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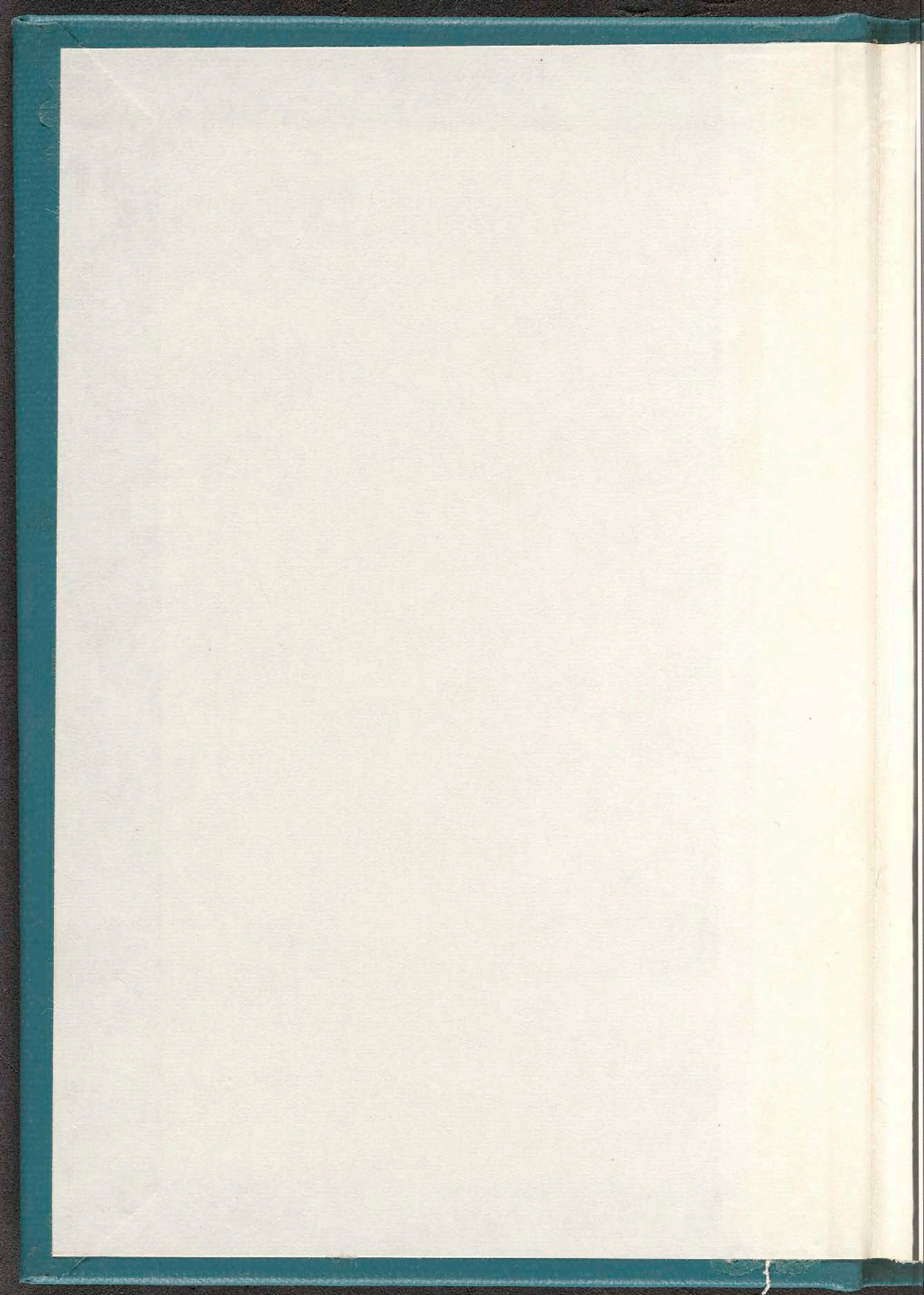
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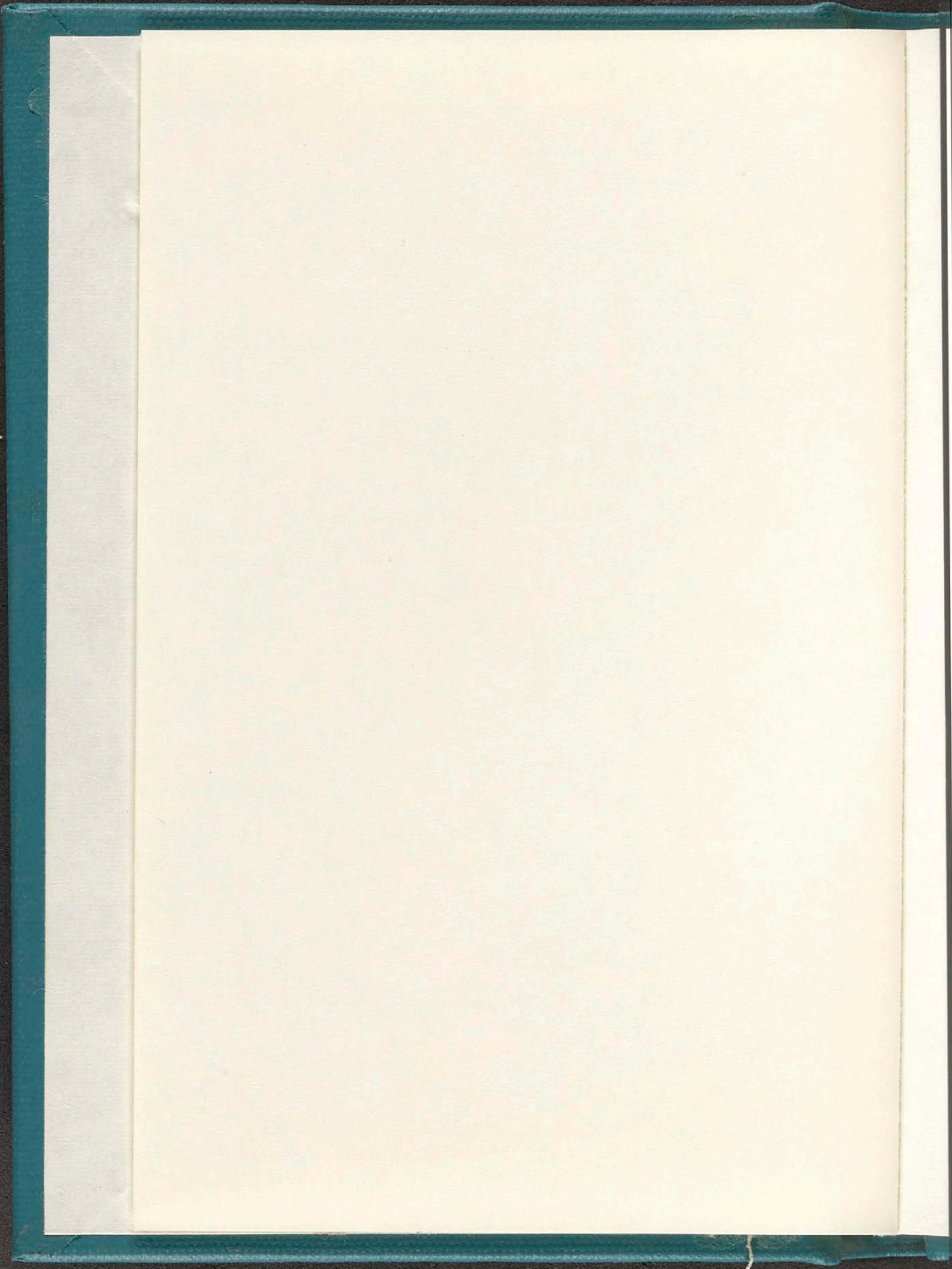
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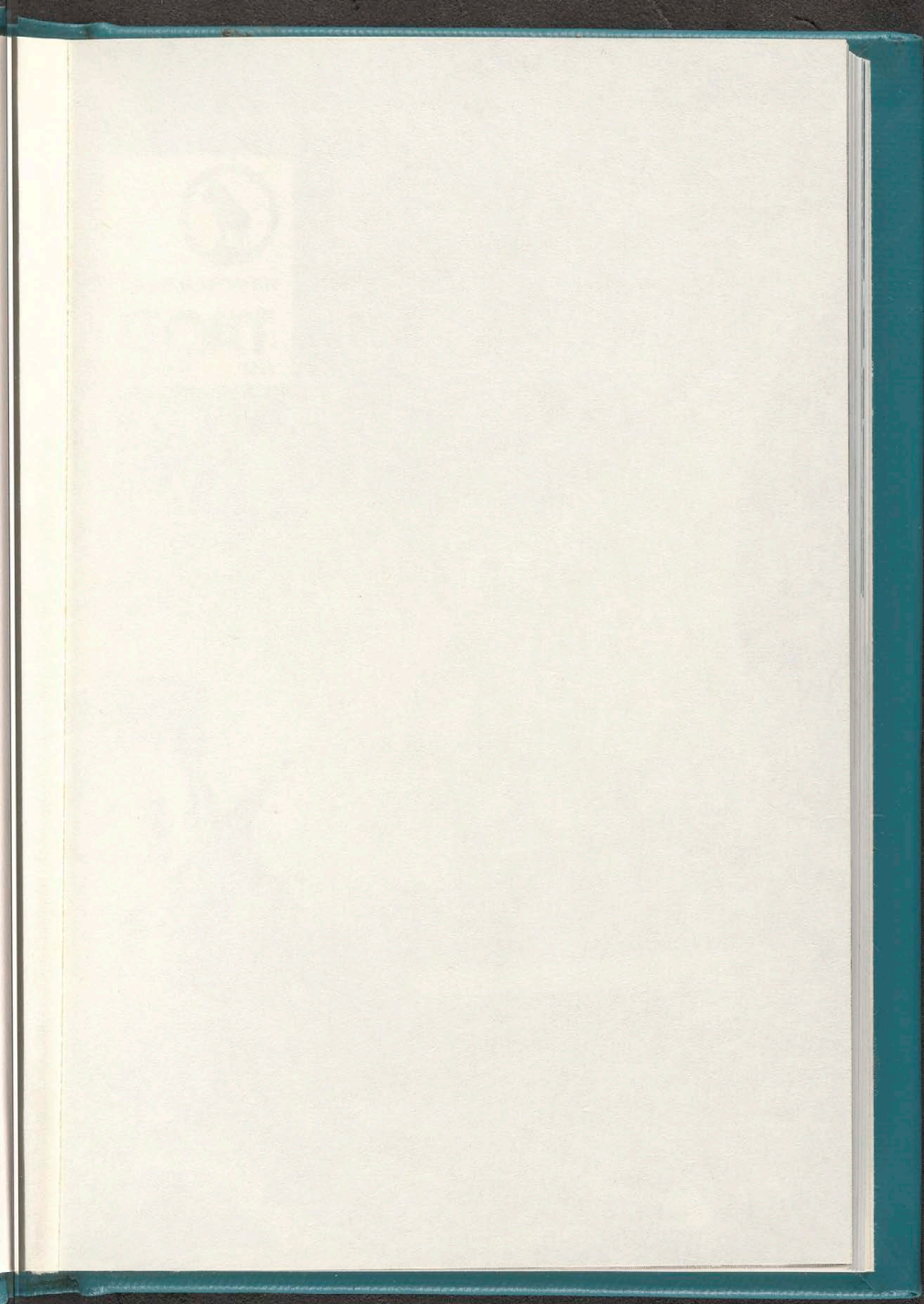
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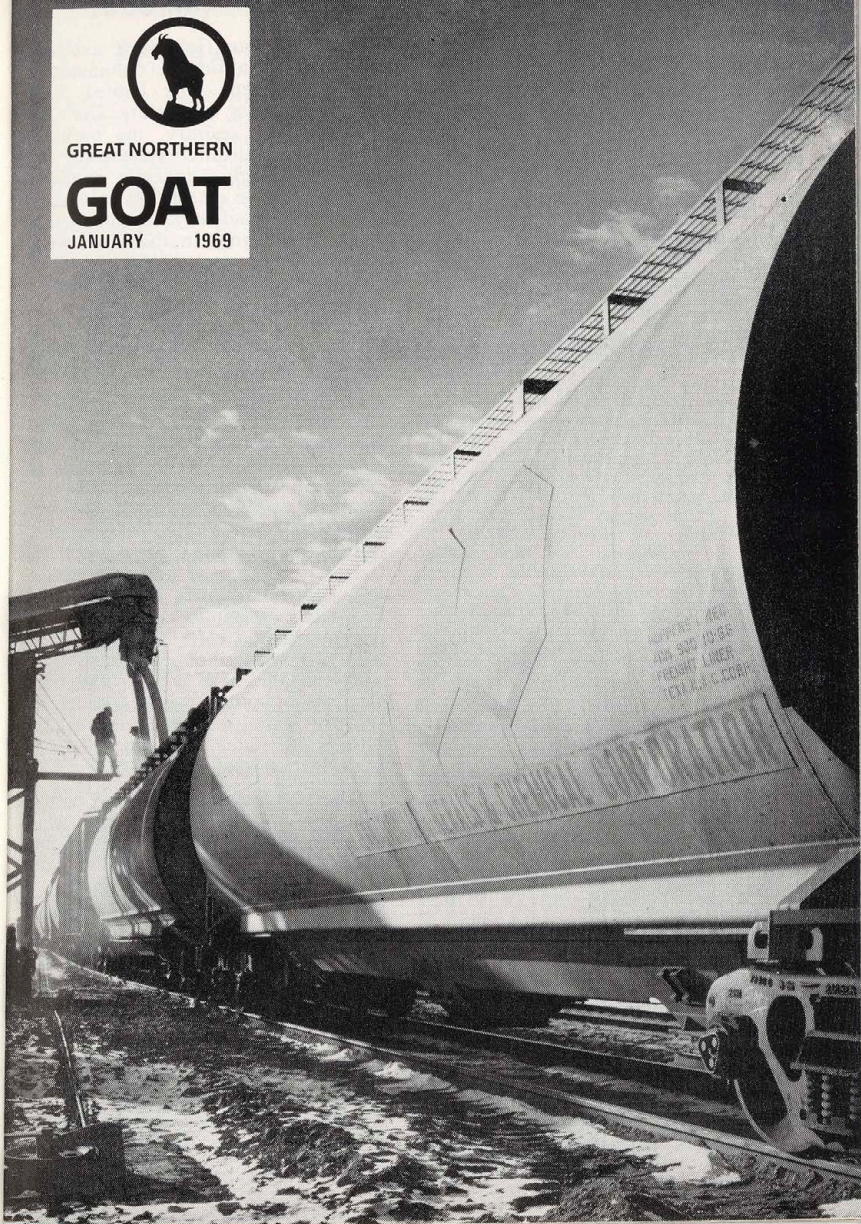




GREAT NORTHERN

GOAT

JANUARY 1969





GREAT NORTHERN

GOAT

Vol. 39 January, 1969 No. 1

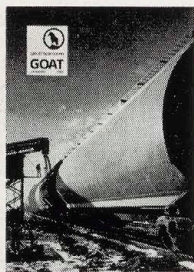
The Great Northern Goat is not an employee magazine. It is published monthly for the Marketing Department of the Great Northern Railway Company in the interest of organizations and individuals engaged directly or indirectly in the handling of industrial traffic and travel by railway.

MILT HAGEN, Editor

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EDITOR, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, St. Paul, Minnesota 55101.

The Goat's Cover



Canadian potash is loaded into covered hopper cars at Northgate, North Dakota, for movement, via Great Northern-Burlington unit train to mid-west distribution points.

Your Railroads

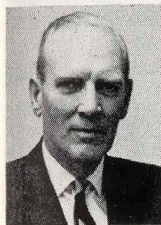
In most countries, basic industries like transportation are dominated by the government. The United States is a refreshing departure from the rule. In this country, the backbone of our transportation system, the railroads, although stringently regulated, are progressive enterprises in a highly competitive industry. Rail management knows that in the coordinated, overall transportation system of the future the railroads will have an important place, providing they exhibit the best characteristics of successful private enterprise. And these characteristics are indeed becoming manifest.

A short time ago, a rail spokesman representing the U.S. railroad industry at the Twelfth Pan American Congress of Railroads said, "railroads are on the threshold of a great new era." He described the railroads as getting ready for this era by being alert to the latest in technology, which has led to a number of advances, including electronic yards, computers, microwave, automatic car identification and automated information networks. The rail spokesman also said, "Customer needs have led to the introduction of other new concepts like the unit train, and imaginative adaptations of older concepts, like containerization and piggyback."

The U.S. private enterprise railroad industry has two virtues for which everyone, the taxpaying general public, as well as shippers, may be thankful. The compelling urge to stay in business virtually guarantees continuing rail improvement unless it is blocked by archaic regulations. And the billions of dollars that will be required to carry out this improvement will come from the industry and its investors, even as the rails continue to pay heavy taxes to every level of government. Railroading, U.S. style, provides a chapter in the transportation story and building of a nation that has no counterpart.

Review of GN 1968 Operations

While Great Northern's 1968 earnings shaped up only modestly better than in 1967, there have been many positive developments through the year to encourage optimism for both Great Northern and the railroad industry.



Mr. Budd

There is no denying our keen disappointment in not ending the year under the corporate flag of Burlington Northern Inc. Twice in 1968 the Justice Department, in last minute actions, delayed the merger of Great Northern with the Northern Pacific, Burlington and Spokane, Portland & Seattle railways.

Our ultimate position substantially strengthened in December, when a special three-judge Federal Court unanimously upheld the Interstate Commerce Commission in its approval of the merger a year ago. The matter is now before the United States Supreme Court on an appeal by the Justice Department, and we are confident that there will be a favorable, and hopefully early decision, making possible beyond any further doubt the fulfillment of more than 13 years of merger planning.

We are ready and eager to launch a new enterprise which has tremendous potential for the future not just of the railroads involved but of the territory and customers they serve.

While there was improvement in the volume of traffic handled by Great Northern during 1968, increased expenses, particularly labor costs, held earnings close to the inadequate level of 1967.

Final results of our 1968 opera-

tions will not be known until late January, but it is now expected that GN freight revenues will be up about 3.3% for the year. Revenue from passenger train service, showing a continuing decline, will be off approximately 10.8%. The biggest revenue drop, of course, has been in mail, which will be down about 13.5% from 1967 as the result of virtual elimination of mail sorting service enroute on passenger trains during the year by the Post Office Department.

In commodities hauled by Great Northern in 1968 there was significant improvement in lumber and related products, in automobiles and in certain products of mines, particularly non-ferrous items. Piggyback traffic increased at a sharply higher rate. There was also moderate improvement in a wide range of other commodities. A large share of this, however, was offset by a sharp decrease in grain, GN's principal commodity, which has been adversely affected by low market prices.

Great Northern's investment in new freight-carrying equipment, diesel locomotives and improvements to tracks and facilities in 1968 totaled \$32.3 million. Acquisitions included 715 freight cars and 18 powerful diesel-electric freight locomotives.

The most optimistic evaluation of 1968, however, stems from the revolutionary change taking place in the art of railroading and the momentum with which it continued during the year. Technological innovation has been simply fantastic, and we are barely on the threshold translating the benefits to customer service.

Railroads were among the earliest industrial users of electronic computers, and much of the really exciting progress occurring in this last half

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YEAR END REPORT—Conclusion

of the present decade results from the sophisticated and highly imaginative applications of the new computer science.

On Great Northern late in 1968 one of the most advanced freight car control and information systems in operation in the railroad industry went "on-line." This computerized marvel, called Transportation Service Control, gives us scientific quality control over the utilization and movement of the 40,000-average freight car fleet on GN lines. This spells greatly improved service for our customers and a much higher level of efficiency for the railway.

Other computer-related developments in 1968 have helped streamline terminal operations and have brought a much higher degree of proficiency to a wide range of management functions.

Some highlights of Great Northern's operation in 1968:

- Movement of a solid trainload of Montana wheat from Wolf Point to Portland, Oregon for export to Japan. This first experimental train of its kind, comprised of 50 covered hopper cars, carried 175,000 bushels.

- Opening of Great Northern's new \$600,000 Bridal Veil Creek freight car repair facility at Minneapolis.

- "Holing through" of 7-mile Flathead Tunnel, second longest rail bore in the Western Hemisphere (after GN's Cascade Tunnel). Scheduled for completion in 1970, Flathead Tunnel is part of a 60-mile relocation of GN's main line in northwestern Montana, necessitated by the Federal government's Libby Dam project on the Kootenai River.

- Completion of a \$2.5 million enlargement and modernization of Interbay Yard in Seattle, renamed Balmer Yard in honor of the late Thomas Balmer, long-time GN vice

president and civic leader in Seattle.

- Beginning of unit train service from Northgate, N.D., where potash is loaded into covered hopper cars for movement over Great Northern and Burlington to midwest distribution points.

The railroad industry is a thermometer rather than a barometer of economic activity, and our prospects for 1969 must be considered in the light of uncertainties in the economic picture, with some slow-down likely in the growth of consumer and capital goods spending. While traffic may grow modestly, we are faced with higher labor costs.

We do, however, have the advantage of rate increases averaging 5%, granted partially on an interim basis by the Interstate Commerce Commission in two installments—in June and again in late November. Assuming that these remain in full effect in 1969 we can expect some improvement in earnings, even with traffic improving only slightly. Meanwhile, we expect that the new spirit of vitality and innovation which characterizes the railroad industry today will grow, as will our role in fulfilling the nation's ever-increasing demand for efficient, economical transportation service.

Seek North Rail Route

The federal government of Canada together with Canadian National Railways, is searching for a rail route that would link the Yukon Territory with the continental rail system.

Aerial reconnaissance of possible rail routes through northern British Columbia to the Yukon is under way. This will be followed by comprehensive economic studies into the resource potential of the areas that would be served by the new rail link.

CAPITAL IMPROVEMENTS AUTHORIZED FOR 1969

A \$26.3 million capital improvements program for Great Northern Railway in 1969 has been authorized by the company's directors.

In 1969, GN plans to acquire 577 new freight-carrying cars and 12 units of motive power. Estimated total expenditure for equipment in 1969 will be \$17.8 million.

New freight equipment to be acquired in 1969 will include: 300 one hundred-ton covered hopper cars; 100 sixty-foot double door box cars with cushion underframes; 150 fifty-foot, seventy-ton box cars with cushion underframes; 27 steel-deck flat cars with cushion underframes, and 20 cabooses. In addition, 200 box cars will be reconditioned and upgraded in GN's shops in St. Cloud, Minn.

New diesel locomotives to be acquired by GN this year will include 12 freight locomotives. Six of the

freight locomotives will be 3,600 horsepower, and the remaining six will be 3,300 horsepower.

The railway's 1969 roadbed improvement program, which will cost about \$8.5 million, now includes placement of new rail on 51 miles of track. GN also will install 48 additional miles of CTC (centralized traffic control) on the main line in Montana. The railway will have nearly 1425 miles of CTC in service at the end of 1969.

Improvements also are scheduled in piggyback facilities at Minneapolis, and in mainline clearances for high and wide loads, with the "day-lighting" of a tunnel near Blacktail, Montana. Additionally, the company will extend siding between Everett and Bellingham, Washington, to improve operations in an area of growing freight traffic.

February Rail-Ski Trips Planned to Big Mountain

Great Northern again is offering special "all expense" Ski-Rail Tours from Seattle and the Twin Cities to the greatly expanded Big Mountain in Montana, during the peak of the current season.

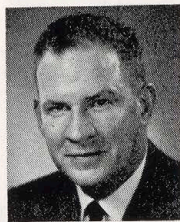
Travelers will depart from Seattle in special cars attached to the Empire Builder on February 2, and from St. Paul and Minneapolis on the Western Star, February 9. Complete tour costs from Seattle begin at \$139.95 and from the Twin Cities at \$162.47.

"All expense" rates include the following: round trip rail ticket with reserved reclining seat; 5 night's lodging and 6 full days unlimited use of all lifts; 22 meals on Twin Cities tour and 19 meals on Seattle tour.

Also provided is transportation to and from the Whitefish station, plus daily bus service to and from The Big Mountain if travelers elect to stay in Whitefish rather than on The Big Mountain itself.

Bookings and detailed information can be obtained from Great Northern City Ticket Offices in Seattle, Minneapolis, St. Paul and Duluth.

Kane Named to U.S. Chamber Committee



Mr. Kane

Anthony Kane of St. Paul, Great Northern vice president and general council, is one of four railway executives appointed to the new transportation and communication committee of the Chamber of Commerce of the United States.

Other rail appointees are W. Thomas Rice, president and chief executive officer, Seaboard Coast Line; W. Jerome Strout, president, Bangor & Aroostook, and Owen Clarke, vice president-labor relations and personnel, C&O/B&O.



A newly-arrived GN locomotive is spotted outside the Havre diesel service facility prior to movement into the building.

Havre Diesel Facility "Most Modern"

Great Northern's new diesel service facility in Havre, Montana, the most modern of its type in the railway industry, was officially opened for business on December 14.

Havre businessmen and civic leaders, other area residents and families of GN employees were on hand to view operations in the new facility.

Unveiling of the \$900,000 structure

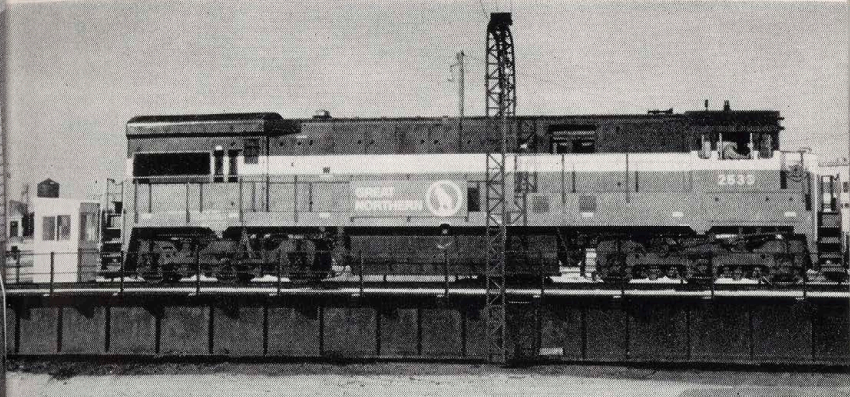
historically coincided with the opening of the original Havre diesel shop in mid-December of 1945.

The new building was planned for years by GN's mechanical and engineering departments. Supporting systems such as sewer, trackage and others began in 1967.

Constructed adjacent to the diesel

The new diesel service facility is designed for service and light repairs. It is located adjacent to the older structure where heavier repairs are scheduled.





After servicing, locomotive proceeds over relocated turntable to proper track, available for immediate dispatching.

shop, the servicing building, heart of the new facility, was completed just prior to the open house. It is a 280 x 60 foot, two-stall, enclosed structure.

The building is surrounded by supporting facilities including a redesigned locomotive arrival hold and departure trackage arrangement, a new locomotive washer, load tester and a relocated and rebuilt locomotive turntable.

Access to locomotive units within the building is through depressed floor areas and elevated decks.

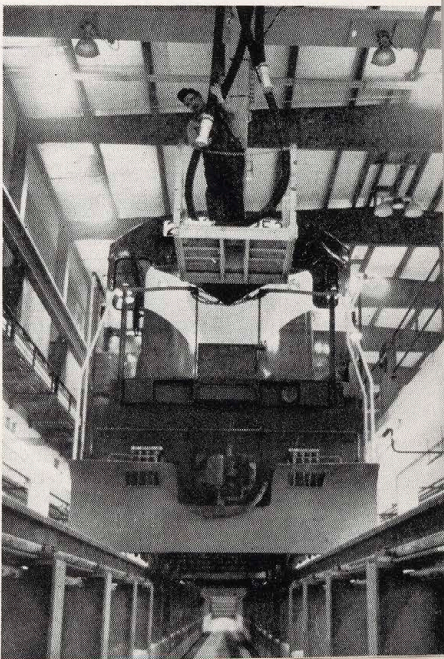
There are 14 servicing type systems installed at numerous locations throughout the building.

Washing (when weather permits) is the last step of a series of light services performed at the Havre diesel facility.

Special features in the shop are complete coverage by a Dial-X communications system; TV monitors indicating locomotive requirements for

Concluded on page 8

Depressed service wells provide easy access for workmen under the diesels. An overhead mobile sander provides sand for traction.



Walter G. Seeger

Walter G. Seeger of St. Paul, long time member of the Great Northern Railway board of directors, died on January 6.

A native of St. Paul, Mr. Seeger had crowded multiple careers as industrialist, sportsman, civic leader and philanthropist into his long life. He had headed and managed a diversity of enterprises ranging from the Seeger Refrigerator Company and the Whirlpool Corporation, the St. Paul Saints Baseball Club and the Shriners' Hospital for Crippled Children.

Among honors accorded him during recent years were the 1962 Citizen of the Year Award and the St. Paul Area Chamber of Commerce's Greatest Living St. Paulite award in 1964.

He had held directorships on the boards of many companies including the Northwestern National Bank of St. Paul, Northern Federal Savings & Loan Association, Gould National Batteries, Inc. Anchor Casualty Company, Northwestern Bell Telephone Company and the Masonic Cancer Relief Committee.

Diesel Facility—Conclusion

outgoing trains, a hostlers' room commanding a view of the incoming area, and a supervisor's office located on the upper center deck.

A new concept in heating and ventilation features a fresh air heating system which pressurizes the building by heated outside air at all times. Even during periods requiring heavy ventilation, the system is capable of completely exchanging the air within the building once every 10 minutes. The ventilation is accomplished automatically with the movement of locomotive units through doors at each end of the building.

Operation theory behind the design of the facility is "one-stop" servicing, inspection and maintenance.

Locomotives arriving from trains

are spotted immediately outside the facility by locomotive engineers. Tested in this area are air brakes, sanders and steam generators.

Hostlers move the locomotive consist into the servicing building where fueling, boiler water, radiator water and lubricating oil services are performed utilizing power-operated hose reels. An overhead mobile sander supplies sand for traction purposes.

Inspections, repairs and short-interval maintenance are done at this time. In the next step, hostlers move the units through a high-pressure locomotive washer.

Almost 70 per cent of the equipment moves directly into the departure trackage area and is available for immediate dispatching, according to S. W. Johnstone, shop superintendent. The remaining 30 per cent goes into the diesel shop for additional repairs.

GN officials planned the structure to permit approximately 99 per cent of the personnel to work indoors on repairs. In view of occasional extreme temperatures in Havre during winter, employes will be able to work more efficiently and comfortably inside.

The railway expects to realize better locomotive availability and a higher capacity of units maintained at Havre because less time will be spent by locomotives there.

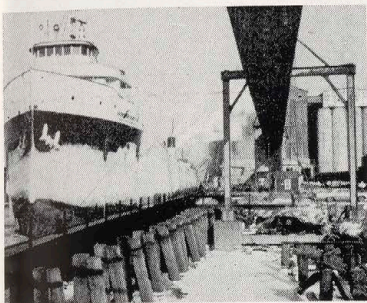
Great Northern's Havre diesel shop which opened in mid-December of 1945, was also known as one of the most modern installations of its type in the country.

GN personnel who were members of the World War II 704th Railway Grand Division which the railway sponsored, contributed to the shop's design while on duty in Rome.

Noting steel column supports were used for pit rails when they took over bombed electric locomotive shops of the Italian State Railways, they later adapted the idea at Havre.

Access of workmen to the pits was made easier and pit lighting improved by use of steel column supports.

Shipping Season Windup



Final grain cargoes of the 1968 navigation season on Lake Superior cleared from the Great Northern elevators at Superior, Wisconsin, in late December.

Above, the Henry R. Platt, Jr. of the Gartland Steamship Company loaded 260,000 bushels of flax seed destined for winter storage at Cleveland. At the same time, the J. Claremont Miller took on spring wheat for storage at Buffalo.

Heavy weather on Lake Superior created a coat of ice more than a foot thick on the hulls of these vessels.

Cascade "Snowtrip" Planned via GN

Northwest Rail Excursions of Seattle, a non-profit organization, will hold its annual snow trip by rail over the Cascades to Cashmere, Washington, on February 1. Travel will be by Great Northern special train.

Travelers will depart from King Street Station at 7:45 a.m., Edmonds at 8:15 and Everett at 8:45. Arrival at Cashmere is scheduled at 12:15 p.m. There will be a snow stop at the east portal of the Cascade Tunnel so passengers can take photographs.

During the Cashmere stop, visits can be made to a historical museum, an apple warehouse and a candy factory.

The return trip is scheduled at 4 p.m.

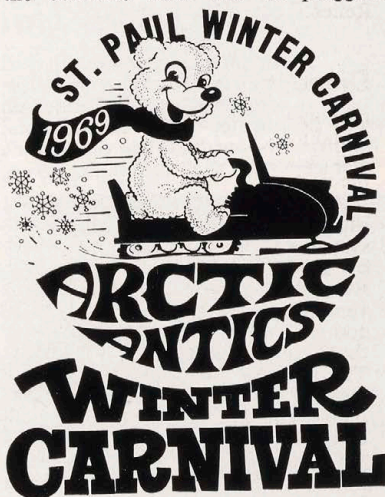
Tickets may be purchased at the GN Seattle City Ticket Office, King Street Station, Edmonds Station, Everett Station, Tacoma City Ticket Office the Wharf Restaurant, the Puget Sound Naval Shipyard Recreation Department, and A. B. Kitsay Travel Service in Bremerton.

Rails Run Through Dam

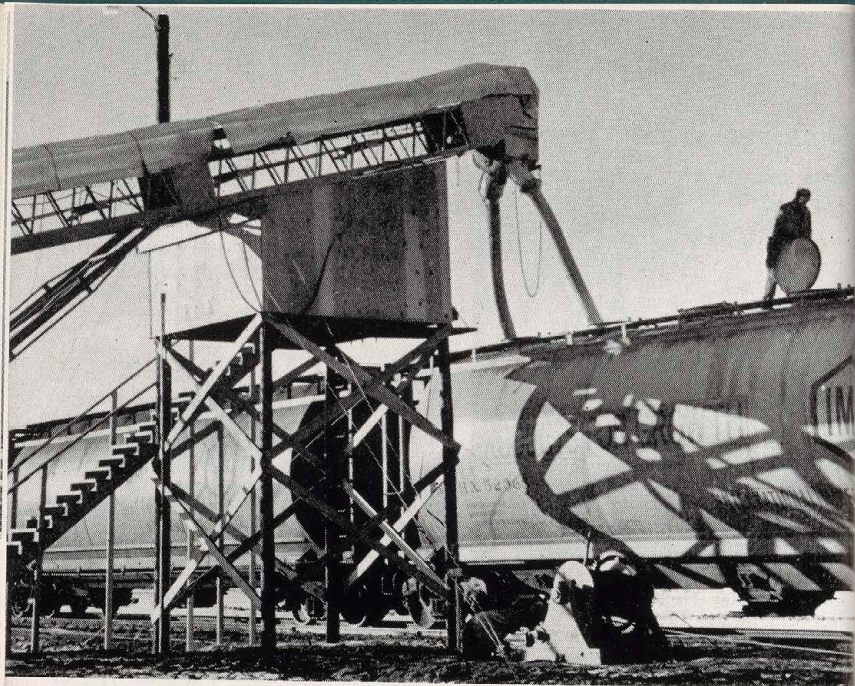
Great Northern freight and passenger trains now are running through Libby Dam, under construction 17 miles from the town of Libby in northwestern Montana.

A shoofly, or detour, has been constructed on a fill in the channel and the GN tracks moved about 100 feet. The tunnel through the dam is a temporary situation, of course, and will be the route only until about November 1, 1970 when the 60-mile Great Northern main line relocation, including seven-mile Flathead Tunnel is expected to be completed.

At that time, the opening through the concrete dam will be plugged.



JAN. 31 thru FEB. 9



A hundred tons of Canadian potash pours into IMC-leased covered hopper, one of 118 such cars on the first GN-CB&Q potash unit train.

GN Provides Unit Trains For Potash

A 118-car potash train—the first of its kind for Great Northern and Burlington—completed its 1,000-mile run from Northgate, N.D., to Mendota, Ill., in a 35-hour “flawless operation”.

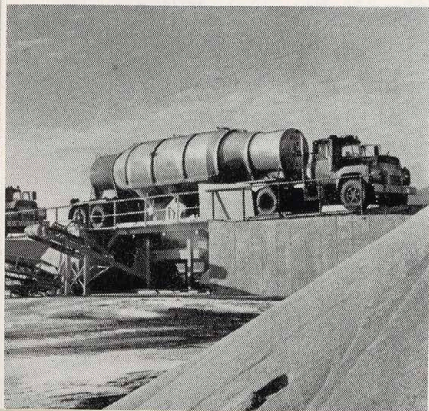
Officers of the companies were

studying results of the initial movement even as a second train of potash was being loaded at the International Minerals & Chemicals Corporation terminal at Northgate, about 77 miles northwest of Minot, N.D.

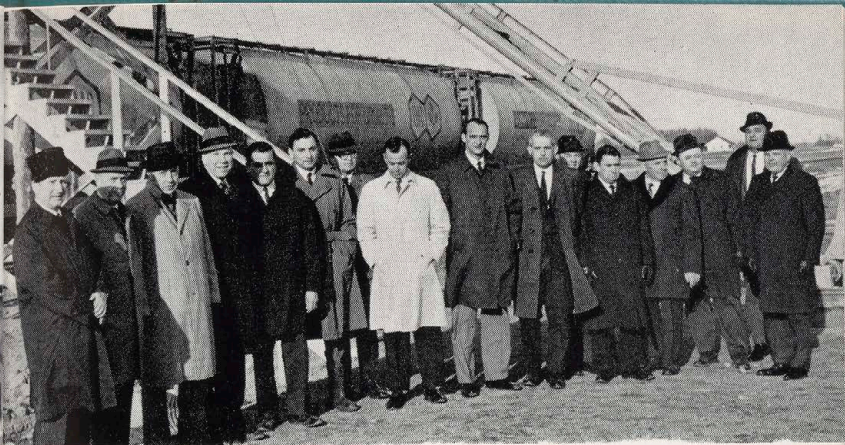
Powered by six 1500 hp diesel-electric locomotives, the first train, comprised entirely of covered hopper cars, broke a ceremonial tape as it slowly proceeded over a GN branch line.

Upon hitting the main line at Berthold, N.D., the 11,075-ton train of fertilizer picked up speed in order to rendezvous with Burlington power some 557 miles away at Union yard in Minneapolis the next morning.

The impressive freight train of IMC



Trucks unload at Northgate railroad. Potash is trucked from Estertazy, Saskatchewan.



IMC, GN and Burlington officials witnessed final loading and departure of first potash train.

hoppers, the first of scores of trains destined to leave Northgate in the coming year, was almost one and one-third miles long.

Five powerful Burlington road engines gradually pulled the load out of Union yard, through the outskirts of St. Paul's loop and into the Burlington yard below towering sandstone bluffs along the Mississippi river.

Crossing in Wisconsin and bisecting lush farmland that will eventually utilize its cargo, the train proceeded along the scenic Mississippi on its last leg to Mendota, Ill., 83 miles southwest of Chicago.

Surveying the operation after his visit to Northgate, M. M. Scanlan, GN's vice president-marketing, ex-

Continued on page 12



Above: IMC traffic manager V. J. Haan (center) GN vice presidents R. J. Downing (left) and M. M. Scanlan.

Six units of GN diesel electric motive power move the 118-car unit train southward across frost-tinged North Dakota grainlands.



POTASH TRAIN—Continued

pressed pleasure with the first train.

"Great Northern is greatly impressed with IMC's efficient loading procedure and the quality of cars," Mr. Scanlan said. "The operation went off like clockwork and was faultless. It indicates the tremendous amount of planning that went into it. The shipment required the close cooperation of IMC and the operations and marketing departments of GN and Burlington."

J. C. Kenady, GN's assistant vice president-industrial development, spoke of the significance of the facility.

"I am happy to see the development of the potash distribution center at Northgate, in as much as it gives a new industry to the state of North Dakota," Mr. Kenady said. "New industry is of paramount importance to a community or state," he added. "It's a healthy sign and we foresee other developments as a result of this pioneer installation. We at GN are eager to assist communities in locating new industries in our territory."

IMC's three-acre facility at Northgate is engineered to facilitate the rapid loading of potash into hoppers. If necessary, potash may be stored on a concrete slab large enough to hold 15,000 tons.

IMC potash is mined from rich deposits at Esterhazy, Saskatchewan, approximately 140 miles north of Northgate.

Special tanker trucks of Kleysen's Cartage Company, Ltd., Winnipeg, Manitoba, haul potash to the loading facility constructed along GN's branch line.

Utilizing a ramp approach, potash is unloaded into a 100-foot, trough-shaped conveyor belt system which in turn loads it into hoppers.

Trucks are unloaded in 10 minutes. Approximately 25 hoppers are loaded daily in a procedure which automatically feeds a predetermined

amount of potash depending on hopper capacity.

Paul A. Johnson, distribution manager for IMC, estimates units train shipments will be made about every four days. Current estimates indicated approximately 70,000 tons will be shipped each month.

Also at Northgate witnessing departure of the train were GN personnel including: R. W. Downing, executive vice president; J. W. Wicks, superintendent of the Minot division; V. P. Brown, assistant vice president-planning; J. C. Kenady, and T. C. Kryzer, market manager-oils, chemicals and fertilizers.

IMC officials at the sendoff were Vernon J. Hann, traffic managers; Thomas J. Reagan, manager, research and development; David E. Wilson, senior distribution specialist; Paul St. Onge, supervisor, warehouse and barge operations; Paul G. Mount, manager, distribution equipment and facilities; Paul Johnson, distribution engineer, and Jack Edwards, terminal foreman at Northgate.

Burlington officials included Clarence E. Larson, assistant vice president-marketing, and J. R. Scalzo, marketing manager, minerals and chemicals.

The potash train attracted the attention of agricultural leaders in the Midwest who appreciated its economic importance as a forerunner of continuous shipments.

Over two-thirds of United States fertilizer consumption is concentrated in the central states region which the unit train will serve, the railroads said.

Over eight 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 railroads pointed out.

Continued on page 14

GOAT Gaieties

Female Chronology

At 4 years old it begins. A woman is suddenly $5\frac{1}{2}$, the same age as her cousin. At 7 she is 9, at 11 she is 14, and at 15 she is 19. During her 20's there is little to conceal, but at 31 she's 28. At 37 she celebrates her 30th birthday. At 50 she is 39, at 60 she is 45, but at 70 she is 85—the longest living descendant in her family since the Revolt of the Colonies, and she'll reach 100 in another six years.

Balanced Diet

"What do monsters drink?"
"Coke."
"What do monsters eat?"
"Things. 'Cause things go better with Coke."

Overheard at Airport

"As a navigator he's not too bad, but it is comforting to know that the world is round."

Obligated

Asked what he thought of the Civil Rights bill, a backwoods candidate replied, "Well, if we owe it, we ought to pay it."

Upgraded

"How come you and Gladys quit going together?"

"Well, she asked me to stop drinking and I did. She asked me to stop smoking and I did. Then she asked me to give up gambling, hot-rodding and long hair and I did. Then I ditched her. I figured I had become so much more desirable that I could do better."

Too Much to Expect

The boy and girl college students were sitting on a sofa discussing intellectual things like mental telepathy.

"Would you call it mental telepathy," the girl asked, "if I was thinking about the same thing you are?"

"No," the boy replied, "I'd call that just plain luck."

* * *

Optimist

A man who can turn his new automobile over to a parking lot car jockey without looking back.

* * *

Barefoot Boy

A car screeched to a halt at an intersection, barely missing a white-haired little old lady. But instead of giving the driver a tongue-lashing, she recovered herself quickly, smiled sweetly, and pointed to a pair of baby shoes dangling from his rearview mirror.

"Young man," she asked, "why don't you put your shoes back on?"

* * *

Real Problem

Two expectant fathers were nervously pacing the floor in the waiting room of a maternity hospital. "What tough luck," grumbled one. "This had to happen on my vacation."

"You think you've got troubles?" replied the other. "I'm on my honeymoon."

* * *

Flower Child

The hippie bride wore something old, something new, something borrowed and something blue, red, orange, green, pink and purple.

Montana Wheat Crop Sets All Time Record

Montana's 1968 estimated wheat crop again set a record at 125,869,000 bushels, the second year in a row that it exceeded a previous peak, according to the Crop and Livestock Reporting Service.

All three types of wheat exceeded last year's production, and the barley estimate of 42.7-million bushels for the year is 5.7 million bushels above the 1967 output.

Hay production, below the 1967 record, was 2 per cent above average at 3,585,000 tons.

Winter wheat was estimated at 86.7 bushels, 3 per cent above the 1967 output, primarily because of a record-high yield of 31.5 bushels per acre.

Spring wheat other than durum was below 1967 in total harvested acreage but jumped four bushels per acre for production of 31.5 bushels, a 4 per cent increase.

Durum wheat yielded well in north-central counties. Production of durum wheat in 1968 at 7.7 million bushels was two-thirds above 1967 principally because of more acres harvested.

New Indian Arts Publication Available

The Indian Arts and Crafts Board, U.S. Department of the Interior, has issued a new publication on the subject of the INSTITUTE OF AMERICAN INDIAN ARTS.

The Institute is a unique national training program offering instruction, in various art forms, tailored to meet the special needs of Indian, Eskimo and Aleut youth from throughout the United States.

Containing a foreword by Vincent Price who is Chairman of the Indian Arts and Crafts Board, the publication features an illustrated section devoted to Institute students and their

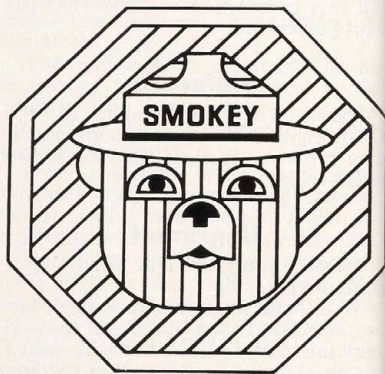
works, highlighting all phases of the diversified training and experience in the arts offered by the Institute.

Copies of INSTITUTE OF AMERICAN INDIAN ARTS issued in the Board's NATIVE AMERICAN ARTS series of special titles, are available for 65¢ each from the Blackfeet Crafts Association, P.O. Box 326, Browning, Montana 59417 or from the Superintendent of Documents, Government Printing Office, Washington, D. C. 20402.

Potash Train—Conclusion

The plan of Great Northern and Burlington is a "significant breakthrough in better distribution of the basic fertilizer materials on which United States agriculture depends," according to N. C. White, IMC president. "Unit trains can make an immediate contribution to more effective fertilizer materials distribution."

The unit train approach received the approval of the Saskatchewan premier, W. Ross Thatcher, whose administration has been closely involved in that province's mining development.



**ONLY YOU CAN PREVENT
FOREST FIRES**



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JANUARY

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THE GREAT NORTHERN GOAT

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1969 is Golden Spike Centennial Year

One of the great moments of American history — the driving of the Golden Spike that marked completion of the nation's first transcontinental rail system, will be re-enacted next May 10 at Promontory, Utah, as the highlight of a year-long centennial celebration.

Plans for the nationwide observance, arranged by the Congressionally-authorized and Presidentially-appointed Golden Spike Centennial Celebration Commission, include re-enactment of the 1869 ceremonies.

Promontory has long since been by-passed by the railroads, and tracks in the vicinity were taken up and used for scrap during World War II, but a new mile-long section of old-type rail has been relaid on the original roadbed, and replicas of the historic engines, Jupiter and No. 119, will stand nose-to-nose on these rails during commemorative ceremonies.

Descendants of Utah pioneers who helped build the railroad in this vicinity, dressed in costumes of the period, will participate in the program. Arrangements have been made to bor-

row the original golden spike, a companion silver spike and a silver maul from the Stanford University Museum for use in the re-enactment.

Plans are being finalized with Western Union to re-create the coast-to-coast telegraph network that was "tuned in" to Promontory one hundred years ago to give the nation a running description of what was happening. It is planned to send out the same series of messages that went out over the wires that day in the first nationwide on-the-spot "broadcast" of any event in history.

Coincident with May 10 ceremonies, the National Park Service will dedicate a segment of the original roadbed and a square mile of land in the remote Promontory area as a National Historic Site.

Major centennial celebrations also are being planned in Salt Lake City, Ogden and Brigham City, Utah, Sacramento and San Francisco, California, and in many other towns and cities along the routes of the Southern (then Central) Pacific and Union Pacific Railroads.



GREAT NORTHERN

GOAT

FEBRUARY 1969

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GREAT NORTHERN

GOAT

Vol. 39 February, 1969 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

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EDITOR, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, St. Paul, Minnesota 55101.

The Goat's Cover



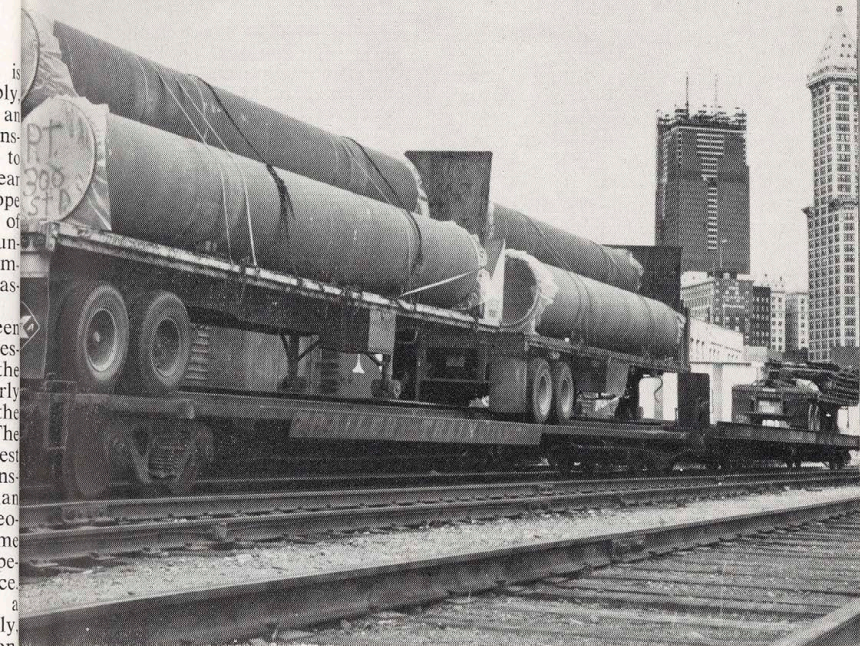
One of 39 historic, long-lost, recently-recovered GN Pacific Extension photos taken in the winter of 1892-93, shows three levels of track on the west side of the Cascade Range summit.

Your Railroads

"The chaotic patchwork that is transport regulation is, quite simply, a mess." Those were the words of an official of the Department of Transportation. Moreover, he went on to say, "It has become increasingly clear that no one . . . will be able to cope successfully with the wide range of problems besetting transportation unless they are prepared to deal comprehensively with its regulatory aspects."

Sentiments such as this have been expressed countless times by spokesmen for various segments of the transportation industry—particularly the railroads which have been hit the hardest by archaic regulations. The reason they have been hit the hardest is that as a basic medium of transport they have a longer history than any other method of conveying people and goods. There was even a time when the rails were the only expeditious way of moving any distance. They were unique, and they were a monopoly, and so, quite naturally, they entered an era of regulation. But that was many years ago.

As the Department of Transportation official also observed, "Competition has fundamentally changed the character of transportation. But regulation—of the old form, developed for an earlier day, attributable to totally different circumstances—lingers on." The railroads, with the passage of time, play an increasingly essential role in transportation. They cannot be replaced by other transport any more than the family auto or the airplane—or the truck, for that matter. Since the railroads are here to stay and grow, they will either be nourished through constructive public policies that permit them to operate and compete for business, make a profit and finance their own growth and modernization, or they will have to be sustained at the expense of taxpayers in one way or another. The common sense choice is clear—modernize transport regulations.



Ready for switching in Seattle, TOFC loads of Portland pipe are in the shadows of old and new Seattle landmarks — the Smith tower and the nearly completed 1st National Bank Building.

Portland Pipe Moves Safely/On-Time via GN

Job-timed delivery was a critical key for pipe built in Portland, Oregon, and delivered piggyback by the Great Northern for two construction projects in Western Washington.

American Pipe and Construction Company was fabricating the pipe for the U.S. Bureau of Reclamation irrigation project near Omak and for a new intake tunnel in the Everett water system.

In both cases, the pipe was of various weights and shapes, programmed for installation in a specific sequence. Arrival at the job sites in order of placement was essential.

"We couldn't be happier with the results," said Robert L. West, Production Control Manager for the

Portland firm. "We loaded the pipe on GN trailers at the plant and turned over responsibility to GN. This freed our equipment for other work."

Floyd E. Mulford, Division Sales Manager, reported no damage en route on either of the two projects.

Trailers carrying 40-foot long segments of 96-inch diameter steel pipe for the Everett job were unloaded from GN flatcars at Monroe, then towed overland about 15 miles to Lake Chaplain.

Everett's third water supply tunnel will increase the city's delivery capacity to 200 million gallons a day.

More than 300 loads of 32-foot

Concluded on page 4

Portland Pipe—Conclusion

long concrete-coated pipe moved piggyback to Omak where A and B Construction Company of Helena, Montana, held a contract for improvements to an existing irrigation project.

To prevent too rapid drying or "curing" of the hard coating, plywood and plastic were fastened over the ends of this 45-inch diameter pipe during shipment. Special cradles were built allowing an overlap so two sections of pipe could travel on each trailer, one slightly above the other.

Founded in 1907, American Pipe and Construction Company has headquarters in Los Angeles and other facilities in California, Arizona, New Mexico and Bogota, Columbia.

The 30-acre Portland facility, purchased in December 1945, has produced pipe, penstocks, siphons, tunnel liners and other units for some of the West's largest dams and reservoirs and for the Atomic Energy Commission plant at Hanford, Washington. One of the firm's most ambitious ventures was a 4,000-ton platform for Alaskan offshore oil drilling.

"Physical Distribution Management and Growing Competition"

The American University, Washington, D. C., has scheduled its Twenty-First annual Physical Distribution and Traffic Management Institute March 12 through March 20.

This year's Institute will be particularly sensitive to the physical distribution manager's role in growing business competition. Case histories will be examined, the latest techniques described and the directional thrusts weighed.

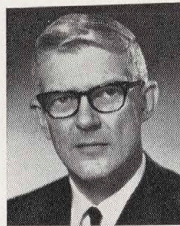
Leading experts in their fields will treat on a wide variety of subjects including product transportation, materials handling and packaging.

Four

For detailed information, brochures and applications, address Director Transportation and Logistics Institute, Room 252, McKinley Building, The American University, Massachusetts and Nebraska Avenues N.W., Washington, D. C. 20016.

W. L. Smith Named GN Assistant VP

The appointment of Worthington L. Smith as assistant vice president of



Mr. Smith

Great Northern Railway's operating department has been announced in St. Paul by John L. Robson, operating vice president.

Mr. Smith has been assistant to the vice president since mid-1967.

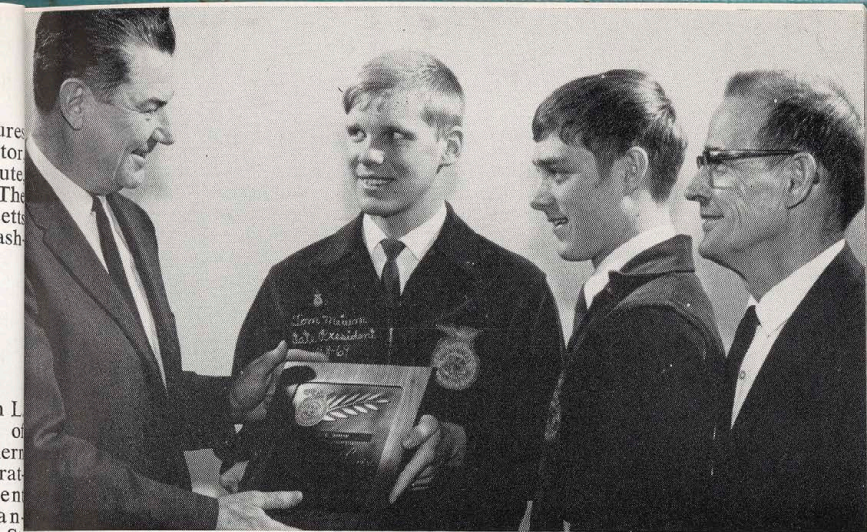
He will continue merger and managerial planning for the railway in the St. Paul headquarters.

A native of Tacoma, Washington, Mr. Smith is a graduate of Yale University, the University of Minnesota and Harvard University's graduate school of business administration.

He has been with GN since 1954 when he was appointed assistant to the trainmaster at Superior, Wisconsin. He became assistant trainmaster at Vancouver, British Columbia, in 1955, and trainmaster in Seattle two years later.

Mr. Smith subsequently returned to Duluth, Minnesota, as staff assistant to the general manager of Lines East.

He acquired extensive knowledge of the railway's operations by serving consecutively for two year periods as superintendent of GN's Klamath division at Klamath Falls, Oregon; the Mesabi division at Superior, and the Willmar division at Minneapolis.



FFA Honors GN Official — Chapters Will See "PACED TO LIVE"

Minnesota Future Farmers Officers Visit GN

A distinguished service award for State Future Farmers of America service as FFA Foundation finance chairman was presented to E. N. Duncan, director of Great Northern Railway agricultural planning and development, by Tom Meium, Jackson, Minnesota, state FFA president.

Active in FFA work since 1953, Mr. Duncan also is a former state vice president of the FFA Foundation

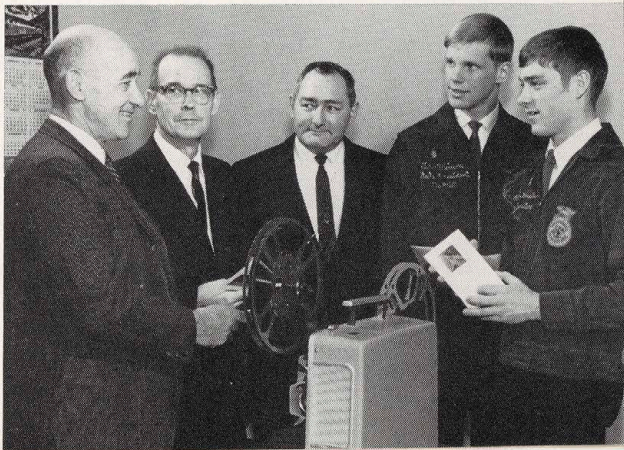
and member of the executive committee. Shown with them (above) are Roger Kingstrom of Olivia, state FFA student secretary, who also is chairman of the state-wide FFA safety program, and W. J. Kortsmaki, executive secretary, Minnesota FFA on the staff of the state department of education.

"Paced to Live", award-winning

Concluded on page 6

Above: From left, Messrs. Duncan, Meium, Kingstrom and Kortsmaki.

Left to right: Messrs. Andrew, Kortsmaki, Maitland, Meium and Kingstrom.



Saved by the Train or "God Bless That Engineer"

A Long Prairie, Minnesota, man, his car hopelessly stuck in deep snow, flashed an SOS with his headlights, and help was dispatched by a Great Northern Railway engineer.

On Friday evening, January 24, Bill Klopp of Long Prairie radio station KEYL drove the 15 miles to Interstate 94 without incident, but became stuck coming down a ramp leading to Sauk Centre, three miles away.

With the temperature eight degrees below zero and a howling wind of over 25 miles an hour, Klopp chose to remain in his car. His headlights, however, could not be seen by the few motorists on the Interstate because the beams were obscured by the deep snow.

Finally, approximately three hours

later, Klopp saw the headlight of Great Northern freight train extending 2016 through the blowing snow. He flashed an SOS.

The signal was seen by the crew in the cab; engineer Edward Erdman, fireman Peter Kloskowski and head brakeman Ken Nelson, all of St. Cloud. In answer, Erdman sounded his horn, rang the bell, slowed the train and proceeded on. He contacted the Sauk Centre depot by train radio.

The depot attendant called the Minnesota Highway Patrol and within a few minutes a patrol car, accompanied by a wrecker, arrived at the scene. Klopp and his car, neither the worse for the experience, were rescued.

"I'm safe and well," said Klopp. "God bless that engineer."

Opsahl Named Assistant Director of Sales

The appointment of Vance A. Opsahl to the newly-created position of assistant director of sales for Great Northern Railway in Seattle has been announced in St. Paul by M. M. Scanlan, vice president, marketing department.



Mr. Opsahl

Mr. Opsahl is a veteran of 21 years service with GN. He has been with the marketing department, formerly the traffic department, since joining the railway in 1947 as a stenographer.

Mr. Opsahl acquired extensive knowledge of the railway while serving as a stenographer to the general freight agent and the general freight traffic manager. He also was personal secretary to the traffic vice president

and traveled extensively with him on the Great Northern system.

In 1955, Mr. Opsahl was appointed assistant to the freight traffic manager, sales and service, and in 1962 assistant to the general freight traffic manager.

He subsequently was named manager, service and equipment; manager, special projects, and in 1968 manager, marketing planning and control.

FFA Officers—Conclusion

railway-highway crossing safety film recently produced by Great Northern Railway, will be shown at state Future Farmers of America chapter meetings and high school agricultural classes during 1969 under sponsorship of the Minnesota Railroads Association. Shown after viewing the film at Great Northern general offices in St. Paul are J. T. Andrew, GN general safety supervisor; Mr. Kortsmaki, Harry Maitland, research director of MRA; Tom Meium and Roger Kingstrom.



December 10, 1892. Using a unique track-laying machine, workmen are laying the last segment of main line west of the Cascade Range summit.

Historic Pacific Extension Photos Found

A collection of 39 photographs, made more than three quarters of a century ago, now is available to illustrate one of the least publicized engineering feats in railway history.

At least 1,500 men battled deep, wet snow, heavily-forested wilderness and some of the West's most rugged mountain terrain to push Great Northern Railway tracks across the Cascades in Western Washington during the winter of 1892-93.

It was not known until this year that photographs had been made of that historic construction.

Mrs. Doreen M. Margetts, who spends about half of each year in New Zealand and the rest in London or in Vancouver, British Columbia, recently found two photo albums in a trunk that belonged to her stepfather.

She sent the albums to Great Northern headquarters in St. Paul, Minnesota, for the company's ar-

chives. The pictures turned out to be a truly historic find, never before published. Great Northern has made copies of the photos and presented

Continued on page 8

Lower portal of tunnel at Martin Creek and site of a 150-foot high trestle.





A clearing in the woods developed into Wallace, a rough and tumble community composed of several stores and saloons. Building on the right is the Last Chance Bar.

sets to two Western Washington museums.

The pictures will soon go on display in Seattle at the Museum of History and Industry, and in Tacoma at the museum of the Washington State Historical Society.

Mrs. Margetts' stepfather, Archie Barnes Martin, died in 1945 at San Francisco, where he was an executive with a paper company. It is not known if he was an employe of Great Northern or worked for one

of the companies under contract to GN in the 1890's.

The big western push of GN's Pacific Extension began at Pacific Junction in Montana, near Havre, in October of 1890, and continued from Spokane on July 19, 1892. It terminated at Everett, Washington, more than 800 miles west. GN's coast line from Seattle to Everett and Westminster, British Columbia, had been completed previously.

By late 1892 work forces were

Snow shoveling on the Stevens Pass crossing of the Cascades involved hundreds of men making way for track-laying crews.





Huge logs were carried to lumber mills over the fledgling Great Northern Railway in 1892. Much of the timber was utilized for ties and bridges in pushing the line over Stevens Pass in the Cascades.

battling the towering Cascade Range. The roadbed had to be sliced through thick timber and over rugged terrain at times nearly 200 miles from a trail or road.

The weather turned fierce and men shoveled eight-foot snowdrifts by hand. At last, on January 6, 1893, a

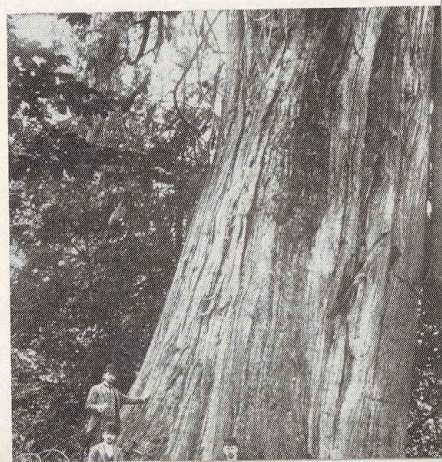
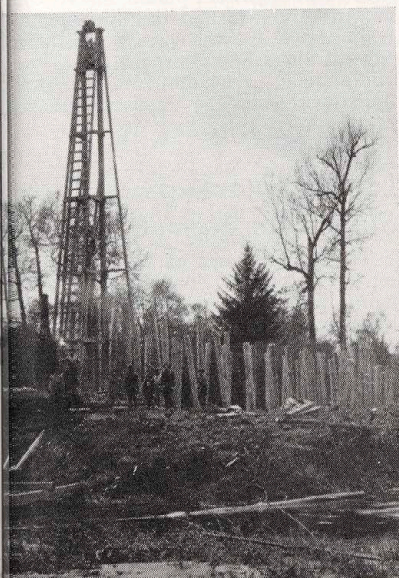
final rail was spiked into place near the present station of Scenic, and near the western portal of the 7.79-mile GN tunnel completed in 1929.

Superintendent Cornelius Shields and District Superintendent J. D.

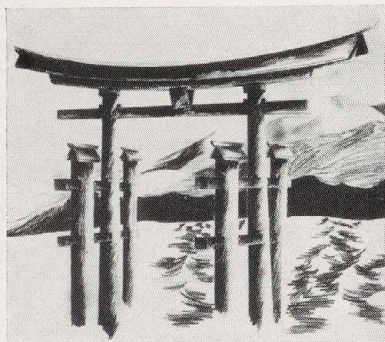
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A crew mans a steam-powered pile driver on Pilchuck Creek on the Great Northern on April 29, 1892.

Giant cedar, 60 feet in circumference, was located near Snohomish, Wash., at the time of GN's drive over the Cascades.



Torii Planned for Seattle's Elliott Bay



What may possibly be the world's only genuine Torii (entrance gate to a shrine or other important place) outside of the Orient is slated for

the entrance to Seattle's harbor, destination port for a majority of the Orient's eastbound ships.

Leaders of eight of the major Seattle-area organizations promoting trade and social relations across the Pacific have agreed to erect a Torii in Elliott Bay waters as a symbol of welcome and friendship to ships of the world calling in Seattle.

Seattle's Torii will rise from 55 to 60 feet above the water and will be extensively lighted so as to be visible day and night. The actual site could be in any of several areas including Duwamish Head, the off-shore land near Magnolia Bluff and Shilshole Bay Marina. Final selection will be made to assure the best exposure for viewing by tourists, ferry patrons, ships crews and the general public.

Historic Photographs—Conclusion

Farrell were the only officials present and they were given the honor driving the final spike. One photo of that ceremony, probably posed a day later, has been published previously.

Other pictures were lost until Mrs. Margetts opened the old trunk in Vancouver. They show some of the bridges, track work, horse teams, forest camps and stores, the early switchbacks and one portal of a horseshoe curve tunnel long since abandoned.

Great Northern founder James J. Hill was not fond of formal ceremony and little was made of the final spike driving. One newspaper account of the final linking quoted Farrell as saying the time for celebration would come when the road was ready for operation.

"We hope to make the Great Northern's Pacific Extension famous," said Farrell, "not so much by great ado about last spike driving as by effective passenger and freight service to the people of the Northwest over the lowest grades, by the shortest route

and through the most beautiful scenery in this region."

The news account goes on to say: "As the engineer pulled open the throttle and whistled the first special train down on the Great Northern toward Puget Sound, a new era in the commercial development of the Northwest and in transcontinental railroading was inaugurated."

Loading/Packaging Supervisor Named

The appointment of H. D. Knudsen as supervisor, loading and packaging for Great Northern Railway has been announced in St. Paul by E. C. Robinson, manager, security-freight claim prevention department.

Mr. Knudsen's responsibility will be to insure that appropriate loading and packaging methods are employed by shippers on the GN system and on other lines when their shipments terminate on GN.

GOAT Gaieties

Channel 15

The younger generation will soon find out that the Man from Uncle—is the tax collector.

* * *

Good For a Laugh

Karen: "In most marriage ceremonies, they don't use the word 'obey' any more."

Bob: "Too bad, isn't it? It used to lend a little humor to the occasion."

* * *

Sweet Charity

Charity begins at home,

An adage indestructible.

Yet it's the only charity

That is not tax deductible.

* * *

Tolled Off

"Is this the Golden Gate Bridge Commission?"

"Yes. What can we do for you?"

"How many points do you get for a little slam?"

* * *

Little By Little

The physician entered the room, took the husband by the hand and said: "I regret to tell you, but your wife's mind is completely gone."

The husband, unimpressed, replied: "I'm not surprised. She's been giving me a piece of it for the last 15 years."

* * *

Old Routine

One newlywed to another: "Marriage is really a grind. You wash dishes, make beds. Then two weeks later you have to do it all over again."

Grounded

During maneuvers in Kansas, one soldier came floating down into camp during gusty high winds. Battered and bruised, he was taken before his commanding officer, who said to him: "It took a lot of nerve to come parachuting down in this wind, but you ought to have better sense than to do anything so dangerous."

"But I didn't come down in a parachute," protested the soldier. "I went up in a tent."

* * *

True Love

A tomcat and tabby were courting on the back fence when the tomcat leaned over to her and said, "I'd die for you, you beautiful creature."

The tabby gazed at him longingly and asked: "How many times?"

* * *

Nobody's Business

A woman went into a small town postoffice recently and asked for a dollar's worth of stamps.

"What denomination?" asked the clerk.

"Well," came the angry reply, "I didn't know it would ever come to this, but if you nosey government people have to know, I'm a Baptist."

* * *

Fringe Benefits

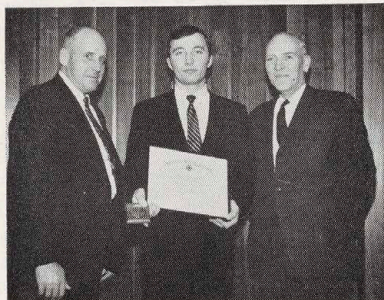
Then there was the computer that refused to work until it was promised at least two circuit breaks a day.

* * *

Easier Than

George Washington never told a lie, but then he never had to file a 1040 form either.

Safety Council, GN Reward Track Gang Hero



From left: Mr. McAdams, Terry Wanless, Mr. Budd.

Near death less than a year ago after lightning struck him, a University of Minnesota student is in a U.S. Navy boot camp while his rescuer was honored by the National Safety Council and Great Northern Railway.

Terry Wanless, whose heroism was rewarded on January 3, was presented with the "President's Medal" of the council by John M. Budd, Great Northern Railway president, at a luncheon in Rapid City, South Dakota.

Mr. Budd headed a delegation of GN officers who traveled to Rapid City in the railway's jet from St. Paul.

Terry is the Black Hills College student at Spearfish, S. D., who saved the life of Steven Tigges, 19, when both were summertime GN gang members on July 3, 1968, near Munich, N. D.

Steven, a U student at Morris, Minnesota, was rendered unconscious when a rain and lightning storm swept the work force. When discovered lying between the rails, he was not breathing and had a very weak pulse.

Terry administered mouth-to-mouth resuscitation and revived the victim who later was hospitalized at Langdon, N. D., and treated for burns

and eye and hearing difficulties.

Steven subsequently recovered from his ordeal and rejoined the work force. On December 16, 1968, he reported to the navy in San Diego, California, after doctors marveled at his recovery.

Other GN officers in Rapid City for the ceremony were John L. Robson, vice president, operations; H. H. Holmquist, executive assistant, personnel; R. N. Whitman, general manager, Lines East; P. B. Rasmussen, superintendent, Dakota Division; J. T. Andrew, general safety supervisor, who recommended Terry to the National Safety Council for award consideration, and George McAdams, assistant general foreman on duty when the accident occurred.

In addition to the council award, Terry also received two shares of GN stock.

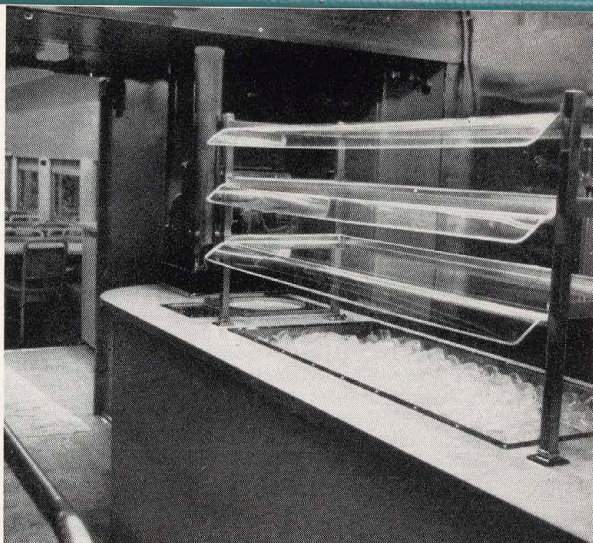
Howard H. Hays

Howard H. Hays of Riverside, California, former president of the Glacier Park Transport Company and publisher of the Pulitzer Prize-winning *Riverside Press Enterprise*, died on January 6. He was 85.

Mr. Hays' first association with a national park area came in 1905 when he became traveling passenger agent for Yellowstone Camps Company. He served that company until 1917 when he was appointed general manager for the Chicago and Northwestern Railway Tourist Bureau in Chicago. He returned to Yellowstone Camps Company in 1919 as president. This organization later became a part of Yellowstone Park Company.

From 1925 he was president of the Sequoia and Kings Canyon National Parks Company. He headed the Glacier Park Transport Company from 1927 until the mid-1950's. He did much to develop the highway system in Glacier Park and instituted international motor tour transportation between Glacier and adjoining Waterton Lakes National Park in Canada, in 1927.

CAFETERIA STYLE DINING ON THE WESTERN STAR



Serving line on GN's new cafeteria car features a minimum of three hot entrees.

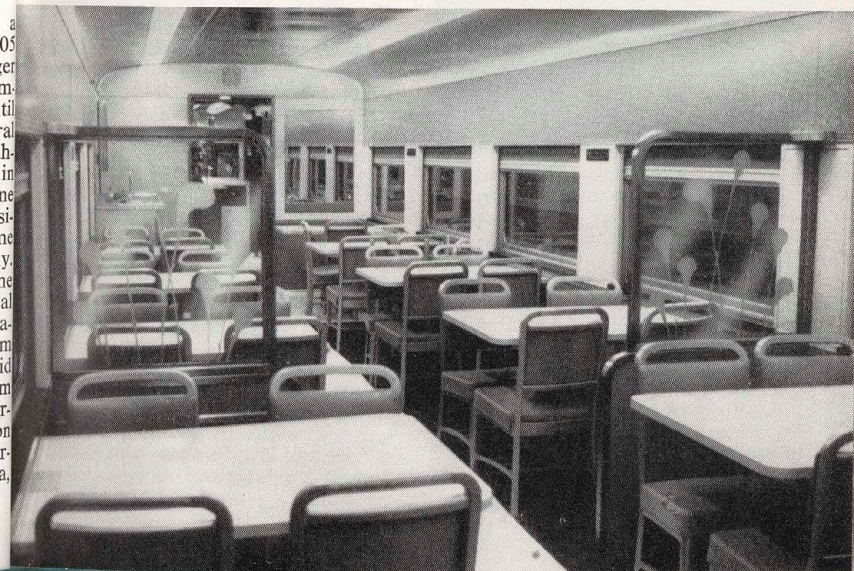
Dining service between the Twin Cities and Seattle on Great Northern trains 27 and 28, the Western Star, now is provided one day out of six by a newly-remodeled cafeteria car.

This car operates from St. Paul every sixth day and features a self-service counter and 11 tables to accommodate 44 diners.

A full cafeteria menu lists three or four hot dish entrees each day for

Concluded on page 14

The newly remodeled car seats 44 diners at 11 tables.

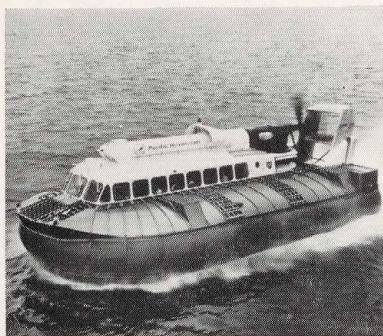


Avco to Make Ordnance Items at Glasgow AFB

Avco Corporation has been awarded a \$5-million contract for production and manufacturing of Army Ordnance items at Glasgow Air Force Base, Montana. Announcement of the Department of Defense award was made from the offices of Montana Senators Mike Mansfield and Lee Metcalf.

The Air Force Base is located about 18 miles from Glasgow, Montana, on a branch line of Great Northern Railway. Avco Corporation is a diversified billion dollar company with approximately 50,000 employees.

Hovercraft to Link B.C. Island Cities—Mainland



An unusual half-boat, half airplane called a Hovercraft may soon provide commercial passenger service between the Canadian mainland at Vancouver, British Columbia, and two cities on Vancouver Island.

Designed to fly over water or land on a cushion of air, the Hovercraft is built in England and has been operating commercially across the English Channel.

P. B. Jones, president of Pacific Hovercraft, Ltd., said the run between Vancouver and Victoria will be inaugurated with a 38-passenger vehicle, the SRN-6, pictured above. The com-

pany hopes later to acquire a larger SRN-4 Hovercraft which would carry 200 passengers and 30 automobiles.

The run to Victoria will take 90 minutes from downtown Vancouver, with a fare of \$11 one way and \$21 round trip. The run to Nanaimo would take about 60 minutes.

"The unique feature of the Hovercraft is that it is a completely air cushioned vehicle riding some 4-5 feet above the surface," says B. W. Heeny, Pacific Hovercraft vice president. "In this sense, it is an extremely safe craft for the Gulf of Georgia as dead-heads and driftwood do not present a navigational problem."

Northwest District Park Director Named

John A. Rutter, regional director in the National Park Service's Western Regional Office in San Francisco, has been appointed Director, Northwest District, with headquarters in Seattle, Washington.

Under Rutter's direction will be National Park Service areas in the states of Alaska, Washington, Oregon and Idaho, and Lava Beds National Monument in northern California.

William L. Bowen, chief, Office of Design and Construction, San Francisco Planning and Service Center, succeeds Rutter as western regional director.

Cafeteria Car—Conclusion

luncheon and dinner at \$1.05 per plate. Side dishes and beverages are additional. Breakfast service features usual items at nominal prices.

On other days, Ranch cars offer regular budget menus: club breakfasts from \$1.55 to \$2; luncheons and dinners \$1.35 to \$2.35. Beer and liquors are available both in Cafeteria and Ranch cars.

It is planned to continue meal service on this basis on the Western Star until summer season consist revisions.

STEAM TO POWER NEW YORK-UTAH CENTENNIAL SPECIAL TRAIN IN MAY

15-Day Golden Spike Excursion Planned

A steam-powered "Golden Spike Centennial" excursion train will turn back the pages of history to the glamor days of rail travel when it pulls out of New York May 3 for a 15-day trip to Utah and back.

The trip will be one of the highlights of a year-long program commemorating completion of the nation's first transcontinental railway system. This historic event occurred at Promontory Summit, on the Utah desert near Ogden, May 10, 1869.

Elaborate ceremonies at the time were climaxed by the driving of a golden spike into a polished California laurel tie. These ceremonies will be re-enacted at Promontory on May 10 of this year as part of a nationwide program.

The cross-country excursion, to be run by the High Iron Company of Lebanon, New Jersey, is the newest addition to the impressive schedule of events.

The train, made up of the most modern cars available, will consist of five coaches, a twin-unit diner, a parlor-dome car, an observation car and three baggage cars. The latter will be equipped as display cars to depict the history of the American railroad industry from its early days through its present development, with a peek into the future thrown in for good measure.

Each night during its circuitous cross-country journey, the train will stop at a major city and will be opened for public inspection. Visitors will be permitted to tour the entire train, from engine cab to parlor car. Passengers will spend each night in hotels.

The schedule is still being worked out, but overnight stops are now planned in Buffalo, N. Y.; Cleveland, Ohio; St. Louis and Kansas City, Mo.; Cheyenne and Rawlins, Wyo.; Salt Lake City, Utah; Lima, Ohio; Pittsburgh, Pa.; and Hagerstown, Md.

Passage on the train is open to the public on a first-come, first-served basis at \$995 per ticket, including hotel accommodations at stopover points. Any profits will go toward building a roundhouse at the Steamtown USA Museum, Bellows Falls, Vt., where some 50 steam locomotives are now on display in the open.

The Golden Spike Centennial excursion is made possible by the co-operation of all the railroads the train will travel over during its trip. These are the Penn Central, the Norfolk and Western, the Union Pacific and the Western Maryland.

Power for most of the trip will be provided by a 1944-model Berkshire-type steam locomotive — No. 759 — originally built for the Nickel Plate Railroad to pull 100-car freight trains at sustained speeds of 60 miles an hour or more.

Between Kansas City and Salt Lake City, the train will be pulled by the world's newest and most powerful diesel — a 6,600-horsepower Centennial Class engine, built for Union Pacific by Electro-Motive Division of General Motors and named in honor of the Golden Spike Centennial.

Anyone wishing to book passage aboard the excursion train is invited to contact the High Iron Company, Incorporated, P.O. Box 200, Lebanon, N. J. 08833.

GN Gets 11th Sanitation Award

The United States Department of Health, Education and Welfare has notified Great Northern President John M. Budd that the railway is being honored for the 11th consecutive year for excellence in sanitation of its public food services.

The award covers all dining and bar cars operated by Great Northern during the calendar year 1968.

THE GREAT NORTHERN GOAT

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

ADDRESS CORRECTION REQUESTED

BULK RATE

U. S. POSTAGE

PAID

ST. PAUL, MINN

PERMIT NO. 29

GN 1968 Net Higher

Great Northern Railway and its majority-owned subsidiaries earned a higher net income last year than in 1967.

The company reported on January 27 that consolidated earnings were \$22.9 million, or \$3.73 per share, compared with \$19.9 million, or \$3.24 per share, in 1967.

Net income from Great Notrehn operations only in 1968 was \$21.8 million, or \$3.54 per share, compared with \$19.3 million, or \$3.14 per share, in 1967.

Throughout 1968, the movement of general commodities was strong while grain moved slowly much of the year due to depressed marked prices. A

brisk upturn in the handling of grain following a late harvest was responsible for a sharp rise in revenues in the fourth quarter of the year. Despite this heavy movement in late 1958 of Great Northern's No. 1 commodity, grain remaining in storage in country elevators and on farms in the railway's territory at the close of 1968 was more than 315 million bushels, which is 15 per cent higher than the previous year.

Alaska Fish Harvest Exceeds \$75 Million

Estimated 1968 production of salmon, halibut and shellfish from Alaskan waters totaled \$75,300,000. This is the price paid to fishermen. Processed value would run much higher.

Leader was salmon—260 million pounds, \$37.5 million, followed by halibut—30 million pounds, \$6.5 million; king crab—85 million pounds, \$25.5 million. The newly established scallop industry accounted for \$1.7 million.

GIVE... so more
will live

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GREAT NORTHERN

GOAT

MARCH

1969





GREAT NORTHERN

GOAT

Vol. 39 March, 1969 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

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EDITOR, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, St. Paul, Minnesota 55101.

The Goat's Cover



The air is bracing, the powder snow is deep and the scenery is breath-taking at the top of The Big Mountain near Whitefish, Montana, one of Western America's most popular winter sports resorts.

Your Railroads

The nation's railroads have proposed a cooperative industry-government program to sustain money-losing passenger trains that must be kept running as a public service.

"The railroads are willing and anxious to do what they can — within their means — to help solve the public transportation crisis," said Association of American Railroads President Thomas M. Goodfellow. "But where we're forced to operate money-losing trains, we feel the government should assume the obligation to share in the cost."

The board of directors of the AAR representing all major railroads in the United States, unanimously approved the plan at a recent meeting as a logical solution to the passenger train problem.

In announcing the action — which reverses an historic industry position — Mr. Goodfellow said:

"We still believe as firmly as ever in the free enterprise system. But we also believe that the public should support public services required of private industry, just as they support services provided by the post office and the police and fire departments."

Under the railroads' plan, passenger runs that are paying their own way or breaking even would not be affected. Only those trains that the government decides must be continued, even though they're losing money, would be involved.

The plan also envisions the purchase of new passenger equipment by the Department of Transportation for rental to the railroads to replace worn-out equipment.

Mr. Goodfellow said a break-even operation is all the railroads are proposing. He pointed out that the large part of the cost of running the trains still would be covered, in most cases by railroad revenues, with the government obligated only to make up any deficits incurred. These would be

Concluded next page

Your RR'S—Conclusion

determined by cost procedures established by the Interstate Commerce Commission within the framework of necessary legislation.

"On this basis, the plan would be similar to a contractual arrangement except that the railroads wouldn't make any profit on it," the AAR president explained. "They'd simply be insured against losses.

"No part of the public sector of our national economy, railroads or anybody else, should be made to bear the burden of enforced public service without just and adequate compensation."

The new proposal is based on experience at the local and state levels where the railroads and government authorities have worked together for a number of years to preserve and operate unprofitable local services.

"If money-losing intercity passenger trains are to be continued without jeopardizing the financial health and future existence of the railroads, it just makes sense that this is the way it should be done," Mr. Goodfellow said.

He cited the Northeast Corridor project—which presently is providing high-speed passenger service between Washington, D. C., and New York City, and is due for extension to Boston soon—as a good example of industry-government cooperation in the public interest. The government is spending \$11 million on the project while the Penn Central already has invested more than \$40 million.

He also pointed out that the government has made heavy investments of public funds in facilities used by all other modes of public transportation while the railroads have paid for their own way.

"We'll be glad to continue to operate trains the government insists must be kept on, but we don't think the railroads should have to carry the burden of the losses—as they've done in the past," he added. "We're

in no financial position to do that, and we don't think we should be expected to.

"The most important service the railroads now perform is the transportation of freight, which benefits virtually every business, industry and individual consumer in the country. Our intercity passenger services, on the other hand, are used by less than 1½ per cent of the traveling public.

"Under these circumstances, the economic stability of the railroad industry clearly is at stake."

The AAR president said passenger train deficits have been largely responsible for bankrupting more than one railroad in the past and have steadily eroded the financial structure of the entire railroad industry over the last 25 years.

He said this is reflected in the railroads' "ridiculously low rate of return on net investment, which consistently has brought up the rear among major industries for many years."

"Unless we can improve this situation, we simply can't get the investment money we must have to build the kind of railroads the nation needs to meet the growing demands of today and tomorrow," Mr. Goodfellow concluded.

AAR Elects VP's

The Association of American Railroads Board of Directors has elected three new Vice Presidents. They are:

P. H. (Pat) Mathews, of Bethesda, Maryland, who has been Assistant Vice President. He became Vice President in charge of the Legislative Department.

William M. Moloney, of Alexandria, Virginia, who heads the Law Department as General Counsel, became Vice President.

I. Sewell Morris (Maj. Gen., U.S.A., retired) of Alexandria, promoted to Vice President from Assistant Vice President.

GN's Whitman Named Federal RR Administrator



Mr. Whitman

Reginald N. Whitman, Great Northern general manager of the railway's lines east has been named by President Nixon as federal railroad administrator in the Department of Transportation in Washington, D. C.

Mr. Whitman succeeds A. Scheffer Lang, a former St. Paul resident.

In addition to his position as general manager, Mr. Whitman is also president of the Lake Superior Terminal & Transfer Railroad and vice president of Portal Pipe Line Company. Both are GN subsidiaries.

Mr. Whitman has been associated with Great Northern for more than 40 years. He first worked for the railway in 1928 as a telegrapher on the Kalispell division in Montana. His continuous service dates from 1934 when he was a telegrapher on the Klamath division in Oregon.

Following advancement to dispatcher, successive promotions were as trainmaster, rules examiner, terminal trainmaster, and in November, 1953, superintendent of the Cascade

division with headquarters in Seattle.

In April, 1955, Mr. Whitman was given a leave of absence to serve as general manager of the federally-owned Alaska Railroad. He returned to GN in August, 1956 and in October, 1957 was appointed to his present position.

Mr. Whitman returned to Alaska for several weeks in 1964 to assess damage and help direct the rebuilding of the Alaska Railroad in the wake of the devastating Good Friday earthquake.

Appointed to Alaska's NORTH commission in 1967, to study northern Alaska transportation problems, Mr. Whitman was last year named special consultant to the governor, Walter J. Hickel. As consultant, he assisted in securing a rapid engineering survey for extension of the Alaska Railroad into the resource-rich Arctic.

Travel Writers Visit St. Paul

Sixty travel writers from the Central states were in St. Paul recently to take a look at what goes on in Minnesota's capital city in winter time and to participate in some of the city's Winter Carnival activities.

Along with the St. Paul Chamber of Commerce, other civic organizations and business firms helped sponsor the writers during their two and a half day visit. Included were the Winter Carnival Association, Dayton's, Hamm Brewing Company, Great Northern Railway and the Minneapolis Chamber of Commerce.

The program, originated by the Minnesota State Department of Economic Development, was designed to give the journalists, many of whom write for magazines with national distribution, a glimpse of the enthusiasm Minnesota people show for outdoor wintertime activity.

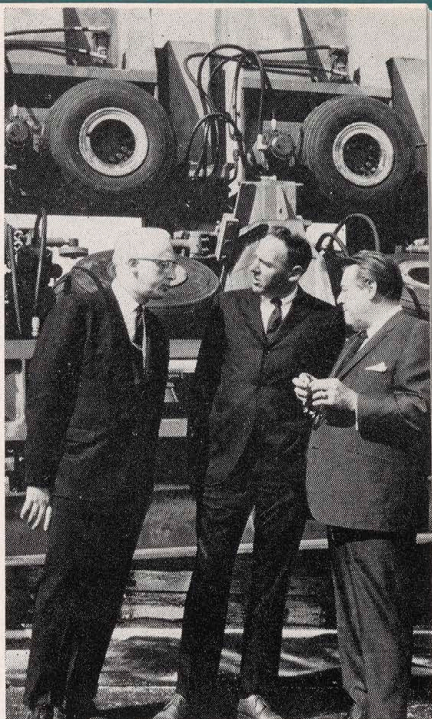
Washington Firm Builds Unusual Equipment — Ships Great Northern

Senator Warren G. Magnuson, D-Washington, recently inspected pipe-laying equipment built by Western Gear Corporation at Everett, Washington, before its shipment via Great Northern. With Magnuson were C. L. Carlson, GN sales manager in Everett, and Ernest Neben, manager of the Heavy Machinery Division of Western Gear. Magnuson, chairman of the Senate Commerce Committee, has indicated an increasing interest in transportation.

Concrete-coated steel pipe to carry oil from ocean well sites is fed through rubber tires arranged in a triangle formation.

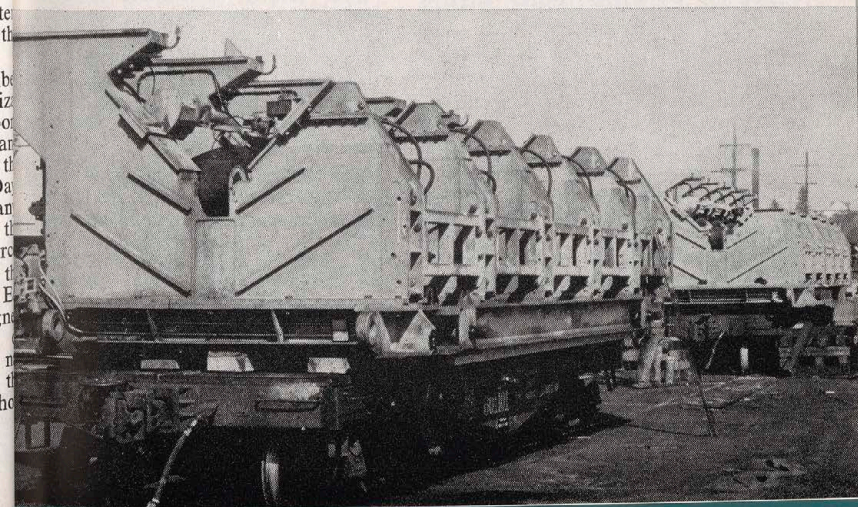
Two, five-car units of this marine pipe-laying equipment, designed, built and load-tested by Western Gear, were consigned to J. Ray McDermott

Concluded on page 6



From left: Mr. Carlson, Mr. Neben, Senator Magnuson inspect pipe-laying equipment manufactured in Everett, Washington.

Because some of the equipment measured more than 13 feet in width, special handling and routing were required between Everett and the Louisiana destination.



Washington, D. C. Sales Manager Named

Joseph J. Messina, Traveling Sales Representative for Great Northern Railway in Pittsburgh, Pennsylvania, has been appointed Sales Manager in Washington, D. C., announced M. M. Scanlan, Marketing Vice President, in St. Paul.

Mr. Messina succeeds K. D. Thornton, who has resigned to accept a position with the U.S. Defense Department.

Succeeding Mr. Messina in Pittsburgh is Henry J. Ostrowsky, Jr., who was office manager there.

Mr. Messina has been with GN since 1954 when he was named chief clerk in the Passenger Traffic Department in Pittsburgh.

He subsequently became traveling passenger agent, traveling passenger and freight agent and traveling sales representative there.

Mr. Ostrowsky joined GN in 1966 as chief clerk in the railway's Freight Traffic Department in Pittsburgh, and was made office manager in 1968.

They're Playing Our Song

Grow . . . grow by the Rail Way will continue to be the early 1969 theme of the advertising program launched last fall by the Association of American Railroads on behalf of the industry.

Lively new TV and radio spots and four-color magazine ads are unfolding the story of the new era of railroading, appropriately enough in the year that marks the centennial of the driving of the Golden Spike.

Television spots are seen and heard in the course of a wide variety of highly-rated programs on CBS and NBC. Among them are Ed Sullivan, Jackie Gleason and Red Skelton. News sponsorship is on Huntley-Brinkley and Walter Cronkite. There

are morning spots on the Today Show. AAR commercials also appear on panel-type shows and sports events.

Also, the story of American railroads and how they help Americans live the kind of life they like, have moved into the advertising pages of the nation's top weekly news magazines. Ads are scheduled once a month in Time, Newsweek and U.S. News and World Report.

Additionally, advertising continues in railroad and transport publications and in magazines serving the press and broadcast fields.

Unusual Equipment—Conclusion

& Company, Inc., at Bayou Boeuf, Louisiana. Each unit weighed more than 200,000 pounds.

Special handling was required for the equipment, a new concept in pipe-laying machinery, because of its width, over 13 feet. Routing was via GN to St. Paul, CB&Q to Metropolis, Illinois, and IC to New Orleans, and SP to Bayou Boeuf.

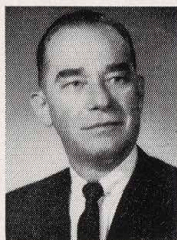
The Heavy Machinery Division, one of 10 within Western Gear Corporation, is on a 22-acre Everett waterfront site. HMD specializes in "precision in large packages", a phrase often used to describe equipment it builds for the marine and basic metals industries.

One unusual unit built by HMD is the gear-driven turntable in the revolving restaurant of the Space Needle in Seattle. It is powered by a one-horse power motor. HMD also built the anchor windlass of the supercarrier "John F. Kennedy", and two of the three largest telescopes in the world, one to be installed at Kitt Peak, Arizona, and the other at Cerro Tololo, Chile. The moving parts of each telescope weigh approximately 300 tons.

Karl Succeeds Bergstrom Simmons Appointed



Mr. Karl



Mr. Bergstrom

Great Northern marketing vice president M. M. Scanlan has announced the promotion of Michael H. Karl and the appointment of Curtis E. Simmons, Port of Seattle traffic manager, to the railway's two top pricing positions on the West Coast.



Mr. Simmons

Karl succeeds retiring E. W. Bergstrom as Manager of Pricing Pacific Coast. Simmons succeeds Karl as Manager of Pricing-Lines West. They will handle freight rate policy for GN's Cascade, Spokane and Montana divisions covering operations in five western states and British Columbia.

Bergstrom, capping a 47-year career with Great Northern, took over the company's top western pricing position in July of 1968.

Karl joined GN as a summer employee while attending Northwestern University. In 1960 he was named assistant to the general freight traffic manager in St. Paul.

He served as commerce agent, assistant director of market research, assistant manager of grain and grain products and as assistant to the vice

president in the Marketing Department, all in St. Paul, before transfer to Seattle last October 1.

Simmons, a University of Washington graduate in transportation, has been with the Port of Seattle since February, 1966. He was previously with the Seattle Traffic Association and with the Northern Pacific.

Happy Birthday Girls Scouts

Girl Scouts of the U.S.A. are celebrating their 57th birthday on March 12, 1969, during National Girl Scout Week, March 9-15.

Founded in 1912 in Savannah, Georgia, American Girl Scouting has grown up with the nation. The theme of the organization for the years 1966-69, "Values to Hold, Worlds to Explore", represents values held constant for almost 60 years—but expressed each day, month, and year in a modern and timely way.

Today's Girl Scouts work against poverty and inequality; last year the organization's National Board of Directors voted to support the major goal objectives of the Report of the National Advisory Commission on Civil Disorders. The 3.5 million members express their beliefs—their values—through service in their own and neighboring communities, in schools, libraries, centers, hospitals, parks, or wherever goodwill and dedication can be useful.

Heimbach Heads ARTLA

A Great Northern market manager was elected president of the American Railroad Truck Lines Association, February 12, at the organization's annual meeting held in Kansas City, Missouri.

He is Kenneth G. Heimbach of St. Paul, who is GN's market manager, Forwarding & TOFC.

Representatives from U.S. and Canadian railways that have truck line subsidiaries make up the membership of the American Railroad Truck Lines Association.



One wing of Alpinglow Inn, deluxe condominium hotel on The Big Mountain, will be complete and ready for guests by mid-March.

BIG MOUNTAIN READIES ALPINGLOW INN

With addition of "Alpinglow Inn", a deluxe new 54-unit condominium hotel at The Big Mountain, nationally-popular Whitefish, Montana, winter sports development, the area will become a year-round resort.

There will be housing right at the ski area, for more than 300 people, double the number that can be accommodated in the Chalet and Lodge. Banquets of up to 150 people can be served in the dining room, and more than 300 can be seated in the convention hall. Several convention meetings have already been booked for the coming spring and summer.

Most conventions are carried on in a relaxed, holiday atmosphere, and The Big Mountain is able to offer unique attractions.

The convention center is located high up the mountains overlooking the scenic Flathead Valley. A 15-minute ride up the long chairlift takes one to the very top of the mountain for a view of the jagged

mountain ranges that extend from Glacier Park into Canada. There is good fishing at Whitefish Lake and in numerous other nearby lakes and streams, as well as boating and water skiing. The wonders of Glacier National Park are only an hour away.

From a transportation standpoint it is one of the more strategically located places in the West. It is just an

This new addition to the Ski Lodge contains the relocated Ptarmigan Room. There are eating facilities for day skiers on the lower level.





The popular Ptarmigan Room has been moved from the Chalet to a new addition on the Lodge. Dining and cocktail lounge facilities are shown above.

overnight train ride on Great Northern from the far west and upper mid-west.

Alpinglow is a condominium hotel which means it is owned jointly by individuals, each of whom owns one of the units outright. They have common ownership of hallways, lounges, dining rooms, sauna baths, etc.

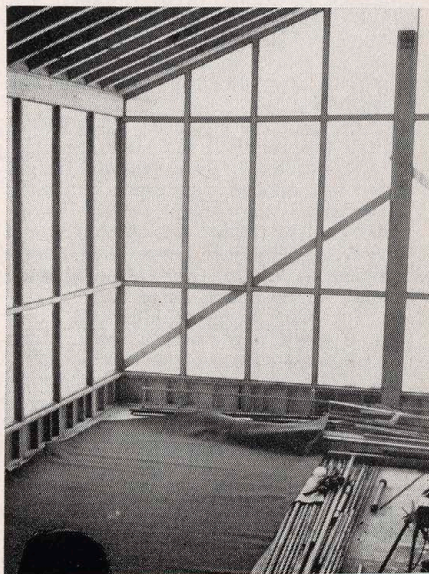
When owners are not skiing or vacationing at The Big Mountain, Winter Sports, Incorporated, operators of the resort, rent the condominium units.

Despite the most difficult construction period ever experienced on The Big Mountain, plans are firm for a partial opening of Alpinglow Inn on March 15.

Construction began last August 27, a bold undertaking for so late in the year. Final delivery of the building is expected on May 1; however, a crash program has brought the entire west wing of the new building to a state of readiness, allowing partial occupancy by mid-March, opening the facility for operation during the

Concluded on page 10

A workman lays wall-to-wall carpeting in the new Alpinglow dining room. The panoramic view of the Flathead Valley from the room is spectacular.



GN "Good Samaritans"

Unusually deep snows and raging blizzards experienced in certain sections of Great Northern territory this winter have resulted in several accounts of cases when Great Northern Railway crews have helped or rescued motorists stalled in deep drifts. The account of one such incident which occurred near Sauk Centre, Minnesota, was carried in the February GOAT.

A situation somewhat similar to that at Sauk Centre occurred on the railway's main line near Kirkhoven, Minnesota, when the crew of GN freight train No. 83 spotted the flashing headlights of a stranded automobile.

Engineer Adolph Hibb radioed conductor C. G. Mattson and the train was stopped when the caboose was nearest the auto. Crew members found the vehicle hopelessly wedged in a snow-packed ditch. Inside was an elderly man, the Rev. Mr. Harold N. Williams and his wife. The crew got them to the caboose and took them to Benson, Minn., where motel accommodations were found. Mr. Williams wrote Willmar Division Superintendent R. H. Shober expressing his thanks to the railway crew for "saving my life and possibly my wife's life".

In another instance, an offer of help was rebuffed but later accepted.

The crew of GN westbound freight No. 438 noticed a car stuck in a ditch alongside the tracks near Baker, Minn. The train was stopped and brakeman Richard Leing of St. Cloud struggled through waist deep blowing snow to reach the auto.

He offered the middle-aged occupant a ride to the nearest town. Much to Leing's surprise, the offer was refused. The motorist explained that he had plenty of gasoline and preferred to remain in his warm car.

Two and a half hours later the crew of an eastbound GN snow dozer saw the same motorist and offered him a lift. By then, his gas supply

was low and he welcomed the crew's offer. The same dozer crew also picked up seven more travelers from autos stranded on U.S. Highway 52 between Baker and Barnesville, Minnesota.

Alpinglow—Conclusion

most popular segment of the resort's skiing season.

With 22 of the 54 units ready for guests on the mid-March date, occupants of the new wing of Alpinglow Inn will find themselves in deluxe, private bathroom rooms, all with individually-controlled automatic heat and wall-to-wall carpeting. Each unit boasts a small private bar.

Located directly across the road from The Big Mountain's new double chairlift, the building is situated directly between the area's Ski Lodge and the Chalet, thus furthering the Mountain's development program of convenient proximity to all guest comforts as well as to all base ski lift terminals.

Meanwhile, The Big Mountain's Lodge, Chalet, expanded lift systems and other facilities continue to operate with one of the best skiing seasons in the resort's recent history. Good snow, excellent slope grooming, and almost no waiting line characteristics of the resort's extensive lift system have brought smiles to the thousands of winter sports enthusiasts who have visited the area from all over the nation.

Great Northern Railway's Empire Builder and Western Star serve the area daily both east and westbound, and rail passenger arrivals at the resort show a definite gain for the 1968-69 season. Faced with unusually severe winter weather conditions throughout the entire northern part of the nation, the trains, although sometimes off schedule, continued to deliver skiers to Whitefish without great inconvenience, while passengers via other modes of transportation often were stalled by snowstorms and blizzards.

GOAT Gaieties

Hobby Lobby

The real-estate salesman spent all day Sunday showing a young couple model homes. "And here," said the salesman, weary at the 11th home, "is the hobby room. Do you folks have any hobbies?"

"Oh yes," replied the wife, "we look at model homes on Sundays."

* * *

East Meets West

In certain parts of the Orient, a marriage is arranged by the parents and a man doesn't know his wife until after the marriage.

The arrangements in the United States are considerably different, but the results are identical.

* * *

Quick Education

"Did you knock on that traveling man's door and wake him as I told you to do?" inquired the boarding house lady.

"Yes'm," replied the new maid fresh from the country. "But he didn't wake up, so I finally had to go in and shake him."

"Good heavens, don't you know better than to ever go into a traveling salesman's room?"

"Yes'm," responded the new maid, "I do now!"

* * *

Cheerful Credit

Sign in an Army recruiting station: "We honor all draft cards."

* * *

No Responsibilities

"Doc, why did you choose to become a skin specialist?"

"Because my patients never get me out of bed at night, they never die, and they never get well."

Computer Logic

A gentleman received a computer-calculated bill from his friendly local department store for \$00.00 amount due. A month later, he received a past-due notice for the same \$00.00 balance due. Determined to settle the matter once and for all, he made out a check for \$00.00, marked it "Paid in Full" and mailed it back with his card enclosed. The computer was obviously satisfied, for the gentleman received no more delinquent notices.

* * *

This Day and Age

Modern mother, to neighbor: "I always wanted a child with long hair, but I was hoping it would be a girl."

* * *

Past Perfect

The perfect graduation gift for an 18-year-old girl used to be a compact. It still is—if it has four wheels.

* * *

Dear Abby

Can a 70-year-old man find happiness with a bottle of 15-year-old scotch?

* * *

Rx

Eat, Drink and be Merry today, because tomorrow they may cancel your credit card.

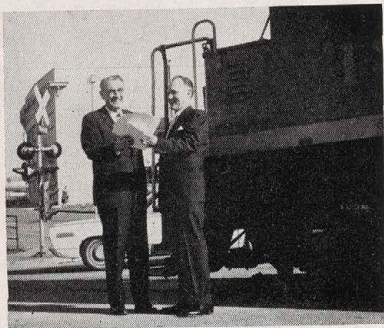
* * *

Always A Way

The salesman was summoned to the business office, told that his expense account was the subject of some amazement and was asked, "How do you manage to spend \$18 a day for food?"

"I manage," he replied, "by skipping breakfast."

Washington RR's Print School Safety Booklet



In the photo above, Dr. Louis Bruno, Washington State Superintendent of Public Education, left, accepts the first copies off the press of a new driver education booklet prepared as a public service by the Washington Railroad Association. The material is for use in high school driver education classes throughout the state.

Making the presentation at a grade crossing in Olympia, the state capital, is Roger J. Crosby of the Northern Pacific, who is the current chairman of the association.

The railroads sharing in the campaign are Great Northern, Spokane, Portland & Seattle, Northern Pacific, Milwaukee Road and Union Pacific.

GN Scholarships Increased

Beginning next Fall, Great Northern college scholarships for employees' sons and daughters will be increased to \$1,000 annually, raising the value of each four-year grant to \$4,000.

In making the announcement of the increase, H. H. Holmquist, executive assistant, Personnel department said, "The increase will help our scholar-

ship winners cope with the rising costs of tuition, books, living quarters, and activity fees at colleges and universities."

Past GN scholarship winners who will not have completed their four-year college studies by next Fall will also receive the \$200 increase. These include the 1968, 1967 and 1966 winners.

A total of 56 scholarships have been awarded since the program was inaugurated. This Spring, the railway will award its 1969 scholarships to two daughters and five sons of employees. Girls first became eligible in 1965.

T. F. Freers Named GN Geologist

The appointment of Theodore F. Freers as geologist in Great Northern's Industrial Development department has been announced by J. C. Kenady, assistant vice president.

Prior to joining Great Northern, Freers was geologist for the North Dakota Geological Survey at the University of North Dakota Station, Grand Forks.

His geological interests at GN will center in the eastern section of the railway and in Williston Basin coal, oil and natural gas developments, according to D. S. Gleason, GN director of mineral development.

Freers is a Michigan State University graduate. He received a Bachelor of Science degree in geology there in 1960 and a Master of Science degree in 1966.

"Twin Ports" Tonnage Up

Waterborne traffic during 1968 through the "Twin Ports" of Duluth, Minnesota, and Superior, Wisconsin, was .6 per cent ahead of 1967, a total of 37,501,999 (2000 lb.) tons in 1967, 37,712,712 tons in 1968.

Junior Achievement Marks 50 Years of Service

This year is the half century mark for one of the most enterprising of enterprises—Junior Achievement.

In this 50th year, thousands of teen age groups throughout the United States are devoting one evening a week during the school year, preparing themselves for the time when they will enter the business world. They are receiving practical on the job training supplementing that which they receive in high school.

At the same time they are learning to appreciate the benefits of America's capitalistic private enterprise system.

In organizing and operating their own miniature companies, the young people are learning the facts of business life—that success depends upon a quality product or service, upon demand for that product or service, and efficient operation. They are learning that a company must make a reasonable profit or fail.

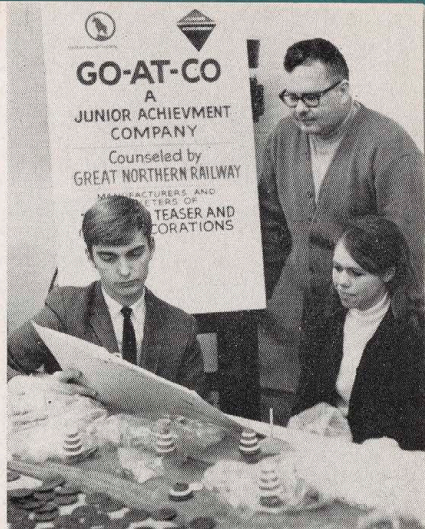
Junior Achievement was conceived in 1919 by the late Horace A. Moses of Springfield, Massachusetts, chairman of the Strathmore Paper Company. He felt that young people should have practical experience as well as a diploma to offer prospective employers.

Great Northern's participation in JA dates back 20 years. It currently sponsors companies in St. Paul, Seattle and Spokane.

This season, Go-At-Co, the GN-sponsored company in St. Paul is manufacturing a "Mind Teaser" puzzle that sells for \$1 including tax. Planned production of the item is 850 units. Originally scheduled was a Holiday decorative product, but because of production difficulties, the

Concluded on page 14

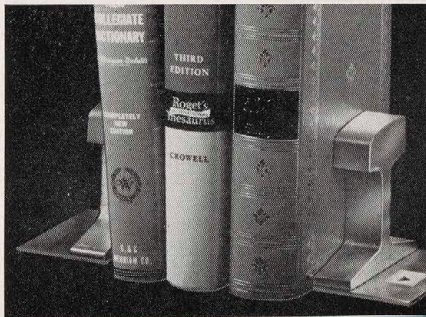
Right: Spokane JACO Junior Achievers manufacture and sell attractive book ends which are made from old Great Northern rail.



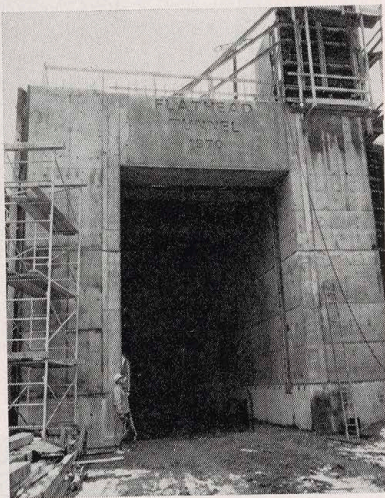
GN advisor Martin Swan, GO-AT-CO president Craig Prestegard and secretary Sandy Scanlon examine the company's corporate books.



Queen City Products officers from left: treasurer Gay Nemes, president Marcia Clegg, VP-sales Mike McKnight and secretary Kay Lancaster.



New Technique Used to Line Flathead Tunnel



Hungry Horse News Photo by Mel Ruder

A unique continuous placement method of applying concrete lining to the Libby Dam Project Flathead Tunnel of Great Northern Railway will result in savings of more than three quarters of a million dollars, according to Colonel Richard E. McConnell, District Engineer of the Seattle District, U. S. Army Corps of Engineers. The savings will be shared equally by the contractor and the Federal government.

The 7-mile Flathead Tunnel, second longest in the Western Hemisphere, is part of the 54-mile relocation of Great Northern main trans-continental line at the Libby Dam Project in Northwestern Montana.

Original specifications provided for the concrete lining to be placed in 50-foot sections with waterstops at each construction joint. This has been the long-standing practice in this type of work.

Joint venture contractor Walsh-

Groves of San Mateo, California, proposed the placement of the curb sections of the tunnel first, followed by a second step of placing the arch and side walls in a continuous operation. Steel forms of a collapsible type are being employed. After the setting time of the concrete has elapsed, the "form jumbo" moves the forms ahead to their new position in the unpoured sections. This shuttling operation results in a uniform, continuous placement of the concrete lining.

Walsh-Groves' proposal was submitted under the Army's Value Engineering program which encourages contractors to suggest more efficient methods and less costly materials for meeting project specifications. Savings resulting from contract change proposals are shared equally by the contractor and the Federal government. The taxpayer also gains.

Adoption of the near-million dollar savings proposal took time and persistence to insure that the unique idea was acceptable from an engineering and construction standpoint. First proposed in December 1966, the Corps authorized placement of a 500-foot test section which was placed late in 1968. Inspection of this test section indicated that the method was acceptable both to the Corps of Engineers and to Great Northern.

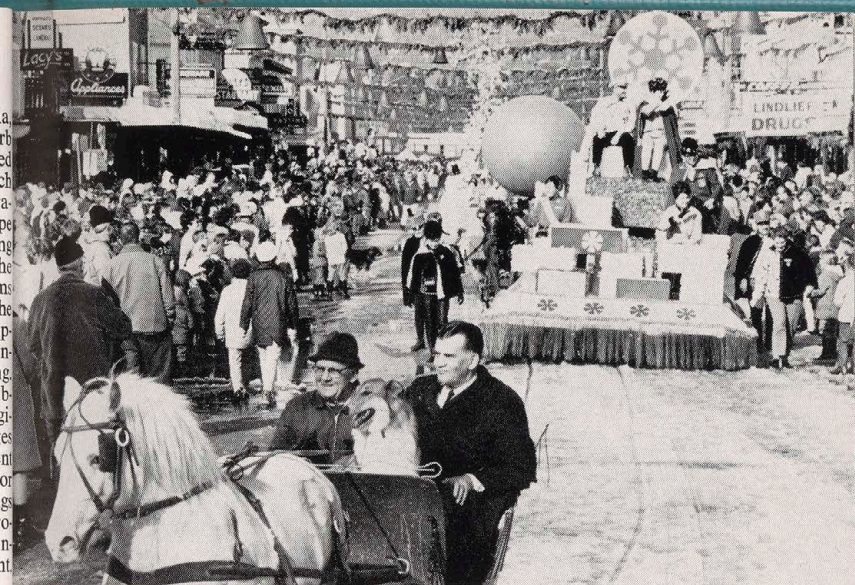
Junior Achievement—Conclusion

switch to the highly popular "Mind Teaser" was made.

Unusual bookends are the products manufactured and sold by both Queen City Products and JACO, GN-sponsored JA firms in Seattle and Spokane respectively.

In Spokane, JACO members utilize old 68-lb. rail to make attractive book ends that sell for \$1.50 a pair.

Queen City Products started the year with two types of bookends made from railroad spikes. A chromed model was discontinued because it was too expensive to produce, but a flat black model has proved to be a popular seller at \$3.50 a set.



Carnival Princesses Meet in St. Paul

Great Northern St. Paul Winter Carnival Princess Jacquelyn Black was crowned a royal lady-in-waiting and named Princess of the East Wind during annual coronation ceremonies. The 1969 "Frosty Frolic" was held January 31-February 9.

Jackie was one of four girls named to the royal party out of a field of 22 contestants. She is pictured (left) welcoming Whitefish, Montana, Winter Carnival Queen Lynn Hetrick (center) and chaperone, Mrs. Clarice Sullivan, at the St. Paul Union Depot. During the celebration, Miss Hetrick and Mrs. Sullivan were guests of the St. Paul Winter Carnival Association. They traveled to and from St. Paul aboard GN's Empire Builder.

An estimated 7,000 spectators were on hand at Whitefish for that city's 1969 Winter Carnival. Units, bands and floats from Whitefish, Kalispell, Columbia Falls, Missoula and other western cities and towns

paraded the length of wide Central Avenue.

Shown in the photo left to right in the cutter are GN's Ross Swarnes and Parade Master Edwin Wooster of Anaconda Aluminum Company, Columbia Falls. King Ullr (Roy Duff) and Queen Lynn Hetrick occupy the float.



THE GREAT NORTHERN GOAT

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

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Golden Spike Historic Site Seeks Artifacts

Should you have an 1869 railroad spike puller or other track-laying tools or equipment of the same vintage, or know of the availability of such items, the National Park Service would like to hear from you.

They are wanted to go into a museum at the Golden Spike National Historic Site, which will be opened at Promontory Summit, May 10.

Other items sought by park officials include a crowbar, a clawbar, a track gauge, an iron bar with clamps, a track leveler, picks, shovels, spike mauls and a water bucket, all of types associated with the building of America's first transcontinental railroad a century ago.

A number of mementos suitable for the museum already have been donated. Most were picked up along the original roadbed at various times in the past. Some were handed down to descendants of men who actually

worked on the railroad in Utah, where Brigham Young was a prime contractor.

It was at Promontory on May 10, 1869, that the eastern and western segments of the transcontinental railway system met. The linking of the two oceans by rail, was marked by official ceremonies climaxed by the driving of a golden spike.

These ceremonies will be re-enacted at Promontory in May, at which time the area will be dedicated as a National Historic Site by the Park Service, as part of a nationwide centennial observance directed by the Congressionally-authorized and Presidentially-appointed Golden Spike Celebration Commission.

A Visitor Center, which will house the Golden Spike museum, is now under construction at the site.

Anyone with genuine 1869 railroad items to donate should contact Mr. William Kreuger, Park Superintendent, Golden Spike Historical Site, Brigham City, Utah.



GREAT NORTHERN

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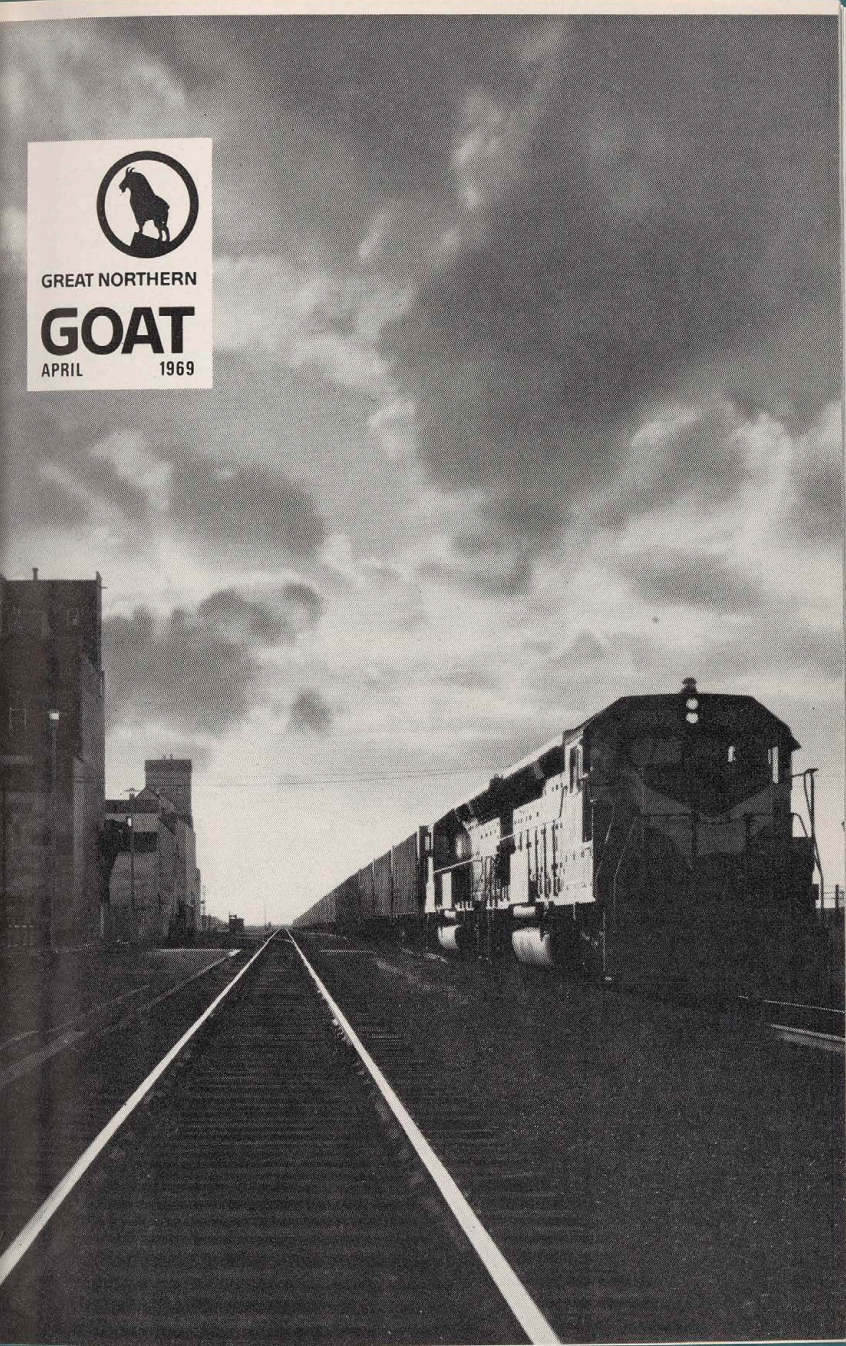
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GREAT NORTHERN

GOAT

Vol. 39 April, 1969 No. 4

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
KIM FORMAN, Western Editor

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EDITOR, Great Northern GOAT, Great Northern Railway Company, 175 East Fourth Street, St. Paul, Minnesota 55101.

The Goat's Cover



This month's cover photo, borrowed from the railway's 1968 Report to Shareholders, shows GN's solid 50-car train of Montana export wheat poised for a record run from Wolf Point to Portland Oregon.

Your Railroads

President Richard M. Nixon has proclaimed the period May 11-17 to be National Transportation Week and May 16 as National Defense Transportation Day.

This year's observance of National Transportation Week highlights the big job U.S. railroads are doing 24 hours a day, seven days a week—holidays included—in moving half of the nation's goods and millions of people each year.

For example, in a typical week the nation's railroads . . .

- Haul 29 million tons of freight 14.3 billion miles—the equivalent of moving all of America's 60 million family households 11 miles each day.

- Transport 77,000 people for a distance equivalent to a 3,260-mile trip from New York to San Francisco.

- Employ 30,000 locomotives with 47 million horsepower—the power capability of all the steam-electric generating plants in 30 states.

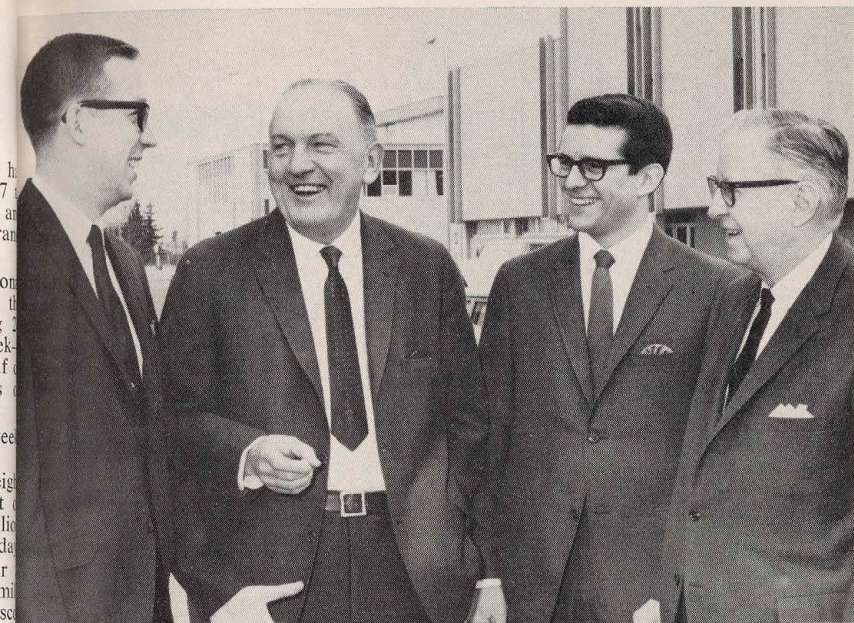
- Haul 42 per cent of all intercity freight with a 1.8 million-car fleet—enough cars to form a solid train that would span the continent five times.

Spend more than \$22 for new rolling stock and improved facilities including more than \$15 million for locomotives and freight cars.

- Purchase \$33 million in fuel materials and supplies—from tiny transistors to giant steel bridges—from a broad cross-section of American industry.

- Pay \$8 million in taxes into local state and federal treasuries, including taxes on rights-of-way which are entirely privately-owned and maintained.

- Employ an average of 590,000 persons, pay them an average of \$167 in wages for the week and contribute nearly \$14 million each week in fringe benefits for all employes. (This compares with a weekly average wage of \$122 paid production workers in general manufacturing jobs).



From left: John E. Whalen, Mal M. Scanlan, Darrell L. Bahner, Robert W. West. Anchorage Times photo.

Traffic Services of Alaska Represents GN in the North Country

Great Northern Opens Alaska Office

A new address is being carried in the Official Guide, the time table folder and other listings of Great Northern Railway marketing and passenger traffic offices. It is Traffic Services of Alaska, P.O. Box 3307, Anchorage, Alaska 98739.

Great Northern in March, became the first rail carrier from the "Lower 48" to provide year round, on-the-ground sales service in Alaska. Traffic Services of Alaska now represents GN for routing traffic both inbound and outbound from water carriers which serve Alaska, originating traffic from Seattle, Portland, Vancouver, British Columbia, and other Pacific Northwest ports served by the railway.

In connection with the opening of the Alaska office, Great Northern officials visited Anchorage and other Alaska cities and areas in a third annual "Involvement Tour". These tours are planned to afford an oppor-

tunity to meet Alaskan business and civic leaders personally, and to explain the railway's freight and passenger services.

GN officials who accompanied Mal M. Scanlan, vice president, marketing department on the March Alaska visit included T. J. Lamphier, vice president, administration; T. C. Kryzer, market manager—oil, chemicals and fertilizers, and J. F. Hughes, advertising manager, all of St. Paul; A. T. Sims, director of sales, New York City; and from Seattle, R. W. West, director of sales; D. R. Pravitz, Alaskan sales representative, and S. T. Thorson, regional passenger traffic manager.

Mr. Scanlan hosted breakfast, luncheon and dinner meetings in various cities and towns, introducing Transportation Services of Alaska owners and partners Darrell L. Bahner and

Concluded on page 4

GN Road Tests Unique Potato Car

A unique Great Northern Railway bulk potato test car with 60 tons of Red River Valley potatoes recently made an experimental Grand Forks, North Dakota-California test run.

Results will be of value to Great Northern in designing the "ideal", 100-ton jumbo potato car, according to M. V. Schoonover, the railway's market manager—food products.

The car is the first bulk potato car equipped with temperature and carbon dioxide-measuring devices and the first mechanically-heated and refrigerated potato car allowing side door loading and unloading.

Dr. Donald E. Hudson, research horticulturist with the U.S. Department of Agriculture and Glenn R. Ekers, equipment planning specialist in GN's marketing department, accompanied the westbound freight train.

Contrary to the generally-held opinion that potatoes are rugged and can withstand rough handling, potatoes need oxygen to "breathe", because they are living tubers. If oxygen is insufficient, they use stored oxygen in their pulp and the quality deteriorates. Enroute, potatoes have a tendency to warm up, and it is necessary to maintain a temperature of 60 degrees to hold them in prime condition.

Dr. Hudson and Mr. Ekers performed experiments and monitored the temperature of the test car enroute to California, using a 24-point thermocouple - measuring device for accurate temperature readings.

For comparison purposes, a standard refrigerator car carrying 30 tons of potatoes was coupled to the test car. Dr. Hudson will utilize data compiled in a report for the United States Department of Agriculture scheduled for release in June.

Both test cars were loaded at the C. J. Shannahan potato warehouse for the account of Frito-Lay, who supplied the load and was the consignee.

George Newton, north-central area potato buyer for Frito-Lay, supervised loading.

The data also is of concern to Mr. Schoonover who said: "GN is eager to develop the ideal potato bulk car to satisfy the needs of shippers. We hope to complete development this year."

Great Northern has 695 ice bunker refrigerator cars—the largest number of any railway in the country—for bulk potato handling. They are equipped with sloped interiors and outfitted with conveyors, and are part of the railway's 3,954 refrigerator car fleet.

"Unfortunately," Mr. Schoonover says, "the majority of shippers want them at the same time. Ideally, we want an all-around, all-purpose car that can handle other commodities during the slack, off-season potato period."

Alaska—Conclusion

John E. Whalen, and sales representative William Conley, to invited guests.

At the opening of the new Anchorage office, Mr. Scanlan said that Alaskan oil, minerals, fisheries and wood products industries are all expanding rapidly, stimulating in turn the northbound movement of consumer goods. He stressed the importance to Alaska of fast, dependable rail service between Pacific Northwest ports serving the 49th State and the manufacturing and production centers in other areas.

He added that tourists also are showing a growing interest in Alaska with about 150,000 visiting annually and spending some \$20 millions.

With on-the-spot representation in the state, it can be expected that GN's Big Sky Blue freight cars will be traveling over the Alaska rail belt serving Seward, Whittier, Anchorage, Palmer and Fairbanks in increasing numbers.

Apple Blossom Time in Wenatchee

Washington State Honors Apple Industry

Following the successful pattern established almost half a century ago, a full schedule of exciting events is in store for visitors to this year's Washington State Apple Blossom Festival, May 1-4 in Wenatchee, Washington, "Apple Capital of the World".

According to all available records, the celebration, which dates to 1920, is the oldest of all Washington State civic observances, and is the original U.S. "Blossom" festival. It has been held annually in Wenatchee with the exception of 1932 and the World War II years, and since the first year, sponsorship has been a project of the local chamber of commerce. Entertainment features are many and include a glittering coronation, balls, sports and athletic events, open air and under the stars programs, power boat races.

The observance traditionally is held

Concluded on page 6



1969 Apple Blossom Festival Queen Linda Parkhill and Princesses Kay Goff and Susan Mullen.

Scores of floats, bands, marching and riding units make up the traditional Grande Parade.



Apple Blossom Time—Conclusion

on the Thursday, Friday and Saturday preceding the first Sunday in May, as well as on that Sunday. This is the time of spring when the Wenatchee and Okanogan Valley orchards are most likely to be in fullest bloom. Over the years it has become one of the best attended shows in the entire West, and with an average of 100,000 visitors who come to enjoy the fragrance and beauty of the blossoms as well as to participate in the festival itself.

Reigning over the fete this year will be Queen Linda Parkhill and Princesses Kay Goff and Susan Mullen. Selection was made earlier in the year from high school seniors on the basis of scholastic standing, personality and attractiveness.

The name Wenatchee comes from that of an old Indian chief. The city is located near the geographical center of Washington State near the confluence of the Wenatchee and Columbia Rivers, in a picturesque valley in the foothills of the Cascade Range.

The city and surrounding area are served by rail exclusively by Great Northern. Passenger service is provided daily both east and westbound by the Empire Builder and Western Star. Tens of thousands of carloads of apples and other fruit move out of Wenatchee's busy "Appleyard" annually via fast GN freights.

Wenatchee is the center of a year round vacationland with virtually every activity depending upon the sea-

son. Ohme Gardens, a world-famed seven acre hilltop garden is enjoyed by thousands each year. Within a short distance are Lake Chelan, a 55 mile long lake that penetrates the high Cascades; Grand Coulee Dam, largest man-made concrete structure on earth; Stevens Pass and other mountain areas famous for skiing and other winter sports, and an endless variety of lakes, streams and mountains in the Cascades recreational area. Twenty-two miles from Wenatchee is unusual Leavenworth Bavarian Village and Ski Hill. Mission Ridge, an elaborate new ski development is only 13 miles distant.

Sentimental Journey Into Historic Past

Travel fans who are turned on by unusual trips may find "their thing" in the High Iron Company's Golden Spike Centennial Limited, slated for a round-trip run between New York and Salt Lake City, May 3-18.

The primary mission is a sentimental journey into the historic past for a reenactment of the Golden Spike ceremonies that marked completion of the nation's first transcontinental railway system at Promontory Summit, Utah, May 10, 1869.

The Golden Spike train will be steam-powered during most of the trip. Otherwise it will be thoroughly modern and freshly painted in blue and gold. There will be five coaches, three baggage cars with museum-type displays, a twin-unit diner, observation and parlor dome car—but no sleeping cars. Passengers will spend each night at first class hotels and motels at various points along the train's 4,600-mile route.

Anyone interested in booking passage on the Golden Spike Limited should contact the High Iron Company, P.O. Box 200, Lebanon, New Jersey 08833.



Portland Public Docks

Portland, Oregon, "City of Roses", is plowing, planting and feeding for additional development a cash crop called world trade.

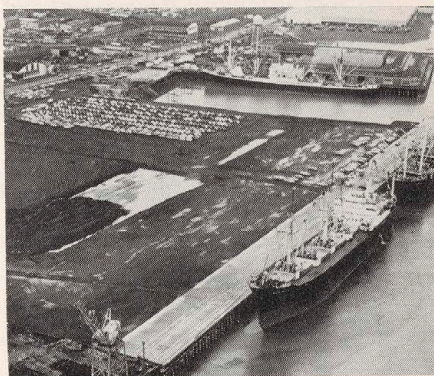
Already the harvest has been bountiful and future prospects are rosy.

More than 1,592 ocean-going ships carrying the registries of 28 different nations called at Portland last year, averaging one every five hours. A total of 1,937,300 short tons (excluding grain) passed across the 21 cargo berths operated by the Portland Public Docks Commission.

This was 200,000 tons over 1967, the previous year of record. Tonnage across the Commission's piers has about doubled in the past 10 years.

Grain is the major export commodity, nearly 89 million bushels annually. Great Northern's experimental run of an all-grain train from Wolf Point, Montana, last year added 175,000 bushels to this total.

Lumber and logs are the next largest export category, followed by paper



Terminal No. 2, first phase of a combination container - general cargo pier.

and paper products, flour and dried vegetables and fruit. About two-thirds of this cargo is destined for foreign lands.

Concluded on page 8



Portland Container Terminal, under construction, will include a 35-acre automobile receiving terminal with floating dock (foreground).

Portland Dock—Conclusion

Dock facilities are estimated at a value of \$50 million, more are on the way.

Late in 1968, the Dock Commission dedicated the first phase of a \$9 million combination container - general cargo pier adjacent to Terminal No. 2. Construction is continuing although the pier is receiving cargo, primarily foreign automobiles. GN has been carrying these on rack cars to inland distribution centers.

Phase II of the construction includes erection of a 40-ton container crane similar to one placed last year at Terminal No. 4. It will work in coordination with two 55-ton capacity whirley cranes, providing flexibility for all types of cargo.

Construction will be completed in October, 1969, of a 35-acre automobile receiving terminal adjacent to Terminal No. 4, at the south end of the 116-acre tract put together in 1967. Inbound cars will be driven off directly to a shoreside receiving station, paved storage yard and service building.

Intelligent planning for the future virtually guarantees continued increases in tonnage for Portland Public Docks.

Alpinglow Inn Opens

Alpinglow Inn, luxury condominium on The Big Mountain resort at Whitefish, Montana, opened for business formally on March 15 with 24 of 54 units ready for occupancy. Each unit features individually - controlled electric heat, wall-to-wall carpeting, private bath and bar.

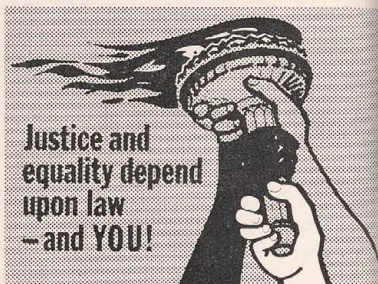
Full operation is scheduled for May 1 when all units including the dining area, lobby, gift shop and sauna baths are expected to be complete.

Construction delays due to bad weather set the project off schedule in December and crews have been rushing to catch up ever since.

An open house for the completed structure has been scheduled for early June.

Eight

Law Day USA May 1



Law Day USA, annually celebrated on the first day of May, is an educational-patriotic observance established by Congress and by official proclamation of the President of the United States.

Theme for Law Day USA 1969 is: Justice and equality depend upon law —and YOU! It reminds Americans that equal justice and equal opportunity involve both law and the attitudes of individual citizens toward fellow citizens.

Objectives of the Law Day are:

1. To foster respect for law and understanding of its essential place in American life.
2. To encourage citizen support of law observance and law enforcement.
3. To advance equality and justice under law.
4. To point up the contrast between freedom under law in the United States and governmental tyranny under communism.

Portland Passenger Office Relocated

Great Northern's passenger traffic office in Portland, Oregon has been moved to Room 1111 Executive Building, 811 S.W. 6th Avenue 97204. The telephone number 222-7273 has not been changed.

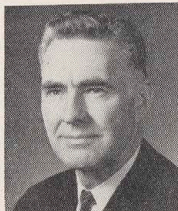
General Manager, Superintendents Appointed



Mr. Shober



Mr. Byrne



Mr. Mackenroth



Mr. Nelson

The appointment of Robert H. Shober, superintendent, Willmar division, as general manager, Lines East, has been announced by John L. Robson, vice president, Operating department.

Shober succeeds Reginald N. Whitman, who has been given a leave of absence because of his appointment by President Nixon to serve as federal railroad administrator in the U.S. Department of Transportation.

W. S. Byrne, superintendent, Spokane division, has transferred to Min-

neapolis as superintendent, Willmar division, succeeding Shober.

T. W. Mackenroth, superintendent, Montana division, is transferred to Spokane succeeding Byrne.

D. S. Nelson, terminal manager, Spokane, is promoted to superintendent of the Montana division, succeeding Mackenroth.

David H. Burns, staff assistant, Operating, St. Paul, is promoted to terminal manager, Spokane, succeeding Nelson.

Glacier Park Dates

Glacier Park Lodge will open for the 1969 season on June 10. Many Glacier Hotel, Prince of Wales and Lake McDonald Lodge will open on June 15. All will close on September 8.

Great Northern trains 31 and 32, the Empire Builder and 27 and 28, the Western Star will stop regularly at East Glacier and at Belton, Montana June 10 through September 8.

National Library Week

The week of April 20-26 this year is set aside as National Library Week. During this time the peculiarly human characteristic that accounts for all of man's accomplishment is to be commemorated—the ability to store the sum total of his knowledge and build new knowledge upon it.

Our libraries preserve the written word that records faithfully all that the wisest and most gifted among us

have learned of the arts, of literature, of science and technology, of life, the world and the universe around us. In great libraries the record of civilization is being kept, in movies, in the sound of stereo tapes, on microfilm.

The purpose of National Library Week is to create broader awareness of the need for a better-read, better-informed America and to encourage the habit of reading a library use.

Seattle is Port of Call For Matson's 'Mariposa'

The first Matson Lines passenger liner to call in Seattle in nine years is on the calendar for six calls this coming summer. The "Mariposa", 564 feet long and able to carry 365 passengers, will leave the South Pacific run for cruises to the Northwest and Alaska.

There will be three cruises with stops in Seattle both going to and coming from the North.

GN Issues 80th Annual Report

Assuming no major upsetting influences on the economy, Great Northern's anticipated 1969 results will be on a par with those of 1968, John M. Budd, GN president, states in the company's eightieth annual report to shareholders.

GN's report on 1968 operations is being distributed to nearly 42,000 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 8.

Although a strong fourth quarter pushed Great Northern revenues well ahead of those for 1967, the 1968 "revenue picture would have been much brighter had our principal commodity, grain, moved in normal volume," Mr. Budd reported. Most of the other important commodities in GN's traffic "mix" produced a better movement than in 1967, he observed.

"For the second consecutive year, however," he said, "our grain tonnage was off substantially because of an oversupply of wheat in the world market and resultant depressed prices." With storage facilities brimming at the start of 1969, Mr. Budd looks for "an improved grain movement."

While "demand for lumber and other products of the forest depends to a large extent on housing starts," Mr. Budd said, "forecasts are bullish in this regard despite high interest rates and building costs."

"Demand for steel has improved in the past months with the working off of excess stocks built up in anticipation of a strike last August."

As reported previously, GN's operating revenues in 1968 were \$6.1 million higher than in 1967, and net income was \$21.8 million as compared with \$19.3 million a year ago. GN expenses in 1968 increased \$4.4 million, or 2.1 per cent over the previous year, while net rental payments for equipment and joint facilities were down \$2.5 million, or 58 per cent.

"We can expect further increases in costs, which in turn will spur our continuing efforts to find new and better ways of running our business," Mr. Budd said. He pointed to rapidly rising labor and materials costs which lend a special urgency to GN's program to control expenses and increase efficiency. "Concentrated planning efforts have produced some 200 projects, having as their goal in 1969 additional revenues of \$4.5 million and a reduction in expenses of \$4.2 million," he reported.

GN's president also said that "improvements are focused on developing new and significantly higher standards of customer service" as an essential to strengthening the company's competitive position.

Mr. Budd commented that "passenger train operation presents a growing dilemma, which the dwindling of both rail travel and postal use of these facilities. While we achieved a modest reduction in train mileage in 1969 with a rearrangement of service, the gap between revenues and expenses solely related to passenger service continued to widen." GN's loss in operating passenger trains increased from \$6.6 million in 1967 to \$8.1 million in 1968.

Additional highlights of the GN report to shareholders are:

- Investment of \$27 million for new equipment and fixed property improvements in 1968. GN's capital improvement program for 1969 — announced in the 1968 Annual Report as totaling \$30.1 million — has recently been increased to \$47.4 million with additional equipment acquisitions authorized by the company's board of directors.

- New equipment acquired in 1968 included 1,016 freight-carrying cars and 18 diesel electric locomotives for freight and passenger service. The railway plans to acquire 1,020 new freight-carrying cars and 18 new die-

Concluded on page 12



Whitman Sworn in at DOT Ceremonies

Secretary of Transportation John A. Volpe, on March 25, administered the oath of office, making former Great Northern general manager, lines east, Federal Railroads Administrator.

His appointment to the post by President Richard M. Nixon was confirmed by the Senate one day after

hearings and favorable recommendation from the Senate commerce Committee.

In the photo above, Mr. Volpe is at the left. Mr. Whitman, center, is congratulated by his former boss, John M. Budd, Great Northern president.

Interior Department Updates Outdoor Book

A revised booklet describing Federal assistance available in outdoor recreation to States, their political subdivisions, organizations and individuals has been announced.

Departmental and agency programs described include those of many other Federal departments and agencies in addition to those of the

Bureau of Outdoor Recreation, Department of the Interior.

The pocket-size, 99-page publication "Federal Assistance in Outdoor Recreation", is available at 35¢ a copy from the Superintendent of Documents, Government Printing Office, Washington, D.C. 20402.

1969 Daffodil Fete Has Marine Theme



Lovely Queen Cheryl Lamka, relinquished her crown and scepter on April 7.

Increased emphasis was given to the nautical side of this year's Puyallup Valley Daffodil Festival April 5-13 with 40 entries in the Daffodil Cup Sailboat Races, and 60 boats entered in the Marine Parade on Tacoma's Commencement Bay. Other marine events included fireboat demonstra-

tions and a simulated sea-rescue exhibition by the Coast Guard.

Land-based festival features continued in full force in this 36th annual observance: the grand Floral Parade with floats decorated with millions of King Alfred daffodils; the Junior Parade for children, competitive floral shows, Queen Coronation, tours of the daffodil-carpeted Puyallup Valley that stretches for 15 miles from Commencement Bay, concerts, athletic and other exciting events.

The narrow, winding, glacier-fed Puyallup Valley is where the nation's largest daffodil fields are located. They have become the largest producers of spring flower bulbs mainly because prohibition did away with the demand for hops which were formerly grown on many acres. Supplying bulbs for shipment to all parts of the United States is the primary purpose of the industry, but the sale of cut flowers is of growing importance.

Throughout the years, the Puyallup Valley Daffodil Festival has become one of the Pacific Northwest's major annual civic celebrations.

80th Report—Conclusion

sel locomotives this year, including recent additions to the program.

- GN's Marketing operation which resulted from a major reorganization of the company's Traffic department in 1967 moved confidently ahead in 1968 from adoption of the marketing concept to action programs. The concentration on specific goals brought increased momentum as the year progressed, culminating in a 1969 Marketing Plan which embraces 153 separate action programs aimed at improving services and increasing revenue.

- Continuing advancement of the computer-based information system which became operational in 1968. Called Transportation Service Control, the new system deals essentially

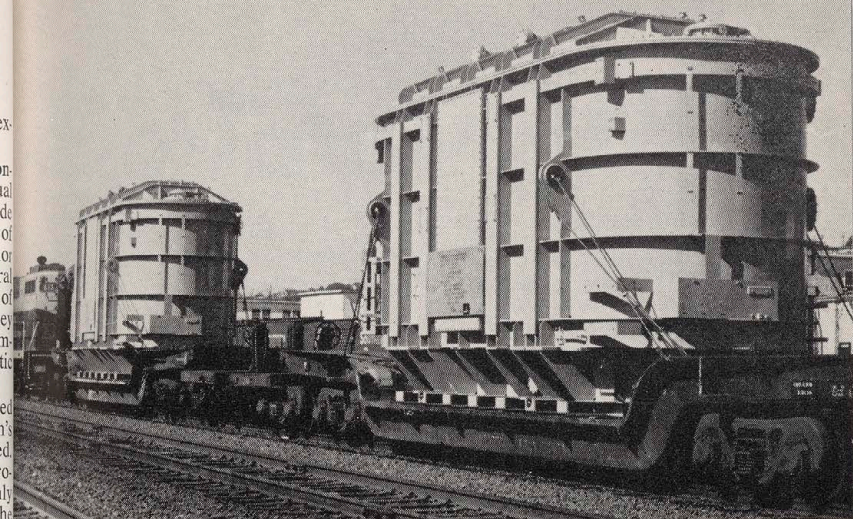
with the movement of cars, both loaded and empty, on the railway.

- In 1968, 146 new industries located on GN trackage, bringing to 691 the number that have located on the railway in the past six years.

Jasper Park Lodge Now Open Year Round

Jasper Park Lodge, Canadian National Railway's popular summer resort in the Canadian Rockies, will remain open the year round.

The decision not to close at the end of the 1969 summer vacation season was based on a growing demand for accommodations during the winter months, because of expansion of winter sports developments in the Jasper area.



Huge transformers, made in Japan, move via Great Northern Railway from Seattle to Bonnevill spur, near Wenatchee, Washington. They will feed additional power into the main Bonneville Power Administration system.

Japanese Heavy Equipment Moves Via GN

Great Northern Railway recently completed the movement of two huge electric transformers from Seattle to Bonspur, Washington, a station on the spur line between Wenatchee and Mansfield.

The transformers, made in Japan, will be used at the Sickler Substation, to be completed late this year, seven miles north of East Wenatchee. This substation is being constructed to integrate power from Douglas County Public Utility District's Wells Dam

into the main Bonneville Power Administration system.

Intended for 500,000-volt service, the grid will add to an existing 230,000-volt grid, giving the Northwest an increase in capacity and assuring an adequate reliable flow of power.

Power will go from Sickler to Raver Substation and to Custer Substation. Raver will serve the Puget Sound area and Seattle. Custer will serve the Intalco aluminum plant near Ferndale, north of Bellingham.

Park Service Will Operate Campgrounds

The National Park Service will continue to operate its campgrounds this year pending an analysis of experimental operation by concessioners in selected areas, according to George B. Hartzog, Jr., director of the Service.

Difficulties in attempting to complete separate contract negotiations with concessioners in many of the 87 areas of the System that have public campgrounds, including Glacier Na-

tional Park, in time for this season, were among the factors in the decision to continue campground operations by the Service this year.

Concessioner operation of National Park System campgrounds had been part of a nine-point program proposed last year to enable the Service to adjust to manpower cutbacks imposed by the Revenue and Expenditure Control Act of 1968.

* GOAT * Gaieties *

Trapped

It was a delightful spring day and four high school girls skipped morning classes to go for a drive. After lunch, they reported to a teacher that their car had had a flat tire on the way to school that morning.

To their relief, she smiled understandingly and said: "Girls, you missed a test this morning. Please take seats apart from one another and get out your notebooks."

When the girls were settled and waiting expectantly, the teacher continued, "No talking. Now write the answer to this question. 'Which tire was flat?'"

* * *

Gift Wrapped

A tightwad went into a gift shop to find an inexpensive birthday present for a friend, but he found everything very expensive — except for a vase which had been broken. He purchased it for practically nothing and asked the store to send it. He wanted the friend to think it had been broken in transit.

A week later, he received a thank you note which read, "Many thanks for the vase. It was nice of you to wrap each piece separately."

* * *

Horsey Set

Housewife: "My romantic life is marked with tragedy — I went to a masked ball as Helen of Troy and met two fellows dressed as a Trojan horse. Both of them fell in love with me."

Neighbor: "What's wrong with that?"

Housewife: "I married the wrong end!"

Fourteen

.500 Average

A young man had a date one evening with a pair of Siamese twins.

"Have a good time?" asked his mother when he returned.

"Yes and no," was the reply.

* * *

Hen Talk

Husband: "Who was that woman you were talking to on the porch for the past hour?"

Wife: "Oh, that was Mrs. McNary. She didn't have time to come in."

* * *

Bribe the Jury

The law professor was lecturing on courtroom procedure.

"When you are fighting a case and you have the facts on your side, hammer on the facts. If you have the law on your side, hammer on the law."

"But what happens if you don't have facts or the law on your side?" asked a curious student. "Then what do you do?"

"In a case like that," said the professor, "hammer on the table."

* * *

Well Stocked

Miniskirts are now available in all thighses.

* * *

Friend In Need

The vote was not even close — 50 to 5,000 to be exact. The defeated sheriff walked up the street the next day with two guns hanging from his belt.

"You weren't elected sheriff," said one of the citizenry. "You can't carry guns like that."

"Listen," said the defeated candidate, "anyone with as few friends as I have needs to carry a gun."

Great Northern Spring and Summer Tours for 1969

Anyone considering a western vacation during 1969 is invited to request literature giving details on several pre-arranged and escorted "all expense" rail tours that Great Northern travel experts have planned for the coming summer travel season.

Included are early and late tours to Oregon and Washington from Chicago and the Twin Cities and to Glacier National Park in the Montana Rockies westbound from those points and eastbound from Seattle and Portland.

- Early and late season visits to Glacier are scheduled from both Portland and Seattle. One low budget price includes virtually every expense except those of a personal nature—meals, lodgings, rail and sightseeing transportation, baggage transfers and gratuities. Details on these excursions are available from Great Northern travel offices in Portland and Seattle.

- The Western Star leaving Chicago on June 20 and August 31 will carry spring and late summer vacationers on special low-cost "Spectaculars" to Glacier and Waterton Lakes Parks. Base price is \$153.35 from the Twin Cities and includes round trip rail transportation, reserved reclining seat, three meals a day, motor trip through Glacier and Waterton Lakes Parks, room with bath on the basis of two to a room, handling of one suitcase, nominal meal tips, escort service, entertainment and Glacier National Park entrance fee. Cost per person for a man and wife under the family plan is even lower.

- GN's "Top O' the West" spectacular leaves Chicago and the Twin Cities on the Empire Builder on September 20 with return on the 28th. British Columbia cities Vancouver and Victoria are included. Victoria, on Vancouver Island is reached by a cruise ship from Seattle. The stay in Seattle is highlighted with a visit to the battleship Missouri, the "Mighty

Mo" where the Japanese surrender was signed.

- Travelers leave Chicago and the Twin Cities every Sunday June 15 through August 31 on Rocky's Special Weekly Glacier Park Holidays. These popular tours are non-escorted, but everything is planned and pre-arranged for those who prefer to travel independently.

- Rocky's Three Parks Spectaculars include 12 scenery-filled days en route to and from and at Glacier National Park in Montana, plus Waterton Lakes Park, Banff, Lake Louise and Jasper Park in the Canadian Rockies. Departure dates are August 27, August 30 and September 2 from Chicago and the Twin Cities. Travel westbound to Glacier is on the Great Dome Empire Builder, northbound to and through the Canadian Rockies by motor coach, and eastbound from Jasper via Canadian National Railway to Winnipeg with return to the Twin Cities on GN's Winnipeg Limited.

- Rocky's Northwest Adventure Tour members will leave Chicago and the Twin Cities on September 7 for 11 glorious days that will include Portland, Oregon, "City of Roses", Mount Hood and Timberline Lodge, the Columbia River Gorge, Multnomah Falls and Bonneville Dam; Seattle, Washington, and a motor trip completely around 14,410-foot Mount Rainier, two days in exciting Vancouver, British Columbia, and a cruise to Victoria, "Old English" capital of the Province, on Vancouver Island.

- Great Northern's "California via the Pacific Northwest" escorted tour departs on Saturday, September 27 and features train, air and motor coach travel. The westbound trip to Seattle is via the Empire Builder and the short but scenic route from Seattle to Portland also is by Great Nor-

Concluded on back cover

THE GREAT NORTHERN GOAT

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GN Tours for 1969—Conclusion

thern Railway. Western Airlines provides transportation from Portland to San Francisco. There is comprehensive sightseeing both in Seattle and Portland and the surrounding areas. Included are visits to Mount Rainier, the Columbia River Gorge, Multnomah Falls, Bonneville Dam, etc. From San Francisco to Los Angeles, travelers ride in air conditioned, late model motor coaches on a three day Coast Mission Trails Tour. Included are the giant Redwoods of the Felton area, lovely Santa Cruz and Monterey, and the famed 17-mile drive around the bay past wind-twisted cypresses and Pebble Beach Golf Course, Carmel by the Sea, San Simeon and the Hearst Castle, Santa Maria, Santa Barbara and other places of equal interest. Fine overnight accommodations on this segment of the trip are provided in Monterey and Santa Maria.

In Los Angeles, rooms are reserved at the Hollywood Roosevelt Hotel. Highlights of the Los Angeles visit are Disneyland, Knott's Berry Farm, Universal Studios, Hollywood Bowl, Movieland Wax Museum and Olvera Street.

The return trip is via the Santa Fe's Super Chief-El Capitan through Arizona and New Mexico and along the old Santa Fe Trail. Twin City passengers change trains at Kansas City for a connecting Rock Island train, other passengers continue directly to Chicago.

NYC Address Change

Great Northern's New York City Passenger office has moved to Room 1701, 110 East 42nd Street, New York, N. Y. 10017.

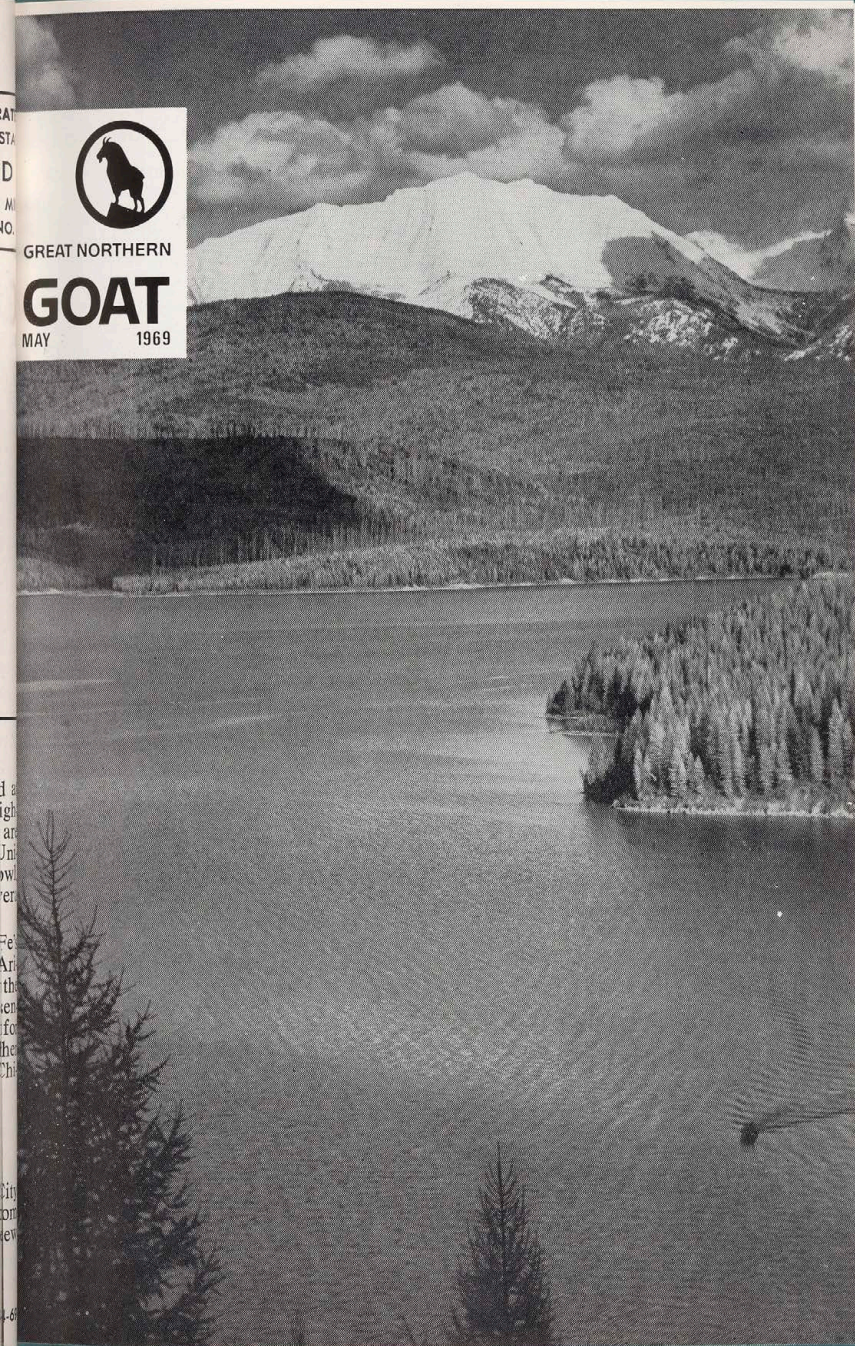


GREAT NORTHERN

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GREAT NORTHERN

GOAT

Vol. 39 May, 1969 No. 5

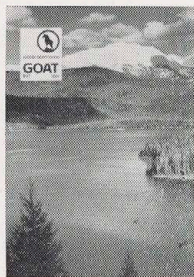
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MILT HAGEN, Editor
KIM FORMAN, Western Editor

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



Believed to be the only peak named for a railway, Great Northern Mountain overlooks Hungry Horse Lake in Northwestern Montana. HUNGRY HORSE NEWS photo by Mel Ruder.

Two

Your Railroads

Visitors to Washington, D. C., are invited to view a newly-opened exhibit which features a startling contrast between the pioneer railroads of yesteryear and today's computerized operations and service innovations.

Located in the lobby of the American Railroads Building at 1920 L Street, N.W., the display features a continuous panorama of modern railroading surrounding a centrally positioned, half-scale model of the early Baltimore & Ohio Railroad locomotive "Arabian".

Built in 1834 for service at Mt. Airy, Maryland, the "Arabian" was a successfully operated engine of the "grasshopper" type, which saw service until 1863. Its headlight, typical of those days, was an open fire on a small flatcar.

There are other smaller working models of old locomotives and there is a panel devoted to the driving of the Golden Spike—an event which 100 years ago, May 10, 1869, marked completion of the first transcontinental rail link.

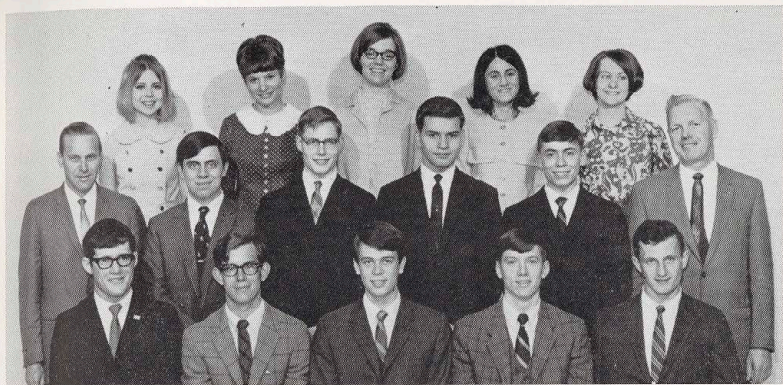
Displays of today's fast-changing railroad operations include a pictorial presentation of such developments as computerization, automatic car identification and high-speed passenger service. Railroad contributions to the nation's economy also are illustrated.

The exhibit is open to the public without charge, from 8:30 a.m. to 5:30 p.m. Monday through Friday.

Chicago City Ticket Office Is Relocated

Great Northern Railway's Chicago City Ticket Office has moved to Room 219, Monroe Building, 10 South Michigan Avenue, zip code 60603.

New telephone number is 726-524 and service is direct, not through switchboard as formerly.



Harold H. Holmquist, executive assistant - personnel (extreme left) and Donald H. Dixon, manager, personnel services (right) pose with scholarship finalists in St. Paul.

GN Scholarships Awarded — Value Increased

Seven high school seniors, sons and daughters of employees, have been awarded \$4,000 college scholarships by Great Northern Railway.

Valued at \$1,000 a year for four years, the scholarships are awarded annually to two daughters and five sons of employees. Winners also receive preference for available employment during summer vacations. Value of the 1969 scholarships was raised

from \$3,200 to help winners cope with rising costs of tuition, books, fees, living quarters, etc.

The 1969 winners chosen from a panel of 15 finalists are:

Joseph Dirksen, St. John's Preparatory School, son of Wayne Dirksen, project analyst, St. Paul.

Ann K. Dritshulas, Seattle Shoreline High, daughter of the late Nick Dritshulas, blacksmith helper, Havre, Montana.

Douglas C. Gilbert, Hibbing, Minnesota, High School, son of Glenn E. Pederson, brakeman, Mesabi division.

Craig K. Knock, Brookings, South Dakota High School, son of K. W. Knock, agent-telegrapher, Willmar division.

Paul Koenigs, Gonzaga Preparatory School, Spokane, son of C. M. Koenigs, general agent, passenger department, Spokane.

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Joseph Dirksen



Ann Dritshulas



Douglas Gilbert



Craig Knock



Paul Koenigs



Sandra Radoff



Cameron Stokka

Everett Alumina Facility Delayed

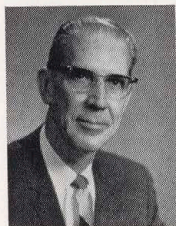
Mid-June is the new target date for completion of the huge new alumina handling facility at Everett, Washington. The revised date, representing a delay of several weeks, was blamed on winter weather delaying construction work.

The delay should pose no problem, as Anaconda Aluminum Company has indicated that arrival of the first ship from Jamaica will be in July.

Anaconda plans to import 350,000 tons of alumina from Jamaica, British West Indies annually through the Everett facility on its way to the company's primary aluminum reduction plant at Columbia Falls, Montana, on Great Northern's train transcontinental line.

Glacier Park Bookings Up

Advance bookings for travel to Glacier National Park in the Montana Rockies have been excellent this



Mr. Class

year, according to R. J. Class, Great Northern Railway passenger train service traffic manager.

The company is continuing its policy, inaugurated last year, of providing Empire Builder passenger train service to both east

and west entrances of the Park at East Glacier and Belton, Montana.

Tour patrons had been requesting this change in rail policy for years, Mr. Class said. Previously, only the Western Star made daily scheduled stops at park entrances.

The Empire Builder park service begins on June 10, and concludes on September 8.

Four

Park officials scheduled June 10 as the opening date for East Glacier Lodge. Other hotels in the Park will open June 15.

Mr. Class attributes the upsurge in advance bookings to the traveling public's continued recognition of Glacier National Park as one of the outstanding vacationlands on the North American continent.

The Empire Builder, one of the nation's top-notch passenger trains, provides daily transcontinental service between Chicago, the Twin Cities, Spokane, Seattle and Portland.

Any Rail or Travel Agency may call GN Central Reservations, Commercial toll free, dialing access code, then 800-328-1661 (except from Minnesota, Canada or Mexico), to obtain train reservations.

Scholarships—Conclusion

Sandra Radoff, Grand Forks Red River High, daughter of S. G. Radoff, locomotive engineer, Dakota division; Cameron L. Stokka, Fargo South High School, son of G. L. Stokka, second trick operator, Moorhead, Minnesota.

The finalists, selected from a field of 192 applicants were the railway's guests during a two-day expense-paid visit to St. Paul for interviews.

Great Northern management does not participate in selecting scholarship winners. The Scholarship Selections Committee is composed of two representatives each from education, business and labor. The Committee this year included Mrs. Lorraine Jensen, director of admissions, College of St. Catherine, St. Paul; Dean G. Trampe, director of admissions, Hamline University, St. Paul; John E. Carroll, president, American Hoist & Derrick Company, St. Paul; James V. Springrose, vice president of traffic, Cargill, Incorporated, Minneapolis; A. M. Strommen, general chairman, Brotherhood of Locomotive Firemen and Enginemen; and R. M. Patterson, general chairman, Dining Car Employee's Union, Local 516.



Central Exchange and GN officials on hand for dedication, from left: Carl Swanson, St. Paul, manager, Feed and Seed Department for the Exchange; Jerry Tvedt, St. Paul, Agri-Products division director; Gaylord Swenson, Lindstrom, Minn., retired GTM; Win Stiles, Minot seed plant manager; R. C. Wentz, St. Paul, GN manager, industrial development; Ralph Merklin, St. Paul, GN assistant VP; N. A. Savage, St. Paul, GN assistant director of sales. Minot Daily News photo.

TRANSPORTATION EXPERT GAYLORD SWENSON HONORED BY GN

"Swenson", N. D. Station Dedicated

A new station, located two and one half miles east of Minot, North Dakota, has been established by Great Northern Railway and named "Swenson", in honor of recently retired Central Exchange General Traffic Manager, Gaylord Swenson.

The dedication was held April 9 in connection with the grand opening of two new agricultural facilities in the area by Farmers Union Central Exchange—a Cenex Seed Plant and a Co-op Soil Service Center. The new seed plant will provide a complete line of processed seeds throughout the state while the soil service center will assist farmers within a 100-mile radius.

Gaylord Swenson, a well known and highly regarded transportation expert served 27 years developing the 38-year-old Central Exchange's distribution complex from a small regional supply cooperative to the industrial leader it is today.

Jerry Tvedt, Agri-Production Division Director for the Central Exchange, served as master of ceremonies. Ralph Merklin, Great Northern Railway Assistant Vice President

of Marketing Administration officially dedicated the station.

Mr. Merklin said, "In recognition of Mr. Swenson's long career in transportation and his work in locating the many facilities of Farmers Union Central Exchange throughout North Dakota, Great Northern Railway is pleased and proud to name this new location "Swenson." He presented Mr. Swenson, who was present at the dedication, a copy of Great Northern's official announcement providing for the inclusion of Swenson, North Dakota, on future traffic circulars.

National Forest Guide

The current edition of "National Forest Vacations" can be obtained for 45 cents by writing to the Government Printing Office, Washington, D. C. 20402.

It includes a brief guide to the attractions and recreation facilities of each of the country's national forests, and lists addresses of Regional Foresters and Forest Supervisors for vacation-planners who want to write for maps and information.

Nation Honors Its Transportation Industry

May 11 to May 17 has been set aside as National Transportation Week. One day of that week, Friday, May 16, has been designated National Defense Transportation Day.

It is a period when attention is called and emphasis is given to the responsibilities and importance of the great U.S. transportation system, and when Americans everywhere are reminded to be conscious that transportation is their servant in peace and war.

Railroads are the backbone of U.S. transportation. Day and night, seven days a week, regardless of weather or season, the railroads—including Great Northern—bring you the dinner you'll eat tomorrow, the new clothes, new television set and new automobile you'll purchase, the medicines you'll need and the magazines you'll read. All these things and thousands of others are possible because of our modern, progressive and growing transportation system.

Transportation serves the nation well in times of peace and protects it in time of war.

Park System Aids Economy

Visitors to the National Park System in 1967 contributed some \$6.35 billion to the national economy in travel expenditures, according to Dr. Ernest W. Swanson, professor emeritus of economics at North Carolina State University.

The nation also benefited from this outlay, he said, in the form of an estimated \$4.76 billion in personal income; \$5.71 billion added to the Gross National Product; \$952 million in Federal taxes.

The estimates are from Dr. Swanson's summary of his "Study of the Impact of National Park System Travel on the National Economy,

which he recently completed for the National Park Service.

Dr. Swanson served as principal fiscal analyst, Bureau of the Budget, 1941-44, and as economic advisor, Conference of Appalachian Governors, 1963-65, President's Appalachian Regional Committee, 1964-66.

Planning Needed to "Discover America"

Good vacations don't just happen; they are planned that way.

To make sure you're in the right place at the right time, the Discover America Travel Organizations suggest you start planning your summer vacation early.

There's a lot to see in America. Thoughtful planning, well in advance, will add to the enjoyment of your vacation as you set off to "Discover America".

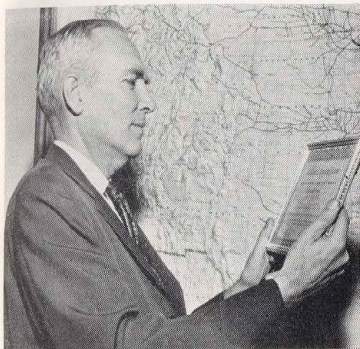
Camp Fire Girls Take Giant Step

"Take a Giant Step"—that's what Camp Fire Girls has done. On city streets, in rural areas, Mexican-American neighborhoods, an Indian reservation, Camp Fire has reached out to those no one else was reaching. And that giant step, by name, the Metropolitan Critical Areas Project is inspiring Camp Fire councils all over the country to take a running step to reach girls with problems of identity crisis, neglect, low educational levels, delinquency, fatherless families and poverty—in fact, all girls seven through high school.

"Take a Giant Step" is the short story of this action program on the part of Camp Fire Girls, it is an exciting "how to" story in booklet form.

"Take a Giant Step" tells the story of Camp Fire today. Single copies are available on request from Camp Fire Girls, Incorporated, 65 Worth Street, New York, N. Y. 10013.

John M. Budd Honored for Community Service



Mr. Budd

John M. Budd, president of Great Northern Railway, received the William E. Brennan award for outstanding community service April 29 at the 6th Annual Community Services Activities dinner in St. Paul.

Mr. Budd was presented the award by Mayor Thomas Byrne in recognition of his leadership of the Greater St. Paul United Fund's Building for Youth Campaign.

Under Mr. Budd's direction, the campaign raised \$6,560,704—\$1,393,604 over its goal and 127 per cent of its objective—for building or renovating the physical facilities of 11 social agencies.

Mr. Budd has long been prominent in community welfare and civic improvement. He serves as a member of the board of the United Fund, the Hill Reference Library, the Charles T. Miller Hospital and the St. Paul Academy. In addition, he is a member of the Minnesota Historical Society, the National Council on Alcoholism, Incorporated, and the St. Paul Metropolitan Improvement Committee.

American University Schedules Symposium

An International Symposium on Transportation Pricing will be held June 16-20 at The American University, Washington, D. C.

The Symposium will be sponsored by the AU School of Business Administration in cooperation with the International Bank for Reconstruction and Development.

The program will bring leading economic statesmen and experts on theory and application of transportation pricing from Europe and North America. Areas to be covered during the five day sessions will include: Transportation Pricing and Costs; Investment and Finance Theory and Policy in Transportation Pricing; Transportation Pricing and Regulated Competition; and Impact of Constraints, Governmental and Industrial, on International Transportation Pricing.

The fifth day will be devoted to a synthesis of the papers and discussions. A dinner address will be given Monday, June 16, by the Honorable James M. Beggs, Under Secretary of the Department of Transportation.

It is expected that this Symposium should provide a valuable summation of the progress which has been made by researchers and ratemaking executives in replacing or adapting old theories to modern conditions and needs.

Expected registration will include representatives of carrier, government, research, universities and the legal professions.

Further information may be obtained from the Director of Transportation and Logistics Institutes, The American University, Washington, D. C. 20016; telephone (202) 244-6800, extension 577.

Pioneer Village, Museum, Established at Geographical Center of North America

A white stone outline map on a hillside at Rugby, North Dakota, testifies to the fact that the city (pop. 2972) is situated at the exact geographical center of the North American Continent. Rugby, 60 miles east of Minot, is served daily, westbound and eastbound by Great Northern passenger trains Nos. 27 and 28, the Western Star.

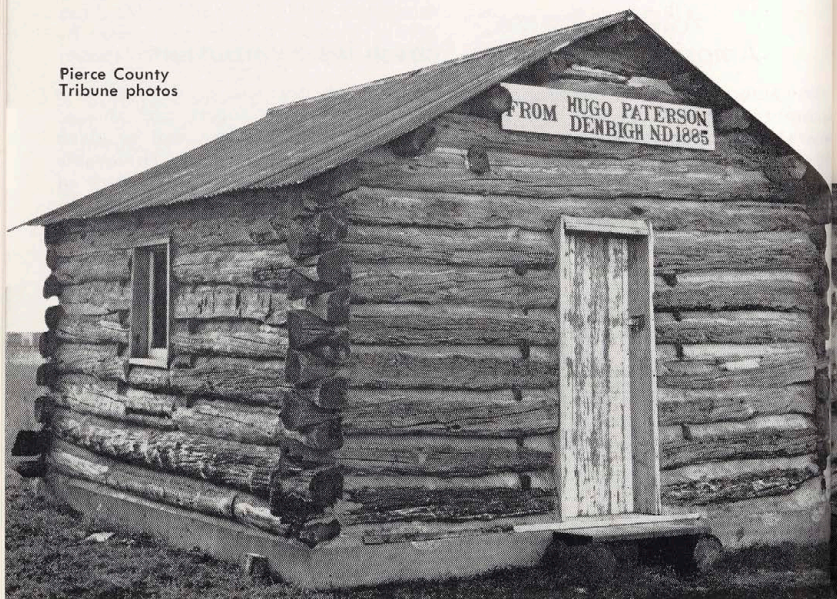
Its unique location has been Rugby's chief claim to fame until now, but a community project well under way will combine geography and history into a major visitor attraction. The new development known as the Geographical Center of North America Museum, actually a combination

of a museum, Pioneer Village, Indian Village and recreational area, is shaping up on a 20-acre tract on the town's southedge by the stone outline of the continent.

The Geographical Center Historical Society was organized ten years ago. The site was acquired in 1960 and a total of six authentic nineteenth century buildings have thus far been moved there from other locations: a bank, church, log cabin, country school and a homesteader's house. Latest to be moved in from its nearby original location was a blacksmith shop. Much of the shop's original equipment and furnishings are intact.

Sturdy oak log cabin was moved intact from its original site to the Pioneer Village complex at Rugby.

Pierce County
Tribune photos



Expected to be of greatest interest will be the museum. A 300 x 300 foot building will house the hundreds of antiques and collectors' items that have been gathered.

Practically guaranteeing success of the entire project is donation of a "million dollar" collection of vintage tractors and other early day farm machinery, some pre-Civil War, by Mr. and Mrs. Dale A. Hawk of nearby Walford. The Hawk collection is nationally known for its variety and excellence and because of the painstaking research and work that went into restoring the tractors, steam engines and other ancient equipment to mint condition.

Other important features of the complex which are on the drawing boards, but on which construction is yet to begin, include a military fort and sunken garden.

According to Glenn E. Dokken, chairman of the Geographical Center Historical Society board of directors, a tower marking the Geographic Center will be erected at the "top" of the map of the continent. It is

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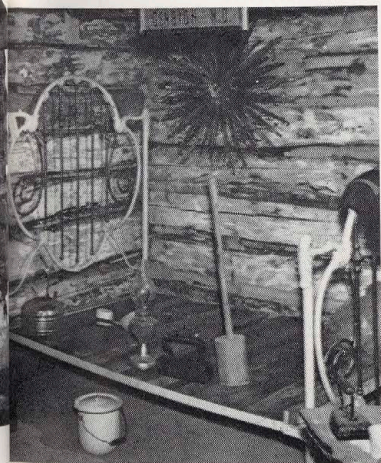
The 12 x 12' cabin has been partially furnished with pioneer furniture of its 19th Century era.



Children slept up near the rafters where the old coffee pot and milk pitcher now are displayed.



Early day hand-pump organ and 100 year old square piano both are in fine playing condition. Piano weighs over 700 pounds.



Largest Lumber Load In Oregon History?



ALBANY DEMOCRAT photo by Peter Maupin

What is reportedly the largest single load of lumber to be forwarded from the State of Oregon is shown above on a special 89-foot Great Northern Railway flatcar, ready to move from the Bauman Lumber Company, Lebanon, Oregon, where it was sawed, to the Weyerhaeuser Company, Irvington, New York.

The outsize load, 100,092 cubic feet or 192,000 pounds of kiln-dried, packaged hemlock, is the equivalent to that ordinarily carried on three normal flatcars.

Bauman Sales Manager John Mangon is at the left, bottom, along with Spokane, Portland and Seattle Railway Traveling Agent Glenn W. Wright. From top on the car, Joe Crenshaw, Frank Greenlee and George Cromwell loaded the huge car.

Pioneer Village—Conclusion

planned to include rocks from every state of the Union, each Canadian province and from all the states of Mexico in the monument.

Ten

The Geographical Center Museum shows what can be accomplished with intelligent planning and when a community gives its whole-hearted support. Almost every local organization has been involved in one way or another. Rugby churches, for example, are cooperating in handling restoration of the old house of worship. Other organizations and businesses are in charge of other restoration work. Certain groups are concerned with financing and other aspects of the big undertaking.

Reduced Rates on Western Star Sleeper

Coach class tickets will be accepted for use on a year-round basis in the regular line sleeping car on Great Northern Trains 27 and 28, the Western Star, upon payment of the regular accommodation charge.

Coach party tickets will not be honored in sleeping cars of Trains 27 and 28. Extra sleeping cars added to the consist of these trains will require first class tickets.

First class rail tickets will continue to be required of passengers occupying sleeping cars on GN Trains 31 and 32, the Empire Builder, and Trains 7 and 8, the Winnipeg Limited.

AAR Names Risendal Director of Safety

Thomas A. Goodfellow, president of the Association of American Railroads, has announced creation of the new post of Director of Safety, and named John O. Risendal of Alexandria, Virginia, to the position.

The office will be part of the AAR Operations and Maintenance Department and will be located in Washington, D. C.

Mr. Risendal has been with the AAR since September, 1964, when he joined the Claims Research Bureau then located in Chicago, after 25 years with the Northern Pacific Railway.

Pacific Northwest Blossom Fetes Planned for May and June

Longtime annual springtime celebrations that draw thousands of visitors from all parts of the country to Pacific Northwest cities include the Lilac Festival at Spokane and the Portland Rose Festival.

This year's Spokane observance is scheduled May 10 through 18, a period during which the city will be alive with music, shows, carnivals, parades, pretty girls, visiting celebrities and entertainers and all the other events that make the Lilac Festival one of America's finest.

Bob Hope returns to Portland for the second time in three years for two evening shows at the Memorial Coliseum during the Rose Festival in June. He will appear Wednesday and Thursday nights June 11 and 12. Overall Rose Festival dates are June 6 to 15.

Appearing on the show with Hope



1968 Rose Festival Queen Margaret Mary Huelskamp, rules until June 9 when her successor is chosen.

will be the Young Americans, stellar singing and dancing group of young people from Southern California.

This will be the 61st annual Rose Festival, which was first held in 1907 and has been presented every year since, with two exceptions.

Concluded on page 12

Scores of flower bedecked floats are features of parades both in Spokane and Portland festivals.



Glacier Park Managers Named

Managers of the hotels and motels in Glacier National Park for the 1969 season are: Philip D. Harris, Glacier Park Lodge; Ian B. Tippet, Many Glacier Hotel; Ron Patterson, Lake McDonald Lodge; Robert P. Hayes, Jr., Prince of Wales Hotel; Roy Wright, Rising Sun Motor Inn; Robert Kellogg, Swiftcurrent Motor Inn; Mr. and Mrs. William Litsche, Village Inn Motel.

A. S. (Al) Donau is General Manager, Glacier Park, Incorporated; Mrs. Emily Moke is Secretary to the General Manager; Henry J. Varner is Controller; Wanda Wright is Reservation Manager; O. A. Gamble is Transportation Manager; Jay T. Joplin is Purchasing Agent and Jack Baures is Gift Shop Coordinator.

Park Service Names Director of Travel

Appointment of Ben Butterfield as Director of the new Office of Travel of the National Park Service is announced by NPS Director George B. Hartzog, Jr.

Butterfield will be responsible for developing travel liaison programs with all segments of the travel industry. A University of Wisconsin graduate, he has authored several books on aviation, cartography, travel and national monuments. He has been most recently, East Asia Regional Director for the United States Travel Service at Tokyo. From 1961 to 1967 he was USTS Marketing Director. From 1956 to 1961 he was Sales Promotion Manager at New York City for American Airlines.

Under the 1940 Travel Act, the National Park Service is authorized to conduct travel and tourism information programs that will encourage travel within the United States. Estab-

lishment of this new office will contribute to the efforts of the Service to promote domestic travel.

"This is not a program whose primary purpose is to promote increased travel to the National Parks," Mr. Hartzog said. "It is designed to help travelers understand and appreciate how best to enjoy parks, to encourage travel to adjacent scenic, historic and recreational areas, and to help develop a balanced travel program within the nation."

GN Plans Havre Warehouse

Great Northern Railway is planning construction of a new freight warehouse in Havre, Montana, that will nearly triple the space of the existing facility.

The warehouse section will be 228 x 50 feet, and in addition, the building will have a covered platform 50 x 46 feet on the east and a 50 x 40 foot office on the west end, making the length a total of 314 feet.

The office section will provide space for the freight agent, drivers and other employees, a lunch and locker room and lobby.

The building will have 14 doors for trucks, nine in a sawtooth arrangement for major deliveries and five for smaller pickup and delivery.

PNW Festivals—Conclusion

Other highlights include the Grand Floral Parade, June 14; queen selection and coronation, June 9; Rose Cup Sports Car Races June 14 and 15; Festival Center and Teen Festival; Marrykhana Parade, Junior Rose Festival Parade, Marine Day on the Willamette River, and the Golden Rose Ski Tournament on Mount Hood.

The Portland Rose Show will be Thursday and Friday, June 12 and 13, was first held in 1889, and exhibits more than 20,000 blossoms annually.

K & K Week at Lake Pend Oreille



Kamloops rainbows are just a sample of the 1,900 pounds of lunkers entered in the 1968 K & K Week fishing competition.

One of the most unusual and most outstanding fishing contests in the Nation — Kamloops & Kokanee Week — was observed May 3-10 at Northern Idaho's big Lake Pend Oreille. The event marked the opening of the special seven-month-long trout fishing season.

K & K Week is unique for two reasons — no entry fee is required and game fish of any of 16 special of any size have equal chance to participate in awards; and the final day provides opportunity to see more big rainbow and Dolly Varden trout than anywhere else on the continent. Fish caught during the week are on display before final awarding of trophies,

cash prizes and merchandise awards.

Last year at the week's conclusion more than 1,900 pounds of fish had been registered. Single largest was a 29 pound, 2 ounce Kamloops rainbow.

Besides prizes for largest fish of various species, there are separate divisions for women and children, along with an open sweepstakes in which game fish of any size or species have equal opportunity. One small boy recently walked away with \$100 for his entry of a five ounce perch!

Rules and information may be obtained from the Sandpoint Chamber of Commerce or the Lake Pend Oreille, Idaho Club, Sandpoint, Idaho 83864.

GOAT Gaieties

Indefinite Term

"How long do you plan to teach school?" the dean asked the pretty young thing as he handed her a teacher certificate.

"From here to Maternity," she replied with a shy smile.

Big Dividends

One of the hardest things in life—but one of the most rewarding—is minding one's own business.

Heels in Hiding

Shoe store manager to lady customer: "Yes, ma'am, we have a fine selection of loafers. I'll see if I can't get one of them to wait on you!"

Shotgun Wedding

A case of wife or death.

Egotism

That certain something that enables a man who's in a rut to think he's in the groove.

Amen

There are many stories of children misquoting the Lord's Prayer. A little girl was heard praying: "And lead us not into Penn Station." And a small boy gave this version: "Howard be Thy name."

Another youngster said: "Our Father, who art in heaven, how did You know my name?"

Wedding Shower?

"You mustn't let Sue's wedding upset you, dear," the bride-to-be's father consoled his wife: "Don't think of it as losing a daughter; think of it as gaining a bathroom."

Little Choice

Eve: "Do you really love me?"

Adam: "Why else?"

Trouble Makers

People who are trying to live within their means may be lousing up the poverty program.

Slide, Kelly, Slide!

A dyed-in-the-wool baseball fan was persuaded by friends to go to the horse races. Being a beginner, he picked a 50-to-1 longshot and put \$2 on the nose. Coming into the stretch the longshot horse was neck and neck with the favorite. As they neared the wire for a photo finish, the baseball man hollered, "Slide, you bum, slide!"

Come Again

When the patient went to the doctor, the doctor asked, "What is your trouble?"

The patient replied, "I am having trouble remembering."

The doctor asked, "How long has this been going on?"

Patient: "How long has what been going on?"

Emergency Measure

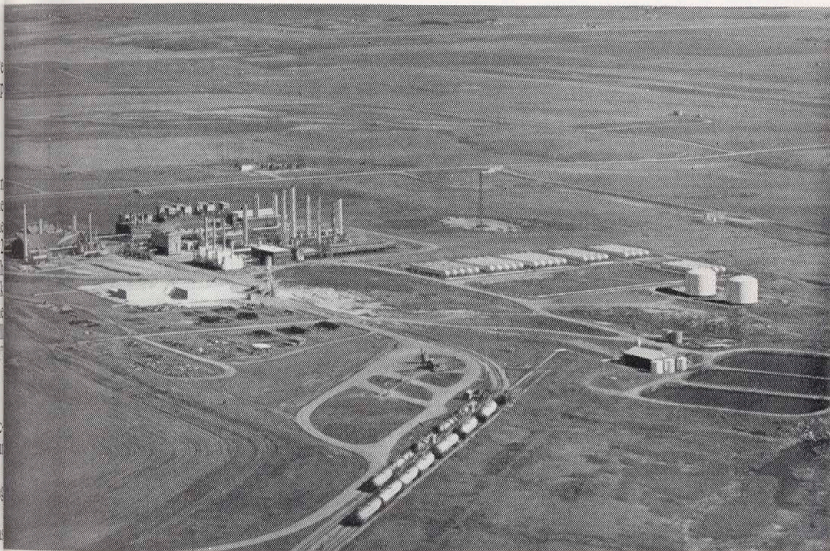
A woman driver whose parked car rolled into another car was questioned by a policeman, "Why didn't you set your emergency brake?"

"Emergency?" she asked. "Since when is mailing a letter an emergency?"

Yearning, Churning

For every woman who yearns for that schoolgirl complexion, there is a man who longs for that schoolboy digestion.

Great place to get rich



That's what our experts tell us

"Has all it takes—water, salt, sulfur, hydrocarbons—for basic chemical industry."—Ted Freers, Geologist

"We've thoroughly researched market potential, and it looks great."—Jim Bradley, Industrial Development Specialist

"A thriving business in fertilizers is coming soon to this region."—Gene Bredeson, Chemical Engineer

"A natural for aggressive agri-business expansion."—Bill Duncan, Agricultural Development

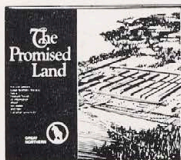
the place: the vast resource-full Williston Basin that covers thousands of square miles of North Dakota, Montana and Canada.

The riches: potential wealth on three levels—oil and gas reserves deep within the earth, billions of tons of lignite fuel near the surface, fertile lands for wheat growing and cattle ranching.

It doesn't all meet the casual eye—it takes experts like those at Great Northern to see the industrial, commercial and agri-business potential locked up in this land.

Great Northern has a star-studded cast of engineers and statisticians and specialists. They're with

us just for one reason—to help you find the fortunes in, on and under the Williston Basin and a lot of other areas between the Great Lakes and the Pacific.



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.

THE GREAT NORTHERN GOAT

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

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PERMIT NO. 2

GN Flathead Tunnel 85 Per Cent Complete

The seven-mile tunnel in northwestern Montana is about 85 per cent complete, according to a progress report issued recently by the Corps of Engineers.

The tunnel, second longest in the United States, is being built to route Great Northern's main transcontinental line around the reservoir that will be formed behind Libby Dam.

Improvements at Browning Museum

Work on new installations at the Museum of The Plains Indian and Crafts Center, at Browning, Montana, near the eastern entrance to Glacier National Park, is expected to be completed by the 1969 summer season. The Museum is administered by the Indian Arts and Crafts Board, Department of the Interior.

This year's work includes remodeling of a new exhibit gallery which will be equipped to accommodate major special exhibitions. The first special exhibition, will be exclusively devoted to the Blackfeet. The exhibit will also include reinstallation of the Museum's unique dioramas, which are being refurbished and prepared for this exhibit.

Second major part of this year's work is relocation and modernizing of a new Museum crafts sales shop that will be completely re-equipped with modern display facilities. One entire wing of the Museum will be devoted to the contemporary art and crafts of the northern plains Indians.

Atlanta Address Change

Effective May 3, 1969, the address of Great Northern's traffic office in Atlanta, Georgia is 1816 Gas Light Tower, 235 Peachtree Street, Northeast, zip 30303. Telephone number remains (404) 525-4766.

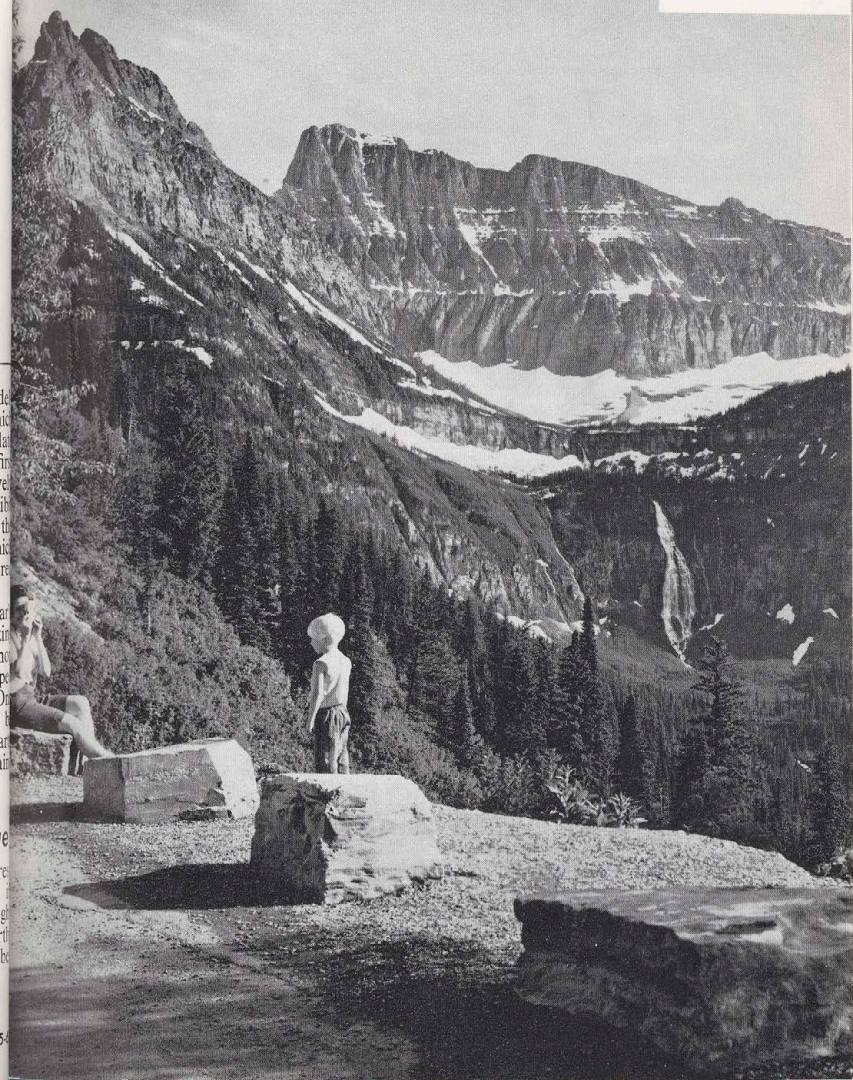


GREAT NORTHERN

GOAT

JUNE

1969





GREAT NORTHERN

GOAT

Vol. 39 June, 1969 No. 6

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MILT HAGEN, Editor
KIM FORMAN, Western 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 soaring sides of Avalanche Basin in Glacier National Park bear patches of snow and ice into the Summer months. Scores of falls and creeks can be seen from Going-to-the-Sun Road.

Two

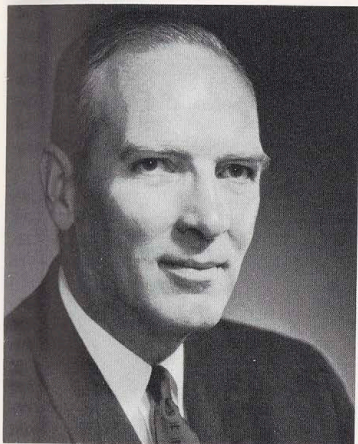
Your Railroads

A short while ago in announcing observation of National Transportation Week, President Nixon made the cogent observation that transportation "makes all other industries possible. . . . Our commerce and culture depend on a revitalized transportation industry to end congestion and delay and to prepare for the burgeoning demands of the future."

President Nixon's remarks are particularly applicable to the nation's railroads, which this year are celebrating the 100th Anniversary of transcontinental rail service. As the country's primary mass transport medium, the rails do, in fact, play a large role in making all other industries possible. To date, the main stumbling block to a "revitalized transportation industry" has been the steadily widening gulf between advancing transportation technology and public regulatory policies that were laid down in the days when railroads dominated the transportation picture. Since then, the airplane, the truck and the automobile have introduced an element of competition that was never envisioned by the regulators of a half or three quarters of a century ago. Rails are still laced in a straitjacket of regulation that can most charitably be described as ill-suited to the present-day transportation needs of the nation.

Significantly, however, in spite of the growing necessity of "revitalized" regulation, the rails have moved steadily ahead in response to shipping requirements. America's railroads are pushing ahead with continued modernization programs and service innovations, and the industry is going after its full share of the nation's growing transportation volume. In this centennial year of transcontinental rail service, the rails are contributing every bit as much to the nation's future as they did in the early years of achievement and expansion.

John M. Budd Given Silver Buffalo



Mr. Budd

John M. Budd of St. Paul, President of Great Northern Railway, was one of 10 nationally-known public figures recently honored by the Boy Scouts of America for distinguished service to boyhood.

Mr. Budd was given Scouting's highest award, the Silver Buffalo, on May 22 at the 59th Annual Meeting of the National Council, Boy Scouts of America, held in Boston's War Memorial Auditorium.

Mr. Budd's citation cited his chairmanship of the successful \$5-million "Building for Youth" capital campaign of the St. Paul Area United Fund, his "inspired leadership" of the Charles L. Sommers Wilderness Canoe Base as a member of the Region 10 camping committee, and his leadership in community affairs through the boards of a library, hospital, college, boy's school and Community Chest.

Irving J. Feist of Newark, New Jersey, President, Boy Scouts of America, presented the awards that are given annually for distinguished service to boyhood on a national or in-

ternational level.

Astronaut-aquonaut Commander Scott Carpenter, Washington Redskins General Manager Vince Lombardi, and Admiral Arleigh Burke also were Silver Buffalo recipients.

Others honored were James F. Burshars, La Junta, Colorado, creator of the Koshare Indian Dancers; James E. Patrick, Phoenix, Arizona, banker; Robert W. Reneker, Chicago, president, Swift and Company; John W. Starr, Kansas City, Missouri, vice president of R. B. Jones and Company, and N. Eldon Tanner, Salt Lake City, Utah, second counselor in the First Presidency of the Church of Jesus Christ of Latter-day Saints.

Previous Silver Buffalo holders have included Presidents Taft, Hoover, Roosevelt, Truman, Eisenhower and Johnson; Walt Disney, Admiral Richard E. Byrd, Irving Berlin, Lowell Thomas, General Douglas MacArthur and General William Westmoreland.

Great Lakes Ports Anticipate 1970 Cruises

Duluth, Superior and other ports are anticipating the start of a new luxury cruise service for Great Lakes ship passengers next year.

Officials of Arison Shipping Company, Miami, Florida, have announced plans to bring the motorship Sunward (largest passenger ship ever built in Norway) into the Great Lakes for cruises May through October, 1970.

The 500-passenger, 21-knot vessel currently makes twice weekly Miami-Nassau cruises for Norwegian-Caribbean Line. The Arison Company, is managing agent for Norwegian-Caribbean Line.

Built in 1966, the ship is air-conditioned, has two night clubs, several bars and lounges, two dining rooms, a swimming pool, movie theater and duty-free shops.



Pacific Avenue, main Tacoma thoroughfare, "way back when".

YESTERDAY, TODAY AND TOMORROW IS THEME OF

TACOMA'S CENTENNIAL WEEK

Tacoma, Washington, one of the most important West Coast port cities served by Great Northern Railway, is having a birthday and everyone is invited.

Aerial view of today's downtown Tacoma. The city is located on Commencement Bay of Puget Sound, one of the world's finest natural harbors.



Four

Thousands of visitors will come to Tacoma, Washington State's third largest city during its Centennial Celebration, June 28 through July 5.

According to Centennial Headquarters, the 100th anniversary period will add up to eight full days and nights, jam packed with activities for the entire family and will be one of the entire nation's biggest and best 1969 celebrations.

Formal opening ceremonies will be held at historic Fort Nisqually in Point Defiance Park on June 27. The Centennial Queen's Cotillion will be that evening.

Planned for Saturday morning June 28 is the hours long "Yesterday, Today and Tomorrow" Centennial Parade. That same afternoon begins a two-day Open House at McChord Air Force Base. Air shows will feature the installation's famed Thunderbirds.

Miss Centennial Queen will be crowned during the premier performance of "By These Waters", professionally produced outdoor spectacular, with cast of over 500 re-enacting their city's past history.

Sunday, June 29 has been designated "Faith of Our Fathers Day" featuring an interdenominational inspirational program with massed choirs.

Monday will be "Young America Day" and will stress special activities for children and teen-agers including a parade and evening musical show.

"Centennial Ladies Day" is on Tuesday, and Wednesday will stress features of especial interest to pioneers and old timers. Picnics, box lunches, hospitality centers and square dancing will be the order of the day.

Thursday is to be "Neighbors Day" and will feature especially planned events for visitors including guided tours to historic sites, dedication of a time capsule, special luncheons and banquets.

"Independence Day" is the fitting

title for July Fourth activities with emphasis on Puget Sound water sports — water shows, fleet regatta, and a mammoth fireworks display.

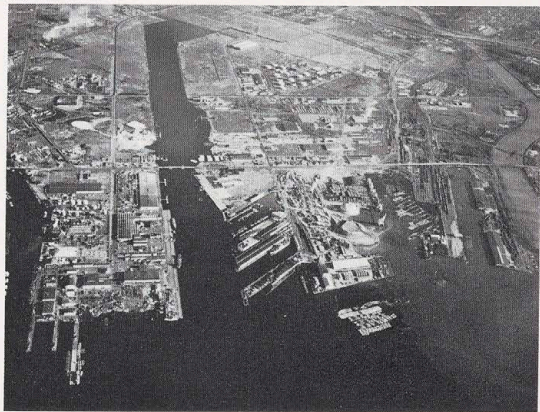
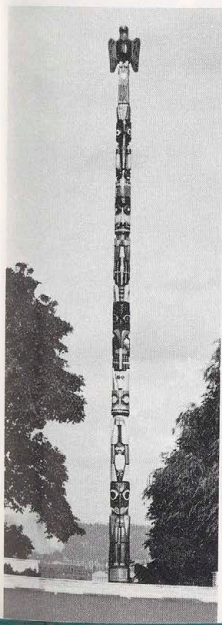
There will be no let up on closing day with activities including a huge family-style barbeque, the judging of thousands of bewhiskered "Brothers of the Brush", and the final performance of the spectacle "By These Waters".

According to John H. Anderson, Centennial General Chairman, there will be a great many other things to see and do, too numerous to mention such as art exhibits, military displays, golf tournament, salmon bakes, professional and amateur sporting events, guided boat trips on Commencement Bay and Puget Sound, garden shows, Camp Six lumber camp, Old Town, and an Apollo spacecraft.

Several types of U.S. Navy vessels will be docked at Pier Four, Port of Tacoma, for public visitation. The New Jersey, only battleship currently activated, will be anchored in the harbor with arrangements for public inspection.

Tacoma's totem pole, tallest in the "lower 48", was carved from a single cedar tree 105 feet tall.

Below: A portion of the facilities in the busy Port of Tacoma.



New GN Line Station Facilities Planned

Plans for construction of station facilities along the new Great Northern Railway relocation line under construction from Stryker to Jennings, Montana, have been announced by the Seattle District, Army Corps of Engineers.

Construction of the \$400,000 station facilities will nearly complete the \$100-million job of relocating the present rail route. Pool raising of a 90-mile-long reservoir behind Libby Dam is scheduled to begin in the spring of 1972. Water will inundate 43 miles of existing track along the Kootenai River. Sixty miles of new railroad, including the seven-mile-long Flathead Tunnel, is presently under construction to replace the existing route.

Station facilities will be located at Stryker and Wolf Prairie. The Stryker site is about six miles southeast of Treno on Sunday Creek Road. Facilities planned there include two houses, a maintenance building and a depot. The Wolf Prairie facilities will be about 20 miles east of Jennings. Maintenance headquarters for the new line will be at Wolf Prairie. Planned facilities there include a maintenance building and housing for seven families.

It is planned to issue the call for bids in September. Construction of the station facilities is scheduled to start in late 1969 and be completed and operating by the Fall of 1970.

"Boypower '76"

"Boypower '76" is the title of a new, long-range expansion plan adopted by the Boy Scouts of America. It will run until 1976, the 200th Anniversary of the founding of the United States as a nation. It is aimed to double Scout membership to some 6.5 million.

There was never a more important time in the history of our nation for

young people to learn respect for law and order as the basis for their future rights, opportunities, obligations as citizens, and the perpetuation of the liberties they are privileged to enjoy.

Encouraging young men to work together, to strive for personal fitness and outdoor living are the very foundation stones of a government under liberty and law.

The volunteer leaders in Scouting are rendering a service beyond price, and they deserve our wholehearted support. They can help build respect for law and order and property rights that seems to be somehow lacking in our educational system. Give "Boypower '76" a hand today, and the boys will be a steady influence in our country tomorrow.

Mountain Climbing Doubles in Parks

According to the Department of the Interior, the fast rising sport of mountain climbing in the National Park System almost doubled in 1968 over the previous year.

Mountaineering statistics gathered in 18 areas show 19,908 recorded ascents in 1968 compared with 10,541 in 1967.

While Montana's Glacier National Park is not known primarily as a mountain climbing area, there is expected to be considerable rope and piton traffic on its Mounts Clements, Gould, Reynolds, Piegan, Henkel and Oberlin.

You are required for your own protection to register your hiking or climbing plans with rangers, giving your name, your home address, time of departure, plans, and probability of taking side trips or of changing plans. Inform the ranger of these at the time of your departure. These precautions are to protect you. In case of injury or loss, rangers can immediately investigate. **DO NOT FAIL TO REGISTER;** it may be the means of saving your life.

GN DONATES STATION BUILDING TO COUNTY HISTORICAL GROUP

Kandiyohi Depot Moved to Willmar Museum Site

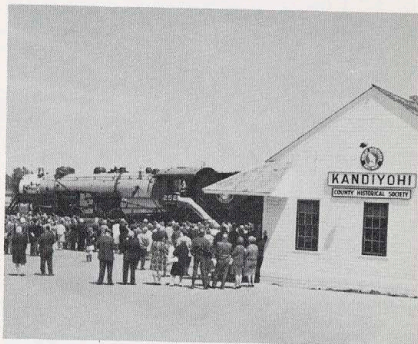
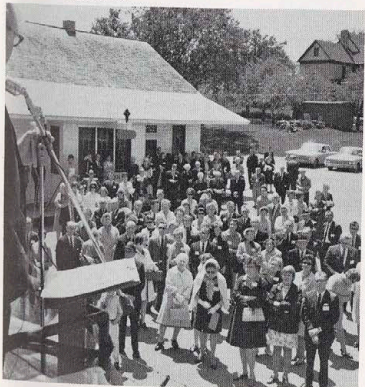
Everyone knows that locomotives stop at stations. But move a station six miles to meet a locomotive, and you've got a "happening".

And that's what happened May 25 at Willmar, Minnesota, when the Kandiyohi County Historical Society formally dedicated its new Museum and Headquarters building complex. On exhibit at the site are an old one-room "country" schoolhouse and a GN steam locomotive. The steamer, a P-2 Mountain type, the railway's last steam locomotive, was donated to the Historical Society in ceremonies held in October, 1965.

Some 350 persons gathered at the location to hear Russell W. Fridley, director, Minnesota Historical Society, deliver the dedicatory address. Fridley paid special tribute to the Kandiyohi County Society for the tremendous accomplishments it has made in preserving the historical record of the area.

The new Museum is located at the rear of the depot and is connected to it by a passageway. The Museum's exterior was especially designed so it

A crowd of 350 persons attended station and museum dedication ceremonies at Willmar, Minn. on May 25.



Depot headquarters building and museum are located near GN steam engine 2523, donated in 1965.

would not detract from the charm and prominence of the old depot.

The depot was formally presented to the Historical Society by Robert W. Shober, Great Northern general manager, Lines East. Acceptance was made by W. B. Sperry, Kandiyohi Historical Society vice president.

Park Service Issues

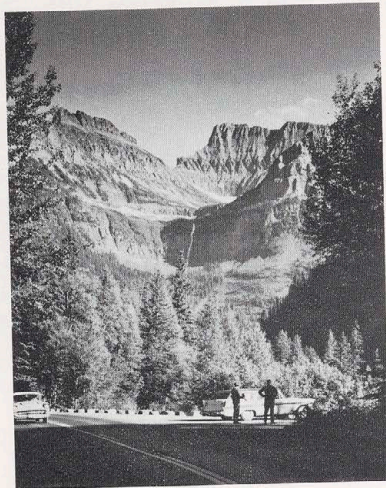
Golden Spike Handbook

The dramatic event of a century ago, when East and West were joined by completion of the transcontinental railroad, is told in a 62-page Historical Handbook published by the Department of the Interior's National Park Service.

The booklet, issued concurrently with the Golden Spike Centennial Celebration, traces the transcontinental railroad from its origins to its significant role in the westward movement.

"Golden Spike" Historical Handbook, Catalog No. 129.58:40, can be purchased from the Superintendent of Documents, U.S. Government Printing Office, Washington, D. C. 20402 for 60 cents.

Glacier Hotel Opens in Mid-June



Summer visitors in Glacier National Park in the Montana Rockies prepare to capture on film the amazing beauty of the falls cascading from Avalanche Lake in the basin above them.

The National Park Service has reported an increase of more than 120,000 visitors to Glacier National Park in 1968 over the previous year, and if advance bookings are any indication, another substantial increase can be expected for the 1969 season coming up.

Visitors to the big Montana Park totaled 946,500 in 1968, an increase of approximately 13 per cent over the 1967 attendance.

Glacier Park Lodge at the Park's eastern entrance opens officially for the 1969 season on June 10. Many Glacier Hotel, Lake McDonald Lodge, and Prince of Wales Hotel in adjoining Waterton Lakes National Park in Alberta, Canada, will welcome guests five days later.

It should not be inferred that the

hotel and other visitor facilities in Glacier are expected to be near the point of being uncomfortably crowded; however, anyone planning a visit this summer should arrange rail and within the park accommodation reservations without delay to avoid possible disappointment.

The fact that the Empire Builder last year for the first time scheduled summer stops at eastern and western rail entrances to the Park was a factor in the increase in visitors. Again this year, the Empire Builder, as well as the Western Star will provide direct, comfortable and convenient passenger train service both to East Glacier, the eastern rail entrance, and to Belton, Montana, western gateway. Glacier is the only national park located on the mainline of a transcontinental railway.

A variety of pre-arranged, all-expense, within-the-park tours have been planned to coordinate with arrivals and departures of Great Northern trains. The most popular versions of these tours vary in length of from two to five days within the Park and include comfortable overnight accommodations and excellent meals; transportation via comfortable, open-top scenic view motor coaches; hiking on well-marked paths and trails; cruises on some of the principal lakes, and a variety of other entertainment. Swimming, fishing, golf and trail riding are but a few of other and optional diversions.

Typical of the many short duration all-expense tours is that designated 4Y, and which is planned especially for guests arriving in late afternoon on the westbound Empire Builder at the eastern entrance to the Park.

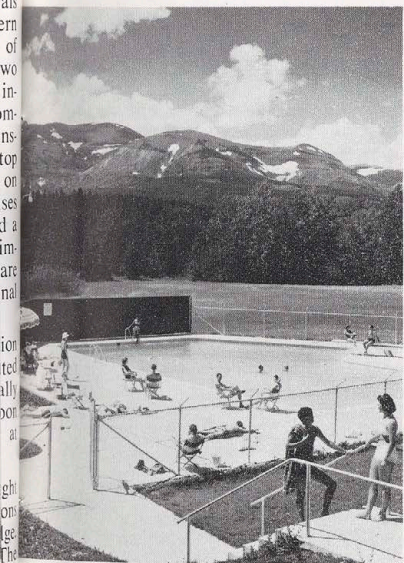
On this "four-day" tour, first night dinner and overnight accommodations are provided at Glacier Park Lodge. Breakfast also is at the Lodge. The

first full day's schedule calls for an 8:30 a.m. departure on the 80-mile drive to Prince of Wales Hotel. Luncheon, dinner and overnight are at storied Prince of Wales. Activities include a visit to picturesque Waterton Lakes Village and an "International" launch trip on Waterton Lake.

Next day soon after breakfast comes more than 50 miles of mountain sightseeing en route to Many Glacier Hotel, situated in the very heart of the Park. Luncheon is served shortly after arrival. Cruises on Swiftcurrent and Josephine Lakes are highlights of the afternoon. Dinner, overnight and breakfast are at Many Glacier Hotel.

The next day's motor trip starts at 9 a.m. and is over incomparably scenic Going-to-the-Sun Road, one of the

Under blue skies and before a mountain backdrop, visitors enjoy the warm sun and refreshing pool at Glacier Park Lodge.



There's plenty of variety in activity in Glacier Park. Here a young couple is seen at shuffleboard. Behind them looms Glacier Park Lodge.

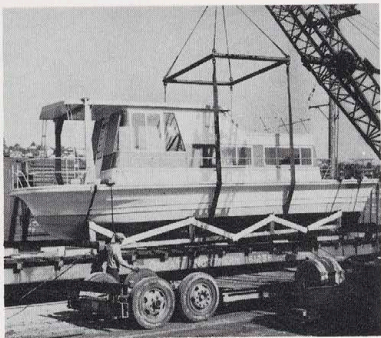
most spectacular of the world's highways, over the Continental Divide via Logan Pass to rustic but comfortable Lake McDonald Lodge on the western slope of the Rockies.

Lunch, dinner and overnight are at Lake McDonald Lodge as is breakfast the next and final day. A short but scenic morning motor coach drive to Belton, Montana, makes connection with the eastbound Empire Builder. The rail route eastward for 60 miles from Belton to Glacier Park Station, skirts the southern boundary of the Park, and many of the high mountains and deep valleys again are in view, but from different perspectives.

Tours of similar, shorter or longer duration are available for guests arriving on the westbound Western Star, on eastbound trains and for northbound and southbound excursions to and from Canadian Rockies points.

Details, including moderate costs, are available from any Great Northern travel office or from the Passenger Traffic Manager, 175 East 4th Street, St. Paul, Minnesota.

"Cougar" Goes Piggyback



The past several years have seen a dramatic increase in the "piggybacking" of railroad freight shipments and the trend is expected to continue at a steady rate.

The accompanying illustration shows a somewhat different type of piggyback shipment—a "cougar"—that is a Boatel Cougar six-ton houseboat being unloaded by mobile crane off GN flatcar 161256 at Balmer Yard, for transfer to nearby Shilshole Bay Marina, adjacent to GN's mainline along Puget Sound.

The houseboat, built by Boatel at Mora, Minnesota, traveled piggyback via Great Northern to Seattle. It was consigned to San Juan Cruisers, Incorporated and is available for purchase or rental by the week.

She is 35 feet long and has a 12-foot beam, will sleep six, has a complete galley, sundeck and head with shower. It will cruise at 24 miles an hour. Top speed is 32 mph.

GN Achievers Honored

The "Best Annual Report to Stockholders Award" was given to Go-At-Co, Great Northern Railway-sponsored St. Paul Junior Achievement company at the 20th Annual JA Futures Unlimited banquet meeting. More than 2,500 persons attended the

annual affair, held last month and sponsored by the St. Paul Retailers Association.

Go-At-Co previously had received recognition in March as the "Company of the Month" by St. Paul Junior Achievement, Incorporated.

Golden Spike Is Driven Again

The historic Golden Spike event was reenacted on May 10, 1969 at Promontory, Utah, where exactly one hundred years ago rails from east and west were joined to form the nation's first transcontinental railroad route.

Among those present at the Centennial program were government and railroad officials, civic and business leaders, and visitors from several foreign countries. An estimated 12,000 persons were present at noon before the centennial program began, and more than 20,000 were on hand at the close. This compares with about 600 persons present for the 1869 ceremony.

Promontory, in a sparsely settled area, is a National Historic Site, but no longer is a point on a railway. The transcontinental line through Promontory was reduced to branch line status as a route for minor freight traffic in 1904 when the Southern Pacific opened its Lucin Cutoff new main line, and abandoned in 1942 when the old rails were turned over to the federal government for use in World War II.

Prominent among participants were John A. Volpe, Secretary of Transportation; Governor Calvin L. Rampton of Utah; Mrs. Virginia Mae Brown, chairman of the Interstate Commerce Commission, and her husband, James V. Brown; Commissioner Wallace R. Burke of the ICC, and Mrs. Burke; and Thomas M. Goodfellow, President of the Association of American Railroads, and Chairman of the Golden Spike Centennial Celebration Commission.

* GOAT * Gaieties *

Baloney!

Diane and Ruth had not seen each other for 15 years. When they met one day, each asked how the other had been. Then Diane asked Ruth, "And how is your husband?"

"Well, he played the stock market," said Ruth, "And today we are millionaires."

"Fantastic!" said Diane. "Fantastic! And what is your son Danny doing?"

"My son Danny is a great lawyer," said Ruth. "He is making a fortune." "Fantastic, Ruth," said Diane. "That's fantastic! And what about your daughter Kathy?"

"My Kathy is a famous writer now," said Ruth. "She has already written two novels—both best-sellers." "Fantastic!" said Diane.

"So what's new with you?" Ruth asked.

"Well, I am going to a charm school," said Diane.

"Really?" said Ruth. "What are you learning there?"

"Well, they are teaching me to say 'fantastic' instead of 'baloney,'" said Diane.

* * *

Sign Language

Front of Church: "This is a Segregated Church—Sinners Only!"

Pet Shop Window: "For Sale—Pro-American French Poodles."

Topless Night Club: "Watch Your Hat and Coat."

Bakery: "Support Your Girl Scouts—Today's Brownie is Tomorrow's Cookie."

Delicatessen: "Having an affair? We'll cater it."

Supermarket: "Chicken, 29c a pound. Our crop runneth over."

Voice from the Rear

Overheard in the lounge car: "Does your wife drive?"

"Only in an advisory capacity."

* * *

Revitalized

Maybe there is something to this reincarnation theory, judging by the way some people come back to life at quitting time.

* * *

Generation Gap

The boy who got a wristwatch when he was graduated from high school now has a son who wears one to kindergarten.

* * *

Two Wrongs?

A man was charged with using counterfeit money to pay a bill. At his hearing, the defendant pleaded that he didn't know the money was phony. Pressed for proof, he blurted, "Because I stole it. Would I be stealing money if I knew it was counterfeit?"

That made good sense to the judge, so he tossed out the counterfeit charge. But he substituted a new charge: theft.

"Sure, I stole it," the defendant conceded amiably. "But counterfeit money has no legal value. Since when is it a crime to steal nothing?"

No one could find any flaws in his logic, so the man went free. All of which shows that two wrongs—if the breaks are with you—can make a right.

* * *

Simple Solution

A rich Texan filled his swimming pool with martinis so it would be impossible to drown. The deeper he goes, the higher he gets.

Falk Opens 1969 Shipping Season

Officially opening the 1969 Head of the Lakes navigation season by passing under the Duluth, Minnesota, Aerial Lift Bridge on April 8 at 11:24 a.m., was the Leon Falk, Jr., a 730-foot ore carrier owned by National Steel Corporation and operated by Hanna Mining Company.

She was enroute to the Superior, (Allouez) Wisconsin, docks of Great Northern Railway.

A traditional welcome was accorded the Falk, and her skipper, Captain George W. Reiber, was presented gifts and plaques commemorating the 1969 opening.

The Falk was not the first ship of the season to take on cargo at the huge GN docks, however. This honor went to Hanna's Joseph Thompson. She wintered in Superior.

Cruise Ships Change Alaska Travel Pattern

Changes in the travel pattern to Alaska are anticipated as the result of the entry of Princess Cruise Lines, American President Lines and Matson Lines into the 49th State's travel picture this year.

The three newcomers, coupled with the more experienced operators, Alaska Cruise Lines, Canadian National and Canadian Pacific, give cruise visitors an opportunity to select from a wide variety of ports of call, cruise lengths and prices.

It is possible to cruise one way, fly the other from and to Pacific Northwest ports.

As all ships operated in the Alaska market are other than U.S. bottoms, passengers may not book passage between two U.S. ports, but may sail from a U.S. port to Canada, or from a Canadian port to the U.S. Also a passenger may make a round trip from and to a U.S. port.

Twelve

Canadian National, Canadian Pacific, and Alaskan Cruise Line ships all sail from Vancouver, British Columbia to Alaska and return. Vancouver is served from Seattle by Great Northern's Streamlined Internationals.

Minnesota City is Site of Runestone

Alexandria, Minnesota, is known as the site of the controversial Kensington Runestone. The runestone is believed by many to have been left by the Vikings in 1362.

A monument 12 times the size of the original stone now stands in the city, and there are exhibits of Viking mementos as well as Sioux and Ojibway Indian relics.

Some 200 surrounding lakes plus excellent golf courses contribute to Alexandria's popularity as a vacation place.

Alexandria is located 133 miles northwest of Minneapolis and is served daily by Great Northern trains the Dakotan and the Winnipeg Limited.

Tallest Totem to be Carved for Expo '70

The "world's tallest totem pole" will make Kake, a 550-person community on Alaska's Kupreanof Island, its home when it comes back from a trip to Japan.

The city council has approved a contract with Carl Heinmiller, Port Chilkoot totem carver, to turn a 150-foot spruce log into a 138-foot totem.

At present, Vancouver, British Columbia, with a pole estimated at 127 feet, and Tacoma, with a pole of "more than 100 feet" both claim the tallest totem pole in the world.

The new pole will be transported to Port Chilkoot for carving and then sent to Japan where it will be part of the Alaska display in Japan's Expo '70.



Midwest Choral Group Travels Great Northern

A unique choral group, the Morris Nilson Minneapolis Boys Choir, 65 boys and adult chaperones, used Great Northern passenger service on their June 1969 Pacific Northwest Concert Tour. The party, which numbered 75, were passengers on the Empire Builder between Minneapolis and Portland, again on the Empire Builder from Seattle to Glacier Park, and on the Western Star for the balance of the round trip. The tour included concerts in Newburg, Tillamook and Portland in Oregon; Lynwood and Seattle, Washington.

The Minneapolis Boys Choir was the brain child of Morris N. Nilson and his son, suburban Richfield businessmen. They were interested in sponsoring a worthwhile project that would add to the civic growth of their community. A 30-voice "boy

choir" was organized in 1962. It was an immediate success and has since grown to include 65 members.

The eminently qualified director is David S. Van Fleet, a native of Portland. Mr. Van Fleet is a graduate of Lewis and Clark College with a major in music. He also holds a masters in music from the University of Michigan.

Each boy member of the choir is selected by private audition at the start of the concert season — late August. Many religious, racial and family backgrounds are represented. New "rookies" often are recommended by "veterans". The present choir has five sets of brothers.

Carrying out a 400 year old English tradition, the choir has a group of 12 handbell ringers. Competition

Concluded on page 14

Minot to be Lockheed Feeder Plant Site

Lockheed-California Company, a division of Lockheed Aircraft Corporation, is establishing a feeder plant for aircraft assembly work at Minot, North Dakota. It will be located in a 76,800 square foot building at Minot's east edge and will be served by Great Northern Railway.

The Minot plant will perform work on Lockheed's new L-1011 TriStar commercial transport. First Minot-made sub-assembly units are expected to be shipped to Lockheed's Burbank, California, assembly plant by mid-1970.

The TriStar is scheduled to enter airline service late in 1970. Orders for the plane have been received from various airlines and several industrial groups. The TriStar will carry from 250 to 345 passengers in a twin-aisle cabin with much greater roominess and convenience than in jets presently in service.

Lockheed's decision to locate in North Dakota is considered an industrial breakthrough for the state. The new plant is expected to create more than 100 new jobs initially, with indications that employment may eventually expand to 200 or 225 persons. Lockheed's huge Marietta, Georgia, operation, which started with less than 150 persons, now employs 29,000.

Boys Choir—Conclusion

to become a member of this elite group is intense. They perform on a set of world famous Schulmerich Handbells. Directing them is former choir member Todd Swanson, 15, son of Clarence Swanson, Manager, Systems Development, Systems and Programming, Great Northern Railway.

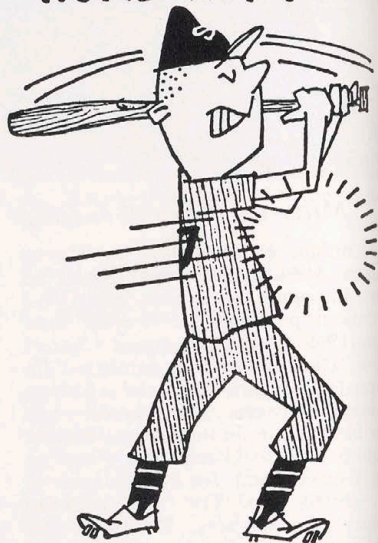
The choir makes at least 24 full concert appearances annually, and

Fourteen

the boys have been received enthusiastically by varied groups in several sections of the country. Recent local performances have been at the Tyrone Guthrie Theater and with the Minneapolis Apollo Club. Next spring's schedule calls for an appearance with the famed American Swedish Male Chorus.

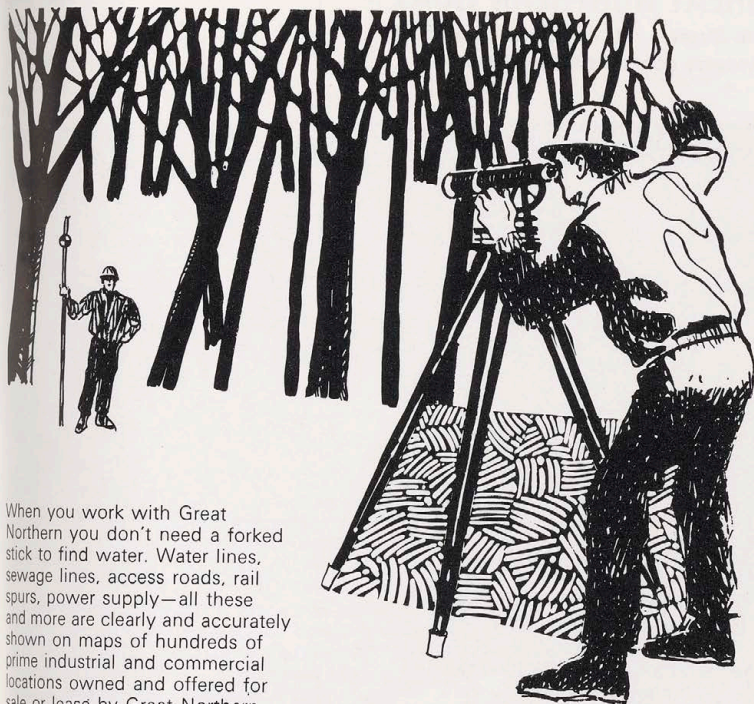
Most recent extended tour was in 1968 to San Antonio, Texas, and the Hemisfair.

HOME RUN!



**YOU HIT A HOME RUN
EVERY TIME YOU GIVE
THE PRICELESS GIFT OF
BLOOD. RED CROSS
BLOOD PROGRAM.**





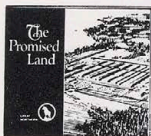
When you work with Great Northern you don't need a forked stick to find water. Water lines, sewage lines, access roads, rail spurs, power supply—all these and more are clearly and accurately shown on maps of hundreds of prime industrial and commercial locations owned and offered for sale or lease by Great Northern Railway.

We want to share these treasure maps with companies now looking over the field for places to establish new production or distribution facilities. A request on your letterhead will be answered promptly and in confidence.

There's much to intrigue you in the lands served by Great Northern—perhaps the last great area in which natural resources actually outnumber people.

Maps for treasure hunters!

**GREAT
NORTHERN**



This brochure describes in detail how Great Northern can assist you in expansion plans. For your copy write or phone J. C. Kenady, Assistant Vice President, Industrial Development, Great Northern Railway, 175 East Fourth Street, St. Paul, Minnesota 55101. Phone 612-224-5588.

THE GREAT NORTHERN GOAT

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GATX Gets Golden Spike

General American Transportation Corporation of Chicago was named winner of the Association of Railroad Advertising Manager's 1968-69 Golden Spike Competition. The award is given annually to an advertiser outside of the railway industry "whose promotion of its own products or services arguments 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".

Don W. Pazdur, director, advertising and public relations for General American, accepted the award at the 18th Annual Golden Spike Awards Banquet at Queen Elizabeth Hotel, Montreal, the highlight of ARAM's 45th Annual Meeting.

Silver Spikes went to Bethlehem Steel Corporation, General Electric Company, and Pullman-Standard Division of Pullman, Incorporated.

Railway Age, a Simmons-Boardman

publication, and the Vapor Corporation received Merit Awards.

Judges for the competition were William H. Scherman, VP-promotion, Newsweek magazine; James B. Keithley, VP (ret.) J. Walter Thompson Company, Chicago; Eugene Schram, managing Director, College of Advanced Traffic, Chicago; Charles R. Ward, Acting General Advertising Manager, Union Pacific Railroad, Omaha.

Rochester Office Closed

The joint rail ticket office at 105½ 2nd Av. S.W., Mayo Clinic Building, Rochester, Minnesota, has been discontinued.

Informational service as to schedules, reservations, etc., will be handled by the Travel Service Desk in the lower Arcade of the Mayo Clinic Building. For Great Northern patrons, ticket purchasing will be on "Will-Call" arrangement at entraining station, either St. Paul or Minneapolis.

THE GOAT

July, 1969



GREAT
NORTHERN



THE GOAT

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MILT HAGEN,
Editor

KIM FORMAN,
Western Editor



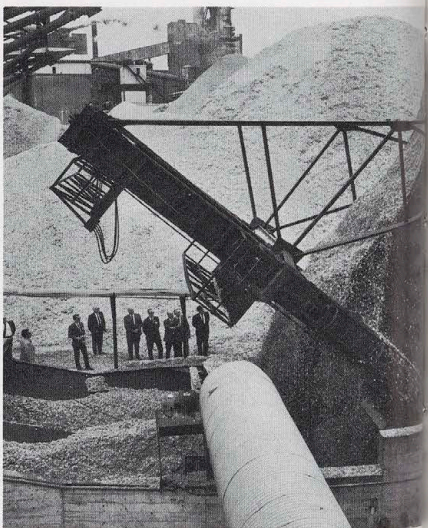
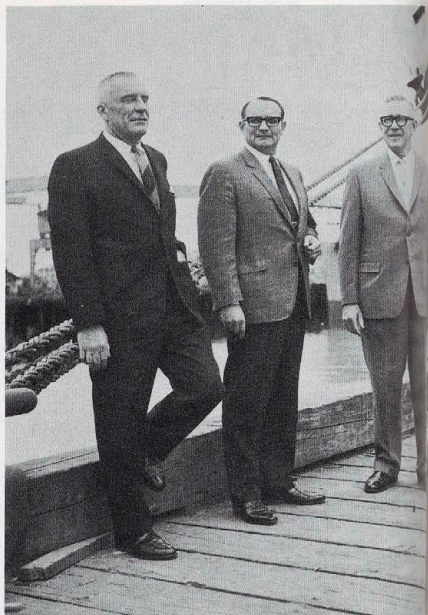
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EDITOR, Great Northern GOAT,
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The Cover

Power packed new F-45 diesel-electric locomotive awaits assignment at GN's Minneapolis Junction yard. The 3,600 h.p. freight locomotive, is one of 14 recently purchased from General Motors at a cost of \$305,700 each. The design is a new departure for GN.

Two



Port of Tacoma Observes Half Century of Progress - - New Expansion

While Tacoma, Washington, is celebrating its Centennial, Great Northern Railway also has a significant anniversary to note. It was just 60 years ago on May 23, 1909, that GN started direct service to this important seaport city.

Between 1906 and 1914, railroads spent more than \$20 million in Tacoma. This included more than \$1 million for construction of the Union Depot, still a landmark. A temporary passenger station was in use when the first GN passenger train left Tacoma at midnight May 23 en route to Chicago.

One of the nation's first joint trackage agreements, still of major importance, went into effect July 1, 1909. It provided that Great Northern, Northern Pacific and Union Pacific would use the same tracks between Tacoma and Portland.

Newspaper accounts said, "In financial circles the move is looked upon as having great significance. It is believed that it means the big roads are working together in harmony and that there will be no building of 'unnecessary competing lines' where similar agreements are possible."

In its first half century, the Port

of Tacoma has developed from a 240-acre tract of barren tide-flats to a prosperous industrial complex of about 4,500 acres. Assets now are listed at more than \$40 million.

Support of the railroads, shippers, farmers, lumbermen and other Pacific Northwest business interests helped pass a bond issue in November of 1918 to create the publicly owned and operated facilities.

Pier 1 was completed in 1920 and greeted its first cargo ship in 1921. Pier 2, with bulk storage and transit sheds, opened in 1923.

In 1928 the port signed a harbor lease with Union Bag and Paper Company, which later became St. Regis Paper Company.

The port Industrial Development District was created in 1939. During the '40's, streets, utilities and railway tracks were installed and in 1946 the Sitcum Waterway was deepened with dredged materials used to fill the "Quadrangle".

In 1959 the Port purchased the Tacoma Naval Station. Hylebos and Industrial Waterways were extended in 1966, creating four more miles of deep water frontage.

An additional 200,000 square feet of warehouse space was completed in 1968 and bulk liquid cargo facilities expanded adjacent to the 4.5 million bushel Archer Daniels Midland grain elevator.

Port land sales last year totalled \$650,000. About 1,300 acres of

Top left: Three Port of Tacoma officers at Pier 4. Marc Anderson, left, is manager of industrial development. Robert Earley, center, is commission president, and K. C. Robertson, is port executive assistant.

Left: Members of GN educational tour group look over St. Regis Company huge wood chip dump.

level sites are presently available for plant locations, including about 600 acres near the waterfront.

Increasing cargo and major expansion of two key facilities are parallel developments at the busy Port of Tacoma.

Dedication ceremonies July 1 officially opened the port's new Pier 4 complex, a \$4 million development designed to handle both general and container cargoes. Under construction is a new 100,000-ton alumina storage dome which will triple the port's ore handling capacity next year.

E. L. (Roy) Perry, port general manager, reports an 81 per cent increase in import cargos during 1968 and an 11 per cent rise in exports for an overall 25 per cent growth over 1967.

Perry says 717 vessels brought in 584,387 tons of cargo and sailed with 1,525,933 tons, not counting grain. Based on a formula developed by other ports, the 2.4 million ton shipping total during 1968

was worth nearly \$40 million to the Tacoma area's general economy.

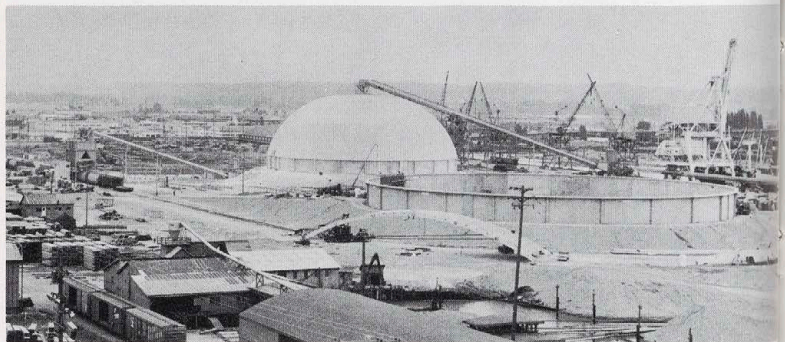
Pier 4 provides berthing for two vessels in 50 feet of water along a 1,250-foot concrete pier. A 150,000 square foot warehouse and 14-acre hard surfaced open storage area are adjacent. Dual tracks on the pier permit direct ship-to-rail handling.

Erection of a 50-ton capacity container/bucket crane is to begin in October with completion anticipated by the end of the year. Cost will be about \$1.3 million.

Riding on rails 64 feet apart, the boom will extend 115 feet out from the pier. Raised to full height, it will stand 217 feet in the air. Equipped with a special spreader bar device, it will handle containers up to 60 feet long and will rotate 360 degrees.

Concrete foundations are in place and work has begun on a new 100,000 ton alumina storage facility at Pier 7. This \$2 project is adjacent to a 50,000-ton dome completed in mid-1967.

View shows both the existing alumina storage dome and the new one under construction for Kaiser Aluminum Company. The new dome will store 100,000 tons, twice the capacity of the original facility.



Four

Ore, arriving by ship from Australia in 55,000-ton lots, is stored briefly and then loaded into covered hoppers for rail movement to Kaiser Aluminum & Chemical Corporation plants at Tacoma and at Mead, Washington, on GN's mainline just north of Spokane.

A construction company president, a university vice president and a lawyer are the three commissioners for the Port of Tacoma.

Robert G. Earley, commission president, also is president of Earley Construction Company and chairman of the Washington State Horse Racing Commission.

Richard D. Smith is vice president of the commission and vice president of the University of Puget Sound.

Archie E. Blair, secretary of the commission, has served for 13 years. He is a senior partner in a Tacoma law firm.

Ernest L. (Roy) Perry, port general manager since June 1964, formerly was district engineer in Seattle for the U.S. Army Corps of Engineers. He is presently chairman of the Washington State Canal Commission.

Marcus E. Anderson, manager of industrial development since April 1956, is president of the PNW Industrial Development Council. He was with Richfield Oil Corporation for 19 years.

S. Reed Jones, sales manager, studied transportation law at the University of Washington and was admitted to practice before the ICC in 1953.

Karl Kuetzing, a railroad marketing veteran, was named mid-west sales manager for the Port of Tacoma early this year and opened an office in Chicago.

K. C. Robertson, formerly deputy commander of the U.S. Army's training center at nearby Fort Lewis, is now executive assistant for the Port.

The Port of Tacoma management recognized the long range growth potential in foreign commerce. When land became available in the port area, the Port of Tacoma took immediate action to assure the land would be utilized for future port development and continued growth for the years ahead. □ □ □

GN's Japan Agency Now "TRANSPAC"

The Transpacific Export Corporation, Great Northern Railway's export-import agent in Japan recently became Transpac Corporation. It is felt that the new name will better match the firm's expanding outlook on world trade and sharpen its identity as a fast-growing company with diversified interests.

Transpac head offices in Seattle are at 1107 Hoge Bldg., zip code 98104. R. H. Inui is general manager. The Tokyo office is Suite 940, Kokusai Bldg., 12-3-Chome Marunouchi, Chiyoda-Ku. H. Takaoka is resident manager. □ □ □

Browning Museum Is Admission Free

The Museum of the Plains Indian, Browning, Montana, east of Glacier National Park, opened the 1969 summer season with presentation of "Arts of the Plains Indian". Featured are over 400 masterpieces drawn from the Museum's world-renowned collections of Plains Indian art. Modern paintings and carvings by Indian artists of the Montana area also are on display.

A Special Exhibition Gallery, the third to be completely renovated, will offer additional facilities for presentation of special changing exhibitions of interpretative displays for the benefit of the Indian and general public during the summer months and for special educational showings for visiting school groups during the fall and winter.

Current renovations now under-

Staff assistant Donald Magee, a Blackfeet Indian, puts finishing touches on diorama.



Six

way will provide for reinstallation of the Museum's widely renowned dioramas of 19th century Blackfeet life and culture.

Visitors may obtain information at the new information counter for The Blackfeet Trail Tour, a three-hour tour by the visitor's private or rented automobile, which guides the visitor to over 15 historic sites on the scenic Blackfeet Indian Reservation. Tour sites are located by roadside text signs.

Admission to The Museum and Crafts Center is free. Summer extended hours are 8 a.m. to 8 p.m.

□ □ □

"Paced To Live" Wins Golden Eagle

Empire Photosound of Minneapolis has won the CINE Golden Eagle Award for Great Northern's unique safety film, "Paced To Live".

CINE is the Council of International Non-theatrical Events, a non-profit organization that reviews some 3,000 films a year for possible international distribution at foreign film festivals.

The Golden Eagle Award which will be presented to Empire Photosound and Great Northern at a formal banquet on next November 14, is the top award in the general safety category.

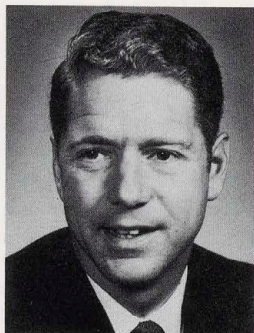
CINE judges are 24 representatives of larger companies who are users (not producers) of non-theatrical films. □ □ □



Mr. Rasmussen



Mr. Wicks



Mr. Burns

Superintendents, Terminal Managers Named

The appointment of David H. Burns as superintendent of Great Northern's Dakota division with headquarters in Grand Forks, N.D., is announced by J. L. Robson, operations vice president.

Mr. Burns succeeds Paul B. Rasmussen who was appointed superintendent of the Minot division with headquarters in Minot, N. D.

Mr. Rasmussen, in turn, follows Jerome W. Wicks who became superintendent of the Cascade division with headquarters in Seattle. Mr. Wicks succeeds Eugene F. Oviatt.

P. M. Achre, trainmaster, Seattle, was promoted to terminal manager, Spokane, succeeding Mr. Burns.

G. T. Rasmuson, operations supervisor, Minneapolis, is advanced to terminal manager, Seattle.

M. G. Whitsell, trainmaster, Seattle, became assistant terminal manager there.

Mr. Burns, a native of Chicago,

was graduated with honors from Carleton College, Northfield, Minn.

After a short period with GN in 1959, he entered the U.S. Navy and was separated from active service four years later as a lieutenant j.g. On his return to GN, he became a student officer and was appointed assistant to the assistant superintendent of maintenance and equipment on the Cascade division.

He subsequently became assistant to the master mechanic there, assistant supervisor of buildings and bridges on the Minot division, and trainmaster at Shelby and Great Falls, Montana.

In 1966, Mr. Burns returned to St. Paul as staff officer in the labor relations department, and two years later became staff assistant in the office of the vice president—operations. He became terminal manager at Spokane in March of this year.

Paul B. Rasmussen has been a GN superintendent since July 15, 1965.

A Minnesotan, he literally was born and reared on the railway as his father was a section foreman. After three years of Army service, Mr. Rasmussen returned to GN in 1946, and became a district roadmaster that year.

He advanced to assistant trainmaster in Minneapolis in 1956, was made trainmaster later that same year, and in March 1960 became assistant of the Willmar division in Willmar.

Jerome W. Wicks, born in Warroad, Minn., joined the railway as a telegrapher on the Mesabi division in April, 1941. After three and a half years in the Navy during World War II, he returned to the railway. In April, 1956, Mr. Wicks was promoted to rules examiner, Lines East, and on September 1 of that year became rules examiner, Lines West.

He was advanced to trainmaster at Seattle in May, 1960, and was promoted to superintendent of the Minot division on July 1, 1967.

Gaylord T. Rasmuson was born in Parshall, N. D., and entered GN service in September, 1941 as a train and engine crew caller. He returned to GN following a three-year hitch in military service and was advanced to chief clerk at Minot in November, 1946. Other promotions were as division station supervisor and transportation inspector, assistant trainmaster, Breckenridge, Minn.; trainmaster, Breckenridge and Minneapolis and operations supervisor.

Percy M. Achre, a native Spo-

kanite, attended Gonzaga University there. He came to GN as a switchman and in March, 1946 he was advanced to switch foreman. Other promotions were as relief yardmaster, yardmaster, general yardmaster and trainmaster.

Milton G. Whitsell joined GN as a switchman in Spokane in July 1940. He subsequently became assistant trainmaster at Shelby, general yardmaster at Seattle and trainmaster at Great Falls. He transferred to Seattle as trainmaster on January 1, 1967. □ □ □

YMCA Observes 125th Anniversary

The YMCA is celebrating the 125th Anniversary of its founding in 1844 when in London, two young dry goods clerks, George Williams and Edward Beaumont, organized the Young Men's Christian Association. With no formal creed, the association's purpose was "to exert Christian influence in the sphere of their daily calling".

One hundred twenty-five years later, YMCA thinking believes that the YMCA can and should bring to bear on major social problems, the Y's tradition of concern for individual growth. YMCA people see the social concerns of the inner-city involving a significant population which cannot or will not respond to conventional program models. To work with these people, using new models of work and special resources is deemed to be essential. □ □ □

ATLANTIC RICHFIELD STARTS CHERRY POINT REFINERY

Atlantic Richfield Company is building a 100,000 barrel-per-day oil refinery on a 1,200-acre site assembled by Great Northern Railway at Cherry Point, northwest of Bellingham, Washington.

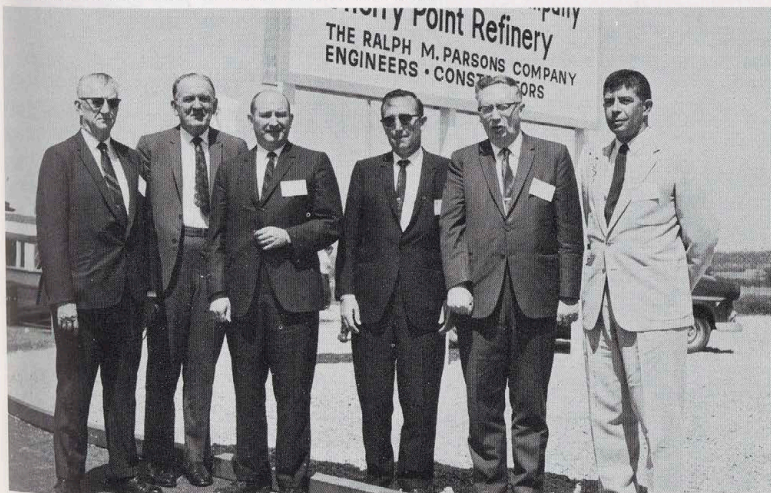
The \$100 million facility will create about 3,000 jobs during construction and add 300-400 permanent jobs in Whatcom County. In the refinery and in related and ancillary business activities. Completion, scheduled for late 1971, is to coincide with the initial operation of the Trans-Alaska oil pipeline from Prudhoe Bay to Valdez. The 48-inch diameter, 800-

mile pipeline, serving Alaska's North Slope, is to have an initial capacity of 500,000 barrels a day. The potential maximum capacity is to be two million barrels a day.

"When completed, this ultra modern facility will be a key factor in Atlantic Richfield's total refining operations," Thornton F. Bradshaw, president, told the ground breaking ceremony audience. He said the refinery will operate with a combination of the industry's most advanced processes.

Bradshaw said major components of the refinery will include a 100,000 barrel-a-day pipe still,

Key men in selection of the Cherry Point site were on hand for the official ground breaking. These included, from left, L. F. Strader, Atlantic Richfield manufacturing vice president; GN vice president M. M. Scanlan; T. C. Kryzer GN oil-chemicals and Fertilizer marketing manager; L. K. Cheney, AR's Supply and Transportation Division manager; D. A. Cowles, GN Industrial Development Manager, and Joe EntriKin, Whatcom County Development Council director.

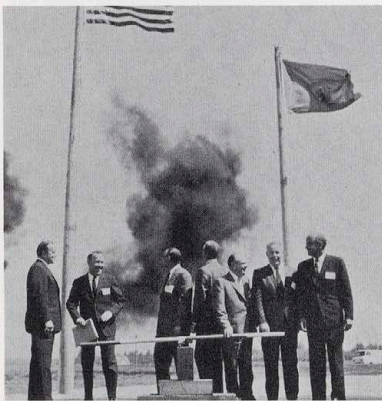


35,000 barrel-per-day hydrocracker, 60 million cubic-feet-per-day hydrogen generation plant, 35,000 barrel-a-day catalytic reformer and a 29,000 barrel-per-day delayed coker.

Plans call for a pier extending 2,000 feet into the Strait of Georgia capable of handling tankers of up to 125,000 deadweight tons and 75,000 deadweight tons at separate locations.

In assembling the site, Great Northern obtained options from 40 private landowners. The area is adjacent to property developed earlier by GN for Intalco Aluminum and Standard Oil Company of California, and is near a Mobil Oil Company refinery.

Seven pairs of hands sparked a series of blasts to break ground for Atlantic Richfield's new refinery. From left; AR president Thornton F. Bradshaw; Sen. Henry M. Jackson, D-Wash.; Byron Miller, AR operations VP; Louis M. Ream, Jr., AR manufacturing VP; Ralph M. Parsons, president of the construction and engineering firm; Frank Roberts, chairman, Whatcom County Board of Commissioners; Daniel B. Ward, director, Washington State Department of Commerce and Economic Development.



Ten

Additional railroad tracks will be added this summer, extending westward from an 8.5 mile line built by Great Northern in 1964.

GN has additional acreage in the area available for industrial development. □ □ □

GN Seeks to Buy Montana Short Line

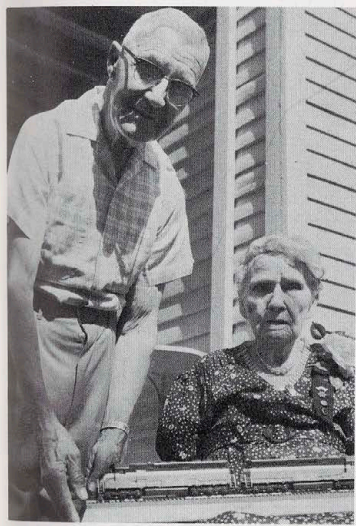
Great Northern plans to apply soon to the Interstate Commerce Commission for authority to acquire the Montana Western Railway.

Montana Western, which operates a 20-mile stretch of railroad between Conrad and Valier, in Pondera County, Montana, has petitioned the ICC for permission to abandon the line. The Montana Western connects with Great Northern at a junction near Conrad, which is on GN's Shelby-Great Falls line.

Great Northern said its purchase of Montana Western is conditioned on the Montana Board of Railroad Commissioners extension of GN motor carrier rights, permitting Great Northern to serve Valier by truck and move less-than-carload traffic via highway. GN would provide carload freight service by rail between Conrad and Valier.

While the Montana Western operates 20.74 miles of line, 3.22 of those miles are GN-owned. The Montana Western has had operating rights on that segment of GN line since 1929. □ □ □

Wife of Jim Hill's Engineer Reaches 104



Lillie Jordan, who was 104 years old on June 2, widow of GN engineer Charles C. Jordan, and her son Clyde, also a retired GN engineer.

Mrs. Lillie Jordan of St. Paul, Minn., whose husband and son both were long time GN employes, observed her 104th birthday on June 2.

Her husband, Charles C. Jordan, who died in 1947, was a fireman on the record-breaking "Jim Hill Special" which, in 1901, streaked from Seattle to St. Paul in 45 hours and 50 minutes, despite several business stops, topping the speed of GN's then transcontinental passenger trains by more than 20 hours.

According to newspaper reports,

the train consisted of a locomotive and tender, baggage car, and Mr. Hill's all-steel private business car. Later it was explained that Mr. Hill was not out to set a speed record. However, GN's then general passenger and ticket agent F. J. Whitney, used the record run to publicize the railway's passenger services.

Mr. Hill frequently made similar jaunts via special trains and C. C. Jordan was one of several crew members regularly assigned to the detail of firing and later, piloting them.

He began on the railway in 1887 and retired in 1931. The Jordan's son, Clyde, now 84, was 49 years with Great Northern, retiring in 1950. He was a fireman in 1905 and an engineer in 1912. He, too, was a crew member on one of Mr. Hill's last special trains.

Surrounded by mementos of her long life, Mrs. Jordan lives alone in the downstairs portion of her East Side St. Paul home, although she no longer prepares her meals or does housework.

"I never smoked or drank or chewed," she said. "I watch the wrestlers on television because it takes my mind off of things."

She maintains a strong interest in railroading through membership in the Ladies' Auxiliary of Railroad Locomotive Firemen and Enginemen, Minnehaha Lodge, 57. She is past president of the group and also was secretary for 13 years.

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Bookings Invited For New GN Film

Prints of a recently-produced 16 mm. color and sound motion picture, "The Lively World of Great Northern", are now available for screening by interested organizations and groups.

The new film—showing time 15 minutes—was produced by Empire Photosound of Minneapolis for the railway's Public Relations-Advertising Department.

Inquiries and requests should be addressed to the nearest Great Northern marketing office. □ □ □

"Minnesota Today" Wins Top Honors

The State of Minnesota captured top honors in the literature awards competition at the 44th Annual Conference of the American Industrial Development Council in Miami, Florida with its entry, "Minnesota Today".

A pictorial and descriptive review of the state, "Minnesota Today" was judged "Best of Exhibit" among the nearly 400 entries in nine categories, and also received the top award in the "General Purpose, Artistic" category. "Minnesota Today" was published by The Colwell Press, Inc., and compiled by Earl Glomsrud.

The 108-page full color magazine was made possible with the

Twelve

cooperation of the Greater Minneapolis and St. Paul Area Chambers of Commerce, Minnesota Chamber of Commerce Executives, the Minnesota Department of Economic Development, and a group of 31 Minnesota companies, including Great Northern Railway, that advertised in the book. □ □ □

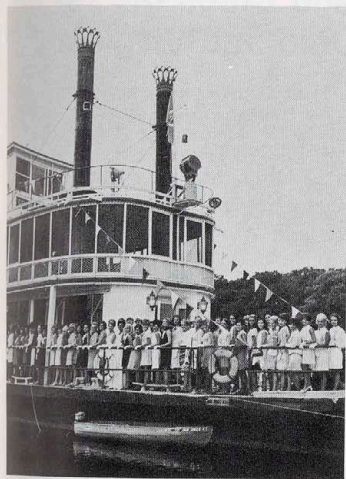
"Coming Your Way, A Better Brand Of Rail Service"

The exciting story of Great Northern's progress in Transportation Service Control—what it is, how it works, and what it accomplishes to the benefit of the railway's customers is told in a newly-published eight page color booklet.

It explains how four distinct managerial systems—Terminal Performance Control, Transportation Information System, Car Management System and Freight Service Measurement, combined go far beyond the point where most computer-generated freight car inventories stop.

Anyone interested is invited to request a copy of "Coming Your Way, A Better Brand of Rail Service", from any of 53 GN sales offices located in principal U.S. and Canadian cities, or from the Vice President-Marketing, Great Northern Railway, 175 East 4th Street, St. Paul, Minn. 55101. □ □ □

Welcome to South Seas-'69



Lovely Aquatennial Queen contestants take time off to visit the University of Minnesota Showboat, moored on the Mississippi.

Relaxation, rediscovery and refreshment await you in Minneapolis, Minnesota, July 18-27, 1969. It's Aquatennial time and the City of Lakes is costumed in the bright colors and festive atmosphere of the South Pacific. Join in the fun as America's "Greatest Summer Festival" sets a course for the South Seas, the third presentation in Aquatennial's program series, "The Pageant of the Seven Seas." It is a family happening with 10 days of entertainment, festivity, competition and pageantry. Now in its 30th year, Aquatennial welcomes everyone to "South Seas—

'69", a suntime vacation bonus in the Land of 10,000 Lakes.

Sights and sounds of the South Seas keynote entertainment all day, every day in Aqua Downtown. Headquartering along Minneapolis' sparkling Nicollet Mall, Aqua Downtown is a potpourri of in-store and outdoor entertainment features, cultural and photographic displays, decorations, costumes and consumer delights. It's a refreshing look at another world.

Music sets a lively tempo for festivity July 18-27. Along the parade route, at suburban shopping centers, on the beaches, at gala ball locations, and nighttime entertainment highlights — Aquatennial is scored for non-stop fun.

Two Lavish parades, one by day and one by night, traditionally attract over a million spectators. Breathtaking floats, scores of smart bands, crack marching units, queens, clowns and dignitaries add pageantry and beauty to Aquatennial's nationally acclaimed parades. The Grande Day Parade marches Saturday, July 19; the glittering Torchlight version lights up the night Wednesday, July 23. Both parades are preceded by special entertainment for Aquatennial throngs in Parade Stadium.

Minneapolis' 22 lakes and 153 parks set the scene for Aquatennial's sports spree. It's a 10-day marathon of land and aquatic events—some 70 in all—that com-

bines fast-paced competition with leisurely outdoor fun. From rowing, sailing, water ski competition, canoeing and hydroplane racing to tennis, judo, USAC midjet car racing, polo and slow pitch softball action, Aquatennial promises thrills and excitement for spectators and participants alike.

Queen of the Lakes Coronation is a dramatic climax to Aquatennial for 40 lovely young women representing Minnesota communities and organizations. With pomp and pageantry befitting her royal reign, the 1969 Queen of the Lakes will be selected in ceremonies Friday, July 25 at the Minneapolis Institute of Arts. The newly-crowned queen will make her first appearance as Aquatennial's foremost representative at the Coronation Ball which follows Coronation ceremonies. During the next 12 months, the new Queen will travel some 65,000 miles and make some 500 appearances as goodwill ambassador of Aquatennial and Minneapolis.

New to Aquatennial is a two day Air Show, biggest and most significant event of its kind ever to be staged in the Midwest. Precision aerobatics of the Navy's Blue Angels, the Army's Golden Knights jump team, and Captain Dick Schram, USNR, the "Flying Professor," are featured. Arthur Godfrey is this year's special Air Show guest as the first recipient of the Aquatennial - Godfrey Trophy.

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Fourteen

Potash Unit Trains Add Cities In Ohio and Virginia

Unit train shipments of approximately 200,000 tons of potash from Northgate, North Dakota, to Maumee, Ohio, and Norfolk, Virginia, began last month via Great Northern and two other railways.

The movement is part of a series of covered hopper car unit train shipments of Saskatchewan potash which originated last November. The material is trucked to Northgate from International Minerals & Chemical Corporation's rich deposits near Esterhazy, Saskatchewan. At Northgate, the potash is loaded into hopper cars at IMC's three-acre facility adjacent to GN trackage.

Past shipments have involved only GN and the Chicago, Burlington & Quincy Railroad and have terminated at Minneapolis, Minnesota, Mendota and Beardstown, Illinois. The current movement marks the first time freight rate structures have been arranged to permit three rail carriers—GN, CB&Q and Norfolk and Western—to handle such a potash shipment.

Northgate is located 77 miles northwest of Minot and is the terminus of a 55-mile branch line which connects with GN's main transcontinental line at Berthold, North Dakota. □ □ □

Goat Gaieties

Razor Cut

A new barber nicked a customer badly in giving him a shave. Hoping to restore the man's feeling of well-being, he asked solicitously, "Do you want your head wrapped in a hot towel?"

"No thanks," said the customer, "I'll carry it home under my arm."

Bottoms Up

A Scot was to meet a friend at a bar and was late getting there. When he arrived he apologized for being late. "I was down at the shores," he explained.

"What shores?" his friend asked.

"I'll have a whisky and soda," the Scot replied.

No Time to Split

Mother to small son: "I don't care if the basement wall is cracking. Stop telling everyone that you come from a broken home."

You Might

Would you call a German hippie a Flower Kraut?

Broad Hint

"Hey, Pat, whatcha clipping out of the paper?"

"Item about a man who got a divorce because his wife went through his pockets every night."

"Whatcha gonna do with it?"

"Put it in my pocket."

And Rubber Checks?

Someone accidentally dropped a rubber band into the office computer. Now it makes snap decisions.

Like Father—Like Son

Five year old Richard went to Sunday brunch with Daddy while Mother was away.

"Please let me order my own like you do," he begged and turned to the waitress. "I'll have orange juice, cornflakes, eggs, toast and milk, please."

"And how will you have your eggs, young man?"

This stopped the lady, but only for a moment. "Oh, on the rocks, I think."

And See the World

Travel agent to client: "For the price you have in mind, sir, I suggest that you join the Navy."

Slippery, Too

A bachelor is like a detergent. Works fast and leaves no ring.

Enough Is Enough!

Woman with six kids tagging along to sales clerk at perfume counter: "Actually, what I need is a repellent."

Ping Pong

"Knock, knock."

"Who's there?"

"Cheap gasoline."

Slow Down

Doctor: Have you been living a normal life?"

Patient: "Yes, I have."

Doctor: "Well, you'll have to cut it out for awhile."

Trusted

"My husband would never chase after another woman," said the lady. "He's too fine, too decent . . . too old!"

THE GREAT NORTHERN GOAT

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

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Scouts and Leaders To Farragut Via GN

Travel for approximately 3,300 Boy Scouts and Explorer Scouts of America and their leaders, to and from their 7th National Jamboree at Farragut State Park, Bayview, Idaho, will be on Great Northern special trains and special cars carried on the Western Star.

Four special trains will originate in Chicago (Scout Region 7) and will carry approximately 2,375 passengers. Some 450 Region 9 Scouts (Minnesota and North Dakota) will leave St. Paul on July 13.

A Scout troop from Hawaii will use Great Northern from Seattle, while another group from New Orleans, will travel to and from Farragut on the Western Star.

A Boy Scout National Jamboree is quite an operation as statistics developed after the last National Jamboree bear out.

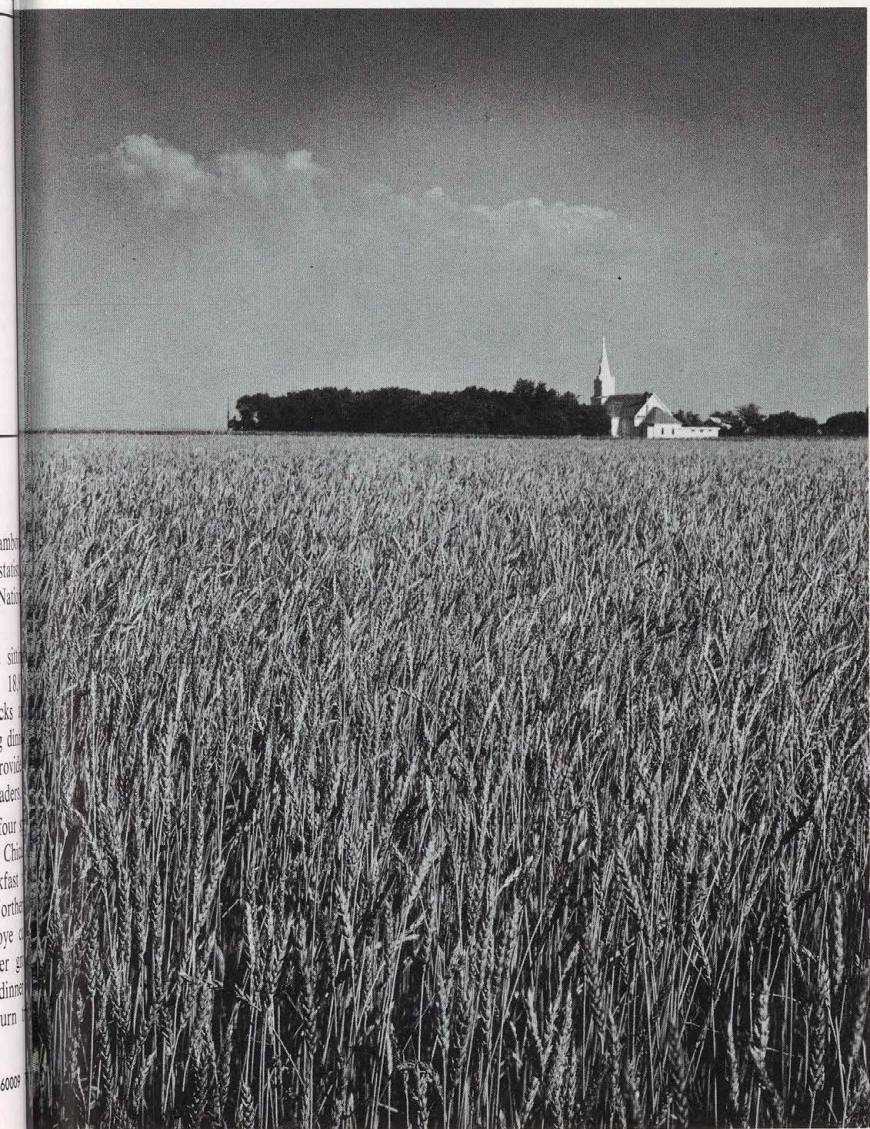
As an example, at one sitting, hungry Scouts consumed 18,970 chickens—75,880 drumsticks and thighs. And for the closing dinner, it took 2,200 steers to provide 8 oz. steaks for Scouts and leaders.

Scouts on three of the four special trains originating in Chicago in the evening will breakfast the next morning in Great Northern's recently completed employe cafeteria in St. Paul. Another group of 485 will stop off for dinner at the cafeteria on the return trip.

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THE GOAT

August, 1969



THE GOAT

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August, 1969

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The Great Northern Goat is published monthly for the Great Northern Railway Marketing Department in the interest of organizations and individuals engaged directly or indirectly in industrial traffic or rail travel.

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MILT HAGEN,
Editor

KIM FORMAN,
Western Editor

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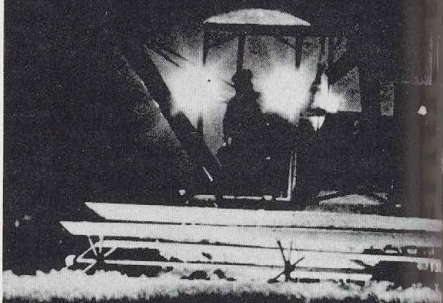
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The Cover

The wheat harvest is in full swing. Each harvest time a vast trek of men and machines takes place through the wheat belt from the plains of Texas to Saskatchewan. Wheat is important to Great Northern. The Railway is one of the largest grain haulers in the nation.

Grain photos this issue courtesy Farmers Union Grain Terminal Association, U.S.D.A., North Dakota Soil Conservation Comm.

Pizza? Doughnuts? Wheat Promotion



and Pancakes For Japan? Change Japanese Eating Habits

A significant economic change is occurring in Japan and other Far East and Near East countries that is certain to affect grain growers in Great Northern territory.

A. E. (Ted) Michon, GN market manager — grain and grain products, recently returned from Japan where he studied first hand how Japanese consumers are gradually becoming “westernized” to American grain products.

It is through the efforts of Wheat Associates, U.S.A., Inc., an organization representing all major wheat-producing states, and the Foreign Agricultural Service of the U.S. Department of Agriculture, that marketing specialists in the Orient have launched a massive advertising and training program to introduce such products to the Japanese consumer.

“There is a promising wheat market for Americans in the Orient as the result of WA’s efforts in Japan, Taiwan, South Korea and the Philippines,” Mr. Michon said. “As a major railway whose chief commodity is grain, we are deeply interested in the exporting market. We are very interested in developing close contacts and studying their needs and marketing trends.”

Less than a generation ago, few

Shortly after the formation of the marketing department in mid-1967, Mal M. Scanlan, vice president — marketing, announced his first market manager appointees.

Ted Michon, market manager — grain and grain products, was among them. Since then, Mr. Scanlan has augmented his staff with a full complement of market managers, each a specialist in his field.



Ted Michon

They are immediately responsible to Paul F. Cruikshank, assistant vice president — marketing, who with C. E. Simmons, GN manager of pricing — Lines West, also recently returned from Japan where they conferred with shipping companies pertaining to the inaugural run of the new Japanese containerships scheduled in mid-1970.

The distinctive emblem of Wheat Associates, U.S.A., Incorporated, known throughout the world.



Facing page: Harvesting at night. Work proceeds around the clock when the harvest is in full swing.



The brilliant goldness of newly-harvested wheat contrasts sharply with the dark patches of field in fallow in this North Dakota harvest scene—a scene repeated thousands of times across America's wheatlands.

Japanese varied from the staple diet of rice, vegetables, fish, fowl and few meats.

Today, marketing developments include promoting and serving bread and rolls in government-sponsored school lunch programs; promotion of wheat through advertising mediums; supporting baker-training schools; sending trade missions to U.S. wheat areas; providing technical help to flour mills, bakeries and noodle manufacturers, and assisting industry in introducing and promoting new wheat foods such as pancakes, cake mixes, doughnuts and sandwiches.

Four

The innovations also include small baking ovens, easily transportable, such as those recently adopted in the Philippines.

"Japan is the largest cash market for American wheat," Mr. Michon said. "The country's grainmen are particularly interested in imported hard wheat featuring high-protein content to satisfy the expanding baking industry."

With the balance of trade tipping in favor of Japan, it is of paramount importance we expand this trade so equilibrium is maintained.

Close liaison with major Jap-

nese trading firms is maintained by Hideo Takaoka, manager of Transpac Corporation in Tokyo, and R. H. Inui, general manager of Transpac in Seattle, who represent Great Northern.

Japan's population of more than 102 million, approximately one-half that of U.S., is an ever-expanding market for grain and grain products. American grain is competing with Australian, French, Canadian, South American and Russian grain for the coveted Orient market.

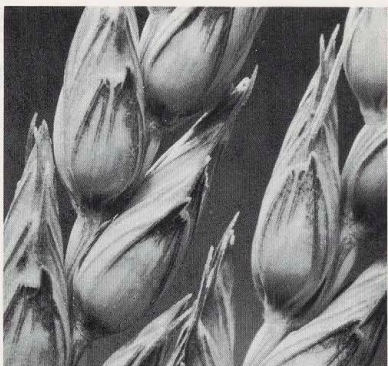
Consequently, Wheat Associates' efforts are all the more important.

Mr. Michon came to GN in January, 1968, several months prior to the operation of a 50-car "grain special" that carried 175,000 bushels of wheat from Wolf Point, Montana, to Portland, Oregon. Much of the wheat ultimately was shipped to Japan and the Philippines.

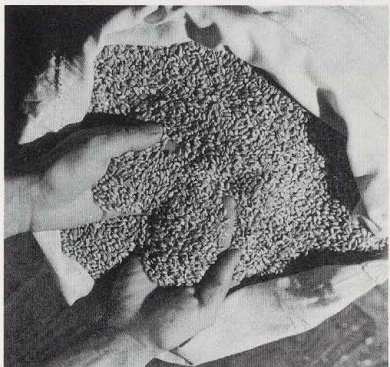
After his trip to Japan, he made stopovers at Taiwan and the Philippines contacting grain importers.

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Self-propelled combines have modernized farming throughout the world. There are more than one million such machines on U.S. farms.



Little grains of wheat. Above, ripened and ready for harvesting; below, for milling.



Minnesota Legislator Elected GN Vice President and Eastern Counsel



Mr. Duxbury

Lloyd L. Duxbury, Jr., a Caledonia, Minnesota, lawyer and veteran legislator who has been Speaker of the Minnesota Legislature House of Representatives since 1963, has been named Great Northern Railway's vice president and eastern counsel in Washington, D. C.

GN President John M. Budd announced Mr. Duxbury's acceptance and his election to the newly-created post by the railway's Board of Directors. Anthony Kane, vice president and general counsel, introduced Mr. Duxbury at a July 28 press conference in the company's St. Paul headquarters.

"As a regulated transportation business in interstate commerce," said Mr. Budd, "we find ourselves increasingly involved with the Federal government to the extent executive representation in Washington is essential to the welfare of our company. We are exceedingly pleased and fortunate to be able to attract a man of Lloyd Duxbury's outstanding ability and experience to this important position in the nation's capital."

Mr. Duxbury and GN vice president and general counsel Anthony Kane "meet the press", TV and radio newsmen in the foyer of Great Northern's new Audio Visual auditorium.



Mr. Duxbury, who announced July 18 that he would not seek reelection to the Minnesota Legislature, has been a member of the house since 1951. He was Conservative Floor Speaker in the 1959 and 1961 sessions, and Speaker in the 1963, 1965, 1967 and 1969 sessions.

Great Northern also has announced plans for new offices in Washington, D. C., providing quarters for Mr. Duxbury and his staff and the railway's Marketing Department. Lease arrangements have been completed at the new 2000 L Street N.W. Building. Opening of the new office will be announced later. □ □ □

New GN Tunnel Marks Milestone

Arch concrete placement in the Flathead Tunnel, near Libby, Montana, has been completed.

The \$44-million, seven mile tube will carry Great Northern trains through Elk Mountain, and is a part of the 59-mile relocation of GN's main transcontinental line from Jennings to Stryker, Montana, to remove the tracks from the Libby Dam reservoir.

Total length of the tunnel, on which drilling began in September 1966, is 35,500 feet. The project timetable calls for trains to be operating over the new route by November of 1970. □ □ □

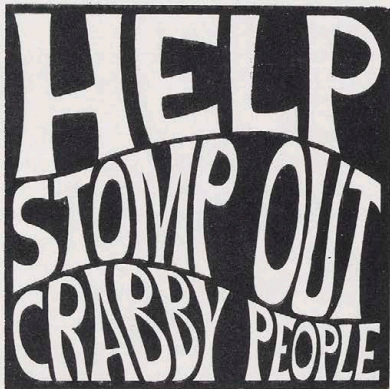
Fishing in the National Parks

Publication of a new waterproof paper edition of "Fishing in the National Park System", is announced by George B. Hartzog, Jr., director of the National Park Service.

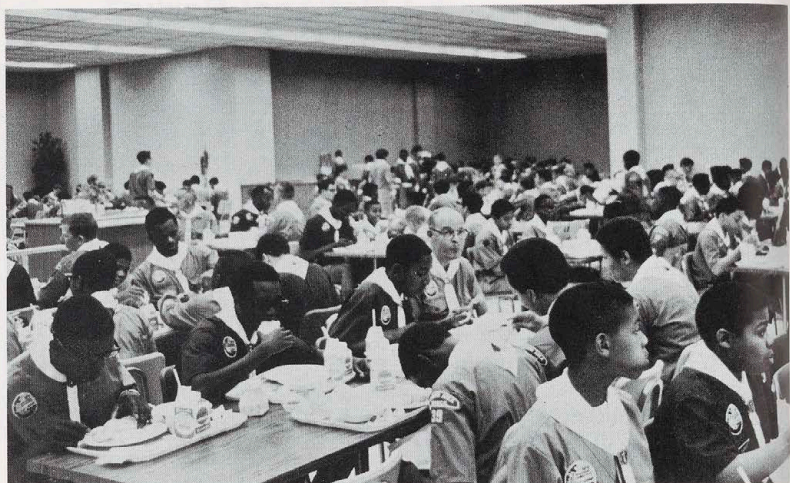
No fees are charged by the Park Service for recreational fishing, but in most cases, a State fresh water license is required.

Exceptions include Glacier National Park in Montana, Mount Rainier and Olympic National Parks in Washington.

"Fishing in the National Park System" may be obtained from the Superintendent of Documents, U. S. Government Printing Office, Washington, D. C. 20402, for 30 cents a copy. Catalog No. 0-333-698 should be specified. □ □ □



Scouts Discover America by Train



Thousands of Scouts en route to Farragut breakfasted at St. Paul in GN's sparkling new cafeteria. This Sunday morning group numbered 565 Scouts and leaders.

As was to be expected, the big Boy Scout Jamboree in Idaho, July 16-22, turned out to be a fun-filled experience for America's exuberant youth, and for thousands of Scouts and their leaders, getting there by rail was half the fun.

The roundtrip of 3,300 St. Paul-Minneapolis area and other Midwest Scouts to the Seventh National Boy Scout Jamboree at Camp Farragut, Bayview, Idaho, in four Great Northern Railway special trains was much more than an education in first-class train travel in sleeping cars for the majority of Scouts.

And it wasn't one mad rush to the West because itineraries called for sightseeing and meals in the Twin Cities; Minot, Fargo and

Williston, North Dakota; Havre and Whitefish, Montana; and Seattle, Spokane and Wenatchee, Washington.

On Sunday, July 13, more than 565 Scouts arrived in St. Paul from Chicago by train. Protestants attended services at 6 a.m. in Great Northern's new Auditorium-Audio Visuals Center conducted by the Rev. Mr. Harry P. Swietzer of Central Presbyterian Church.

Catholics walked from the Union Depot to St. Mary's Church at 8th and Rosabel to attend 5:30 a.m. mass celebrated by the Rev. John T. Bauer, assistant pastor. Breakfast was in GN's cafeteria.

Three of the four trains had scheduled 5:15 arrivals in St. Paul on July 11, 12 and 13. The last

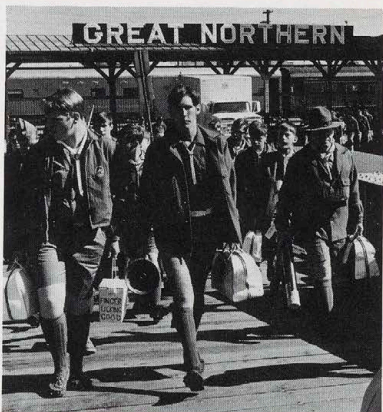
train, the Twin Cities-Minot contingent, departed St. Paul at 9:30 a.m. July 13.

That movement was unique and featured an Army kitchen car with GN cooks and waiters. Food was served to 438 youths in two baggage cars with picnic table seating arrangements. It was an all-coach train.

All early-morning arrivals in St. Paul breakfasted at GN. To space movement of the large crowd in the cafeteria, Scouts viewed two new GN color films, "Paced to Live", an award-winning railroad crossing feature directed at teenagers, and "The Lively World of Great Northern", the story of the computer-oriented railway and its operations along 8,277 miles of track.

Scouts stopped en route to and Faragut-bound Scouts leave their special GN train at Spokane, Washington. The short distance between Spokane and Faragut was covered by bus.

from the Jamboree for sightseeing in Glacier National Park in the Montana Rockies; The Big Mountain Ski Resort at Whitefish, Montana; Mount Rainier National Park in Washington, and other Pacific Northwest points. □ □ □



Fourth Street in front of GN's general offices is deserted on the Sunday morning when Scouts, after breakfasting, returned to the station.





Shown at night, the huge new Alpinglow Inn is the latest addition to The Big Mountain scene.

Montana's Alpinglow Inn Dedicated

"Alpinglow Inn", Montana's only resort condominium, was dedicated on Friday, July 11. The 54 unit, three story structure is the latest addition to The Big Mountain ski and summer resort complex at Whitefish, Montana.

As a condominium building, the facility is owned by interested skier businessmen from Seattle, Spokane, Missoula, Great Falls, Butte, Ronan, Polson and the Flathead Valley, and will be operated under management contract by Winter Sports, Incorporated, operators of the resort's other facilities.

Officials present for the dedica-

cation included top executives of two key transportation firms and Pacific Power and Light Company.

Great Northern Railway was represented by Ralph Merklin, assistant vice president, Marketing; Raymond J. Class, passenger traffic manager, and Daniel F. Musch, assistant public relations manager, all of St. Paul, Minnesota.

Glenn Bottemiller, manager of interline and agency sales, headed a delegation of Air West officials.

Pacific Power and Light was well represented as the firm whose legal and engineering assistance has been prominent throughout the

development of the project. On hand for PP&L were Cliff Jones, general sales manager; Jim Ferguson, assistant vice president from Portland, and Dan Webster, division manager of Kalispell.

Brief dedication ceremonies with the officials present were conducted by Rex Beaman of Kalispell, president of the Alpinglow Inn owners association, and Ed Schenck, general manager of The Big Mountain and the president of Winter Sports, Incorporated, operators of the new building.

The new resort hotel represents the finest winter and summer accommodations yet developed in the Northwest for skiers. Accommodations in the new building, in addition to luxurious rooms, include Suanas, lounges, dining room, gift shop, and revolving art exhibit featuring the work of Montana artists. □ □ □



Visiting officials ham it up, cut the cake with ski poles, knives attached. From Left: Ralph Merklin, GN; Clifford Jones, Pacific Power & Light; Hank Beatty, Air West Tours; Ed Schenck, Big Mountain.

GN's passenger traffic manager, Ray Class, appropriately shoveled snow rather than cut a ribbon. Being midsummer, snow was hauled down from the higher elevations of The Big Mountain slopes.



RR's Welcome ICC Report

According to Thomas M. Goodfellow, President of the Association of American Railroads, "The railroads welcome the ICC's cost study report. It could be an important milepost in a long-overdue, much needed frontal assault on the nation's perplexing railroad passenger problem.

"Far from trying to sweep the problem under the rug, the report recognizes there must be a joint effort by the government and the railroads to continue passenger service which is deemed desirable but which cannot be made self-supporting. The railroads unanimously adopted a similar policy early this year.

"As both the ICC and the railroads have known for years, avoidable costs of operating passenger trains are not the same as fully allocated costs determined by the traditional ICC formula. But, if the \$118 million a year avoidable loss found on the 40 per cent of the intercity service studied is projected to all the railroads, the deficit adds up to a staggering burden for an industry with a rate of return of less than two and a half per cent on its total business. These losses must inevitably be passed back to the public in the form of higher freight rates for just about everything people buy.

"Now that the losses involved in providing passenger service have been firmly established, we're hop-

ing all concerned can roll up their sleeves and hammer out a solution. The urgency of the situation cries out for immediate action, not study after study." □ □ □

GN Reports For First Six Months

Great Northern Railway and its majority-owned subsidiaries had a slightly lower net in the first half of 1969 than in the same period in 1968, although the company reported substantially better second quarter earnings than a year ago.

Six month consolidated earnings were \$7.9 million, or \$1.29 per share, compared with \$8.3 million, or \$1.35 per share, in 1968.

Net income from Great Northern operations only in the first six months of this year was \$6.9 million, or \$1.12 per share, compared with \$7.6 million, equivalent to \$1.24 per share, in 1968.

Pacing improved freight revenues of the quarter was a strong grain movement, up 58.1 per cent from the same three-month period in 1968. Other principal commodities which showed gains in the second quarter were chemicals, aluminum, potatoes, iron ore (including taconite) and nonferrous metals other than aluminum.

Healthy revenue increases also came from GN's piggyback and container business, with a 67 per cent improvement posted at mid-year 1969. □ □ □

Thousands Visit Territory Junction



Models are gowned in the style of the 80's. Massive backbar comes from The Mint in Great Falls.

Territory Junction, the largest single creative project ever undertaken by The Montana Historical Society in Helena, was officially opened on Friday, July 11, by Governor Forrest H. Anderson. Thousands of visitors made the first tour of this typical Montana main street of the 1880's, geared to show the transition from Territorial status to statehood in 1889.

The street scene, which covers the lower floor of the Historical Society Museum, contains 13 shops — dentist office, watchmaker and jewelry shop, blacksmith, general store, barber shop and bath house, jail, saddlery and gun shop, Wells Fargo stage station, newspaper and job printing shop, saloon, drug store, women's shop and doctor's office.

Each shop is furnished as it would have been in the 1880's.

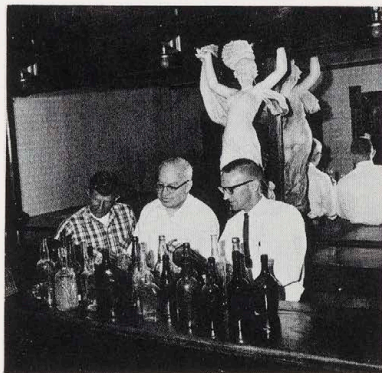
Authentic woodwork, mouldings and light fixtures are used throughout.

The planners did not aim to portray any particular Montana town, but attempted to show as much as possible about life during the period.

Each building is fascinating because of the history of the items within. The saloon, for example, contains the backbar of the old Mint Bar of Great Falls in which cowboy artist Charles M. Russell spent much time with friends. The saloon also contains a marble statue entitled *Odalisca*, which cost the owner of the California Wine House \$7,200 soon after the turn of the century.

The stage depot contains a gold bullion balance manufactured in the early 1890's which is rated as being sensitive to one or two grains.

Features of the saloon include a collection of antique bottles and the ornate statue "*Odalisca*".





A corner of the women's shop. Each shop is furnished as it would have been in the 1880's.

The search for materials took personnel both near and far from the Museum's door. Just before demolition crews marched in, Curator Robert F. Morgan and his staff removed materials, particularly doors, banister railings and mouldings from the Beaver Block in Butte and the House of the Good Shepherd in Helena, both fine examples of early-day Montana elegance and ornateness.

Curator Morgan, designer of the new facility, said that Territory Junction reflects a changing concept in museum planning: intimate, close-up association with the actual objects of history. Combined with the Formal Museum on the main floor which tells Montana history in visual sequence, Territory Junction will allow the average visitor with little historical background to understand the development of Montana.

Fourteen

According to Society Director Sam Gilluly, revenue came entirely from money the Historical Society earns by selling Charlie Russell prints, books, MONTANA, the Magazine of Western History, and other Museum items. □ □ □

Blood Donor Rules Relaxed

Americans in good health can be blood donors now until their 66th birthday instead of the 60th or 61st as in the past.

A joint announcement of this liberalization of medical standards for blood was made by the American National Red Cross and the American Association of Blood Banks. The two organizations together collect and process 90 per cent of the more than 6,500,000 pints of blood used annually for surgery and therapy in U.S. hospitals.

Donors 66 years of age or over, under the new ARC and AABB policies, may continue to give blood if they have written consent of their personal physician on the day of donation.

Donors must be in good health, have normal temperature, pulse and blood pressure, and meet the other requirements for blood donors. Individuals should check with their local Red Cross blood center or community or hospital blood bank relative to their eligibility to give blood. □ □ □

Goat Gaieties

Meow

First woman, reaching for a second helping of dessert: "You know, I've just got to watch my waistline."

Second woman: "How lucky you are to have it right out there where you can."

Home on the Range

A herd of buffalo were stampeding across the plains. Suddenly the lead buffalo hesitated and was quickly overtaken. He was knocked down and trampled on by the rest of the herd. The last buffalo was kind hearted and stopped to console his fallen friend. He solicitously asked, "But why did you stop so suddenly?"

"Well," replied the lead buffalo, "I thought I heard a discouraging word."

Hard Starter

At an important shipyard launching, the woman who was to christen the boat was extremely nervous. Attempting to calm her, the master of ceremonies asked if she had any questions.

"Yes I do!" she cried. "How hard do I have to hit the boat to knock it in the water?"

Give and Take

And there was the collection letter that began, "We are surprised that we have not received anything from you. . ."

A few days later the letter came back with a handwritten scrawl across the bottom of the page. It read, "There's no reason to be surprised. I didn't send anything."

Chicken

A farmer tells about a game played by chickens. They line up alongside a road and wait for a speeding car. Then they all dash across in front of it. Last one across is called a high school student.

Pardon?

Drunk, when asked if he would like a drink answered, "I only refused a drink once in my life and that was when I misunderstood the question."

Togethernes

The speed and power of the 1970 model automobiles help bring things closer together—like this world and the next.

Final Line of Advice

If you're thin, don't eat fast. If you're fat, don't eat. Fast.

New for Fall

There's a new wig out to be worn while shopping in supermarkets—it has curlers in it.

Snide Sioux Blast Wigwam

An artistic Plains Indian, impressed by the versatility of plastics in construction, built himself a new wigwam and gilded it lavishly with various plastic gewgaws. The amount of attention paid to the new wigwam annoyed its owner's neighbors, who began to deride it. "Cheap Sioux veneer!" they cried to all who would listen.

And Often Is

Man is the only animal that can be skinned more than once.

Paging Rocky

One measure of a man is the size of the thing it takes to get his goat.

THE GREAT NORTHERN GOAT

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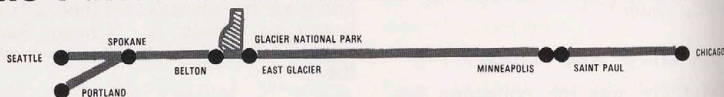
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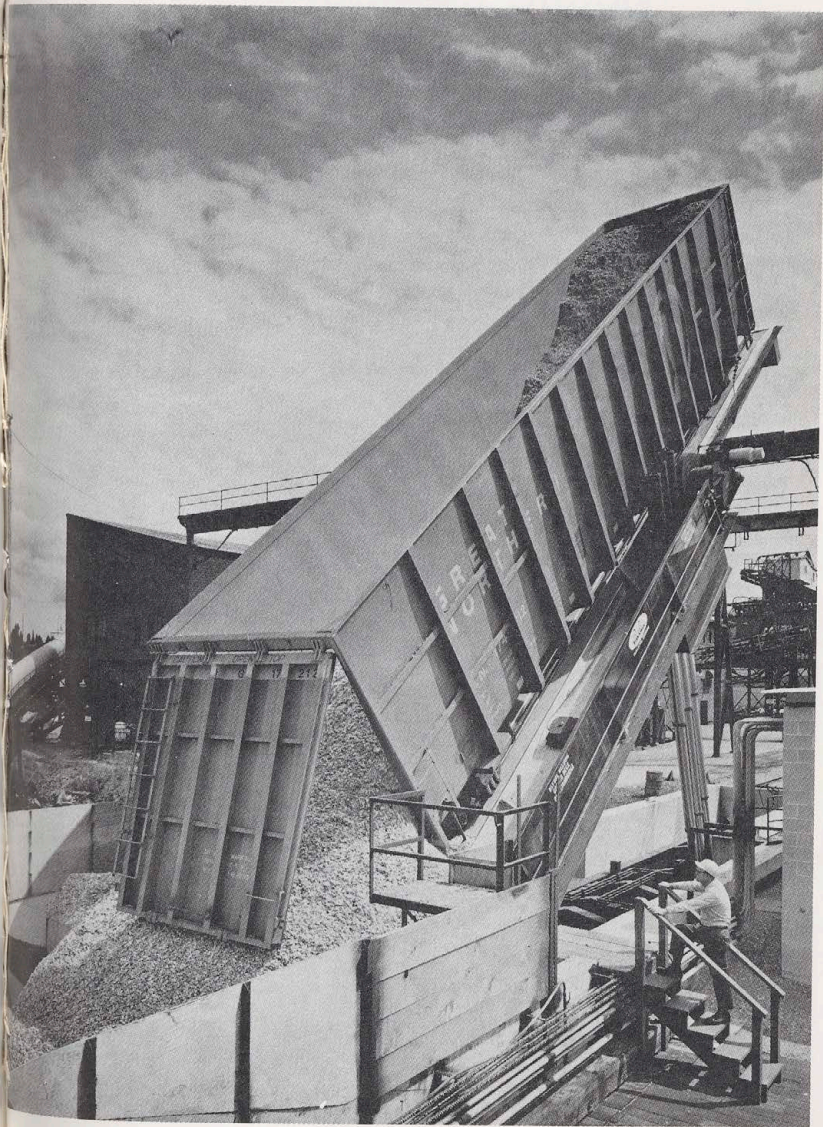
This summer, plan a great trip to majestic Glacier National Park—aboard America's crack train, Great Northern's Empire Builder. Visitors to Glacier Park enjoy the finest accommodations, deluxe hotels, American Plan meals, thrilling open-top bus rides to the Park's most scenic areas. The famous



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.

THE GOAT

September, 1969



Volume 39
Number 9
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The Great Northern Goat is published monthly for the Great Northern Railway Marketing Department in the interest of organizations and individuals engaged directly or indirectly in industrial traffic or rail travel.

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MILT HAGEN,
Editor

KIM FORMAN,
Western Editor

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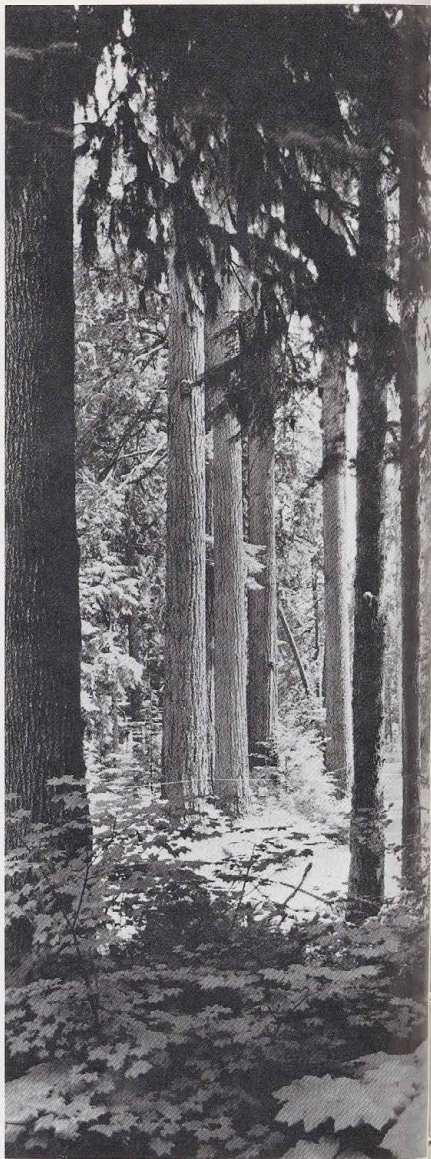
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The Cover

At Scott Paper Company, Everett, Washington, 150-ton rail car dumper empties 100 ton GN wood chip car by raising to a 60° angle.

□ □ □

A dense stand of fine timber, a commodity so important to the Pacific Northwest. Weyerhaeuser Company Photo. ➤



West Coast Paper Mills Reach Inland for Wood Chip Supply

Mythical Paul Bunyan, majestic in stature and powerful in arm, chopped away at huge stands of pine and let the chips fall where they may.

But the useless chips of Bunyan's days, now made from the slabs and edgings that once amounted to disposal problems, are an increasingly important ingredient in the manufacture of pulp and paper products.

A major transformation is occurring in the mechanized lumber industry where a new lumber product or a new use for wood often can mean the difference between profit or loss to the mill.

Even marginal timber—generally unsuited for lumber—is chipped in the woods and finds its way to mills often after hundreds of miles of travel in special wood chip cars operated by Great Northern Railway. Very little of the original forest giant is burned or left to decompose.

"After World War II, chipping at the sawmill gradually came into its own," says James U. Dickson, Jr., GN market manager, forest products. "But the great impetus occurred in the past 10 years."

Mills began installing chippers and frequently when lumber prices dropped, chipping kept some mills in operation.

"In recent years, a seemingly-insatiable demand for wood in

Lumbering and marketing of forest products have been the prime interest of James U. Dickson, Jr., since graduation from the University of North Dakota in 1957.



Jim Dickson moved West and became affiliated with the Western Wood Products Association and the Western Pine Association.

His appointment in 1967 as GN's market manager—forest products in the marketing department found him well qualified to serve the industry that accounts for the railway's second most important commodity.

One facet of the industry—the importance of wood chips in the ever-expanding lumber economy—is described by Jim in the accompanying article.

Japan has dramatically affected not only the lumber and log markets, but also the market for wood chips," Mr. Dickson added.

Japanese purchases of large quantities of chips at high prices, caused the price of chips almost to double, and American paper mills began feeling the shortage. As closer-in chip sources diverted to export markets, mills eventually

T
I began reaching out for pulp into the Inland Empire of eastern Washington, Idaho and western Montana.

Accompanying this switch in raw material source was an ever-growing call for specialized rail equipment to facilitate loading, shipping and unloading.

As the demand for chips burgeoned, railroad car dumpers of high volume were installed to unload chips quickly and allow for cars to return for another load.

Today, the major GN chip-originating areas are western Montana, eastern Washington and south-central Oregon.

Among the leading chip receivers are Longview Fiber, Longview, Wash.; Scott Paper, Everett, Wash.; Georgia Pacific, Bellingham, Wash.; Boise-Cascade, St. Helens, Ore. and

Wallula, Wash.; St. Regis Paper, Tacoma, Wash.; Hoerner-Waldorf, Shilling, Mont.; and Anacortes Veneer, Bellingham, Wash.

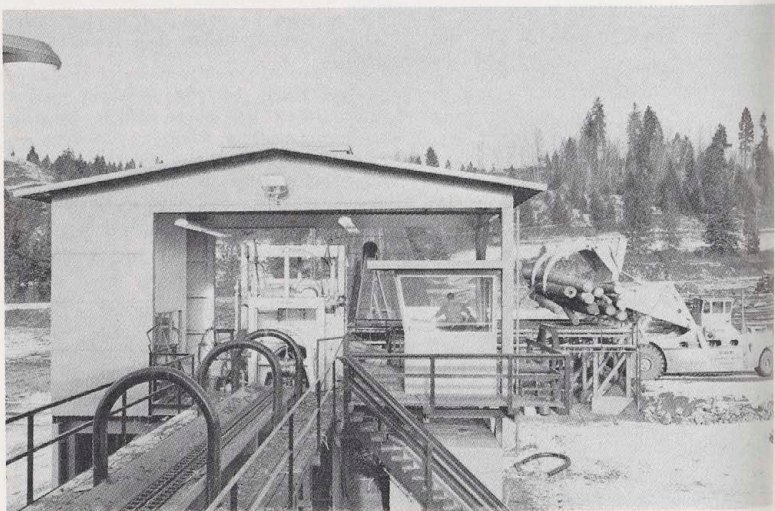
"Most of the mills discovered wood chips are the most economical source of raw material for pulp," Mr. Dickson stated.

What lies ahead for wood chips?

"There will be an increased amount of on-site chipping in the forest stands," Mr. Dickson said. "The industry cannot merely depend on saw mill residues. Whole log chipping of marginal hemlock, white fir and Douglas fir is common now. Chips are becoming a product in themselves, and not just a by-product of lumber manufacturing."

Great Northern has been adding to its chip car fleet since the impor-

Diamond National Corporation's new wood chipping mill at Albeni Falls, Idaho, requires two men to operate in the glass-enclosed booth, below.



Four



Note low quality of hemlock logs which are only suitable for chipping purposes. Logs pass additional sorting facilities before being committed to the chipper.

tance of chipping became evident.

"A gradual transition from converted boxcars to specialized, more sophisticated cars, compatible with all types of unloading systems, has resulted in one of the best chip car fleets in the country," Mr. Dickson said.

GN has 622 wood chip cars in service. These include 125 new 100-ton end dump cars recently

delivered by Ortner Freight Car Company of Covington, Ky., at an approximate cost of \$14,000 each. Total investment in this order was \$1,750,000.

Mr. Dickson pointed out that GN is building its wood chip car fleet to help keep the Pacific Northwest paper industry competitive with producers in the southeastern section of the country. □ □ □

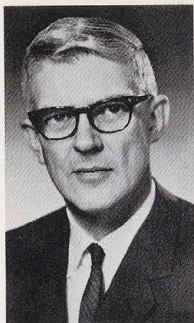
GN Wins Second Gold Spike

For the second year in succession, Great Northern was presented the National Safety Council's "Golden Spike Award" for employee-management participation in various public safety activities, according to J. T. Andrew, the railway's general director of safety.

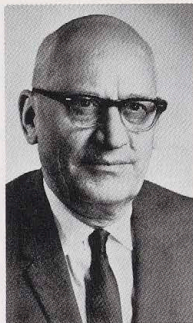
GN is one of 16 U.S. and Canadian lines so honored in the Coun-

cil's annual public safety awards to railways' program.

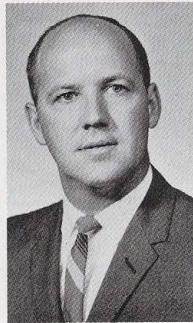
The noncompetitive award recognizes such activities as participation in community safety drives and employee safety programs, cooperation with local safety councils and civic groups, and attention to public safety in promotional activities. □ □ □



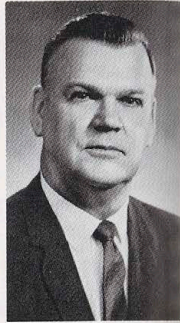
Mr. Smith



Mr. Rasmussen



Mr. Donahue



Mr. Crum

Smith Named GN General Manager

The appointment of Worthington L. Smith as Great Northern Railway assistant vice president and general manager, Lines West, with headquarters at Seattle has been announced by John L. Robson, operating vice president.

Mr. Smith, assistant vice president in St. Paul since early this year, now has jurisdiction over the operating divisions comprising GN's 3,454 miles of lines west of Bainville, Montana. He succeeds Charles M. Rasmussen, who has been named assistant vice president on the staff of Thomas J. Lamphier, vice president-administration, St. Paul.

Michael M. Donahue, superintendent of the Mesabi division, becomes assistant to the vice president, operations, in St. Paul.

Walter E. Crum, formerly Twin City terminal manager, succeeds Mr. Donahue in Superior, Wisconsin, as superintendent, Mesabi division.

Mr. Smith, a native of Tacoma, Washington, is a graduate of Yale University, the University of Minnesota and Harvard University graduate school of business administration.

He has been with GN since 1954, first as assistant to the trainmaster at Superior. He held operating department positions in Vancouver, B. C., and Seattle, before return to the Head of the Lakes as assistant to the general manager, Lines East.

Mr. Smith was superintendent of three divisions, the Klamath, Mesabi and Willmar, before advancement to assistant to the vice president-operating, St. Paul.

Mr. Rasmussen, a veteran of more than 45 years of GN service, was superintendent of both the Klamath and Butte divisions before becoming general manager in October, 1957.

During his tenure, he supervised

and witnessed completion of many major line change and improvement projects in an area that embraces operations in the rugged Rocky and Cascade mountains.

Mr. Donahue is a native of Havre, Montana, and a graduate of St. John's University, Collegeville, Minnesota. His consecutive service dates from 1954 when he was a switchman at Havre. He served in various positions until transfer in 1959 to St. Paul as manager, central car bureau, and subsequently to Minneapolis as trainmaster there; to Sioux City, Iowa, as trainmaster, and to assistant superintendent, Cascade division.

Mr. Crum comes originally from Dunseith, North Dakota, and has a civil engineering degree from the University of Illinois. He joined GN in 1941 in Minneapolis, and after World War II service became a student officer on the Mesabi division.

In 1947 he was named assistant to the division roadmaster there, then assistant to the trainmaster, Willmar division. He subsequently became assistant trainmaster at Twin City Terminals, general yardmaster at Minneapolis, supervisor of yards there, and Twin City terminal manager. □ □ □

50,000 Trailer Train Cars Ride U. S. Rails

One of modern railroading's most successful and dramatic operations capped 13 years of steady progress when the Trailer Train Company recently took delivery on its 50,000th car.

Trailer Train is owned jointly by most of the large American railways, including Great Northern. Robert W. Downing, Great Northern Railway Executive Vice President, is a member of Trailer Train's Board of Directors.

The anniversary car was an 89'-4" bi-level auto rack built by Bethlehem Steel Corporation. The car was selected by lot from three new railway flat cars on hand for the occasion, each provided by a different car builder.

The cars in addition to that

built by Bethlehem, were manufactured by ACF Industries, Incorporated, and Pullman-Standard Division of Pullman, Incorporated.

The Trailer Train operation represents one of the outstanding modern day success stories in the transportation industry, and offers proof that furnishing the product or service best suited to a customer's needs will insure success and growth.

Trailer Train now accounts for 6.7 per cent of railway carloadings.

Piggybacking continues to be increasingly important to Great Northern and its customers. At mid-year, piggyback and container business on GN showed a 67 per cent improvement over the same period of 1968. □ □ □



Approximately 200 St. Paul youths, many of whom had never before ridden a train, were right on time for the 8:10 a.m. departure of GN's Badger for the Head of the Lakes.

Inner-city Group Visits Head of Lakes Via GN

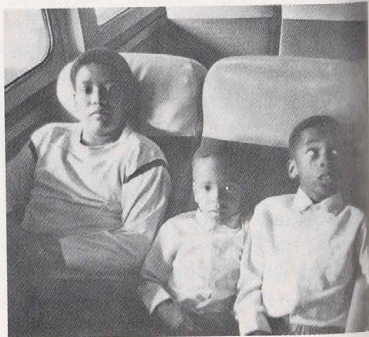
Inner-city youths took to the rails on August 27 as 200 joined the Youth Opportunity Educational tour to Superior and Duluth.

Great Northern Railway sponsored the day-long outing of St. Paul area youths and counselors from community centers. The trip began at St. Paul Union Depot when youngsters boarded the Badger at 8:10 a.m., and ended at 8:30 that evening when the Gopher arrived in St. Paul.

Upon arrival in Superior, the group was bussed to scenic Sky-

line Drive in Duluth and then to Enger Park for a box lunch picnic.

They also were GN guests aboard the Flame excursion boat for a one-hour narrated tour of the



Right: As might be imagined, things were more on the quiet side on the return trip aboard The Badger.

busy harbor and Lake Superior where they had closeup views of the Aerial Bridge, coal docks, Duluth's public marine terminal, the high-level bridge that connects the two cities and the huge grain elevators.

After the lake trip, the tour moved to Great Northern's iron ore docks in Superior where Minnesota iron ore and taconite pellets are loaded into lake boats. On the return trip home aboard The Gopher, the youths were served box lunches.

This was the second year of GN's participation in Youth Opportunity Educational tours. □ □ □

Hageman Named Manager of Training

The appointment of Wilfred C. Hageman, market manager of for-



Mr. Hageman
vice president.

est products, as manager of training in Great Northern Railway's marketing department, has been announced by Mal M. Scanlan, marketing

Also announced was the promotion of F. J. Coyne, assistant to the manager of pricing, as assistant manager of training.

In his new position, Mr. Hageman will design, implement and supervise a continuous marketing

training program for sales, planning, pricing and industrial development personnel. The program will emphasize the distribution, marketing and transportation problems of the shipper and proposals to solve them.

Initial training sessions commenced early this month and are being attended by area sales managers, sales managers and sales representatives.

Ultimately, four training sessions will be held in St. Paul and three in Chicago and Seattle.

GN is developing the program in conjunction with Resource and Management Systems Corporation, management and engineering consultants in New York City.

New Superintendent For Glacier Park

William J. Briggles, superintendent of Glen Canyon National Recreational Area and Rainbow Bridge National Monument in Arizona and Utah, has been appointed superintendent of Montana's Glacier National Park.

He succeeds Keith Neilson, who becomes superintendent of Great Smokey Mountains National Park in North Carolina and Tennessee.

A native of Fort Worth, Texas, Mr. Briggles is a graduate of the University of Idaho. He started his National Park Service career that year at Theodore Roosevelt National park in North Dakota. □ □ □

Port of Bellingham Expands, Expecting A Record Year

A \$2 million program to expand ocean shipping facilities is nearing completion at the Port of Bellingham in northwest Washington where a record year is in the making.

The expansion program, started in late 1962, has helped to boost annual shipping tonnages for the latter half of the decade to over nine times the average annual tonnage of the preceding 15 years. The best year was 1968, at 343,000 tons.

Port officials say the total for the first six months of 1969 is over 201,000 tons.

This total does not include ore arriving by ocean freighter at the Intalco Aluminum Co. plant on industrial land assembled jointly by the Port and by Great Northern.



Ten

Intalco, with an annual production of 265,000 tons, is considered the largest primary production aluminum plant in the nation. On May 8 Intalco noted the third anniversary of the start up of its first pots. Each of these has produced more than two million pounds of metal.

Intalco's new president and general manager, Robert Ferrie, says that according to experience of other aluminum companies, half of the pots in A line should have failed through normal use by this time but Intalco is yet to experience its first pot failure.

Although the incoming ore is not included in Port volume figures, outbound aluminum ingots are counted and contribute strongly. Shipments go to the Orient, Europe and South America.

Thomas J. Glenn, port general manager, says Bellingham is one of the major aluminum ports in the nation.

Glenn joined the Port as chief engineer in 1958 and has been manager since January 1963. He supervises 32 employees.

Port commissioners are Peter Zuanich, a commercial fisherman L. W. Larson, GN sales manager at Bellingham, left, and Robert Ferrie, new president of Intalco, inspect a bulkhead flat loaded with aluminum ingots, part of the plant's annual output of 265,000 tons shipped throughout the nation, to Europe, the Orient and South America. Ferrie, formerly plant manager, was born in Canada and is a graduate of the University of British Columbia.



Aluminum and other cargo go aboard the "Grand Fair" at Port of Bellingham's "North Terminal". Old frame warehouse is to be removed this year to make room for a new concrete and timber-truss warehouse with direct rail access to shipside.

and businessman elected in 1958; T. B. Asmundson, a Bellingham attorney serving since 1955; and Robert Hyldahl, a utility company officer named to the board in 1964.

Glenn speaks with pride about Port developments for ocean shipping and commercial fishing, of cooperation with government agencies, the railroads and other private industry. He sees great potential for orderly, balanced industrial development along the waterfront and at the Bellingham airport. Both areas are adjacent to Great Northern's north-south coast line.

Glenn says extra effort is going into long range environmental plan-

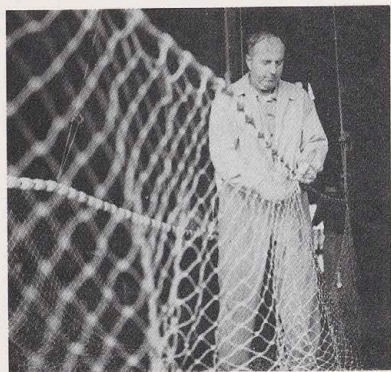
ning to control air, water and land pollution.

Expansion of the Port's North Terminal included land filling and construction of a 38,400-square foot concrete and timber-truss warehouse completed last year. Back-up storage space adjoining the pier now totals 12 acres.

Plans call for removal soon of the last remaining wood frame warehouse and completion of direct rail access to shipside.

Twin Washington gantry cranes operate on the North Terminal pier, each presently rigged for 35-ton limits but with 50-ton potential.

An additional 2,600 square feet



Port Commissioner Peter Zaunich, takes turn at tying fish nets to weighted rope at Squalicum Boat Harbor.



Bellingham Port Engineer T. P. Scholz, left, and General Manager Thomas J. Glenn inspect blueprints for addition being constructed at the Port's modern new headquarters building.

Twelve

of office space is being built onto the Port's headquarters here, a facility with about 4,000 square feet of space, constructed in 1963.

Much of this North Terminal and adjacent area provided various ocean terminal service for three divisions of the Georgia-Pacific Corporation. These are the lumber division, tissue products division and the pulp and chemical division. Salt (sodium chloride) comes in by boat from the Bahamas and is stored in an open, snowy mountain rising 40 to 50 feet high.

Water and chemicals are added and through an electrical process, the sodium and chloride are separated, producing chlorine and sodium. The sodium is further treated to produce caustic soda.

Pulp, pulpboard, lignin liquor, lignin pitch, alcohol and other by-products move out by barge and by rail. Chlorine and caustic soda go primarily by barge to G-P plants at Wards Cove, Alaska and Samoa, Calif.

Organized in 1920, the Port of Bellingham authority covers all of Whatcom County, embracing the waterfront areas of Point Roberts, Blaine and Bellingham, outlets to fabulous salmon fishing banks extending north into the Gulf of Alaska. In some years up to one-third of Alaska salmon production has moved through Bellingham.

About 160 new moorage spaces were added last year to the fishing fleet facilities at Blaine and at Squalicum Harbor at Bellingham.



Fish nets go over a roller at a pier in Bellingham's Squalicum Boat Harbor for loading into a fishing boat.

Squalicum now can berth about 450 boats and plans call for more than doubling this total. The Blaine harbor can handle about 300 boats now and eventually will handle 450.

Squalicum Mall, a multiple-rental building for fishing and boating service tenants, was completed last September. Now completely occupied, it houses a seafood restaurant and the offices of the Whatcom County Development Council.

At South Terminal, a large fish cannery site purchased from a private corporation three years ago, the Port last year completed construction of a 28,000-square foot concrete warehouse, bringing the

total warehouse space to 170,000 square feet.

Reconstruction of the main pier and other development at South Terminal are on the drawing boards.

One of the major food processing plants, Bellingham Cold Storage Co., located on port-owned land, added a 35,000 square foot warehouse and packaging building last year. The company now boasts 70 million pounds of storage capacity and freezing capacity of 1.6 million pounds per day.

In addition to salmon, the firm packs and freezes king crab, halibut and other sea food, berries and vegetables. □ □ □

Frozen perch move along the processing line for sorting and packaging at Bellingham Cold Storage Co. Inspecting are Roy Huotte, left, the firm's traffic manager, and L. W. Larson, GN sales manager in Bellingham.



Goat Gaieties

Way Back When

The old-time plumber was concerned about coffeebreaks, feather-bedding and other production interruptions. "When I was an apprentice, we used to lay the first two lengths of pipe—then the boss would turn on the water and we'd have to stay ahead of it."

R.I.P.

That last little drink for the road may be a grave mistake.

Parental Pull

To insure the education of your teenager, parents need to pull a few wires—television, telephone, and ignition.

Laddies Not Ladies

When a girl can see the handwriting on the wall, she's in the wrong restroom.

Distemper Shots?

Two puppies watched a group of teenagers dancing. One turned to the other and said: "If we acted like that, they would worm us!"

She Mrs. Him

"My wife wants to see you, Doctor," complained the man to his psychiatrist.

"Any particular reason?"

"Yes, my wife, uh-what's her name—feels I don't spend enough time with her."

Four for Two

"What am I supposed to do with this?" grumbled the motorist as the police clerk handed him a receipt for his traffic fine.

"Keep it," the clerk advised. "When you get four of them, you get a bicycle."

Night Scene

It was four in the morning, and the old boy climbed the stairs with shoes in hand, undressed on the landing, sneaked into the bedroom, and slipped gingerly into bed. His wife, half asleep, thinking the family pup had come in, murmured, "Is that you, Rover?" And the old boy in relating all this later said, "I got away with it all right, because I had enough presence of mind to lick her hand."

Deficit

What you have when you haven't as much as when you had nothing.

Gentlemen Prefer Blondes

Personnel manager to beautiful blonde—"You're just the type we're looking for—we've decided to let some of our computers go."

Who Pays?

At a meeting of American Communists, the comrades were discussing World Revolution. The discussion leader asked for comments or questions. A member stood up hesitantly.

"Comrade Speaker," he asked timidly. "What happens to my unemployment compensation checks when we overthrow the government?"

One Way Out

At a party, two men struck up a conversation: "Gosh, I'm all in," said one to the other. "I think I'll flirt with some good looking chick so that my wife will take me home."

Counter Evolution

The teacher asked the high school senior class to stand up one at a time and state their ambition in life. Finally it came Diane's turn.

Diane: "I would like to reverse the theory of evolution."

Teacher: "Elucidate."

Diane: "I want to make monkeys out of men."

Bonnie & Clyde Cocktail

Two of them and someone has to hold you up.

Wide open space is one of the things we've the most of across our 8,275-mile top-o'-the-nation route. While open spaces they may be, they're plumb full of natural resources pining for industrial development.

Out our way there is, indeed, a lot of timber land,

power-producing water, mineral wealth, as well as people to tap these treasures. Within it we have all of 7,726 acres of prime industrial sites, mapped and detailed down to an eyelash for industrial expansion executives who want facts first, last and always.

After all, when you have as many parcels of excellent industrial real estate

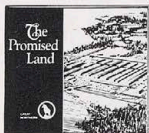
as Great Northern has, it's easy to find one that meets the needs exactly.

Just give us an opportunity to help you find the right spot in The Promised Land between the Great Lakes and the Pacific Ocean. Your inquiry will be treated in the strictest confidence.

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336,544,560
square feet
of forests, streams, rivers,
mountains, minerals,
and people**

Take your pick

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The Evidence Is Conclusive

The railroads for years have sought to show that continued operation of money-losing passenger trains is an insupportable burden and a threat to the stability of overall rail service. They have proposed that where regulatory authorities require continuing operation of money-losing trains, the losses should be made up by government and the taxpayers.

In spite of the case made by the railroads and despite the fact that passenger trains are disappearing as patronage has reached the vanishing point, there have still been those who have argued that the rails are in reality profiting from passenger service. The public could not be blamed for being confused. But at long last, the Interstate Commerce Commission has released the results of a cost study on passenger service that should remove all confusion. The study covered the passenger operations of eight major railroads (Great Northern is one) that accounted for

more than 40 per cent of noncommuter rail passenger traffic in 1968. It showed that these eight railroads could have saved \$118 million in 1968 by closing these money-losing operations, even considering lost revenue. The ICC warned that without a major change in federal policy considerable rail passenger service will not survive the next few years. It contends that government subsidies or other forms of "substantial" federal aid may be necessary to keep intercity passenger trains running.

If the \$118 million a year avoidable loss found on the 40 per cent of intercity service studied is projected to all the railroads, the deficit adds up to a staggering burden for an industry with a rate of return of less than two and a half per cent on its total business.

Now that the losses involved in providing passenger service have been firmly established, it is to be hoped that a solution can be hammered out.

THE GOAT

October, 1969



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EDITOR, Great Northern GOAT,
Great Northern Railway,
175 East 4th Street,
St. Paul, Minnesota 55101.



The Cover

Part of 70,000 tons of cargo destined for the Alaska North Slope oil fields goes aboard a barge from open railroad gondolas. Several Pacific Northwest ports participated in this traffic. More volume is anticipated during the 1970 season.

Two



Apple Culture and Marketing Yesterday, Today and Tomorrow



Some of the first apple trees planted in Washington State still stand and still bear fruit although they are well over 100 years old.

The apple has been a partner in history for centuries.

Existing records do not indicate the exact origin of the fruit, but historians suspect that the apple, as we recognize it today, originated in the Black and Caspian Sea regions. Artifacts of the period around 100 B.C. include tablets showing several apple varieties.

As the Western world began to populate, the North American frontier saw the arrival of the

← Hand-harvesting Washington State apples in a Wenatchee area orchard high above the mighty Columbia River.

apple, via seedlings that accompanied the Pilgrim Fathers to America. Ohio received the first recorded planting in our country in 1801.

As Americans edged toward the West, so did the apple. The first seedlings in Washington State were planted by Dr. John McLoughlin, chief factor of Hudson's Bay Company. Still standing at their original plot near Fort Vancouver (just north of the Oregon-Washington border), these trees are well into their second century of fruitful life.

Apple orcharding in the early

days was confined to family plots, with the majority of the fruit earmarked for cider. The area now known as Walla Walla witnessed the state's first commercial plantings of apple trees in 1847. Subsequent plantings in quantity were set out in what are now the three major apple-producing areas in Washington State . . . the valleys named Wenatchee, Okanogan and Yakima.

In 1859, General Ulysses S. Grant planted one of the oldest trees still in evidence at Fort Simcoe. First apple plantings in the Okanogan Valley were set out in the early 1860's. Many of these original trees are still bearing near Lake Osoyoos, just across the Canadian Border.

The City of Wenatchee, christened many years ago "Apple Capital of the World", received its first quantity plantings in 1872. Since that time, it has become the headquarters of many of Washington's apple activities, and annually ships well over 50 per cent of the state's yield. Every year, tens of thousands of refrigerator carloads and piggyback trailerloads of Washington State apples move out of Wenatchee to all parts of the country through Great Northern's huge Appleyard Terminal.

During the infancy of commercial apple production in Washington, packing was accomplished from huge piles right in the orchard. In 1904, the first commercial cold storage plant was constructed, moving packing indoors.

Four

Eleven years ago, the industry witnessed a revolution. Eight carloads of Delicious apples were "put to sleep" in an air-tight Mylar film tent, in the first commercial test of its kind west of the Mississippi River. Supervised by the DuPont Company, the tent was completely voided of oxygen. It was discovered that the apples kept in this "controlled" atmosphere remained in a "fresh" state months longer than those housed in conventional storage.

This experiment over a decade ago has flowered into one of the most important industry innovations ever — development of Controlled Atmosphere Storage for Delicious and Golden Delicious apples. Construction of the current four-million box "C.A." capacity warehouses in Washington State has extended the apple marketing season to eleven months.

On-tree value of Washington's apple crop annually exceeds \$74 million and the 1966-67 crop returned \$125 million to the State's economy. It is Washington's fourth largest commercial agricultural commodity, headed only by wheat, cattle and milk.

What of varieties? Red Delicious, Golden Delicious and Winesaps now lead the production parade in Washington. "We are experimenting now with several new Summer and Winter varieties, in hopes that new market possibilities might be tapped," said Wenatchee orchardist Grady Auvil. Like Auvil, many apple producers



In the early days, apples were simply piled on the ground in the orchard and packed there in wooden boxes. They were taken to track-side in horse-drawn wagons.

are looking toward a continuing year-around growing and harvesting activity, aimed toward constant production and shipping 12 months a year, and better utilization of labor and facilities.

The Golden Delicious is thought by many to be the "dark horse" variety, as it has experienced extraordinary growth in popularity in recent years. The average Golden crop of the 1958-1962 seasons was 1,200,000 packed bushels. Many industry leaders foresee an 8,000,-

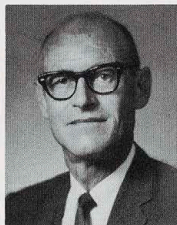
000-bushel Golden crop within the next few years.

The next decade will bring to the Washington State apple industry some of the most dramatic changes it has ever seen. With the ever-changing market, constant research activity, increasing interest in dwarf and semi-dwarf rootstock, and development of as yet unused irrigable lands within the state, Washington Apple volume and sales aren't going any way but up.

□ □ □

H. J. Surles Honored

A Great Northern Railway official has been awarded a citation for assisting in the development of the state plan for the Emergency Management of Resources.



Mr. Surles, general superintendent of transportation, received the citation from G. A. Lincoln, Director, Office of Emergency Preparedness, executive office of the president, Washington, D. C.

Governor of Minnesota LeVander, in a letter to Mr. Surles, said:

"Your significant contribution in the development of this plan has materially assisted the state in achieving the ability to administer the complex program of resource management in time of emergency." □ □ □

GN-Big Mountain To Promote Jointly

Great Northern Railway and the operators of The Big Mountain Ski Area at Whitefish, Montana, will join in promoting the popular Montana winter resort area with exhibits in Portland, Seattle, Vancouver, B. C., and Minneapolis.

The booth will be featured at the exhibition in the Memorial Coliseum Convention Hall, Port-

land, October 17-19; in Seattle's Center Exhibition Hall, October 24-26; in the Pacific Show Mart Building in Vancouver, B. C., October 31-November 2, and in Minneapolis November 21-23. □ □ □

GN Drivers Lauded For Safe Driving

Sixty-nine Great Northern Railway Montana truck drivers have received National Safety Council awards for their accident-free driving records.

Forty-five over the road drivers and 24 pick-up and delivery drivers were honored for safety records ranging from 12 months to 28 years of piloting Great Northern trucks without an accident. □ □ □

Adamson Heads Seattle Traffic Group

Perry J. Adamson, General Agent, Passenger Department,



Great Northern Railway, is the new president of the Seattle Passenger Club.

Adamson, who joined GN in 1940, served as treasurer of the Passenger Club last year.

Walter G. Jeffrey, GN city passenger agent, was elected to the club's board of directors. □ □ □

200th Anniversary California Wine 1769-1969



National Wine Queen Susan Schwampe shows off part of the California wine industry's 200th anniversary grape crop. Industry picked grapes such as these as a child in her uncle's vineyard.

This year's National Wine Festival takes on a new dimension with a salute to the 200th anniversary of California winegrowing.

Civic and social events throughout the state will make the occasion as will wine district festivals. Events outside of California also will celebrate the successful planting of the vine grapes in the Golden State.

National Wine Queen Susan Schwampe will reign over a month long schedule of events commemorating an industry that has progressed further than ever dreamed possible by its founding Padres.

Franciscan missionaries led by Father Junipero Serra planted the

first wine grape vines at Mission San Diego in 1769. The first vines planted were a simple variety called, appropriately enough, "Mission."

Today, hundreds of choice varieties flourish on nearly half a million acres of California farmland devoted to grapes. These are the vineyards that supply three out of every four bottles of wine enjoyed in the United States — 156.7 million gallons last year.

The mission priests first made their wine for sacramental and table use at missions in San Diego, San Gabriel and Santa Clara using the methods of their time.

Today, winemakers in California wineries maintain strict control over every detail of the vintage — picking grapes at the moment of perfect ripeness, crushing them gently in precisely designed equipment, watching temperatures throughout fermentation and aging the new wines carefully in cooperage of varying materials and sizes.

There has been a continual testing and proving of techniques to the point where California wines have gained recognition for this quality throughout the world.

The improvement in grape varieties came in the early 1830's when Jean Louis Vignes, a winegrower from Bordeaux who started a commercial vineyard in Los Angeles, sent to France for cuttings of

choice Grape vines. The cuttings arrived in good condition and flourished in Vignes' vineyard.

In Northern California, General Mariano Vallejo, the last Mexican military commandant in California, had established a thriving vineyard in the Sonoma area. Vallejo's vineyard convinced the immigrant Hungarian Count Agostan Haraszthy that prime European grape varieties could grow in the northern part of the state.

So in 1961, Haraszthy went to Europe where he selected and brought back to California 100,000 cuttings of 300 choice grape varieties to form the basis of the state's thriving vineyards.

The effort continued with the establishment of the University of California's courses in viticulture and its experimental vineyards in 1880. The new ideas, techniques, equipment and grape varieties developed by the University through the years have advanced the whole world of winemaking.

Today, the California wine industry is acknowledged as the most progressive in the world. Its wines are acclaimed by winemakers and connoisseurs the world around.

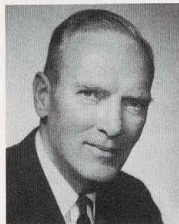
Over the past five years the amount of California table wine poured in America has increased 55 per cent. This represents the traditional use of wine California vintners have encouraged through the 200 years since Father Serra — wine enjoyed as the traditional

mealtime beverage in homes all over America.

Much U.S.-produced wine is transported by rail in casks, in bottles and in bulk. The commodity is especially important to Great Northern, serving as it does, the State of California directly. □ □ □

GN President Named to NICB

Great Northern Railway President John M. Budd was one of



Mr. Budd

two St. Paul industrialists elected to the board of the National Industrial Conference Board. 3M Company President, Harry Helzer, also was

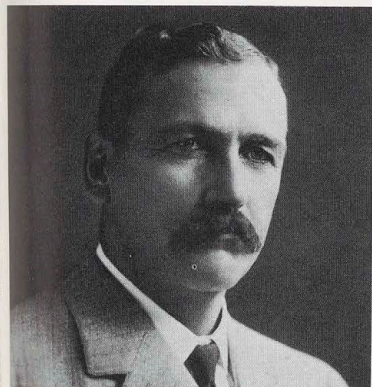
named a NICB board member for a two year term.

The Conference Board, founded in 1916, is an independent and nonprofit institution for business and industrial fact finding through scientific research. In terms of everyday usefulness, the Board is a source of facts and figures bearing on all aspects of economic life and business operation.

Work of the Board is made possible through the support of its subscribing associates including business organizations, trade associations, government bureaus, labor unions, libraries, individuals, and colleges and universities.

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John F. Stevens Hall of Fame Nominee



John E. Stevens

Organization of a national committee to sponsor the election in 1970 of John F. Stevens to the Hall of Fame for Great Americans at New York University has been announced by Gregory S. Prince, chairman of the group and executive vice president of the Association of American Railroads.

Mr. Stevens, who died in 1943 was a Great Northern Railway chief engineer who discovered Marias Pass in Montana, Great Northern's low-level crossing of the Rocky Mountains. He was the locator and builder of several U.S. and Canadian railroads and the rehabilitator of Russian and Manchurian railroads. His work while chief engineer of the Isthmian Canal Commission won him great fame as the basic architect of the Panama Canal.

If Mr. Stevens is elected to the

Hall of Fame, this would be the first time such an honor has been accorded a railroad man.

Honorary chairmen of the committee supporting Mr. Stevens' election include Maurice H. Thatcher, surviving member of the Isthmian Canal Commission; Secretary of Transportation John A. Volop; Senator Edmund S. Muskie, Governor Kenneth M. Curtis of Maine, Congressman Daniel J. Flood from Pennsylvania, Dr. Melville Bell Grosvenor, editor-in-chief and chairman of the board of the National Geographic Society, and Admiral Ben Moreell, former chief of Civil Engineers of the U. S. Navy.

John M. Budd, president of Great Northern Railway is one of the committee's vice chairmen.

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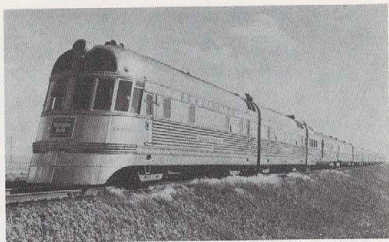
GN Launches 15th Scholarships Program.

Great Northern's 15th annual scholarship program is underway. Seven, \$4,000 college grants are offered to deserving high school seniors who are sons and daughters of employees.

The amount of the four-year grants was increased this year from \$800 per year to \$1,000, to help winners cope with increased educational costs. Past scholarship winners who have not completed their four-year college work also receive the \$200 per year increase.

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First Denver Zephyr Up for World Grabs



The Original Denver Zephyr

The auction sale of the original 12-car Denver Zephyr streamliner, October 20, is being promoted as an international occasion by Parke-Bernet Galleries, well known fine art auction house. Auction bids from all over the world before and during the sale at Parke-Bernet's annual car auction at Arthur Rippey's Veteran Car Museum, Denver, Colorado, are being encouraged.

Parke-Bernet and its affiliated fine art auction house, Sotheby & Co., in London, operate a network of offices throughout the world in order to allow for quick last minute

The "Symphony in Steel" pulling into Union Station, Chicago



Ten

bids and information exchange before auctions.

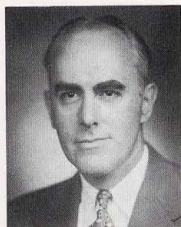
The original Denver Zephyr, was transferred from the Chicago-Denver run in 1957 to the Texas run from Denver to Dallas and was finally withdrawn from service in 1966.

When first built, the train cost around \$1,000,000. It is built entirely of stainless steel, boasts internal air conditioning, its own electric power, water pressure and telephone system. Each one of the 12 cars which include compartment sleepers, coaches, diner, bar-lounge car, chair-snack car and bar-observation car has a separate name.

The Denver Zephyr is a consignment from two anonymous Denver businessmen who purchased it this year from the Colorado & Southern Railway, subsidiary line of the Burlington. □ □ □

E. H. Beckford Retires

Elmo H. Beckford, Assistant to the Passenger Traffic Manager, and



Mr. Beckford

well known throughout the United States travel fraternity will retire from active Great Northern service effective November 1, 1969.

He recently completed 49 years of GN service, all with the Passenger Traffic Department and all in St. Paul. □ □ □



Questions were asked of P. F. Cruikshank, shown left, standing, by potato growers, shippers and warehousemen, after Mr. Cruikshank spoke to the convening Chipper Days delegates in the research center.

Potato Chippers View New "Tater Frater"

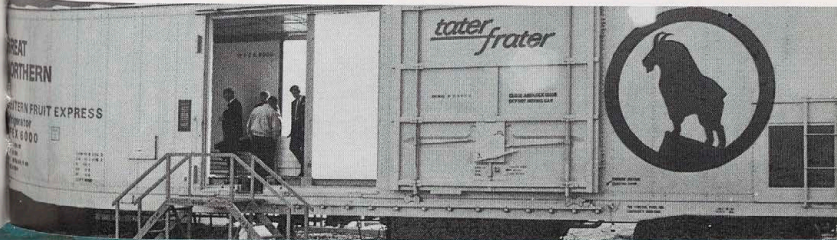
Chip manufacturers, growers and area potato representatives viewed Great Northern Railway's newest specialized freight car, the brilliant yellow "Tater Frater" designed for bulk shipment of potatoes, early this month at the Chipper Days celebration in Grand Forks, North Dakota.

The car was on display at the

Potato Research Center, East Grand Forks, Minnesota. A loading demonstration followed a briefing session presented by Great Northern officials.

Cliff Hagen, executive secretary of the Red River Valley Potato Growers Association, sponsors of the two-day event, introduced GN officials which included Paul F.

GN-WFE "Tater Frater" car was featured in Grand Forks during the Red River Valley Potato Growers Association "Chipper Days".



Cruikshank, St. Paul, assistant vice president of marketing; Robert H. Shober, St. Paul, general manager, lines east; M. V. Schoonover, market manager, food products, St. Paul; Glenn Ekers, equipment planning specialist, St. Paul; Dan F. Musch, assistant public relations manager, St. Paul, and L. J. Eret, area sales manager, Grand Forks.

The all-steel car, capable of hauling 80 tons of potatoes, is the first of its type and has gone into regular service in the Red River Valley of Minnesota and the Dakotas where potatoes are an important commodity for GN.

Built for Western Fruit Express Company, a subsidiary of GN and painted in the tradition WFE yel-

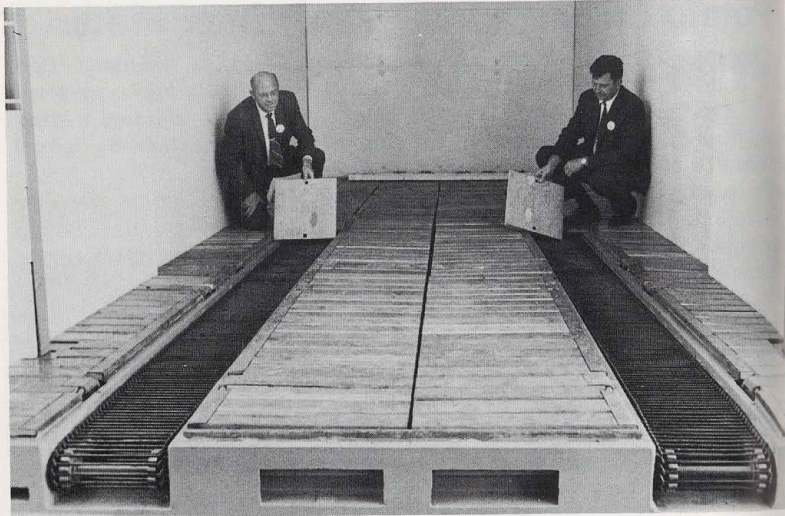
low, the Tater-Frater features a flat floor and dual conveyors on each side of the car for easy unloading.

Temperatures in the completely-automatic car are thermostatically controlled. The interior is foam insulated and lined with fiberglass. Table stock potatoes customarily are maintained in the car at 40° and chipping potatoes at 60°.

Capable of carrying more than two and one half times the load of a conventional refrigerator car, the Tater Frater has a 4,706-cubic foot capacity, approximately 3,000 feet more than the conventional ice bunker car.

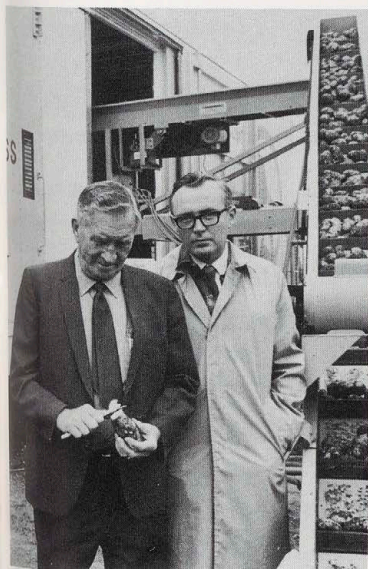
Glenn R. Ekers, GN's equipment planning specialist who speci-

K. W. Erickson, Dist. Mgr. WFE, St. Paul (left) and D. C. Peterson, WFE Dist. Agent, Grand Forks, show how cover boards are used in connection with dual conveyor system.





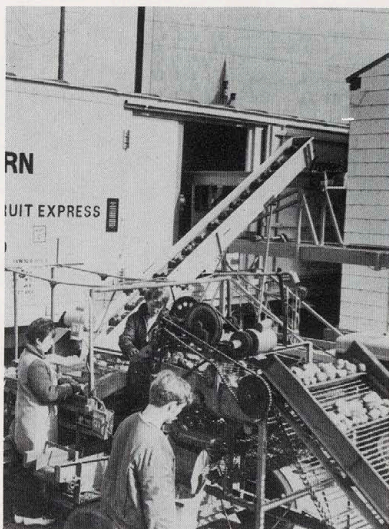
GN officials discussed the new Tater-Frater car with growers and shippers. From left are P. F. Cruikshank, M. V. Schoonover and G. R. Ekers, all from GN, St. Paul, and Paul Fresta of the Old Vienna Company, a division of Sunshine Biscuits, St. Louis, who came up to see the car.



Slicing through a Red River Valley potato checking quality is Phil Hagen, deputy seed commissioner of the North Dakota seed department, Fargo. Observing is Doug Jonanson, plant pathologist with the State of Minnesota's certified seed potatoes division.

fied the car design, emphasized its experimental aspects.

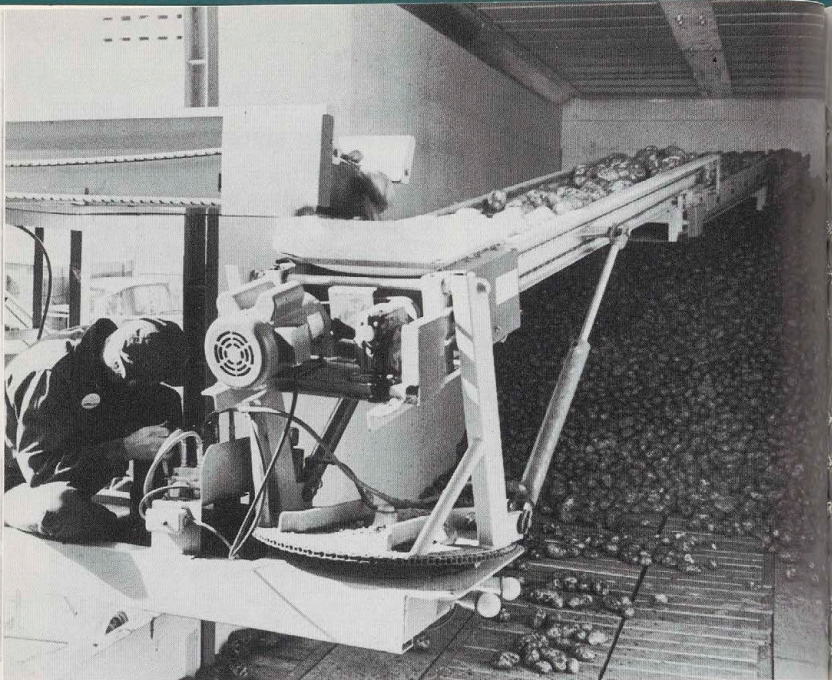
"It was built as a result of studies over the past year," Mr. Ekers said. "We want to determine the ideal potato car for the GN marketing area."



Culls are removed as they pass through a conveyor system that transfers potatoes from trucks to the "Tater-Frater".

"The Tater Frater will be subjected to numerous laboratory and operational tests in the next six months," he added. We hope to obtain sufficient data to determine the consist of our future potato car fleet."

The car is 62½ feet long, 18'8" wide and 15'5" high. Door opening is 10½' but it may be used with fillers to operate at a six foot width. □ □ □



"Tater-Frater" car loading as well as unloading is completely mechanized and almost automatic.

During unloading, the two conveyors on each side of the car operate at the same time. Potatoes travel to a cross conveyor at the car door and then by the customer's movable conveyor to storage bins.

The car is compatible with current loading and unloading equipment. Although principally a bulk car, it also can handle sack potatoes.

The Tater-Frater trademark is painted in dark brown on the door. All other markings, including the Goat trademark, are in black.

The experimental car is equipped with an Emerson Detroit Diesel 2-71 power unit with a 500-gallon fuel capacity. It has a York Model RRH 26-103C refrigeration unit.

□ □ □

Dude Ranchers Plan November Meet

Livingston, Montana, will host this year's convention of The Dude Rancher's Association, November 20, 21 and 22, 1969.

The Association is a national or-

ganization of approved bona fide Western ranches including those in the states of Arizona, Arkansas, California, Colorado, Idaho, Montana, Nebraska, Oregon, Utah and Wyoming. □ □ □

Goat Gaieties

Quick Thinking

The crooked gambler talked a group of salesmen into a crap game.

As he tossed five dollars on the floor and rolled out the dice, a third cube accidentally fell from his sleeve. "All right gents," he calmly remarked, "my point is 18."

Fat Cat

The teacher was trying to explain the meaning of certain words to her class. She came to "sufficient".

"Now," she said. "Suppose there was a cat here and I gave it a saucer of milk which it drank. Then I gave it another saucerful and it drank it all. But when I gave it a third, it would drink only half of it. We can then say the cat had sufficient. Now then, Richard, what is the meaning of 'sufficient'?"

"A cat full of milk," Richard answered eagerly.

Smart Kid

The lost 6-year-old boy ran down the supermarket aisles frantically calling, "Marian, Marian!"

His mother finally approached him, chiding: "You should call me 'Mother' not 'Marian'. I'm mother to you, you know."

"I know," he replied, "but this store is full of mothers."

Smart Saver

Wife: "Let's be sensible for Christmas this year. Start saving now."

Husband: "I agree."

Wife: "Good. You start saving for my fur coat and I'll start saving for something you can wear."



Glacier Park Queen is Crowned

Shortly before the hotels, motels and other visitor facilities at Glacier National Park in Montana were closed for the successful 1969 season, Nancy Adele Cox, a 5'7" beauty from Wadesboro, North Carolina was crowned Miss Glacier Park.

Miss Cox, representing Glacier Park Lodge was chosen over six other contestants who represented the Park's other hotels and motor inns. She is a sophomore at the University of North Carolina, majoring in biology.

In the photo above, Miss Cox is pictured being crowned Miss Glacier Park by Al Donau, Tucson, Arizona, general manager of Glacier Park, Incorporated. □ □ □

THE GREAT NORTHERN GOAT

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THE GOAT

November, 1969



THE GOAT

Volume 39

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MILT HAGEN,
Editor

KIM FORMAN,
Western Editor



CHANGE OF ADDRESS: Please make changes on the back cover which bears your name and address. Type or plainly print name, title, address or Zip Code changes and mail to:
EDITOR, Great Northern GOAT,
Great Northern Railway,
175 East 4th Street,
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The Cover

No. 430, a burly, 3,600-h.p. F-45 diesel electric locomotive, pokes through the morning haze along Puget Sound on the point of a GN east bound time freight. Another F-45 and an SD-45 combine to give the units a total rating of 10,800 h.p. Photo was taken just south of Mukilteo, Washington.

Two



New and expanding industries are the lifeblood of a sound economy and prospering community.

Competition for new industry is intense. Chambers of Commerce, industrial and housing developers and state and city agencies are alert for locating prospective industry.

Great Northern also is actively seeking new industries to establish on one of its many attractive plant sites along its 8,277 miles of track in 10 states and two Canadian provinces.

One result of such efforts is the Roman Meal Company, which opened a new plant at Fargo, N.D., on a spur track joining GN's main line.

J. C. Kenady, assistant vice president, industrial department, and his assistant, H. D. Hayman, manager industrial development, both of St. Paul, worked closely with GN's western industrial staff in presenting the benefits of plant location on GN property to Roman Meal officials.

The company is one of 153 new firms established so far this year on GN's trackage. There also were 40 firm expansions.

Read the story of Roman Meal and if you are a prospective site seeker ask to see GN's brochure, "The Promised Land" which outlines the railway's professional and confidential plant location assistance. Or see a GN man for more details.

Roman Diet Basis for Thriving Fargo Firm



Warring Roman legions battling a thousand or more miles from home conquered the known world despite hardships in maintaining supply lines.

Researchers, cognizant of the saying, "an army travels on its stomach," discovered one of the

is doing what the Romans did. The firm is duplicating and nutritionally-bolstering grains, grinding them into flour and mixing combinations of ground grains and other ingredients into prepared package foods.

The new plant, built on land purchased from Great Northern Railway and served by a rail spur, officially opened its new milling and processing plant on October 24.

Charles W. H. Matthaei, president of Roman Meal, says company headquarters will remain in Tacoma, Washington, but milling, blending, packaging and distribution will be in Fargo.

Great Northern's industrial department was instrumental in presenting the advantages of the 200 x 600-foot railroad property as the plant site. Mr. Matthaei also credits the Fargo Chamber of Commerce and its industrial development arm as influential in plant site selection.

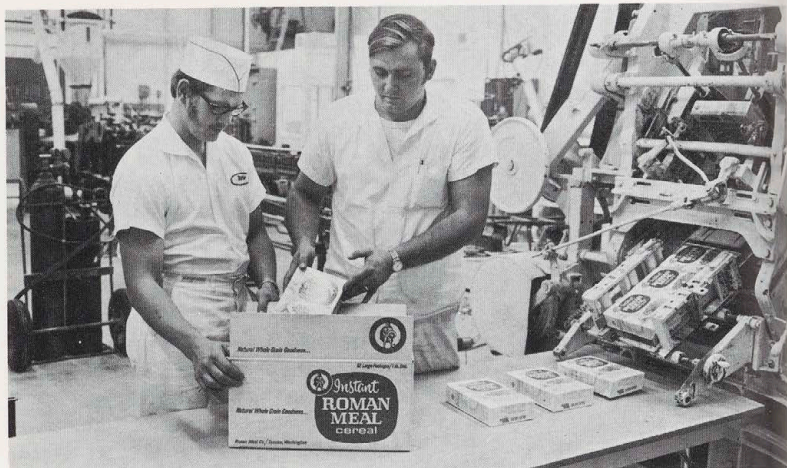
Products will fan out to company warehouses in New York, Atlanta, Dallas, Chicago, Denver, Tacoma, San Francisco and Los



Roman Meal Company president, Charles Matthaei, seated, shows production figures to T. M. Green, GN's sales manager in Tacoma.

secrets of Roman prowess was a diet of coarsely-ground grain either cooked into porridge or baked into bread.

On the outskirts of Fargo, North Dakota, in a newly-constructed plant, the Roman Meal Company



Packages of Instant Roman Meal Cereal tumble from the conveyor and are readied for shipment to national outlets.

Angeles for distribution to over 140 wholesale bakeries in the 50 states.

Quality rye and high-protein hard Red Spring wheat are the major ingredients of Roman Meal, and Great Northern territory can provide these in quality.

Plant manager, Max Hager, seated, studies rail shipment figures with Bill Matthaei, left, son of the owner, and J. R. Peterson, GN sales manager, Fargo, N. D.



Four

The plant is located in the Red River Valley of Minnesota and the Dakotas where the thick, black loam is often more than 10 feet deep and very productive. It was built near the source of raw materials and it is equi-distant from the East and West coasts.

Features of the highly-automated plant include five grain storage tanks, each with a 22,500-bushel capacity, and a bran storage tank 21 feet in diameter and 56 feet high. The main milling building is five stories high.

Now, with the new Fargo facilities in operation, Roman Meal is making another major expansion. In addition to the ingredients for Roman Meal bakery products, the new mill will produce Roman Meal cereal and a newly-developed food line to be distributed under the Western Host label.

Western Host meat loaf mix will include onions and other spices as well as the basic wheat and rye.

Plant manager, Max Hager, listed the current products of Roman Meal as Roman Meal bakeries mix (bran, flaked rye, wheat and flax); Roman Meal cereal meat loaf mix; muffin mixes; institutional cereal, and industrial by-products (rye flour, whole wheat flour and incidentals.)

According to Mr. Hager, production goal is 1,800 fifty-pound sacks of Roman meal and 1,000 cases of cereal daily.

Working with Mr. Hager and other staff members is Bill Matthaei, son of the president, a graduate student in cereal technology at the North Dakota State University at Fargo.

The senior Matthaei in Tacoma said he checked historic references about the diet of famous Roman legions and has confirmed the findings of Tacoma physician, Dr. Robert G. Jackson, who first began production of a coarsely-ground whole wheat and whole rye in the basement of his home around the turn of the century.

The newly-constructed Roman Meal plant at Fargo is built on GN trackage. Not shown are the grain storage tanks.



When Max Hager dons his white smock and secrets himself in his spotless laboratory-bakery, it's a tip-off that he'll take home work that night.

The professionally-trained baker, former milling company executive and manager of the Roman Milling Company, has a tacit agreement with his wife, Merle, "I stay out of her kitchen and she stays out of mine."



Mr. Hager

The "work" he refers to is the product of his baking laboratory in which he combines various cereals and other ingredients in hopes of coming up with another roll, muffin or other goodie that may be added to the growing family of Roman Meal package products.

When sitting in his office in a dark business suit, close scrutiny will reveal traces of flour or milling dust on his well-tailored suit resulting from a hasty trip to the mill or packing department.

Max formerly was director of products control for Montana Flour Mills at Great Falls. He later worked in Oakland and joined Roman Meal in March of this year.

A native of Bavaria, Max had baker's training in Minneapolis and Chicago and served a six-year apprenticeship in Bozeman, Montana.

Dr. Jackson found the basic daily marching and fighting ration was only two pounds of whole grain, wheat or rye, coarsely ground in small portable mills. This was only rarely supplemented with fresh vegetables or meat.

The doctor duplicated the Roman ration and added flaxseed and was so pleased with results that he shared the flour with patients and friends.

Demand grew and a small mill was established. The mill eventually was sold to Mr. Matthaei's father.

Many city, state and business dignitaries had been invited to the grand opening of the plant. Included were Mayor Herschel Lashkowitz of Fargo; Robert Pile, Fargo Chamber of Commerce president; Wallace Olson, executive vice president of the chamber; Senator Warren Magnuson of Washington, and Mr. and Mrs. Charles Matthaei.

North Dakota legislative members also were to attend as was Dr. Richard Hagen, director of the state's research department, and Great Northern representatives.

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Nine Months Net Shows Gain

Great Northern Railway and its majority-owned subsidiaries earned a substantial increase in net income in the first nine months of 1969 as compared with the same period a year ago.

The company reported October 24 that consolidated earnings were

\$18.5 million, or \$3.01 per share, compared with \$12.1 million, or \$1.96 per share in 1968.

For Great Northern only, the 1969 nine months' net income was \$17.2 million, or \$2.80 per share, as compared with \$11.6 million, or \$1.88 per share, for the same period last year.

The accelerating rise in traffic volume and earnings experienced in the second quarter carried through the third quarter of 1969 with Great Northern freight revenues for the nine months 13.3 per cent higher than a year ago. Revenue for September was the second highest on record, having been exceeded only by September, 1952.

Revenue from lumber and plywood traffic continued to show decreases from 1968 due to a general lag in construction. Iron ore, including taconite pellets, aluminum, chemicals and agricultural products moved at high levels.

Piggyback traffic registered an increase of 90.2 per cent in revenue for September compared with that month last year.

Freight car supply, usually critical during the harvest season, was generally adequate for September. The first of 125 new wood chip cars and 150 box cars ordered as part of the 1969 rolling stock acquisitions began arriving as demand for them increased.

Operating expenses for the first nine months of 1969 showed an increase due to wage and materials costs. □ □ □

Rail Ore Docks Handle Potash

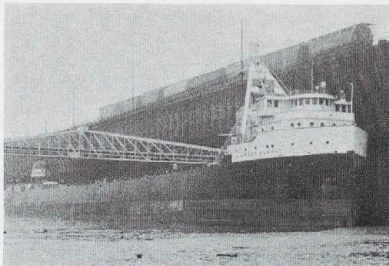
Great Northern's Allouez, Wis., ore docks—the world's largest—are being utilized to transfer Canadian potash from unit trains to Great Lakes freighters.

The shipments mark the first time the 70-year-old Head of the Lakes docks have been used to load boats with a commodity other than iron ore or taconite. By the end of September approximately 45,000 tons of coarse potash had been dumped through the dock's ore pockets into waiting bulk-handling vessels.

The potash originated at the rich deposits of International Minerals and Chemical Corporation at Esterhazy, Saskatchewan, near the international border. The shipments to Allouez are part of a series of GN covered hopper unit train shipments which originated last year.

The potash is trucked from Esterhazy to IMC's three-acre loading facility at Northgate, N.D., the terminus of a 55-mile GN branch line which connects the main line at Berthold, N.D. At Northgate, the potash is loaded via a special conveyor belt system into covered hopper cars joined together as a unit train. The trains are routed from Northgate to Minot and on to Superior via Grand Forks and Cass Lake.

Great Northern started shipping potash via unit train in November, 1968. The first shipments were a joint venture with the Chicago,



Unusual sight on GN's Superior ore docks is this string of covered hopper cars handling Canadian potash.

Burlington & Quincy Railroad and terminated at Mendota and Beardstown, Ill., and Minneapolis. Later shipments involved GN, CB&Q, and the Norfolk and Western railway and were destined for terminals at Maumee, Ohio, and Norfolk, Va.

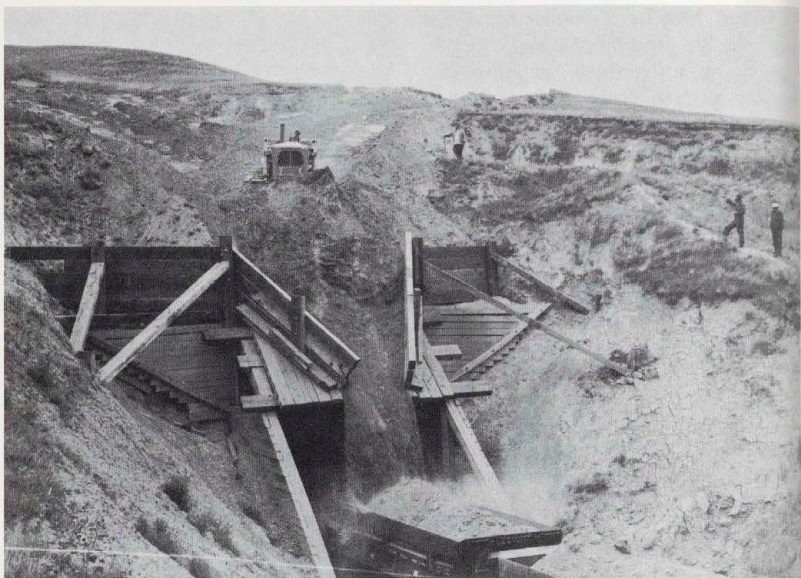
The first potash shipment to Allouez consisted of 115 covered hoppers and departed from Northgate on June 23. Succeeding shipments averaged 110 cars with the exception of a recent movement which involved loading a smaller-than-usual boat and called for a partial unit train shipment. Each of the ships took their cargo to a port terminal at Toledo, Ohio.

The shipments will continue until Winter weather forces IMC to close its Northgate facility.

Potash is a potassium compound used in agricultural fertilizers. Over eight million tons of potash were utilized in the U.S. last year, and use is increasing at a rate of more than 10 per cent per year.

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GN Engineers Employ Unique Approach



Hard to obtain gravel is bulldozed over portal of North Dakota's only GN tunnel into waiting air dump cars.

Great Northern Minot division engineers performed an unusual engineering feat as part of the railway's bridge improvement program on the Fairview, Montana, to Watford City, North Dakota, branch line.

Instead of installing new pilings to shore up the approach to the railway's 2,280-foot lift bridge No. 3.2 which spans the Yellowstone River, it was decided to use gravel fill. However, the approach was flat irrigated land with no gravel available in the near vicinity.

Division Engineer J. H. Turner and his crew hit on the idea of using dirt and gravel from the area

atop GN's only tunnel in North Dakota, which runs through a series of steep hills in nearby "Badlands" country.

Bulldozers were used to scrape the dirt over the tunnel portal into waiting air dump cars. The cars would be moved to the bridge and the contents dumped over both sides of the approach area.

Approximately 80,000 yards of gravel were taken from the hill above the tunnel and placed under 965 feet of the 1,000-foot long approach. New piles were driven under the remainder.

Bridge 3.2 was built in 1913 with four steel through trusses and

a 271-foot-long lift section. The structure is the second railway bridge built in North Dakota and was used for both rail and highway traffic until 1956 when a new highway bridge was erected in the immediate area. □ □ □

Plan Alaska Surface Transport Survey

Secretary of Transportation John A. Volpe has approved a \$3 million engineering feasibility survey of a rail-highway transportation corridor to serve North and Northwestern Alaska.

Mr. Volpe pointed out that present projections indicate the Nation's mineral requirements alone will double by the year 2000. "Development and utilization of Alaska's abundant resources of oil, copper, uranium and other critical metals is, therefore, vital to the United States and the State of Alaska," he said.

"Without a basic, well-planned surface transportation system, however, we will never reach this goal," the Secretary said.

The \$3 million cost of the survey will be provided from the revolving fund of the Federal Railroad Administration's Alaska Railroad and from special highway funds allocated by the State of Alaska in coordination with the Federal Highway Administration.

Release of the funds came after consultation with Senator John Stennis, Chairman of the Senate

Appropriation Subcommittee on Transportation, and Congressman Edward P. Boland, Chairman of the House Appropriation Subcommittee on Transportation. Consultations were also held with Secretary of the Interior Walter Hickel, Governor Keith H. Miller of Alaska, and members of the Alaska congressional delegation.

Aside from the obvious benefits which could be derived from the State's untapped mineral wealth and opening up the northern areas, Volpe listed the following benefits as key considerations in arriving at his decision:

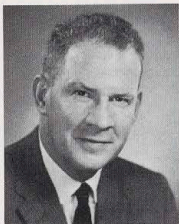
- Balanced development of all resources. Without low cost surface transportation, the resultant high cost of development could lead to exploitation of the high-grade resources and non-utilization of important but lower-grade resources.
- Increased employment opportunities for Alaska natives. Availability of low-cost transportation would foster development of new industry and related businesses.
- Reduced costs for transporting bare necessities to interior citizens, which now must be shipped at great difficulty and cost.
- Minimized impact on the delicate arctic environment. Unplanned and uncoordinated development of any surface transportation could result in a serious ecological imbalance.

The route survey will begin as soon as possible and is estimated to take 18 to 24 months to complete.

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GN V. P. Named to Chamber Committee

Anthony Kane, vice president and general counsel of Great Northern Railway Company in St. Paul, Minn. has been appointed to the policy committee of the U.S. Chamber of Commerce.



Mr. Kane

The prestigious policy committee considers and makes recommendations to the board of directors on proposals for national chamber policy declarations.

Mr. Kane, long prominent in St. Paul civic affairs, also was reappointed to the transportation committee of the national chamber.

Containerized Plane Travels by Rail

Sea Land officers in Seattle, Bruce Kearsley, left, and Skip Key, inspect the container which carried "Miss Jacy", a 21-foot Air-tourer 115 airplane from Yokohama, Japan.

Pilot Clifford V. Tait of Hamilton, New Zealand, ran into difficulties after landing in Japan from New Zealand. He had intended to fly from Japan and land in the Russian territory of the Kamchatka peninsula, but Russian authorities refused to give permis-

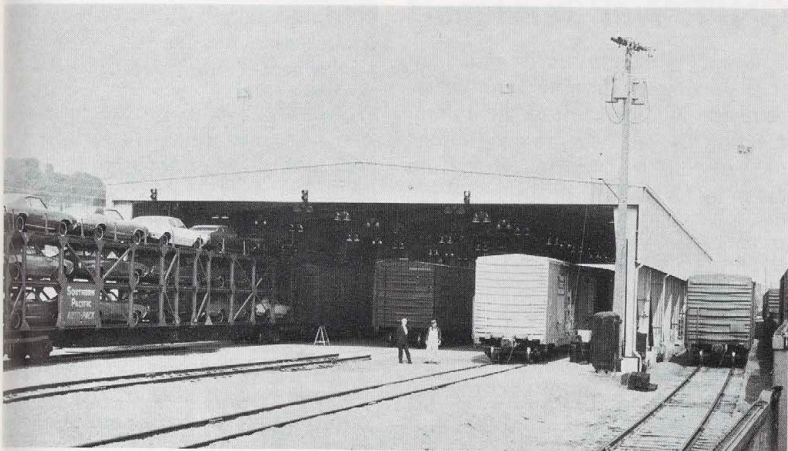
sion for him to land and refuel his plane, he said. So, he put the craft in the container and shipped it aboard the freighter Trenton to Seattle. Great Northern Railway carried the plane from Seattle to Vancouver, B. C., where Tait reassembled it and continued his round-the-world flight.

Tait, a New Zealand trade commissioner, who is in the office equipment business, hopes to write a book about his round-the-world trip. He said he wants to "put New Zealand on the map", and promote trade.

After crossing Canada, Tait will fly to Greenland, Iceland, to London, and from there to various European and Asian cities.



Interbay Repair Shop Nears Completion



A dozen freight cars can be accommodated at one time in Great Northern's new 250x80 foot repair shop at Interbay, Washington. Location is near the railway's recently automated Balmer Yard.

Nearing completion in time to get under cover for Seattle's winter season, a new car repair shop at Interbay, in Seattle, Washington, is Great Northern's newest terminal improvement. It has been designed to handle light repairs to freight cars, loaded or empty, and get them quickly back into service.

Around-the-clock operations at the \$700,000 facility have not been started yet because of a shortage of skilled craftsmen, but the shop is designed to handle up to 60 bad order cars daily. It has been engineered to reduce car out-of-service time to the equivalent of adding 50 or more cars to GN's fleet.

Twelve cars of various sizes can be repaired simultaneously under cover in the 250 x 80-foot main structure. Cars move on three

tracks, north to south, with easy access to Balmer Yard and the GN main line.

Rip (repair) track supplies and hundreds of parts have been moved from the Interbay store near the roundhouse and centralized in the new facility. This materiel storage, welding and blacksmith shop, lunch room, locker room, boiler room and offices are all housed in a 30-foot by 350-foot one-story building adjacent to the car service building.

Final work on the boiler room, is expected to be finished by mid-November. Also nearing completion are the overhead connections and reels for color-coded hoses to supply natural gas, oxygen and liquids used in the shop. Natural gas will be used instead of acetylene. □ □ □

Medical Groups Use GN Travel Services

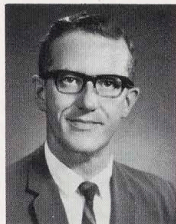
Great Northern participated in transporting a sizeable number of southern medical men to the annual meeting of the American College of Surgeons held in San Francisco early in October.

The Burlington handled the six special sleeping cars between Chicago and the Twin Cities where Great Northern took over for the trip to Winnipeg, Manitoba, and connection with Canadian National for Jasper Park and Vancouver in British Columbia.

At the latter point the equipment was again turned over to Great Northern for the scenic ride along Puget Sound to Seattle. After overnight there, the journey continued via GN to Portland, Oregon, and connection with the Southern Pacific.

C. H. Wulff Joins Marketing Staff

Charles H. Wulff of New Brighton, Minn., general traffic manager of Farmers Union Grain Terminal



Mr. Wulff

Association since 1959, has joined Great Northern Railway as Director of pricing, grain and grain products.

Mr. Wulff earned a degree in business ad-

ministration at the University of Minnesota, and has attended various law courses which qualify him to practice before the Interstate Commerce Commission.

He is active in professional and civic organizations including the Minneapolis Traffic Club and the National Freight Traffic Association. He served as president of the ninth district chapter of the Association of ICC Practitioners and president of the National Association of Cooperative Transportation.

Mr. Wulff also is on the transportation committee of the Minneapolis Grain Exchange and instructs at the St. Paul Vocational Institute on traffic and transportation.

Let Your Greetings Help a Child

When you purchase your greeting cards for the coming Holiday season, think of UNICEF and the contribution you can make to help children in need throughout the world.

With the same of UNICEF cards and calendars now providing about 10 per cent of UNICEF'S worldwide budget, the number of children assisted each year is directly related to the number of cards sold.

A free full-color brochure is available from U.S. Committee for UNICEF, 331 East 38th Street, New York, N.Y. 10016.



Washington Governor Daniel J. Evans, left, and Drew C. Miller, of Great Northern's Industrial Development department, Seattle, look over the program of this year's Washington Trade and Promotion Tour in San Francisco.

For the past 10 years, Washington State's business and industrial development leaders have traveled to various parts of the nation to personally tell of the advantages their state offers for plant locations.

They point to Washington's skilled manpower, planned site locations, power developments and fast, economic transportation as well as Washington's excellent living conditions and almost unlimited recreational opportunities.

Last year Washington led the nation in the rate of increase in per capita income. Indications point to continued growth. Great Northern is one of 49 firms sponsoring the annual tour. No public funds are required. □ □ □

Brookings Group Hosted in St. Paul

Great Northern Railway was visited October 27 by 23 federal executives under auspices of the Brookings Institution headed by Richard B. Simons, senior staff member of the institution.

The Brookings Institution is an independent unit devoted to non-partisan research, education and publication in the fields of economics, government and policy.

After introductions by Anthony Kane, GN's vice president and general counsel in the Railroad Building auditorium, the executives were addressed by John M. Budd, GN president, who presented a profile of the company.

Other GN executives who spoke were Thomas C. De Butts, vice president-labor relations; John L. Robson, vice president-operations, and M. M. Scanlan, vice president-marketing. □ □ □

M. M. Cynkar is New Buffalo Sales Mgr.

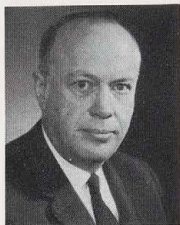
Mal M. Scanlan, GN marketing vice president has announced the appointment of Martin M. Cynkar as the railway's sales manager in Buffalo N. Y.

Mr. Cynkar succeeds R. A. Cory who retired because of ill health.

He has been GN sales representative in Buffalo since 1967. Prior to his transfer to Buffalo, Mr. Cynkar was sales manager in Cleveland, Ohio. □ □ □

Financial Analysts Study GN Territory

Top financial analysts from leading commercial centers in the nation recently entrained from the Twin Cities to Seattle to study the growth potential of the territory served by Great Northern Railway.



Mr. Downing

Robert W. Downing, Executive Vice President, headed a 12-man GN management team accompanying the 26 invited analysts on the Empire Builder across the northern tier of states.

The analysts arrived in St. Paul from New York City, Philadelphia, Chicago and San Francisco. Several from the Twin Cities also made the tour.

"Great Northern desired to familiarize them with the territory it serves," said Mr. Downing. "We wanted to emphasize the growth of the area, point out opportunities for economic development and demonstrate how GN is meeting its responsibility for future development of the Northwest country."

Prior to boarding the train, the group met in the GN-NP auditorium to hear GN departmental reports and view a new film, "The Lively World of Great Northern", which set the theme of the tour.

The group stopped at Havre,

Fourteen

Montana, and toured GN's diesel shop. En route, analysts met in the Great Dome lounge car to hear M. M. Scanlan, Vice President—Marketing, outline his department's development and traffic plans. Harry J. Surles, General Superintendent of transportation, spoke on GN's new transportation service control system.

Analysts toured GN property in Seattle and the surrounding Puget Sound area and inspected industrial parks and new industries along the railway, including the massive Boeing 747 assembly plant.

The four-day analysts trip concluded in Vancouver, British Columbia.

Other top GN officers accompanying the analysts were J. L. Robson, Operating Vice President; J. A. Tauer, Vice President and Comptroller; L. L. Duxbury, Vice President and Eastern Counsel; T. J. Lamphier, Vice President—Administration; C. A. Eckart, Vice President and Western Counsel; J. C. Kenady, Assistant Vice President—Industrial Development, and W. L. Smith, Assistant Vice President and General Manager, Lines West. □ □ □

Correction

The October GOAT contained a statement to the effect that GN's new "Tater Frater" car was 18' 8" wide. We were eight feet off. Correct width is ten feet, eight inches (10' 8").

Goat Gaieties

Idiot's Delight

Hubby: "It's queer, but the biggest idiots seem to marry the prettiest women."

Wife: "Are you trying to flatter me?"

Equal Opportunity

The legal requirement that employers not discriminate in favor of one sex over the other in filling positions, supposedly resulted in the following no discrimination ad in a western newspaper:

"Help wanted — one cow person. Applicant must be proficient in profanity to avoid inferiority complex in the presence of experts and share bunkhouse with three cowboys who seldom wash all over."

Instant Confusion

It would take one hundred clerks working one hundred years to make a mistake as monumental as a computer can make in 1/100 of a second.

Mystery Fabric

A friend of ours was gift shopping and came across a sweater labeled "100 per cent virgin acrylic."

"What's an acrylic?" he inquired of the clerk.

"That's a little animal that lives in the mountains of South America," she replied.

What we want to know is, how do they reproduce themselves if they're all virgin?

Exempt

Overheard at a department store cosmetic counter: "There's no tax on this perfume. The type of man it attracts isn't considered a luxury."

Bright Idea

An electric light manufacturer approached the theater owner and offered him free bulbs for his marquee in order to satisfy his one great ambition in life.

"I'll take the free bulbs," the theatre owner said, "if you tell me what the secret ambition is."

"Sure," said the manufacturer, "It's just that I've always dreamed of seeing my lights up in names."

Short Supply

If gentlemen really preferred blondes, there wouldn't be a brunette in six weeks.

Ho! Ho! Ho!

A policeman in Minneapolis asked an injured pedestrian if by chance he'd noticed the license plate number of the driver who hit him.

"No," he replied. "But I'd remember his laugh anywhere."

Qualifications

Nervously clearing his throat and assuming a firm stance, the hired man said to his boss, "I've been with you twenty-five years and I've never asked for a raise before."

The farmer replied, "Wal, Clem, that's why you've been with me for twenty-five years."

Protective Custody

During inspection at a Boy Scout camp, the director found an umbrella in the bedroll of a tiny Scouter. Since the umbrella was obviously not one of the items of equipment authorized, the director asked the lad for an explanation. The tenderfoot neatly countered with his question:

"Sir, did you ever have a mother?"

Don't Worry

Patient: "Doc, I think I'm losing my memory."

Doc: "Forget about it."

THE GREAT NORTHERN GOAT

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

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ST. PAUL, MINN.

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NEW IN OUR FROZEN FOOD LINE!



Great Northern's subsidiary, Western Fruit Express, is beefing up our line with 200 jumbo mechanical refrigerator cars. These are the big babies—the ones that lug giant loads—the ones that cut handling costs, refrigeration costs, transportation costs. We're putting them in action soon to join our 1,154 mechanical refrigerator cars already in service. Discover the frozen food profits they can store away for you. For more information on how to move perishable foods write or phone: Vic Schoonover, Market Manager, Great Northern Railway, St. Paul, Minnesota 55101. Phone (612) 224-5588.

**GREAT
NORTHERN**



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THE GOAT

December, 1969



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MILT HAGEN,
Editor

KIM FORMAN,
Western Editor

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CHANGE OF ADDRESS: Please make changes on the back cover which bears your name and address. Type or plainly print name, title, address or Zip Code changes and mail to:
EDITOR, Great Northern GOAT,
Great Northern Railway,
175 East 4th Street,
St. Paul, Minnesota 55101.

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The Cover

Puckish Suzy Chaffee, not exhibiting her usual Olympic-style form, frolics down a slope while testing her new Hart skis.

Two

GREETINGS

I salute you! There is nothing I can give you which you have not; but there is much, that, while I cannot give, you can take.

No heaven can come to use unless our hearts find rest in it today.
Take Heaven

No peace lies in the future which is not hidden in the present. Take Peace.

The gloom of the world is but a shadow; behind it, yet within our reach is joy. Take Joy.

And so, at this Christmas time, I greet you, with the prayer that for you, now and forever, the day breaks and the shadows flee away.

— Fra Giovanni
(in 1513 A.D.)

GN Names Winter Carnival Princess



From left, King Boreas Rex XXXIII, 1969 Queen of the Snows Mary LaFond, GN Princess Diana Miles, Jacquelyn Haider, GN 1969 Princess of the East Wind.

Diana Miles, a key punch operator in Great Northern's Data Processing department has been selected as the railway's 1970 St. Paul Winter Carnival princess.

She will compete for the title of "Queen of the Snows" in the annual winter frolic which will be held in St. Paul, Minnesota, January 30 through February 8.

The raven-haired beauty hails originally from Abbeville, Louisiana, is 21 years old and has been a GN employee for almost a year. □ □ □

GN Pilot Honored

The Lockheed-Georgia Company, Marietta, Georgia, has honored Lloyd Parsons during the National Business Aircraft Association's annual convention, Washington, D.C., as the first pilot to compile more than 5,000 hours in the JetStar.

Parsons is chief pilot for Great Northern Railway.

This award is the first to recognize JetStar pilots, and in the future, as each pilot passes the 5,000 hour mark he will be honored with an appropriate plaque.

Parsons, a veteran of 29 years as a pilot, was with Lockheed-Georgia for 8½ years and flew the first production flight of the JetStar at the Marietta plant, where the four-engine corporate aircraft is produced. He flew with famed aviatrix Jackie Cochran when she established 69 world aviation records with the JetStar on a New Orleans-Bonn flight in 1962.

A member of a U.S. Marine Night Fighter Squadron in World War II, Parsons holds the Distinguished Flying Cross and the Air Medal with seven clusters. He was credited with shooting down two Japanese aircraft during the Battle of Okinawa. He was recalled for service in the Korean War, flying in a jet fighter squadron. He flew as a commercial airline pilot prior to joining Lockheed in 1959. □ □ □

GET RID
OF YOUR
BITTER
BETTER
BE NICE
TO SOMEONE

Hart's 'Sandwich' Skis Soar Skiers Take to the Multi-Hu

Whether you are skiing on The Big Mountain at Whitefish, Montana, on the crowded runs in the Midwest, in Europe or Japan, a large proportion of skiers will be flashing down the slopes wearing Hart skis.

When the Earl of Sandwich concocted the culinary treat which bears his name, he hardly visualized centuries later ingenious Americans would employ the principle in the manufacture of skis.

That is the technique used by the Hart Ski Company of St. Paul in the production of its famous multi-layered, laminated skis.

Hart is a subsidiary of Beatrice Foods Company of Chicago, but the ski firm, a leader in its field, still is a St. Paul business operated by its original founders.

Hart Skis are named after one of the "Big Three" of the company, Hartvig (Hart) E. Holmberg, president of the firm. The others are Harry, Hart's brother, who supervises designing, and J. E. Bjork, production chief.

The trio began as sub-contractors in 1944. After World War II, they manufactured duplicating machines. They combined their talents and founded the ski firm in 1955.

Much of the original equipment was built by them from Harry's designs. Business outstripped quarters, and in 1965, the company moved into a new, all-electric powered building in St. Paul on Great Northern Railway's main line.

Today, Hart's six ski models and its new Javelin XXL, a high-performance fiberglass racing ski (retailing at about



...les as World ...lish 'Boards'

\$210 minus bindings, etc.) are setting sales records.

According to Holmberg, Hart's European sales for the current season are up more than 100 per cent over 1968. Canadian sales increased 25 per cent and Japanese sales are up 250 per cent.

"We had been using some fiberglass in our skis since 1957," Holmberg said. "The XXL is selling 150 per cent better than we expected."

Hart's "sandwich" skis are the work of professionals. A slip of the wrist can ruin a pair of \$150 skis.

Business is so good, the firm announced it will double warehousing facilities for next season and will activate a plan for utilization of operational facilities to accelerate production and shipping.

These improvements, Holmberg said, will permit the firm to offer more efficient factory service for dealers and customers. Hart features a lifetime guarantee on ski edges and laminations.

Once avid skiers themselves, the "Big Three" restrict their ski activities to manufacturing and leave the rigorous outdoor sport to their offspring, who also are employed in the plant.

Bill Holmberg works in service and Ken in shipping and purchasing, when not on the slopes. Harry Jr. applies his talents to designing



and tooling, and Ed Bjork's sons, Jim, is in production, and Jack, in quality control and production.

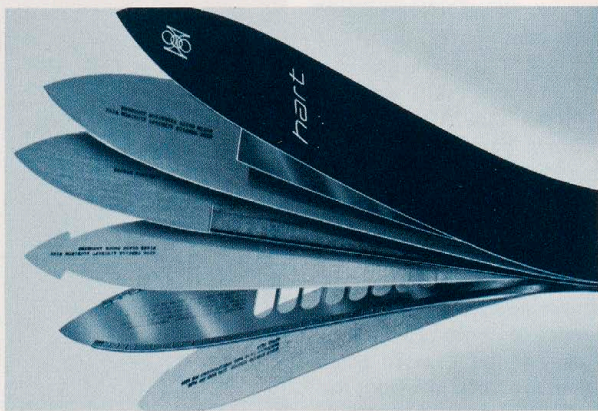
Beatrice Foods, the parent company, is a billion-dollar firm whose sales dollar derives from dairy, grocery, confectionery, warehousing, agri-products and chemical and manufacturing enterprises, in that order.

Chief executive officer and pres-

ident is William G. Karnes who directs the diversifide, multi-national firm from Chicago.

The company's seven divisions have produced more than \$1.3 billion in sales from 6,000 products distributed under more than 200 brand names. Beatrice has more than 500 plants and branches around the world manned by some 24,000 employees. □ □ □

'Sandwich' Skis: The Hart of the Matter



The utmost skill goes into the workmanship of 14 various applications of materials and metals. These include plastic, spring steel, aircraft aluminum, fiberglass, shock absorber, cloth vibration absorber, spring steel edging, a Weyerhaeuser ski core, and the cloth-backed polyethylene running surface.

These materials are "sandwiched" together in various welding, molding and compressing processes. The one-piece, L-

shaped steel edges of the skis are a Hart feature guaranteed not to tear off.

Brilliant ski colors, flexibility differences (some designed for powder or packed snow, racing and for different degrees of skiing proficiency) and expert finishing and polishing are strong Hart selling points. So is the minimal charge for refurbishing or rebuilding done in the factory and other points.

GN Acquires Prime Deep Water Property

Acquisition by Great Northern of more than 1,000 acres of prime industrial property in the Olympia, Washington, area with 2,300 feet of deep waterfront on Nisqually Reach, has been announced by Clark A. Eckart, Seattle, vice president, GN executive department.

The site, known locally as the Atlas Powder Company property is believed to be the only one in Thurston County large enough to accommodate a major industry and with waterfront of sufficient depth to accommodate 200,000 ton ships.

Mr. Eckart said he expects the property to attract an industry which will ship raw products by water and export the finished product by rail. He also said that any plant located on the property will be required to comply with all air and water pollution standards.

While no immediate improvements are planned, extensive engineering studies such as soil tests, possible dock facilities, utilities and water sources will be taken care of promptly to interest prospective industries.

"There are few such sites on Puget Sound and only one in Thurston County," Mr. Eckart said, "The Atlas property has been used since 1915 for the storage of powder and it is because of this extended industrial use that it has been held intact and makes such an ideal site for water-oriented industries."

He explained that a principal

objective of the Railway since lines were extended West in 1893 has been to reach Puget Sound ports where traffic could be interchanged with freighters from all over the world. Since that time, GN has been extremely active in the development of this commerce.

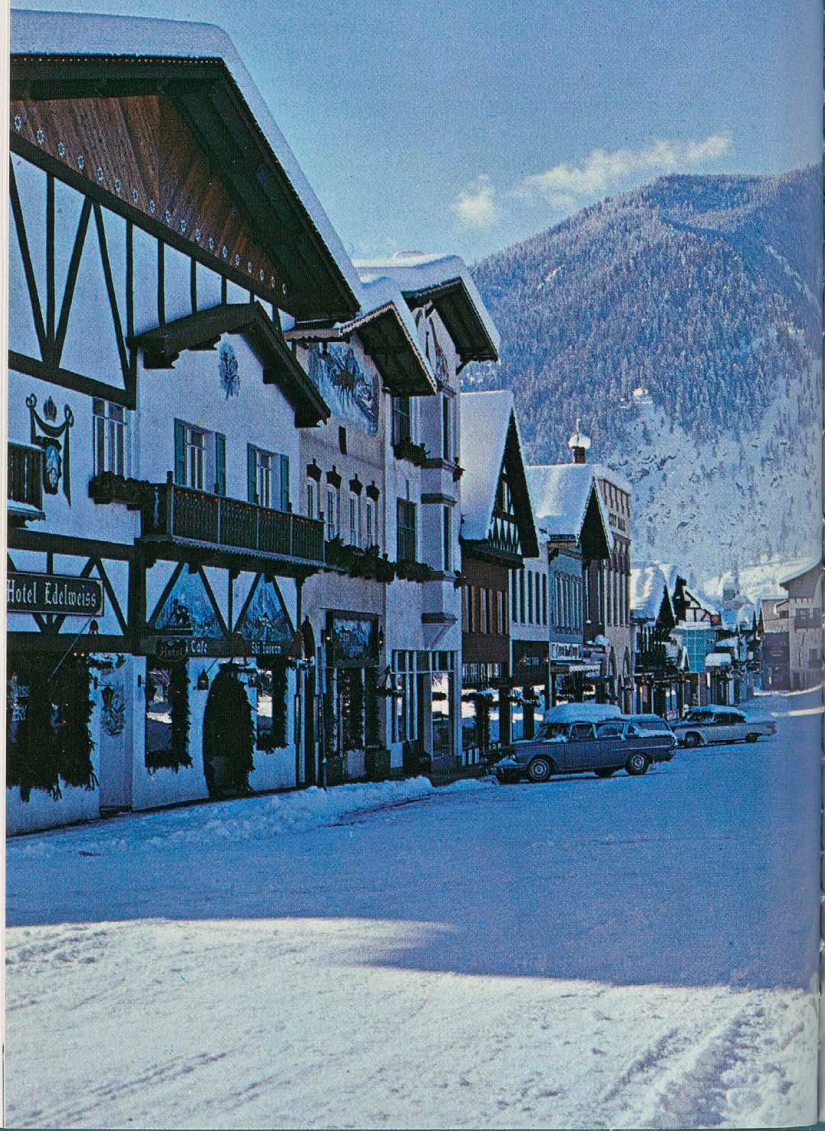
During earlier years the company constructed and operated its own docks in many of the ports on Puget Sound. With the development of port districts, however, it became apparent that they could do a better job of constructing, financing and operating such facilities and all of GN's docks were disposed of. □ □ □

Astronaut Associates With Rail Association

Captain Walter M. Schirra, Jr.—the only astronaut to fly Mercury, Gemini and Apollo missions, all three of the manned flight phases of the space program, has been selected by the nation's railroads to serve as their spokesman in the industry's current television and radio advertising campaign.

"Having Captain Schirra associated with our program will help give the industry a space-age identity consistent with the modernity and progressiveness which characterize railroad operations today," James A. Schultz, vice president of public relations for the Association of American Railroads, explained.

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Willkommen zu Leavenworth, All-American, Year-Round Playground

Leavenworth, Washington, is a city of approximately 1,500, located on the main transcontinental line of Great Northern Railway on the sunny east slope of the Cascade Range very near the geographic center of the State of Washington.

The major portion of the city's economy is provided by tourism, forest products and the fruit industry. The world's largest salmon hatchery is located nearby. Thousands of acres of national forest surround Leavenworth offering complete recreational facilities in four well-defined seasons of the year.

In 1968, Leavenworth was named an All American City by the National Municipal League and LOOK Magazine. Only ten other U.S. cities were so honored that year.

Winning cities are distinguished by an extra spark of honest openness that encourages hometown people to care, to act, and to prove, particularly in these times of simmering urban tension, that Americans can still live together productively and peacefully. The case of the selection of Leavenworth was no exception.

Leavenworth was honored in part for pulling itself out of a seri-

Leavenworth's Main Street in Winter. Remodeling to achieve old world "new look" has been done at the expense of property owners.

ous economic slump. The former sawmill and railroad town had sort of slumbered for four decades. Then, in late 1962, advice was solicited from the University of Washington's Bureau of Community Development on how to improve the situation. As a result, a community self study which involved hundreds of local citizens was made. It was called "LIFE" (Leavenworth Improvement For Everyone). So great was the interest that the study continued for two years, considerably longer than most such programs.

Of the various recommendations that came out of this detailed study, the one that advised the adoption of a unique "new look" in the city's downtown area was the most exciting and challenging.

In mid-1965 a meeting of merchants and property owners was called to discuss a radical change for the business district. Scale model buildings converted to an Alpine theme were presented and the idea was accepted enthusiastically.

The one building which was completed late that year was a shining example of what could be done.

The next year saw several other buildings transformed as roof structures were changed, pastel stucco replaced old brick and wood. Balconies appeared as if by magic and flowers were every-

THE WORLD OF





where. Ornamental lights were put on the beautifully remodeled buildings and the crowning touch was when Bavarian artist Herbert Schraml was called in. Fascinated citizens watched as he painted colorful murals on the buildings.

The remodeling has been done at the expense of property owners, on their own initiative and with a faith in the future. The job is authentic and is under the direction of competent architects. A recent addition to the old world scene is a Bavarian bandstand where open air concerts are held during the summer months.

Picturesque gifts shops feature imported merchandise with emphasis on quality. Several other business buildings have been purchased by out-of-town investors who came and liked what they saw. Remodeling of these structures is underway and more is planned for the immediate future.

The city's location on the "sunny side" of the Cascades makes an ideal background for the Bavarian Alpine theme. Leavenworth is known as the gateway to a vast all-year recreation area where skiing and other winter sports, hiking, mountain climbing, swimming, boating, camping, horseback riding, fishing and big game hunting are all within easy reach.

Leavenworth ski hill, just a mile from town, is the site of many championship ski jumping competitions. The North American ski

jumping record was made here in 1967 when Bjorn Wirkola of Norway jumped an amazing 335 feet.

Another recommendation from Project LIFE was for some sort of a fall festival to take advantage of the gorgeous autumn coloring that the area is famous for.

In 1964, the first Autumn Leaf Festival was held over two weekends and has been continued ever since. For the past several years, special Great Northern trains have carried thousands of visitors from Seattle to Leavenworth for one weekend of the period that has become Washington State's Official Autumn Leaf Festival.

One thing seems to lead to another where civic pride is involved and in early 1967 a most successful beautification and clean up campaign was initiated by the Leavenworth Chamber of Commerce. Tons of junk were removed, piles of debris burned and derelict cars removed. Several old buildings were burned or otherwise destroyed and business men and women turned out for a one-day clean up of off street parking lots. The organized clean up has become an annual affair.

Much well deserved publicity has come to Leavenworth as the result of its new look and townspeople have become used to visitors standing in its attractive park or even in the middle of the main street, gazing up at the buildings and snapping pictures. □ □ □

Goat Gaieties

Shop Early

At the height of the Christmas rush, a young lady, shopping for a gift for her brother, noticed an attractive pair of men's pajamas and asked the price. "They're \$37.50," answered the clerk.

"For \$37.50", declared the girl as she headed for the necktie department, "they should have a man in them."

Impressionable

Wife at Christmas party: "Where is that cute blonde who was serving cocktails a while ago?"

Hostess: "Oh, are you looking for a drink?"

Wife: "No, I'm looking for my husband."

Home Sweet Home

A Christmas concert was given by a German orchestra for the American GI's in West Germany. The PFC in one seat fidgeted and fumed in boredom through Bach, Brahms and Beethoven. Then the orchestra played the melodious strains of Heilige Nacht (Holy Night) and the lad whispered, "Gee, what a relief to hear some good old American music."

Satisfied

Wife to husband on Christmas morning: "You angel! Just what I need to exchange for just what I wanted!"

Strictly Limited

"Do you have eczema?" the doctor asked the waitress as she kept scratching her nose.

"No special orders, mister; just what's on the menu."

Just Relax

The housewife wanted her husband to help address Christmas cards. The family was coming; there were shopping, gifts, the tree to trim, cooking, cleaning all to do. Arranging the cards, stamps and address book on the table she pulled up a chair and said, "Come on, dear, let's get these out of the way."

He glanced at the array and went into his den. She heard drawers being opened, banged shut and he returned with a high stack of cards, stamped, sealed and addressed.

"They're last year's," he said. "I forgot to mail them. Now let's go out to dinner and relax. You've been working too hard."

Christmas Past

One father has announced that he intends to assemble a Christmas toy this year using nothing but the extra parts left over from toys he's assembled on other Christmases.

Something Missing

The newlyweds were giving their first Christmas dinner. Since her husband was a novice at carving, the wife insisted on his learning to carve from her cookbook lest he display his ignorance. At the proper time the turkey was placed before the inexperienced host who was plainly at a loss to know how to proceed.

"Go on, dear, carve it," whispered the wife. "You know exactly how to do it from the directions in the book."

"Of course I do," came back the answer, "but I can't find any of the dotted lines."

Buy Now, Pay Later

Someone has come up with a novel Christmas Club — you save up to pay for last year's gifts.

Flathead Tunnel Nears Completion, Switch to New Line Planned in Late 1970

Construction work on the Great Northern Flathead Tunnel in northwestern Montana, second longest railway tunnel in North America, is almost finished. Target date for completion, which includes installation of the extensive ventilation system is October, 1970. This is about a month in advance of when GN expects to be running main line freight and passenger trains on the re-routed main line and through the seven-mile bore.

Ventilation will be handled in somewhat the same manner as has worked so satisfactorily in Great Northern's 7.79-mile Cascade tunnel in Washington. In that case, in the interests of efficiency and economy, as well as safety, the railway's electrified segment of line was eliminated and a ventilation system installed to permit use of diesel-electric locomotives.

Two 103" diameter fans now being installed in the north portal housing of the Flathead Tunnel are equipped with variable pitch and reversible blades. A 2,000 h.p. motor drives the fans and a standby generator is available in case of regular power source failure.

When the tunnel is opened for traffic, a 23½' x 18½' automatic door, already installed, will be controlled by the trains themselves through track circuits incorporated into the CTC system.

After a westbound train passes through the tunnel, the huge, per-

fectly balanced door will close and the fans will be activated to remove diesel fumes. An eastbound train approaching the tunnel causes the door to close. When the train is approximately three quarters of the way into the tunnel, one fan will be activated. As soon as the train is within 3,900 feet of the north portal, the door will open. When the train clears the bore, the door will close and the other fan will turn on. The fans will completely flush fumes from the tunnel in about 17 minutes.

The Flathead Tunnel is part of a 59½ - mile relocation of Great Northern main line necessitated by the Federal government's \$353-million Libby Dam project. The reservoir which will back up behind the huge barrier far into Canada will inundate much of GN's present main line.

Construction of the line change was started in May of 1966 and drilling commenced on the tunnel in October of the same year. The tunnel was "holed through" on June 23, 1968, when President Lyndon B. Johnson set off the final explosive charge by pressing a button in his White House office.

Some 300,000 cubic yards of concrete were needed for the tunnel lining which varies from 18 to 24 inches in thickness. The opening will be 23½ feet from the rail to the top and 18 feet wide, providing generous clearance. □ □ □

GN Extends Lignite Research Program

Great Northern Railway has announced that its directorate has authorized an appropriation of \$45,000 to extend the lignite research project by the University of North Dakota.

A four-year project was initiated in 1965 when GN's directorate authorized \$175,000 to finance the research scheduled for termination on September 30.

The project was initially stimulated by research by the U.S. Office of Coal Research and chemical companies on the development of a process for production of liquid fuel from lignite and other coals.

Among objectives in the project's one-year extension are investigations into a new process for hot drying of lignite; a newly-discovered chemical process for liquification of coal and determination of the latter's applicability to lignite, and the study into a lignite-ammonia base fertilizer.

Favorable results could have an important economic impact on North Dakota and Great Northern. The state has an estimated lignite reserve of 350 billion tons.

Oil, chemical and aluminum companies also are interested in the outcome of the research. □ □ □

Western Rail Service Groups Merge

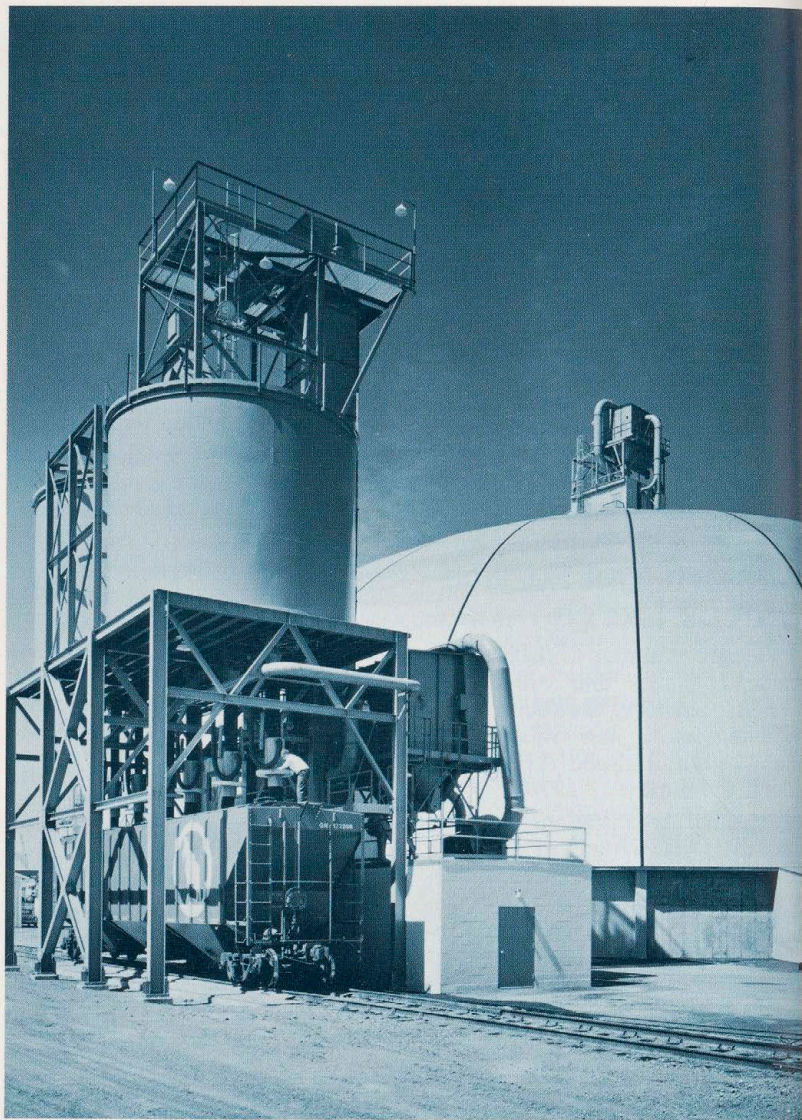
Various railroad associations, traffic committees and bureaus in western territory are being consolidated into a new organization, the Western Railroad Association, effective January 1, 1970.

Principal organizations involved are the Association of Western Railways, the Executive Committee-Western Railroad Traffic Association, the Western Weighing and Inspection Bureau, and a number of freight bureaus and committees.

Clair M. Roddewig, currently president of the Association of Western Railways, will serve as chairman of the new organization. James M. Souby, Jr., now chairman and counsel of the Executive

Committee — Western Railroad Traffic Association, will be president and chief executive officer of the Western Railroad Association. He will continue in his present capacity as chairman of the Executive Committee — Western Railroad Traffic Association.

According to Mr. Roddewig, the new organization will establish more clearly defined lines of authority and responsibility than presently exist among the various organizations and should also result in a more effective and economical operation and in elimination of duplicating activities. It will bring all railroad association and committee activities in western territory under the executive and administrative direction of one organization. □ □ □



A 100-ton GN covered hopper car is readied for loading at the high speed Alumina handling and storage facility, Port of Everett, Washington.

Alumina Handling, Other Developments Mark Port of Everett Expansion

The Port of Everett, Washington, started moving mountains in mid-October, seeking a larger share of world trade.

The mountains in this case are shiploads of Jamaican alumina ore coming by ocean freighter to Everett, passing through a new \$3.6 million storage and handling facility and going into Great Northern covered hoppers for shipment to Anaconda Aluminum Co.'s reduction plant at Columbia Falls, Montana.

An estimated 350,000 to 500,000 tons a year of the powder-like alumina will be handled, or up to 70 covered hopper loads each week.

The crane, called one of the largest of its type, will be handling other cargo also.

Officially dedicated on October 13, the new facility was hailed as the start of a major development of the Snohomish River Basin.

Port of Everett Commissioners have adopted a budget for 1970 in excess of \$2.1 million. Almost half — \$950,000 — is devoted to capital improvements. More than \$450,000 of that, according to Port Manager Richard Andersen, will be for first-year expansion costs of a five-year, \$3.5 million improvement program.

Demolishing of old buildings, landfill, grading and paving are included in the first year plan. Even-

tually Pier Two will be replaced with a new dock and Pier One will be more than doubled in size.

Plans call for 25 acres of paved cargo area with full rail access and expansion of port warehouse space from the present 144,792 square feet to almost 900,000 square feet.

It is at Everett that GN's east-west transcontinental mainline first reaches the Pacific, connecting with the busy north-south Seattle-Vancouver, B.C., coast line.

"Everett was designated as Great Northern's Puget Sound terminal 78 years ago," says Andersen. "Now, 78 years later, we are ready to go to work, in cooperation with the Great Northern and develop this potential. We have plenty of room to grow on our waterfront which is a rare situation among the more fully developed ports."

Andersen points to the new alumina facility at Pier One as one example of rail-port-industry cooperation. He says the greatest impact has been psychological.

"We could feel the ripples even before the installation was complete. Suddenly the people in Everett, those who work in the port area and the shippers, began to realize the potentials here."

Logs and lumber traditionally have been the major export items at Everett and Andersen expects these volumes to remain basically



From left: Richard A. Andersen, manager, Port of Everett; Paul Kinnune, President of the port commission; John Martinis, vice president; Tom Stiger, secretary; Everett Mayor Robert Anderson.

unchanged. January through July totals this year include 122.7 million board feet of logs and 12.7 million board feet of lumber.

Record highs were set last year with over 31 million board feet of lumber and over 221.5 million board feet of logs.

A major reconstruction and expansion of the Everett Yacht Basin, started in 1965, has helped to meet a growing demand for moorage facilities for both private and commercial fishing boats. Andersen says the port now provides berthing space for 1,006 boats and employment in boat basin businesses for 220 persons.

Pier One, consistently upgraded over the years, provides two berths with 35 and 43-foot water depths at low tide. Served by two spur tracks with double crossovers, Pier One has a fully sprinklered steel

warehouse of 35,000 square feet storage capacity. The main port offices are located here also.

Pier Three, with a 1,000 foot dock and warehouse now used for storage by Scott Paper Co., formerly was the Great Northern Railway Dock. It now is used also for log vessel operations.

Some supplies for the booming Alaska North Slope oil fields are moving over the Everett docks and more are expected. Andersen says at least 90,000 tons of 48-inch diameter pipe, in 60-foot lengths, may be handled over a new dock being built on Jetty Island.

Eventually a vast development of the 25-mile lower Snohomish River would be possible through dredging. Andersen foresees this coming in three stages, first providing a 20-foot depth as far upstream as Lowell, next extending that to Snohomish and finally providing 10-foot depth as far upstream as Monroe.

The Snohomish County Economic Development Council started an over-all study of the 90-square mile river basin in 1964, before the Boeing Co. located its 747 superjet assembly plant near Mukilteo and hastened county-wide planning urgency.

The results of a \$42,500 study completed last year envision a \$107 million development, creating a 3,000 acre "Tract Q" port area. It would tie together advanced-concept transcontinental rail and truck service and include Paine Field and Arlington Airport.



Huge 787-ton crane, 228 feet in height, straddles Everett Pier No. 1, unloading a test shipment of 4,000 tons of alumina from the Contenta Shipper, a Liberian vessel, lower right. Everett Herald photo by Ken Knudson.

One key to the proposal is expansion of the present port district. Founded in 1918, the Everett Port authority does not extend county-wide as do most others, established later.

Paul Kinnune, Port Commission President, is head of the fuel division of the H. O. Sieffert Co., handling building materials, heating fuels and lumber supplies.

John Martinis, vice president, owns and operates Bob's Sporting Goods in Everett. Thomas Stiger, commission secretary, is a school teacher and educational counselor.

Andersen, 45, head of a 20-man staff as manager of the port, is a veteran of the transportation field.

He was named manager in June, coming from California where he

had been sales manager in the San Diego Port Marketing Department. In two years he traveled more than 155,000 miles by air as that port's national representative.

Born in San Diego, he was graduated from Palo Alto Senior High School in 1941 then went on to Menlo College and Stanford University. Not satisfied with one degree, Andersen also studied at the University of San Francisco, San Francisco State and Golden Gate College.

For 10 years he had his own firm of freight forwarders in San Francisco handling export-import traffic, truck distribution, nationwide warehousing, packaging and container service.

THE GREAT NORTHERN GOAT

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

ADDRESS CORRECTION REQUESTED

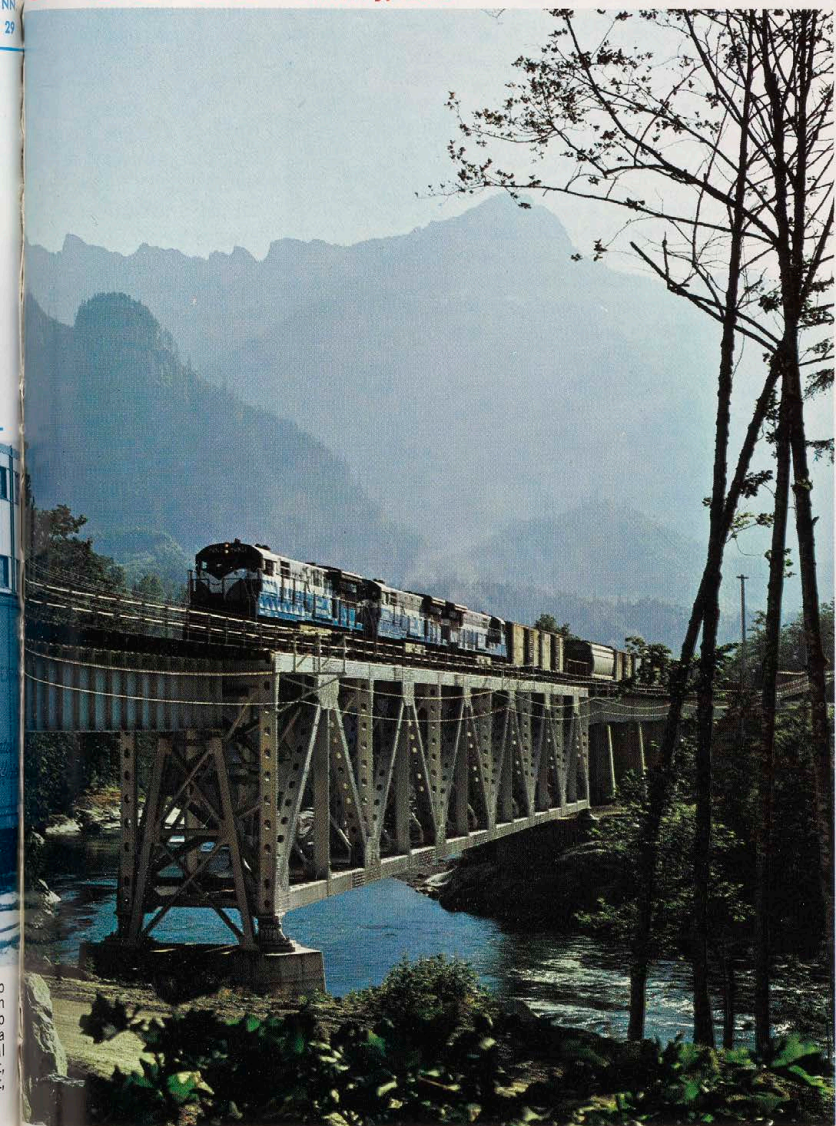
BULK RATE
U. S. POSTAGE
PAID
ST. PAUL, MINN.
PERMIT NO. 1



APPLES FOR ALASKA—Believed to be the largest shipment of apples ever sent to Alaska, this 60-foot mechanical refrigerator car carried 1,910 cartons of Washington State apples, loaded by Bardin Brothers at Monitor, Wash. on Nov. 7. Consigned to Pacific Fruit and Produce Co., Anchorage, the car was routed Great Northern, Alaska Trainship, Alaska Railroad. It contained 1,135 cartons and 775 bag boxes for a total of 83,985 pounds. Helping with unloading in Anchorage Nov. 21 was Tom Bogie, left, from Publix Warehouse, the unloading and storage facility, and Robert Turner, right, from the Anchorage office of Pacific Fruit and Produce.

THE GOAT

January, 1970



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MILT HAGEN,
Editor

KIM FORMAN,
Western Editor

□ □ □

CHANGE OF ADDRESS: Please make changes on the back cover which bears your name and address. Type or plainly print name, title, address or Zip Code changes and mail to:
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The Cover

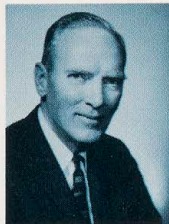
An eastbound fast freight powered by three U33C locomotives thunders across the Skykomish River, up a 1.1% grade headed to the crest of the Cascade Range. Location is Milepost 1744.0 near Index, Washington.

Two

GN Year End Report

*by John M. Budd, President
Great Northern Railway*

On balance, 1969 was a good year for Great Northern and the territory it serves. A heavier volume of freight handled by the railway is reflected in increased revenues and modestly increased earnings.



Mr. Budd

Grain, the most important single commodity transported by Great Northern, was a major factor in the improvement. Revenues from handling passengers continued their downward trend during 1969, with a decrease of about 3 percent.

Railway operating expenses increased substantially as a result of higher wage rates, larger volume of traffic, and unusual maintenance costs during the first quarter because of severe winter weather conditions.

Several factors shaped the successful grain year on Great Northern lines. Foremost was an exceptionally heavy movement of storage grain by the Commodity Credit Corporation. There also was a healthy export business, with a substantial demand for the high quality durum (or macaroni) wheat produced in GN territory. Finally, the 1969 crop was unusually bountiful, with much of it going into storage for future movement.

The increase in GN grain revenues for the year is about 25%. Other commodities which improved significantly were iron ore (including taconite pellets), up about 23%; chemicals and allied prod-

ucts, up 33%; and aluminum products, up 26%. Significantly, there was a gain of about 40% in piggy-back traffic.

The only major commodity showing a significant decline in 1969 was lumber, which was off about 9% for the year as a result of the lower number of housing starts.

Great Northern's investment in new freight-carrying equipment, diesel locomotives and improvements to tracks and facilities in 1969 totaled \$40 million. The \$28 million allocated to equipment included the acquisition of 540 freight-carrying cars, 20 cabooses and 20 locomotives. An additional 500 box cars valued at \$8.2 million were authorized in the 1969 program but will not be delivered until early 1970.

Undoubtedly the year's biggest disappointment was the further delay in bringing more than 14 years of intensive merger planning to final fruition. We are highly optimistic, however, that a favorable ruling by the United States Supreme Court will provide the final springboard for launching the new Burlington Northern early in 1970. This is the enterprise which would combine the Great Northern, Northern Pacific, Burlington and Spokane, Portland and Seattle railways into a single transportation system, with a tremendously increased potential for improvement in service to the territory and customers they now serve separately.

Approved by the Interstate Com-

merce Commission in 1968, the merger was set for May 10 of that year but delayed at the last minute by a series of legal maneuvers. When a three-judge Federal Court subsequently upheld the ICC, opponents appealed the decision to the Supreme Court, where oral arguments were heard October 21-22. The Court's opinion might reasonably be expected early in 1970.

Meanwhile, we by no means have been satisfied to place all of our eggs in the merger basket, but have pushed ahead on an infinite variety of projects designed to make our service more attractive, more efficient and more profitable to both our customers and ourselves.

We continue to see improvements in operating and management techniques undreamed of a decade ago as imaginative and resourceful railroaders do their own specialized pioneering in the use of electronic computers.

Great Northern's computer-oriented Transportation Service Control, which went on-line a year ago, is now 95% installed and functioning smoothly. It is one of the most sophisticated freight car control and information systems in the industry, and will be of great help in improving the overall quality of rail service.

Our ambitious marketing program, now in its third year, is beginning to produce significant new business for Great Northern as our marketing planners and researchers develop more and more projects de-

signed to fit the total distribution requirements of both present and prospective customers.

Currently, our entire sales force is participating in an intensive educational program to qualify them to be more professional customer problem-solvers. This is still another facet of the sophisticated new approach to selling rail service.

Some other highlights of Great Northern's operations in 1969:

- New diesel service facilities completed at Havre, Montana and Minneapolis.

- 7-mile Flathead Tunnel completed in northwestern Montana. Second longest rail bore in the U.S. is part of GN's 59½-mile relocation scheduled for opening in late 1970, when present line will be flooded by construction of Libby Dam.

- New car repair facility completed at Balmer Yard in Seattle.

- Atlantic Richfield Company announced construction of mammoth \$100 million oil refinery at site served by GN near Bellingham, Washington. Crude oil will come from new fields in Alaska.

- First trainload of Canadian potash unloaded into Great Lakes freighter from GN's Allouez ore docks at Superior, Wisconsin.

- GN introduced new "Tater Frater" experimental refrigerator car for bulk shipment of potatoes.

Looking to the year ahead, we anticipate a modest increase in revenues and earnings for Great Northern in 1970, although forecasting is particularly tenuous at

this season, with so many conflicting and confusing trends in the economic situation.

While there is evidence of some tapering off in the physical growth of the economy, we don't expect that GN will be too much affected, at least for the present. Nor does the possibility of sudden de-escalation in Vietnam pose any serious traffic loss for Great Northern, since we do not serve the ammunition ports in the Pacific Northwest.

Increase in wage costs in 1970 will add materially to Great Northern's expenses, already boosted by the 1969 settlements. Only partially offsetting these increases is the 6% freight rate increase which became effective November 18.

Finally, on the positive side of the ledger, we do expect increasing benefits from our own "bootstrap" efforts, as special marketing programs materialize and computer-oriented management programs enable us to utilize our plant and equipment with increasing efficiency. □ □ □

GIVE...

**so more
will live
HEART
FUND**





Shakedown session included (clockwise) RAMSCO's Warren Walworth (back to camera); G. W. Ploudre, Seattle; R. W. Morrison, St. Paul; R. W. West, Seattle; R. L. Merklin, St. Paul; A. J. Hoehn and A. T. Sims, New York; V. A. Opsahl, Seattle; J. K. Cutforth, St. Paul; F. J. Coyne, St. Paul.

GN Sales Reps Go Back to School in "Proposal Selling" Training Program

Since announcement was made in the September GOAT that Wilfred C. Hageman, GN market manager, forest products, and Francis J. Coyne, assistant pricing manager, would assume responsibility for administration of the Marketing Department's "Proposal Selling" training program for its salesmen, much has been accomplished. Hageman and Coyne, working with Warren Walworth and George Jones, who represent The Resource and Management Systems Corporation (RAMSCO) of New York City, developers of the unique sales training program, have held a

total of 10 sales seminars in the Twin Cities, Chicago, Seattle and Great Falls, Montana, involving 150 GN sales personnel.

According to Hageman, the program was tailored specifically for Great Northern Railway, to enable its personnel to serve customers more intelligently and efficiently. The "proposal selling" concept, which has been used with great success by other transportation organizations and in other industries, involves an analytical approach to solving customers' problems.

In this training program, GN sales personnel and instructors met

in three-day-long training sessions designed to stimulate an increased awareness of shipper needs and problems. Participants were encouraged to "learn by doing", by putting themselves in their customers' shoes, by dealing with specific situations, seeking solutions from the shippers' points of views, as well as from the carrier's.

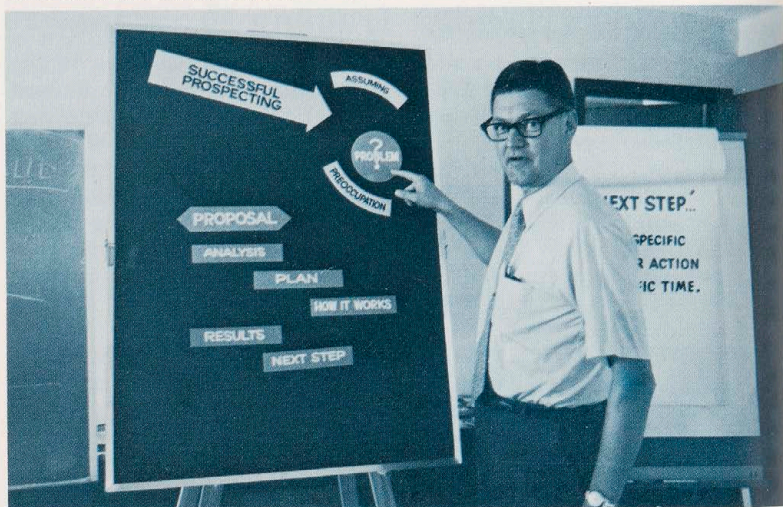
Small, manageable study groups tried to come up with solutions for selling and service problems some of which have plagued individual sales staffs for years. Analysis takes into consideration shipper needs and service problems and possible solutions. Solutions must be practical and realistic, taking into consideration facilities the railway currently has at its disposal or can acquire.

Proposals are submitted in writing and in addition to practical solutions to particular problems, must include short and long range goals.

Hageman and Coyne are convinced that GN has long had one of the most capable groups of sales people in any transportation organization, but that there is always room for improvement, and that in these times of intense competition, a formal, scientifically developed and administered educational training program is a "must."

As the result of an initial "shake-down" session attended by area sales managers and top Marketing Department officers, certain modifications and improvements were incorporated into the program. Succeeding regular sessions then were

W. C. Hageman, GN's manager of training, details hypothetical sales problem to area sales managers during shakedown "proposal selling" session.





RAMSCO's Warren Walworth (left) stresses a point at opening session. With him is F. J. Coyne, assistant manager of training.

conducted at Minneapolis, Seattle, Chicago and Great Falls, Montana, for the company's sales representatives and management trainees.

Hageman, Coyne, and one representative from RAMSCO handled each of the sessions. They were assisted by one of the railway's 16 area sales managers.

Each 15 member class was divided into three more manageable groups of five each. Working days were nine hours and participants were assigned "homework" as well that had to be completed before opening of the following day's class.

Emphasis was on problem solving, identification of shipper distribution, marketing and transportation requirements, followed by constructive proposals of railway service to meet these requirements.

"Competition for freight business has never been more intense," says Hageman, "and in order for GN to stay competitive, the railway must utilize new concepts, teaching techniques and methods of appraisal to equip our personnel with the best possible ways of solving shipper problems."

While sessions to mid-January have been concerned primarily with proposal selling techniques, plans call for expansion of the formal training program into other areas such as pricing, planning and industrial development. It is planned that newly hired sales people will be given the "proposal selling" course as originally approved. Supplementary courses are being developed for present sales personnel. □ □ □

Will Hageman (top) sits in on workshop session: other participants (clockwise) are Messrs. N. A. Savage, St. Paul; Ploudre, Morrison, Hoehn and Sims.



Dorothy Johnson Pens Life of Sitting Bull

"Warrior for a Lost Nation", the life of Sitting Bull, has just gone on sale throughout the country. Outstanding western writer Dorothy M. Johnson, former secretary of the Montana Press Association, is the author. Publisher is Westminster Press. Price is \$3.95.

The book is dedicated to Ki-che-pu-ne-sta, also known as Spotted Calf, whose English name is Mel Ruder. Mr. Ruder, an honorary member of the Blackfoot tribe, is editor and publisher of the Hungry Horse News, Pulitzer prize winning weekly newspaper at Columbia Falls, Montana.

Many of Miss Johnson's articles and stories have appeared in national magazines. Her name is familiar to many readers of The GOAT as she did a series of travel articles especially for the magazine several years ago.

Her "The Hanging Tree", made into a motion picture, starred Gary Cooper. Another of Miss Johnson's books, "A Man on a Horse", has been filmed in Mexico and will be on the screens soon. □ □ □

Congratulations to ...

Douglas G. Smith, new Director of the Montana Water Resources Board.

The new director is a graduate of Montana State University. He

worked six years as state executive director of the Montana Agricultural Stabilization and Conservation Service. He also has been county agent in Hill, Liberty and Pondera counties. □ □ □



In the photo above, Dee Deering (right) of the United Transportation Union pays tribute to the superb craftsmanship of this 1½" to the foot scale Great Northern caboose, by presenting the Union's annual "Brass Lantern Award" to scale model builders Bill Zimmer (left) of Bridgeville, Illinois, and Carl L. Ulrich (center), Libertyville, Illinois, at the National Model Railroad Association Convention which was held in Minneapolis recently. The authentic, hand-planked model has metal fittings and wheels, machined to scale, and authentic, hand-painted Great Northern insignia.

The special contest is sponsored by the United Transportation Union, and the yearly award goes to the best caboose model as judged by the representatives of the Union. □ □ □

Vincent P. Brown 1900-1970

Vincent P. Brown, assistant vice president-pricing in the marketing department of Great Northern Railway, died unexpectedly January 5 in St. Paul at the age of 69.



Mr. Brown

A nationally-recognized authority in his field, Mr. Brown was born in St. Paul on August 4, 1900, and began his railroad career as a clerk in the railway's St. Paul freight department.

In 1937, Mr. Brown was named commerce assistant and commerce agent. Four years later, he was appointed assistant general freight agent, and in 1945, general freight agent.

He subsequently became assistant freight traffic manager, freight traffic manager, assistant general freight traffic manager and general freight traffic manager, all in the rates and divisions area.

In 1961, Mr. Brown was appointed assistant vice president-traffic, and in 1967, assistant vice president-pricing, both also in the rates and divisions area.

Mr. Brown attended St. Thomas College and the University of Minnesota. He was a member of the Association of Interstate Commerce Commission Practitioners; the Na-

tional Freight Traffic Association; the St. Paul Transportation Club; the Minneapolis Traffic Club; the St. Paul Athletic Club and the Union League Club, Chicago.

□ □ □

Indian-Owned Firm Will Overhaul Rifles

Fort Peck Tribal Industries at Popular, Montana, on Great Northern Railway, has been awarded a three-quarters of a million dollar contract by the Army to repair and overhaul 37,000 M-14 rifles.

The plant employs 118 Indian men and women, many of whom used to be on welfare and had never held a fulltime job before the plant's opening.

Dynallectron Corporation of Fort Worth, Texas, was hired to supply the technical know-how when the plant went to work on its first contract for re-conditioning M-1 and M-2 carbines.

Goal of the Indian corporation is not to rely on government contracts but to develop commercial products in more competitive work, thus reducing chronic unemployment. □ □ □



Lake Season Ends, Allouez Tonnage Up

Great Northern Railway has reported the 1969 Great Lakes shipping season resulted in healthy increases in iron ore and taconite pellet shipments from the road's Allouez Docks at Superior, Wisconsin.

The last boat, the Joseph H. Thompson, sailed from the massive docks on December 19 with 18,207 long tons of taconite pellets destined for Detroit.

The season saw 9,535,957 long tons of iron ore and 4,983,568 long tons of pellets move over the docks to feed the steel mills rimming the Great Lakes.

GN's 1969 dock operations realized an increase of nearly 500,000 long tons of iron ore and more than double the amount of taconite pellets recorded in 1968. That year, 9,067,456 long tons of iron ore and 2,972,807 long tons of taconite pellets moved in trains from Minnesota's Iron Range directly to the Allouez Docks or to the growing pellet stockpile in the Allouez area.

This year, 905 boats berthed at the GN docks. Of these, 675 took on iron ore and 230 loaded taconite pellets.

The 1969 shipping season at the Allouez Docks barely missed breaking an all-time late closing record set in 1959 when the last boat left on December 20.

The closing of lake operations does not mean the curtailment of

train operations to Allouez. GN will continue operation of a daily unit train of taconite pellets from the Iron Range plants to the stockpiling facility.

Each train of 208 cars carries approximately 15,000 tons of pellets or 75 tons per car and makes the 230-mile round trip in an estimated 13 to 14 hours, including loading time.

The taconite-handling facility was completed by GN in 1967 at Allouez. The conveyors, trackage and other specialized equipment handle the pellets originating from the Butler taconite plant near Nashwauk, Minnesota, and the National Steel Pellet plant near Keewatin, Minn.

Next Spring, the pellets will be reclaimed, transferred by conveyor to the docks and loaded into Great Lakes boats.

The railway in 1969 also loaded Canadian potash which moved by GN special trains from Northgate, North Dakota — the first year the docks were utilized for loading the commodity. □ □ □



Doctors Convene on The Big Mountain

The Big Mountain Medical Association's 10th annual convention seminar will be held January 28 through 30 at the well-known Whitefish, Montana Resort.

More than 150 doctors and their wives are expected to be in attendance for the three-day event, which features nightly lectures and seminars by national leaders in the field of medicine.

The meetings have grown in popularity with medical men throughout the nation mainly through the combination of the ideal ski resort setting for the event and the excellence of the lectures and seminar sessions, organized for the past three years by Doctor R. D. Buchanan, of Columbia Falls, Montana. The medical meetings are held early in the mornings and during evening sessions to allow the delegates ample time for skiing the resort's more than 20 miles of slopes during the day.

Additional deluxe accommodations, brought about by the completion of The Big Mountain's big new "Alpinglow Inn", are expected to add an additional impetus to the size of the meeting this year. The new building, located almost in the exact center of the growing Alpine Village complex of the resort, has more than doubled the on-the-slope housing capacity of the area, which only last year saw more than 4,000 skiers arriving via

the excellent rail facilities provided by Great Northern's "Empire Builder" and "Western Star" trains in Whitefish, only twenty minutes from the resort via scheduled transportation. The new building, with its own dining room and other altogether new features, has added tremendously to the available lounging and relaxation space as well.

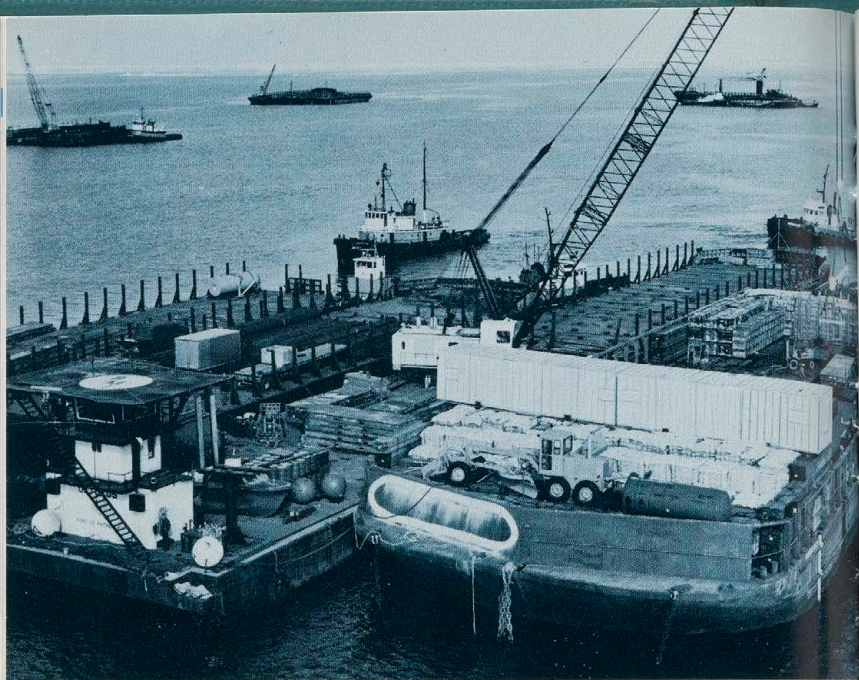
Bill Duncan, Leo Tilton Pass Away in St. Paul

Two Great Northern veteran employees, each well known across the system and experts in their fields, died within three days of each other in St. Paul in late November.

E. N. (Bill) Duncan, director of agricultural planning and development, died on November 25, 1969, at the age of 60, and W. L. (Leo) Tilton, assistant director, industrial development, died on November 22, 1969, at the age of 62. (Mr. Tilton served under Mr. Duncan earlier in his career.)

Mr. Duncan had been with GN since 1942 when he joined the railway as agricultural development agent in Spokane. In early 1956, he was appointed director of industrial and agricultural development.

Mr. Tilton had been with the company since 1937 when he joined the freight traffic department in St. Paul. He subsequently served in various cities on the GN system. In 1967, he was appointed assistant director, industrial development.



Cargo being transferred from ocean-going barges to shallow draft barges offshore at Prudhoe Bay. On the horizon is a long expanse of the ice field.

"Black Gold" at Prudhoe Bay May Be Greatest Gold Rush

Paul Bunyan in a parka?

Future generations may add new chapters to the story of a giant performing fantastic feats in the north woods. Today a modern giant is emerging to meet enormous demands of a new northern adventure—the development of Alaska's Arctic oil fields.

For years oil companies probed the North Slope in a costly and unproductive search. Then, in the winter of 1967, the Atlantic Richfield-Humble Oil consortium struck "black gold" at Prudhoe Bay.

Richer than the Klondike strike of 1896, it has become the greatest oil rush in modern times. At least two dozen oil firms are in the field and geologists believe the North Slope may be the biggest oil find in North America. If reserves range from 20 to 40 billion barrels, as some believe, the field would be the largest in the world.

Like Paul Bunyan, the giant carrying the supplies has two arms. One is the railroads providing ground transportation from across the nation to Pacific North-

west ports. The other arm is made up of more than a dozen water carriers moving material from the "Lower 48" to Alaska.

Last year the haul to Prudhoe Bay was impressive—more than 73,500 tons of dry cargo and 125,000 barrels of bulk petroleum. Estimates indicate the 1970 volume may be three times greater.

Great Northern, first outside rail company with a full time marketing office in Alaska, already is playing a key role in funneling this traffic through to the ports. GN expects to handle even more.

Water carriers also look for increases and are adding the necessary equipment. Most of these firms serve the Alaska rail belt with terminals at Whittier and Anchorage.

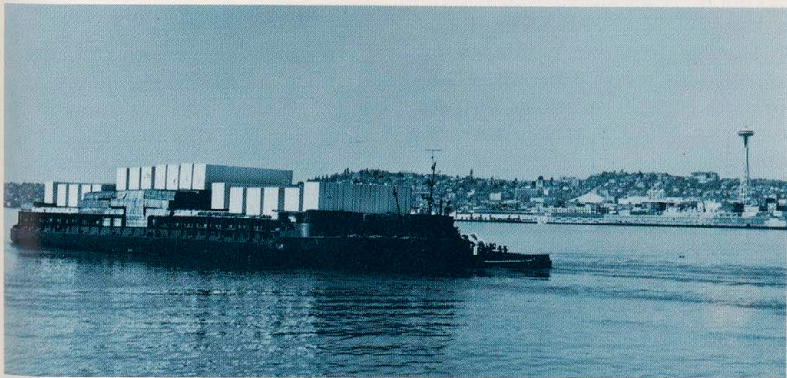
The only marine transportation company hauling direct to the North Slope is Arctic Marine Freighters, a Seattle-based joint venture of Puget Sound Tug and

Barge Co. and Alaska Barge & Transport Co. AMF sent 39 barges, towed by 18 tugs, from Puget Sound ports to Prudhoe Bay last summer, a distance of 3,250 miles.

They had to leave before the end of July and wait at Point Barrow, the northernmost tip of Alaska, until southerly winds moved ice offshore on Aug. 2. They made a 160-mile dash southeast to Prudhoe Bay, unloaded and the last one cleared Barrow on the return trip Sept. 22.

AMF is building six more barges to handle pipe next year and is building a dozen other barges for other material. AMF plans to add four new 7,000 horsepower tugs and three new 1,000 horsepower lightering tugs, able to move shallow-draft barges. Ocean-going vessels can get to within only six miles from shore since Prudhoe Bay is only 4.5 feet deep.

AMF crews flown to the site built a two-crane dock out of four



A great variety of supplies are loaded at the Port of Seattle for the trip north. Above—housing units and lumber.



Some 72,000 tons of construction supplies transported via Seattle to Prudhoe Bay during 1969 included huge quantities of drilling mud.

barges, each 160 by 50 feet, 10 feet deep, lashed together and sunk. Dredged gravel formed a 1,100-foot causeway to shore.

During September Alaska accepted bids worth more than \$900 million for oil leases at Prudhoe on about 450,000 acres. More may come later.

Next is construction of a proposed 800-mile pipeline from Prudhoe through Fairbanks to ice-free Valdez. A 400-man force already is working at Valdez on a 215-acre storage tank and dock area.

This Trans-Alaska Pipeline System (TAPS) is considered the

largest construction project ever undertaken by private industry. Its cost: about \$1.4 billion. Completion target: 1972.

Originally a project of Atlantic Richfield, British Petroleum and Humble Oil, TAPS now also includes Mobil, Phillips and Union Oil of California. The network is to have an initial flow of 500,000 barrels a day with potential maximum of two million barrels a day.

Atlantic Richfield is building three new ocean tankers of 120,000-ton class, each 883 feet long, with 940,000-barrel capacity to move the crude from Valdez to West Coast refineries.

One of the largest will be Atlantic Richfield's own \$100 million 100,000 barrel-per-day plant under construction northwest of Bellingham, Wash. The 1,200-acre site was assembled by GN and trackage was laid this fall to serve it.

About 60,000 tons of the 48-inch diameter TAPS pipe will be hauled from loading ports in Japan and Canada by Seapac, a PAC subsidiary. PAC is the tradename of Pacific Inland Navigation Co. and Alaska Barge and Transport.

More than 600,000 tons of this pipe is to be fabricated by three Japanese companies, Sumitomo Metal Industry, Yawata Iron & Steel Co. Ltd., and Nippon Kokan K.K.

Seapac has contracted for construction of six new 10,000-ton barges, each with a deck area larger than a football field. Four will be built in the Orient and the remaining two by Gundersen Bros. in Portland. Two new twin-screw 3,000 horsepower ocean tugs will join the PAC fleet.

Other new barges and tugs are on order to sealift other supplies, the drilling mud, cement, chemicals, lumber, fuel, equipment, trucks, trailers, spare parts. Many carriers are competing for this traffic to the more southerly Alaskan ports.

Alaska Hydro-Train, formerly Puget Sound Alaska Van Lines, operates from Seattle to Whittier and also from Whittier to Valdez. Starting this year with four 400-foot barges, Hydro-Train purchased

two more during the summer and now sails three times each week.

Hydro-Train is building eight new barges and four new tugs. Four of the new bottoms will be among the largest ever built, each 400 feet long and 100 wide with capacity of 64 rail cars. The four others will be 400 feet long and 76 wide with capacity of 48 rail cars.

By late next year the Hydro-Train fleet will number 20 vessels with total capacity for handling 22,000 rail cars per year in the Alaska trade.

Alaska Steamship provides "Vanliner" service, containers on barges, between Seattle and Ketchikan, Petersburg, Juneau, Sitka, Wrangell and Haines. These sail each Thursday from Seattle with a capacity of 165 24-foot containers. Alaska Steamship also offers bi-weekly service from Seattle to Kodiak and Adak with conventional vessels sailing twice monthly.

Alaska Steam also offers vanliner service every three weeks to Cordova and to Valdez and seasonal barge service to the Baring seaports from mid-May through September.

Sea-Land Service, Inc. is the primary container carrier running direct from Seattle to Anchorage. Sea-Land this year replaced the SS Anchorage and SS Seattle, each with capacity of 200 35-foot containers, with two modified C4-X2 vessels carrying in excess of 370 containers. Transit time to Anchorage is 3½ days.

In February, Sea-Land will introduce a third container ship, also with capacity of 370 containers, into the Alaska trade, to provide twice-weekly service. Sea-Land's fleet includes more than 23,000 trailers and 30 ships.

Foss Launch and Tug Co., Seattle, this year became a division of the Dillingham Corp. of Hawaii. Foss has a fleet of over 100 tugs and 200 barges and was the prime hauler for the Oct. 3 Atomic Energy Commission's nuclear test blast on Amchitka Island.

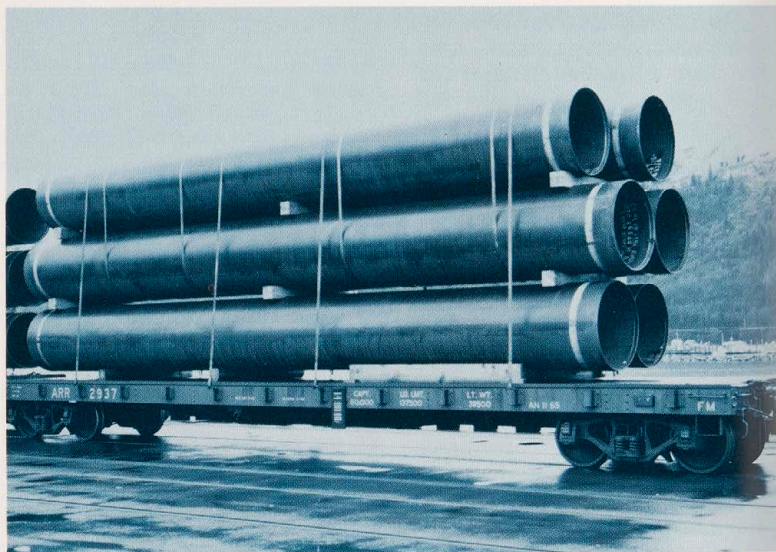
In addition to its service from Seattle, Foss operates a car barge service between Wards Cove, Alaska and the barge grid at Bellingham, served exclusively by

Great Northern.

The Alaska Trainship Corp. operates the 520-foot "Alaska" each Thursday from Delta terminal at New Westminster, B. C. to Whittier, carrying up to 56 rail cars fully enclosed. Moving at 18 knots or better, the "Alaska" can make the 1,160 miles in 72 hours. GN handles switching at New Westminster and Alaska Railroad switches at Whittier.

Other carriers offering miscellaneous service to Alaska include Coastal Barge Lines, Northland Marine Lines, Pacific Western Lines, Pioneer Alaska Line, American Tug and Barge and Alaska Barge and Transport Company.

□ □ □



Trans Alaska Pipeline System (TAPS) 48-inch oil pipe ready for unloading from Alaska Railroad flatcar at Fairbanks.

Goat Gaieties

On the Other Hand

In Christian countries, women do not cover their faces, not even their mouths.

In Moslem countries, women cover the lower portion of their faces, particularly their mouths.

Moslems have a great understanding of women.

Obviously . . .

Just Pay Attention

"Been reading the classics," boasted Dum-Dum to his friend, "but I still don't know what's a Greek urn."

His friend thought for a moment and replied, "What difference how much money a Greek makes? Just concentrate on the classics."

We Heard Somewhere

That most marriages are happy, it's the living together afterwards that causes the trouble.

All the Symptoms

A bookstore received this request by mail: "Please send me the name of a book on hygiene. I'm afraid I have it."

Mod Version

"Who was that lady I seen you with last night?"

"That was no lady, that was my son."

Don't Delay

If you put off until tomorrow what you should do today, there'll probably be a higher tax on it.

How Come?

We'd like to ask the State Department: With all these goodwill trips, how come we don't have any?

Awkward Age

A boy is at the in-between age in life when he knows why a strapless evening gown is held up but doesn't know how.

Wonder Why

Two women on a tour of Mount Vernon, George Washington's beautiful house on the Potomac, were admiring the various rooms.

"And did you notice, Janet," commented one, "that everything is furnished in Early American?"

Maturity

You're getting old when you don't care where you go at night just as long as you're home and in bed and asleep by 10 p.m.

All's Well

As they arrived at a party, a man whispered to his wife, "Your left stocking seam is crooked."

Quickly she made adjustments without being noticed in the crowd. Then she whispered to him, "Is the right one all right?"

"Sure," he whispered back, "it's seamless."

Somebody Cares

The Lord helps those who help themselves, and the Government helps those who don't.

Good Show

The drunk repeatedly tried to spear the olive in his martini without success. The man at the bar next to him became annoyed, so he grabbed the toothpick and neatly speared the olive on the first try.

"Big deal," sneered the drunk, obviously unimpressed. "It was easy for you after I got him so tired he couldn't get away!"

Same Formula

One of the biggest troubles with success is that its recipe is about the same as that for a nervous breakdown

Directors Authorize 1970 Improvements, Declare Dividend

Great Northern Railway directors have authorized a regular quarterly dividend of 75¢ per share on the company's stock, payable February 2, 1970, to shareholders of record on January 9, 1970.

A \$40.9-million capital improvements program was authorized.

The railway plans to acquire 1,400 freight-carrying cars and 20 units of diesel motive power. Estimated total expenditure for equipment in 1970 will be \$30.4 million.

New freight equipment planned includes 500 one hundred-ton covered hopper cars; 450 fifty-foot box cars; 150 one hundred-ton bulkhead flat cars; 200 seventy-ton gondola cars; 100 seventy-ton insulated box cars, and 25 cabooses.

New diesel locomotives to be acquired by GN this year include 12 freight locomotives and eight switch engines.

The railway's 1970 roadway improvement program will cost \$10.5 million and includes placing new rail on 50.1 miles of main line track, 45 miles of which will be continuous welded rail located in the State of Washington. GN also will install 112.5 miles of centralized traffic control (CTC). At the end of 1970, GN will have nearly 1,540 miles of CTC in service.

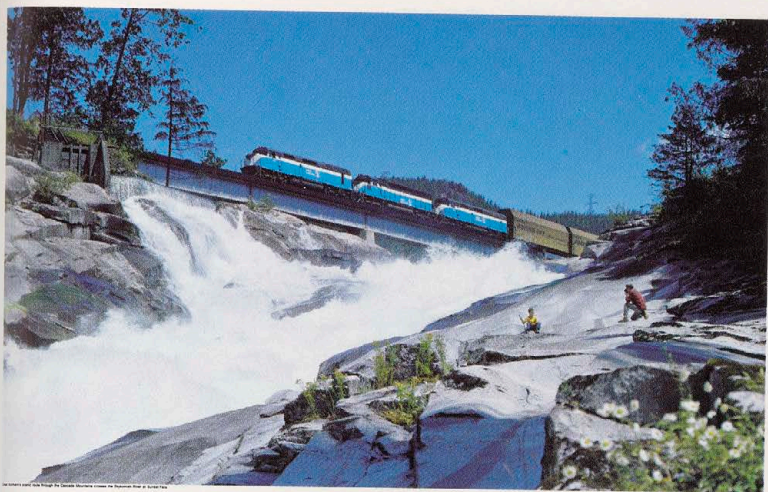
Improvements also scheduled are a new "piggyback" and container handling facility in St. Paul, a new

diesel service facility at Seattle, installation of centralized traffic control between Ephrata and Lomona and Marysville and South Bellingham in the State of Washington, and installation of electronic hot journal box detectors at 10 locations on the main line in North Dakota and Montana.

The outstanding color photograph on Great Northern Railway's calendar for 1970 features the Big Sky Blue and white diesel electric locomotives of a GN fast freight speeding across a new bridge near Index, Washington, that spans the South Fork of the Skykomish River.

The "canopy" cars directly behind the locomotives are carrying component parts for the Boeing 747 plant at Everett, Washington, on GN's line. They are probably the largest volume freight cars in the world, measuring 19 feet high and 12 feet wide. The bridge is one of two that are part of the final phase of GN's \$8-million Index line change. Photo is by Bob Harr of Hedrich-Blessing Studios, Chicago.

Copies of the full color reproductions of the photograph, suitable for framing, are available from the Public Relations-Advertising Department, Great Northern Railway, 175 East 4th Street, St. Paul, Minn. 55101.



JANUARY 1970

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THE GREAT NORTHERN GOAT

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Autographed Golden Spike Books Available

The Golden Spike Centennial celebration reenactment case members have personally autographed a few copies of the centennial book, "The Iron Trail to the Golden Spike," and are offering them to railroad buffs and others as a money raising project.

Funds earned will be used to help renovate the old city hall at Corinne, Utah, the last railroad city before Promontory, where America's first transcontinental railroad was completed May 10, 1869.

The book, written by John J. Stewart, has been a best seller this summer at the retail price of \$5. The copies autographed by the reenactment cast of 16 men are being

offered for \$15 on a first-come first-served basis. These will be a collector's item, for only a few copies are being made available.

Orders should be sent to: Mrs. Delone Glover, Bell, Inc., Box 1, Corinne, Utah. ☐ ☐

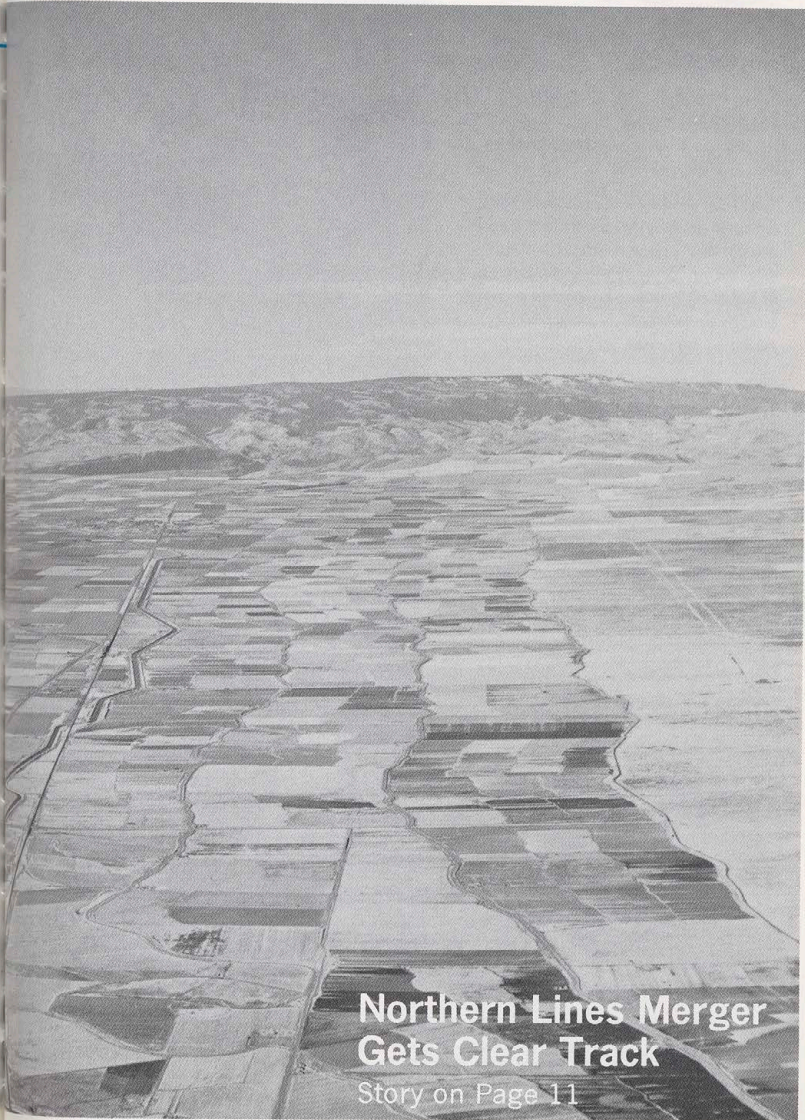
GN Detroit Sales Reps Given Recognition

W. E. Myles, Great Northern Railway sales representative at Detroit, Michigan, was the winner of the fourth International Executive Communication competition between the Motor City Traffic Club, and the Windsor, Ontario, Transportation Club.

Another Detroit sales representative, J. T. Evenson, has been elected treasurer of the Motor City Traffic Club Forum, the educational division of the Club. ☐ ☐

THE GOAT

February, 1970



**Northern Lines Merger
Gets Clear Track**

Story on Page 11

THE GOAT

Volume 40

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February, 1970



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**MILT HAGEN,
Editor**

**KIM FORMAN,
Western Editor**



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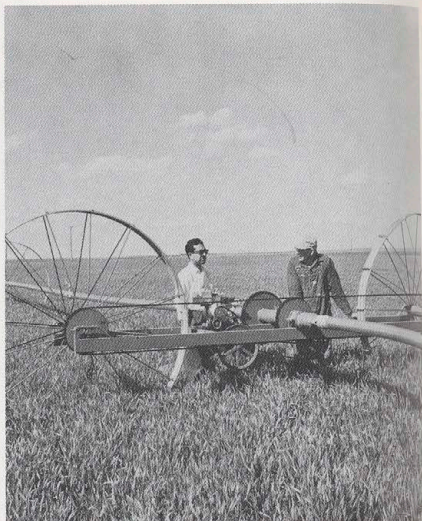
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Great Northern Railway,
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St. Paul, Minnesota 55101.*



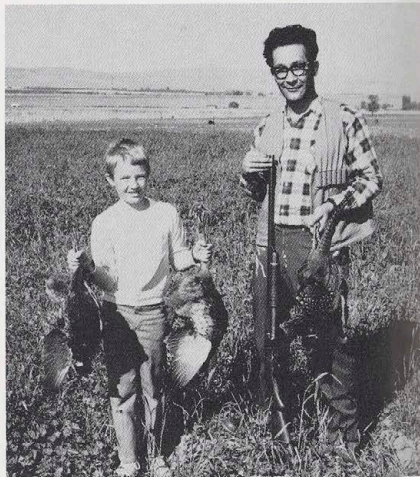
The Cover

Great Northern main line crosses the West Canal of the Columbia Basin Project at two places in this aerial view of Block 73, looking west toward Mount Rainier. The rail line enters at the bottom left and extends west through Quincy, Washington, in the upper center. Bureau of Reclamation Official photos on cover and accompanying article.

Two



Engineer Abdul Shuja of Afghanistan, left, studies irrigation on the Columbia Basin Project. He is shown with Paul Adams, conservation "farmer of the year" for this area in 1962.



"People oriented objectives" are one of the goals of reclamation in the Columbia Basin. This Seattle father and son bagged three pheasants near Ephrata on the first day of the 1969 season.

Columbia Basin Reclamation Up to Date

One of the Great Northern Railway's early failures is turning into a blooming success. It's the story of Columbia Basin reclamation and its impact far beyond the farm country of central Washington. A good many businessmen, city planners, politicians and social workers are just as interested as the farmers.

One of the earliest attempts at irrigation in the basin was a joint venture in 1898 of Great Northern and the Co-operative Irrigation Co. The plan was to bring water from Brook Lake to irrigate about half a township southeast of Soap Lake, between Ephrata and Stratford.

The venture failed. So did at least a dozen other later attempts both by individuals and groups. Success came only after interest and support from federal and state agencies developed during the 1920s and bills were introduced in Congress in 1932.

Governor Clarence T. Martin and Senator C. C. Dill turned the first shovel full of dirt to begin construction of Grand Coulee Dam on July 16, 1933.

Irrigation water became available for the first time in 1948 and today the project is having such widespread impact that new terms are needed to define it.

One common, recurrent theme at the 38th Annual National Reclamation Association convention held late last year in Spokane was the need to redefine "reclamation".

"I happen to think it is an an-

tiquated word," said James R. Smith, Assistant Secretary, U.S. Department of the Interior.

"Reclamation," Smith said, "is not merely putting water on otherwise arid lands, it is not merely providing municipal and industrial water to growing communities, it is not merely providing the benefits of recreation, flood control, hydro-power, navigation and the other so-called multiple-purpose water uses. Of course, reclamation is all these," Smith said, "but it is much more."

Smith went on to explain that reclamation is taking on a more sophisticated meaning, including the idea of flexibility and reflecting changing economic and social conditions.

Delegates to the 38th annual convention of the National Reclamation Association (National Water Resources Association) broke out box lunches during a recent tour of the Columbia Basin and Grand Coulee Dam.



James Sorensen, the association's president, was quoted: "Project evaluation must relate to people-oriented objectives — new relationships must be established."

Measurements beyond direct dollar returns include new jobs, larger tax bases, increased flow of freight and other common yardsticks, the delegates were told. Becoming more important are other benefits harder to measure: beautification, reduced problems of pollution, easing the crises of congested areas and a better balance for man and his environment.

Reclamation, in short, is finding

a broader base, a wider appeal — something for everyone, in a land of superlatives.

Taken together, Grand Coulee Dam and the Columbia Basin Irrigation Project represent one of the greatest projects undertaken by man in his effort to make the world a better place in which to live.

Here is the world's largest concrete dam, containing 10.5 million cubic yards, or 21 million tons of concrete. It towers 550 feet from bedrock to its crest and tapers from 450 feet at its base to 30 feet at its top.

Water backed up by Grand Coulee Dam irrigates over half a million acres with more being added each year. Power generated helps turn the wheels of Pacific Northwest industry. At the left, construction is underway on a third powerhouse to house six 600-megawatt generators.



There is enough concrete here to build a highway 25 feet wide and 8 inches thick from Seattle to Miami.

Two and a quarter million acres of land are contained within the boundaries of the irrigation project. Of this, 1,029,000 acres ultimately are irrigable, roughly equivalent to Delaware in size. Now, served by more than 2,000 miles of canals, more than 513,000 acres are under irrigation.

Major crops include potatoes, hay, sugar beets, wheat, peas, beans, and corn. Specialty crops include peppermint, spearmint, gladiola, Christmas trees and various seed crops. Apples, cherries, pears, and peaches are increasing along with livestock operations. Processed or fresh, they are marketed throughout the nation.

A dramatic comparison of irrigated and non-irrigated but adjacent acreage has been made by Arthur W. Peterson, extension economist at Washington State University. Population, number of businesses, retail sales taxes, and federal income taxes increased at a ratio of 17 to 1 in the project area. Wages increased at a ratio of 22 to 1.

His study also considered the

impact on transportation services. Gross freight revenue in the project area increased at a ratio of 23 to 1 over the comparison dry land area. Despite that early failure with irrigation, Great Northern has been more successful in recent years, providing industrial locations and transportation service.

Since the first water became available an average of eight plants each year have been established in the basin for processing and marketing agricultural products.

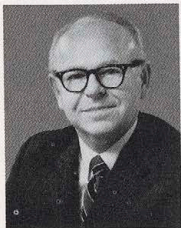
Benefits also have come from development of recreational facilities on lakes and reservoirs created by the project. Thousands annually enjoy fishing, swimming and boating in the area. The pheasant harvest in Grant, Franklin, and Adams counties increased from 17,844 in 1949 to 249,950 in 1967.

Still on the drawing boards is the Bacon Siphon Tunnel which would provide water for an additional 531,000 acres. This would cost about \$582 million. Value created is estimated at \$886 million from initial construction activity plus an annual crop and livestock production valued at \$202 million. Based on a 100-year term, the ratio of investment to value created is figured at 36 to 1. □ □ □



Cleo Hovel, GN's TV Image Creator Passes

Cleo W. Hovel, 48, of Minneapolis, President of Campbell-Mithun, Incorporated, and who, in 1966, brought the animated version of "Rocky, the Great Northern Goat" to life on television and his voice on radio, died unexpectedly in Chicago on January 9.



Mr. Hovel

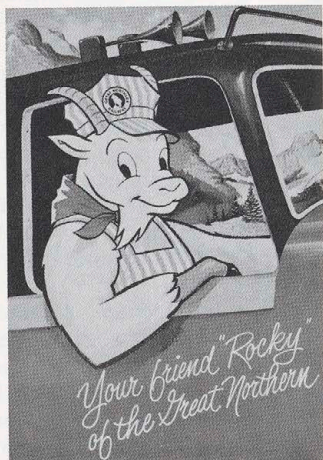
Rocky, as created by Mr. Hovel, was widely recognized nation-wide because of his appearance on the sides of thousands of the railway's boxcars, and in newspaper, magazine and direct mail advertising of its passenger services for years.

The animal was once voted to be one of television's outstanding and most appealing characters. A free offer of Rocky's picture to children made over radio only, resulted in tens of thousands of requests.

A native of Jackson, Minnesota, his art education included studies at the Minneapolis School of Art and the Sorbonne in Paris.

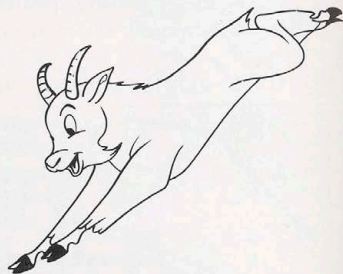
He joined Campbell-Mithun in 1949 as an artist, later becoming that agency's creative leader in television advertising.

Besides the sensationally popular "Rocky", Mr. Hovel was responsi-



Tens of thousands of kids—and grown-ups—wrote for this picture of Rocky.

ble for development of such other well known advertising symbols as the Hamm's bear, Charlie the Tuna, and, while during a six year period when he was creative director for Leo Burnett Company in Chicago, the Jolly Green Giant. □ □ □



**"REMEMBER ME—?
I'M THE GREAT NORTHERN GOAT"**

3M Sponsors TV Railroad Special

"The Ballad of the Iron Horse," a 3M Special of particular interest to railroad fanciers, will be telecast on Sunday, March 15, 1970 at 7:00-8:00 pm EST on ABC-TV.

John Secondari, award-winning documentarian, produced the film directed by Helen Jean Rogers, which traces the development of railroads from their beginning in the United States up to the present.

The special is based on the fact that of all the systems of transportation, none has evoked more romance and longing for travel than the railroad. Generations of Americans were seduced by the sound of the train whistle in the night and longed to follow it. □ □ □

DOT Key Jobs Filled One by GN Man

Two key positions, one involving a Great Northern man, have been filled in the Department of Transportation's Federal Railroad Administration, according to an announcement from FED Administrator Reginald N. Whitman.

Kenneth W. Batcheller of St. Paul was appointed Chief of the FRA's Safety Programs Division in the Bureau of Railroad Safety.

Kenneth L. Lawson, formerly senior engineer in the FRA's Office of High Speed Ground Transportation, was named to head the conventional rail research and tech-

nology efforts within the department.

Before the January 19 appointment, Mr. Batcheller served for 33 years with Great Northern in various capacities in the Mechanical Department most recently as Assistant to the Chief Mechanical Officer.

He attended engineering school at Washington State College and the University of Minnesota and received several special commendations during his Great Northern service.

FDR Administrator was a long time employee and officer before his DOT appointment early in 1969. He last served GN as General Manager, Lines East. □ □ □

Fargo GIs Go West Via Empire Builder

A total of 205 Army inductees and recruits are scheduled to use Great Northern's Empire Builder between Fargo, North Dakota, and Seattle, Washington, en route to the Fort Lewis, Washington, induction center near Tacoma, during the month of February. Charter buses are providing the service between Seattle and Tacoma.

Extra sleeping cars, provided to handle these passengers were set out and ready at Fargo for occupancy at 9 p.m.

The westbound Empire Builder, GN train No. 31 is scheduled in Fargo at 1:47 a.m. □ □ □

Great Northern Donates Station To House Historical Museum



From left: W. E. Crum, superintendent GN's Mesabi division; Ronald Nelson, president, Pine County Historical Association; R. H. Shober, GN manager, lines east, and members and officers of the Pine County Historical Association.

Collectors of artifacts eventually face one problem, lack of space.

But when the "collector" is a county historical society, the problem becomes monumental in nature.

That predicament ultimately faced the Pine County Historical Society at Askov, Minnesota, located on Great Northern's Twin Cities to Superior, Wisconsin, approximately 100 miles north of St. Paul.

The historically-attuned president of the Pine County organization, Ronald Nelson of Sand-

stone, Minnesota, realized that the present quarters housing the society's artifacts was too crowded. The civic-minded residents of the county continued to donate priceless articles for exhibition.

When Great Northern received permission in late 1969 to close the depot, society members were notified that the railway would be receptive to disposing the 30 x 70 foot depot on a donation basis to the group.

On December 12, 1969, the formal gift bill of sale to the structure was presented to Mr. Nelson by

W. E. Crum, superintendent of GN's Mesabi division. Also present to witness the transfer was R. H. Shober, general manager, Lines East, who is a native of nearby Sandstone.

A rent-free lease also was granted to the society for a 73 x 176-foot site on which to maintain the structure for museum purposes.

GN also donated to the society depot furnishings and equipment including telegraph instruments, a torpedo box, ticket and tariff cases, train order hoops, three wall settees and a desk. They remain part of the museum exhibit.

The Pine County Historical Society was organized in 1948 by a relatively small group of county residents. The first museum was set up in part of a conservation building in Askov. The present location of the museum is in an old store purchased in 1960.

This year, society members hope to renovate the depot and establish the new museum. It is hoped it will be accomplished before the summer tourist season.

Then youngsters and adults will be able to view priceless objects that were termed contemporary in great-grandma's day.

Officers of the Pine County Historical Society, in addition to Mr. Nelson, are: Mrs. Arthur O'Donnell, Beroun, Minnesota, vice president; Mrs. Arnold C. Sorenson, Askov, secretary, and Lee Guptil, Hinckley, Minnesota, treasurer.

Directors are Mrs. Gordon Rupp and Mrs. Stephen Vach, both of

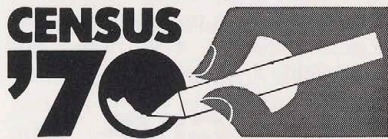


Mr. Crum and Mr. Nelson sign deed formally conveying depot and parcel of property to the Pine County Historical Society.

Pine City, Minnesota, and Wallace Ogilvie, Willow River, Minnesota.

Danish immigrants first settled in the Askov area, arriving around the turn of the century, and even today, much of the old world flavor remains.

Crops grown in the surrounding agricultural area are diversified, but so successfully have the farmers cultivated the rutabaga that Askov has become the "Rutabaga Capital of America", observing an annual Rutabaga Festival annually in August. □ □ □



CENSUS DAY IS APRIL 1

GN Makes Western Star, Other Passenger Train Route and Schedule Changes

On January 30, 1970, the Interstate Commerce Commission authorized Great Northern Railway as of February 3, 1970, to discontinue operation of passenger trains 3 and 4, the Dakotan, between the Twin Cities and Fargo, North Dakota, and Nos. 7 and 8, the Winnipeg Limited, between the Twin Cities and Grand Forks, North Dakota, and to reroute the Western Star from Willmar to the St. Cloud line.

Under the order, Trains 31 and 32, the Empire Builder, continues to operate on the former schedule between the Twin Cities and Fargo, North Dakota, providing regular stops at Willmar and Breckenridge and flag stops at Litchfield, Benson and Morris, Minnesota. There are no changes west of Fargo.

The new passenger train schedule for the affected points are Train 31 (westbound) Litchfield, 10:15 p.m., Willmar, 10:50 p.m.; Benson, 11:20 p.m.; Morris, 11:48 p.m.; Breckenridge, 12:40 a.m., and Fargo, 1:47 a.m.

No. 32 (eastbound) are Fargo, 1:15 a.m.; Breckenridge, 2:25 a.m.; Morris, 3:20 a.m.; Benson, 3:55 a.m.; Willmar, 4:40 a.m. and Litchfield, 5:10 a.m.

Trains 27 and 28, the Western Star, between the Twin Cities and Seattle, now operate via the St. Cloud line between the Twin Cities and Fargo, North Dakota.

Major schedule times for No. 27 (westbound) train are St. Cloud, 10:25 a.m.; Sauk Centre, 11:05 a.m.; Alexandria, 11:28 a.m.; Fergus Falls, 12:17 p.m.; Barnesville, 12:59 p.m.; Moorhead, 1:28 p.m., and Fargo, 1:50 p.m.

The No. 28 (eastbound) schedule is Fargo, 12:55 p.m.; Moorhead, 12:58 p.m.; Barnesville, 1:35 p.m.; Fergus Falls, 2:10 p.m.; Alexandria, 2:59 p.m.; Sauke Centre, 3:30 p.m., and St. Cloud, 4:20 p.m.

Trains 7 and 8 will continue to operate between Grand Forks and Winnipeg, Canada, connecting with the Western Star at Grand Forks between the Twin Cities and the West Coast.

GN officials pointed out all communities outside the Minneapolis-St. Paul suburban area which were served by GN railway passenger trains on February 2 will continue to have passenger service available.

It is estimated the proposed schedule adjustments will enable GN to trim its spiraling passenger train losses by more than \$1.7 million. □ □ □

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





Messrs. Menk, Budd and Quinn, left to right, meet with newsmen on February 3, the day following the Supreme Court's favorable and final decision in the "Northern Lines" merger case.

GN-NP-CB&Q Presidents "Meet the Press" Set March 2, 1970 as Merger Date

A unanimous, favorable decision by the Supreme Court of the United States, handed down on February 2, 1970, at long last cleared the track for unification of the Great Northern, Northern Pacific, Chicago, Burlington & Quincy, and Spokane, Portland & Seattle railways, and merger of these properties into Burlington Northern, Incorporated.

The merged line, with headquarters in St. Paul, becomes a reality on March 2, 1970.

Announcement of the official merger date, other important details and answers to questions on many facets of the consolidation

were given at a press conference held in the GN-NP audio visual center in St. Paul on February 3 by the presidents of the lines involved: John M. Budd of Great Northern, Louis W. Menk of Northern Pacific, and William J. Quinn of the Burlington.

The new railroad will be headed by these men. Mr. Budd will be Chairman; Mr. Menk will be President; Mr. Quinn will be Vice Chairman.

Burlington Northern will be the nation's largest railroad in terms of miles of track — almost 27,000 miles in 17 states and two Canadian provinces. □ □ □

Contractor, Railway Forces Use Unique Method to Raise Main Line Bridge

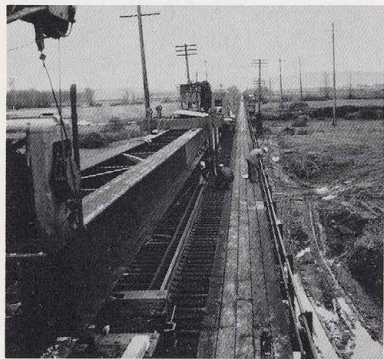
Great Northern's Bridge No. 1775.0 is located on the railway's main line at Snohomish, Washington, about 7-miles east of Everett, and crosses the Snohomish and Pilchuck Rivers and a county road. It is 2650 feet long and consists of two through truss spans and plate girder and beam spans supported on a concrete and masonry substructure. When diking along the Snohomish River made a bridge raise of four-feet necessary, GN engineers proposed a scheme whereby the spans would be jacked about 7-inches at a lift and supported on grillages of rail. The 7-inch lift was to be made progressing across the bridge until a lift was completed and then the process repeated until the full raise was completed. Rail grillages were to

support the raise, being placed as the spans were raised and securely welded together each day. No interruption of railroad traffic could be permitted on this main line structure, although schedules could be adjusted to keep traffic off of the bridge between 9 a.m. and 2 p.m. each day. After the raise was completed the grillages were to be permanently encased in concrete.

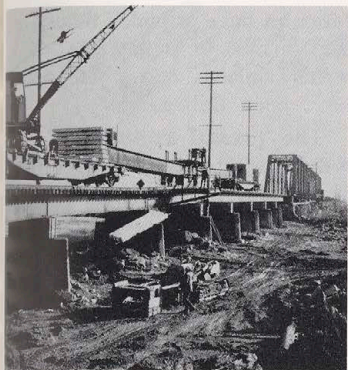
After reviewing the proposed job the contractor, Morrison-Knudsen Company and Rumsey and Company - Joint Venture, of Seattle, proposed an alternate method for doing the work which was accepted by the Great Northern. Under this scheme the contractor constructed a lifting bridge mounted on two railroad flatcars and utilizing four hydraulic cylinders to lift the girder and beam spans. In place of the welded rail grillages, precast concrete slabs were used to support the spans.

The lifting bridge consisted of two 36-inch deep wide flange beams 120-feet in length with lateral bracing to minimize "sway." The length of the lifting bridge was sufficient to reach completely across the length of two girder or beam spans. (Most of these spans are between 41-feet and 45-feet in length and weigh between 30 to 35 tons including ties and track.) The hydraulic cylinders were placed

Mounted on flat cars, two, 120' steel beams provide "lifting bridge" to raise spans so that pre-cast concrete slabs can be put into place.



Twelve



A pre-cast slab is being lowered to where a fork lift can pick it up and position in on an existing pier.

over the pier supporting the ends of the spans to be lifted and the lift made with the rails and deck remaining in place. The precast concrete slabs were then slipped into place, mostly with the use of a modified fork lift mounted on the front of a crawler tractor. The lifting bridge was then moved to the next pier using a four-wheeled, 35 ton, 100 hp diesel locomotive operated by a contractor's employee under railway flag protection.

On the first pass across the bridge the contractor made a 6-inch (one slab) lift at each pier, but on successive passes he increased the lift to 12-inches (two slabs), except that at the end of each days' work he had to make a runoff over two span lengths to avoid too sharp a break in grade for train operation. The truss spans were raised using conventional jacking procedures. Of almost

equal interest to the unique lifting bridge was the use of precast reinforced concrete slabs for supporting the spans. On account of reducing the handling required and eliminating the extensive welding required in the use of rail grillages, the contractor cast 6-inch thick concrete slabs to place under the bearings of all of the spans as the raise was made. In order to insure perfect "fit" of successive slabs for each point, the slabs were cast one on top of the other. Casting was done in a yard several miles distant from the bridge and trucked to Snohomish. There, slabs were loaded on one of the flatcars supporting the lifting bridge and taken to the site where they were lowered to the ground where the front end loader could get to them and place them. Various blockouts were cast in the slabs to facilitate handling and to permit extension of the anchorage from the old top of pier level to finished elevation. □ □ □

Four slabs have been placed on this pier. Raise is about half completed at this point.



Rocky Retires

With merger of Great Northern into Burlington Northern, Incorporated on March 2, 1970, the Great Northern GOAT will be put into permanent pasture with this issue.

"Published monthly for the Great Northern Railway Marketing Department by the Public Relations-Advertising Department in the interest of organizations and individuals engaged directly or indirectly in industrial traffic or rail travel," the GOAT's purpose has been to establish and maintain a friendly rapport between Great Northern and its customers and patrons, to provide information of interest and value to the reader about the railway and its progress, its personnel, the territory and the industries it serves, along with an occasional chuckle.

Although the publication is 46 years old, dating to March of 1924, this is Volume 40, Number 2. The discrepancy is accounted for because of the fact that while Rocky ordinarily was seen regularly every month, during some of these intervening years he wandered or disappeared entirely from his accustomed haunts. He has turned up at intervals for irregular periods, semi-monthly, quarterly, semi-annually, and then, during the depression, did not put in an appearance for a three-year period.

During the almost half century of publication, many herdsmen have looked after the GOAT's wel-

fare and have provided fodder, and the talents of many well-known writers, artists and photographers have been utilized.

The present editors, last of a long line, reluctantly take leave, with sincere thanks for your interest, your many kind letters, your constructive criticism and your help in providing material. □ □ □

Park Service and Scouts Sign Pact

Secretary of the Interior Walter J. Hickel has announced that the National Park Service and the Boy Scouts of America have signed a cooperative agreement that will lead to expended Scouting activities in National Park System areas throughout the country.

Through the agreement, the Boy Scouts of America and the National Park Service will be able to help boys grow in character and learn the responsibilities of citizenship. At the same time, both organizations will be able to further their mutual interests, policies and objectives in areas of natural, scientific and historic conservation and preservation.

The Service has, in recent years, cooperated with local Boy Scout Councils by planning and layout of historic hiking trails in units of the National Park System. Forty-nine National Park Service areas are listed in BSA Campways Atlas as "high adventure areas". □ □ □

Goat Gaieties

Chew on That

First Horse: "I sure hope I win today."

Second Horse: "How come?"

First Horse: "My owner said he'd give me six bales of hay if I won and that ain't money."

And Directly, Too

The Collector of Internal Revenue on orientation:

"I'm never lost, someone's always telling me where to go."

On the Advertised

How about the zip code?

Now any letter posted before noon is delivered the following morning — give or take a few weeks.

Turn About

A farmer tells about a game played by chickens. They line up alongside a road and wait for a speeding car. Then they all dash across in front of it. Last one across is called a high school student.

Swell'd Head

"Doctor, I can't understand why I get so many headaches. I don't drink, smoke, stay out late, or even bother with women. What's wrong, Doc?"

"Perhaps," replied the doctor, "your halo is on too tight."

Big Brother

The State Department's comment on Russian TV:

"You don't watch it — it watches you."

Super Efficient

It would take 100 clerks working 100 years to make a mistake as monumental as a computer can make in 1/100 of a second.

Honest Injun

Pocahontas on being asked about her adventure in the woods:

"All I know is, he told me his name was John Smith."

Cramped His Style

Teacher: "Pat, paraphrase this sentence, 'He was bent on seeing her'."

Pat: "The sight of her doubled him up."

Pete and Repeat

Evie: "I don't like to repeat gossip, but . . ."

Kathy: "I know, but what else can you do with it?"

Moscow 500

Only two cars were entered in an automobile race held in Moscow — an American Ford and a Russian Moskvich. The Ford won easily. Next day, without mentioning how many cars competed, Pravda reported:

"The Soviet Moskvich placed second while the American car came in next to last."

Back Home Again

Passenger: "Conductor, that noisy fellow sitting opposite is a lunatic. He is scaring my wife and children by claiming he is George Washington."

Conductor: "I'll take care of that matter. (Shouting) Next station, Mount Vernon!"

Prepared

We know a writer so devoted to his work, he keeps a secretary near his bed, in case he gets an idea during the night.

One Way or Another

A famous psychiatrist conducting a college course was asked by a student, "Doctor, you've told us about the abnormal person and his behavior, but what about the normal person?"

"When we find him, we cure him."

THE GREAT NORTHERN GOAT

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Propose St. Croix Scenic Riverway

A proposed land transfer which would enable the Department of the Interior to preserve 70 miles of the St. Croix National Scenic Riverway in Minnesota and Wisconsin has been submitted by the Department to Congress for review.

Under its terms, the Northern States Power Company of Minnesota would donate lands on both sides of the St. Croix River from Taylors Falls, Minnesota, to Gordon, Wisconsin, including the shorelands of the Namekagon, a St. Croix tributary.

The area is rich in scenic and recreation values for the Twin Cities and other nearby population centers.

In the agreement, signed with

the States of Minnesota and Wisconsin, the power company reserves three rights of way for future transmission lines. ☐ ☐ ☐

Computerized Tariffs Becoming Reality

Filing of standardized, computerized tariffs with the ICC is now a reality.

Culmination of three years' research and planning, this landmark event is the result of a coordinated effort between railroads and International Business Machines, Inc.

Rail data service centers in Chicago, New York and Atlanta are now translating the entire library of rail tariffs into a standard language usable by all rail and shipper computers. ☐ ☐ ☐

