

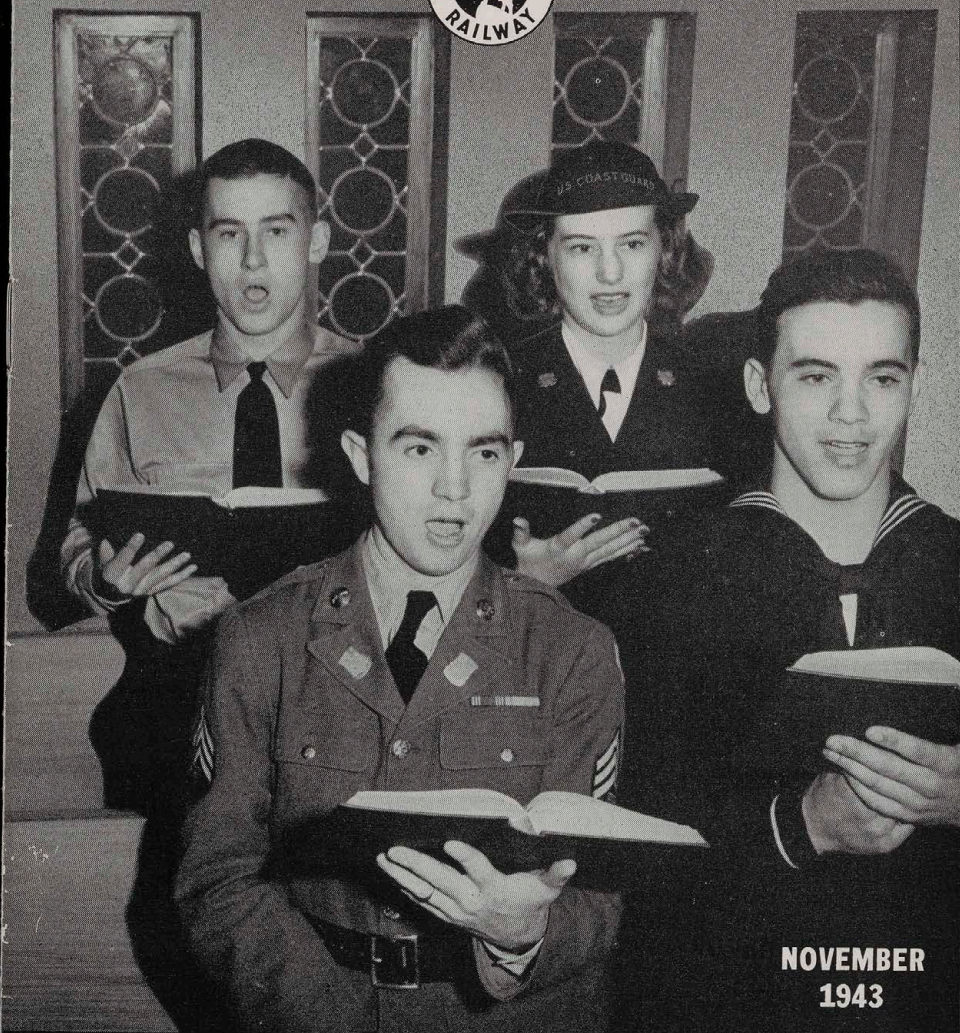


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the
GREAT NORTHERN GOAT



**NOVEMBER
1943**

ROUTE OF THE EMPIRE BUILDER

Washington, D. C.
17 September 1943

Mr. J. J. Pelley, President
Association of American Railroads
Washington, D. C.

Dear Mr. Pelley:

The War and Navy Departments would appreciate it if you would express to the men and women who work on America's railroads the gratitude of the Army and Navy for the splendid job they are doing.

Since the outbreak of war the railroads have hauled 76 million carloads of freight, most of it destined for battle fronts. Millions of fighting men have been transported to training camps and embarkation ports.

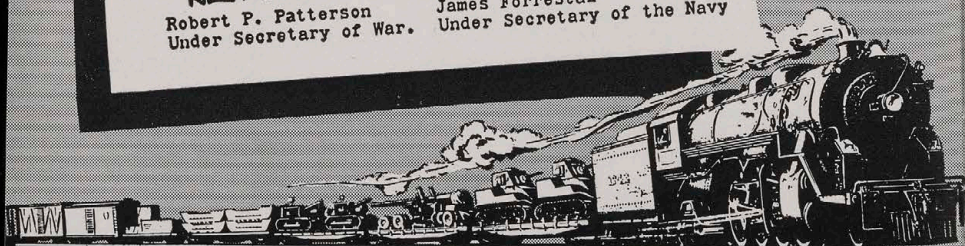
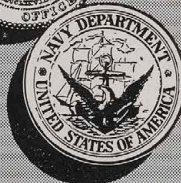
The Army and Navy realizes that, to perform this big job, crews on trains, in shops, in yards, and along rights of way have had to work long and hard. To the men and women who have made this record movement of men and weapons possible, the Army and Navy are deeply grateful.

Keep up the good work -- for
railroad work is war work, railroad
service is vital to victory.

Sincerely yours,

James Forrestal
James Forrestal
Under Secretary of the Navy

RLPP#
Robert P. Patterson
Under Secretary of War.



Association of **AMERICAN RAILROADS**



A mountain of Xmas gift packages.



Assembling and packing gift packages.

Xmas Gifts for Our Employees in Military Service

GREAT NORTHERN employees who now are in the Armed Forces will be reminded during the 1943-44 holiday season that the best wishes of their railroad attend them wherever they may be.

Five thousand Christmas packages have been mailed, or are ready to mail, depending on whether employees are overseas or still in their homeland.

Almost everyone on the GREAT NORTHERN has had a hand in this undertaking, for it was only through the cooperation of everyone that it was possible to get the military addresses of so many persons who were employed all over the system, and in the railroad's offices in cities as far distant as Boston, Mass., and Los Angeles, California.

In spite of these efforts, there still are some 600 employees whose present addresses are unknown and the GREAT NORTHERN regrets exceedingly that it will be unable to extend its greetings to these men and women.

Censorship regulations prohibit

disclosing exact figures on the number of packages sent to overseas addresses; but it was surprisingly large.

Probably the most interesting part of this undertaking was in determining what to include in the packages. There was much conflicting information on this subject in the press, and the most help came from the girl and boy friends and relatives of service men and women, and from some of the veterans of World War No. 1.

Even then there were a number of limitations. The packages for overseas shipment could not weigh more than five pounds each and had to conform to certain dimensions. Because of varying climatic conditions, it was impractical to consider some items which were felt would be acceptable. Then there were other items which just couldn't be obtained in the required quantities, but in some of these instances the GREAT NORTHERN'S purchasing department pried things loose for this specific use. Each overseas

(Continued on page 6)

THE GREAT NORTHERN GOAT

VOL. 14 NOVEMBER, 1943 No. 1

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IVAN A. COPPE, Editor

All communications should be addressed to the Editor, Great Northern GOAT, Great Northern Railway Company, St. Paul 1, Minnesota.

Armistice Day, 1943

Just about the most famous poem of the last World War was one written by John McCrae. It was called—"In Flanders Fields." The last lines of this poem are particularly significant for us today as we pause for a moment in the midst of another world war to honor the memories of the brave Americans who offered up their lives in 1917-18.

These lines read: "To you from failing hands we throw the torch, be yours to hold it high; if ye break faith with us who die, we shall not sleep though poppies grow in Flanders Fields."

Yes, those lines do have a deep significance for us today—for they are a powerful and dramatic reminder not ever to overlook the ideals and principles—"the torch"—for which Americans now are fighting.

We might label that torch many things—we might affix to it many high-powered words. Yet reduced to the simple direct language in which Americans excel—that torch—that spiritual torch—which fighting

Four

Americans carry on high—may simply be called—personal liberty.

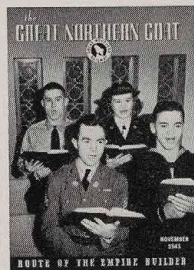
Personal liberty—the right to run ourselves—and not have our lives run for us—to run our government, our careers, our homes, our businesses—and not have them run for us. That is the eternal torch—the glorious eternal torch for which we fight—"be yours to hold it high."

Important

New York Central's passenger department advises that passengers from the west arriving in Chicago with tickets routed via the 20th Century Limited, are not provided with extra fare tickets. In some cases passengers state they were informed that no extra fare was now in effect when they purchased their transportation.

There is an extra fare of \$3.00 on the 20th Century between Chicago and New York, which is the only extra fare train in the east.

The Goat's Cover PRAISE GOD, FROM WHOM ALL BLESSINGS FLOW!



We give Thee thanks O Lord! For the armed legions, marching in their might, For the glory of the well-earned fight Where brave men slay their brothers also brave; For the millions of thy sons who work, And do thy task with joy, and never shirk, And deem the idle man a burdened slave; For these, O Lord, our thanks!



Left to right: PFC Paul Libby, Minneapolis; T/5 Albert Laska, St. Paul; T/4 Peter J. Dempsey, St. James, Minn.; Staff Sgt. Avery H. Coan, St. Paul; T/4 Fred Tobiska, St. Paul; T/5 Robert F. Gourhan, St. Paul; Pvt. Gerald Rusfeldt, Superior, Wisc.

A La Empire Builder in North Africa

The title of best-fed American unit in North Africa is claimed by the ***th Railway Grand Division of the Military Railway Service, which boasts seven former chefs from the GREAT NORTHERN'S EMPIRE BUILDER in its kitchens.

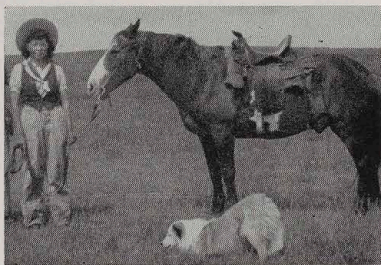
It was no accident that these superb cooks are with the unit. The GREAT NORTHERN sponsored it when it was activated, and determined that it should eat well, offered the seven chefs to the Army along with the other personnel it recruited.

A total of 53 years' experience on EMPIRE BUILDER dining cars is represented by the seven. S/Sgt. Avery H. Coan, of St. Paul, the mess sergeant, put in 5 years, while T/4 Fred Tobiska, also of St. Paul, spent 28 consecutive years as a chef on the EMPIRE BUILDER.

An indication of the excellence of the chow is the number of staff officers that inspect the mess—always at chow time. The Director General himself, Brigadier General Carl R. Gray, Jr., has made several of these "inspections".

The GREAT NORTHERN railway grand division camp in North Africa is situated on a high flat-topped knoll overlooking the harbor. The unit operates some 800 miles of main line for the Military Railway Service. Its more than 100 men and officers, all except two or three of whom are GREAT NORTHERN employees, are topnotch railroad men, soldiers and men who have introduced into their camp life, thousands of miles from home, enough of home atmosphere and conveniences to make the place most livable.

Five



Minnie, her horse, Pinto, and dog, Toby

Minnie of the Marines

Hard work is no new experience for Minnie Spotted Wolf, 20-year old Blackfeet Indian girl, who recently joined the U. S. Marine Corps Women's Reserve.

On the family ranch located at White Tail Coulee and White Tail Creek near Glacier National Park, Montana, Minnie and her three sisters looked after more than 600 head of sheep, 30 horses, cattle and poultry. When applying for enlistment, Minnie stated she had built fences, repaired roads, driven a truck, herded sheep, helped put up hay and did other farm work.

She decided to join the Marines because she felt it was up to her to fight for her country in some way since she had no brothers to do so and wanted to carry on the family tradition of her grandfathers who had died in battle.

Wartime Laundering

The Proctor & Gamble Company, Division of Public Relations, Cincinnati, 1, Ohio, have published a special edition of "The Way We Wash Our Clothes" by Eleanor Ahern, which answers completely all questions about washing. Free copies are available to libraries, leaders in the field of home economics and others who have contacts with large groups of people.

XMAS GIFTS

(Continued from page 3)

package contained the following items:

Dental cream, tooth brush, mentholatum, styptic pencil, wick and flints for lighters, pocket comb, GREAT NORTHERN pencils and stationery, Turkish face towel, soap, handkerchiefs, GREAT NORTHERN playing cards, fourteen packages of candy and peanuts, September number of the GOAT, holiday greeting card and a stamped and addressed return card for acknowledgment of package.

Probably some of the packages will not reach their destinations until after Christmas; others got there fast, and some exceedingly interesting letters from the men (and women) have already been received. In general, the letters indicate that GREAT NORTHERN employees are adapting themselves to the jobs that Uncle Sam has laid out for them, in just the way the railroad expected them to. They have an important job to do; they want to do it as quickly as possible and come home.

Letters received to date express no complaints with service assignments. Many of them indicate military life is not all on the dreary side. As, for example, the platoon that expressed its appreciation for the GREAT NORTHERN playing cards. The package had just arrived, the letter read; every deck of cards in the outfit had been worn out, and "yesterday was payday!"

Xmas Packages

With war traffic having first call on all shipping services, it is more important than ever to send your Christmas packages early.

Pack them adequately, wrap and tie them securely, address them right and get them started to points in the United States and Canada BY DECEMBER 10.



Douglas Fir Forest

Ponderosa Pine Forest
U. S. FOREST SERVICE

Timber is a Crop—Protect Our Forests

FOREST FIRES destroy timber which is a vital war material. Wood is as important as steel, rubber and oil in our battle for civilization. Forest fires also demand labor for fighting, and this labor has to come from war industries and agriculture, both important in the winning of the war. Forest fires create a blanket of smoke which hampers aircraft warning stations, aerial patrol and makes possible a "sneak attack" by the enemy. Any individual who starts a forest fire is, in effect, an enemy agent.

Most of our forest fires are started by the carelessness of our own citizens. No American would think of flying over the forest dropping incendiary bombs. Yet, the person who rides on a train or drives an automobile through a forested region, and throws a lighted cigarette, cigar or match out of the window, accomplishes the same results. Forest fires can be prevented if every American will think, talk and practice care with fire in forests.

Modern Train Calling System

A powerful new public address system has been installed in Seattle's King Street Passenger Station, which serves GREAT NORTHERN transcontinental and local trains. The microphone is located in the Information Bureau in the southeast corner of the lobby with four speakers in the main lobby, one in the baggage room, one in the lunch-room and one in the concourse.

All station announcements can be heard clearly and understandably so that there should not be the slightest doubt in any traveler's mind just which train and town the train caller is announcing. The train calling assignment is handled by Train Announcer James Paladin who came to his new work by way of longshoring and tug-boating which pursuits call for a strong pair of lungs.

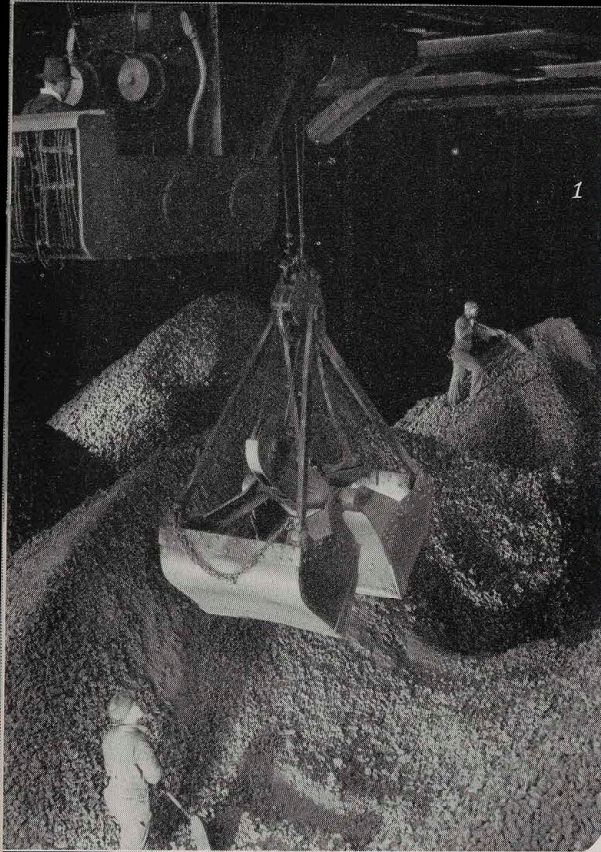
Aluminum for Victory

"Pigs to planes!" is the battle-cry from the Great Northwest as two plants near Spokane, Washington, team up to produce aluminum "skins" for our long-range bombers and hard-hitting fighters.

Pictured are some of the processes through which aluminum is produced at the Mead Reduction Plant and the Trentwood Works located east of the city of Spokane.

1. Stock pile of petroleum coke used to make carbon electrodes needed in the reduction process. 2. Pouring aluminum pigs. 3. Fifty-pound aluminum pigs ready for shipment to fabricating plants. 4. Aluminum strip sheet enters mill for cold rolling where it is rolled to desired thickness. 5. Hot rolled aluminum sheet more than a city block in length is being inspected as it leaves the continuous mill. 6. A heat-treated sheet is quenched to give it added strength. 7. Aluminum sheet is inspected before it is shipped to aircraft manufacturers.

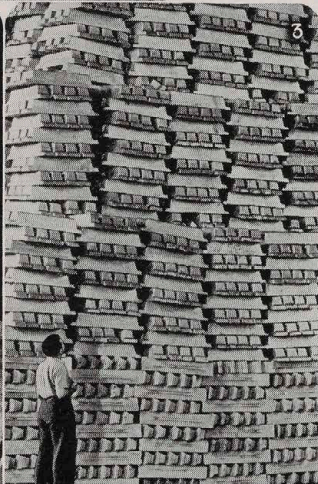
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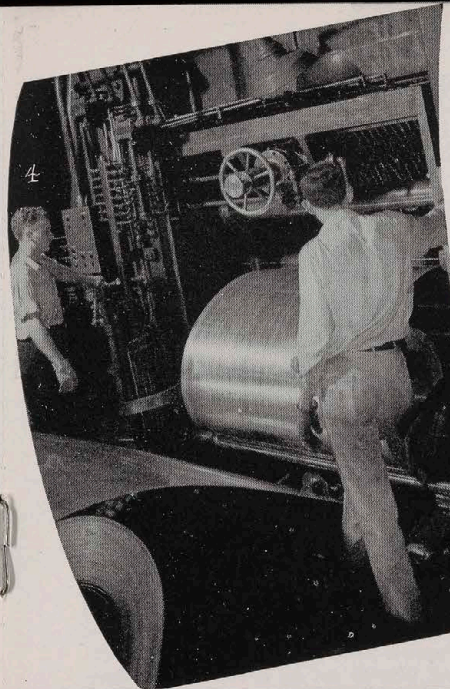
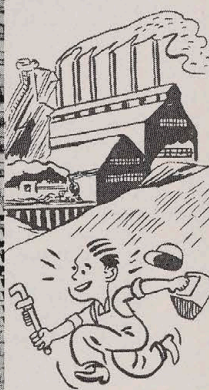
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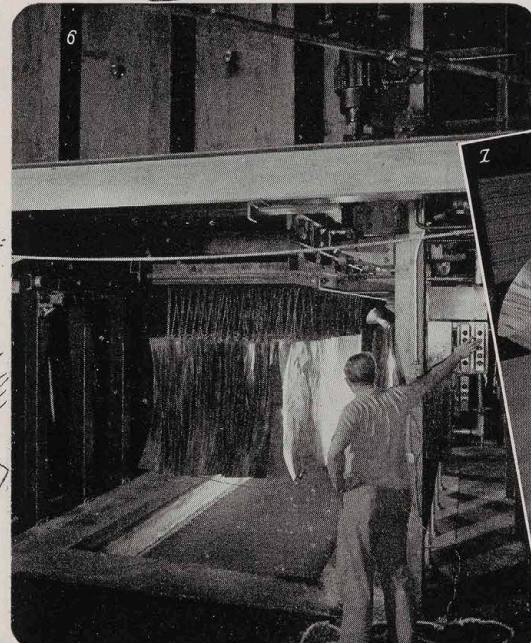
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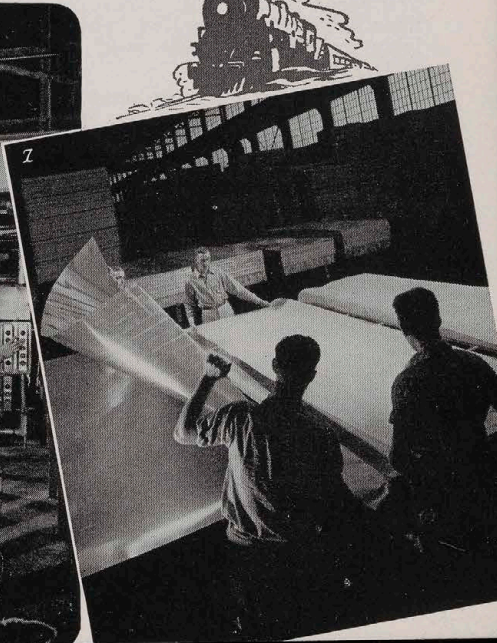
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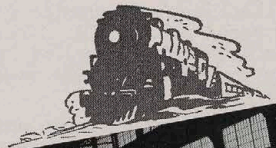
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6



7



ALUMINUM

(Continued from page 8)

North of Spokane, the Mead Reduction Plant produces the aluminum pig that is rolled into sheet by the Trentwood Works, located east of the city. The Mead Plant was designed and built by the Aluminum Company of America for the Defense Plant Corporation as a part of the government expansion program to increase facilities for the production of aluminum. The Trentwood Works was built by the United Engineering and Foundry Company, in collaboration with the Aluminum Company of America, for the Defense Plant Corporation as a part of the government expansion program to increase facilities for the fabrication of aluminum. Both plants are being operated by the Aluminum Company of America.

The Mead plant put its first "pot line" in operation on May 14, 1942, and on November 25th the first alloy sheet ingot was produced at the Trentwood rolling mill. Since then their teamwork has proved increasingly important to west coast aircraft manufacturers.

Metallic aluminum is produced from aluminum oxide at the Mead Works by means of an electrolytic process, using electricity from the Bonneville Power Administration. To make one pound of aluminum, ten kilowatt hours of electricity are required. This is enough to keep a 40-watt light burning continuously for about ten days. Carbon electrodes needed in the reduction process are produced at the Mead plant from petroleum coke.

The molten aluminum is poured into 50 pound pigs which are shipped to the Trentwood Works, remelted and cast into large ingots suitable for rolling. These ingots then pass through a series of rolls and finally emerge as large sheets of aluminum—each of which is more than a city

block in length. The Trentwood Works is one of the three largest aluminum rolling mills in the United States.

The average weight of a war plane is estimated to be 75 per cent aluminum and of this, 48 per cent is in the form of aluminum sheet. Five sheets from this massive mill are sufficient to make the "skin" and other sheet members of a large bomber. Small wonder then that the capacities for producing sheet have expanded 6½ times since 1939.

At the end of 1943 the annual capacity for producing aluminum in the United States will be 2,100,000,000 pounds. This is a sevenfold increase over the peacetime peak in 1939, and 63 per cent more than the whole world produced in 1938.

Just how much is 2,100,000,000 pounds of aluminum? Well, it's enough to replace every railroad passenger car in the country three times a year or put a 30-piece cooking utensil set in every one of America's 34,000,000 homes, with enough metal left over to make 5,000,000 miles of the aluminum transmission cable that has helped make possible the electrification of rural America.

This tremendous increase in production facilities has been accompanied by a downward price trend for aluminum ingot. The metal entered the period of war preparation at 20 cents a pound, and four price reductions have been made since then to bring the price of aluminum ingot down to an all-time low of 15 cents a pound.

Uncle Sam is obtaining tremendous quantities of vital mine products, including iron ore, copper, zinc, manganese, dolomite, silicates, lime rock, and coal from GREAT NORTH-ERN'S territory, and the railway is providing the government and private shippers dependable transportation of VICTORY materials vital to our battle for civilization.



Gum, Please!

Customer: (to drug clerk) Is this candy good?

Clerk: Is it good? Why, it's as pure as the girl of your dreams!

Customer: Then I'll have a package of gum!

Fast Thinking

Wife: There is company at the door and we are not through with dinner yet.

Scotchman: Quick, grab a toothpick!

Size?

Male customer: I want a couple of pillowcases.

Shop assistant: What size?

Male Customer: I don't know, but I wear a size seven hat.

Cooling, Isn't It!

Pat: Got a sweetheart yet, Tilly?

Tilly: Yes, and he's a regular gentleman.

Pat: You don't say so!

Tilly: Yes, he took me to a restaurant last night and poured tea into a saucer to cool it, but he didn't blow it like common people do—he fanned it with his hat!

Catching Up

Game Warden: Hey, young man, what's the idea of hunting with a last year's license?

Miles: Oh, I'm only shooting at the birds I missed last year.

Temptation

A fussy, overbearing lady entered a crowded street car and began mumbling noisily over being compelled to stand. After edging everyone about for a time, a young man tapped her on the shoulder and asked, "Madam, you are standing on my foot. Would you mind getting off?" Bristling, she retorted. "Why don't you put your foot where it belongs?" "Don't tempt me, Madam, don't tempt me!" he countered.

Clean Game

Dumb Dora: I don't see how football players ever get clean!

Ditto: Silly, what do you suppose the scrub teams are for?

Smart Dumb-bell

"Are there any dumb-bells in the room?" asked the teacher; "if there are, let them stand."

No one rose and finally a young man suddenly jumped up.

"You don't mean to say that you're a dumb-bell Willie."

"No, but I hate to see you standing alone."

It's Something!

Cohen: (at race track) Come on something! Come on, something!

O'Brien: There isn't any horse named "Something" in this race.

Cohen: Don't butt in. I've got a dollar on every horse in the race. Come on, something!

Courtesy



Conductor Kielty

While passengers generally, riding GREAT NORTHERN trains in charge of conductor P. H. Kielty, comment upon his efficiency and courtesy, it is somewhat unusual in these war times for travelers to notice such things.

The following letter, written by Dr. Henry B. Trigg of Fort Worth, Texas, to M. J. Welsh, GREAT NORTHERN'S superintendent of the Willmar Division, deserves mention at this time.

"I have traveled over most of the United States and over a great part of Europe and England in years past," writes Dr. Trigg, "It was my pleasure recently to make a trip to Watertown, S. D., on a pheasant hunt. Naturally, I was more or less over-loaded with baggage and other paraphernalia. At Benson, we had to change trains and take a local to Watertown. Your conductor, P. H. Kielty, was on the trip. I take great pleasure in writing you that he is the most considerate and helpful conductor I have ever contacted, not only to me personally, but to all the passengers on the particular day I was on the train. He was as kind and considerate on the return trip and believe it or not he still thinks he is a young man. Being a doctor of many years experience, I am inclined to agree with him. Traveling by train would be much more pleasant if all the conductors were as efficient as Mr. Kielty."

Railroads handle 10,000 cars of supplies daily in and out of Army and Navy camps.

Twelve

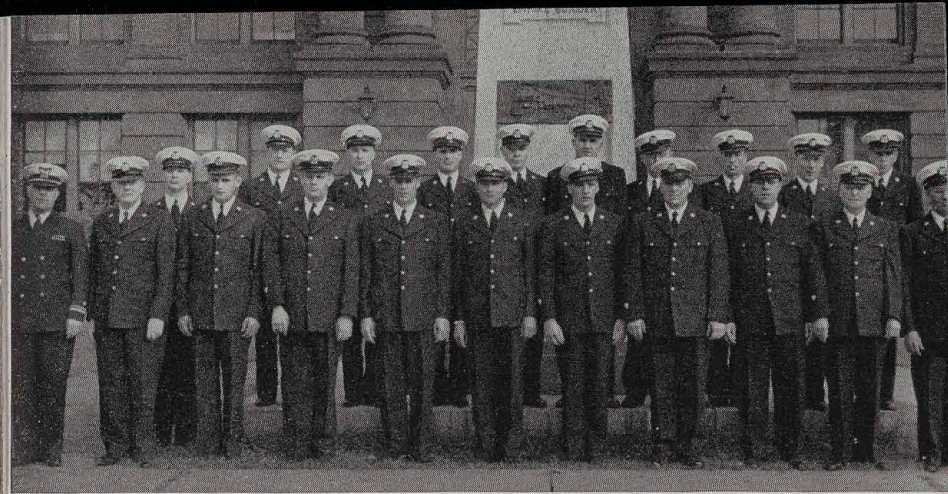
From North Africa

Coping with unpredictable combat emergencies as they push lines of supply into territory newly wrested from the enemy, personnel of the Military Railway Service, Transportation Corps, have hit a new high in versatility by becoming experts in the removal of land mines, booby traps and demolition charges planted along the railroad right-of-way.

Ordinarily, the placing and removal of such military obstacles is the duty of the Corps of Engineers, but during the stress of battle they are often too engrossed in clearing a path for the advance of combat forces to give any immediate assistance to the railroads. To eliminate any delay in the extension of supply lines during the North African campaign, selected railroad-soldiers in each Military Railway Service unit were thoroughly trained in mine and demolition technique under the supervision of Capt. Francis J. Murphy, GREAT NORTHERN'S assistant signal supervisor at Havre, Mont., and Seattle, Wash.

Promotions

Three GREAT NORTHERN employees in the Military Railway Service, Transportation Corps, have received promotions recently. Orville G. Merklin, Spokane, Wash., carman helper apprentice in GREAT NORTHERN'S Hillyard Shops has been advanced from Pfc. to Technician Fifth Grade. Stanley A. Herman, Spokane, Wash., machinist helper, Hillyard roundhouse, from Technician Fourth Grade to Staff Sergeant. Robert G. Kipp, Great Falls, Mont., carman helper, Great Falls, Montana, shops, from Technician Fifth Grade to Technician Fourth Grade.



Left to right—Back Row: Frank W. Olson, Train Dispatcher; Frank Homich, Oiler; Arthur Anderson, Leverman; Daniel Vechell, Boilermaker Foreman; Leo Byrne, Machinist; August Arelson, Freight Handler; Harold Adams, Leverman; Leslie Brittan, Switchman; Robert Bennett, Storekeeper; James McCauley, Ore Dock Laborer; Front Row: Lt. Wm. Forsythe, Commanding Officer, Superior Regiment; David A. Leeper, Train Dispatcher; Arne Botten, Freight Handler; Clyde O. Allen, Clerk; George Nolan, Switchman; Charles Bjorkman, Ore Dock Foreman; Loren Hesselgrave, Switchman; John Peterson, Oiler; Harold Tracy, Boilermaker; Fayette W. Keeler, Asst. Chief Train Dispatcher; Herbert Day, Machinist Helper.

G. N. Employees In U. S. Coast Guard

Twenty-one employees of GREAT NORTHERN'S Mesabi Division, representing every type of occupation from ore dock laborer to train dispatcher, are members of the U. S. Coast Guard Reserve, (T), Port Security Force, Superior Regiment, which is approximately 20% of the total membership.

Handling ore trains from the

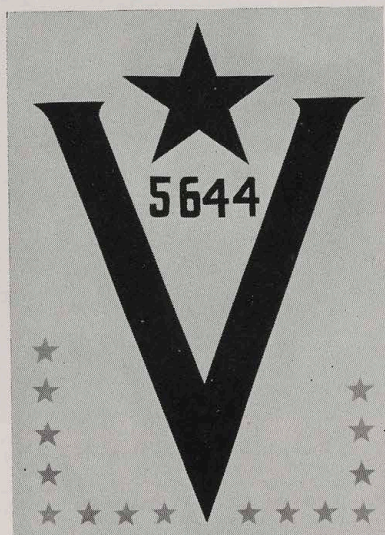
Mesabi Iron Range to GREAT NORTHERN'S ore docks at Allouez, Wisc., is the regular job of these men. For six hours every four days they don the uniform of the U. S. Coast Guard to help guard docks, terminals and vital shore installations in the Superior Harbor. These men serve without pay and perform duties for the Captain of the Port.

Ore and Grain Hauling Set Lakes Records

More than 11,500,000 gross tons of iron ore and 23,000,000 bushels of grain were transported on the Great Lakes in vessels of United States registry in October; a new record for

that month for iron ore and an all-time monthly record for grain. Ore tonnage exceeded by nearly 200,000 tons the amount shipped during October 1942.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Forces
November 1, 1943.

Our Gold Stars

- ★ **WILLIAM ALBERT BANNING**, roundhouse laborer, Kalispell Division, Montana. Inducted U. S. Army October, 1942. Killed in action aboard U. S. S. San Francisco in June 1943.
- ★ **ALOIS J. GUIMONT**, caller, Great Northern Passenger Station, Minneapolis, Minn. Inducted U. S. Army April 1942. Died of wounds received in action in Southwest Pacific, September 1943.
- ★ **GORDON WAYNE MARCY**, section laborer, Kalispell Division, Montana. Enlisted in Navy February 1942. Reported killed in action November 1942 on U. S. S. San Francisco.
- ★ **CHARLES FRANKLIN OLDHAM**, section laborer, Kalispell Division, Montana. Enlisted in U. S. Army, September 1940. Died at Dutch Harbor, Alaska.

(Additional Gold Stars to those previously reported)

Fourteen

Prisoners of War

The following GREAT NORTHERN Railway employees are reported to be prisoners of war in various prison camps of our enemies.

S/SGT. EDWARD C. FULLER, employed on Butte Division, Stanford, Montana; American Prisoner of War 112608, Stalag 7-A, Germany.

PFC. HAROLD S. ARNESON, employed on Kalispell Division, Shelby, Montana; American Prisoner of War, Camp No. 59, Military Post 3300, Italy.

S/SGT. GEORGE W. PEDERSON, employed on Willmar Division, Hills, Minn.; American Prisoner of War, No. 1201, Stalag Luft 1, Germany.

PFC. ELLIS W. SLATER, employed on Butte Division, Laurel, Montana; American Prisoner of War, Military Camp 1, Philippine Islands.

CAPT. GEORGE J. TREACY, employed in superintendent of motive power department, St. Paul, Prisoner of War, interned by Japan.

LIEUT. CHARLES B. WOEHRLE, employed in freight traffic department, St. Paul; American Prisoner of War No. 1477, Stalag Luft 3, Germany.

PFC. HAROLD G. KURVERS, employed on Willmar Division, St. Paul; reported to have been captured at Bataan.

PVT. JOHN TYMENSKI, employed on Mesabi Division, Kinney, Minn.; reported to be a prisoner of war in Philippines.

PVT. PAUL HARTMAN, employed on Butte Division, Great Falls, Montana. Reported to be a prisoner of war, but address unknown.

Information concerning O U R GOLD STARS, men missing in action and those succumbing to disability in the United States and overseas and PRISONERS OF WAR is compiled from data available.



Bill Lloyd

Tom Bolin

Jim McGeever

Ernie Gruetzman

Veteran G. N. Employee Retires

After nearly 50 years of service, William W. Lloyd of Minneapolis, Minn., GREAT NORTHERN'S traveling freight agent in southern Minnesota and western Wisconsin, has retired.

Mr. Lloyd began work for the GREAT NORTHERN in 1894, serving as station agent at various Minnesota and North Dakota points before joining the freight traffic department in St. Paul. He represented the company in southern Minnesota and western Wisconsin.

Mr. Lloyd's territory will be taken over by Thomas J. Bolin, of Minneapolis, who has represented the com-

pany as traveling freight agent in the Willmar and Mesabi districts. James J. McGeever, city freight agent, St. Paul, has been appointed traveling freight agent and will take over Mr. Bolin's territory. Ernest H. Gruetzman of St. Paul, chief clerk to GREAT NORTHERN'S assistant general freight agent in Minneapolis, has been appointed city freight agent to succeed Mr. McGeever.

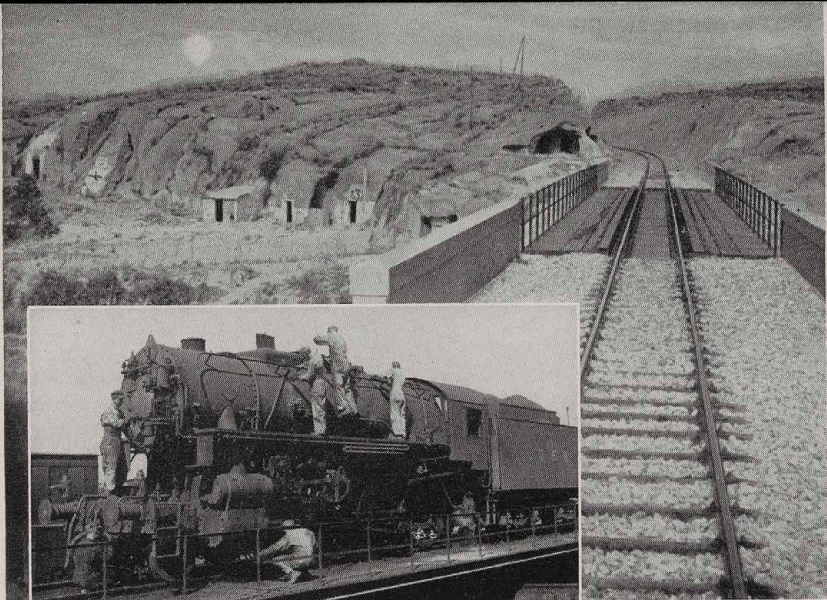
Herbert J. Schaaf, rate and tariff clerk in GREAT NORTHERN'S freight traffic department in St. Paul, has been appointed chief clerk in the company's Minneapolis freight office, succeeding Mr. Gruetzman.

Grand Coulee Dam

Another giant generator has been installed at Grand Coulee Dam, bringing the capacity of the plant to more than 700,000 kilowatts, third largest in the United States and fourth largest in the world. The entire output of the new mammoth hydroelectric machine, rated at more than 100,000 kilowatts, together with that of six other generators now operating, is being transmitted to

war plants in the Pacific Northwest. The power installed at Grand Coulee during the two years since the first large generator was put in service and the installations at Bonneville Dam, farther down the Columbia River, have met a definite war need and have been in a large measure responsible for the establishment of major war industries in the Pacific Northwest.

Fifteen



ACME

Railway over Kasserine Pass, blown up by retreating Axis forces, was quickly rebuilt and put in operation by Military Railway Service. Note caves which were occupied by enemy. Insert shows soldiers of the railway service assembling an American-built locomotive.

IDAHO or ITALY it takes the same stuff to run a railroad!

It's a whole lot tougher over there, of course, with machine guns strafing and bombs and cannon blasting at trains and tracks and shops.

But the same things that make the Great Northern a dependable, efficient railroad are producing bang-up results wherever the **■***Railway Grand Division is sent.

For the officers and men of the **■** were recruited, for the most part, from every part of the Great Northern system—trackmen, shopmen, clerks, telegraphers, signalmen, switchmen, trainmen, enginemen, superintendents and so on.

They have demonstrated that they have what it takes—experience, resourcefulness, determination, endurance and courage. Often under fire and always under desperate pressure, they keep the military trains rolling toward the battle fronts.

Pride in the achievements of the

■ and the other military railway outfits extends far beyond mere expressions of admiration here at home. It inspires railroad workers on the home front to keep those Victory-laden cars speeding along.

Here at home trains are hurried over crowded rails. Tanks and jeeps, shells and guns and bombs are rushed night and day from factories to docks. Food and raw materials are sped over the ribbons of steel in endless procession.

Overseas the job is continued by the Military Railway Service. Theirs is the responsibility of rushing troops and supplies to the fighting fronts—the job of taking a railroad—any kind of a railroad—and making it run, even in the face of enemy attack.

The highest hopes and best wishes of the whole Great Northern family accompany officers and men of the **■** wherever they go.

(*Identity deleted at request of War Department)

GREAT NORTHERN RAILWAY

the
GREAT NORTHERN COAT

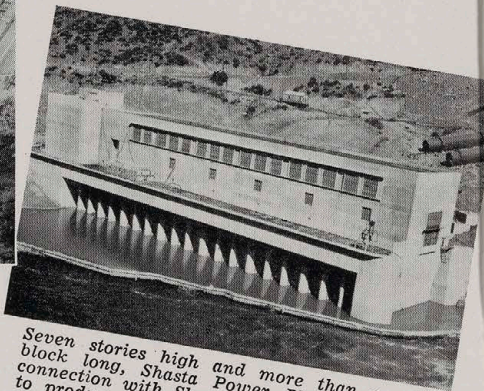


**DECEMBER
1943**

ROUTE OF THE EMPIRE BUILDER

Shasta Dam

POWER FOR VICTORY and POST-WAR DEVELOPMENT

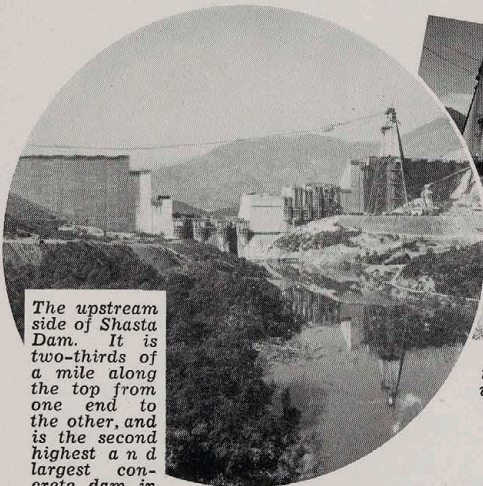


Seven stories high and more than a city block long, Shasta Power Plant, built in connection with Shasta Dam, will be ready to produce more than 100,000 kilowatts of power early in 1944. This amount will be about one-fourth the ultimate installed capacity.



Shasta Dam will impound water to improve navigation, help prevent floods, provide irrigation water and generate power.

Shasta Dam, on the Sacramento River in Northern California, is a part of the Central Valley Project. The dam, 602 feet high, will contain 6,230,000 cubic yards of concrete. Water flowing over the spillway in the center section of the dam will have a fall more than three times the height of Niagara Falls.



The upstream side of Shasta Dam. It is two-thirds of a mile along the top from one end to the other, and is the second highest and largest concrete dam in the world.

The Central Valley Project in California

The war and post-war demand for food, reaching beyond the nation's present productive capacity, highlights the importance of agricultural production in California's great Central Valley which now produces three-fourths of this country's supply of grapes and raisins, 78 percent of the American olive crop, two-thirds of the almonds, almost one-half of the apricots, more than 95 percent of the figs and many other specialty crops which make a dietary contribution to the well-being of the nation. In addition, general crops provide a well rounded agricultural economy in the central part of the state.

The Central Valley Project was approved as a U. S. Bureau of Reclamation undertaking for the authorized purposes of improving navigation, providing flood control, supplying irrigation water to areas of critical deficiency, controlling sea water encroachment into the delta channels of the Sacramento and San Joaquin rivers, improving domestic and industrial water supplies, and for the generation of electric energy to supplement power produced by private enterprise.

Shasta dam on the Sacramento River is the pivotal structure of the project. The reservoir it creates will contain enough water to cover four and one-half million acres to a depth of one foot. A power plant built in connection with the dam will have an ultimate capacity of 375,000 kilowatts. Releases from this reservoir will be exported into the San Joaquin Valley where nature provides two-thirds of the agricultural

land in the Central Valley but only one-third of its water resources. The water now used to irrigate land in the lower San Joaquin Valley will be impounded in Millerton Lake, a reservoir created by Friant Dam, from which it will be redistributed to other areas in the San Joaquin Valley which are in urgent need of additional irrigation water. Friant dam is the fourth largest concrete dam in the world. Shasta dam is the world's second largest.

Thirty seven miles of the 48-mile Contra Costa Canal have been completed, as have eight miles of the 37-mile Madera Canal. The Delta Cross Channel and the Delta-Mendota Canal which serve to export Sacramento River water to the San Joaquin Valley, and the 160-mile Friant-Kern Canal which will distribute water in the area between Fresno and Bakersfield remain to be constructed.

The lifting of War Production Board stop orders is permitting construction to continue on certain features which in less than two years will make it possible to bring additional thousands of acres into war-food production.

Shasta dam, and power plant and Shasta-Oroville transmission lines are being rushed toward completion as war projects.

Grand Coulee and Bonneville dams in Washington and Oregon now are providing power for war industries in the Pacific Northwest. Electric energy from these projects also augments power provided by private producers for industrial and domestic purposes.

THE GREAT NORTHERN GOAT

VOL. 14 DECEMBER, 1943 No. 2

Published monthly by the Traffic Department of the Great Northern Railway Company in the interest of individuals and organizations engaged directly or indirectly in the handling of industrial traffic matters and travel by railroad.

IVAN A. COPPE, Editor

All communications should be addressed to the Editor, Great Northern GOAT, Great Northern Railway Company, St. Paul 1, Minnesota.

America

We Americans have enjoyed more conveniences—those little things that make life less drab and more comfortable—than any other people on earth.

Although war-time restrictions have forced us to forego many of these things temporarily, our radios, cars, refrigerators, toasters, homes, trains and planes have been for years the envy of men and women in other countries whose way of life did not permit them to enjoy such labor-saving and pleasure-giving devices.

Why have we had all these things—while other countries have been forced to go without them? The answer is simple—under our American system which permits individuals and private business the freedom to work, think and progress free from government “dictation”—men have permitted their instinctive human urges to carry them to ever increasing heights of invention, enterprise and industry—making possible all the conveniences we have as a nation enjoyed.

Four

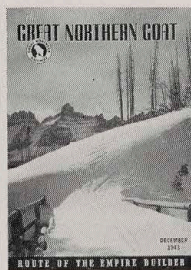
So as we look forward to post-war America after victory it goes without saying that a continuation of the conveniences we have enjoyed—and the employment and progress such continuation will make possible—will depend upon our maintaining our democratic way of life and system of private enterprise which brought those conveniences into being in the first place.

Looking to Laurels Department

Union Pacific Railroad has announced the debut, on January 8, 1944, of a coast-to-coast radio show which will be, according to UP officials, “the first coast-to-coast live broadcast ever sponsored by a railroad . . .”

Excuse, please, but Great Northern’s “Empire Builder” program, beginning in 1929 and running through 1930 and 1931, was the first coast-to-coast live radio show sponsored by a railroad. All of which won’t stop us from listening to Union Pacific’s “Your America” show.

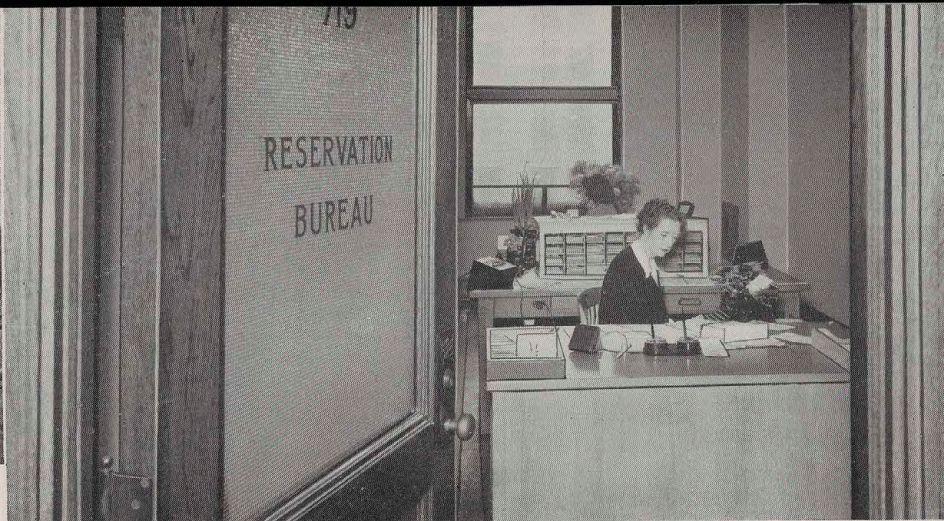
The Goat’s Cover



winter Long ago.”

Pictured on the cover is the trail to Ptarmigan Pass in Glacier National Park, Montana, in winter-time, by R. J. Hagman, Great Northern’s assistant general counsel, St. Paul.

“In the bleak mid winter
Frosty wind made moan,
Earth stood hard as iron,
Water like a stone;
Snow had fallen,
snow on snow,
Snow on snow,
In the bleak mid-
winter



Great Northern's New Central Reservation Bureau in St. Paul.

Information for Ticket Agents

All sleeping car and parlor car reservations on Great Northern trains from St. Paul and Minneapolis are now handled by a central Great Northern reservation bureau located in the company’s general office building in St. Paul.

Miss Pauline M. Dowe, formerly in Great Northern’s St. Paul city ticket office, is manager of the new reservation bureau, assisted by Miss Mary Holbert.

Requests for space reservations on all Great Northern trains from St. Paul and Minneapolis should be addressed to Reservation Bureau, Great Northern Railway, 719 Great Northern Railway Building, St. Paul, 1, Minn.

In Seattle, Washington, a new central reservation and information bureau has been established in the company’s general office building, for the handling of all sleeping and parlor car space on Great Northern trains from Seattle. The bureau is in charge of Robert L. Richardson, supervisor, assisted by Miss Suzanne Ida Mackin, Jr., ticket clerk, Mrs.

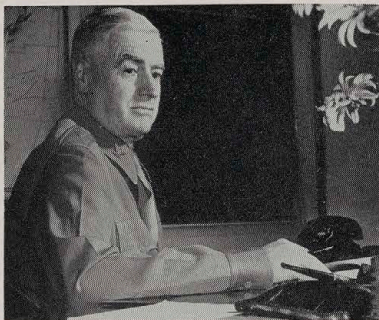
Ruth Cheney, reservation clerk, Miss Irene Scofield, information clerk, and Jerry F. Burnham, clerk.

Requests for space on all Great Northern trains from Seattle should be addressed to R. J. Zapell, Reservation-Information Bureau, Great Northern Railway, 206 Great Northern Railway Bldg., Seattle, 1, Wash.

Requests for space on eastbound Empire Builder trains from Portland, Oregon, (Spokane, Portland & Seattle Railway train No. 2, Portland to Spokane), and in northbound pooled line trains from Portland to Tacoma and Seattle, should be addressed to A. F. Lee, general agent, Consolidated Ticket Office, 633 S. W. Morrison St., Portland, 5, Oregon.

Requests for sleeping and parlor car space on Great Northern trains from Spokane, east and westbound, including space on Spokane, Portland & Seattle Railway local Spokane-Portland cars, should be addressed to R. C. Murphy, general agent passenger department, Great Northern Railway, Davenport Hotel, Spokane, 8, Wash.

Five



Colonel Sullivan

New Post Commander

Colonel Maxwell W. Sullivan is the new post commander at Fort Lewis, Wash., second largest military camp in the country. Col. Sullivan, who relieves Col. Ralph R. Glass, retired as post commander, came to Fort Lewis from Fort Meyer, Va., where he was post commander following relief from duty in Hawaii where he was commanding officer of an infantry regiment at Schofield Barracks which was attacked at the same time the Japs descended on Pearl Harbor.

A native of Minneapolis, Minn., the new post commander graduated from the United States Military Academy in 1912.

He served in the Philippines from 1914 to '17. Later assignments included assistant chief of staff at Fort Benning, Ga.; inspector general's department, 8th Corps Area headquarters, Philippine Department headquarters and inspector general, 2nd Division, 9th Corps Area headquarters.

He attained the rank of colonel in January, 1941. During World War I, Colonel Sullivan was executive officer of the New York Port of Embarkation and assistant chief of staff of the Port of New York. He was also water transportation officer at the Port of Philadelphia.

Six

How Different!

I spied an old-time railroad man I've known since long ago. He didn't seem to see me so I chirped, "How are you, Joe?" In other years his smile was gay, his hearty hand-clasp warm, but now he wore a wary look that hinted of alarm.

He took my hand reluctantly and seemed about to flee. I wondered from his attitude if he were peeved at me. His coldness surely puzzled me until with icy air, he said, "Speak out—let's have it—are you going anywhere?"

"Well, no place in particular," I said, "except to eat and do a bit of shopping!" All at once his smile was sweet. He grabbed my hand and shook it with a warm and friendly grip, and chuckled, "Then I take it you're not planning any trip."

"I feared when first you stopped me—" here he shook my hand again—"you wanted me to fix you up with tickets on our train!" And just to think, not long ago if I a trip had planned, Joe would have come a-running with a ticket in his hand!

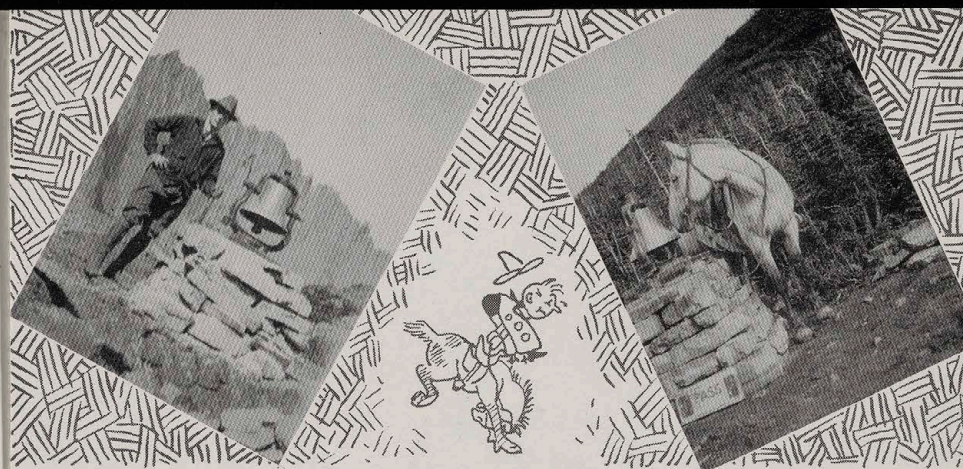
(Reprinted from "Fitch's Lines" by Carlton Fitchett published in the Seattle Post Intelligencer.)

Army and Navy Lease California Hotels

Portions of the Clift, Alexander Hamilton and Plaza hotels in San Francisco have been leased by the Navy.

Forty of the leading hotels in San Francisco have adopted a new regulation, now in effect, limiting the stay of transients to five days. The only exception to this rule will be service personnel whose longer stay is certified as necessary by their commanding officers.

The Army has taken over the Santa Barbara, Biltmore, Edgewater Beach, Miramar, Delmar and Shantri La hotels in Santa Barbara, California, for military purposes.



Bells originally installed on Piegan and Swiftcurrent Passes in Glacier National Park, Montana.

The Bells of Glacier Park

Vacationists reaching the summit of one of Glacier Park's lofty peaks or passes will no longer be able to celebrate the occasion by the ringing of bells, because the bells of Glacier Park have gone to war.

Late in the season of 1926, four large Great Northern locomotive bells were placed on Mount Henry, Piegan, Siyeh and Swiftcurrent Passes, four of the highest points in the park. The idea back of the bells was that when tourists scaled one of these high passes they would ring

the bell to announce they had reached their goal, which was considered quite an achievement.

However, it was discovered that bell ringing was not appreciated by horses. Hikers came along at times and ringing of the bells when a saddle horse party was passing nearby almost frightened the horses into a stampede. So, the bells of Glacier Park were removed this summer by mutual agreement of the Glacier Park Company and the National Park Service.

What They're Saying About Railroads

"The performance of the railroads under war conditions now, the tremendous task they are meeting with complete success and the revenue they are pouring into the federal Treasury, constitute the strongest argument for private ownership and private enterprise

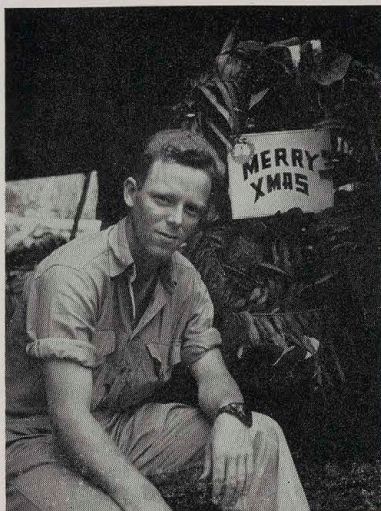
that ever was put forth. The railroads with their performance have brought confusion to those elements in the government service who have been advocating an end to free enterprise and the capitalist system."

Butte, Montana. Standard. October 15, 1943.

Seven



*Best Wishes for Christmas
and Victory in the New Year*



Marine Sgt. Dick Hance.

Holiday Greetings From "Down Under"

We are not sure whether Marine Sgt. Dick Hance snapped this picture of himself or had a brother cameraman do the clicking. We have our suspicions. Nevertheless, we are glad to publish it so that all of Sgt. Dick's friends may share with us his holiday greetings from somewhere in the Pacific.

He was with the first contingent of Marines that landed on Guadalcanal and made still and motion pictures of the battles with the Japs that were fought there.

Sgt. Hance was an assistant photographer in Great Northern's advertising department in St. Paul, until he joined the Marines in January 1942. He is a photographer with Division Headquarters Company of the First Marine Division. When last heard from Dick was in Australia.

Ten

What Goes On!

Breakfast is now served in dining cars on Great Northern's Empire Builder trains from 6:30 to 11:00 a.m. only. Lunch is served only to members of the armed forces. Dinner service begins at 4:30 p.m.

* * *

Railroads carry more than seventy per cent of the total freight traffic of the nation.

* * *

A testimonial dinner was given George Newhart, ticket agent, Chicago Railway Hotel Ticket Offices, by his host of friends and co-workers, on his retirement December 1. George, as he is known in railroad and Pullman circles, completed 45 years of service to the traveling public through the Chicago Railway Hotel Ticket Offices.

* * *

E. H. Bruemmer, former Great Northern agent at Huron, S. D., passed away on November 7, after several months of ill health. He was postmaster in Huron the past ten years.

* * *

Railroads carry approximately 2½ million persons and four million tons of freight daily.

* * *

November 10 marked the twelfth anniversary of the completion of the connection of the Great Northern and Western Pacific railways at Bieber, Calif. The last spike in the newly constructed 200 mile line of railroad—the 112-mile Western Pacific extension north from Keddle and the Great Northern 88-mile extension south from Klamath Falls, Oregon—was driven on November 10, 1931.

* * *

The average tractive effort of a steam locomotive today is approximately 50 per cent greater than that used at the time of the First World War.



Goat Gaities



Never Too Late

Burglar (after being caught stealing in an old maid's bedroom): Please let me go, lady; I never did anything wrong.

Old Maid (all smiles): Well, it's never too late to learn.

Against Orders

"I warn you, I'm necking against the doctor's orders."

"Gosh, are you sick?"

"No, but the doctor is my husband."

Heredity

"Why is it that sometimes you seem manly and sometimes effeminate?"

"Heredity, I suppose."

"Heredity?"

"Yeah, half of my ancestors were men and the other half were women."

More of the Same

"Will you have something in your whiskey?"

"Why, yes; thanks."

"Water or soda?"

"Neither, please; I'll have some more whiskey."

So What?

Pretty thing: Are you Harry?

Bashful Athlete: Yes, a little around the chest!

Army, Army!

A soldier who came from the North went back to his camp in Alabama after his first weekend leave.

"Boy," he reported happily to his pals, "that you-all Southern drawl is right up my alley. You ask a Mobile gal for a kiss and before she can say no, it's too late."

Good Gal

Sidney: "What's this I hear about you going with one of these goody-goody girls?"

Sam: "You're right, every time I park the roadster she says, 'goody-goody!'"

Literal Conclusion

Corporal: Say, Sarge, you're looking down at the heel.

Sergeant: So what? Can I help it if I'm taller than you?

Even

Banker (telephoning): "Mr. Cohen, do you know your bank account is overdrawn \$17?"

Mr. Cohen: "Say, Mr. Banker, look up a month ago. How did I stand then? I'll hold the phone."

Banker: "You had a balance of \$440."

Mr. Cohen: "Well, did I call you up?"

Eleven



Left to right: F. C. Spencer, Minneapolis, Great Northern Superintendent of Terminals and Jerry Donovan, Willmar, Minn., who piloted No. 400 on its maiden trip.

New Streamlined Freight Power Plant

No. 400, first of 13 powerful diesel freight locomotives ordered two years ago by the Great Northern Railway, was delivered the forepart of December and placed in immediate service. The streamlined power plant, which appears above, develops 5,400 horsepower and will be operated in freight service between Havre and Whitefish, Montana—the Great Northern's Rocky Mountain territory.

The big diesel, which cost \$500,000, is 193 feet long, weighs 870,000 pounds, and has a maximum speed of 65 miles an hour. It is powered by four 16-cylinder diesel engines. The Great Northern expects to receive six identical locomotives by mid 1944. These diesel locomotives were purchased from the Electro-Motive Division of General Motors Corporation, LaGrange, Illinois.

How's That, Again?

The average freight train carries 40 per cent more freight, 56 per cent faster than in 1920—an increase of 220 per cent in efficiency.

For less than the government charges to deliver a one-ounce letter to the next village, the railroads

Twelve

move a ton of freight three miles.

With 22,000 fewer locomotives and half a million fewer freight cars, the railroads are transporting 55 per cent more freight than during the last war, and at a lower cost.



Oregon's delegates (left) were greeted by the North Dakota delegation (right) at Fargo, enroute to the 22nd National 4-H Club Congress aboard Great Northern's Empire Builder.



4-H's Travel Great Northern

Delegates from Oregon, Northern Montana and North Dakota traveled Great Northern and the Empire Builder to and from the second wartime and the 22nd National 4-H Club Congress held in Chicago recently.

The Oregon delegation (pictured left above) stopped off at Fargo where it was met by the North Dakota 4-H Club Congress members. Chaperoned by H. C. Seymour, state club leader, Miss Helen Cowgill, assistant state club leader and E. A. Britton, county club leader, the members of the party and the various activities they represented were Dale Burtner, rural electrification, Marian Cofer, canning, Portland; Gilbert Hansen, gardening, Milwaukee, Oregon, who was awarded a \$100 war bond at the Chicago Congress; Alice Roberts, girls record all home economics, Turner, winner of a \$200.00 college scholarship; June Andrews, clothing project, Parkdale, awarded a \$200.00 college scholarship; Erma Kuenzi, food preparation, Salem; Betty Settergren, style re-

view, Gresham; and Phyllis Foster, home beautification, Cottage Grove, winner of a trip to the Congress.

Members of the North Dakota delegation (pictured right above) headed by H. E. Rilling, state 4-H club leader and Mrs. Etna Fristad Van Horan of North Dakota State College, were Gordon Hansen, rural electrification, Aneta; Kenneth Heine, crops, Ellendale; Walther Zinter, meat animals, Ellendale; Lorraine Hingst, clothing achievement, Flaxton; Jean Doris Larson, dress revue, Berthold; Carol Nelson, home beautification, Mayville; awarded a trip to the Congress; Grace Friesse, food preparation, Leonard; Beverly Leddige, canning achievement, Hatton; Lorraine Swenson, girls record, Endrelin.

The Congress was conducted in recognition of outstanding members in various 4-H projects and wartime services. The four-day program concerned itself mainly with stepping up the tempo of war activities on the home front and considering post-war problems of youth.

Thirteen



Great Northern Railway employees in Uncle Sam's Armed Forces December 1, 1943.

Our Gold Stars

Fifteen Great Northern employees have been reported killed in action or have died in service to December 1, 1943. Four are missing in action. Nine are prisoners of war in various prison camps of our enemies.

Information concerning Our Gold Stars, men killed and missing in action, those succumbing to disability in the United States and overseas, and prisoners of war, is compiled from data available.

* * *

Lt. Charles B. Woehrle, who is a prisoner of war in Germany, was last heard from on November 21, with advice that he is well, that time goes fairly fast, and that he is doing a lot of studying and reading.

* * *

The average haul of a ton of freight is now approximately 460 miles.

Fourteen

Our Soldiers, Sailors and Marines

Caring for a tossing tugboat full of battle casualties did not stop Capt. Albert F. Hayes from performing an emergency appendicitis operation with improvised facilities in the tugboat cabin. He was aboard the tug carrying battle casualties from the initial part of the battle of Munda to a field hospital on Vanganu Island.

Capt. Hayes is the son of Howard Hayes, Great Northern's general storekeeper, Dale St., St. Paul. He is with the 118th medical battalion and served with the 43rd Infantry division through the New Georgia campaign. He served as a doctor in Glacier National Park during the summer of 1939.

* * *

Sgt. Howard F. Coffey, passenger clerk in Great Northern's New York city ticket office, has graduated from the Transportation Corps Officer Candidate School, New Orleans, and has been commissioned a second lieutenant in the Army of the United States.

* * *

Edward P. Urbaniak, a leverman-telegrapher on Great Northern's Mesabi Division, before entering military service, has been promoted to private first class in the Army Air Forces at Camp Crowder, Mo.

* * *

Linus H. Randall of Mount Vernon, Wash., a locomotive fireman on Great Northern's Spokane Division, has been promoted to Technician 5th grade.

* * *

Raymond Sislo of Superior, Wisc., an apprentice carman in Great Northern's Superior shops, has been promoted from Technician 5th Grade to Technician 4th Grade. Randall and Sislo are now performing similar work in a Military Railway Service Operating Battalion on duty somewhere in North Africa.



First Row: Irwin Forsberg; Earl Hogan; Oscar Oberg; Clyde Bryan; Ellof Hansen; Herbert Bethke; Otto Isdahl; Melvin Forsberg; Wm. Jensen; Second Row: Harry Ostrom; Harold Rush; Raymond Adams; Melvin Skare; Geo. Randall; Marlowe Hanson; Melvin Lindblad; Edward Stai; Axel Ryden.

G. N. Employees' War Bond Record

Great Northern roundhouse workers at Willmar, Minn., pictured above, all of whom have sons in Military Service, signed up for purchases of additional war bonds during the Third War Loan drive.

War bond pledges up to \$1,400. per worker were signed by machinists and laborers in Great Northern's shops in Superior, Wisc. Every worker pledged to purchase extra

war bonds during the recent drive. Two machinist helpers recently discharged from the army for being under age, bought two \$100 bonds each, in addition to their regular payroll deduction purchases. Every man and woman worker in the Superior shops is already putting aside 10 per cent of his or her paycheck for the purchase of war bonds, to make certain they don't let their loved ones down.

G. N. Sets Grain Shipping Record

During the period June 1 to December 1, of this year, 86,425 cars of grain were loaded and shipped from points on the Great Northern, breaking all previous records for the number of cars loaded. This is an in-

crease of about 38 per cent or nearly 24,000 cars over the same period in 1942. A total of 11,505 cars of grain were loaded during the month of November, the largest figure for that month since 1928.

Fifteen

PREWAR PRICES HERE

WE Americans are paying more today for most things we buy.

But there is one outstanding exception—railroad freight rates. They are the same or lower than they were before the war.

In fact, taken all together, freight is being moved at an average charge of less than a cent for moving a ton one mile. This is less than the railroads have received at any other time during the last quarter of a century.

Meanwhile, the cost of things railroads use has gone up. Materials are up—wages are up—taxes have rocketed.

Because railroads are carrying the heaviest load ever shouldered by any transportation system, they are taking in more revenue than ever before.

But if you hear it said that railroads are piling up a lot of money, just bear in mind that railroad expenses and taxes, together, are running at record level, and that after it is all over there will be a tremendous need for rebuilding and restoring the service life now being "run out" of railroad plant and equipment as never before.

And remember, too, that the railroad freight station is one place where prices are still prewar.

Courtesy Association of American Railroads

FORM 6009

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