new passenger and freight station located midway between Mount Vernon and Burlington, Washington, on Great Northern's Coast Line, is providing service to both communities. The two cities are only four miles apart and changing needs along with rising maintenance costs called for replacing the old structures with a single modern and strictly functional facility.

The attractive new building measures 90 x 30 feet and is sheathed with plastic-coated marine plywood. Approximately 1,500 square feet are utilized for the ticket office, waiting room, rest rooms and telegrapher's bay; the remaining 1,200 square feet are devoted to a freight handling area.

Large parking lots are located on the north and south sides of the building.

Eugene F. Oviatt, GN Cascade Division Superintendent presided at brief dedication ceremonies which featured remarks by Mayor of Mount Vernon Herman Hanson, Mayor of Burlington Adrian A. Strong, and by C. W. Rasmussen, GN General Manager, Lines West.

The new depot was planned to be called "Skagit Valley" after the county and valley in which it is located.

Difficulties involving the station's mailing address, tariff and timetable listings called for the name change to "Mount Vernon-Burlington". Because of the change, two large illuminated plastic station signs reading "Skagit Valley" were donated to nearby Skagit Valley College.

Klamath Falls to Host 1968 Babe Ruth Series

Klamath Falls, Oregon, will host the 1968 Babe Ruth World Series August 17 through August 24. The southern Oregon city is an important point on Great Northern's "Inside Gateway" freight route to California.

Eight teams from throughout the United States plus a host team from Klamath Falls will make up the tourney. A host of baseball notables, including Mrs. Babe Ruth and Vernon (Lefty) Gomez, all time great New York Yankee pitcher, will be present during the action.

Klamath Falls teams are not new to major tournaments. In 1967, the city's American Legion baseball team placed third in the "little world series" in Memphis, Tennessee, and the local Babe Ruth team won fifth place in the 1967 World Series held at Anchorage, Alaska.

THE GREAT NORTHERN GOAT

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PERMIT NO. 29

First Concrete Poured at Libby Damsite



"Bucket busting" ceremonies marking the start of the placing of four million cubic yards of concrete were held June 1 at Libby Dam, 17 miles from the town of Libby in northwestern Montana.

Hundreds of persons including civic and business officials and political

leaders, joined U. S. Army Corps of Engineers officials and private contractors as the first bucket of concrete was placed for the vast, \$352-million project on the Kootenai River.

Engineers estimate that five years from now, working around the clock as weather permits, all concrete will be in place.

Ground-breaking ceremonies for the dam were held in August of 1966. The dam is expected to start backing water into a 90-mile lake which will extend well into Canada, in 1973. About 43,000 acres of land were taken for the project which will store about 5.9-million acre feet of water and generate 420 kilowatts of power initially.

A major portion of the project involves construction of the seven-mile Flathead Tunnel, which is part of the relocation of 60 miles of Great Northern Railway line. Much of what is now the railway's main line in the area will be under water when the Libby Dam Reservoir is filled.

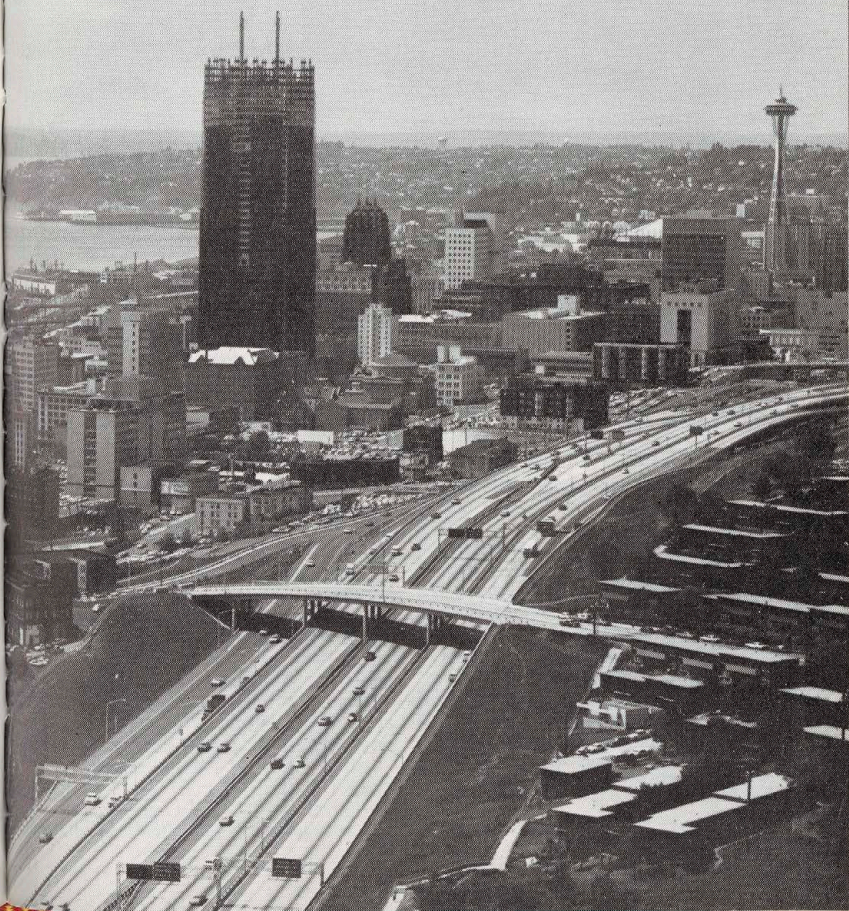


GREAT NORTHERN

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AUGUST

1968





GREAT NORTHERN

GOAT

Vol. 38 August, 1968 No. 8

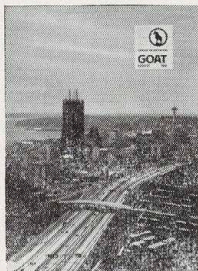
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



Sharing dominance of the Seattle skyline with the famed Space Needle is the new Seattle First National Bank headquarters. Framing is almost complete in the 50-story structure, the tallest building in the Northwest.

Two

Your Railroads

Can a nation be regulated to death? It is long past time that we begin asking ourselves this question concerning some of the regulatory proposals now before Congress—proposals that are incongruously put forth in the name of public safety. Among the latest of these is railway safety legislation, which would “place the Secretary of Transportation in almost complete control of the very life of the railroad industry” in the opinion of William M. Moloney, general counsel for the Association of American Railroads. Mr. Moloney cites one section of the legislation that would empower the Department of Transportation to contract with state agencies for “surveillance services”. He noted that “surveillance” is a police word and a police-state word applied to known criminals or to “enemies of the people”. He says, “Neither that word nor the attitude it implies belongs in or even behind a bill to regulate American industry considered by an American Congress.”

One of the arguments of backers of railroad safety legislation is based on train accidents. But, as a specialist in railroad safety explains, “. . . the sole criterion of the ‘train accident’ statistical category is monetary damage to railroad property while safety is ‘basically a matter of life and limb’.” Naturally, under the force of inflation, monetary damage has increased. The slightest mishap now becomes a “train accident”. On the other hand, rail casualties—the real measure of safety—have declined and the railroads are already one of the safest forms of conveyance in existence. Rail safety legislation is nothing but regulation for regulation’s sake—at the expense of taxpayers.

From the *Industrial News Review*, Portland, Oregon



From left: Major General Frederick Clarke, acting chief, U.S. Corps of Engineers; Mr. Johnson; Montana Congressman Arnold Olsen and Montana U.S. Senator Mike Mansfield. White House photo.

LIBJ SIGNALS FINAL BLAST AT GN FLATHEAD TUNNEL 'HOLE THROUGH'

Remarks of the President at June 21 Ceremonies

"Senator Mansfield, Congressman Olsen, Engineer Cole, Ladies and Gentlemen:

Forty years ago, from the White House, President Calvin Coolidge sent a signal that fired the final blast linking both ends of the New Cascade Tunnel on the Great Northern Railway.

Here today we begin the era of Flathead Tunnel. And it is now my turn to send the signal that will join together a new tunnel and a great new era of progress for the wonderful State of Montana.

Flathead Tunnel provides an important link on one of America's great rail lines. It also represents a step forward toward completion of Libby Dam.

Libby, one of the biggest hydroelectric power projects in the entire Northwest, will mean new sources of

inexpensive power, better flood control, and new recreational opportunities in the years ahead.

For Montana and the Northwest are on the move.

This has been a dream of Senator Mansfield and the Montana Delegation for many, many years. You people in Montana are not only blessed with natural beauty, with vast resources, with great leadership, particularly in the Congress, but you are blessed with the wisdom to harness nature's abundance for the greatest good for all of us.

We have not in this country always had the good sense to preserve our natural wealth. And we have often paid a high price for our wastefulness.

But today we show what foresight and planning can accomplish for our people.

(Concluded on Page 4)

Indian Museum Extends Hours



A view of the newly installed Contemporary Indian Art Gallery.

The Museum of the Plains Indian and Crafts Center at Browning, Montana, is offering special evening hours for the benefit of general and Indian visitors. New public hours for the 1968 summer season have been ex-

Joseph H. Hays, A.W.R. General Counsel Passes

Joseph H. Hays, general counsel of the Association of Western Railways died June 30 following a stroke at his suburban Kenilworth, Illinois home.

Mr. Hays had headed the Association's law department for the past 34 years. He was recently re-appointed by President Johnson to the National Highway Safety Advisory Committee.

Rails Will Support JOBS

Reaffirming the railroads' policy of affording equal employment opportunity, the Board of Directors of the Association of American Railroads has unanimously adopted a resolution supporting the JOBS program of the National Alliance of Businessmen.

Four

tended from 8 AM to 8 PM, seven days a week and will be effective through September 8.

In conjunction with the extended hours, the Museum and Crafts Center also announces the public opening of the latest in the current series of new exhibitions created under the Museum's remodeling and developmental program begun earlier this year. Entitled "Techniques of Plains Indian Arts", the new informational and educational exhibition interprets the specialized tools, materials and processes of the important art forms practised during the 19th century, including the techniques of painting, quillwork, beadwork, hide dressing, carving and featherwork.

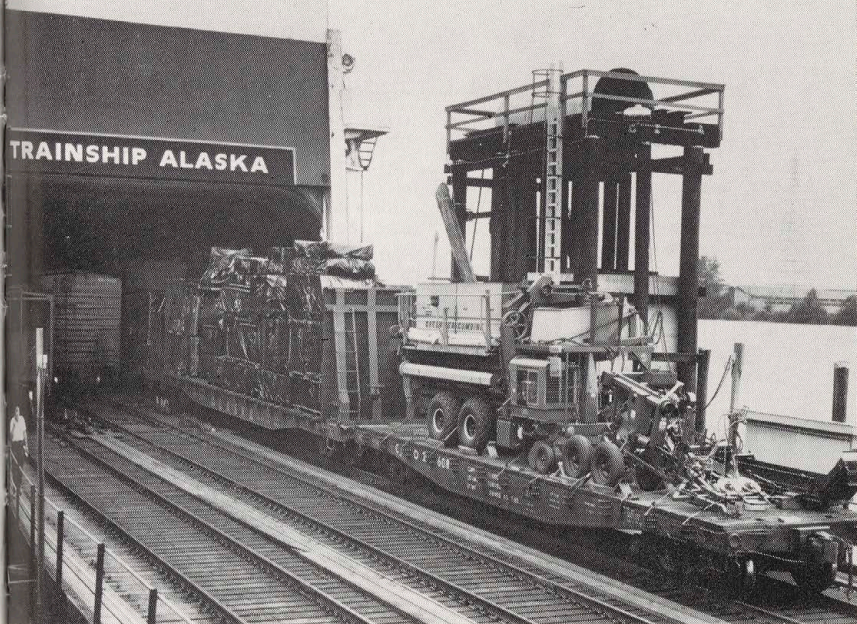
This special exhibition compliments the Museum's major new presentation, "Arts of the Plains Indian", a comprehensive exhibition featuring over 300 masterpieces of Plains Indian arts drawn from the Museum's permanent collections.

Railroad presidents have been asked to have their people contact local directors of the program in each city to offer assistance wherever possible in providing jobs for the hard-core unemployed and for needy youths. As one of the nation's major employers, the railroads should be able to make a significant contribution to this essential effort of American industry.

The resolution urged all Association members to make the "maximum practical commitment of jobs".

FLATHEAD TUNNEL—Conclusion

And as I send the signal which opens Flathead Tunnel, I have no doubt that it will be a forerunner of new progress for the people of your great State who are so ably represented here at the White House this morning by your distinguished Senator and your distinguished Congressman."



First pea combine for Alaska moves aboard the trainship Alaska at Great Northern's Delta Alaska Terminal, New Westminster, British Columbia.

Peapicker Moves to Alaska via GN and Trainship

The first green pea combine ever to enter Alaska traveled by rail and Trainship during July to begin a pilot project in the Matanuska Valley.

With the guidance of the University of Alaska's Agriculture Experiment Station at Palmer, the plan is to harvest, freeze, pack and ship 100 tons of peas to the other states. It is forecast that by 1972 substantial quantities of other frozen vegetables will be provided to the "lower 48".

The combine was loaded at Hopkinstown, Illinois, and shipped via C&O, GBW and CB&Q to Minneapolis. Great Northern turned the shipment over to the Trainship Alaska, which, in turn, gave it to the Alaska Railroad for delivery in Palmer.

After a legislative appropriation failed, 15 Matanuska Valley residents co-signed a note guaranteeing opera-

tional funds for the project. The Alaska Pipeline Company provided \$5,000 to lease the combine.

Peas will be frozen at a Matanuska Maid dairy processing plant. The State Division of Agriculture agreed to provide \$3,000 for a consultant to set up the freezing line.

Earlier this year, the first carload of Alaska seed potatoes traveled by Trainship and GN to growers at Lynden, Washington.

GN Agent Heads Everett Chamber

S. G. Aldcroft, Great Northern Railway agent in Everett, Washington, has been elected president of the Everett Chamber of Commerce. He is scheduled to assume office next September 30.

GN Passenger Train Changes—New Routings

The discontinuance of Great Northern Trains 3 and 4, the Dakotan, between Fargo and Minot, North Dakota, and the rerouting of Trains 27 and 28, the Western Star via the Grand Forks and Devils Lake Line, will become effective at 12:01 a.m., Thursday, August 15. The Dakotan will continue to operate between St. Paul and Fargo.

The North Dakota Public Service Commission, in an unanimous order, approved GN's application for the

train discontinuance and service changes.

In its findings, the commission stated: "The discontinuance of the Dakotan between Fargo and Minot, and the re-routing of the Western Star via Grand Forks will result in a saving to the applicant of \$403,904 per year, and at the same time will improve service on the Grand Forks line while still leaving the New Rockford line with transcontinental 7-day week service via Empire Builder."

Department of Interior Adopts New Official Seal

The U.S. Department of the Interior has adopted a new official seal symbolizing its expanded national role in changing times.

Secretary of the Interior Steward L. Udall said, "Our old bison symbol seemed appropriate enough as long as Interior was primarily a Department of the West, but our resource responsibilities now span the whole country as never before.

"This new seal expresses the Department's environmental mission.



Stylized symbols of the dynamic forces that have shaped the earth—the sun, mountains, water—are framed by a stylized pair of hands.

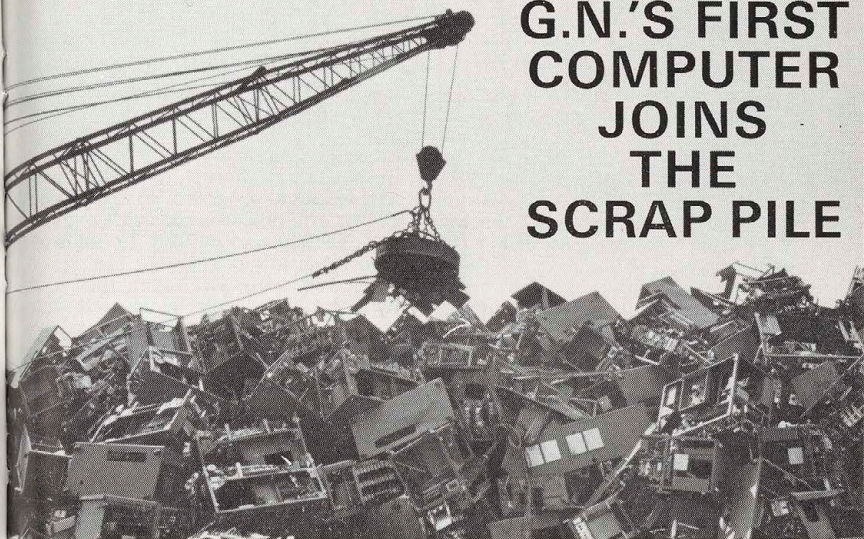
"The hands symbolize our duty and responsibility. Man now has power to use these great gifts of nature in ways that can make the world livable or ruin it beyond hope. As natural resource managers, we must work for their wisest possible use."

The buffalo (bison) seal was the fifth adopted by the Department since its establishment in 1849. The first Interior seal featured an American eagle. It was supplanted by another eagle seal in 1913, which gave way to a buffalo in 1917, which was supplanted by another eagle in 1923 until 1929, when the latest buffalo again displaced the bird.

Historically, the Department of the Interior's primary role has been as manager of Western lands and waters, conservator of national parks and of certain wildlife species and trustee for the American Indian.

The Department's role of national stewardship has expanded greatly in recent years. New responsibilities have been given to it for planning and operating major conservation programs in cooperation with all 50 states.

G.N.'S FIRST COMPUTER JOINS THE SCRAP PILE



After a scant 11 years of data processing service, GN's pioneer UNIVAC I joins other outmoded electronic equipment on the scrap pile.

Great Northern Railway's UNIVAC I, once the queen of electronic computers, has been dethroned and was relegated in early July to an inelegant end atop a pile of corroding metal at H. S. Kaplan Scrap Iron Company in St. Paul. Her reign was halted by acquisition of younger and far more capable data processing equipment.

The short 11-year life span of the \$1.5-million computer is typical in the fast-moving electronics industry now producing the third generation of computers within a single decade. GN's UNIVAC I was the first of its kind in the Northwest and the second on the nation's railroads.

Hailed as an electronic marvel when she went into service at GN's general offices on January 28, 1957, much was made of her ability to perform the following arithmetic operations per second: 1,905 additions or subtractions, 465 multiplications, 257 divisions, or 2,740 comparisons.

Newer computers now in GN service such as the UNIVAC III, UNIVAC 418, and an IBM 360, perform the same functions 20 times faster, store far more information in their memory units, and require less space and far less electrical power.

(Concluded on Page 8)



DEMISE OF UNIVAC I—Conclusion

Compared with her successors, the 18-ton UNIVAC I was a veritable "Big Bertha" with a central computer whose dimensions measured 8½ feet high, 14 feet wide, and nearly 8 feet deep. She needed three, 20-ton refrigeration units to control the tremendous heat generated by her 5,700 vacuum tubes. By comparison, third-generation computers use no tubes, but rely instead on integrated circuits.

Outdated by transistorized circuits and, more recently, by the integrated circuits, the vacuum tubes were UNIVAC I's downfall. The tubes required frequent performance checks and consumed a great amount of electricity. Average monthly costs of \$11,000 in maintenance and \$3,000 for electric power hastened her departure.

Too, UNIVAC I's capability in terms of processing large volume

work such as payroll, car accounting, sales reporting, and equipment utilization has been outstripped by the new breed of computers. In step with the times, GN today is applying more sophisticated programs to data processing equipment and achieving results which are utilized in management decision-making.

Viewed with awe over the years by hundreds of railroad officials from far-flung continents, electronic specialists, accounting association members and thousands of other visitors, she was the star of GN's open house activities during Minnesota's Centennial celebration.

Park Travel Up in 1967

Travel to areas of the National Park System increased five percent in 1967, with visits totalling 139,675,600, compared with 133,081,100 in 1966.

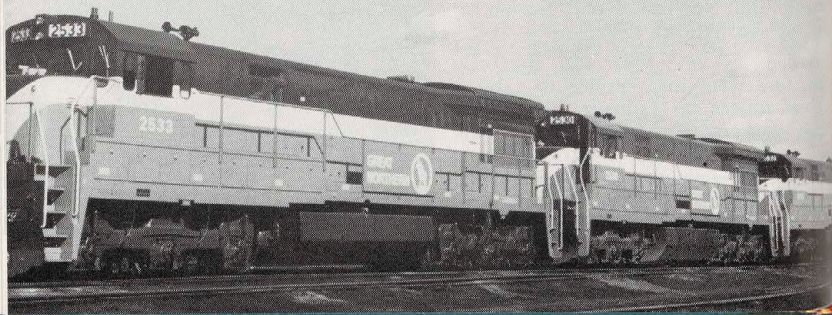
New GE-GM Diesels Added to GN Fleet

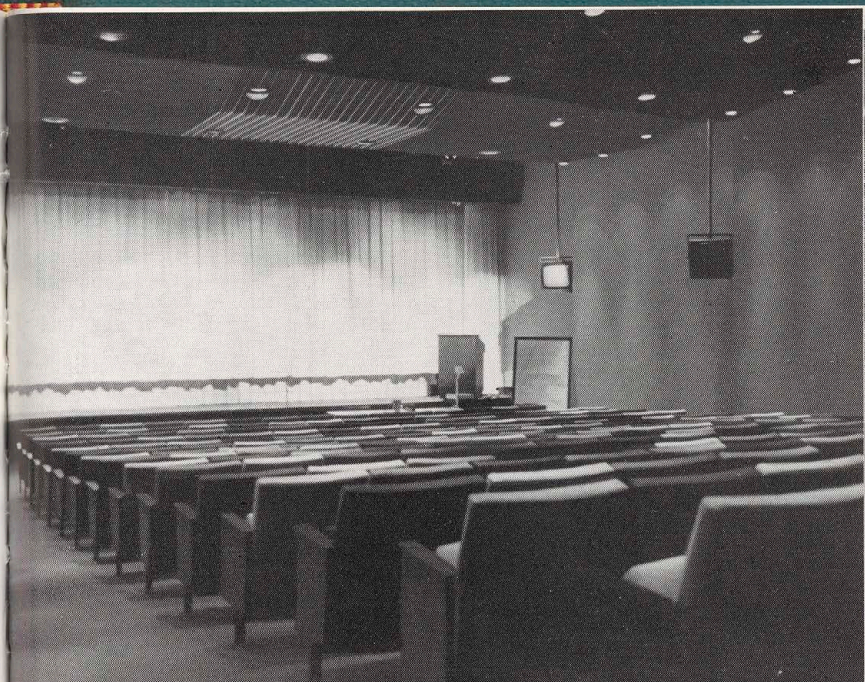
Nine new 3,300-horsepower General Electric U33C diesel-electric locomotives were added to the Great Northern roster of motive power early in June. Later the same month a similar number of 3,600-horsepower SD-45's were received from the Electro-Motive Division of General Motors Corporation. Great Northern now has 27 SD-45's in service, and it

was the first railway to purchase the locomotives when they were introduced by EMD in the spring of 1966.

Both the U33C's and SD-45's are equipped with a high-speed gear ratio which permits them to power passenger trains as well as heavy freights. Steam for heating passenger trains is supplied by special heater cars.

Giant workhorses—more than 200 feet of concentrated power—are represented in these new Great Northern U33C diesel electric locomotives.





Above: New GN-NP auditorium is equipped for motion picture, slide and TV presentations. Below: The 272 theater chairs are staggered to provide an excellent view from any position. Projection, control and executive observation rooms are glass enclosed.

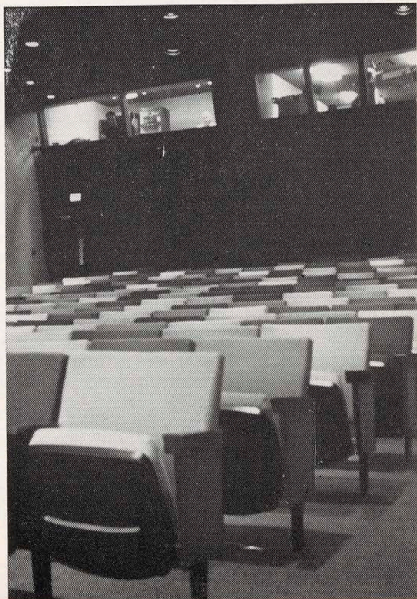
GN-NP Auditorium "Most Modern"

A 272-seat auditorium described as "the most modern of its kind in the entire area has been established by Great Northern and Northern Pacific in St. Paul, Minnesota.

The joint "total communications" facility is located in space formerly occupied by the Federal Land Bank and is directly accessible from both the GN and NP buildings.

Engineered by Empire Photosound of Minneapolis, the auditorium is almost perfect acoustically, and is completely equipped to show motion pictures, slide or television presentations or combinations of all three. Included are TV cameras and monitors, 16 and 35 mm motion picture

(Concluded on Page 10)



Idaho University Researches Cougars



Dr. Hornocker handles tranquilized cougar.

Much of the vast region between the Great Lakes and the Pacific Ocean served by Great Northern Railway is a hunters' paradise, and the rugged, unspoiled back country of the Idaho wilderness is no exception. Here roams a most sought after trophy—the cougar. Where once the

animal had the freedom of several states, it now occupies only a small portion of the backlands. Powerfully built and very intelligent, the fast-becoming extinct cougar cat is the object of a study now under way.

The importance of the study being done by Dr. Maurice G. Hornocker, Director of the Idaho Cooperative Wildlife Research Unit at the University of Idaho, is to show the cougar's vital role in maintaining nature's proper balance. Until such time as the surplus deer and elk can be removed by hunters, cougar predation will remain beneficial.

In order to observe the habits of the cougar, hounds are used to tree the animal and then it is shot with tranquilizers. Dr. Hornocker has "bagged" 39 cats, some as many as 14 times, for a total of 115 different captures. His work deals with animal behavior, habitat, life history, productivity, food habits, diseases and parasites.

The cougar is vital to nature and it is an important animal that we cannot afford to lose. People who might worry about cougars while they are on an outing have little to fear, we are assured. The cat is relatively a shy tabby and ordinarily has no interest in man. With the natural abundance of a food supply, there is little threat to a human.

MOST MODERN AUDITORIUM —Conclusion

projectors, slide projectors, taping and playback units and other audio visual equipment. It is possible to record meetings and other events on video tape for instant playback or for later use in the auditorium or elsewhere on the system.

Glass-enclosed projection and control rooms house the recording, playback and projection equipment, the lighting, screen and other control units. There is a private observation room on the same level.

Multi-colored seats are staggered to permit unobstructed views from any location in the house. Each is

equipped with a fold away Formica-surfaced desk. Microphones can be set up at 17 locations.

Motion picture equipment includes 16 and 35 mm equipment for regular or wide screen projection. There are twin super carousel 35 mm high intensity slide projectors, video and audio recording and playback units. Four TV monitors are mounted on each side of the auditorium for showing video tape presentations.

A spacious lobby area, like the auditorium itself, is tastefully decorated and furnished, and is completely carpeted and air conditioned.

GOAT Gaieties

Over and Out

Pat's wife was sitting in the back seat of their car, haranguing her husband, as usual, who sat behind the wheel.

"And furthermore, Pat," she finished, "when we are driving it is not necessary to preface every remark you make with 'Pilot to Navigator.'"

* * *

Built In Charm

It is reported there is a new wig available to be worn while shopping in supermarkets. It has curlers in it.

* * *

All For One

"You say there's actually an organization called 'Hippies Anonymous'? How does it function?"

"Well, if a member feels like taking a bath, he phones another member who rushes over, shuts off the water, and sits with him until the feeling passes."

* * *

Super Sonic

First Duck: "That was a new twin-engined jet that just went by. Don't you wish you could fly that fast?"

Second Duck: "Listen, if I had two tails and they both were on fire, you wouldn't even see me."

* * *

Business Is Business

Two restaurateurs were discussing business. Then one solemnly announced, "Did you know that my married daughter is having an affair?"

"Is that so," said the other. "Who's catering it?"

No Matter

A motorist, seeing a farmer hold a pig up to a tree while it gobbled apples, stopped in amazement. This was repeated several times and finally, as the farmer's muscles bulged over a particularly heavy pig, the motorist walked over to the farmer.

"Excuse me," he said, "but isn't it an awful waste of time to feed pigs that way?"

The farmer held his pig closer to more apples, caught his breath and answered, "I suppose it is, but what's time to a pig?"

* * *

Sans Blubber

Doctor to portly patient: "Follow this diet, and in two months I want to see three-fourths of you back here for a checkup."

* * *

Always a Way

A man couldn't tell his two horses apart. He tried cutting the tail off one and the mane off the other, but this didn't work because they both soon grew back. Then he had an inspiration. He measured them. The black horse was two inches taller than the white horse.

* * *

Sound Familiar?

The Medicare patient woke up following surgery to find a placard on his incision reading "This is a Federal project showing your tax dollar at work."

* * *

Discover America

If you look like your passport photo, you aren't well enough to travel.

GN 1968 Revenues Up

Great Northern Railway and its majority-owned subsidiaries earned a better net income in the first half of 1968 than they did in the same period a year ago.

The company reported on July 25 that six-month earnings for the railway and six majority-owned subsidiaries were \$8.3 million, or \$1.35 per share, compared with \$8.0 million, or \$1.30 per share, in 1967.

Consolidated operating revenues for the first half of 1968 were \$130.0 million, as against \$129.0 million at the close of June, 1967.

For Great Northern Railway Company only, the six months' net income this year was \$7.6 million, equal to \$1.24 per share, as compared with \$7.2 million, or \$1.16 per share, for the same period a year ago.

This year's first half freight revenues on a consolidated basis totaled \$117.4 million as compared with \$115.4 million in the first six months of 1967. Revenue from GN passenger, mail and express operations were down on the other hand, dropping from \$9.5 million in the first half of 1967 to \$8.4 million during the same

period this year.

GN shares outstanding on June 30 this year were 6,156,431, as compared with 5,154,676 on the same date in 1967.

Great Northern's majority-owned subsidiaries are: Delta Alaska Terminal Ltd., Glacier Park Company, Western Fruit Express Company, Pacific Coast Railroad Company, Superior Transfer Company, and the Minneapolis, Anoka and Cuyuna Range Railroad.

Heads Press Association

Delbert C. (Del) Shipman has been elected president of the North Dakota Press Association, succeeding D. Clark Potter of Casselton. Shipman is editor-manager of the McKenzie County Farmer at Watford City.

John Hjelle of Bismarck was named first vice president; John Andrist of Crosby, second vice president, and Malcolm Goddard of Ellendale, third vice president.

Three directors also were named. They are Ralph Schults, Hettinger; Eugene Carr, Hillsboro; Donald Gackle, Garrison.

NATIONAL PARK CENTENNIAL PLANNED FOR 1972

The Department of the Interior has asked Congress to enact legislation providing for the commemoration, in 1972, of the 100th anniversary of the establishment of the Yellowstone region as the world's first national park. The 2,221,773-acre park in Wyoming, Montana and Idaho, was authorized March 1, 1872.

In requesting enactment of the centennial legislation, the Department recommends a Joint Resolution designating 1972 as "National Park Centennial Year". The Resolution would authorize the establishment of a National Park Centennial Commission, composed of eight members of Congress, the Secretary of the Interior or his designated representative, and six private citizens with outstanding

knowledge and experience in the fields of natural and historical resource preservation and public recreation. The Director of the National Park Service would be the commission's executive director.

During the centennial year, Yellowstone and nearby Grand Teton National Park in Wyoming are scheduled to be the scene of the Second World Conference on National Parks.

Since Yellowstone's establishment in 1872 as the first national park, the United States has developed a National Park System which encompasses 250 units totaling more than 27 million acres. Following the lead of the United States, more than 80 other countries have set aside national parks or equivalent reserves.



Royal Canadian Mounted Police equestrians, one of many top attractions at the 1968 Minnesota State Fair, August 23 through September 2.

Canadian Horsemanship — Mrs. America Pageant Among Top Features at

Minnesota State Fair for 1968

Top events at the 1968 Minnesota State Fair, August 23 through September 2, will be performances by the world-famed Royal Canadian Mounted Police equestrians and the 30th Mrs. America Pageant.

The RCMP appearance at the big Minnesota exposition was arranged as part of a special American tour which includes performances at other major state fairs and at Colorado Springs, Washington, D. C., and at Hamilton, Bermuda.

The feature spectacle of the presentation, the "Musical Ride", will be staged during each of the 13 regular Horse Shows at the Hippodrome. The troop will also make a number of other appearances on the grounds during Fair Week.

The striking black horses of the RCMP will be stabled on the grounds in facilities open to the public. Visitors will be invited to view at first hand the care and grooming given these fine animals by their riders.

The Musical Ride is performed by a full troop of 32 men and horses and is composed of a variety of intricate movements at the trot and canter to music of an appropriate tempo. Long hours of rehearsal are required to bring "The Ride" to the standard it must attain before it departs on tour, for the figures, derived from cavalry drill, demand the utmost in control, timing and coordination.

The Mrs. America Pageant, 30th in the annual series, is slated for the

(Concluded on Page 14)



Members of the Akron, Ohio, American Automobile Association (AAA) gathered at the King Street Station in Seattle July 19 before boarding the eastbound Empire Builder.

They had traveled westbound on

Great Northern also, leaving Chicago July 6 for Belton and a tour of Glacier National Park and Canadian Rocky Mountain parks, Waterton Lakes, Banff, Lake Louise and Jasper, Vancouver and Victoria, British Columbia.

MINNESOTA STATE FAIR—Conclusion

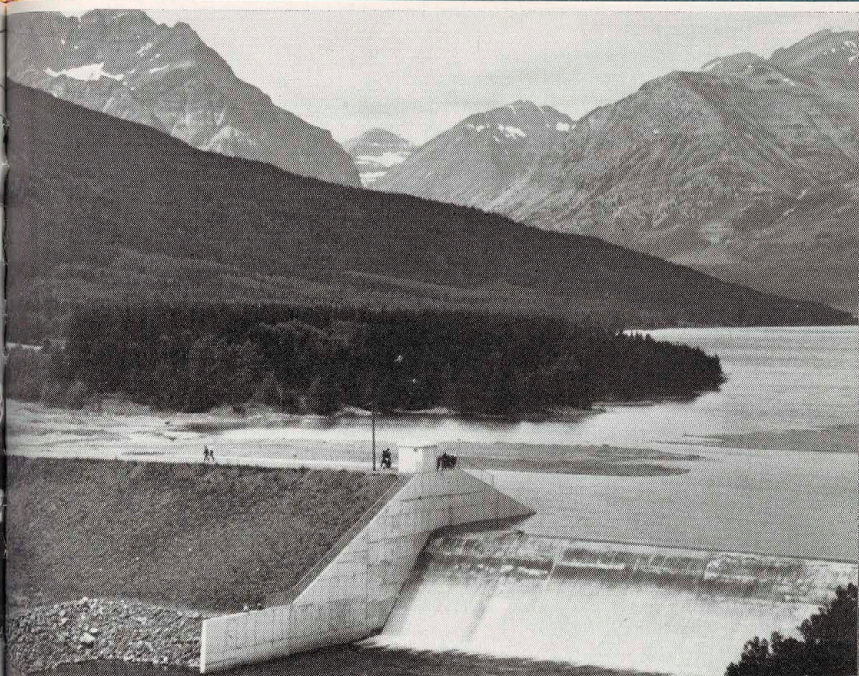
State Fair Grandstand Friday evening, August 23.

The coronation program, which will include a full scale variety show headlining name talent, will be open to the general public as a regular part of the '68 Fair schedule.

The new Mrs. America will be chosen from 51 contestants representing each of the states and the District of Columbia. She will be the homemaker who has proved most

proficient in events such as safe driving, money-management, cooking and baking, child communication, interior design as well as camping and other "Minnesota-style" activities.

The Twin Cities were chosen as site of the '68 pageant because of ample facilities plus the attractiveness of Minnesota during the peak tourist season of August. This is the first time the promotion has been held in the central part of the Nation.



Above: Newly completed Two Medicine Dam, just outside of Glacier National Park on the east. Below, from left, William Spanish, Earl Old Person, Secretary Udall.

LOCAL AND NATIONAL FIGURES GATHER AT GLACIER PARK

Two Medicine Dam Dedicated

Water first flowed over the spillway of new Two Medicine Dam just outside the eastern boundary of Montana's Glacier National Park as dedication of the structure took place on Saturday, July 13.

Dignitaries at the occasion included Stewart L. Udall, Secretary of the Interior; Earl Old Person, Chairman of the Blackfeet Tribal Council, and William Spanish, Chairman of the Annual North American Indian Days.

Unlike the huge power and multiple-purpose dams of which there are so many in the West and Pacific Northwest, Two Medicine is a modest structure 60 feet high, 905 feet long, with a base width of 215 feet, a crest width of 25 feet and a reservoir capacity of 13,500 acre feet. It replace a 1913 circa structure which was washed out in the 1964 floods.

Two Medicine dam, which cost in excess of \$1-million, is important to the Blackfeet Indians as it will irrigate almost 30,000 acres in the Blackfeet Reservation which adjoins Glacier Park on the east.



THE GREAT NORTHERN GOAT

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LIBBY DAM "COOL"

Libby Dam is going to be cool. No, the U.S. Army Corps of Engineers hasn't reduced its jargon to what used to be called "jive talk". Libby Dam is quite literally going to be cool—45 degrees cool, and a large cooling plant has been built atop the left abutment to make sure.

The huge dam's concrete specifications call for the concrete to be placed at a temperature not to exceed 45°F. Libby Dam Builders, the prime contractor on the project, has built a cooling plant which will provide cold water, cold air and ice to assure that concrete meets the rigid specifications.

Coarse aggregate will be sprayed with 35°F water for three minutes as it nears the concrete batching plant. Water required for this operation will be 3,000 gallons per minute and the refrigeration effort needed is the equivalent to manufacturing 1,200 tons of ice every 24 hours.

After the aggregate is water cooled, it will be kept cool in bins at the batching plant by injection of air at a temperature of zero to minus —20°F.

The refrigeration effort for the air would produce 250 tons of ice in 24 hours.

Finally, as the concrete is mixed, ice will be added in lieu of part of the mixing water to further reduce the temperature of the concrete. The cooling plant can produce 260 tons of ice every 24 hours.

Total cooling effort to enable the daily placement of 8,000 cubic yards of concrete at the required temperature is about the equivalent of melting 1,700 tons of ice every 24 hours and 3,400 horsepower is required to do the job.

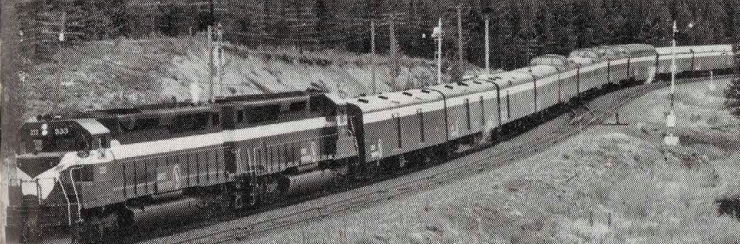
Once the concrete is placed in the dam the cooling job will continue by means of embedded pipe through which cold water will be circulated. This process will have a maximum refrigeration effort equivalent to producing 500 tons of ice in 24 hours. Circulation of cooling water is required for between 20 and 30 days after concrete is placed. After that the pipes are filled with a sand and cement mixture called grout.



GREAT NORTHERN

GOAT

SEPTEMBER 1968





GREAT NORTHERN

GOAT

Vol. 38 September, 1968 No. 9

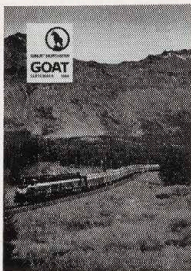
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



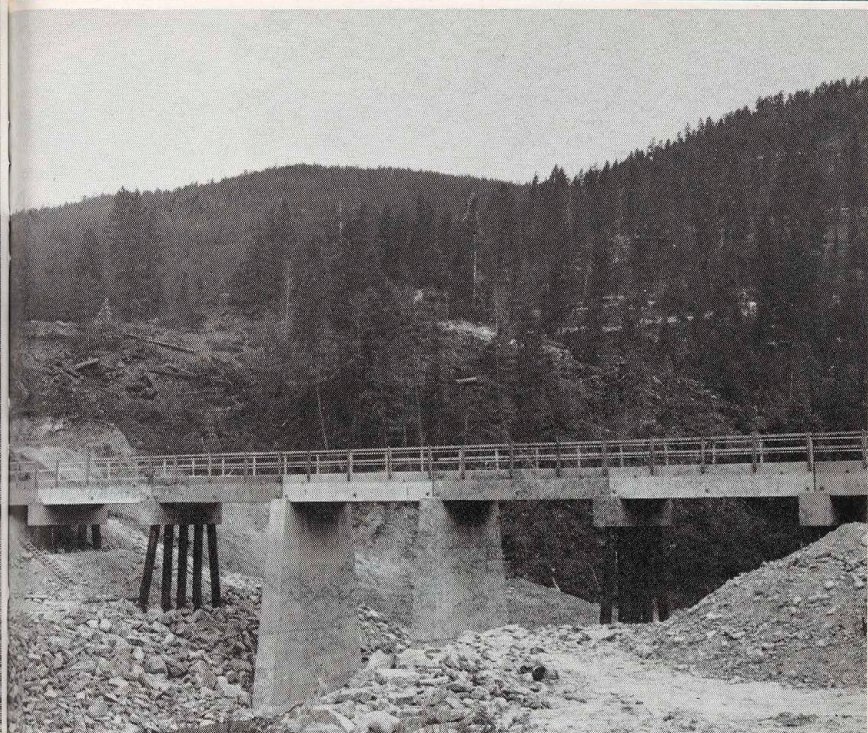
The Empire Builder, pride of the GN fleet and one of America's great trains is pictured at dusk as it threads its way through Marias Pass in the Montana Rocky Mountains, on the southern boundary of Glacier National Park.

Your Railroads

It is unlikely that the average housewife would think of a technical transportation development as an important factor in the price of groceries, but proposals under consideration for high-speed movement of food across the continent by containerized unit trains could give the housewife of tomorrow lower grocery prices and fresher produce in the opinion of the head of the Association of American Railroads, Thomas M. Goodfellow.

Such trains will likely be a part of the transport revolution now taking place in the railway industry. Mr. Goodfellow observes they have been proposed as part of the railroad's highly-specialized, customer-oriented services, tailored to handle the mountainous transport tasks of our expanding economy. He adds that similar container trains serving as a "land bridge" for intercontinental shipments between Europe and the Orient are "beyond the discussion stage and no longer just conference room possibilities."

The point of the foregoing, of course, is to illustrate the interrelated interest of everyone in the problems and progress of an industry often thought of as far removed from our daily welfare. The railroads are a particularly apt example. Upon their ability to compete equally with other forms of transport under an equitable regulatory and tax system, which recognizes their importance as a mover of commerce, depends the stability and growth of vast areas of the nation. This was true a hundred years ago, and it is even more true now, as we commemorate the 100th Anniversary of the first transcontinental rail line.



Fourteen pre-stressed concrete bridges are being constructed as part of Great Northern 59-mile main line change in western Montana.

FIRST PRESTRESSED CONCRETE TRESTLES FOR GREAT NORTHERN

New Style Bridges on Libby Line Change

One unique feature of Great Northern's 59-mile line change in western Montana will be 14 prestressed concrete trestle bridges, the first on the railway's 8,000 miles of road.

Such bridges are fairly new for this country. The prestressing of concrete in the spans — the horizontal sections that bridge the gap between the supporting piers — makes more efficient use of concrete than did the older designs.

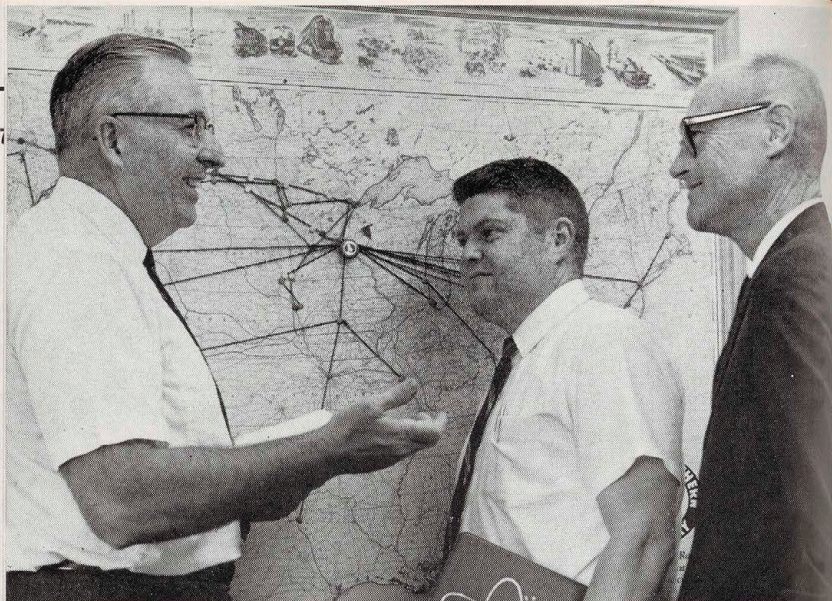
One major advantage is claimed for the new bridges: they are expected to be virtually maintenance free. Ranging in length from 118 feet to 218 feet, they will have rock ballast on the decks with ties set in the ballast.

Ten of the bridges will be on the Little Wolf to Ariana section, to be

completed by January, 1970. Slate-Hall Construction Company, Portland, Oregon, is the contractor. The concrete spans for this section, some of them 28 feet long, are being fabricated by United Prestress of Great Falls and Missoula, Montana. The piers are poured at the site.

Two of the bridges will be wide enough to carry two tracks. Most of the route will be single track, however, and operated under Centralized traffic control (CTC).

Track relocation is required by the construction of Libby dam on the Kootenai river and its reservoir which will inundate the present GN route. Work is directed by the Army Corps of Engineers.



L. C. Bolger, left, Manager, Central Car Bureau, explains details of new operation to H. J. Surles, General Superintendent of Transportation, right, and R. A. Branchaud, Supervisor, Data Control.

EMPHASIS IS ON INDIVIDUAL CARS—RELIABILITY—SPEED

GN's All-New Transportation Service Control

One of the most advanced freight car control and information systems in operation in the railroad industry went "on line" during August at Great Northern Railway.

Called Transportation Service Control (TSC), the computerized system gives the railway, for the first time, scientific quality control over the utilization and movement of the 40,000-average freight car fleet on GN lines.

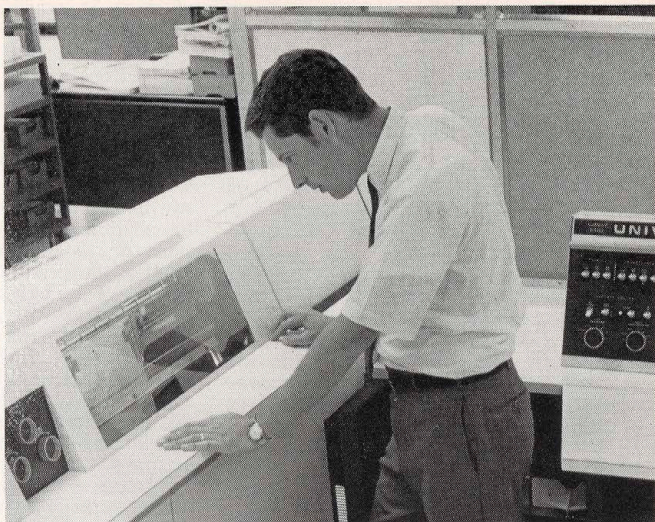
The railway's car control program embraces a mammoth and sophisticated communications network. Car movement data amassed by the network is fed into a UNIVAC 418 computer in St. Paul. Stored in the computer's memory unit, the data is updated each time a car passes through one of 38 reporting points located strategically throughout GN territory. Of the 38 stations transmitting information on car move-

ments to the computer, 6 are equipped with high speed UNIVAC Data Communications Terminal Model 2000 machines; 18 utilize IBM 1050 data transmission terminals, and 14 have Model 35, 100-word-per-minute Teletype installations.

The data filed in the memory unit is retrievable in micro-seconds. Instantaneous retrieval is of special value to a customer inquiring about the location of an individual car. The computer tells him the date and time of the most recently reported movement of the car.

As of the first of this month, customers having Telex equipment were able to query directly GN's computer as to the location of individual cars. Customers now can query the computer from GN on-line sales offices and the 23 off-line sales offices. TWX services will also be provided for customers if demand warrants

R. A. Meyers, auxiliary equipment operator, checks operation of UNIVAC Data Communications Terminal Model 2000 high speed printer.



installation of this service.

At present, computer inquiry is being made from 112 terminal devices which are connected to 56 leased communication lines going into the computer.

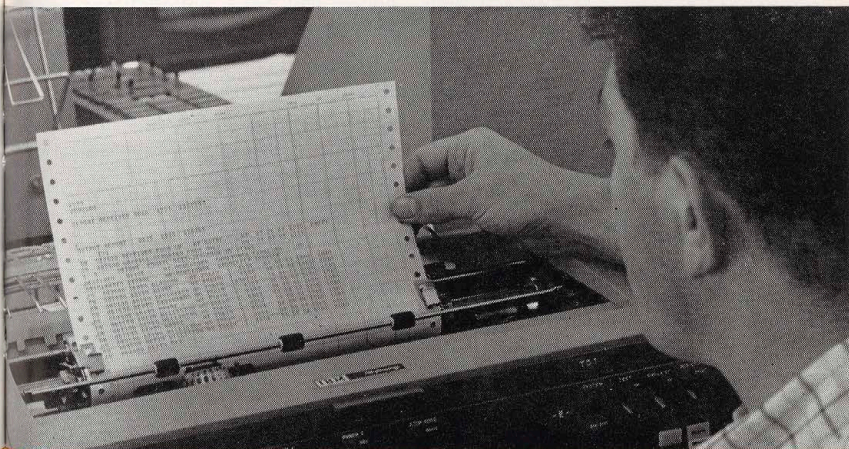
GN's car control program is doubly reliable. A second 418 computer has been installed to provide emergency back-up capacity in the event of failure of any component of the other 418.

TSC involves an annual commitment of more than \$1.5 million, in-

cluding \$750,000 for leased communication facilities; \$170,000 for data terminal equipment; \$500,000 for the lease of the two UNIVAC 418 computers and related equipment, and \$80,000 for data control personnel. Thomas J. Lamphier, GN vice president, administration, said, "The new system is well-worth the cost because it will produce a trio of major benefits; better and more dependable service to shippers, more efficient distribution of empty freight cars, and closer

Continued on page 6

Leo Brown, Central Car Bureau clerk gets printed answers to inquiries in record time.



TRANSPORTATION SERVICE CONTROL—Continued

control of cars and costs. Now we will be able to evaluate the kind of service we are performing on our railroad as well as react quickly to any poor performance."

Transportation Service Control represents a departure from traditional car reporting in that emphasis is now on individual cars rather than on train movements. This system will permit the railway to plot the movement of each car in all situations on the GN: underway as part of a train, in a terminal, at a loading point, and at destination. Movements of individual cars are compared with Great Northern-established standards and responsibility for the movement of all cars has been defined.

Component operations within Transportation Service Control, all of which are geared toward the goals of the system, are Terminal Performance Control, Transportation Information, Freight Service Measurement, and Car Management Control.

There follows a description of the component systems within Transportation Service Control and a capsule history of GN's pioneering involvement in car information systems.

Terminal Performance Control (TPC) provides a yardstick to measure how efficiently the railway moves cars through its terminals. This program was developed over a six-month study period at GN's Spokane, Washington, terminals, and ultimately will be installed at 22 terminals on the Great Northern.

A series of reports are produced daily for each TPC-operated terminal and show how efficiently a yard operated on a given day compared to established criteria. One report lists each car and the car time lost for yard movements which were over standard. Another report is issued twice daily showing which cars have not moved and which are in danger of going over the standard. For ex-

ample, if a car has an eight-hour standard, the report gives a four-hour warning. If a car lingers beyond allotted time in a yard, at a loading point or designation on line, or at an interchange point, operations personnel move quickly to determine the reason for delay and take steps to expedite the car's movement. From the reports, terminal managers are able to spot and control deficiency areas. Annual saving from the Terminal Performance Control program are expected to result in annual savings of 62,000 car-days. This is the same as adding nearly 200 cars to the railway's freight car fleet.

Transportation Information. Data gathered throughout the system is utilized in compiling and forwarding car status to each GN sales office in the U.S. and Canada. This information is selective and sales offices will receive information only on those cars of interest to customers in their territory.

Another feature of GN's system is that it is compatible with the forthcoming industry-wide Automatic Car Identification system (ACI), which will make possible the instantaneous location of any freight car in the United States, the Telerailed Automated Information Network (TRAIN), which will be a national car information center. Major components of ACI are electronic car scanners at tracksides and color-coded reflective sheeting on all freight cars.

Freight Service Measurement (FSM). This program assesses the overall performance of loaded freight cars in terms of dependability. When this program is further refined, GN marketing personnel will be able to tell a customer how well the railway is performing in moving cars originated or received by him.

Car Management Control (CMC),

Concluded on page 7

Hungry Horse News Rated Best in State

Winner of the Montana 1968 Better Newspaper Competition (regardless of circulation) was the Hungry Horse News, a weekly published at Columbia Falls, Editor Mel Ruder is a Pulitzer prize winner.

Awards were announced during the 1968 Annual Meeting of the Montana State Press Association held August 23-25 at Great Falls.

For papers with under 1,500 circulation, the Liberty County Times, Chester, was given the top spot for general excellence, best advertising idea and presentation, and for the best column; the Columbus News for the best feature story; the Hysham Echo for the best editorial; the Terry Tribune for community service; and the Tobacco Valley News, Eureka, for the best spot news picture, best spot news story, and for the best use of pictures.

In the over 1,500 circulation category, the Hungry Horse News rated tops for the best spot news story and for best use of pictures; the Western News, Libby, for general excellence; the Flathead Courier, Polson, for the best editorial; the Hi-Line Herald, Havre, for the best feature story; the Sidney Herald for the best advertising idea and presentation; the Glendive Ranger-Review for community service, and the Plentywood Herald for the best column.

TSC—Conclusion

which is still in the developmental stage, is already improving GN's allocation of freight cars within its own territory. Eventually, GMC will reduce car shortages and GN will gain great utilization of its freight car fleet by moving more freight with fewer cars.

Great Northern is a pioneer in railway information systems. Since 1955, yard offices have been mechani-

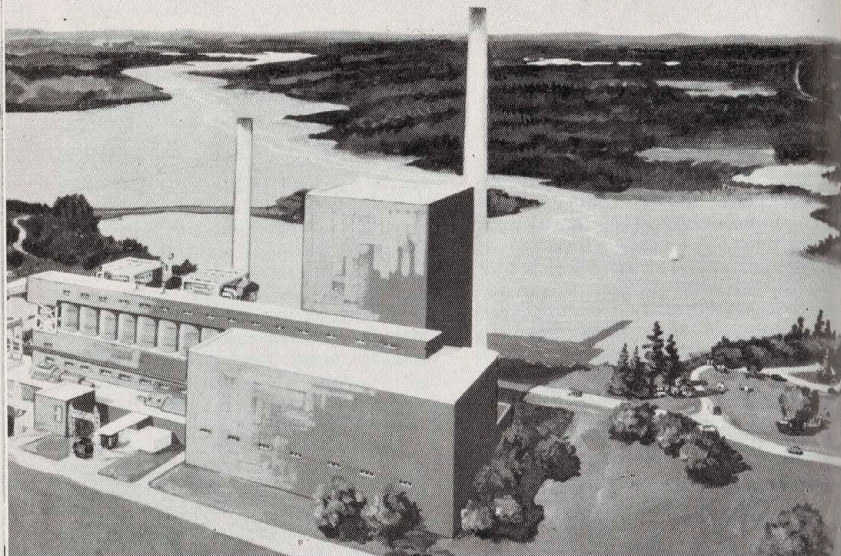
cally equipped to keypunch cards for car records. In 1959, a 10-terminal exclusive data circuit line linking major yards to the Central Car Bureau in St. Paul was established. The circuit fed train consist information into the car bureau and kept the railway informed of yard-to-yard consist movements. Since the early 1960's, GN sales offices were provided with batch reports of car movements by state several times per day. In recent years, a daily customer car location report has been prepared for some 40 large shippers on the disposition of their leased, owned, or assigned cars while on the GN. Basically a manual operation, the process was slow by current standards. This reporting process has been improved through the use of the 418 computer. While the daily report, along with reports of their cars on the lines of other roads, gave the customers the ability to analyze routings and to study car performance, GN was not able to capitalize on this information to study the efficiency of its transportation service.

Recreation Research Catalog Issued

Now available is the second Outdoor Recreation Research catalog, prepared by the Science Information Exchange of the Smithsonian Institution and the Bureau of Outdoor Recreation, Department of the Interior.

Purpose of the compilation is to present in one volume, descriptions of approximately 400 selected current and recently completed research projects in outdoor recreation and the quality of the environment.

The 177-page reference publication is based on project outlines submitted by persons conducting outdoor recreation research throughout America. The document is for sale for \$1.25 by the Government Printing Office, Washington, D. C. 20402.



Artist's conception of the expanded Clay Boswell electric generating plant of Minnesota Power & Light at Cohasset, Minnesota.

GN-NP Unit Trains Will Deliver Montana Coal to Northern Minnesota Power Plant

Coal was chosen as the fuel for production of electric power at the expanded \$52-million Clay Boswell Steam Electric Station of Minnesota Power & Light Company at Cohasset, in Northwestern Minnesota, near Grand Rapids. And Great Northern-Northern Pacific unit trains will operate on a year-round basis furnishing two million tons of Montana sub-bituminous coal to the new plant annually.

Three unit trains of 92 specially designed gondola cars each will make four 1,700-mile round trips from the mines in the Colstrip, Montana, area, to Cohasset, each week, delivering 10,000 tons of coal on each trip. The route from Colstrip to Moorhead, Minnesota, will be Northern Pacific, and from Moorhead to Cohasset via Great Northern.

The Montana coal, which is exceedingly low in sulphur content, was

chosen only after extensive investigation showed it to be the best and most economical for the Minnesota Power & Light plant. Use of nuclear fuel, eastern coal and lignite also was considered.

The \$52-million expansion of the Cohasset generating facility will add 350,000 kilowatts to the plant's present 140,000 kilowatt capacity. Construction will begin in the late spring of 1969 and completion is scheduled for early 1973. The unit trains will begin serving the present plant next year.

MP&L president and chairman A. H. Herbert said, "Perhaps even more important than the large investment in new plant facilities is the long-term contract worked out with Peabody Coal Company and arrangements with Great Northern and Northern Pacific Railways for delivery of coal to the Minnesota Power

& Light system.

"These will bring about a substantial reduction in our fuel costs and will be a major factor in keeping power rates competitive."

Great Northern president John M. Budd, and Northern Pacific president Louis W. Menk issued the following joint statement in connection with announcement of the unit train arrangements.

"The Great Northern and Northern Pacific Railways are delighted to be associated with Minnesota Power & Light Company in this bold venture, with its great potential for stimulating the economy of the territory we serve.

"This is a major breakthrough in the utilization of vast deposits of fossil fuels found in North Dakota and Montana. North Dakota, for instance, has reserves of 351 billion tons of lignite. Montana has some 88 billion tons of lignite and another 132 billion tons of sub-bituminous coal.

"The movement of huge quantities of Montana coal to Minnesota Power & Light Company's generating plant at Cohasset provides Northern Pacific and Great Northern a 'showcase' demonstration of the marvelous efficiency of the unit train concept. Unit trains already are successfully operated by NP in the movement of lignite in North Dakota, and by GN in the movement of Minnesota taconite.

"Another decisive factor in the economic feasibility of moving coal 850 miles from Montana to Minnesota is imaginative pricing of rail services, made possible in part by unit train operation."

The unit train concept originated in the early 1960's as an economical means of hauling large tonnages of one product from a single originating point to a single destination. The trains remain permanently coupled and travel steadily, avoiding switching and other delays.

Both railways are experienced in the operation of unit trains. Below, a 200-car Great Northern unit train operating between Hanna Mining Company taconite plants at Keewatin and Nashwaak, Minnesota, and the railway's vast Superior, Wisconsin, ore and taconite handling facility, takes on thousands of tons of taconite pellets.



* GOAt * GaieTies *

Up Front

A workman was perched on top of a ladder cleaning the clock on the city hall tower when a nosey little old lady called up to him: "What are you doing up there, young man? Is something wrong with the clock?"

"No, no," he yelled down, "I'm just nearsighted."

* * *

Lost and Found

Found: Bird or hat, which flew or blew into Dan's Service Station. It's sort of round with green and red feathers or quills on it. If you've lost a bird or a hat, or even if you haven't, drive by and see it. It's worth the trip.

* * *

Forgive and Forget

Two men riding on a train were discussing their feelings about returning home after long absences.

"I'm a little frightened of meeting the home-folks," said the first. "I've been in prison five years."

"I know exactly how you feel," agreed the second. "I've been in Congress for two years."

* * *

Same Old Story

"Pardon me, sir," interrupted the attractive young lady, "but you're wearing your wedding ring on the wrong finger."

"I know," groaned the forward young man. "I married the wrong woman."

* * *

Hangover

Examining physician: You have a slight case of Dunlop's disease."

Patient: "Is it serious?"

Physician: "Not very. Your stomach's done lopped over your belt."

Ten

Open Minded

Wife: "I'm convinced you only married me because my father left me all his money."

Husband: "Nonsense, I didn't care who left you the money."

* * *

Omit the Details

"Do you," the judge asked, "take this woman for better or for worse, for richer or for poorer, through sickness and health, in good times and bad..."

"Please, judge," the bride broke in, almost in tears, "you're going to talk him right out of it."

* * *

Wide Open

A businessman had to go to New York to attend a conference. His wife stated her desire to accompany him.

"But I'll be tied up nearly all the time," he protested. "You wouldn't enjoy going at all."

"Oh yes I would," said his wife. "I'll spend my time buying clothes."

"What! Go all the way to New York for a few clothes? That's silly—you can buy everything you want right here at home."

"Oh, good," she cried. "That's just what I hoped you'd say."

* * *

Meow

She doesn't object to men who kiss and tell. In fact, at her age she needs all the publicity she can get.

* * *

One More For The Road

Gas station attendant to woman motorist with dented fender: "I don't know whether I should sell you any gasoline or not. It looks to me like you've had enough already."



Mobile Repair Shop Helps Out at Gavin Yard

Great Northern's Mechanical Department has adapted a Ford Bronco truck for use as a "repair shop on wheels", which is contributing importantly to the efficient operation of the railway's electronic Gavin Yard at Minot, North Dakota.

This particular model of truck was chosen because of a short wheelbase and turning ratio, ideal for operation in confined areas.

The vehicle was designed and specially outfitted for fast and efficient servicing of freight cars. It is equipped with a jib crane, winch, lubricating oil storage tanks and pumps, high pressure greasing equipment, electric welder and 50-ton hydraulic jack.

The crane can be rotated a full 360 degrees. It is mounted on the front end of the truck and can be used alone or in combination with the

power winch for replacing couplers and lifting or pulling heavy objects.

Used, contaminated oil is pumped from journal boxes into one of two large tanks mounted over the truck cab. Fresh, new oil is supplied from the other tank. High pressure electric grease guns are used to lubricate cars with roller bearings.

The truck is equipped with a 200 amp gasoline-driven electric welder for emergency car repair work. Fuel needed to operate the welding equipment comes from the Bronco's regular gasoline tank.

Other features include pipe cutting and threading equipment, acetylene and oxygen tanks, 12-volt transformer, tools and supplies of often used nuts, bolts, brake shoe keys, washers, etc. The vehicle is two-way-radio equipped.

Lady Bird Gets Medal—LBJ Apology from AAR

In a recent White House ceremony, President Lyndon B. Johnson received a medal for Mrs. Johnson and an apology for the State of Texas.

The occasion was the presentation of the first commemorative medal struck by the U.S. Mint as a prelude to the 100th anniversary celebration of the completion of the first transcontinental rail line across the United States.

The medal, made as a bracelet charm for Mrs. Johnson, was presented by Thomas M. Goodfellow, chairman of the Golden Spike Centennial Celebration Commission and president of the Association of American Railroads. Also participating in the brief ceremony was Senator Frank E. Moss (D-Utah), vice-chairman of the commission.

Noting that the golden spike, which was used to mark completion of the transcontinental line on May 10, 1869, was driven at Promontory Summit, Utah, Mr. Goodfellow told the President:

"This rather clearly indicated that, for reasons best known to those in charge at the time, the first tracks linking the Atlantic and the Pacific did not go through Texas. We trust you will not hold this against us. Perhaps we can simply agree that, for all their courage, the railroad pioneers did not want to tackle anything as big as Texas."

Mr. Goodfellow added, however, that since then, "even Texas has been crossed."

"So the story of railroad progress has been a continuing one," he said. "And let me assure you, Mr. President, it is still unfolding. Even now, we are looking to an exciting and important future that will be built upon that historic event in Utah 100 years ago. Among the many dreams we're rapidly converting into realities is one to make the United States a land bridge over which international

containerized shipments will move."

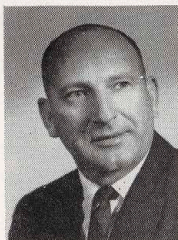
Mr. Goodfellow called this concept as "modern as tomorrow and a meaningful approach to the goal of a free flow of world commerce."

The medal for Mrs. Johnson was given to the President with an expression of hope by the Commission chairman that "you will deliver it to her as a token of our deep admiration and appreciation for the job she is doing in making America the Beautiful even more beautiful."

The Golden Spike Centennial Celebration Commission, created last year by Congress and the President, is spearheading a year-long series of commemorative activities.

Completes Seminar

T. C. Kryzer, Great Northern Market Manager, Oil, Chemicals and Fertilizer, has completed a Project Management seminar program held in Chicago as part of a nationwide educational series for upper-middle management by Booz, Allen & Hamilton, top management consultant firm.



MR. KRYZER

The Booz, Allen & Hamilton Project Management seminars were inaugurated last year and have since been held in most major American cities. The firm, which was established in 1914, offers a wide range of resources in general consulting services for top management in the various functional areas and at every level of management. Among its clients are 77 percent of Fortune Magazine's 500 leading companies.



GN's agent at Huron is R. P. Quinn shown above. Much beef and pork is shipped from Huron packing plants piggyback in GN-WFE refrigerated trailers.

Huron, South Dakota, Observes Progress Days

Central South Dakotans and visitors devoured a ton of beef and several hundred pounds of roast pork at a giant, old fashioned free barbecue, a feature event at Huron's Progress Days, August 17 and 18.

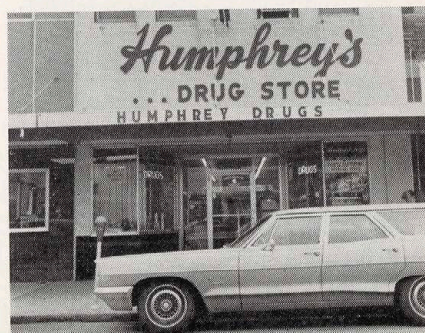
The city-wide celebration was held primarily to dedicate extensive new community facilities, recognize other recent civic accomplishments and publicly recognize local businesses which contribute importantly to the area's welfare including the livestock marketing, meat packing and transportation industries. Great Northern is one of several railways which serve Huron with freight service.

Recognition of the livestock and meat packing industries was made formally at a Saturday evening reception and banquet. Among the guests at the dinner were representatives of the meat packing firms and livestock

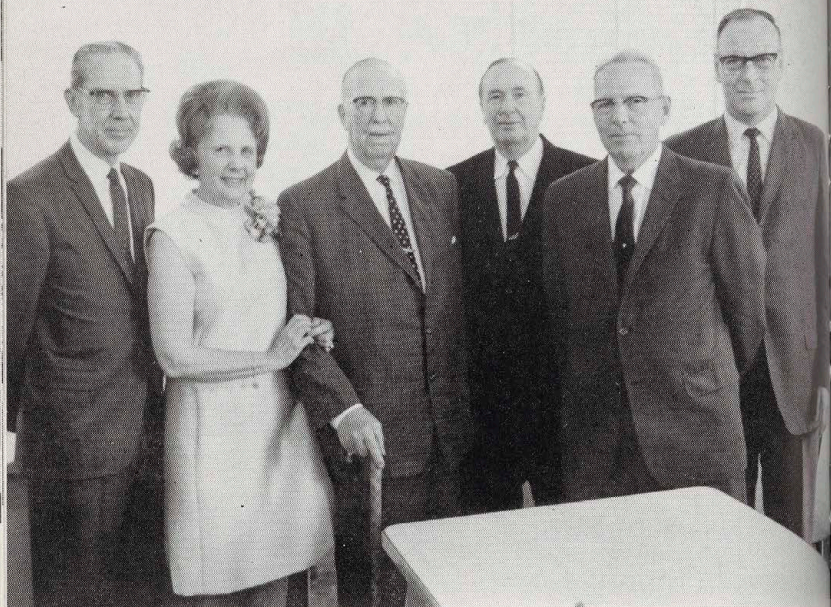


Visiting rodeo star Casey Tibbs is shown here with Mr. Quinn.

A Huron landmark is the pharmacy established by the father of the Vice President of the United States. It still is family owned and operated.



Conclusion on page 14



Former PTM's Attend Secretary's Retirement Tea

A recent retirement from Great Northern's Passenger Traffic Department in St. Paul was that of Olga (Polly) S. Williams, secretary to the Passenger Traffic Manager.

Surprise guests at a reception given in Miss Williams' honor were all former Great Northern passenger traffic managers with a single exception. Only absentee former PTM was V. J. Kenney, now of Sarasota, Florida, who headed the department from 1946 to 1948.

Miss Williams' 42-year career with Great Northern's Passenger Traffic Department was unique in that during that time, she worked for every passenger traffic manager the railway has ever had.

Pictured above from left are R. J. Class, current PTM; A. J. Dickenson who retired in 1946; P. G. Holmes, retiree in 1960; K. C. Van Wyck who

retired in 1965, and E. M. Brady, who left the department in 1967 and now is GN market manager, containerization, export-import.

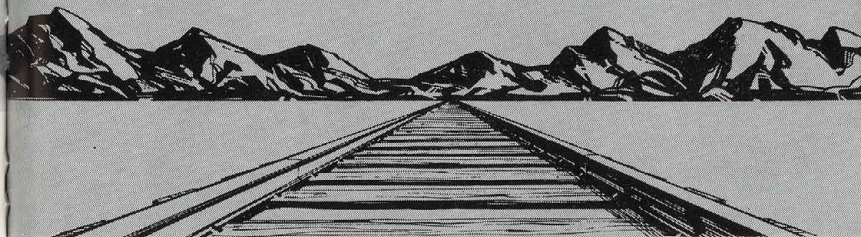
Huron Progress Days—Concluded

sales barns including executives from the general offices of Armour and Company and George A. Hormel Company. P. W. Stafford of St. Paul, Great Northern Public Relations Manager, addressed the group briefly.

Open house was held at the city police and fire departments, and bus tours were conducted to other new municipal facilities including the sewage treatment plant, senior high school and Campbell Park. The public also was given the opportunity to tour Armour's, Flanery's and Rod Barnes' meat packing plants.

Hunting for an industrial location?

We've got 8,276 miles of happy hunting grounds

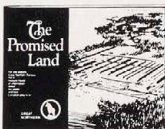


Since you already know just about what you need, and since Great Northern already knows just exactly what it has to fit those needs, you're in for an easy and happy hunt.

We'll pinpoint, not just one or two, but from a half a dozen to a hundred sites tailor-made to your requirements. We'll give you the raw, unadorned facts about each—taxes, labor sources, natural resources, utilities, local regulations—to help you make a judgment unaffected by local or regional pride and over-zealous salesmanship.

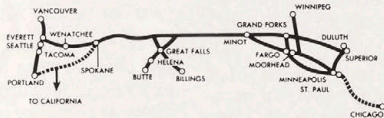
A wealth of natural resources, water, fuel, mineral and land across ten states and two Canadian

provinces make this a happy hunting ground for industry. Great Northern offers free guide service. And we'll keep your interest confidential.



Send for this complete description of Great Northern's industrial location service. Write on your company letterhead to:

Great Northern Railway
J. C. Kenady,
Assistant Vice President
175 East Fourth Street
St. Paul, Minnesota 55101.



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THE GREAT NORTHERN GOAT

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National Safety Council Makes Rail Safety Awards

The National Safety Council has made Public Safety Activity Awards to 13 U.S. and Canadian railways including Great Northern.

Known as Golden Spike Awards, they are given for outstanding public safety service. Recipients in addition to Great Northern are, Santa Fe, Canadian National, Canadian Pacific, Burlington, Illinois Central, Norfolk and Western, Penn Central, St. Louis-San Francisco, St. Louis Southwestern, Seaboard Coast Line, Southern Pacific and Union Pacific.

Awards are made on the basis of a number of activities, including participation by railway personnel in community safety activities, off-the-job safety programs for employees, cooperation with local safety councils and civic groups and attention to public information work.

Old Sternwheeler May Continue Operating

The Port of Portland's historic old sternwheeler "Portland", which was about to be retired due to operating losses, will remain in service for a year or so at increased tariffs for the use of the powerful vessel, but when the time comes to end her towboat days the Port anticipates some public interest in retiring her in "elegance". Some possibilities will be as a harbor excursion boat, a marine museum, a waterfront restaurant, or a combination of these ideas.

The "Portland" has seven rudders, is 219 feet long and 1800 horsepower engine. It has unmatched capacity for maneuvering vessels in the Portland Harbor. Because of her power and her historic uniqueness as one of the nation's last sternwheelers, the vessel has been kept in service despite operation losses.



GREAT NORTHERN

GOAT

OCTOBER 1968



GREAT NORTHERN

GOAT

Vol. 38 October, 1968 No. 10

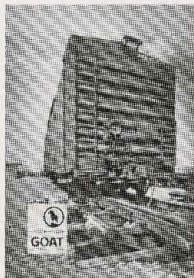
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



Speed of freight car rolling down the "hump" at GN's Balmer Yard at Seattle, is electronically controlled to insure gentle coupling.

Your Railroads

Discontinuance of money-losing passenger trains by the railroads has been going on for a long time, as people by the millions choose to ride on other forms of transport. After all, the empty passenger train is a pretty useless piece of hardware. However, the disappearing passenger train has been the subject of a number of nostalgic stories in the press.

It seems that people suddenly miss the Iron Horse. But, the trouble with some of the stories is that they might lead a casual reader to the conclusion that rail transport generally is going the way of the passenger train. Such is far from the case. From the standpoint of freight hauling, the rails are still the backbone of the nation's transportation system. The movement of goods by rail has aptly been described as a growth industry. To meet shipping demands, the railroads have had to push steadily ahead in the development of more advanced plant and equipment and in the adoption of sophisticated electronic aids.

A short time ago, the head of the Association of American Railroads announced a speed-up in the output of equipment to keep pace with the railroads' expanding use of a nationwide automatic car identification system. ACI, as it is called, provides information through central computer locations on any freight car in a railroad's system. By keeping close tabs on freight car movements, car utilization can be immensely improved, thus offering better service to shippers and, in effect, vastly increasing the rail freight car fleet.

Talk of passenger train discontinuance should not cause us to lose sight of the main railroad ball game—the movement of freight on a scale that staggers the imagination.

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

GENERAL SALESMANAGER G. D. JOHNSON RETIRES

John K. Cutforth Named Director of Sales

The retirement of Gerald D. Johnson, Great Northern general sales manager, and the appointment of John K. Cutforth as his successor, has been announced in St. Paul by M. M. Scanlan, marketing vice president.

Mr. Cutforth assumes the newly-created position of director of sales. He will be responsible for GN's sales offices throughout the central and midwestern states. The appointment was effective October 1.

A career railroader, Mr. Johnson was associated with GN for nearly half a century. He witnessed railroading's transformation into a modern, progressive industry that places emphasis on specialized equipment designed to meet shippers' particular needs.

During his tenure with GN, the freight traffic department was reorganized into an energetic marketing department.

Mr. Johnson began as an office boy in the St. Paul freight traffic office in 1919. His varied experience in freight sales included the positions of city freight agent in Portland, Oregon, traveling freight agent in Los Angeles and San Francisco, and general agent in Seattle.

In 1954, Mr. Johnson transferred to St. Paul as freight traffic manager, sales and service, and in 1956 was promoted to western traffic manager, Seattle. He returned to St. Paul three years later as general freight traffic manager, sales and service, and in 1966 was appointed general sales manager in the marketing department.

Mr. Cutforth joined GN in St. Paul in 1941 as an office boy. He held various clerical positions in St. Paul and Kansas City.

In 1951, he was appointed city freight agent in Portland and four



Mr. Cutforth



Mr. Johnson

years later, traveling freight agent there. In 1957, Mr. Cutforth went to Milwaukee as general agent.

He subsequently became general agent in Seattle; general freight agent in Portland, and in 1966, regional sales manager in the office of the director of sales in Seattle.

Mr. Cutforth was transferred to St. Paul the following year as director of special projects.

He is a graduate of the University of Notre Dame and served in the U.S. Army during World War II.

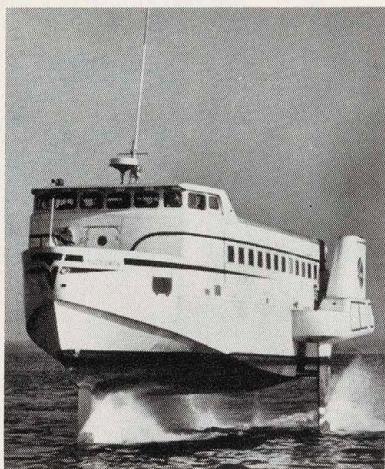
Main Street Celebrates

Labor Day ceremonies at Sauk Centre, Minnesota, celebrated National Landmark distinction for the boyhood home of Sinclair Lewis. Title of the famous author's best known work came from Sauk Centre's "Main Street".

Robert M. Utley chief of the National Park Service division of history made the formal presentation of a bronze plaque at the near-downtown home where Sinclair Lewis, the first American recipient of the Nobel prize for letters penned his first stories.

Sauk Centre lies about 100 miles northwest of the Twin Cities on Great Northern Railway. Passenger service is provided daily by the Winnipeg Limited and the Dakotan.

Victoria Foils the Waves



The 75-passenger Victoria, now in service between Seattle, Washington, and Victoria, British Columbia, claims the record for covering the longest commercial hydrofoil route in the United States, 72 miles.

It is designed to reach 40 knots, even in 10-foot-high waves. Powered by a pair of gas turbine engines, the hull rises 2-6 feet above the water when moving.

Most hydrofoils "fly" on two curved "wings" that resemble segments of a circle when viewed head-on. The Victoria, on the other hand, has entirely submerged foils which are more like airplane wings.

The 65-foot Victoria carries a crew of four and uses a control system of sensors, computer and actuators to stabilize the ship and permit it to ride smoothly above the waves.

The Northwest Hydrofoil Lines vessel makes two round trips daily, leaving Seattle at 8 a.m. and 2 p.m. One-way travel time to Victoria is about two hours, according to Earling S. Beck, traffic manager. Fares are \$10 one way and \$16 round trip.

Marketing Department Appointments

M. M. Scanlan, Great Northern vice president-marketing has announced the following appointments effective October 1.

C. J. Hockaday becomes Assistant to Vice President-Pricing, St. Paul.

R. J. Strecker is named Director of Pricing-System, St. Paul.

M. H. Karl is appointed Manager of Pricing-Lines West, Seattle. Mr. Karl succeeds Mr. Hockaday and the location of this position has been transferred to Seattle.

E. E. Nelson becomes Manager of Pricing, Grain & Grain Products, succeeding Mr. Karl.

K. S. Bagley is named Manager of Pricing-Lines East, St. Paul, succeeding Mr. Nelson.

R. F. Adams is Assistant to Vice President-Marketing, St. Paul, succeeding Mr. Bagley.

J. F. Dexter is named Assistant Manager of Pricing-Lines West, Seattle.

Your fair share gift works many wonders



THE UNITED WAY



27.5 million families benefit from child care, family service, youth guidance, health programs, disaster relief and services for the Armed Forces through 31,300 United Way agencies.



Locomotive pulls cars up the hump from receiving track. Cars will be pushed back over the hump and roll to proper classification track.

Interbay Yard Modernized, Converted to Gravity Operation—Renamed

Great Northern Dedicates Balmer Yard

"Push-button" freight car switching has made its debut in Seattle, with the result that Great Northern Railway is moving freight faster and safer and with more precise control of individual cars than ever before.

GN now has in service a new electronically-controlled yard, named and dedicated on October 1, 1968 in honor of the late Thomas Balmer, long-time Vice President, Executive Department and Western Counsel, and one of Seattle's most distinguished citizens.

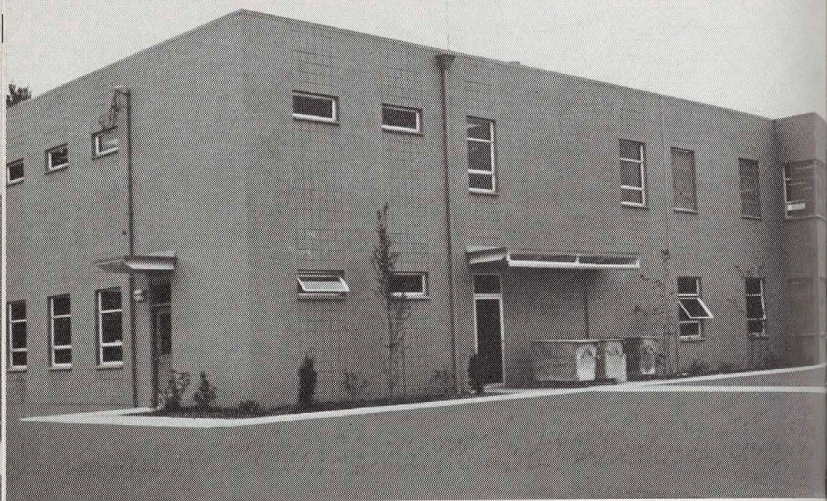
Balmer Yard has 16 classification

tracks, electronic retarders and switches, a new scale to weigh cars in motion, new safety equipment, additional storage tracks, new yard offices and all necessary hardware for high speed data processing.

Additional car repair and service facilities are to be completed in 1969.

GN started this \$2.5 million enlargement and modernization of the old Interbay Yard in August of 1967 to help cope with the heavy increase of railroad freight traffic in and out of the Seattle area.

(Continued on page 7)



A new two-story office building is part of the modernization program at Balmer Yard.

Indirect lighting, new furnishings and equipment brighten the interior of the new building.



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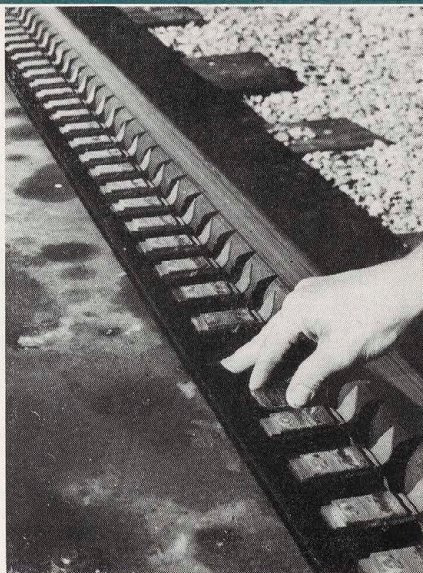
The number of cars handled through Interbay increased 21 per cent between 1962 and 1967. Minor track changes had been made and the number of switch engines, workers and supervisory personnel increased, but the old yard was not capable of handling the greater traffic efficiently.

Several developments made possible the present renovation. GN acquired 5.7 acres of adjacent land. A spur line to the Navy piers was relocated. GN storage trackage known as the "G" Yard was abandoned. New mechanical advances were made.

In the old yard, switch engines pulled or pushed freight cars around, putting together strings of empties or loads bound for similar destinations.

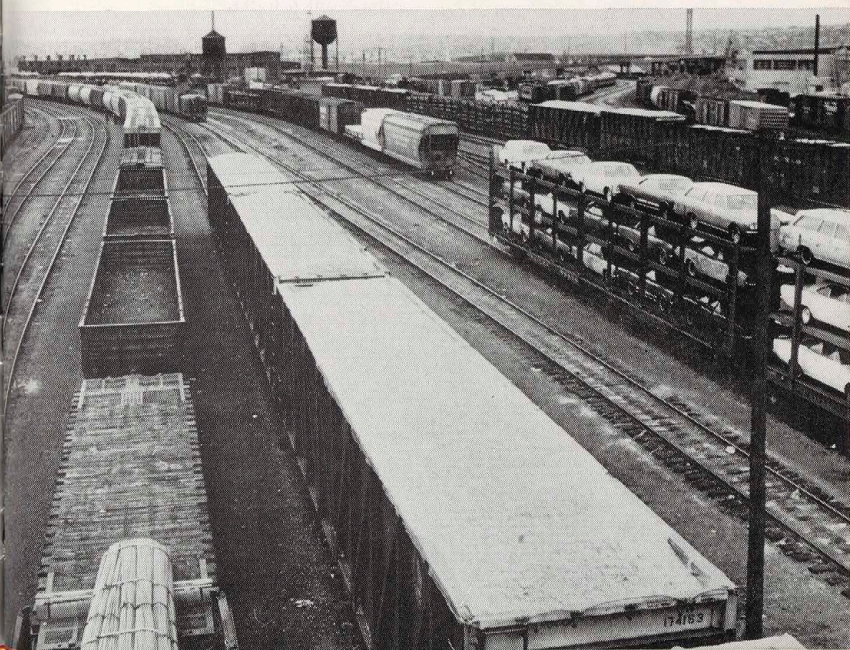
Now, cars are pushed over a nine-foot high hump, are weighed in mo-

(Continued on page 8)



Spring-actuated "fingers" detect broken flanges and other wheel defects. The device signals the yard tower and sprays paint on defective wheel.

The number of cars through Interbay (now Balmer) Yard has increased 21 per cent between 1962 and 1967.

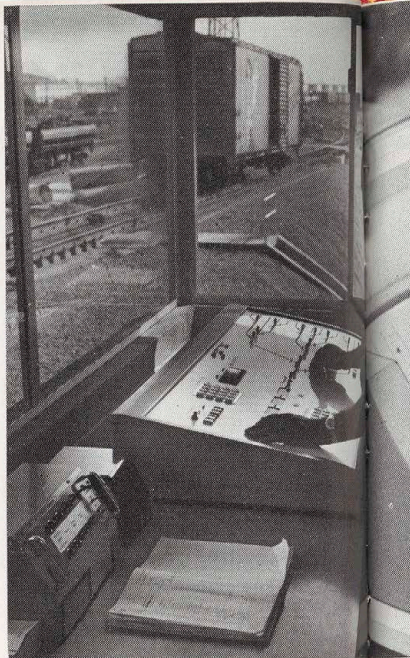


tion, and roll down by gravity into the 16 classifying tracks, each with a capacity of about thirty, 50-foot cars. Switches are controlled electronically by the switch foreman in the hump tower.

Speed is monitored by notch-rail sensing equipment and adjusted by retarders built into the tracks to squeeze the steel wheel flanges. Cars are released at a speed pre-determined by computer so they will roll the right distance to insure gentle couplings with the cars ahead.

Data processing equipment prints out switching lists, sends coded train orders to conductors and yard masters in the proper terminals and relays movements to the company's new UNIVAC III computer in St. Paul.

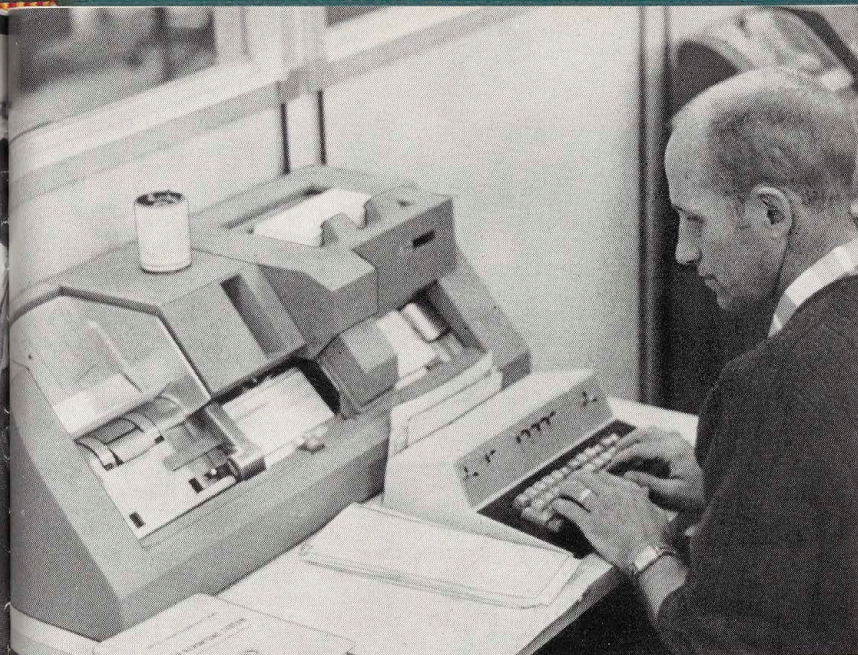
These new facilities will permit switching cars at a rate of three per minute. Weighing of the cars, on the new 150-ton capacity scales, takes about two seconds compared with five minutes on the old scales.



Switch foreman at hump tower control panel. He can switch a car into any one of 16 classification tracks.

Electronically controlled master retarder takes into consideration almost every factor which governs speed of car including condition, weight, even windage. Other retarders are located at individual classification tracks.





Manifest clerk punches Terminal Performance Control codes onto cards. Each card represents a freight car at the Seattle terminal.

Yardmaster checks machine-run switch lists to determine placement of cars on classification tracks.

Through carefully planned and studied use, car movements within the yard are expected to at least double those previously possible.

The increased mobility should insure current daily movement of all originated traffic and distribution of all arriving traffic.

It may be possible for arriving trains to be divided or classified in less than an hour after arrival, with each car ready for the next scheduled movement toward its destination. Scheduling of trains and transfers is being planned on this basis.

Balmer Yard is another step in Great Northern's new marketing concept to provide more dependable and faster service for its customers.



GN General Manager On Loan to Alaska

Reginald N. Whitman, Great Northern Railway general manager, Lines East, has been named special consultant to the



Mr. Whitman

governor of Alaska to assist in securing a rapid engineering survey for extension of the Alaska Railroad into the resources-rich Arctic. Mr. Whitman has taken a 60-day leave of absence from GN.

Alaska Governor Walter J. Hickel said the State intends "to push ahead with all possible speed", to establish a surface transportation corridor from the Fairbanks area, on north and west, to the vast Arctic area which includes new oil developments on the North Slope.

The GN executive is well known in Alaska, having served as general manager of the Alaska Railroad in 1955-56. Since February, 1967, he has been vice chairman of the NORTH Commission, a board created by the Alaska Legislature to promote Arctic transportation improvements.

In his new consulting post, Mr. Whitman will work with John Manley of Anchorage, general manager of the Alaska Railroad.

Governor Hickel characterized Mr. Whitman as a man having tremendous technical know-how and executive knowledge who will help get the railroad extension project rolling in high gear.

In thanking John M. Budd, GN president for giving Mr. Whitman the time to help Alaska in the project, the governor said, "John Budd has shared Mr. Whitman's enthusiasm about extending the Alaska Railroad.

This assistance renews the cooperative liaison which we have with the Great Northern."

In 1964, immediately after the disastrous Good Friday earthquake wracked south central Alaska, Mr. Budd dispatched Mr. Whitman to Anchorage to assist in recovery efforts.

"I remember so well when Mr. Whitman arrived in town," Governor Hickel said. "His only purpose was to do whatever possible to help the Alaska Railroad—and all Alaskans."

The governor's appointment of Mr. Whitman was made after returning from a meeting of the NORTH Commission in Fairbanks. The group met in the wake of oil company predictions that the North Slope oil reserves may prove to be the largest petroleum reservoir in the world.

The commission voted unanimously to secure Mr. Whitman for the advisory post.

AAR Research VP Retires

W. M. Keller, Research Department Vice President of the Association of American Railroads, has retired. Mr. Keller, who holds a degree in Mechanical Engineering, entered railway service in 1919 with the Pennsylvania Railroad. He was Assistant Mechanical Engineer in charge of Research for the PRR when he took a leave of absence to become Director of Mechanical Research for the AAR in 1952. As of January 1, 1958 he has been Vice President-Research and in direct charge of the Research Center in Chicago where the unified research for all American railroads is conducted.

Outstanding among his many other accomplishments in AAR service was the active part he placed in improving the performance of plain bearings to the point where the performance per hot box set-out increased ten fold, from approximately 200,000 miles to almost 2,000,000 miles per hot box set-out.

GOAT Gaieties

Father Knows Best

A father told his teenage daughter he wanted her home by 11 p.m. "But, Father," she complained, "I'm no longer a child."

"I know," answered her father. "That's why I want you home by 11."

* * *

No Matter What

Once you get a mouthful of boiling hot coffee, whatever you do next is going to be wrong.

* * *

In the Dark

The fellow across the street has been married for 25 years and has never stopped being romantic. Of course, his wife will break his neck if she ever finds out about it.

* * *

Tho What

"What are thongs?"

"They're what Thinatra things."

* * *

Mr. Clean

An artist was exhibiting some of his work when an inquisitive girl asked, "Do you do anything in the nude?"

"Well, miss," replied the artist, "occasionally I take a bath."

* * *

Overdid It

"So you've given up taking tranquilizers?"

"Yes, I found myself being nice to people I shouldn't even speak to."

* * *

Sure Cure

Any wife with an inferiority complex can cure it by being sick in bed for a day while her husband manages the household and children.

Works Every Time

Two fathers were discussing their families and children and some of the incidents that arise in daily living.

"My three boys sure stick together," said one dad. "When one of them gets in trouble, neither of the other two will ever squeal on him."

"But how do you find out the guilty one so you can punish him?"

"That's easy. All I do is send all three of them to bed without supper, and the next morning I thrash the one with the black eye."

* * *

Quick Cure

The animals in the zoo all came down with a type of flu, so to stop its spreading, the zoo keeper decided to try a new approach. He placed medication in the ventilating systems and let it be wafted to the animals. They quickly recovered.

This has since become known as medical air for the caged.

* * *

In Full

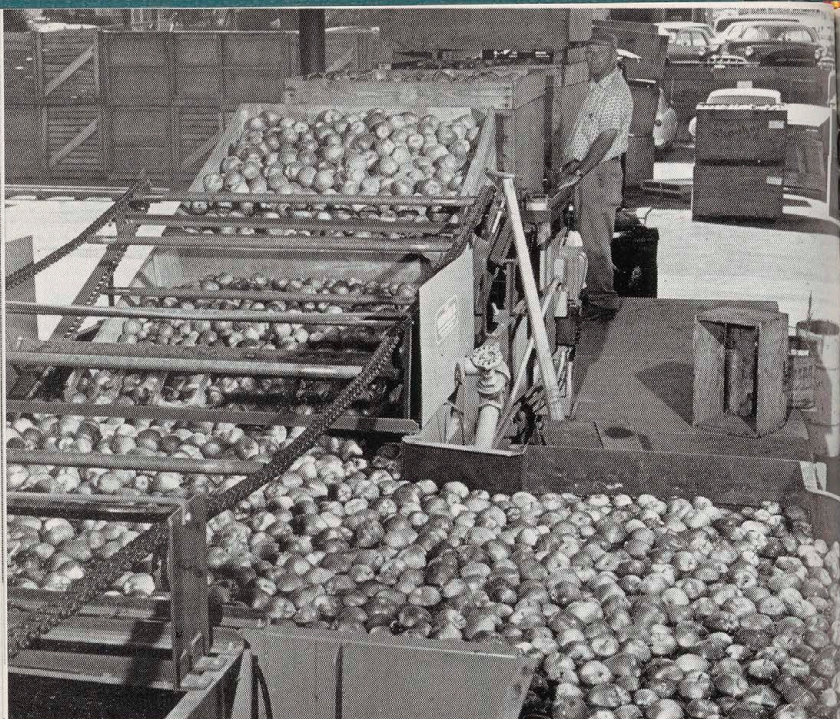
If you've learned to understand women, you've probably paid for the lesson.

* * *

Tell It Like It Is

The executive pulled into home at 8 a.m. to face his furious wife. "I had a meeting that lasted until early morning," he began explaining, "and we had to have minutes taken. When it was over I took my secretary home and she asked me to come in for a drink. Well, one drink led to another and I finally finished up sleeping on the couch in her living room."

"A likely story!" screamed his wife, "you've probably been out playing poker with the boys again."



During National Apple Week which is scheduled in October to coincide with the peak of the harvest, Washington State apples by the millions arrive at Wenatchee packing plants.

1968 WASHINGTON STATE APPLE HARVEST IN FULL SWING

Apple Crop Volume Down—Quality High

The 1968 Washington State apple crop will be one of the smallest in many years. Orchardists, however, are confident that the nation's favorite varieties—Washington Red and Golden Delicious—are going to be the "finest looking—and tasting apples in several seasons."

Official guesstimates place the new crop at just over 23,000 rail carloads of fresh shipments, about 4,000 under last year, and 12,000 carloads less than the record-breaking 1966 crop.

Late frosts and lack of bee pollinizing activity have seriously reduced yields in several prime growing areas. Some orchard blocks were completely

voided of all live blossoms in late March and early April, due to 20-degree nights.

Varietal estimates indicate fewer Red Delicious and Golden Delicious than last season. Winesaps are expected to exceed their preceding crop by approximately 300 carloads.

According to growers, what the crop lacks in quantity is more than compensated for in quality. "Color on the Reds is outstanding", Washington Apple Commission Manager Joe Brownlow said recently. "The best we have had for many, many years. Shoppers will see the finest apples in

a long time in their supermarkets this year."

Mid-August rains and sub-normal temperatures have snapped the color and sugar into the fruit. The harvest on Red and Golden Delicious varieties began two to three weeks earlier than normal in some area.

National crop estimates forecast total U.S. fresh domestic apple shipments at 83,288 rail carloads. If this holds true, Washington State will lead the nation in fresh shipments once again, claiming 27.6 per cent of that total.

National Apple Week will again herald the arrival of the new apple crops across the country, October 10-19. A national retailer display contest, publicity and promotional activities in cities and towns, and special individual efforts by apple promotion groups in each of the 39 apple-

Have an apple, a juicy Golden Delicious apple from Wenatchee in Washington State.

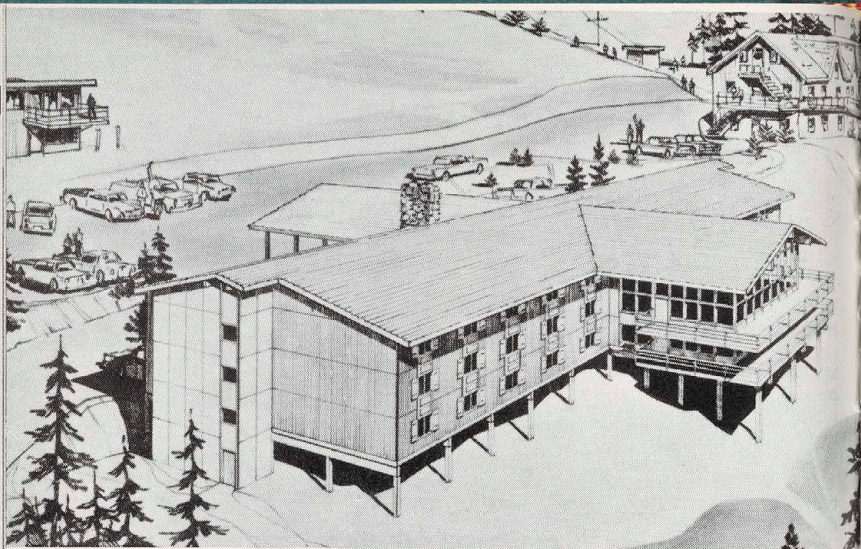


Many new handling methods are being used by Wenatchee orchardists and packers, but apple picking remains a hand operation.

producing states will headline the week. For over 40 years, National Apple Week has been the official season "kick-off" for apple producers and consumers alike.

A Wenatchee housewife expertly wraps each perfect Golden Delicious apple in protective tissue.





Alpinglow Inn will be located between the Chalet and Lodge.

Construction Underway on "Alpinglow Inn"

Construction on the 54 unit, three story "Alpinglow Inn" condominium is well underway, according to C. E. (Ed) Schenck, president of Winter Sports, Incorporated, operators of The Big Mountain at Whitefish, Montana.

The project, slated for occupancy in February, is the first resort type condominium venture in Montana, with 60% of its units being individually owned by Flathead Valley residents. Twenty of the 40 units sold to date belong to Whitefish residents.

The Inn will be operated under a hotel management contract with Winter Sports, Incorporated. In addition to ski season occupancy, Alpinglow Inn will provide the most extensive convention facility in North Western Montana.

Also underway is an extensive remodeling program on The Big Mountain's well known Ski Lodge. Improvements include a new cocktail lounge, dining accommodations for 320 diners and a greatly expanded skiers' cafeteria. The two story structure will be completed in time for the resort's Thanksgiving opening.

Outdoor improvements on The Big Mountain will add a new double chairlift on what was formerly the area's T-Bar slope and a new T-Bar especially designed to handle beginner intermediate skiers. These new lifts will more than double the area's lift capacity and will open extensive new slopes to The Big Mountain's skiing visitors.

Shippers Advisory Boards Hold Annual Meeting

The nation's top traffic officials will meet in Las Vegas in mid-October to review the changing techniques and technology that will move this year's all-time record of 744 billion revenue ton-miles of rail freight.

The 32nd annual meeting of the National Association of Shippers Advisory Boards will open October 15. Thomas M. Goodfellow of Washington, D. C., president of the Association of American Railroads, will address a luncheon concluding the conference on October 17.

Canadian Potash To Move GN-CB&Q

A plan for trainload potash shipments from Northgate, North Dakota, to terminals in the midwest farm belt was recently announced by Great Northern and Burlington railroads.

Presidents J. M. Budd of Great Northern and William J. Quinn of Burlington said the plan would facilitate movement of the basic fertilizer material from Saskatchewan's rich potash deposits to fertilizer manufacturers and farmers.

The plan has received approval of Saskatchewan Premier W. Ross Thatcher, whose administration has been closely involved in the province's mining development.

International Minerals & Chemical Corporation, a leading potash producer in the United States and Canada, will ship to terminals near Minneapolis, Minnesota; Mendota and Beardstown, Illinois. The 100-car unit trains would carry 10,000 tons of potash.

Northgate is 77 rail miles north-

west of Minot and is the terminus of a 55-mile branch which connects with Great Northern's transcontinental main line at Berthold, North Dakota.

Over two-thirds of United States fertilizer consumption is concentrated in the central states region which the unit trains would serve. Over 8 million tons of potash were used in the United States last year, and use is increasing at a rate of more than 10 per cent per year.

The adoption of the unit train concept for movement of basic fertilizer materials is a further adaptation of this economical advancement in transportation.

The plan of the Great Northern and Burlington is a "significant breakthrough in better distribution of the basic fertilizer materials on which U.S. agriculture depends," according to N. C. White, IMC president. "Unit trains can make an immediate contribution to more effective fertilizer materials distribution."

Fire Prevention Week

Every 50 seconds a fire breaks out in a dwelling somewhere in the United States. Last year alone, fires claimed more than 12,200 lives, and an even greater number will die this year of burns, injuries, or smoke inhalation. Thousands more will be disabled, suffer painful wounds, or permanent disfigurement.

The real tragedy behind these grim statistics, however, is the fact that many of the fatalities, particularly among children, could have been prevented if the victims had been instructed in proper emergency procedures.

Many children are burned to death because they have never been told where to go or what to do in case of fire. Instead of attempting to escape, they instinctively huddle together in a closet, corner, or hide under the bed.

National Fire Prevention Week officially begins on October 6 this year. The annual event is held to remind the public of the persistent danger of fire to their homes and families and to familiarize people with the means to combat this common hazard.

Learn and instruct your children in the fundamentals of fire safety training.

Snow in Paradise

They still remember "the year of the big snow"—80 feet of it—at Paradise Glacier, one of 41 glaciers in Mount Rainier National Park, Washington. It was the winter of 1955-56 and the snow piled deep enough to bury a four-story apartment house. In more recent years, Paradise has maintained its glacial status on a mere six or seven feet of snow per year.

THE GREAT NORTHERN GOAT

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SKI

THE BIG MOUNTAIN



AT WHITEFISH, MONTANA

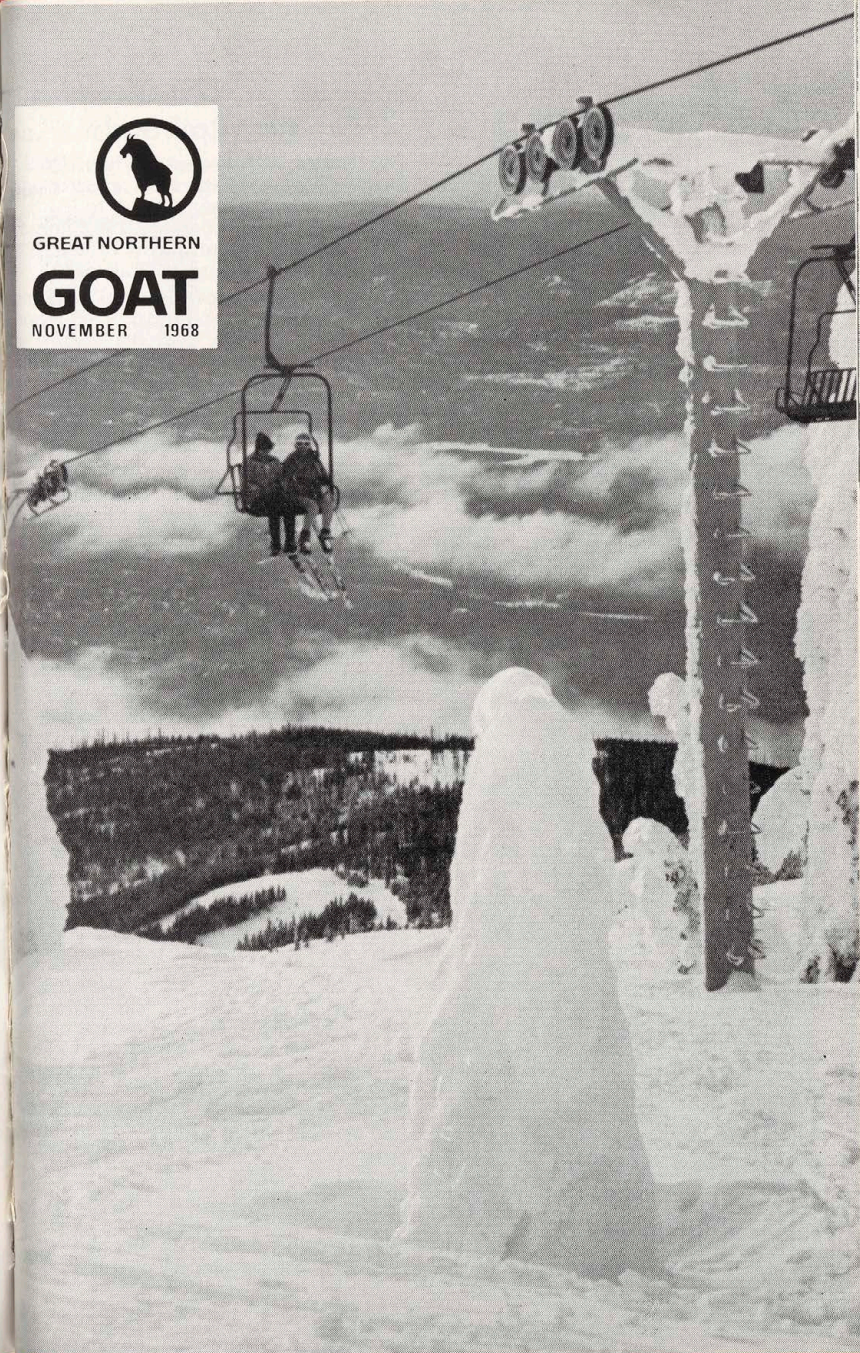
IN THE TOWERING ROCKIES . . . JUST WEST OF GLACIER NATIONAL PARK
ON GREAT NORTHERN'S MAIN LINE BETWEEN CHICAGO—THE TWIN CITIES—SEATTLE—PORTLAND
Served By The Empire Builder And The Western Star



GREAT NORTHERN

GOAT

NOVEMBER 1968





GREAT NORTHERN

GOAT

Vol. 38 November, 1968 No. 11

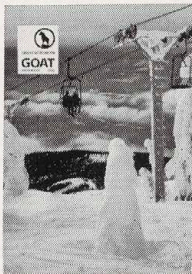
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



Deep powder snow covers Montana's Big Mountain Skiers' Paradise at Whitefish on Great Northern Railway. The scenic Flathead Valley stretches as far as the eye can see far below the clouds and mountain top.

Two

Your Railroads

Special trains—faster than trucks and cheaper than air—crisscrossing the country to bring food to American tables are foreseen by Thomas M. Goodfellow, president of the Association of American Railroads.

He told the recent annual meeting of the National Association of Food Chains that "the fact that half the world's people go to bed hungry each night must surely be the greatest scandal of our times."

"At least," he added, "it's the greatest indictment of our brainpower and technical know-how. We have a world with almost unlimited resources and potential—and yet we have massive global malnutrition and resulting discontent."

Expressing the hope that "the day will soon come when global malnourishment is happily resolved," Mr. Goodfellow said such a task, of course, must begin at home. While noting that the food chain and railroad industries are already doing a good job now, he said, "America will need more and more good production, good marketing and good transportation. More mouths to be fed are coming by the millions."

He pointed out that an NAFC research firm, in a recent report, envisioned that within 10 years the country will have a network of special unit trains, operating "like a series of automated conveyors, bringing low cost, reliable transportation to every important sector of the United States."

This will be possible, the railroads' chief spokesman said, "if a sound pricing policy can be worked out."

He referred to the "operational economies" that would result and continue:

"Heavy traffic congestion and delays would be avoided. Large urban centers could be bypassed en route to strategically placed warehouses. Co-

Concluded next page

C. O. Jenks, 1874-1968

Charles O. Jenks, 94-year-old retired Great Northern Railway operating vice president died on October 6 in St. Paul, Minnesota, after a prolonged illness.



Mr. Jenks

Mr. Jenks, who retired in 1947, was born in St. Paul on March 6, 1874. His father was Cyrus H. Jenks, a Civil

War veteran who worked up through GN ranks to a general superintendancy of several operating divisions under James J. Hill, the railway's founder.

Regarded as one of the most successful railway operating officers during his era, Mr. Jenks began his 56-year GN career in 1891 in Larimore, North Dakota, while a student in the University of North Dakota. He held

successively the positions of chief clerk, trainmaster, assistant superintendent, and superintendent before he was 35.

In 1912 Mr. Jenks was advanced to general superintendent in Superior, Wisconsin, and three years later became general manager of the Spokane, Portland and Seattle Railway, which is owned jointly by GN and Northern Pacific. His election as operations vice president of Great Northern came on May 1, 1920.

Top-ranking among Mr. Jenks' many achievements as an operating officer was his direction of the construction of GN's Cascade Tunnel through the Cascade range in the State of Washington. The 7.79-mile tunnel, longest in the Western Hemisphere, was completed in 1929.

Mr. Jenks is survived by his widow, Vida, a son, Downing B. Jenks of St. Louis, president of the Missouri Pacific Railway, and two grandchildren.

Unusual Holiday Idea

The Indian Arts and Crafts Board, United States Department of the Interior, has published a fact sheet listing the sources for Holiday greeting cards designed by Indian and Eskimo artists for the 1968 Christmas season.

The leaflet is receiving nationwide distribution and a copy is available free upon written request to the Museum of the Plains Indian, P.O. Box 400, Browning, Montana 59417.

YOUR RR's—Conclusion

ordination between rail operations and warehousing would be the most important consideration.

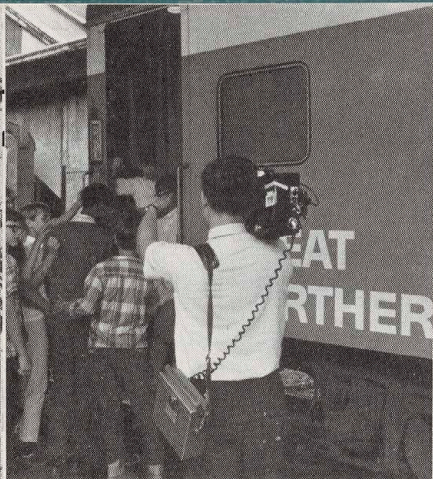
"Under such a setup, railroads would enlarge their present role as an efficient conveyor between farm, factory and market."

Railroads, he said, "have been in-

terested in helping the food industry for more than a century" and "our major single contribution has been improved methods of gathering, controlling and expediting our traffic, with high hopes for very great improvement over the next two years."

Part of this improvement, Mr. Goodfellow added, will come from the recently-developed automatic car identification (ACI) system and the TeleRail Automated Information Network (TRAIN). ACI is an electronic system for automatic trackside scanning and identification of passing freight cars. TRAIN is a nationwide computerized freight car tracking system, which will begin operation next year.

But while ACI and TRAIN "aren't going to cure overnight" all of the problems, they are "going to make a tremendous contribution," he concluded.



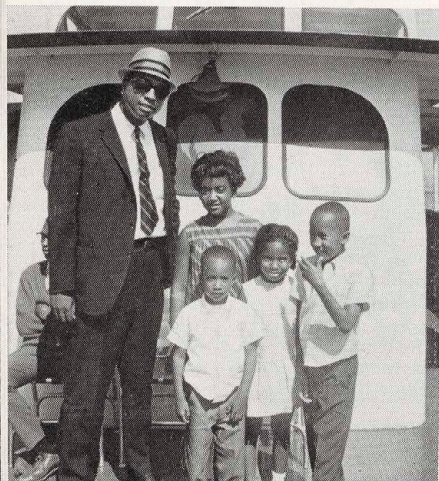
TV cameramen covered the Twin City departure of the Twin Ports bound group shown boarding GN's Badger.

**ST. PAUL-MINNEAPOLIS TEEN AGERS
VISIT HEAD OF THE LAKES**

GN Youth Opportunity Rail Excursions

Millions of visitors to Superior, Wisconsin, have become familiar with Great Northern Railway's Allouez iron ore docks, largest in the world, as one of the city's best known landmarks. Only a very few have been

GN Management Trainee James Williams, who acted as an escort and chaperone, is shown with some of his young charges.



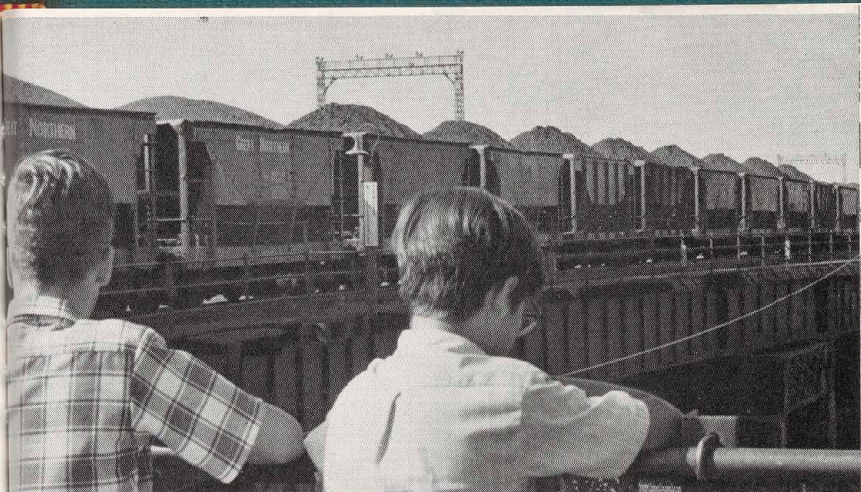
able to visit them and observe at first hand, the handling of iron ore and taconite pellets and the loading of this vital raw material into the holds of huge Great Lakes ore carriers bound for down-lake smelters.

A guided, narrated tour of GN's ore docks was probably the most interesting and most appreciated feature of several GN-hosted Youth Opportunity Tours from the Twin Cities of St. Paul and Minneapolis to the Twin Ports of Superior and Duluth during the past summer. There were four in all, three from St. Paul and the fourth from Minneapolis involving a total of several hundred "disadvantaged" teenagers, many of whom had never before been train passengers or had ever been more than a very few miles away from their homes. Travel to the Head of the Lakes was in special cars attached to GN's morning Badger and the return was via the Gopher.

Itinerary for all four tours was substantially the same with 8:10 a.m. departure from St. Paul and 8:30 from Minneapolis. GN escorts and chaperones pointed out to their young guests, many points of interests along the 160-mile route. Arrival at Duluth was just before noon.

First activity in the "Air Conditioned City" was a one hour conducted sightseeing tour by bus





Final visit of a busy day was to Great Northern's iron ore docks at Allouez, largest in the world, which many tour members remember being pictured and described in textbooks and encyclopedias.

including spectacular Skyline Drive, hundreds of feet high overlooking Lake Superior and St. Louis Bay.

After a box lunch picnic at the City's Enger Park, the buses transported the groups to the Flame Excursion Dock for a comprehensive sightseeing cruise of the Duluth and Superior Harbors. Included were close ups of one of the country's best known landmarks, the famed Aerial Bridge; the many coal docks, Duluth Public Marine Terminal, the new

Duluth-Superior High Bridge, and waterfront grain elevators, including those owned by Great Northern Railway, some of the largest in existence.

Final tour of the busy day was that of GN's ore docks, which many recalled seeing pictured in textbooks and encyclopedias, and the railway's recently-installed taconite storage and loading facilities nearby. Qualified GN personnel explained in detail how iron ore and taconite are handled from mine to smelter.

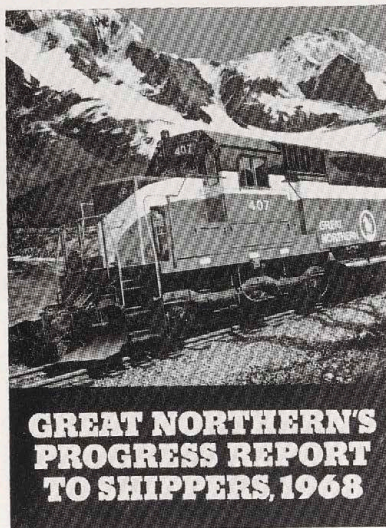


Ships from many foreign ports were docked in the Duluth and Superior Harbors taking on or discharging cargo.

A highlight of the trip was a sightseeing cruise through the Duluth and Superior Harbors. Here the boat waits for the famed aerial bridge to be raised.



Stavrowski Art Used On '69 Calendar - '68 Report



The illustration carried on Great Northern's wall calendar for 1969 is an unusually striking and colorful rendition of a "Big Sky" blue locomotive and freight train in Montana Rocky Mountain country. It is the work of well known Minneapolis artist Oleg Stavrowski and bears his stamp of almost photographic accuracy and attention to detail.

The same illustration, cropped vertically, was also used as the cover for the railway's current 1968 Progress Report to Shippers booklet (shown above) which was distributed during September.

AAR on TV, Radio And in Print

Grow, grow by the railway, put to music is the theme of a new broadcast advertising program launched by the Association of American Railroads on behalf of the industry.

Six

For the present fall season, there are spot commercials on radio and TV, one minute or 30 seconds, on television during evening hours and weekend afternoons, and on radio at a great variety of times.

Full page color ads headed "There's more room on the road . . ." and "Our new cars help your new car get to you . . ." are appearing in a total of seventeen national magazines including the New Yorker, Business Week, Forbes and the Saturday Evening Post.

British Columbia Pears Bound for Brazil



Shown above, Bert Evans, contractor for Great Northern Railway, looks on as a U.S. customs official attaches the final seal on a shipment of "B.C." D'Anjou pears at their point of entry at Oroville, Washington.

Twelve piggyback trailers containing the pears were loaded on Great Northern flat cars on the first leg of the journey across the United States to New Orleans. Then they were loaded aboard ship for eventual discharge at the port of Santos, Brazil. The shipment is the largest single shipment of "B.C." pears ever made to the South American country.



Ninety inches of snow is the winter average on the high slopes of The Big Mountain expanded ski resort at Whitefish, Montana.

Popular Winter Sports Resort Comes of Age — Provides New Facilities

Big News from the Big Mountain

The Big Mountain Ski Resort comes of age this month of November and in doing so, celebrates its 21st birthday with near completion of the most ambitious expansion program in its history.

The popular Whitefish, Montana, resort, located on the main east-west routes of Great Northern's EMPIRE BUILDER and WESTERN STAR, is completing final touches on two new ski lifts, a huge new dining room, cocktail lounge, cafeteria and lobby complex. Work is well past the midway point in completion of a plush new 54-unit "Alpinglow Inn", a strictly deluxe, three-story skiers' hotel due to open in February of 1969.

Completion of the new lifts marks a double expansion in uphill skier conveyances, the most prominent being the big new 3,800-foot double chairlift, rising 1,120 vertical feet

above the Mountain's Alpine Village layout, situated near the base area terminals of the area's major lifts, which now number four. The new double chairlift boasts the very latest in skier safety equipment and even features extra comfort for the winter rider in providing flip-down plastic seats for greater warmth during the short trip to the 6,000 foot level of The Big Mountain's extensive slope and trail system. Completion of the double chairlift adds a 900 skier per hour capacity for a total of 1,450 skiers per hour on the area's chairlift system, when added to the 550 skier per hour capacity of the mile-and-a-quarter double chairlift which carries skiers to the 7,000-foot summit of The Big Mountain.

Another new lift just completed is the beginner intermediate T-bar, a

Concluded on page 8

BIG NEWS FROM THE BIG MOUNTAIN—Conclusion

brand new installation carrying 750 skiers per hour over 2,100 feet in a vertical rise of 450 feet, and combining the beginner slopes of the area's nearby Poma Lift with a new intermediate skier area in the resort's west bowl.

The total lift system on The Big Mountain now includes a Poma Lift, a T-bar, two double chairlifts, a "Mitey Mite" cable lift, and a rope tow, which still is a tremendous asset to the young beginning skiers. Total capacity of all lifts is in excess of 2,400 skiers per hour, a fact which points to The Big Mountain's long standing reputation as an area which very rarely, if ever, has a lift line.

Creature comforts in the resort's base area of operations have been expanded, especially so far as lounging, dining and evening recreation are concerned. The Big Mountain Lodge has grown this year to include a new "European Plan" dining room which will operate daily from early morning to evening, featuring a full ala carte menu. To round out the new facility, the famed "Ptarmigan Room Lounge" has been moved from its original home in the nearby Big Mountain Chalet, to a new location adjacent to the dining room in the Lodge and will feature in addition to its expanded size, a new concept in evening activities with live music and other entertainment. Also added in the Lodge are enlarged cafeteria and lobby facilities and a big new fireplace.

The brand new "Alpinglew Inn" is a 54-unit condominium hotel with full dining room, sauna baths, lounging facilities and of all things, a bar in every room. The 54 units will be operated under a total management concept by the resort and guests will be accommodated either in the American Plan style or European Plan. Located

directly between the Lodge and Chalet and directly across the road from the lower terminal of the new double chairlift, the all private bath units each will accommodate from four to six persons.

The popular Big Mountain Chalet is not without something new to offer. The space formerly occupied by the original "Ptarmigan Room" will now be operated as a multi-purpose recreation, reading, movie room and group activities headquarters. The new facility, much needed in the past, should fill the need for entertainment space for young skiers.

Although new only last year, The Big Mountain's famous "Bierstube" has added some more flavor to its activities with a few splashes of "skiing avante garde" to its interior decor. Open during afternoons and evenings on The Big Mountain, the "Stube" will also feature steaks and novelty and European specialties along with its popular liquid fare of domestic and imported beers.

The added facilities have brought along a bonus feature as an added birthday present to the growing community of Whitefish in that this year's expansion program has been designed to open the area in summer and off season periods as one of the most attractive convention facilities ever presented in Northwest Montana. With dining room and banquet facilities designed to accommodate 300 plus guests at a single seating, and overnight housing for 362 persons right at the area, the convention potential has already commenced proving itself at the resort with several major meetings already scheduled for next summer.

After twenty-one years in operation, it can be truthfully said that The Big Mountain has come of age.

Tunnel Ventilation Ahead of Schedule

More than 10,000 cubic yards of concrete have been poured in the \$3.5-million ventilation project of Great Northern's Flathead Tunnel in Northwestern Montana.

Object is to have exterior work well along before the advent of winter. The ventilation project will provide ample fresh air in the 7.3-mile-long Flathead tunnel, second longest in the United States, which is part of the 54-mile main line relocation of Great Northern's main transcontinental line at the Libby Dam project.

Two huge fans, among the largest in the world will be installed in the north portal housing complex. Each fan measures 102 inches in diameter and features two sets of variable and reverse pitch blades to meet fresh air demands in the tunnel operation. The fans will draw 2,000 horsepower and a standby diesel generator of similar capacity will be provided for emergency use.

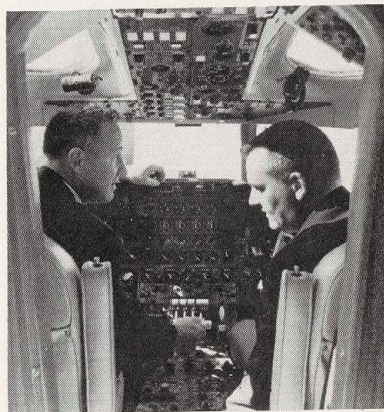
The gatehouse also will enclose automatic doors which will ordinarily remain in closed position. When a train approaches the northeast portal, the tunnel gates open, then close when the train passes a set point. Fans then start up and force fresh air into the tunnel until the train clears the southwest portal.

When approach is to the southwest portal, the blowers are set in motion and air is forced into the tunnel while the gate remains closed. As the train approaches the northeast exit, the gate lifts and then closes after the train clears the gatehouse. Fans continue to operate for another 15 minutes to force out any remaining diesel exhaust fumes.

Reason for keeping gates closed in west-east operation is to prevent trains from acting like a plunger and forcing air needed for diesel combustion out of the tunnel.

Each fan can move half a million cubic feet of air per minute. One will be in regular use and the other on standby. The second fan could go into regular use in future years as engines increase in size.

GN JetStar Logs Million Passenger Miles



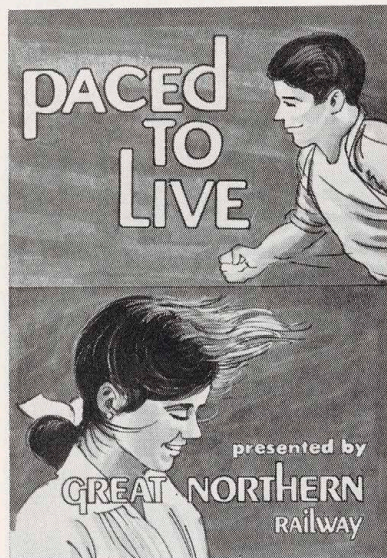
A milestone was reached in mid-September when Great Northern's Lockheed JetStar airplane passed its 1,000,000th passenger mile on a trip from Spokane to St. Paul.

The four engined, nine passenger jet was acquired by the railway in February to provide another tool to make GN management more competitive through saving of management time, as well as for joint examination of industrial sites to prospective customers.

The JetStar offers the speed, dependability and comfort of commercial aircraft plus the flexibility of being able to operate into more than 1,000 airports in the United States and Canada.

Crew members L. J. Parsons, chief pilot, and Earl Corbett, copilot, are pictured above, left to right. Flight operations assistant is David Amlund.

GN Public Service Film Applauded



Business, civic, governmental and educational leaders in the Twin Cities area were Great Northern guests in the General Office Building auditorium in St. Paul for the October 10 premier showing of the railway's new public service film, "Paced to Live".

Nearly a year in production, the 18-minute color/sound film has been termed a powerful and "different" approach to a public safety problem. The film's title also is its theme. It centers on the pace of modern-day living, a pace faster and more difficult than known to any other time, and underscores the life-and-death importance of observing the sentinels which guide people as they move throughout each day.

Great Northern commissioned Empire Photosound, Incorporated of Minneapolis, to produce the film to call attention to the importance of developing safe driving habits. The

movie stresses highway-rail grade crossing safety which is not adequately observed, especially by the nation's teen-age drivers.

Many unsolicited letters were received by the railway following the film's premier in St. Paul and special Washington, D. C. screening.

A National Safety Council official wrote, in part: "The National Safety Council applauds Great Northern and others who have had a part in making possible this most provocative, interesting and timely film." From the Minnesota Safety Council came this comment: "Accept the sincere congratulations of the Minnesota Safety Councils on the production of 'Paced to Live'. This film will make a wonderful contribution toward saving lives."

Prints both in 35mm and 16mm are available through the Public Relations and Advertising Department, Great Northern Railway, 175 East 4th Street, St. Paul, Minnesota 55101.

Montana Press Group Elects New Officers

Strand Hilleboe, publisher of the Billings Gazette, was elected president of the Montana Press Association at the organization's recent 83rd annual convention in Great Falls.

Hilleboe succeeds Irvin Hutchison of Chester, who becomes chairman of the Board of Directors.

Harry N. Downs, Wolf Point Herald-News was elected first vice president; John Kavanagh, Shelby Promotor, second vice president and Paul Husted, Miles City Star, third vice president.

Representing the state's dailies on the new Board of Directors are Lloyd G. Schermer, The Missoulian; Jack R. Judd, Havre Daily News; William A. Cordingley, Great Falls Tribune, and James E. Burgess, Helena Independent Record.

The weeklies will be represented by Helen M. Peterson, Hardin Tribune-Herald; K. A. Eggensperger, Sanders County Ledger, Thompson Falls.

* GOAt GaieTies *

None for the Road

Three Chinese gentlemen stepped up to a local bar. The first ordered Mai Tai sour, the second a Honny Wong on the rocks. The third, however, declared, "Nothing for me, thank you, I'm pulling the rickshaw."

* * *

Likes Her Style

"Mother!" screamed Karen, "you are wearing my brand-new raincoat."

"Of course, Karen. It's raining. Do you want me to get your new dress wet?"

* * *

10% Chance

Postcard to Weather Bureau: "Sirs: I thought you would be interested in knowing that I have just shoveled three feet of partly cloudy from my front steps."

* * *

Get It Right

"I want to speak to Mr. Dill."

"Is it 'B' as in Bill?"

"No, 'D' as in pickle."

* * *

Big Difference

The difference between a little rascal and a juvenile delinquent is whether he is your kid or somebody else's.

* * *

With Pay

Marriage is no different than any other job. As soon as most fellows are working steady, they want a day off.

* * *

Nifty to be Fifty

"Middle-age" has been described as that perplexing time of life when we hear two voices calling. One says, "Why not?" and the other, "Why bother?"

People Watchers

A wife pointed to her husband stretched out in a hammock and explained, "Jerry's hobby is letting the birds watch him."

* * *

Be Satisfied

Don't resent growing old; many people never have the opportunity of doing so.

* * *

Sel Not Spel

A newly hired traveling salesman wrote his first report to the home office. It stunned the brass in the sales department because it was obvious the new man was almost completely illiterate. Here is what he wrote . . . *Dere Bos—*

I seen this outfit which ain't never bot a dimes worth of nothing from us and I sole them a couple hunerd thousand dollars of guds. I am now going to Chicawgo.

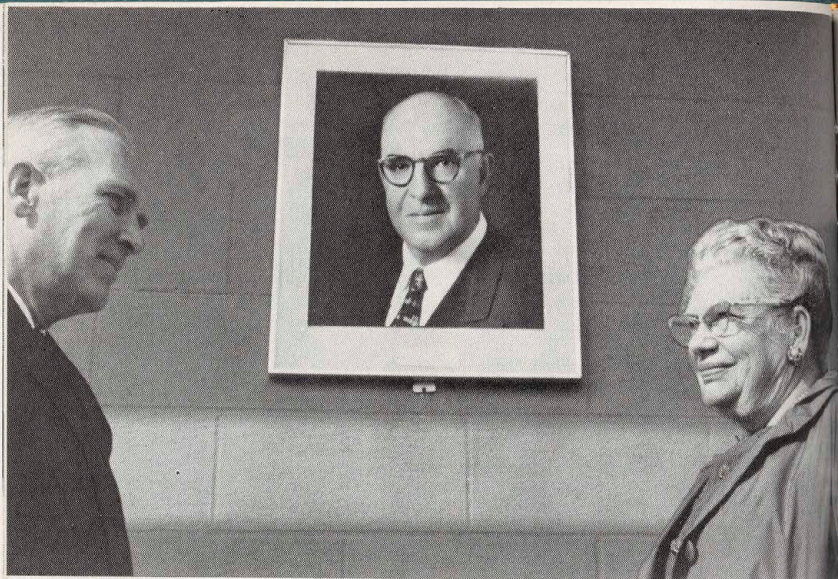
Before the illiterate could be given the old heave-ho by the sales manager, this letter came from Chicago:

I cum hear and sole them a haff a millyon.

Fearful if he did, and fearful if he didn't fire the illiterate, the sales manager dumped the problem in the lap of the president.

The following morning the ivory tower members were amazed to see the two letters posted on the bulletin board . . . and this memo from the president above:

We ben spending too much time trying to spel insted of trying to sel. Let's watch thoes sails. I want everybody shud reed these leters frum Gooch, who is on the rode doin a grate job for us, and you shud go out and do like he done.



Speakers at the Balmer Yard Dedication included GN President John M. Budd and Mrs. Robert W. Sprague, Mr. Balmer's widow.

Balmer Yard Dedicated—In Operation

Great Northern Railway on October 1, dedicated its \$2.5-million freight car classification yard at Interbay in Seattle, Washington, and re-named it in honor of Thomas Balmer.

GN President John M. Budd, officially opened the modern "gravity" facility developed from historic old Interbay Yard, and dedicated it to the memory of Mr. Balmer, Vice Presi-

Refreshments were served on the two dome car train that carried guests between King Street Station and Balmer Yard.





From left: Mrs. Sprague; Mr. Dietrich Schmitz, Chairman, Washington Mutual Savings Bank; Mrs. Gleed; Mr. Budd; Mr. Joshua Green, Sr., Honorary Chairman, Peoples National Bank of Washington. Mr. Schmitz and Mr. Green are old friends and hunting companions of Mr. Balmer.

dent and Western Counsel of the railway for more than 20 years.

Mr. Balmer's widow, now Mrs. Robert W. Sprague, their daughters Mrs. John A. Kriebel and Mrs. D. M. Kirby, Jr., and Mr. Balmer's sister, Mrs. Thomas F. Gleed, were present.

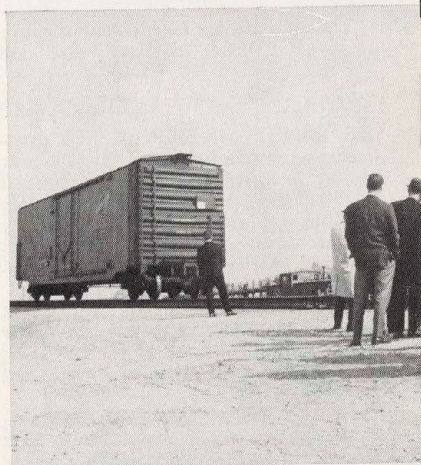
A special two dome car train carried almost 100 business and civic leaders from King Street Station to Balmer Yard and return.

In his remarks, Mr. Budd stated that modernization of the old Interbay facility should double the car handling capacity of the installation.

He said, "This facility is an indication of modern railroads on the move. Balmer Yard will make a major contribution to progress. We anticipate

(Concluded on Page 14)

Loaded freight car approaches master retarder in descent from hump crest.





In Seattle, "Piggy Packer" loads a 20-foot sealed container on one of GN's new TOFC/COFC flat cars.

GN Acquires Versatile TOFC/COFC Flat Cars

Great Northern Railway recently put into service ten Trailer/Container-on-Flat-Cars. They were purchased from American Car Foundry Division of ACF Industries, Inc., St. Louis, Missouri.

The cars are 89 feet in length, have a rated 70-ton capacity and are

equipped with cushioned underframes for load protection. Either semi-trailers or containers can be handled.

Adjustable pedestals, winch-operated hitches and continuous guide rails permit handling of two, 40-foot trailers, three, 28-foot trailers, or 20, 24, 35 or 40 foot containers.

DEDICATION—Conclusion

that through carefully planned practices, car movements in any 24-hour period in this yard can be at least doubled over the number previously possible. This increased mobility should ensure current daily movement of all originated traffic and distribution of all arriving traffic."

According to operating department officials, performance of the new yard, the only one of its kind west of the Cascades, already has exceeded expectations.

One of the biggest time savers is an electronic scale which makes its reading in two seconds when the car

rolls over it down a 1% grade. Gross weight, car weight, loaded weight and car number show up on a printer immediately after the car passes.

Computers connected to the scale automatically calculate the speed needed by the car to roll the remaining distance of storage space left in each track to a gentle coupling. The weight of the car, its speed and other factors are taken into consideration by the computer which determines how much braking pressure must be applied by the master retarder and other retarders which are located in each of the 16 classification tracks.

In a land so vast,
how many places must you visit
to get complete industrial site information?



ONE...Great Northern's Industrial Development Department

One stop gives you *everything* you want to know—about *any* of the thousands of possible industrial sites along our line. *Everything*. And we tell it as it is—about taxes, labor sources, natural resources, utilities, local regulations, soil composition, rainfall... you name it—you get it.

That, of course, is the detailed information you would usually dig for *after* you had pin-pointed a location. We'll help with the pin-pointing, too. We'll come up with a hundred or more sites that fit your requirements, and help you focus on the one perfect place.

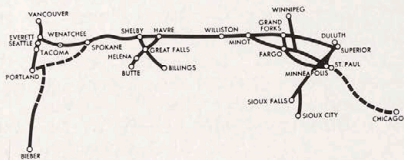
We have a booklet that gives a splendid overall picture of our land. We have experts who can give

you explicit, accurate information about a particular parcel of land. And we have all this ready and waiting for you in one place. Your inquiry will be kept confidential.



Send for this complete description of Great Northern's industrial location service. Write on your company letterhead to:

J. C. Kenady,
Assistant Vice President
Great Northern Railway
175 East Fourth Street,
St. Paul, Minnesota 55101.



**GREAT
NORTHERN**



THE GREAT NORTHERN GOAT

175 E. 4th Street • St. Paul, Minnesota 55101

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Medallions Authorized As Centennial Souvenirs

Medallions commemorating the Golden Spike Centennial are now on sale. More than 5,000 were sold during the first week they were available, and the total sale is expected to exceed 100,000.

Proceeds will help finance a year-long nationwide celebration of the occasion which took place on May 10, 1869, when the last spike was driven in the first transcontinental rail route.

The medallions, authorized by Congress, were designed by engraver Frank Gasparro and struck at the U.S. Mint in Philadelphia. They are available in two sizes: 1 $\frac{3}{8}$ " and 2 $\frac{1}{2}$ " in diameter. Bronze versions come in both sizes and sell for \$2.50 and \$7.50 each. The larger size also is available in silver alloy at \$25.

The obverse side depicts the locomotives Jupiter and No. 119 nosing together against a mountain background at Promontory, Utah. The inscription reads: "The Pacific Rail-

day is Completed. The Central Pacific and the Union Pacific Railroads Linking the Nation. Promontory Summit, Utah. May 10, 1869."

The reverse side shows a section of rail bearing the dates 1869 and 1969, with a railroad spike separating them. The inscription around the edge reads: "The Oceans United by Railway. Golden Spike Centennial Celebration Commission."

On this side, the larger medal also bears the names Sacramento-Promontory-Omaha—the eastern and western terminals of the original route and the place where the two lines met.

Included with each medallion is a small brochure citing the historical significance of the transcontinental railway, with several sidelight stories concerning its construction.

All orders for the medals should be addressed to Field Headquarters, Golden Spike Centennial Celebration Commission, Room 2419 Federal Building, Ogden, Utah.



GREAT NORTHERN

GOAT

DECEMBER 1968

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GREAT NORTHERN

GOAT

Vol. 38 December, 1968 No. 12

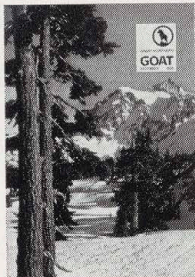
The Great Northern Goat is not an employe magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, 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



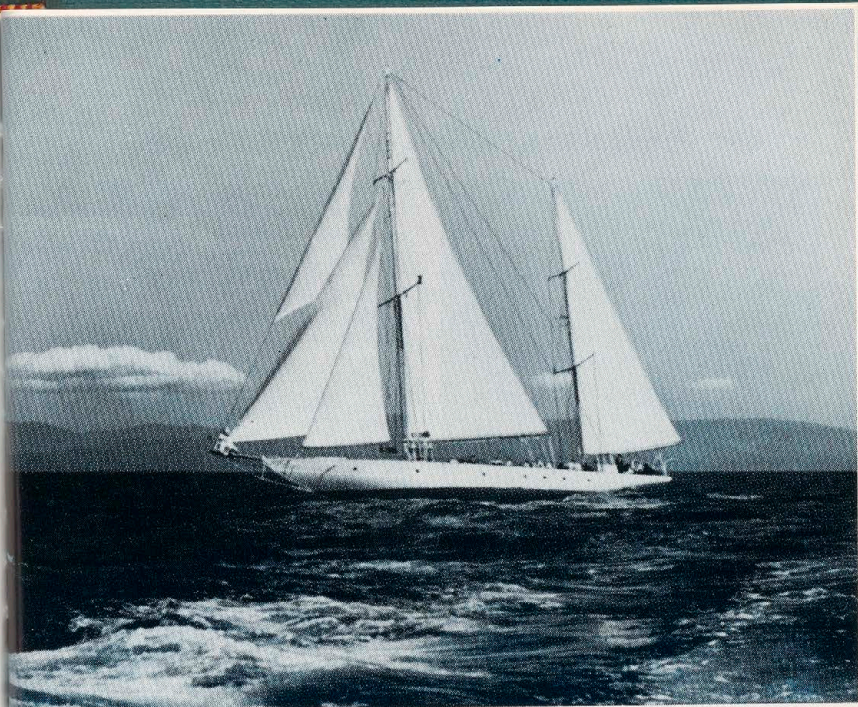
Snow-mantled Mount Shuksan in Washington State's Mount Baker National Forest, is one of the most photographed of all Cascade Range peaks.

Your Railroads

A little good news is better than none. And at a time when the nation's airports and highways are faced with chaotic congestion, it is encouraging to hear that a fundamental element of the transportation industry—the railroads—has a word to say in the good news category. Speaking of the year 1968, the head of the Association of American Railroads says of the rails: "Our earnings aren't what they should be but they're a little better than last year."

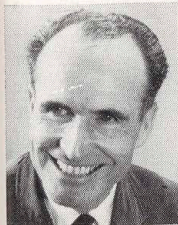
Some time ago, this rail spokesman pointed out that the nation was in the midst of a "transportation crisis" and ascribed it to "glutted streets and highways, crowded airways, airport delays, pollution from trucks and buses." There is little question but that the strength of the railroads may be a deciding factor in resolving the problem of an overloaded transportation system. The rails, in spite of delayed rate increases and inadequate earnings, are gearing themselves to meet traffic demands that could otherwise spell transportation chaos for the entire country. Again, in the words of the rail spokesman, "We must revise our pricing methods, beef up our rate of return, efficiently use the latest electronic hardware and other advanced technology, introduce new concepts, like land-bridge. . . ."

It is obvious that the continuing ability of the railroads to function as the prime movers of the nation's commerce is indispensable to any long-range solution of the growing paralysis from over congestion in virtually every medium of transport—except walking.



Scaylea Murals Adorn GN's Internationals

Dramatic new photo murals by Seattle Photographer Josef Scaylea have recently been mounted in the parlor-lounge cars of Great Northern's Internationals. These twin streamliners provide twice daily passenger service between Seattle and Vancouver, British Columbia.



Mr. Scaylea

One, an outstanding photograph of Mount Shuksan, is carried on the front cover of this Christmas issue of The Great Northern GOAT. The other, a superb seascape of the Pacific Maritime Command Training Yacht HMCS Oriole, under full sail on Puget Sound, is reproduced above.

Mr. Scaylea, chief photographer of

the Seattle TIMES, has probably received more awards than any other Northwest photographer. He was named West Coast Press Photographer of the Year, 11 times, and one of the 10 outstanding Press Photographers of the entire nation, seven times. One of his eight LOOK Magazine Sports Awards was presented on the Ed Sullivan Show.

His pictures have appeared in HOLIDAY, LIFE, SPORTS ILLUSTRATED, SATURDAY EVENING POST and other leading publications. He has compiled a file of outstanding scenes and faces of the Northwest which eventually will be published in a book.

It is said that Scaylea's work bears the stamp of artistic genius as well as superb craftsmanship. His subjects cover the entire range of photography — honest, gutsy photography, depend-

Concluded on page 4

Junior Achievers Launch Drive



From left: Mr. Prestegard, Mr. Budd, Miss Scanlon, Mr. Kane.

Craig Prestegard and Sandy Scanlon, officers of Go-At-Co, the Great Northern-sponsored St. Paul Junior

Scaylea Murals—Conclusion

ing neither on gimmicks, cuteness or stunts. Photography that has the admiration and respect of leading artists and intellectuals as well as the man on the street.

His book, "Moods of the Mountain," published in 1967, won an award from the Seattle Museum of History and Industry and consistently made the best seller lists.

Voyageurs Park Planned

A master plan report for the proposed Voyageurs National Park, in the scenic lake country along the historic fur trade route in northern Minnesota, has been released by the Department of the Interior.

Prepared by the National Park Service, the report outlines developments proposed for the area which was first suggested as a national park by the State of Minnesota in 1891.

The 164,000 acres in the proposal include about 60,000 acres of lakes,

Achievement Company, officially launched their firm's 1968-69 business campaign by selling the first shares of stock to GN President John M. Budd and Vice President and General Counsel Anthony Kane.

Mr. Kane is chairman of the board of Junior Achievement of St. Paul, Incorporated. Miss Scanlon is the daughter of Jerry Scanlon of GN's Mail, Baggage and Express Department.

Go-At-Co, which is comprised of 19 young business people from 10 St. Paul area high schools, is currently assembling and marketing decorative styrofoam Christmas trees and chimneys. Trees sell for \$2, chimneys for \$1.50. After the Holidays, the young people will "re-tool" their operation to manufacture and assemble a \$1 peg-board novelty game suitable for all age groups.

large and small, with interconnecting waterways ideally suited for boating. It also would encompass one of the most important segments of the "voyageurs highway"—the route used by the colorful fur traders for 150 years to transport men and supplies to the West and furs to the East.

For A Happier
New Year

**PREVENT
BIRTH
DEFECTS**

GIVE
TO THE **MARCH OF DIMES**



Northern Lines Merger ICC Approval Affirmed

A three judge Federal court on November 20 unanimously affirmed the Interstate Commerce Commission's order approving the Burlington Northern Incorporated merger.

The ICC's order ratifying unification of GN, Northern Pacific, Burlington, and Spokane, Portland and Seattle railways was issued on November 27, 1967. Consolidation was scheduled to go into effect on May 10 of this year, but was sidetracked when the U.S. Department of Justice obtained an order from Earl Warren, Chief Justice of the United States Supreme Court, postponing the effectiveness of the ICC order.

The three-judge court's decision, in effect, overrules objection to the merger raised by the Justice Department and others. The court stayed the operation of its order for 15 days to give opponents of the merger an opportunity to appeal to the Supreme Court and to seek a further stay from the high court.

The court's opinion was written by Senior Circuit Judge Charles Fahy and approved by Chief Judge David Bazelon of the Court of Appeals and Edward M. Curran, chief district judge of the District of Columbia.

"We fully sustain the ICC's approval of the merger," Fahy stated. "We conclude that in giving its approval the Commission was guided by the applicable legal principles and made findings, supported by substantial evidence, requisite to the validity of its action . . . A number of conditions are attached by the Commission to its approval. These in our view are just and reasonable, as well as reassuring.

"The competitive situation to result

from the unification . . . is consistent in light of the national transportation policy formulated by Congress . . .

"The merger, its accompanying conditions and its related transactions will bring about changes in vast enterprises which took over from the pony express, the stagecoach and the covered wagon. Their romance of railroad building is all but lost in the welter of data in the record before us, which has been sculptured into positions which are not adhered to with unanimity of all affected. Great expectations of an earlier era became modified by the impact of events. More rails were laid than need required as matters developed, or so it is claimed. Only time and experience can tell with greater certainty whether this is so. The Commission's present judgment, however, is not for that reason to be voiced."

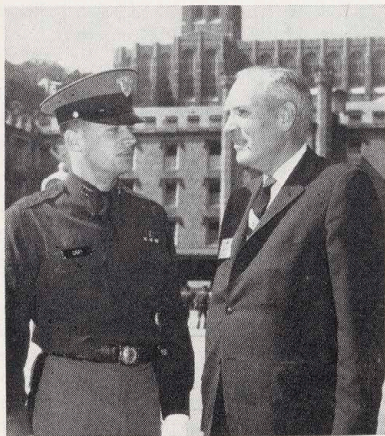
Also overruled by the court was a contention by the Northern Pacific Stockholders' Protective Committee that the merger terms aren't equitable. The judges said the ICC explored the matter in great detail, and the court had no reason to feel the terms weren't "just and reasonable."

The Burlington Northern Incorporated merger would create a 25,000-mile rail network serving 17 states and two Canadian provinces.

BULLETIN!

As The GOAT went to press, the United States Department of Justice filed notice of appeal to the Supreme Court from the recent Federal court decision upholding ICC approval of the Northern Lines merger.

Industry Leaders Visit West Point



Mr. Budd chats with Cadet First Classman (Senio) Ronald W. Gray, son of Mrs. Jean A. Robinson of Durant, Iowa. (U.S. Army photo)

Mr. John M. Budd, President of Great Northern Railway recently spent several days at the United States Military Academy at West Point, New York, along with a group of the nation's leading industrial leaders and businessmen.

The group obtained a first-hand view of the academic, athletic and military aspects of life at the Academy. The visit was designed to familiarize the leaders of business and industry with the Academy and its mission.

Twin City Career Program Dates Set

Dates for the Twin City 1968 Career Opportunities program have been set for December 26 and 29 at St. Thomas College in St. Paul. Minneapolis and St. Paul Chambers of Commerce again are working together on the project.

The objective is to have Minnesota

business firms interview college seniors whose homes are in Minnesota, though they may be attending college anywhere in the nation. Some 60 Minnesota corporations rented 80 booths in the 1967 program.

Hance-Casmey Named to GN-NP Auditorium Posts



Mr. Hance



Mr. Casmey

Great Northern and Northern Pacific Railways have announced the appointment of Richard K. Hance as audio-visuals director for the two railways with operations centering in the jointly-owned auditorium in the railway building in St. Paul.

Named as auditorium manager is Duane R. Casmey who has been audio visuals technician in the auditorium since its opening.

The extensive new audio-visuals facility, completed this Spring, is regarded as one of the finest of its kind in the nation.

Mr. Hance has had wide experience in audio-visual communications and has won several national and local awards for photography, TV production, direction and reporting.

He returns to St. Paul from Chicago where he was director of news and special events of WELF-TV, Field Communications Corporation.

A native St. Paulite, Mr. Hance formerly was photo news director of KSTP-TV in the Twin Cities.

Mr. Casmey, a native of Grand Forks, N.D., has been with Northern Pacific since 1962 after attending the University of Minnesota.



ST. PAUL Winter Carnival Queen of Snows Barbara Lee Strobush (left) presents Great Northern princess Jacquelyn J. Black a bouquet of long-stemmed red roses. Outgoing princess Kathleen Furey (center), Public Relations-Advertising Department secretary, crowns her successor, Miss Black, a key punch operator in the General Office Data Processing Center, will represent the railway and compete for the "Queen of Snows" title during the 1969 St. Paul Winter Carnival January 31 through February 9.

F. Peavey Heffelfinger Retires from Peavey Co.



F. Peavey Heffelfinger of Minneapolis, one of the nation's most prominent grain men, has retired from active management of the company whose name he shares, Peavey Com-

pany, with which he has been a guiding force for more than 40 years.

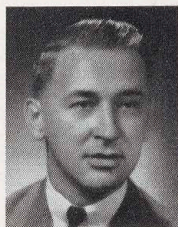
Mr. Heffelfinger, who is a member of the Great Northern Railway Company Board of Directors, was elected honorary chairman of the Peavey board on October 29. He had been chairman of the Executive Committee since 1965.

Peavey Company board chairman is Totten P. Heffelfinger. President and newly-named chief executive officer is Fredric H. Corrigan. Chief operations of the 94-year-old privately-owned company include grain terminals, country elevators and flour mills. It ranks among the top four flour producers in the nation.

Mr. Heffelfinger is shown (left) with Mal M. Scanlan, Great Northern marketing vice president. The photo was made in Portland, Oregon, last April when a GN 175,000 bushel, 50 jumbo hopper car solid grain train from Wolf Point, Montana, was unloaded at the Peavey West Coast Terminal Operation for shipment to the Orient.

GN New York Appointment

The appointment of A. J. Hoehn to the new position of assistant director of sales for Great Northern Railway in New York City has been announced in St. Paul by M. M. Scanlan, vice president, marketing department.



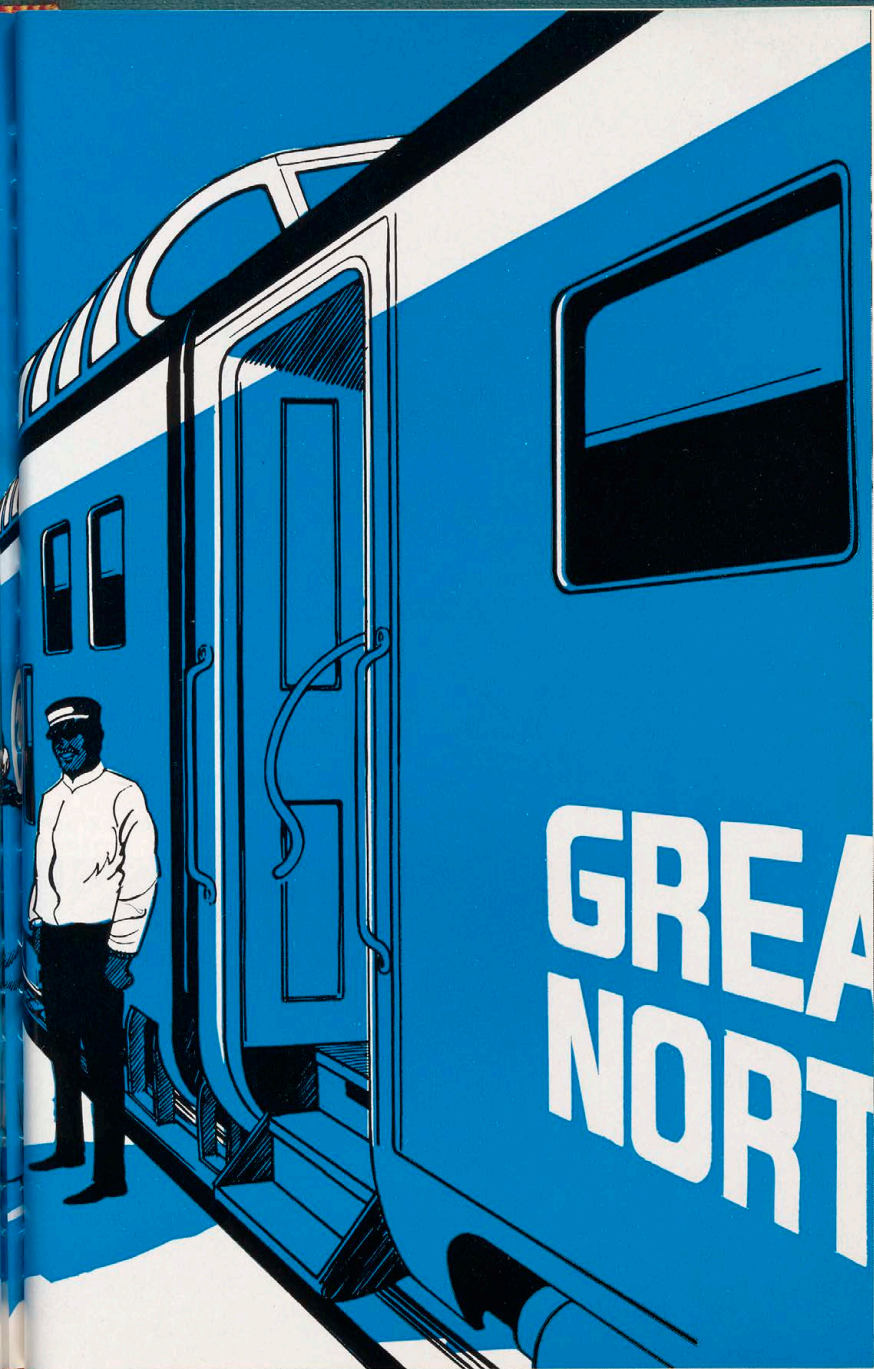
Mr. Hoehn

Mr. Hoehn has had varied experience in GN's eastern offices, having served in Philadelphia and New York as traveling freight agent, and general agent and sales manager in the former city.

Most recently he has been sales manager, special products, in the St. Paul headquarters.

The G.N. family extends Yule
Greetings to you and yours!







The first 747 Jumbo Jet is wheeled out of the mammoth Boeing Everett, Washington, assembly plant for review by the public.

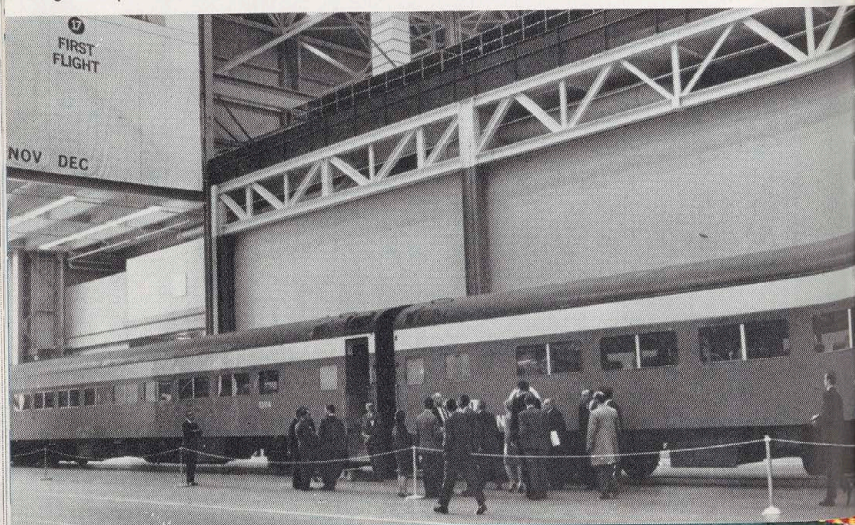
Boeing 747 Rolls Out On Time

The first Boeing 747 Jumbo Jet, the world's largest commercial jetliner, moved from its Everett, Washington, assembly line recently, strictly "on the advertised". The schedule calls for the first flight in mid-December. Thousands of persons, including

VIP's from throughout the free world were on hand at roll out and christening ceremonies. Many of them came up from Seattle directly into the plant on a Great Northern special passenger train.

Boeing President T. A. Wilson

A special GN passenger train delivers visitors from Seattle after ascending the 5.6 per cent grade spur that connects the plant with the railway's main line at Mukilteo.





Stewardesses representing the various airlines which have 747's on order, christened the first Jumbo Jet with the customary champagne.

opened the ceremonies and introduced distinguished guests. Principal speaker was U.S. Secretary of Commerce C. R. Smith.

Star of the event, the first assembled 747 Jumbo Jet, was towed from inside the huge assembly plant to the speakers' area. Then, stewardesses representing the 26 airlines who have thus far ordered a total of 157 of the planes, simultaneously christened the Jetliner with traditional champagne.

December 17 is the scheduled inaugural flight day for this first Jumbo Jet. This date also marks the 65th anniversary of the Wright Brothers' historic first flight at Kittyhawk, North Carolina. It was 21 years ago on December 17, 1947 that the first Boeing B47 bomber took to the air.

Superlatives come easy, not only in describing the huge aircraft itself, but in connection with many of the factors that were involved in its design, manufacture and assembly.

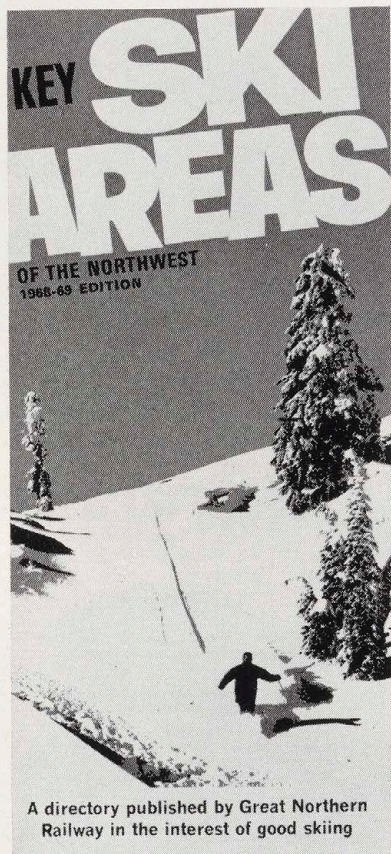
The 747 will carry more passengers

Concluded on page 12

The eight foot diameter inlet of the JT9D, 747 engine is almost twice that of any previous commercial jet engine.



GN Updates Ski Area Directory



A directory published by Great Northern Railway in the interest of good skiing

Just published by Great Northern is an updated, 1968-69 edition of "Key Ski Areas of the Northwest".

The 16-page booklet lists and gives detailed information on winter sports areas in Montana, Idaho, Washington, Oregon and British Columbia, that are conveniently reached by Great Northern passenger service.

The booklet is available at GN

Twelve

ticket offices or may be obtained by writing to the Passenger Traffic Manager, Great Northern Railway, 175 East 4th Street, St. Paul, Minnesota 55101.

Roll Out—Conclusion

to more distant world points in shorter periods of time than any other airliner so far. It will be produced in all-cargo, all-passenger, and passenger-cargo models. Seating arrangements and capacity for the all-passenger design will vary according to airline preference up to 400, but will average 360.

Wingspread is more than 195 feet. Length exceeds 231 feet. Height at the tail is 63 and one half feet—like a five story building.

The 747 will have nearly twice the power of any jetliner currently in service. Each of four turbo fan engines generates 43,500 pounds of thrust. Fuel capacity is 46,500 gallons and the craft has a speed of 625 miles per hour and a range of 6,000 miles.

Boeing's move to Everett with its 747 project as the largest such single financial investment by one private company in the nation's history. The main assembly building with more than 195 million cubic feet of space under one roof is the largest by volume in the world.

Primary means of moving component parts to the plant is by railway—Great Northern Railway. Specially designed "canopy" freight cars that transport some of the larger components from suppliers in various parts of the country, are among the largest volume rail cars ever to see service.

The "impossible" spur line that runs from GN's near sea level mainline at Mukilteo on Puget Sound to the plant rises 540 feet in 1.7 miles. The grade is 5.6 per cent and is the second steepest in the United States. Trains are pushed up grade and "pulled" down to use the braking power of locomotives to best advantage.

Minnesota Yule Trees to Alaska via GN-Trainship

It might be compared with bringing coals to Newcastle, but Minnesota-grown evergreen trees will grace the homes of residents of Alaska this Christmas.

Long time supplier of holiday trees to the Twin Cities area, Wick and Young Christmas Trees of Toivola, Minnesota have shipped a gondola load of more than 1,500 Christmas Trees—Scotch and Norway Pine—from St. Paul to Anchorage, Alaska, via Great Northern to the railway's Delta Alaska Terminal at New Westminster, British Columbia, then by Trainship to Whittier for connection there with the Alaska Railroad to Anchorage, where, according to the tree growers, the only native trees are "scrub types".

The Minnesota-grown, Alaska-bound trees were harvested when at peak color. They were inserted in a funnel-type machine which automatically bundled them and wrapped them in plastic chickenwire, insuring against breakage.

Assistant Sales Directors Named



Mr. Savage



Mr. Morrison

J. K. Cutforth, GN Director of Sales, St. Paul, has announced the appointments of Nicholas A. Savage and Robert W. Morrison as Assistant Directors of Sales, Marketing Department.

Mr. Savage is a 45-year GN veteran. He came to the railway in 1923 as an office boy in Freight Traffic at St. Paul. He subsequently held various clerical positions there and in Milwaukee and Chicago, where in 1945, he became city freight agent. He returned to St. Paul in 1954 as Assistant General Freight Agent. Promotion to Manager of Petroleum and Chemicals came 12 years later.

Mr. Morrison has been with the railway since 1943 when he was named a clerk at New Westminster, B. C. He served as City Freight Agent at Portland, Industrial and Agricultural Development Agent at St. Paul, General Agent at Toronto, Sales Manager at Seattle, before becoming Manager of Coal and Coke, St. Paul.

Plan Washington Station National Visitor Center

Secretary of the Interior Stewart L. Udall has endorsed a proposal by the railroad companies that own the Washington, D.C., Union Station for development of that facility into a National Visitor Center by the National Park Foundation.

Under the proposal, the railroad companies would make available to the Foundation \$16 million and title to the Union Station property. The Foundation would supervise construction of an \$11 million parking garage and the \$5 million renovation of the Station into a Visitor Center.

The Foundation would then lease the Visitor Center facility to the United States Government and the National Park Service would operate it under a 25-year lease, with an option to purchase for \$1 when the lease terminates.

The proposal calls for a deferred payment plan under which the Foundation would pay for the property over the 25-year period, with \$3.5 million annual rental payments from the Government.

GOAT Gaieties

Unbiased

Woman to marriage counselor:
"That's my side of the story . . . now
let me tell you his."

* * *

Strawfoot

She: "Don't you wish you were a
barefoot boy again?"

He: "Not me, lady, I work on a
turkey farm."

* * *

Surprise

The pretty stewardess had her
hands full fending off two drunks
who would not let up. The one seated
in the front of the plane was doing
his best to persuade her to come to
his apartment. At the rear, the second
drunk was trying for an invite to her
apartment.

As the plane started to make the
approach for landing, the front-seat
pest handed her a key and a slip of
paper on which he had written his
address. "Here's the key and my ad-
dress," he whispered. "See you to-
night?"

"Okay," she whispered back with a
smile as she headed for the drunk at
the rear.

She handed him the key and slip
of paper and said, "Don't be late."

* * *

Tightwad

Teacher: "If you have seven pieces
of candy and I asked for four, how
many would you have left?"

Pupil: "Seven."

* * *

Times Have Changed

Men don't marry women on \$25 a
week any more—a girl must be mak-
ing at least three times that much.

In The Book

Little Danny, just home from Sun-
day School, asked his mother when
his baby sister would talk.

"Not for about two years," she
said. "Tiny babies can't talk."

"Oh yes they can," Said Danny.
"The Bible says so. Our teacher read
us the story of Jacob, and it said
Jacob cursed the day he was born."

* * *

Between Us Girls

Carolyn: "I'd like to see them land
a man on the moon, wouldn't you?"

Kathleen: "I could care less . . .
I'm still waiting to land a man on
earth."

* * *

Plain Geometry

There were three pregnant squaws
who slept on animal skins. One slept
on an elk skin; one on a buffalo skin;
the third on a hippopotamus skin.
The first squaw had a son; the second
a son; and the third, twin boys, prov-
ing the squaw of the hippopotamus is
equal to the sons of the squaws of the
other two hides.

* * *

Man Oh Man

Two beatniks were sitting by a
river when along came an alligator
and snapped off the leg of one.

"Man," said the victim, "like I
think an alligator has chewed off my
foot."

His companion maintained an
enigmatic silence, then asked, "Which
one?"

There was a further period of sil-
ence, broken by the first beatnik: "I
don't know. Like you see one alliga-
tor you've seen them all."

GN Names New Mineral Development Director

The appointment of David S. Gleason as director of mineral development of Great Northern Railway has been announced in St. Paul by M. M. Scanlan, vice president marketing.



Mr. Gleason

Mr. Gleason succeeds R. A. Watson who resigned to become manager of mineral development of the FMC Corporation, Pocatello, Idaho.

Mr. Gleason joined Great Northern's mineral research and development department in 1956 as metallurgist after serving as professor of metallurgy at the University of Washington for two years.

A native of Great Falls, Montana, Mr. Gleason was graduated from the Montana School of Mines in 1949 with a B.A. degree in metallurgical engineering, and an M.A. degree in 1951.

He is active in various engineering groups including the American Institute of Mining and Engineering.

North Cascades Park Superintendent Appointed

Appointment of Roger J. Contor as the first superintendent of the newly-established North Cascades National Park in the State of Washington has been announced by Secretary of the Interior Stewart L. Udall.

Director of the National Park Service George B. Hartzog, Jr., said that Contor will also administer Ross Lake and Lake Chelan National Recreation Areas which adjoin the 505,000-acre national park. The three areas, totaling 674,000 acres, were established by

the same Act signed by President Johnson in October. Temporary park headquarters for the areas will be at Sedro Woolley, Washington.

Mr. Contor holds a B.S. degree in Zoology from the University of Idaho. He began his Park Service career as a ranger at Yellowstone National Park in 1955 after six years as a seasonal ranger.

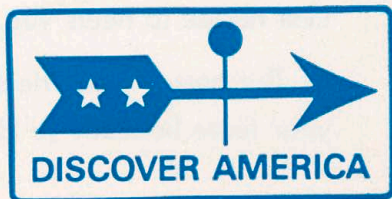
From 1960 to 1964, he served as a management assistant at Oregon Caves National Monument, Oregon, and Rocky Mountain National Park, Colorado. Following two years as superintendent at Craters of the Moon National Monument, Idaho, he was appointed assistant superintendent at Canyonlands National Park, Utah in 1966. During 1968 he served on an exchange training program in Australia.

College Scholarships In 14th Year

Great Northern Railway is receiving applications for seven \$3,200 college scholarships offered to sons and daughters of employees, according to H. H. Holmquist, Executive Assistant-Personnel.

The scholarship program, in its 14th year, offers four years of college to five sons and two daughters.

Youths are eligible if their employers have at least ten years of service with GN. Students must rank in the upper one-third of their graduating classes and must take the Scholastic Aptitude Test supervised by the College Entrance Examination Board.



THE GREAT NORTHERN GOAT

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WARNYNGE

Then marke it welle, when you doe Ryde
Abrode to marke ye Chrystmasse-tyde
With Wassail Bowle of barley brew,
That ille shalle not befall to you.

Drink not too deepe of fryndlye Ale
So innocent within hys paile,
Looke not too cheerlye on ye Wyne,
Lest hedde to heels you doe incline;

But better yette, tie strong and well-ly
your feete beneath ye Horse's belly.

(1567 ballad).

