



Advertising and Publicity Department
Records.
Great Northern Railway
Corporate Records.

Copyright Notice:

This material may be protected by copyright law (U.S. Code, Title 17). Researchers are liable for any infringement. For more information, visit www.mnhs.org/copyright.

the
GREAT NORTHERN GOAT



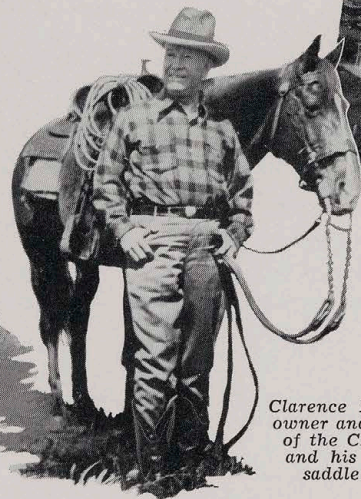
**JANUARY
1944**

ROUTE OF THE EMPIRE BUILDER

Where the Buffalo Roam



The CP Ranch near Minot, N. D., has one of the largest, privately owned herds of buffalo in the United States.



Clarence H. Parker, owner and operator of the CP Ranch, and his favorite saddle-horse.



One of the finest stock ranches in this area.



Buffalo bulls weighing approximately 2,000 pounds each.



Registered Herefords, of the Domino strain, have won many ribbons at fairs and stock shows throughout the country.

The "CP" Ranch In North Dakota

The bison, or buffalo, the largest and at one time the most important of all America's big game, was first discovered by the explorers of the 16th century. Its principal home was upon the grassy plains between the Missouri River and the Rocky Mountains, where the herds sometimes numbered hundreds of thousands of individual animals.

By 1890 most of the herds had been utterly exterminated and none remained except such as had been gathered by the government for preservation. In 1939 there were an estimated 121 herds, totaling approximately 4,400 buffalo, in 41 states of the country, including 9 government-owned herds, with a total of 2,435 animals.

The object in domesticating these beasts is to provide an animal better suited to the requirements of the Northwest than the common animal which is unable to bear the winter without a certain amount of housing and feeding. The buffalo receive no care beyond what is necessary to prevent them from wandering away. They live on the open prairie, summer and winter, subsisting on the wild grass. The average buffalo weighs 1,800 pounds.

Many able pens have recorded the service that this imposing creature rendered to man. He fed a quarter of a million and clothed twice as many human beings. But these services are practically ended. As a wild animal the buffalo is gone. The great herds will never again be seen roaming the plains.

Twenty-six miles northwest of Minot, N. D., on the Great Northern, in the Mouse River valley along-

side the Upper Souris Migratory Waterfowl Refuge, is the "CP" ranch, with one of the largest, privately owned herds of buffalo remaining in the United States. It is owned and operated by Clarence H. Parker who came to Minot with his parents as a lad in the '80s. Since his first purchase of eight buffalo in 1922, Mr. Parker's herd on his "CP" ranch has increased greatly. Some of the older buffalo bulls stand about seven feet from the top of their hump to the ground and weigh around 2,000 pounds each.

As the country developed from a strictly cattle area to agriculture, Mr. Parker extended his activities to include several grain and dairy farms, and two stock ranches covering about 8,000 acres. For many years his registered Herefords, of the Domino strain, have included some of the best sires in the country and have been winners of coveted ribbons at a number of fairs and stock shows throughout the United States. Approximately 100 registered sires have been purchased by the government from the "CP" ranch.

The Parker family came to Minot in 1886, the year the Great Northern reached the present site of the city. The elder Parker was one of the sub-contractors who built considerable of the railroad grade between Bartlett, N. D., and Great Falls, Mont. He established the Parker House, the first hotel in Minot. "Mother" Parker, as she was known to early day railroad workers in Minot, always looked after her railroad boys first, providing food before they left on their "runs" regardless of the hour of the day or night.

THE GREAT NORTHERN GOAT

VOL. 14 JANUARY No. 3

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.

We Can't Afford to Let Up Now!

Total Victory is undoubtedly closer today than it was a few months ago. But don't let's make any mistake about it—there's still a great deal to be done before the glorious day of PEACE arrives.

Many battles are still to be won. Millions of dollars worth of war equipment must still be made and delivered to the fighting fronts. There are many sacrifices ahead of us.

No matter what your bond buying has amounted to so far, *increase it, step it up, buy at least one extra \$100 bond during the 4th War Loan Drive, and more if possible.* Whatever sacrifices you may find it necessary to make, how can they compare with those being made every day by our men at the front?

Four

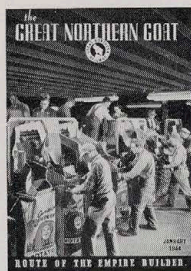
You'll feel better when the boys come marching home if you can look them squarely in the eye and say "We backed you up with EXTRA bonds".

You are the only one who can decide how much extra you should put into War Bonds and other Government securities during the 4th War Loan Drive. Remember, however, as you figure it out, that you're not only helping your country meet its greatest financial emergency—you're also helping to make secure *your own future.*

You're building a nest egg for tomorrow. You're investing your money, at a generous rate of interest, in the safest securities in the world—backed by the United States Government.

We can't sell war bonds merely with a line at the bottom of an ad . . . feed scrap to steel furnaces, or collect paper, grease and tin cans merely with a poster . . . get women on the job and seeds in the Victory Garden merely with a slogan on the air.

The Goat's Cover



Peacetime markets for dehydrated potatoes will be world-wide. Workers at the True Food Dehydrators, Inc., plant at East Grand Forks, Minnesota, grading, sorting and sacking famous Red River Valley potatoes.



Victory Ship Slides Into Lake Superior

Braving 19-below-zero weather, Mrs. F. J. Gavin, wife of Great Northern's President, christened the S.S. George Crocker in Duluth, December 23, 1943. At the left are Mr. and Mrs. Gavin a moment before

the champagne splashed the bow of the Crocker, constructed by the Walter Butler Shipbuilders, Inc. At the right is the Crocker, launched in a slip of floating ice.

What They're Saying About the Railroads

"The American nation has taken great pride in the patriotic devotion which railroad men and women have displayed under the unprecedented demands which this war has placed upon them. During the present emergency, the railroads have been bearing more than 90 per cent of the burden of all transportation. They have carried more than five times as much Army freight and express in the little more than two years of this war as they did in the entire twenty months of our participation in the conflict of 1917 and '18.

"It is unthinkable that the complex demands of modern war can be

met without railroads. It is unthinkable that this nation can meet its own responsibilities in the coming offenses in Europe, in Asia and in the Pacific without their full assistance, working at the peak of their operating capacity. The successful outcome of all our strategic plans depends upon this continued service.

"I am happy to say that they have responded magnificently to every call of the War Department and they have done so in the face of serious shortages of manpower and equipment."

Hon. Henry L. Stimson, Secretary of War

Five



Statue of Benjamin Franklin by James Earle Fraser.

On National Unity

"Guard against mistaken notions of the American people. You have deceived yourselves too long with vain expectations of reaping advantage from our little discontents. We are more thoroughly an enlightened people, with respect to our political interests, than perhaps any other under heaven. Every man among us reads, and has leisure for conversations of improvement, and for acquiring information. Our domestic misunderstandings, when we have them, are of small extent, though monstrously magnified by microscopic newspapers. He who judges from them, that we are on the point of falling into anarchy, is like one who, being shown some spots in the sun, should fancy that the whole disk would soon be over-spread with them, and that there would be an end of daylight. The great body of intelligence among our people surrounds and overpowers our petty dissensions, as the sun's great mass of fire diminishes and destroys his spots."

(From a letter written by Benjamin Franklin to David Hartley in 1783.)

Six

Passenger Club Elects

Paul R. Shaw, Great Northern's traveling passenger agent in St. Louis, was re-elected treasurer of the Passenger Club of St. Louis, at its recent annual election of officers. Johnny Austin, Northern Pacific, was elected president; Al Sudhoff, Burlington, 1st vice-president; Ted Ross-er, Wabash, 2nd vice-president; John Gaffney, New York Central, 3rd vice-president and Charlie Hartman, Missouri Pacific, secretary.

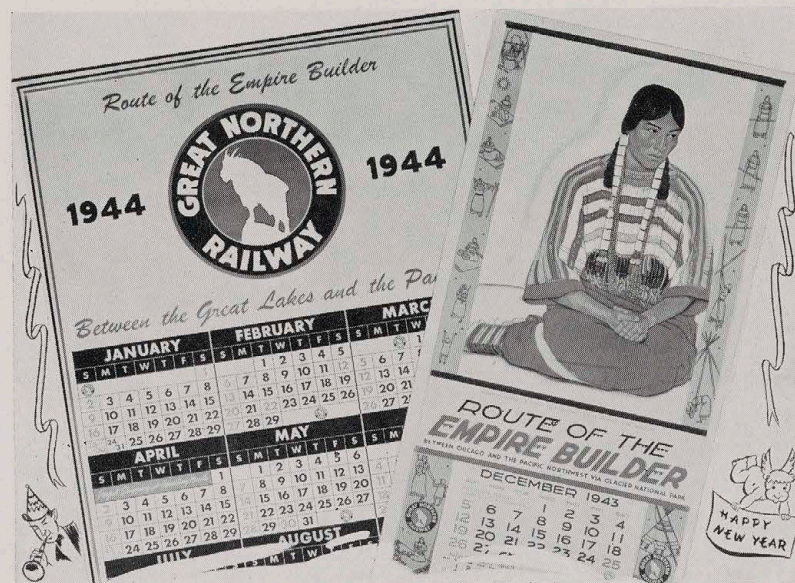
Disappointment

It was high noon the day before New Years at Fort Ord in California. Announcement was made that passes would be issued for the week-end—Saturday noon to Monday morning. Amid shouts of Frisco! A bottle! A good meal! A show!, etc., the boys pitched in scrubbing walls, floors, windows, equipment and putting everything in spic and span order for the holiday. Then the announcement "all passes cancelled" came when it was discovered the boys were still subject to quarantine. There was plenty of "beefing" until a Jewish lad remarked "So, I was going to Frisco! It would have cost me \$50.00! So I saved \$50.00! That's \$100.00! And where can you make so much money so easily?—in the Army!"

Power for Victory

Every generator at Bonneville dam is now producing. The total output is 518,400 kw. Grand Coulee is pushing out over 800,000 kw. Together they could serve 15 cities of the size of Tacoma, Wash., as of 1940, and Grand Coulee has not yet reached half its capacity.

Railroads are now moving nearly twice as many revenue ton-miles of freight as they did in the corresponding period of the first World War.



Great Northern Calendars for 1944

Numerous requests and comments are being received at Great Northern's general offices in St. Paul concerning the company's 1944 wall and Indian art calendars. And the usual reasons are given why the applicant for a calendar should have one—he or she traveled on the Empire Builder at one time, or had vacationed in Glacier National Park. All requests are being filled as long as the supplies last. If any reader of this article has not yet received a calendar a request to the nearest Great Northern traffic office should bring one.

The face of the 1944 wall calendar has been entirely "lifted" and is more legible from a distance. It is not cluttered up with words and "stuff" which could not be read, and is printed on white stock in red and blue. Delay in completing distribution and mailing of this calendar is

due to difficulty in obtaining delivery from the printers because of labor and material shortages. As a result of a misunderstanding of the new law concerning the Thanksgiving date, it is shown in the wall calendar as November 30, which is in error. The correct date is November 23, as shown in the Indian calendar.

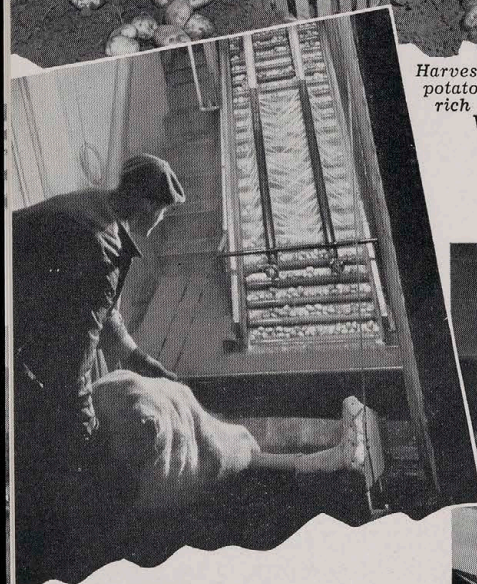
The 1944 Indian calendar carries a colored portrait of another of Winold Reiss' Blackfeet Indian paintings. The subject is "Mountain Flower — Blackfeet Indian Maiden" who is described as "A real American Pin-up Girl." A descriptive title sheet accompanies each calendar.

Postal regulations prohibit mailing calendars overseas unless they are requested by members of the Armed Forces. The request has to be taken, with the calendars, to the postoffice before they can be mailed.

Seven



Harvesting the 1943 potato crop in the rich Red River Valley.



Arriving at a washing plant by train, spuds are dumped into a spray bath from the freight car.

Wartime Needs Boom Red River Valley Potato Industry

The potato industry in the Red River Valley isn't waiting for postwar sunshine to make hay. Throughout the prodigiously productive valley, in Minnesota and North Dakota, action toward making the Red River spud the most popular on America's markets is rolling in high gear.

Of course, wartime needs boomed the Red River potato industry, but growers are planning to make peacetime production larger. That is evidenced by the construction, in the past year, of many new spud warehouses throughout the valley. The additional storage space, much of which is served by Great Northern, is of permanent character.

War created a demand for dehydrated potatoes, and the Red River Valley responded with three large processing plants. They include, True Food Dehydrators, Inc., East Grand Forks, Minn., American Food Products Co., Grand Forks, N. D., and Grafton, N. D.

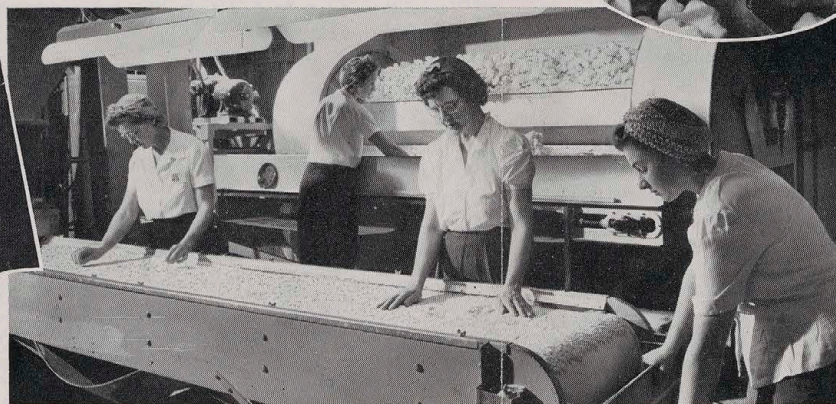
(Continued on page 10)



Participating in the dedication, November 30, of the True Foods plant. For names of persons appearing in the picture see page 10.



Spud trimming table in a dehydrating plant.



Dehydrated potatoes on conveyor in packing room at True Food Dehydrators, Inc. plant, East Grand Forks, Minn.



Destined for the Armed Forces, dehydrated potatoes are loaded in a Great Northern freight car.

Wartime Needs Boom Red River Valley Potato Industry (Continued from page 8)

A fourth dehydrating plant for potatoes and rutabagas is operated in Osseo, Minn., by Farm Valley Foods, Inc.

Quality of dehydrated potatoes produced in the valley has been commended by government agencies under which processing is done.

Operators of these plants and potato growers are convinced that the peacetime market for dehydrated potatoes will be world wide, and they now are planning extensive merchandising programs for postwar business with the housewife, hotels, restaurants, clubs, hospitals and similar institutions.

Approximately 100% of the dehydrated potato production now goes to the government for diversion to the Armed Forces and lend-lease.

Red River Valley growers are realizing, too, that their table stock potatoes must have more than quality to compete successfully in the markets. They also must have consumer or eye appeal. This marketing necessity led to establishment last year of washing plants in the valley, and it is likely that additional facilities will be constructed within the next year.

The washing treatment amounts literally to giving the spuds a thorough scrubbing, from which they emerge as spotless as oranges and apples. As a complementary measure, growers are exercising more care in the handling and grading of table stock to prevent bruised spuds.

Various departments of the Great Northern have cooperated with growers and processors in the development of the Red River Valley potato industry.

Ten

Pictured on page 9 are representatives of True Food Dehydrators, Inc., and the Great Northern who participated in the dedication ceremonies.

1. C. O. Hooker, G. N. division superintendent, Grand Forks; 2. H. M. Sims, G. N. executive assistant public relations, St. Paul; 3. Royce Dean, president, True Food Dehydrators, Inc., Hatton; 4. M. M. Scanlan, G. N. industrial agent, St. Paul; 5. J. J. Dempsey, G. N. division freight agent, Grand Forks; 6. Elmer Osking, vice president, True Food Dehydrators, Inc., Hatton; 7. C. E. Finley, G. N. assistant freight traffic manager, St. Paul; 8. H. R. Carl, G. N. assistant general freight agent, St. Paul; 9. John L. Whitnack, secretary-general manager, True Food Dehydrators, Inc., Grand Forks.

Orchid Department

A bravo! A huzzah! And a toot-toot! to Union Pacific on the premier broadcast of its new radio show "Your America." Yes, we listened! It was, in our opinion, a very interesting and highly entertaining program, extremely well done. The dramatic portion of the broadcast was particularly timely and a fitting tribute to the men and women of our American railroads who "keep 'em rolling." We'll be listening for more.

Fight Infantile Paralysis

Due to the 1943 epidemics, there is an increased need for contributions during the 1944 Fund-Raising Appeal of The National Foundation for Infantile Paralysis, which will extend to January 31. Join the March of Dimes. Send your dimes and dollars to the President at the White House.



Goat Gaities



Proof

A little girl was put in an upper berth for the first time. She kept crying till her mother told her not to be afraid because God would watch over her. "Mother, are you there?" she cried. "Yes." "Father, are you there?" "Yeah." A fellow passenger lost all patience at this point and bellowed forth, "We're all here. Your father and mother and brothers and sisters and aunts and uncles and cousins. All here—now go to sleep." There was a pause, then, very softly, "Mamma." "Well?" "Was that God?"

Camouflage

Mr. Green: "My wife is scared to death someone will steal her clothes."

Mr. Jones: "Doesn't she have them insured?"

Mr. Green: "She has a better idea. She has some guy stay in the closet and watch them. I found him there the other night."

Kute Kiddies

A little girl and a little boy sat in their baby carriages outside of a store.

Baby Girl: "Are you a boy?"

Baby Boy: "Yes, I is!"

Baby Girl: "Maybe you're not. Are you sure?"

Baby Boy: (looking beneath the covers) "Yes, I is positive I is!"

Baby Girl: "How can you tell?"

Baby Boy: (lifting one foot) "Look! Blue booties!"

Silly Department

Did you hear about the Mama and Papa Kangaroo who went for a walk with Baby?

Baby kept jumping in and out of her carriage, and after a while Papa Kangaroo got a little mad. "Listen," he stormed, "if he doesn't stop that, I'm going to spank him!"

"Now darling, don't get angry," Mama Kangaroo soothed. "It's not the poor dear's fault. It's just that I've got the hiccups!"

A la carte

A very nattily dressed individual walked into one of New York's fanciest restaurants and called the waiter imperiously as he took his seat.

"Waiter," he said, "I want some oysters. But they mustn't be too large or too small. They must be neither too old nor too tough, and they must not be salty. I want them cold, and I want them at once."

"Yes, sir" said the waiter, bowing. "With or without pearls?"

Fair Enough

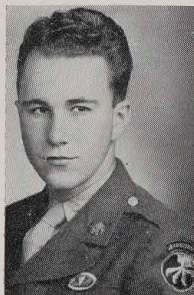
In Chicago, Tomaso Ricardo, Italian, was being examined as an applicant for citizenship papers.

"Can you tell me how many states are in the Union?" the examining judge asked.

"Mr. Judge," answered Ricardo, "I talk to you. You know your business. I know my business. You ask me how many states in Union. I ask you how many bananas in a bunch?"

Eleven

G. N. Paratrooper Makes His First Jump



Pvt. Bill Burn, Jr.

Well, I did it, dad! Yes, my first jump was made yesterday afternoon from 1,200 feet. F u n n y thing, I wasn't scared or nervous in the least. I can't understand it! It seemed just like a street-car ride.

That's about how nervous I was.

There were 24 men on the plane, 12 men in each stick or 12 men on each side of the plane. I was the first man to go out in the second stick. I got up and stood in the door with the other 11 men behind me. All of a sudden the "jump master" said "go" and out I went. The propeller blast blew me around as I was counting 1,000, 2,000, 3,000 and then the chute opened. It was quite a shock, but a welcome one. I knew it had opened.

I was the first to go out and the last to land. It seemed as though I was up there for hours, swaying (oscillating) around. It really didn't seem so far up when I looked down—but it was. When I was about 100 to 150 feet from the ground I prepared to land. Put both hands on all four risers, put feet together, knees slightly bent and eyes at a 45 degree angle. Finally, the ground came to me. I landed and fell flat immediately, and unhooked my "rig-

ging." Then I proceeded to get up and fold my "chute" up into a ball and put it into a bag which you carry with you when you jump. I put both "chutes" in and walked about half a mile to a truck and from there back to the hangars to shake my "chute", after which I put it back in the bin and went to eat.

Well, there it is! It's really a wonderful feeling. To yourself you've proved that you're a man and have "guts." You've gained confidence in yourself but not to the point of being "cocky" though. Now I know what the Chaplain meant by "determination."

And so, Pvt. William B. Burn, Jr., 19 years old, described his first parachute jump in a letter to his father, W. M. Burn, Great Northern's Statistician, in the Comptroller's office in St. Paul. Bill Jr. is a graduate of the University of Minnesota High School and was inducted into the Army in June of last year. He received his basic training at Camp Toccoa, Ga., and was transferred to Camp Mackall, N. C. He volunteered for paratroop duty and was sent to Fort Benning, Ga. Since writing his father Bill has qualified for the paratroopers and is now back at Camp Mackall where he is receiving commando training. He worked as a 3rd cook on the Empire Builder during his summer vacation in 1942 and made one trip in June of last year prior to his induction into the Army.



Victor J. Sjaholm discusses railroad conditions in Sweden as compared with those in the United States with a conductor of a passenger train in Sweden.

G. N. Conductor Visits Sweden

Sweden has as its guest, Victor J. Sjaholm, conductor on Great Northern's Butte Division. Mr. Sjaholm, a Swedish-American, left the United States in August 1943, as a representative of the Railway Labor Executive Association of the United States, to study railroad conditions in Sweden and to report his findings to that organization and the Order of Railway Conductors, of which he is a local officer.

He visited New Brunswick, Newfoundland, England, Scotland, Ireland, Lapland and Denmark. In London he had interviews with U. S. Ambassador John W. Winant and

John Nygaardsvold, Prime Minister of Norway, who worked on a Great Northern bridge gang at Kalispell and Whitefish in 1905.

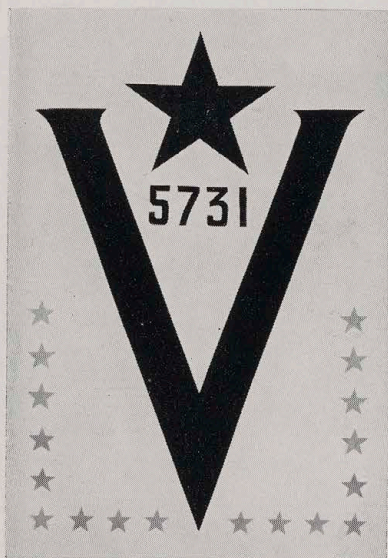
In Stockholm Mr. Sjaholm met U. S. Minister Herschel Johnson. He journeyed by railroad from Stockholm to the southern tip of the Scandinavian peninsula, down the east or Baltic coast to Malmo, returning up the west coast to Gothenburg and back to Stockholm. He has also visited many interior points. He has had many exciting and interesting experiences and heard the bark of the enemy's cannon in Copenhagen.

New Aluminum Plant Manager

The Mead reduction plant of the Aluminum Company of America, just north of Spokane, will have a new manager with the transfer of E. G. Schoeffel, who has been in charge since the plant's inception, to

Pittsburgh, to become manager of all reduction plants for Alcoa.

Mr. Schoeffel will be succeeded in Spokane by W. M. Farquhar who comes from Modesto, California, where he was manager of the reduction plant, another Alcoa unit.



Great Northern Railway employees in Uncle Sam's Armed Forces, January 1, 1944.

Our Gold Stars

Three Great Northern employees have been reported killed in action since December 1, 1943, bringing the total of Our Gold Stars to 18.

- ★ Calmer O. Thompson, station clerk, Kalispell Division. Reported drowned in North Africa.
- ★ Francis W. Schaefer, B. & B. laborer, Minot Division. Killed in action in South Pacific.
- ★ Earl E. Hall, section laborer, Butte Division. Killed in action in New Guinea.

Previously reported are four employees missing in action, and nine prisoners of war in various enemy prison camps.

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.

What Goes On!

Great Northern's freight and passenger offices in Kansas City have been moved from the fifth to the fourth floor of the Railway Exchange Building and are now located in rooms 433-4-5-6.

The company's freight department offices in San Francisco have been moved to rooms 874 to 898 in the Monadnock Building.

* * *

Roscoe L. Bonham, veteran Great Northern employee and former charter member, director and secretary of the company's veterans' association, died in St. Paul on December 31 at the age of 86 years.

J. A. Blair, retired general superintendent of dining cars of the Great Northern, died in Spokane, Wash., on December 22.

Frank W. Keck, Great Northern claim agent, died of a heart attack while riding in an automobile with Roadmaster T. Mika eastbound from Aberdeen, S. D., on January 5.

* * *

Dr. Kenneth A. Cermak, son of Great Northern's agent at New Germany, Minn., has been commissioned a lieutenant, junior grade, in the U. S. Navy, and will be stationed at Farragut Naval Station. Lt. Cermak, 22 years of age, recently graduated from the School of Dentistry of the University of Minnesota.

* * *

The item in the December Goat stating that the U. S. Army had taken over the Santa Barbara, Biltmore, Edgewater Beach, Miramar, Delmar and Shangri La hotels in Santa Barbara, Calif., was in error. These hotels have not been taken over by the Army according to later information.

* * *

Organized troop movements account for about one-fifth of the total passenger-miles of American railroads.



Left to right back row: Great Northern's agent, J. G. Meyers, Jake Moe, Al Saar, George Hintzen, Mayor E. W. Bucklen, H. Z. Mitchell and Bill Corrigan. Front row: Harry E. Roesse, Lyle Caughey, Marvin Larson and Harold Steffens.

Business Men Return to Paul Bunyan Days

Last December 9, was "Pulpwood Day" in Bemidji, Minnesota. Three hundred business and professional men logged a portion of the new airport in Bemidji and then loaded

more than 64 cars for shipment to International Falls, Minn. All local civic and service organizations participated.

Thanks, Waves!

Jane Dean, SK 3/c, Florence Bloemcke, SK 3/c, Gelleville, N. J., Elizabeth Finney, SK, Danville, Ill., and June H. Hanson, SK 3/c, Minot, N. D., all members of the U. S. Naval Reserve, spent their Thanksgiving aboard the Great Northern's Empire Builder. Upon leaving the train they expressed their satisfaction and appreciation in a note to Steward L. J. Blott, who was in charge of the dining car on that day, in the following

words. "You know, Thanksgiving Day away from home at any time is peculiar. Thanksgiving Day away from home now, when you do not know when you will again be at home is even more strange. But when someone goes out of their way to make it a little extra special, is unusually kind, it makes the sunshine of this 'Navy' career a little brighter, and makes a certain Thanksgiving a wonderful memory."



“ONLY ONE DINING CAR, SIR”

We wish patrons of the still-famous GREAT NORTHERN dining service could spend more pleasant moments over food and drink—but time, food *and equipment* must be rationed these days.

Extra dining cars are not available, or we would have them. So, *one* GREAT NORTHERN dining car and crew now must do the work of *three*.

GREAT NORTHERN RAILWAY

Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT



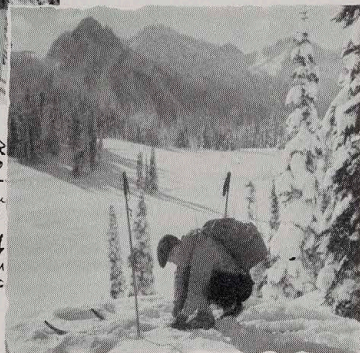
**FEBRUARY
1944**

ROUTE OF THE EMPIRE BUILDER

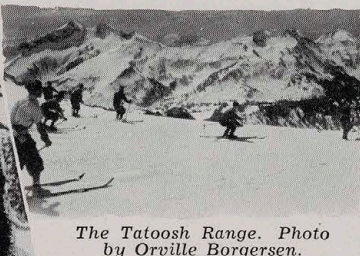
America's ST. MORITZ



Paradise Valley on the southern slopes of Mount Rainier. Photo by Orville Borgersen.



Skiing among the sawtooth pinnacles of the Cascades. Photo by Orville Borgersen.



The Tatoosh Range. Photo by Orville Borgersen.

Mount Rainier.

Launching forth for a day of glory on the snowy slopes of Paradise Valley.



Kodaking in Paradise

Uncle Sam has discovered that he possesses a St. Moritz of his own in Paradise Valley, on the southern slopes of Mount Rainier in the state of Washington. There the world of ski-artists and tobogganers, with all their kith and kin, booted and spurred, prodigal of life and limb, are making merriment in Paradise, America's St. Moritz.

Mountaineers from far and near are exploring the crystal ice-caves dripping with icicles, mysterious caverns of lapis lazuli beneath Paradise Glacier and lurching on the banks of a gossipy brook. Here they are skiing and spilling on the slopes of Alta Vista with the mountain monarch, Rainier, rising 14,408 feet at their backs and the rugged Tatoosh Range inviting them to swoop six abreast through the air, like eagles flying south on pedal appendages seven feet long. Here they are making excursions to the snow-buried Paradise Inn, white cabins all but buried alive, up and over one snowy landscape after another, reveling in sunlight and shadow.

Among them are many picture enthusiasts, kodakers, men and women who have a flair for pictures. Whether spilling on skis or riding fast and furiously on toboggans, they focus on pictures right and left in Paradise in midwinter.

These enthusiasts remind one of John Burroughs, the Sage of Slab-

sides, who said, "The eye always sees what it wants to see, and the ear hears what it wants to hear. If I am intent upon birds'-nests in my walks I find birds'-nests everywhere. Some people see four-leafed clovers wherever they look in the grass. A friend of mine picks up Indian relics all about the fields; he has Indian relics in his eye." Likewise, the ardent kodaker has pictures in his eye. He sees them flicker on the wall when the maple tree is outlined in the moonlight. He sees mountain torrents and forested valleys re-



PHOTO BY ORVILLE BORGENSEN

In Galendesprung

flected in the bottom of his drinking glass of water. He has pictures in his eye.

The kodaking skier arrives home with a few extra bones and muscles, it is true, plus a few rolls of films chock-a-block with pictures of his skiing pilgrimage to the glistening shrines of the St. Moritz of America. Over and over again, through his pictures, he enjoys the thrills of his trips to Paradise and best of all he is able to share these after-thrills with his comrades.

They, too, can create picture albums of their own, reminiscent of their trips, choosing here and there from his collection those pictures which capture their imagination, challenge their interest and tell the graphic story of their own frolicking and rollicking in Paradise, America's own St. Moritz.

THE GREAT NORTHERN GOAT

VOL. 14 FEBRUARY No. 4

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.

1944 Red Cross War Fund

When bombs fall there is no time to send help half way around the world. When a badly wounded fighting man needs a transfusion, it is too late to begin looking for a blood donor or find a nurse to care for him. When a lonely soldier learns of trouble at home, he needs help—immediately.

The American Red Cross provides that help wherever and whenever the need arises. A continuous procession of blood donors must be maintained, nurses must be recruited for the Army and Navy, trained Red Cross workers and supplies must be sent to camps, hospitals and foreign theaters of operation the world over.

When flood engulfs a town, when epidemic strikes, delay may cost lives. Red Cross disaster relief and medical supplies, held in readiness for such emergencies, plus trained workers to rescue and assist victims and help in their rehabilitation, will prevent delay and thus save many lives.

To fulfill its many obligations to the armed forces and our people, the American Red Cross needs your help. During 1944 it must supply

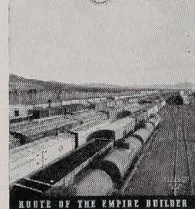
some 5,000,000 blood donations. Each month 2,500 nurses must be recruited for the Army and Navy. Red Cross field directors and other trained personnel must be stationed at military and naval posts and hospitals to help our fighting men and their families when personal trouble brews, a task in which the Red Cross chapter on the home front ably does its share.

At home the Red Cross must continue to maintain a state of alert. Disasters must be met as they occur. Nurse's aides and first aiders must be trained and other educational projects continued. Food parcels for distribution to prisoners of war must be packed, surgical dressings made and the thousand and one details of administering a far-flung, busy organization must be attended.

All activities of the American Red Cross are financed by voluntary gifts and contributions. During March, designated by President Roosevelt as Red Cross Month, the American Red Cross must raise its 1944 War Fund of unprecedented size to meet unprecedented needs. Your contribution will assure maintenance of all Red Cross services and thus indirectly help save many a life. Let's give!

The Goat's Cover

GREAT NORTHERN GOAT



ROUTE OF THE EMPIRE BUILDING

Handling of cars in and about railroad yards, including industrial plant switching, safely and expeditiously is just one of the many jobs of Great ern's operating department personnel.

He Could Take It

ARNO B. REINCKE

A friend and I were discussing "self-pity" the other evening when he offered a suggestion which is worth passing on:

Just before he drops to sleep on those nights when the outlook seems particularly drab he calls into consciousness the picture of a man he admires tremendously. As the episodes of this man's life unfold before his inner vision they always prove a quick solvent for the day's accumulated "poison." Thus my friend is able to fall asleep in perfect relaxation, to awaken with renewed courage.

The first scene of his picture is laid in a crossroads store in the middle west, where a young man of 22, a partner in the store, had learned for the first time that failure is easier to achieve than success. It was a bitter lesson, punctuated with a sheriff's sign on the door and the realization that he had lost every penny of seven years' savings. This tense scene carried with it all of early youth's poignant grief and disappointment.

The scene then shifts to the young man's second partnership. After two years of struggle to accumulate another stake, he tried again, determined not to repeat the mistakes which had forced his former partner into bankruptcy. He must succeed this time; he could not endure another period of hardship like the last.

But he failed again! His new partner drank up all the profits within two years. Not only did this young business man see his savings swept away the second time, but he faced an indebtedness which he knew would crush him. In desperation the partners agreed to terms of sale that proved disastrous. At the end of the year the purchaser failed to make his payment, sold the entire

stock of merchandise, gathered up the receipts and took French leave. Then the partner died, forcing the young man to shoulder the debts of both.

It was a bitter experience, but he refused to go into bankruptcy and, after years of miserable penury, on his thirty-ninth birthday, he paid the last dollar of his obligations.

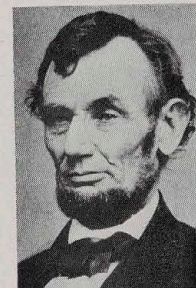
After this second mercantile failure a friend came to his rescue with the offer of a job as surveyor. He was forced to borrow in order to buy a set of instruments and a horse. But he never took the job. One of his creditors levied on the instruments and horse and took them for debt. Destiny seemed to have singled him out for failure.

Life then dealt him the most crushing blow of his career—a blow to the heart from which his spirit never recovered. His first and only enduring love suddenly died and, as he afterward said, his heart followed her to the grave.

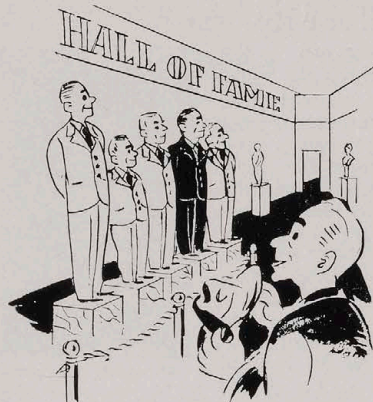
It was too much. He went down, to the verge of insanity. "At this period of my life I never dared to carry a pocketknife," he wrote long afterward. Within a year he had broken so completely that he had to be removed to his parents' home 300 miles away and nursed back to mental health.

Ten years later the sun broke through the clouds for a brief hour. Believing that this "failure" might succeed in politics, some of his friends

(Continued on page 6)



Abraham Lincoln



Six Timers

Five employes in Great Northern's telegraph department in St. Paul, recently gave their sixth blood donation to the Red Cross Blood Donor Center. They were R. C. Thayer, superintendent of telegraph; E. E. Thompson, commercial telegraph agent; A. J. E. Blinkhorn, chief clerk; R. H. Lewis, assistant chief clerk; and Hyman Rockowitz, estimator. Considering that the telegraph personnel is relatively small this is a record for one single department's blood donations.

Great Northern general office employes have donated a total of 851 pints of blood as of February 1, and 12 employes are scheduled for blood donations each week for the next ten weeks.

* * *

All officers of Great Northern Railway Clerks Credit Union, St. Paul, were re-elected at recently held annual meeting. L. B. Hoelscher is president; J. M. Rice and M. J. Gillespie, vice presidents; P. T. Kar-schnia, treasurer, and A. C. Ohlander, secretary.

The Credit Union had 793 members, 339 depositors, with total assets of \$179,811.08, as of December 31, 1943.

HE COULD TAKE IT

(Continued from page 5)

secured his election to Congress. But again he failed. After he had worried through two short sessions his constituents refused to return him to Washington.

Nine years later those who knew and respected this man of high principles determined again to help him. They forced a political situation which placed him in direct line for nomination to the United States Senate. Until one hour before the state nominating convention the entire electorate had conceded his victory. But at that last moment a split developed in the party lines and he was forced to step aside and yield the office to a friendly opponent. Again failure!

Two years later he made one more attempt to attain the senatorship, meeting the state's most popular candidate in a series of open-air debates on the questions of the hour. His opponent, a suave, experienced politician and a gifted orator, gave no quarter to this misfit and failure.

Again he was overwhelmingly defeated. In his own estimation he was down and out of politics at the age of 50. He had been unable to achieve one single personal victory of 30 years of constant effort!

But the unseen forces of circumstance sometimes move to meet the great issue of a human life with certain if disheartening deliberation.

Two years after this last and disastrous defeat, destiny with one magnificent stroke compensated this man for his years of heartache, disappointment and failure.

He was elected President of the United States.

I have repeated this story of Abraham Lincoln as it was dramatized for me by my friend. It is worthy of an important place in the gallery of every man's life, rich or poor—a universal promise that we too "shall not have lived in vain."



Front row, left to right: Joe Dillon, CBM; Thomas "Dimples" Saxon, AMM 3/c; Robert "Blackjack" Zorn, BM 2/c.
Back row, left to right: Walter Dacey, CSF; S/s Henry Hirt; Betty Engle; Sgt. Jim Gabriel, Marine Corps.

Pin-Up Crown

You can take it from tall, striking Betty Engle, St. Paul Dispatch photographer, the enlisted men in the American Navy are fine gentlemen.

Betty was called to Fargo over the week-end. It's about a seven-hour trip on the Great Northern's Empire Builder and the train was jammed. She found herself in a coach occupied almost exclusively by sailors. There were no vacant seats.

She stood for some minutes in the rear of the car, then a glib appeared, saluted smartly, handed her a note.

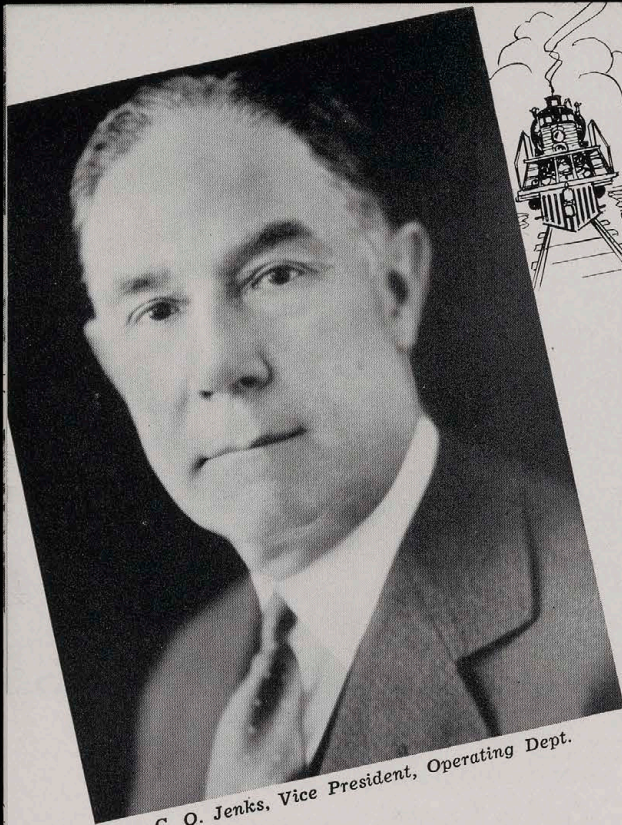
"Dear Beautiful," it said, "we the undersigned have elected you the pin-up girl of Repair 4. We wish

that you would come forward and accept your crown. You may keep this note to show your grandchildren." It was signed by fifteen young seamen.

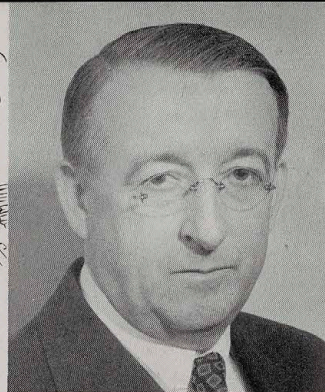
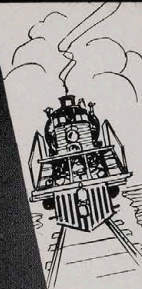
Betty, being a very proper young woman, hesitated. But the boys looked pleasant and straightforward. And seven hours is a long time to sit on a suitcase! So she decided to accept the nomination as pin-up girl of Repair 4.

The crown proved to be a sailor hat somewhat forcibly "borrowed" from one of the youngsters who answered to the name of Dimples.

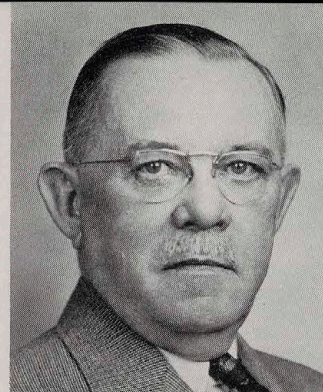
(Continued on page 10)



C. O. Jenks, Vice President, Operating Dept.



W. B. Irwin
Assistant to Vice Pres.
Operating Dept.



J. B. Smith
General Superintendent
Transportation



J. L. Knight
Genl. Supt.
The Midland Ry. Co.
of Manitoba



F. D. Kelsey, Supt.
Mesabi Division

Our Hat's Off

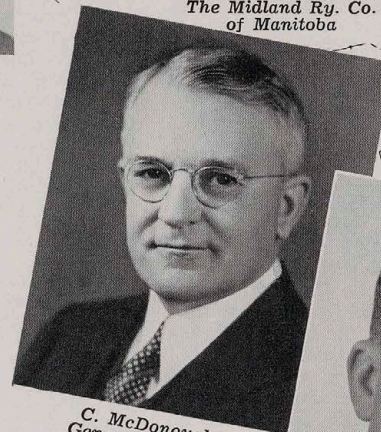
The budget won't stand orchids, medals require priorities, so off comes our editorial hat (the duration model) to the men behind the throttles—the officials of Great Northern's Operating Department.

On these pages are pictured the commanders of an 8,000-mile wartime supply line. Their responsibilities have been tremendous the past three years, when history-making tonnages of freight rolled over Great Northern to and from war

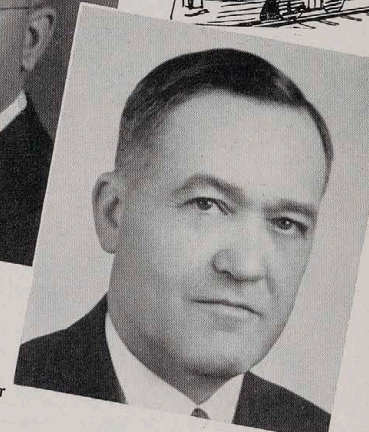
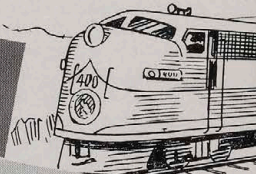
plants and factories to military supply depots, docks and civilian markets; when hundreds of troop trains were moved—and when regular passenger train schedules had to be maintained.

There's more to the story than the movement of an unprecedented volume of traffic. Maintenance of a railroad's physical plant is no pink tea in peacetime; but, stir in a war, mix with serious manpower and material shortages, and the

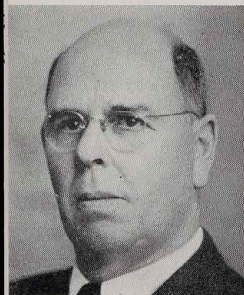
(Continued on page 10)



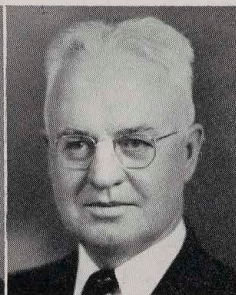
C. McDonough
General Manager
Lines East



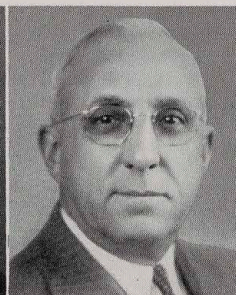
I. E. Manion
General Manager
Lines West



F. C. Spencer
Supt. of Terminals
Minneapolis



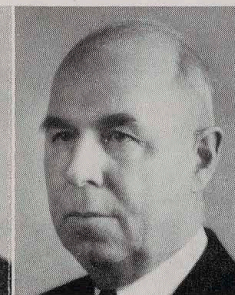
M. J. Welsh, Supt.
Willmar Division



C. O. Hooker, Supt.
Dakota Division



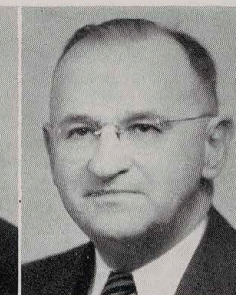
M. L. Gaetz, Supt.
Minot Division



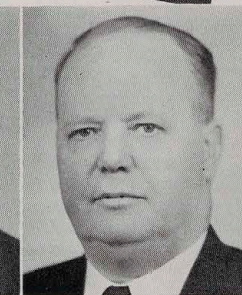
M. C. LaBertew, Supt.
Kalispell Division



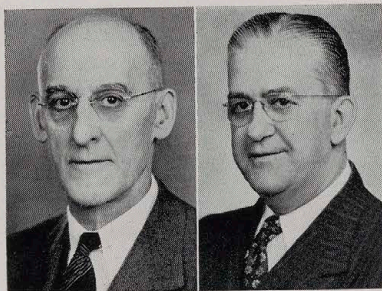
H. M. Shapleigh, Supt.
Butte Division



I. E. Clary, Supt.
Spokane Division



W. R. Minton, Supt.
Klamath Division



Rapp

Conley

New Officers

The Transportation Club of Saint Paul, at its twenty-third annual meeting, elected Lewis F. Rapp, traffic manager of Farwell, Ozmun, Kirk & Co., St. Paul, president for 1944. Wm. M. Kidder, Glendenning Motorways, Inc., was elected vice-president; E. P. Leininger, American Radiator & Standard Sanitary Corp., 2nd vice-president; Guy E. Dailey, American National Bank, treasurer, and Charles A. Liggett, St. Paul Association of Commerce, secretary.

Thomas G. Conley, Great Northern's general agent freight department, St. Paul; E. V. Burke, G. A. Erickson, Charles C. Holm, J. H. Kinsey and Frank L. O'Neill, were elected directors.

OUR HAT'S OFF

(Continued from page 9)

task of keeping in repair tracks, motive power, freight, passenger and other equipment becomes enormous and seemingly insurmountable.

The men who direct operations of America's railroads have developed a cheering (although dismaying to some) habit of licking wartime transportation and maintenance problems. Officials of Great Northern's Operating Department are men of that calibre. They have turned in a five-star performance. We're proud to introduce them to readers of the GOAT.

PIN-UP CROWN

(Continued from page 7)

Each member of the group autographed it.

Betty was given a seat by a lad called Biscuit Face, but he organized "watches" that changed frequently, so no one would have to stand in the aisle very long. And for fear Betty might be embarrassed without an attendant of her own sex, an "assistant pin-up girl" was recruited.

Betty discovered Repair 4 was a unit from an aircraft carrier that had seen much service in the South Pacific. The group had originally been much larger. But a number of the boys had lost their lives in the Coral Sea and other engagements. When their big flat top went to a West Coast shipyard for refitting, members of Repair 4 were given three-week furloughs. They were en route to the coast to rejoin the ship.

The Dispatch photographer learned much of the human side of a big ship's crew from these fine boys. She found they reckoned time from "the day Jack was killed" or "the night Bud had his leg blown off". She gathered they were not much interested in whether or not they would get a chance to vote next election. Their prime concern is when they'll finish off "them Jap monkeys". She found they have the best skipper in the Navy, the chow is swell, no crew can compare with theirs, and that now they also had the best pin-up girl.

Betty admits she shed a few tears when she left the boys. Some of them had told her of their mothers and their sweethearts. The whole section had taken her to dinner in the dining car. They had even found flowers for her to wear. But the real reason she cried, I think, is the boys were so young and enthusiastic and clean-minded and patriotic.

(Reprinted from Paul Light's Column "So What" published in the St. Paul Pioneer Press.)



Goat Gaities



It Makes A Difference

Mope: "I hear you had a fight with your wife, and made her come crawling to you on her knees."

Dope: "Well, it wasn't exactly like that—she was on her knees all right, but what she said was 'Come out from under that bed, you worm'."

How Far Back

A negro was beating it for the back areas as fast as he could go, when he was stopped by a white officer.

"Don't delay me, suh," said the negro. "I'se gotta be on my way."

"Boy," replied the officer, "do you know who I am? I'm a general."

"Lordy!" exclaimed the negro, taking a second look. "You sure is! I musta been travelin' some, 'cause I didn't think I'd got back that far yit."

Pew!

Did you hear the one about the deaf lady who entered the church with an ear trumpet? You did? Well, she sat down, and as she was settling herself an usher tiptoed over and whispered: — "Listen, madam, one toot—and out you go."

Wasteful

A middle-aged woman lost her balance and fell out of a window into a garbage can.

A Chinaman passing by remarked: "Amelicans vely wasteful. That woman good for ten years yet."

Scoop!

A reporter, sent to cover a mine disaster, was so impressed by all that he saw that he tried to indicate all the emotion and heroism around him in that vast panorama of death. In a telegram which he sent his editor, he began: "God sits tonight on a little hill overlooking the scene of disaster—"

His editor wired back: "Never mind disaster. Interview God. Get picture if possible."

Pickles To Puppies

A small boy carrying a basket got on the train the other morning bound for Fargo. He found the car full and stood in the aisle as if uncertain what to do. A gentleman who was occupying a seat with his grip beside him, put the grip on the floor and the boy's basket on the rack above his head and offered the lad part of his seat. Presently the gentleman felt something trickling down on his head from the basket above. "My boy," said he, "your pickles are leaking." "Them ain't pickles," replied the boy. "Them's puppies."

Tender

The sweet young thing turned to a young man from the office who was showing her through the shops, and, pointing, asked, "What's that big thing over there?"

"That's the locomotive boiler," the young man replied.

She puckered her brows, "And what do they boil locomotives for?"

"To make the locomotive tender," and the young man from the office never batted an eyelash.

Change in Sleeping Car Service

Effective February 1, and continuing through May, sleeping car service between St. Paul-Minneapolis and Moorhead-Fargo, set-out Pullmans will be carried on Northern Pacific trains 3 and 4, leaving, west-bound, from St. Paul at 10:15 p. m.; Minneapolis 11:05 p. m.; arriving Moorhead 5:34 a. m.; Fargo 5:41 a. m. Sleeping car may be occupied in Fargo until 8:00 a. m. Eastbound, leave Fargo 11:45 p. m.; Moorhead 11:52 p. m.; arrive Minneapolis 7:10 a. m.; St. Paul 7:45 a. m. Sleeping car ready for occupancy in Fargo at 9:00 p. m.

Alternating sleeping car service between St. Paul-Minneapolis and Moorhead-Fargo, by the Great Northern and Northern Pacific, was inaugurated last October 1, at the request of the Office of Defense Transportation, to conserve equipment for military movements. This service will alternate between the two railroads every four months until further notice.

Great Northern operates through sleeping car service on its trains 3 and 4 between St. Paul, Minneapolis and Grand Forks.

A Timely Theme

It's priceless . . . and it doesn't cost a cent! These are days of frayed and jangled nerves, of short tempers. There is a lot of waiting in line for everything from stamps to street cars. And through all of this, when people are likely to be harassed and tired, there is a tendency to forget that priceless asset—*Courtesy* . . . We all look forward to Victory and the Peace that will follow—but until then, if each one of us, whether the one serving or the one being served, will remember that courtesy helps make life under trying conditions a great deal more pleasant!

Twelve

Seattle-Portland Train Service

Pool passenger trains Nos. 458 and 457, between Seattle and Portland, are now operating on the following schedules:

No. 458	No. 457
4:30 pm Lv. Seattle	Ar. 2:55 pm
5:35 pm Ar. Tacoma	Lv. 1:40 pm
5:45 pm Lv. Tacoma	Ar. 1:30 pm
6:35 pm Lv. East Olympia	Lv. 12:22 pm
7:01 pm Ar. Centralia	Lv. 11:56 am
7:06 pm Lv. Centralia	Ar. 11:46 am
7:16 pm Lv. Chehalis	Lv. 11:37 am
8:12 pm Lv. Kelso-Longview	Lv. 10:21 am
9:06 pm Lv. Vancouver	Lv. 9:15 am
9:40 pm Ar. Portland	Lv. 8:45 am

No. 458 departs from the Union Station in Seattle at the same time as heretofore, but arrives Portland 10 minutes later. No. 457 leaves Portland 15 minutes later and arrives Seattle 35 minutes later than heretofore.

There are no changes in schedules of other pooled trains, Nos. 460-459, 408-407 and 402-401, between Seattle and Portland.

Appreciation Department

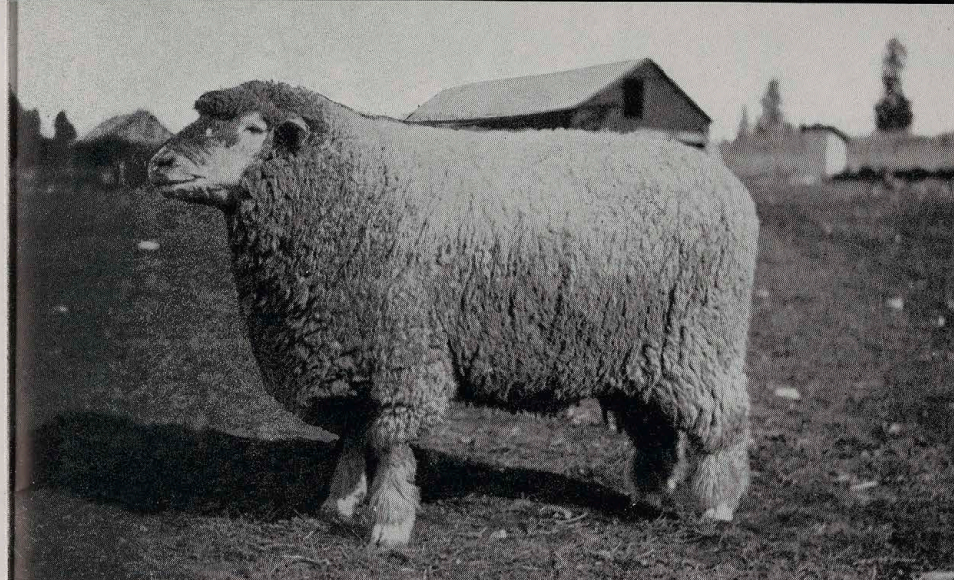
"Thank you for the portrait of 'Mountain Flower.' The Blackfeet chieftains, who adorn the third story of my house will agree, I am sure, that she is good company.

In the last six months I have traveled fifteen thousand miles by rail, including trips to both coasts on extra fare trains. I have found no dining car service superior to that of the Empire Builder. I want to thank you and your associates for your kindnesses to me."

So reads a letter from Mr. Harry C. Daley, an attorney of the Crane Company, to E. H. Moot, Great Northern's general agent passenger department in Chicago.

* * *

Maurice O. Nordstrom, chief clerk in Great Northern's traffic offices in Helena, Montana, has been promoted to Major. He is Regulating Officer, U. S. Army, Ogden, Utah.



A Columbia ram used for foundation stock on the Ernest White ranch at Kalispell, Montana

Sheep for Range and Farm Flock Operation

Larger ewes, more wool, more leg of lamb and more lamb chops, are some of the qualities western sheepmen want in ewes. Toward this end, the Western Sheep Breeding Laboratory at Dubois, Idaho, has developed the Columbia breed, which is a cross of select Lincoln rams with Rambouillet ewes.

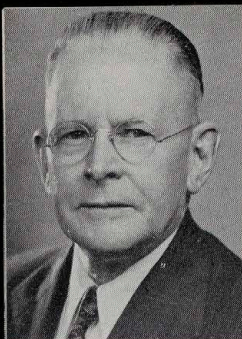
Cross-breeding of sheep has been a rather common practice among range sheepmen for several years, using Rambouillet ewes with long-wool rams. Specialists in sheep breeding, however, found this practice left much to be desired in flock stability. Considerable study of the problem developed the Columbia breed, which many sheepmen agree is a type that is attractive under both range and farm flock conditions. Columbias are white-faced, large and vigorous, moderately low-set, polled, free from wool blindness and body wrinkles, and economical

to handle. The body has good length, balancing well with width and depth. Mature rams range in body weight from 190 to 250 pounds. Mature ewes range from 135 to 155 pounds and will average about 12 pounds of unscoured wool annually; rams 18 pounds.

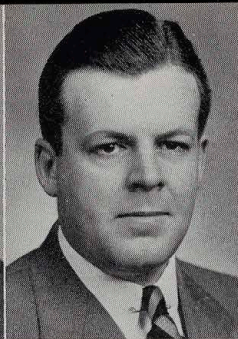
During the past two years, farmers in Minnesota and North Dakota have become interested in Columbias for farm flock operation. The Livestock Division of the North Dakota Agricultural College is conducting breeding experiments with Columbias. Similar experiments are being carried on by other agricultural experiment stations throughout the West.

The Agricultural Development Department of the Great Northern has moved some 600 head of Columbias into Minnesota and North Dakota and has aided farmers in contacting sources of supply for their stock.

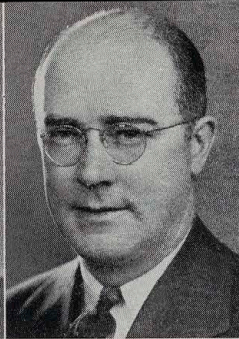
Thirteen



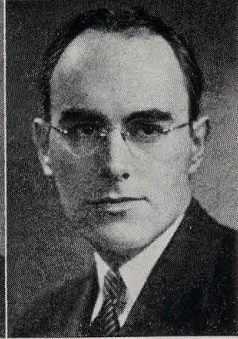
Brobst



LaFond



Maguire



Beckford

Saint Paul Passenger Club Elects

At the annual meeting of the Saint Paul Passenger Club, held in January, E. C. Brobst, assistant ticket agent, St. Paul Union Depot, was elected president for the current year. C. H. LaFond, New York Central, was elected vice-president; W. Maguire, The Pullman Co., treasurer, and E. H. Beckford, of Great

Northern's passenger traffic department, was re-elected secretary.

D. G. McMillan, C. M. St. P. & P. R. R., W. H. Lennon, Soo Line, J. V. Delaney, Pennsylvania R. R., H. J. Carlson, St. Paul Union Depot, G. O. Peterson, C. St. P. M. & O. Ry., and B. W. Wilson, C. B. & Q. R. R., were elected directors.

G. N. Taxes Would Pay for a Battle Cruiser

Great Northern's 1943 tax bill is \$48,461,070, which is more than the cost of a new U. S. battle cruiser. On the basis of 26,328 employes, the average number during 1943, this amounts to \$1,841 per employe.

Operating revenues of the Great Northern for 1943 were 35 million dollars more than for 1942, but increased expenses, including taxes, resulted in a net income of about 9½ million dollars less than for the previous year. Business done in 1943 exceeded that of any previous

year by a wide margin, totaling \$200,573,426, a gain of \$35,367,395 over 1942.

Freight revenues for 1943 were \$166,429,112, a gain of \$23,165,057 over 1942, while passenger revenues doubled, increasing from \$9,182,732 in 1942 to \$18,853,552 in 1943. Taxes increased from \$30,727,340 in 1942 to \$48,461,070 in 1943, while other expenses, principally wages, supplies and materials, increased from \$93,318,476 in 1942 to \$122,771,867 in 1943.

Wartime Mail Bag

Hundreds of acknowledgments of Christmas parcels sent by Great Northern to more than 5,000 employes in the Armed Forces have been received from world-wide battlefronts and camps in America. The letters and cards contain much interesting comment—and invariably one observation, expressed in a hundred different ways: "We want to get this job done and come back to the GN." Here are excerpts from letters from overseas:

From China, Pvt. Joseph A. Burckhard, a helper in the buildings and bridges department on Great Northern's Butte Division, writes "It is nice to know those at home think of you now and then. Words can't express how much I appreciate it. I have been in India and now am in China. I don't think much of either place but then there are a lot of things we are doing now that we don't like."

William K. Wilson, F-1/c, a machinist helper in Great Northern's Great Falls, Montana, roundhouse, now in England, writes "Many thanks and deep appreciation for the Christmas package. I'm still in the fireman trade but in the Diesel line which will come to a great future in the railroads, I think. I do hope to take up where I left off when it's over."

From somewhere in Italy, Sgt. Arthur Freier, a freight trucker and clerk in Great Northern's freight depot at Havre, Montana, writes "I am in Italy, on the shores of which I landed a couple of months ago. I also spent eight months in Africa prior to arrival here in Italy. We find that the nice things of the good old U. S. A. cannot be purchased in these strange backward countries. For this reason, a package from home cannot be over-valued by any of us boys."

More "Wartime Mail" in the next Goat.



Great Northern Railway employes in Uncle Sam's Armed Forces, February 1, 1944.

Our Gold Stars

Three Great Northern employes in Military Service were reported killed and one missing in action in January, bringing the total of Our Gold Stars to 21, missing to 5 and prisoners of war to 9.

★ Lt. George C. Lemen, district gang laborer, Dakota Division. Killed in action somewhere in Europe.

★ Lt. Earl A. Desautel, locomotive fireman, Dakota Division. Died in action at Bougainville.

★ Lt. Arnold E. Gilley, carman, Mesabi Division. Killed in plane crash at Cherrypoint, North Carolina.

Ivan E. Howard, section stockman, Everett Store, Spokane Division. Missing in action.

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.

SKILLED "GROUND CREWS" HELP MAKE GREAT NORTHERN SERVICE DEPENDABLE

Five Men on Ground to Every Member of Train and Engine Crew

Railways have "ground crews," too—thousands of men (and women, these days) who perform the vitally-essential tasks which keep trains rolling.

Movement of a 5,000-ton Great Northern freight train over a 400-mile division requires co-ordinated action by yardmen, car inspectors and servicemen, engine handlers, train dispatchers, water and fuel servicers, clerks, telegraphers, telephone operators and signalmen—a 90-man "ground crew."

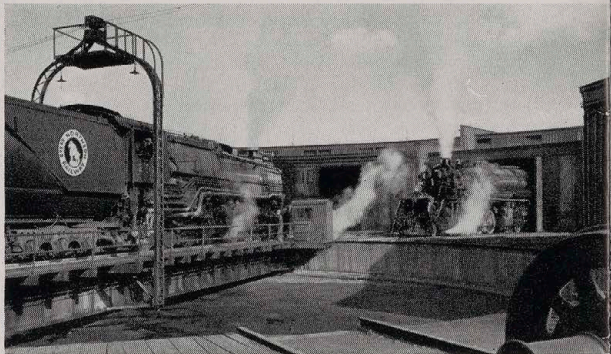
Although not actually involved in train operation, there also are the maintenance-of-way crews who keep in shape Great Northern's tracks, signal systems, bridges, and other structures.

And, we're not forgetting the shopmen, who also are working around the clock repairing and rebuilding locomotives, freight cars, and other equipment.

Skilled "ground crews" are among the many things which make Great Northern great—and a dependable transportation system.



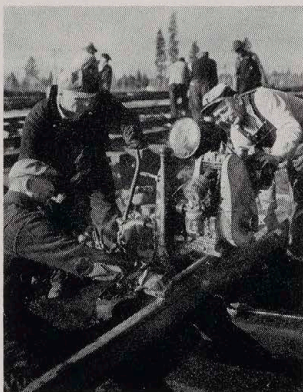
Boss of train movements is the dispatcher. This important "ground crewman" is the nerve center of train operation.



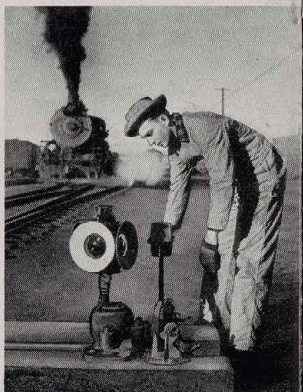
Groomed by skilled mechanics, and all steamed up for the pulling job ahead, a big Great Northern locomotive leaves the roundhouse with a hostler at the throttle.



This "ground crewman" is oiling the bearing on which a car wheel rolls. Oil-soaked waste lubricates the bearing.

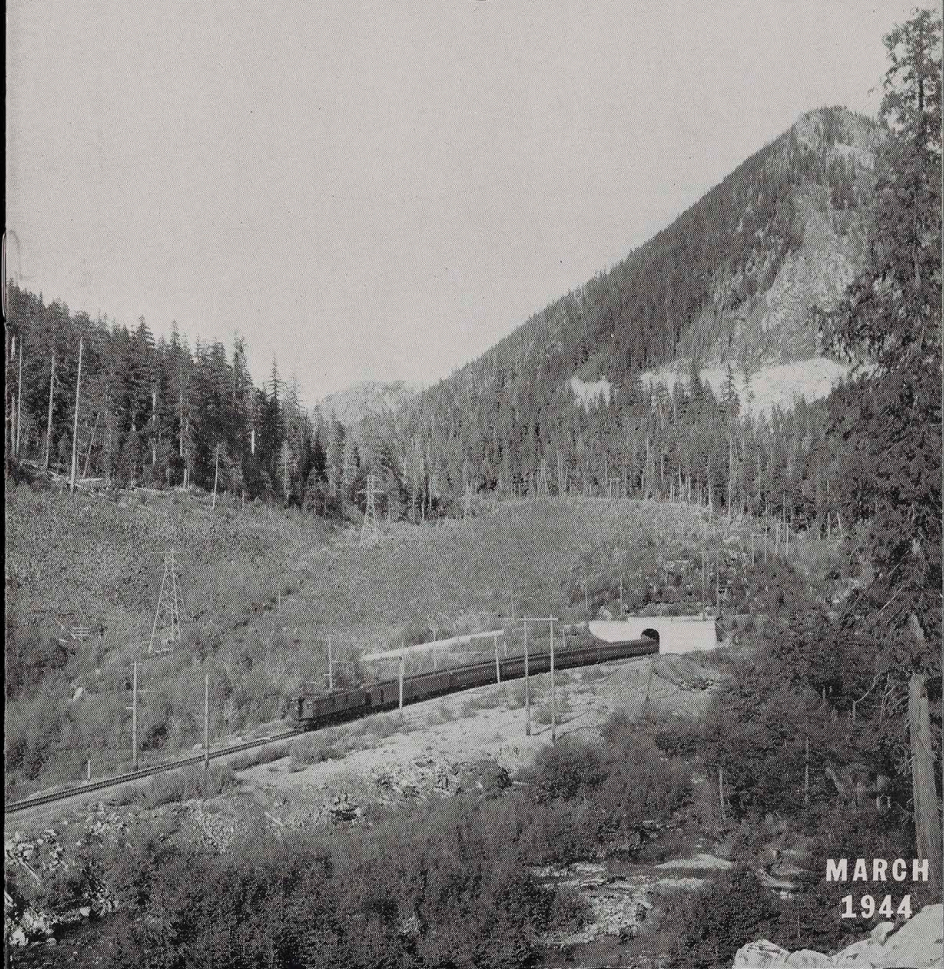


A maintenance crew installs new track. The machine drills holes thru the steel so that rail ends can be bolted solidly together.



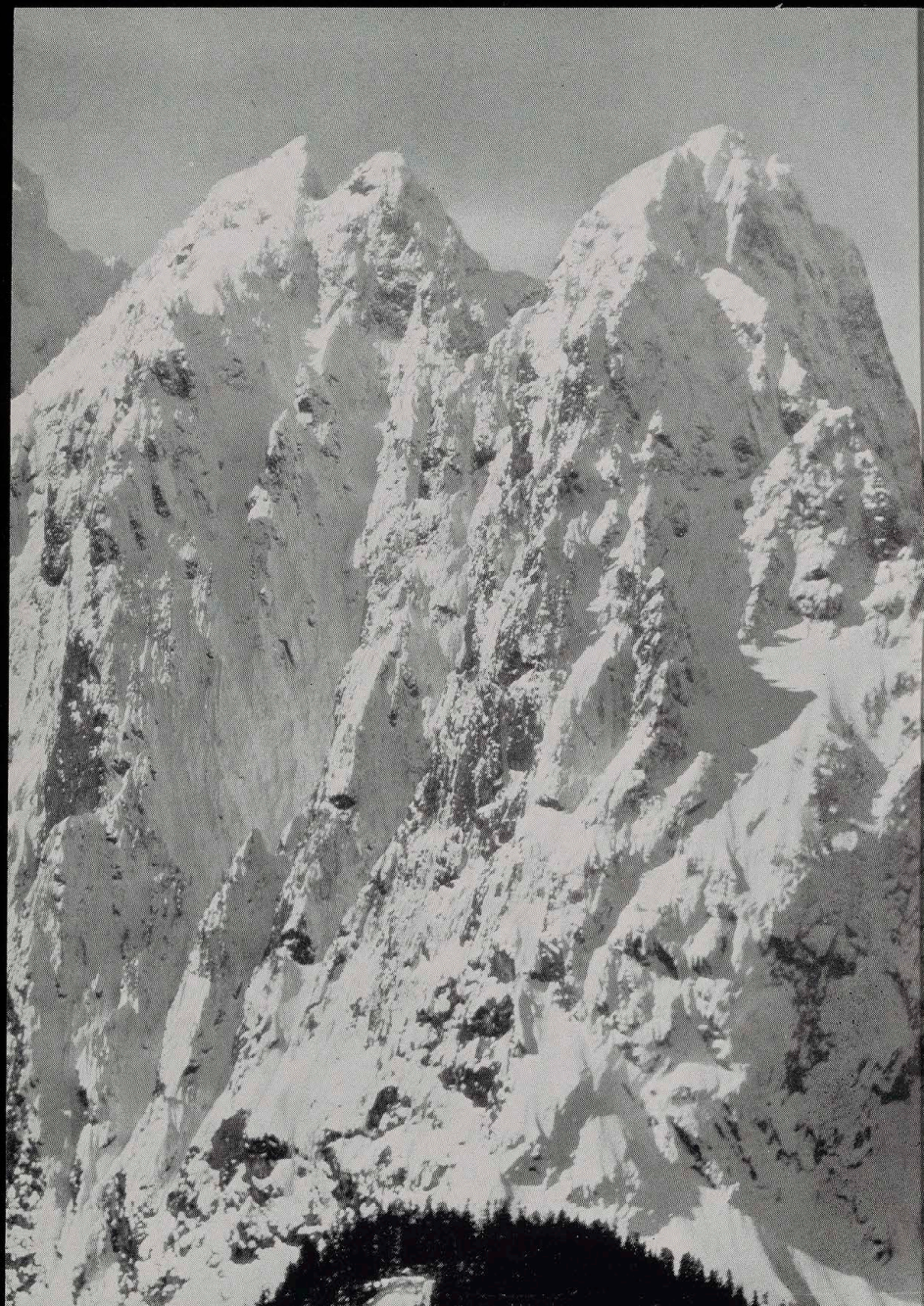
A switchman throws a switch for an on-coming yard engine with cars for assembly into a train.

the
GREAT NORTHERN GOAT



**MARCH
1944**

ROUTE OF THE EMPIRE BUILDER



What A Trip!

Rufus Woods, Editor of The Wenatchee Daily World, Wenatchee, Washington, rode the Great Northern's Cascadian from Seattle to Wenatchee. Comments on his trip published in his "In Our Own World" column are reprinted below.

Once again we are on the finest little trip in all America — or at least one of the best. It is the trip between Wenatchee and Puget Sound. If there is any better, I cannot think of where it is.

For a four or five hour run, we'll nominate Wenatchee-Seattle as super, par-excellence, extraordinary!

As I write this, it is a bright and delightful day in spring. The Great Northern skirts Puget Sound for 30 miles. The Olympics, with their tops all covered with deep snows and with the evergreens at the base, make a great panorama. Way off to the north and east we can see Mt. Baker as it raises its hoary head over the surrounding mountains.

We are passing through the land of sawmills and factories, of fish and dairying . . . dairying which was once regarded as impossible! And poultry, too, was regarded as impossible! Shipbuilding! Never anything like it in our day.

Now we are in the great little valley back of Everett and around Snohomish. In front of us all those great herds of dairy cows. Across the vale are the magnificent farm buildings of the Cedergreen brothers. They are operating from Snohomish to Quincy—turning out the freezable products which will be put through their plant in Wenatchee.

Four and a half decades ago this was still the land of big timber. The heavy timber is gradually disappearing from the Puget Sound area.

The hopeful side of the story is that forests are on the way back.

We hope they are growing as fast as they are now being cut. That is the present objective.

Now we are passing a rock quarry at Halford. That rock has been used for years. We once had hopes that the granite at Chelan, too, would be developed and utilized. But cement seems to have taken the place of rock from the quarries. For that is developed largely by machinery—and machinery is the rule these days due to the shortage of men and the high price for labor.

This Great Northern Railway and the Stevens Pass highway show a sweep of seaside, mountainside, of evergreenery, of great snowy mountain peaks that simply put both of them way up front so far as trips are concerned. Then, too, here is that beautiful clear Snohomish river which we skirt all along the way from Everett to Scenic.

Grotto! The concrete factory! The Three Sisters nearby. And now the slow-moving Snohomish has turned into a turbulent, boiling stream. The old snorter hauling this train can be heard to the hindmost coach. But we will stop at Skykomish and replace it with the electric wonders. Yes, the electric engines are truly wonders as we see three of them snaking a 100-car train over the summit. But the old steam-engines still remain the most picturesque as they pant their way up these mountain railroads.

At Snohomish we meet one of these big freights. Many refrigerators on that train. All iced, too—they must be loaded with Wenatchee

(Continued on page 12)

← *Stately and solemn, somber and still, Mount Index. Snow on the top, evergreenery along the lower half, waterfalls and cascades.*

THE GREAT NORTHERN GOAT

VOL. 14 MARCH, 1944 No. 5

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.

Don't Hold Him Up— Keep Him on the Job

If you can imagine a fighting mad American soldier on the field of battle—all ready to drive forward in a vicious attack against the enemy—and then if you can imagine some hidden force suddenly slipping a giant rope around that soldier's "middle"—and pulling him back—then you have a complete picture of what our taking time off from vital war jobs back home can mean to our fighting men in every corner of the globe.

Now that the initiative in this war has come over to our side, our enemies through vicious propaganda are trying to do everything in their power to slow up war production at home—for they know that in so doing they will be holding up American soldiers, sailors and marines—and thus will be gaining time for their side.

Our enemies like to spread the lie that our war production is getting "caught up"—that we now have more of all materials of war than we can ever use. That's just a plain

Four

everyday lie. While, as the nature of the war changes, we must change our production of specific munitions, we can never have too much of any munition of war until Victory is finally ours.

Just remember those stinking mud holes many of our boys find themselves in—and keep on the job!

Life's Journey

Life is like a journey taken on a train

With a pair of faces at each window-pane

I may sit beside you all the journey through

Or I may sit elsewhere never knowing you

But if fate should mark me to sit by your side

Let's be pleasant travelers, for Life's so short a ride.

By HENRY HAVEMEYER
Poet Laureate of Hollywood

The Goat's Cover



Piercing the Cascade mountain range for 8 miles, the Cascade Tunnel is the longest railway tunnel in the Western Hemisphere. It permits swift, safe movement of men and materiel of war through rough country when speed and dependability of transportation count heavily for Uncle Sam.



5,400 horses at work

A Story Behind One of the Many Stories Which Make Great Northern Great

When Great Northern's No. 404, one of several new 5,400-horsepower diesel freight locomotives made its first trip over the Montana Rockies with a 4,225-ton train, Paul Light, nationally known St. Paul newspaperman, was in the cab. Excerpts from Mr. Light's column in the St. Paul Pioneer Press about his experience on a wartime freight train and the story of the tremendous power of Great Northern's new diesel locomotives is reprinted below.

One of America's most mountainous stretches of railroad lies between Cut Bank, Mont., on the east slope of the Continental Divide and Belton on the west slope . . .

It's the Great Northern's main line that crosses this section. Getting the passenger trains across doesn't entail so many problems. Passenger trains are comparatively light. But pulling long freight trains over the hump of the Rockies is another problem.

Great Northern officials pitted giant Mallet locomotives against the forces of nature many years ago—and came out victor. The powerful Mallets probably could have continued to do the work alone if the

demands on railroads had remained normal. But they didn't. War came—and the problems of railroads multiplied. . . .

Men and Machines

I arrived in Whitefish on No. 404, one of the Great Northern's huge, new 5,400-horsepower diesel freight locomotives. It was one of the great thrills of my life. We pulled 90 heavily-loaded freight cars from Havre to Whitefish in about 12 hours. The distance is not great—266 miles. But our load was 4,225 tons. The big Mallets have to struggle to pull 3,300 tons over this division. The new diesel pulled a

(Continued on page 6)

Five

5,400 HORSES

(Continued from page 5)

thousand tons more—and cut almost four hours from the schedule. Over one stretch of 188 miles we climbed more than a half mile. The diesel didn't even pant!

It was a triumph not only for modern machinery but for veteran operating crews similar to those which form the backbone of all railroads these strenuous days. . . .

\$500,000 Each

Even before Pearl Harbor forward-looking Great Northern officials sensed the approach of war. By January, 1942, they had placed orders for a large fleet of 5,400-horsepower diesels. They knew war conditions would increase traffic by leaps and bounds.

Demands of the Army and Navy slowed delivery. The first diesel didn't arrive until last Christmas. Others came in February, and additional units are due throughout 1944 to supplement steam and electric motive power.

The locomotives are the last word in railroad motive power. They should be! Each cost more than \$500,000. They're 193 feet long—half of a city block. They weigh 870,000 pounds. They're not built for great speed. Sixty-five miles an hour is their maximum. But as No. 404, just a week out of the Electro-Motive Corporation shops, pulled smoothly out of Havre, and I looked back at the 90 cars loaded down largely with heavy war material, I felt there was no job she couldn't accomplish.

(To be continued)

Ticket Agents Note!

With the shortage of Pullman accommodations it is desirable, to the extent possible, that double bedrooms, compartments and drawing rooms be assigned for the use of two or more persons rather than for single occupancy.

Naval Training Station Bus Service

The Interlake Transportation Company operates bus service between Sand Point and Farragut, Idaho, Naval Training Station, on the following schedule:

Leave Sand Point for Farragut	Leave Farragut for Sand Point
Daily	Daily
1:30 AM	12:20 AM
① 5:45 AM	1:20 AM
① 6:15 AM	③ 7:30 AM
6:30 AM	8:15 AM
11:40 AM	10:40 AM
12:40 PM	1:40 PM
2:30 PM	2:30 PM
3:30 PM	4:50 PM
② 8:00 PM	5:50 PM
10:45 PM	9:30 PM

① Daily except Sunday.

② Makes connection with G. N. train 1 at Sand Point.

③ Makes connection with G. N. train 2 at Sand Point.

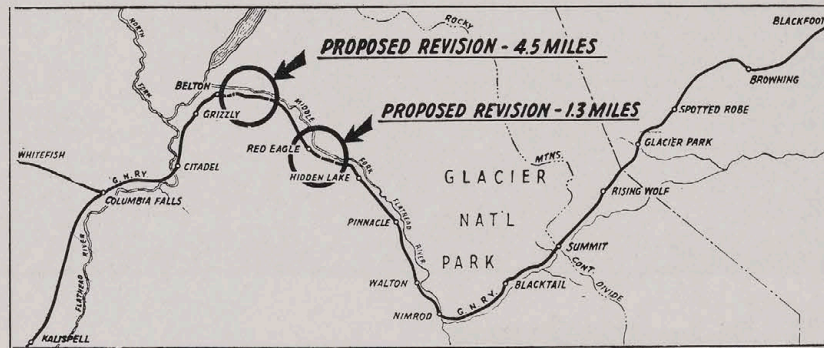
The time consumed for the bus trip between Sand Point and Farragut is about 50 minutes. Buses leave from the Main Gate at Farragut and from the Ponderay Hotel in Sand Point. The regular one-way bus fare is 70c, round trip \$1.30, between Sand Point and Farragut. The special one-way bus fare for Sailors is 45c, round trip 90c.

Anniversary

This year marks the 50th anniversary of the Great Northern's first excursion train for homeseekers in North Dakota. The first excursion train in 1894 brought 223 actual settlers.

In the years that followed the Great Northern's immigration department organized many special trains to interest settlers in locating in North Dakota.

Railroad freight traffic in 1944 is expected to be between two and five per cent and passenger traffic from ten to twenty per cent greater than in 1943.



G. N. To Rebuild Six Miles of Line

Work of rebuilding approximately six miles of Great Northern's main line through the Montana Rockies will be started by A. Guthrie & Company, contractors, in the near future.

The new construction, intended to eliminate several of the sharpest curves between St. Paul and the Pacific Coast, will involve the construction of a 2,210-foot tunnel, two

700-foot tunnels, the re-location of four and one-half miles of single track and one and one-third miles of double track.

The location where the work will be done is in the Belton Canyon, along the south border of Glacier National Park in Montana. The improvements will cost approximately \$1,500,000.

A One-Track-Minded Nag

The amazing story of a horse with a one-track mind who led a Great Northern train for several miles into Spokane recently went unnoticed by Spokane people until it was disclosed by an eyewitness.

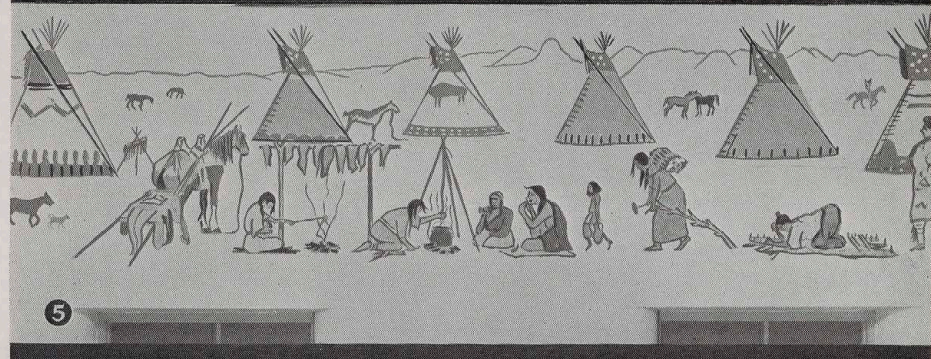
It was dusk as Great Northern's No. 6 approached Spokane, when about two miles west of Fort Wright a riderless horse, wearing a saddle, trotted onto the track ahead of the train. Several times the engineer, Lewis Picton, slowed down his engine and even stopped altogether.

Unperturbed, the horse kept on. A trestle over a road didn't stop him, as he set his own pace and stuck to the Great Northern's high bridge. And then, the eyewitness avers, he was seen to prance across, sparks flying as his hooves hit the metal spikes.

Near St. Luke's hospital, the animal left the track and galloped up the steep bank on the east side of the river. Where he came from, why he likes tracks or where he went, remains a mystery.



Exterior view of museum



Museum of the Plains Indian

On the walls of the lobby of the Museum of the Plains Indian in Browning, Montana, Victor Pepion, *Double Shields* Blackfeet Indian artist, has depicted the exciting action of an old time Indian buffalo hunt.

The drama of the buffalo hunt is portrayed in a series of four mural paintings, in brilliant colors, which extend 96 feet around the walls of the lobby. It might have taken place a century ago on the very site of the Museum.

The first panel (1) depicts the discovery of a buffalo herd by native hunters. As the leader points toward the distant herd, another of the party places his crooked index fingers beside his head in the age-old Indian sign for buffalo. Quickly members of the party change from their slower horses

(Continued on page 10)

Victor Pepion,
Blackfeet
Indian Artist



PLAINS INDIAN

(Continued from page 8)

to the swift buffalo runners they have held in reserve for the chase itself.

Urging on their fresh, well trained mounts (3) they ride close to the running buffalo. Then drawing their bows and arrows, and aiming at the most vulnerable spots of the animals, they discharge their shafts with terrific force at close range, felling the huge buffalo.

The third panel (4) shows an Indian starting to butcher a fallen buffalo, while an old woman leads a horse burdened with the hide and meat of a butchered animal toward camp. In the background are returning hunters and unencumbered horses running back to the village.

Panel (5) portrays a scene in camp at the conclusion of the hunt, showing some of the many ways the Indians had of using materials taken from the buffalo. In the background are their buffalo skin-covered lodges. In the foreground buffalo meat is hung up to dry in the sun, a woman is roasting a piece of meat over a fire, while another prepares soup in a kettle. A little boy carries water in buckets of buffalo paunch. On the right a warrior wrapped in a painted buffalo robe watches a woman pegging out a hide for tanning. Little wonder the buffalo used to be called the staff of life of the Plains Indians!

Each figure in these paintings stands in bold outline against a plain background. The style is reminiscent of the decorative war histories painted on buffalo robes by successful Indian warriors of long ago. The artist developed his technical skill in the best modern art schools. But in painting these scenes he sought his inspiration in the artistic traditions of his own people.

Ten

Very shortly after completing these paintings, in January 1942, Victor Pepion joined the U. S. Army Air Corps. He previously served, for three years, with the Marines in China and the South Pacific. The Blackfeet Indians are proud of Victor Pepion, their warrior-artist.

Goat Gleanings

George J. McCarthy, who was general passenger agent of the American President Lines in the Orient before the war and a Japanese prisoner in Santo Tomas camp in the Philippines, was among the repatriated Americans returned to the United States on the Gripsholm. After spending some time in Seattle and Tacoma, Mr. McCarthy went to San Francisco, headquarters of the American President Lines, and is now in that company's offices in Los Angeles.

* * *

T. D. Slattery recently arrived in New York from London to take over the position of General Traffic Manager for the Associated British and Irish Railways, Inc., succeeding the late Lt. Col. C. M. Turner. Mr. Slattery paid tribute to the magnificent work being done by our boys who are working side by side with the British staff of nearly 700,000 engaged in the most prodigious effort of transportation ever attempted in the British Isles.

* * *

Carl F. Ellwanger, city passenger agent, in Great Northern's Chicago city ticket office, died suddenly on January 20.

* * *

Frank G. Devlin, retired Great Northern paymaster, died on February 10, 1944, after a seven-month illness. He started as office boy in the company's legal department in 1896.



One Feller Says
Tuh the Other Feller



Punishment

Mrs. Black: "These young girls! I always say you have to keep them under strict control."

Mrs. White: "Yes, indeed; there's my Jane, only sixteen, and many a time I have to send her to bed without any breakfast."

Agreed!

A small boy in the visitors gallery was watching the proceedings of the Senate chamber.

"Father, who is that gentleman?" he asked, pointing to the chaplain.

"That, my son, is the chaplain," replied the father.

"Does he pray for the Senators?" asked the boy.

The father thought a moment and then said: "No, my son, when he goes in he looks around and sees the Senators sitting there, and then he prays for the country."

Biased?

Sgt.: "How is it you don't like the girls?"

Pvt.: "They're too biased."

Sgt.: "Biased? What do you mean?"

Pvt.: "It's bias this and bias that, until I'm broke."

Cross-Eyed

Cross-eyed judge (to first prisoner): "What have you to say?"

Second Prisoner: "I didn't do anything."

Judge: "I was not talking to you."

Third Prisoner: "I didn't say anything."

Safety First

On the new brakeman's first run there was a very steep grade. The engineer always had trouble to get up this grade, but this time he came near sticking altogether. Eventually, however, he reached the top. Looking out of the cab he saw the new brakeman, and said, with a sigh of relief, "We had a hard job getting up, didn't we?"

"We sure did," assented the new brakeman, "and if I hadn't put on the brake we'd have slipped back."

First Aid

She was on her way home from a first aid course when she saw a man lying prone in the middle of the sidewalk. His face cradled on one arm; the other arm was twisted under him in a peculiar position. Without a moment's hesitation she got down on her knees and went to work.

"Lady," said the victim after a few moments, "I don't know what you're doing, but I wish you'd quit tickling me. I'm trying to hold a lantern for this fellow down in the manhole."

Caboose

Mrs. Norah Mulvaney one day met her friend, Mrs. Bridget Carr, who had in her arms her twelfth child.

"Arrah now, Bridget," said Norah, "an' there ye are wid another little Carr in yer arms."

"Another it is, Mrs. Mulvaney," replied her friend, "and it's me that's hopin' 'tis the caboose."

Eleven

WHAT A TRIP!

(Continued from page 3)

chee, Chelan and Okanogan apples. In the last half of the train I count fifty-two cars. One engine will take them to Everett and Seattle.

But we don't want to overlook Mt. Index. It is one of the wonder peaks in the state of Washington. Not more wonderful than many others, perhaps — but there it stands in bold relief where we may enjoy it both from the highway and from the railroad.

We take on the electric at Skykomish. It drags along the trains so smoothly — and without soot — it is really the most delightful behind which to ride, regardless of the fact that the coal and oil burners are more picturesque.

Great Northern tunnel! Longest tunnel in America! They have some longer in Europe — but eight miles of hole through the mountain makes quite a stretch.

Oldtimers still remember the first Cascade tunnel of two and a half miles. That was long enough in those days. For years the steam engines were used through the old tunnel. And the fumes were a most unpleasant feature of the trip.

Ski country! The summit of the Cascades will continue throughout the coming years as the ski country of the Northwest.

Days of the avalanche! The snow and rock slides which start down these mountainsides still continue. But the danger to the railroad and highway is passed. Those slides occurred mostly on the south slopes. The timber protects the north slopes and the railroad has been rebuilt to avoid the slides.

The eastern slope of the Cascades, from the very summit to the Columbia river, constitutes just about the greatest outdoor country in all

America. If there is a better one, I cannot think where it is.

Lake Wenatchee! We pass it by on the north about six miles off. But it is part of the attractions of the region. We have been dropping down along Nason Creek which roars a good part of its way to the Wenatchee. The mountain peaks, 6,000, 7,000 and 8,000 feet, march around on either side of the narrow valley. The snow is still two to six feet deep. That means plenty of water. But the roads are clear, as they have been all winter.

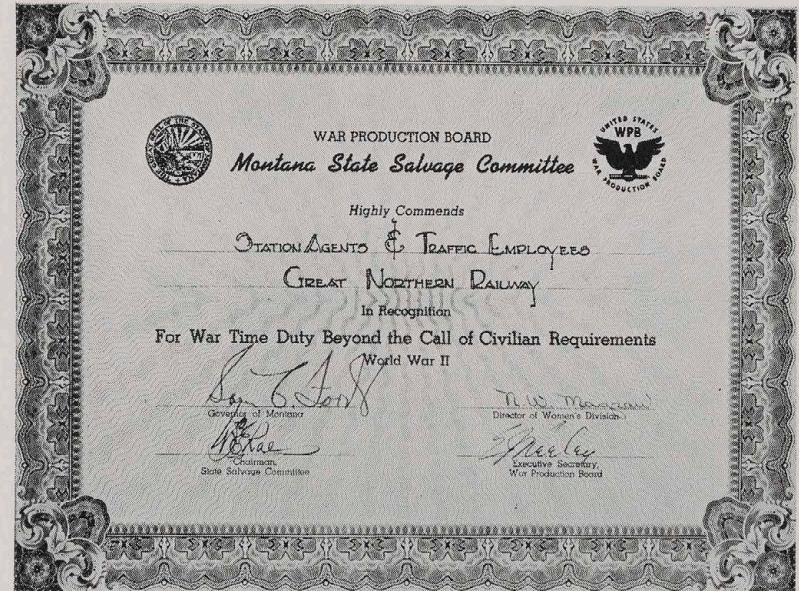
I am rather envious of the folks who live in the upper valley. And that goes for the folks at Leavenworth as well. With a high elevation, the tang of mountain air, the odor of the evergreens . . . all make one wish to remain there forever.

Now the wonderful Wenatchee Valley! Four decades ago, as I came to the valley, I had read of the wonderful Wenatchee Valley. Then, too, I had read an article about the "Wonder Valleys on the East Slope of the Cascades." They still remain as glamorous as when I first saw them. In fact, I believe they are more so. There have been so many features then unseen.

Army and Navy "E" Awards

The high honor of receiving the Army and Navy "E" award has been bestowed on two Spokane, Wash., plants, the Columbia Electric and Manufacturing Company, and the Trentwood Rolling Mill of the Aluminum Company of America.

The aluminum mill in Spokane is the first aluminum plant on the West coast to receive this award for efficiency in production. It is the first government-owned aluminum plant to receive the nation's highest industrial tribute.



Montana Scrap Drive Award

Great Northern Agents Commended

In recognition for their services in connection with the scrap campaign, Great Northern's station agents and traffic department employees in Montana were presented with a certificate of commendation by the state's salvage committee.

Accompanying the certificate was a letter from Wm. F. Rae, Chairman of the Montana State Salvage Committee, to C. F. O'Hara, Great Northern's assistant general freight and passenger agent at Helena, reading: "Enclosed you will find a small token of the deep appreciation of the State

Salvage Committee and myself for the splendid cooperation that you have extended to the war effort since the organization of the scrap drive in the state of Montana. It has been and is now an immense program. It will continue to be until final victory is ours. It is such fine cooperation by your railroad agents and traffic department employees that has made possible the excellent record of salvage in the state of Montana which has been accomplished through voluntary effort of Montana citizens."

Fortress Pilot



Lt. Frank E. Valesh

Crash landings appear to be neither new nor unusual for 23-year old 2nd Lt. Frank L. Valesh, employed in Great Northern's Auditor of Freight Receipts office in St. Paul, prior to his joining Uncle Sam's Armed Forces.

Crews returning to an Eighth American Air Force Bomber Station in England from a raid over Germany recently reported that Lt. Valesh would not bring his Flying Fortress "Hang the Expense Again" back from the mission. They reported the entire tail was shot off the plane and that it must have crashed in enemy territory.

The plane was chalked up as missing in action but a few hours later Pilot Valesh landed "Hang the Expense Again" at an RAF field with the entire tail gunner's compartment blown off, the left elevator completely gone and less than half of the right elevator remaining, with just a small piece of the rudder left at the top, with all the hand control cables shot away and a hole through No. 2 engine. And he made a perfect three point landing. All of his crew returned uninjured from the last fight except the tail-gunner who is reported missing in action.

This was the fifth crash landing made by Lt. Valesh after his plane had been damaged in enemy territory. His only comment after his last crash landing, which had full endorsement of his crew members, was "I'm getting damned tired of this business."

Fourteen

Appointment

Timothy P. O'Connell has been appointed general claim agent of the Great Northern to succeed David H. Kimball who has retired after having served the company for forty years. Mr. O'Connell began employment with the Great Northern in 1902 as assistant special agent and came to St. Paul as assistant general claims attorney in 1934.

Leslie G. Dunning, for the past sixteen years the company's district claim agent at Havre, Montana, succeeds Mr. O'Connell, as assistant general claim agent.



T. P. O'Connell

A Record

In 1943 railroads of our country handled without serious congestion the greatest volume of export freight traffic on record, according to complete reports for the year compiled by the Association of American Railroads.

Export traffic is moving freely through the various ports, all of which are in a completely "liquid" condition. Cars of export freight, excluding grain and coal, unloaded at all ports in this country in 1943 totaled 1,401,186 compared with 893,576 cars in 1942, or an increase of 67 per cent, and an increase of 147 per cent above that handled in 1940, in which year it amounted to 568,303 cars.

Approximately 4,000 cars were unloaded daily in 1943 compared with 2,616 in 1942 and 2,235 in 1940.

Wartime Mail Bag

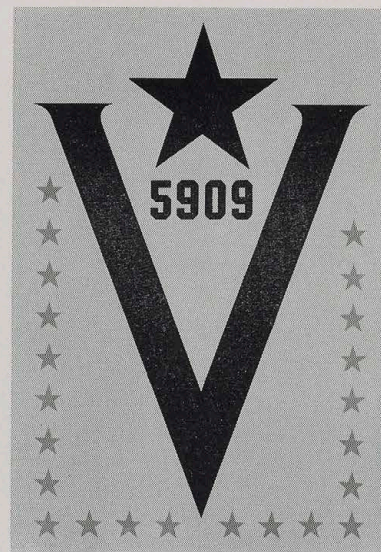
M/Sgt. G. J. Geatz, with the 976th Ordnance Depot, somewhere in the Atlantic battle area, writes: "It makes me feel very good to see that the employees of the company that I worked for are doing such a grand job of buying bonds and helping us win this war from the home front. We do need your help, so keep it up and we will do our part the best we can." Sgt. Geatz was a wrecking engineer on Great Northern's Dakota Division before joining the Armed Forces.

"Everytime I see a steam locomotive over here I say to myself, 'I sure wish I was back working for the Great Northern,'" writes Cpl. Harry G. Meyers from Iran, a switchman on Great Northern's Butte Division.

T/Sgt. R. L. McConnell, section laborer on Great Northern's Mesabi Division, writes from somewhere in the European battle zone, "At present I am flying as radio operator on a B-24 Liberator Bomber, which we have named 'The Great Northern' because the Great Northern really gets around."

From Sgt. John J. Montgomery, a district gang laborer on Great Northern's Kalispell Division, "It sure does a soldier's heart good to know he is not forgotten by his friends. I am in the Air Corps down here in the Southwest Pacific where it is quite different from being in the good old U. S. A. We all hope and pray this war will end soon so that we can all go home to our loved ones and our friends who have not forgotten us."

These are just a few more of the many letters and cards received from Great Northern employees in our Armed Forces which invariably express, in a hundred different ways, that our boys and girls want to get the job of winning the war and the peace done, and to return to their jobs with the G. N.



Great Northern Railway employees in Uncle Sam's Armed Forces, March 1, 1944.

Our Gold Stars

The month of March added two Gold Stars to our Service Flag. The total of Our Gold Stars is now 23, missing 6 and prisoners of war 9.

★ Pvt. Lawrence W. Fahlender, round-house laborer, Dakota Division. Died of leg injury in New Guinea.

★ A. C. Edward G. Hoganson, clerk, round-house, Superior, Wisc. Died at Ryan Field, Calif.

Howard E. Gad, brakeman, Minot Division. Missing in action.

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.

Fifteen

Destination . . . ACTION!



Handling difficult shipping assignments is one of many things
that make Great Northern great

- Great Northern was equipped to transport this 46,400-pound bronze propeller quickly, safely to a shipyard.

It was an out-of-ordinary shipment—but Great Northern is prepared to handle tough transportation assignments.

Great Northern was engineered and built with maximum horizontal and vertical clearances on its Main Line from the Great Lakes to the Pacific and on its California Extension.

Too, it is living up to a time- and war-tested reputation as a dependable transportation system.

GREAT NORTHERN RAILWAY

*The Low Level Route
Between the Great Lakes and the Pacific*

the
GREAT NORTHERN GOAT

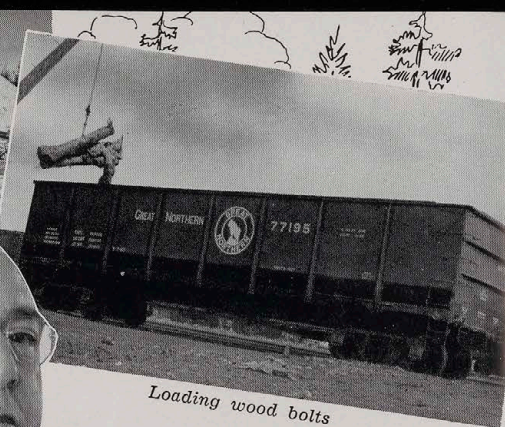
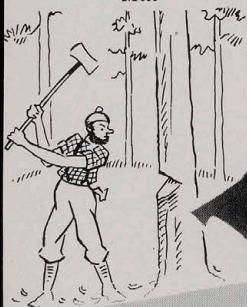


**APRIL
1944**

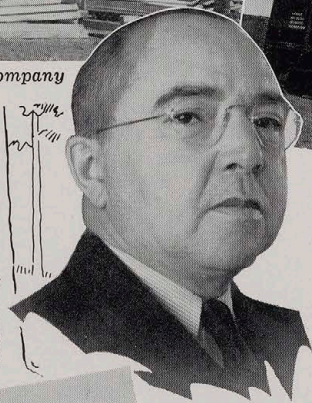
ROUTE OF THE EMPIRE BUILDER



Groth Lumber Company Mill



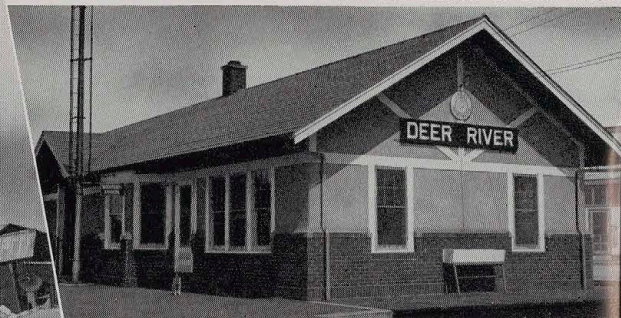
Loading wood bolts



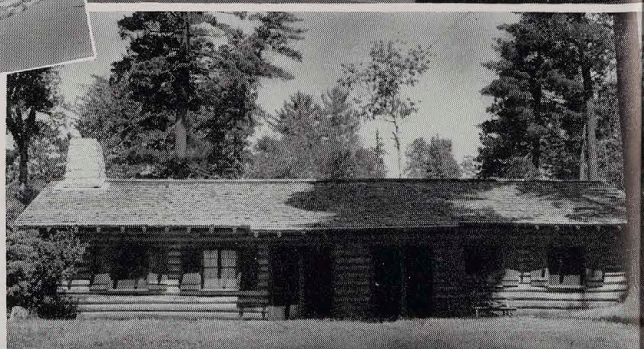
Fred G. Heckelman
Great Northern's Agent
at Deer River

DEER RIVER MINNESOTA

Great Northern Station at Deer River



Rathborne, Hair &
Ridgway Company Mill



Reformatory, Scenic State
Park, north of Deer River

"The Hole in the Woods"

From the days of the mythical Paul Bunyan fifty years ago, when it was often dubbed "The Hole in the Woods," to the present village with every modern public facility, is a long road, but a striking testimonial to the enterprise and energy of citizens of Deer River, Minnesota.

Undaunted by the loss of a veneer factory by fire in 1919, a shutdown of its largest mill in 1921, and the abandonment of its logging railroad forty miles north in 1932, Deer River has never stepped backward. A rapid development of agriculture took up the slack, and butter and cream have supplanted that of logs and lumber as the community marched forward. Two creameries are manufacturing hundreds of thousands of pounds of butter annually. Paul Bunyan's ox never matched the wealth now earned by cows.

But the timber era around Deer River is by no means over. This is amply proved by the fact that over 1023 carloads of timber products were shipped from that point over the Great Northern Railway in 1943, destined to mills, lumber yards, paper plants, and to Iowa and Dakota farmers for home use.

Deer River is at the very border of the Chippewa National Forest, largest revenue-producing unit in the Ninth Region. North and northwest of the village lies an area of approximately 600,000 acres, about one-third of which is virgin timber,

white, Norway and jack pine, aspen (poplar), spruce and balsam. This region contains one of the three largest aspen-growing areas in the nation.

An established system of selective cutting of all varieties of timber in the forest, and a well-organized planting program, insure a sustained yield far into the future.

But Deer River has more than timber. Agriculture and dairying are firmly established. Potatoes are a chief crop, and alfalfa and red clover grow profusely. It is also the center of one

of the best summer recreation areas which can be found anywhere in the nation. Its hundreds of lakes, topped by Winnibigoshish, fourth largest in Minnesota, and the greatest walleyed pike waters in the United States, are studded with fine resorts which afford everything necessary for a pleasant vacation.

The village has splendid schools, with transportation facilities over a large area. It has the unique distinction of having the only small village high school in the nation which maintains a dormitory for students from the rural areas. The building is modern in every respect, and houses an average of ninety students each year. The 1942 graduating class numbered 76 seniors, somewhat of a record for a village of approximately one thousand inhabitants.

And Deer River has good homes, stores, and people who extend a hearty welcome to visitors from everywhere.



Deer River, Minnesota.



VOL. 14 APRIL, 1944 No. 6

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.

Warcasts

Did you know that every eight minutes since December 7, 1941, one American man has been killed, wounded or captured? And now with offensives growing fiercer on every front, our losses may soon be counted in seconds! The only way to cut down that figure is to cut down the length of the war. You can help do it by making every minute and second count on your job.

Four

Providence

Lo, the lilies of the field,
How their leaves instruction yield!
Hark to Nature's lesson given
By the blessed birds of heaven!
Every bush, and tufted tree
Warbles sweet philosophy:
Mortal, fly from doubt and sorrow;
God provideth for the morrow.

Say, with richer crimson glows
The kingly mantle than the rose?
Say, have kings more wholesome fare
Than we citizens of air?
Barns nor hoarded grain have we,
Yet we carol merrily.
Mortal, fly from doubt and sorrow;
God provideth for the morrow.

One there lives, whose guardian eye
Guides our humble destiny;
One there lives, who, Lord of all,
Keeps our feathers lest they fall.

Pass we blithely then the time,
Fearless of the snare and lime,
Free from doubt and faithless sorrow:

God provideth for the morrow.

Reginald Heber

The Goat's Cover



The flowers bloom in the shadow of the war plants in Seattle. These rhododendrons are on the Endre Ostbo shrub farm at Bellevue, near Seattle, Washington.



Winnipeg offices after remodeling.

G. N. Winnipeg Offices

Recently completed alterations in Great Northern's city freight and passenger offices in Winnipeg, Manitoba, give the quarters an entirely refurbished appearance. In addition to a complete redecorating job, new counter, furniture and furnishings have been installed.

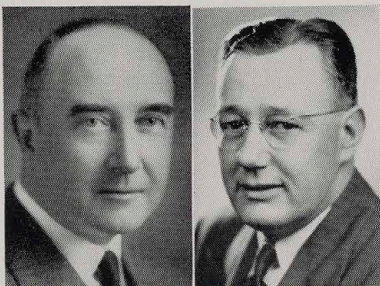
Personnel in the offices, at 414 Main Street, is, W. T. Hetherington, district freight and passenger agent; T. A. Thompson, assistant district freight and passenger agent; G. F. Smith, city passenger agent, Clifford T. J. Alsop, assistant city passenger agent; J. C. Leacy, city freight agent; Edmund Hicks, chief clerk.

Victory Garden Sites

Land on Great Northern's right-of-way will be made available to company employees and the public for garden purposes to help in the nation-wide Victory Garden program. While employees of the company will be given preference, it is expected that there will be sufficient land in and adjacent to most communities to accommodate

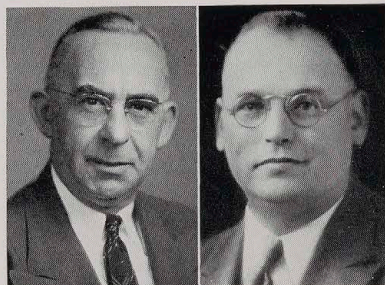
anyone who does not have suitable property of their own. Applications for sites should be made to local Great Northern agents. A "Vegetable Garden Guide" giving directions as to when and how to plant and cultivate various kinds of vegetables is available to company employees.

Five



W. J. Power

S. J. Anderson



A. L. Lauser

C. R. Spafford

Bill Power Retires

Impaired health has induced W. J. (Bill) Power, Great Northern's Assistant General Freight Agent in Duluth, Minnesota, to retire. For many years, Bill, as almost everyone knew him, called on officials of many industries at the head of the Great Lakes and in several eastern cities. His retirement concludes 48 years of meritorious service in various Great Northern Freight Traffic Department assignments.

Beginning his railway career in 1890 in London, Ontario, as a clerk for the Canadian Pacific, Mr. Power became associated with the Great Northern in Duluth in 1896. He began as a clerk in the company's freight traffic offices, and after several advancements was appointed Assistant General Freight Agent in St. Paul in 1911. He was transferred to Duluth in 1921.

Succeeding Mr. Power is S. J. (Andy) Anderson, Great Northern's General Agent in Sioux City, Iowa, who has been identified with the company since 1923. He was a steamship agent on the West Coast before he became a railroad man. Mr. Anderson held various Great Northern Freight Traffic posts in Seattle before his advancement to the company's General Agent in Sioux City in 1940.

Six

Appointments

With the retirement of W. J. Power and the appointment of S. J. Anderson to succeed him, A. L. Lauser, Great Northern's General Agent in Sioux Falls, S. D., has been appointed to succeed Mr. Anderson as General Agent in Sioux City. C. R. Spafford, the company's Traveling Freight Agent in Spokane, Wash., has been appointed General Agent in Sioux Falls, succeeding Mr. Lauser.

Mr. Lauser began service with the Great Northern in 1918 in Duluth, and after several advancements was appointed General Agent in Sioux Falls in 1942.

Beginning his service with the Great Northern in 1917 as a telephone operator on the Montana Division, Charlie Spafford held various positions at Havre and Great Falls, and joined the Company's freight traffic department in Spokane as a rate clerk in 1922.

Your War Bonds

What would you think of our fighting men if they returned the captured Pacific islands to the Japs without a struggle—even before they get Tokyo? So would we. . . .

And what do you think our fighting men will think of those who hold War Bonds for a short time and then redeem them?

Alaska Travel

Numerous requests from ticket agents are being received in Great Northern's Seattle passenger department for sailing schedules, rates and reservations to various points in Alaska.

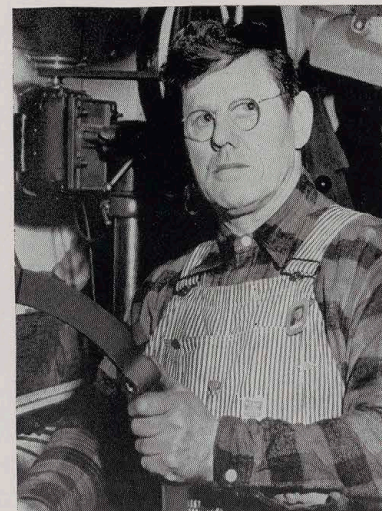
All Alaska steamships are under the jurisdiction of the U. S. Navy and War Departments, which have cancelled all sailing reservations. Sailing dates are not announced until three or four days prior to departures and all space on boats is held by Government agencies, canners and contractors on a priority basis. After requirements of these agencies have been taken care of, the remaining available space is released for other travel.

The Alaska Steamship Company will not make reservations or guarantee sailings. They place the names of prospective passengers on a waiting list and definite assignments are made when space is released and available. Requests for rates, sailing schedules and reservations should be addressed direct to The Alaska Steamship Company, Pier 1, Seattle 4, Wash.

Eligible passengers planning trips to Alaska should first make application to the Alaska Travel Control Office, 1331 Third Ave., Seattle, Wash., for permit to enter Alaska. Great Northern's Seattle passenger department is unable to handle such requests for the reasons outlined.

Lumber Requirements

More than 34 billion board feet of lumber will be needed to meet the war requirements of the nation in 1944, according to the Lumber and Lumber Products Division of the War Production Board.



Claude Wood making a steering wheel for a United States Warship.

Determination

An insignificant little pebble snuffed out Claude Wood's eyesight eleven years ago.

Today he's a full-fledged machinist in war work because of his determination to see again. But it wasn't until April 2, 1941, that his determination bore fruit.

A woman in California, fatally injured in an automobile accident, donated her eyes to him. He left his Tacoma home for California on what seemed his last chance to lead a normal working life. At first the operation was a seeming failure, so Wood returned to Tacoma to submit to a 11th and final operation. It was a success.

Now, Wood works every day at the Tacoma plant of the Seattle-Tacoma Shipbuilding corporation. He has every reason to want to help the war effort, because he has seven daughters and three sons, two of the boys being in Uncle Sam's Armed Forces.

Seven

A Story Behind One of the Many Stories Which Make Great Northern Great

When Great Northern's 404, one of several new 5,400-horse-power Diesel freight locomotives made its first trip over the Montana Rockies with a 4,225-ton train, Paul Light, nationally known St. Paul newspaperman, was in the cab. Excerpts from Mr. Light's column in the St. Paul Pioneer Press about his experience on a wartime freight train and the story of the tremendous power of Great Northern's new Diesel locomotives is reprinted below.

(Continued from March Goat)

What, No Stewardess?

The cab of No. 404 is spacious. When I saw her leather seats—three at each end—her clear-vision windows, windshield wiper, push-button heater, and roomy deck space I found it difficult to realize I was riding a freight train. I almost looked for a stewardess!

When the door leading to the long motor compartments was closed there was little noise. You could speak without raising your voice.

Storm!

When I left St. Paul for Havre, Mont., where I boarded No. 404, I facetiously remarked I hoped we would run into a snowstorm in the Rockies. I wanted to see railroad-ing under wintertime conditions.

Well, my wish came true. Up to that time only 45 inches of snow had fallen in the mountains. (The yearly average is well over 300 inches.) But as we glided out of Cut Bank large flakes swirled in the white glare of our big headlight. As we started the ascent toward the Continental Divide (at Glacier Park station), the wind picked up and a full grown mountain snowstorm developed. Except for the green block signals you couldn't see ten feet beyond the golden nose of the locomotive. A whirl of snow almost blinded me when I stuck my head out the window.

Trouble

I always think of the progress of a freight train as a simple operation of running along a smooth track with an occasional stop for water.

Fact is it's not like that at all. Many things can happen. Every trip is an adventure.

An air line in the middle of the mile-long train may go wrong, threatening the whole braking system. Wheels may break, draw bars pull out. Crew members keep as sharp a lookout as do the men who stand watch on the bridge of an ocean liner. Regular inspections of the trains are the absolute and respected rule.

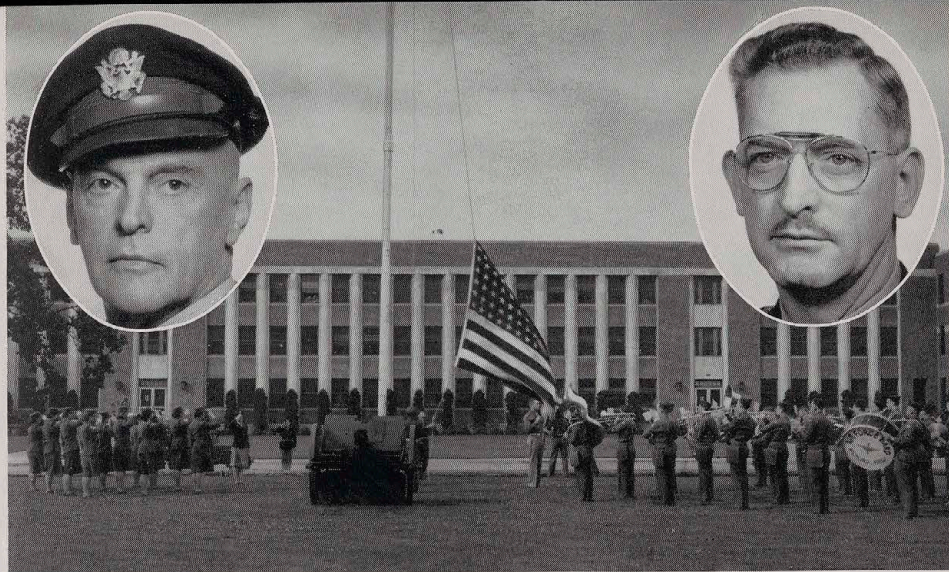
We had an air line go wrong. A wheel on a boxcar broke. Members of the crew struggled through the storm to disconnect the "bad order" cars and set them on sidings. It wasn't always an easy operation. Stopping and starting 90 cars on a grade can be a serious problem. But nobody became excited and there was no grouching. The delays were remarkably short.

"Hot Shot" Freight

In the theatrical business there's a saying: "The show must go on." Its counterpart in the railroad industry has been: "The mail must go through." Only in these days of terrific war pressure it's far more than the mail. Freight is the important cargo these days.

No. 404 brought her 90-car train to a jarless stop in the extensive Great Northern concentration yards at Whitefish. Before we could climb down her long ladder a switch engine hooked itself on to the caboose. Without a moment's delay the job of making up a new train bound for Pacific coast ports was under way.

(To be continued)



Upper left: Col. Armin F. Herold, Commanding Officer. Center: Retreat Ceremonies, 771st W. A. C. Post Headquarters Company, A. A. F.; 77th A. A. F. Band.
Upper right: Lt. Col. Ellsworth C. French, Executive Officer.

McChord Field

Buried in a once treacherous peat bog along Clover Creek, is a bulldozer, so the legend goes. Clover Creek still exists, dividing McChord Field into the flying field on one side, and the spacious four-story headquarters building, officers and non-commissioned officers quarters and scores of other wartime camouflaged buildings, on the other side.

But the peat bog, and its legendary bulldozer, are gone. In its place is McChord Field, the only permanent Army Air Corps Base in the Northwest, located south of Tacoma, Washington.

McChord Field stands as a monument to the people of Pierce County, Wash., who, through their county commissioners, donated 17,000 acres

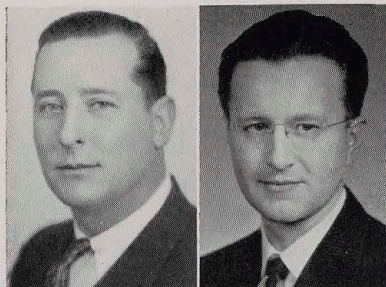
of ground, formerly the county's municipal airport, to the Federal Government.

The field was given its official name in honor of the late Col. William C. McChord, a pilot born in Lebanon, Ky., who was killed in a crash of a A-17, in August 1937.

Acres of timber had to be cleared, miles of hard-surfaced runways and taxi-ways had to be constructed, plus miles of paved streets and numerous buildings of many and varied types.

Col. Armin F. Herold, who commands the base, has detailed knowledge of McChord field, because he has watched every installation, since he reported in May 1940.

New Assignments



Frank E. Howell C. G. Alexander

Frank E. Howell, Traveling Passenger Agent, in Great Northern's San Francisco, Calif., city ticket office, has resigned to accept a position with the Transcontinental & Western Air-Lines. Mr. Howell's first association with the Great Northern was in June 1925, as a clerk-stenographer in the company's San Francisco offices.

Charles G. Alexander, Assistant City Passenger Agent, in Great Northern's Portland, Oregon, passenger department, succeeds Mr. Howell. Mr. Alexander has been in the company's employ since February, 1934.

We Repeat!

Apparently there is still some confusion among ticket agents about there being two cities in the Pacific Northwest named Vancouver, one being in *Washington* and the other in *British Columbia*. There are still instances where passengers have been ticketed and baggage checked to the wrong destination — Vancouver, Washington, instead of Vancouver, British Columbia, and vice versa.

Ticket agents should exercise care to determine from the passenger to which Vancouver he or she is going.

R. J. (Jimmie) Graham, ticket clerk in Great Northern's city ticket office in Spokane, Washington, has been appointed city passenger agent in the company's city ticket office in Chicago, filling the position held by Carl F. Ellwanger, until his recent death.



R. J. Graham

Beginning service as agent-telegrapher on Great Northern's Butte Division in 1935, he was transferred to the Spokane division as a telegrapher in 1926. He was appointed ticket clerk in the Spokane Passenger Depot in 1937 and ticket clerk in the company's Spokane city ticket office in 1940, which position he held until his recent transfer to Chicago.

Flag Stops Discontinued

Great Northern's No. 27, The Fast Mail, no longer stops on flag at Burnham, Fresno, Buelow, Tiber, Baltic, Gunsight, Sundance, Fort Piegan, Meriwether, Triple Divide, Spotted Robe, Bison, Rising Wolf, Blacktail, Singleshoot, Nimrod, Pinnacle, Hidden Lake and Kootenai Falls in Montana; Moravia, Wrencoe and Thama in Idaho; and Penrith, Wash.

Detroit-Cleveland Boat Service

The Detroit and Cleveland Navigation Company now operate overnight daily passenger service between Detroit and Cleveland, leaving Detroit at 11:30 p. m., arriving Cleveland at 7:00 a. m. Leave Cleveland 11:30 p. m., arrive Detroit 7:00 a. m., eastern wartime.



Goat GAITIES...

Red Cheeks!

The WAC was hot looking and hot, and she came upon a lake hidden behind some trees that lined the road. There being no one in sight and it being a lonely spot, she decided that maybe a nice cool dip would be just the thing. Accordingly, she slipped in among the trees, and out of her uniform and ahems. Carefully she hung them on the branches of the nearby trees, and darted toward the water. A voice rang out "Camouflage Company 13, Atten-shun! Forward march!" And the lieutenant and the trees marched off hastily.

For Dessert!

A man walked into a restaurant in that Nevada zoom town, Los Vegas.

A waitress said: "What will you have, sir?"

"I'll take the best—your \$3.50 dinner!" he replied, expansively.

"On white or rye?" asked the waitress.

Help!

Luke: "I climbed up that fence there and I seen a lot of people walking around nude."

Juke: "Must be a nudist colony. Were they men or women?"

Luke: "I dunno—they didn't have their clothes on!"

Finis!

Moron: "Do you know that my middle initial is Q?"

Goon: "What's the Q for?"

Moron: "Well, when I was born my father took one look at my mama and said, 'Let's call it quits!'"

Brainless Trust

The Congressman's wife shook him and cried "Wake up, wake up, there's a robber in the house."

"In the Senate, maybe" murmured the politico, half-awake, "but in the House, never!"

Tried—Found Wanting

There was a middle-aged negress employed as cook in a white family. At her earnest solicitation her daughter, about seventeen years of age, had been engaged as a housemaid. One morning the lady of the house overheard the mother scolding her daughter for some neglect of her duties.

"Yo' sho is one no 'count nigger," she said. "Shiffles' dat's what you is; shiffles' an' onery. You is jus' zackly like your pa. I suttinly is glad I didn't marry dat nigger; I never had no use for him nohow."

Gentlemen!

Two old vets of the rod and reel were attempting to down one another with tales of their fishing accomplishments. A large audience hung onto every word as they sought to cinch the verbal battle.

"Listen, you lobsided bobber," shouted Sam. "Once I caught a 50 pound bass with just a rusty pin."

"Shucks," countered Pete, "about two years ago I pulled in an old lantern, dated 1860, while fishing, and, believe it or not that darn lantern was still burning!"

"Now look here, Pete," scowled Sam. "I'll take 45 pounds off my fish if you'll just blow out that darn lantern."

Appointment



Harold M. Sims

Appointment of Harold M. Sims, Executive Assistant of the Great Northern Railway, St. Paul, to head a newly created public relations department of the western railways has been announced by C. E. Johnston, Chairman of the Western Association of Railway Executives. He will take over his new work at Chicago about May 1.

Mr. Sims came to the Great Northern seventeen years ago in a similar capacity and has served as assistant in public relations matters to Presidents Ralph Budd, the late W. P. Kenney, and F. J. Gavin. He is a member of the Advisory Committee on Public Relations of the Association of American Railroads, and chairman of the public relations committees of the railways in Minnesota, North Dakota, Montana, and Washington.

Prior to his employment by the Great Northern, Sims was on the editorial staff of the Portland Oregonian and had been engaged in the newspaper and advertising business in Idaho, Utah, and Oregon. He served as a member of the Idaho legislature.

Grand Coulee

The Number Four, or last generator in the west power house at Grand Coulee, is now in operation. Generators at Grand Coulee are operating at a 20 per cent continuous overload.

Citation



Sgt. Thos. A. McGee

The Distinguished Flying Cross, military aviation's highest honor, was recently awarded to Sgt. Thomas A. McGee, with the Army Air Forces in New Guinea.

The citation, signed by George C. Kenney, Lieutenant General, U. S. A., Commanding, reads "For heroism in flight and exceptional and outstanding accomplishment in the face of great danger above and beyond the line of duty. These operations consisted of over fifty missions including dropping supplies and transporting troops to advanced positions. These flights involved flying at low altitudes over mountainous terrain under adverse weather conditions in an unarmed transport airplane and often necessitated landing within a few miles of enemy bases."

Sgt. McGee, who was employed in Great Northern's Auditor of Freight Receipts office, St. Paul, prior to his induction into the U. S. Army, has two brothers in the Armed Forces, Cpl. Bernard in Cincinnati, and Pvt. Michael in India. His father, Michael J. McGee, is a special clerk in the company's Comptroller office in St. Paul.

More Logs

Log production in the Inland Empire in the state of Washington this year is reported to be 100 per cent ahead of the same time last year. Heavier production is also reported from Pacific coast points.

Stresses Importance of Better Shipping Methods

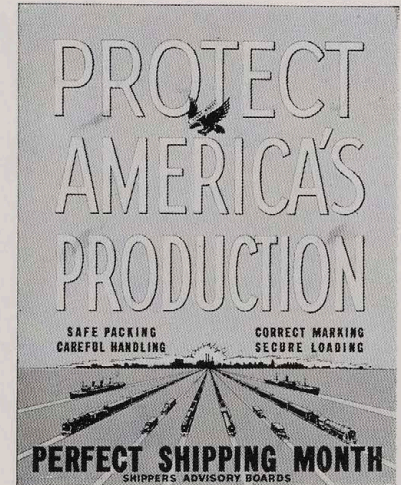
America can afford neither the waste of transportation nor the loss of vital commodities represented in last year's rail freight damage bill, contends George H. Shafer of St. Paul, president of the National Association of Shippers Advisory Boards.

Inaugurating the seventh annual Perfect Shipping Month before the Transportation Club of St. Paul, Mr. Shafer estimated that freight damage claims in 1943 will cost American railroads 42 million dollars—10 millions more than in 1942.

"The increase in damage claims was much larger last year than it should have been," said Mr. Shafer, "but, imagine what it would have been without the nation-wide co-operation between shippers and railroads toward reducing damage to commodities! Constant emphasis of the 'perfect shipping and careful handling' campaign saved many millions of dollars.

"We know many of the reasons why the freight damage claim bill went up last year," observed Mr. Shafer. "The volume of freight traffic was at its all-time peak. Railroads had to operate with thousands of new, untrained workers, who replaced skilled men called to war service. Traffic demands were so heavy that equipment could not be kept in proper repair. Too, ODT regulations requiring heavier loading of cars contributed considerably to the increase in damaged shipments. Improper packing and carelessness in selecting containers also were large factors in the upward swing of damage claims.

"We cannot, in these war days—even in peacetime—afford the waste in transportation and commodities



represented by 1943's freight damage claim bill," asserted the NASAB chief. "I am positive that we can reduce that bill this year by constant and closer co-operation between organized shippers and railroads."

Toward cutting down waste and resultant damage claims this year, Mr. Shafer urged that shippers and carriers give more attention to proper packing (including selection of containers), loading of commodities, selection of equipment best suited to shipments and careful transportation and unloading.

Ore Shipping Season Opens

The iron ore shipping season from the Head of the Lakes was opened April 9, when 16 freighters entered the harbor. Three thousand persons lined the piers to witness the opening of the 1944 Great Lakes navigation season.



Goat

GLEANINGS

R. E. Saberson, Trade Promotion Manager, Weyerhaeuser Sales Company, St. Paul, veteran train traveler, whose wartime and peacetime duties cover thousands of miles of travel, observes in the March 3 number of *The Mississippi Valley Lumberman*, "As we think back on nearly eight weeks of almost constant travel by train we have nothing but admiration for the manner in which the mammoth army of travelers is being handled. Probably no one will ever be able to figure out how the vast majority of railroad men can take it day after day and come up smiling. The instances where we encountered discourtesy or impatience were so rare that they stand out, not because of their annoying features but because it was so unusual to encounter them. Most certainly it must be regarded as one of the greatest of our many wartime achievements. On a recent trip which involved jumps as long as 24 hours between eight stops we arrived on time or slightly ahead of time in six cities and only a few minutes late in the other two. And this after two years or more of war."

* * *

M/Sgt. Glenn G. Conklin, boiler-maker helper, on Great Northern's Minot division, prior to entering the Armed Forces, and with the 704th Railway Grand Division of the Military Railway Service in Italy, has been commissioned directly from the ranks to 2nd Lieutenant in the Transportation Corps, Headquarters Company, of the M. R. S.

Fourteen

Contributions to the 1944 Red Cross War Fund by Great Northern employes in offices and shops in St. Paul and Minneapolis totaled more than \$22,000, averaging well over \$4.00 per person.

* * *

Thomas J. Shea, who retired on October 31, 1941, as Great Northern's Assistant General Freight Agent in Chicago, died on March 20.

* * *

Joseph H. Reagan, employed in Great Northern's vice president of traffic offices in St. Paul, was recently graduated from Williams Field Army Advanced Flying School in Chandler, Ariz. 2nd Lt. Reagan is now stationed with the Third Air Force, 2nd Photographic Reconnaissance Group, Will Rogers Field, Oklahoma City, Okla.

* * *

Capital expenditures for equipment and other improvements to railway property made by Class I railroads in 1943 totaled \$454,282,000, a decrease of \$80,615,000 below those made in 1942.

Of total expenditures made in 1943, \$255,981,000 were for locomotives, freight-train cars, passenger-train cars and other equipment and \$198,301,000 for roadway and structures. Capital expenditures for equipment in 1943 were \$93,393,000 below those in 1942, but expenditures for roadway and structures were \$12,778,000 above the preceding year.

Wartime Mail

With the 721st Railway Operations Battalion in India, Sgt. W. S. Byrne, Jr., Brakeman, on Great Northern's Willmar division, writes: "The wonderful Xmas package traveled many miles and reached me on February 10, in perfect condition."

* * *

Alwin R. Johnson, employed in the B & B Department of Great Northern's Dakota division, with the 50th U. S. Navy Construction Battalion somewhere in the South Pacific, has been promoted to Chief Carpenters Mate.

* * *

From S/Sgt. Clarence Dennis, with the 15th Air Force, "Since I left the United States I have been in Brazil, North Africa and now am in Italy. I will be glad when this is over and I can go home to my wife and boy." Sgt. Dennis was an ore dock laborer at Allouez Ore Docks on Great Northern's Mesabi division.

* * *

Gerald E. Rusfeldt, switchman on Great Northern's Mesabi division, and Douglas R. Feaver, assistant road clerk in the Spokane division Superintendent's Office, with the Military Railway Service, Transportation Corps, North Africa, have been promoted from Private to Private First Class. Rusfeldt has turned his talents to the kitchen and is serving as a cook's helper in an M. R. S. unit.

* * *

Lt. Dean C. Rodman, a section laborer on Great Northern's Spokane division, reported missing in action is now reported to be a prisoner of war somewhere in Germany.



Great Northern Railway employes in Uncle Sam's Armed Forces, April 1, 1944.

Our Gold Stars

There were no additional Gold Stars reported for the month of April. However, three Great Northern employes were reported missing.

T/Sgt. F. G. Bleyenbergh, employed on Mesabi Division; radio operator and gunner on a Flying Fortress. Missing while on combat duty over France.

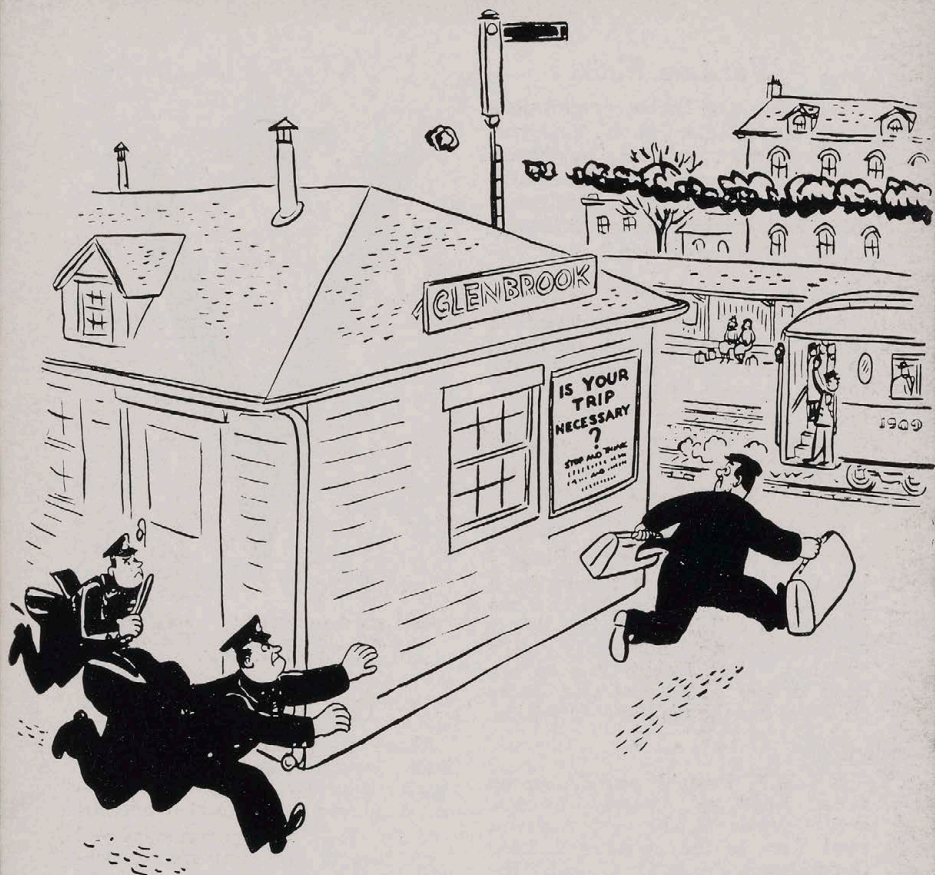
2nd Lt. E. C. Skorhiem, Lineman's Helper, Telegraph Department, with Army Air Corps. Missing in action over Greece.

S/Sgt. George A. Good, Kalispell division employee. Missing in action.

The total of Our Gold Stars remains at 23, missing 8, and prisoners of war 9.

Information compiled from data available.

Fifteen



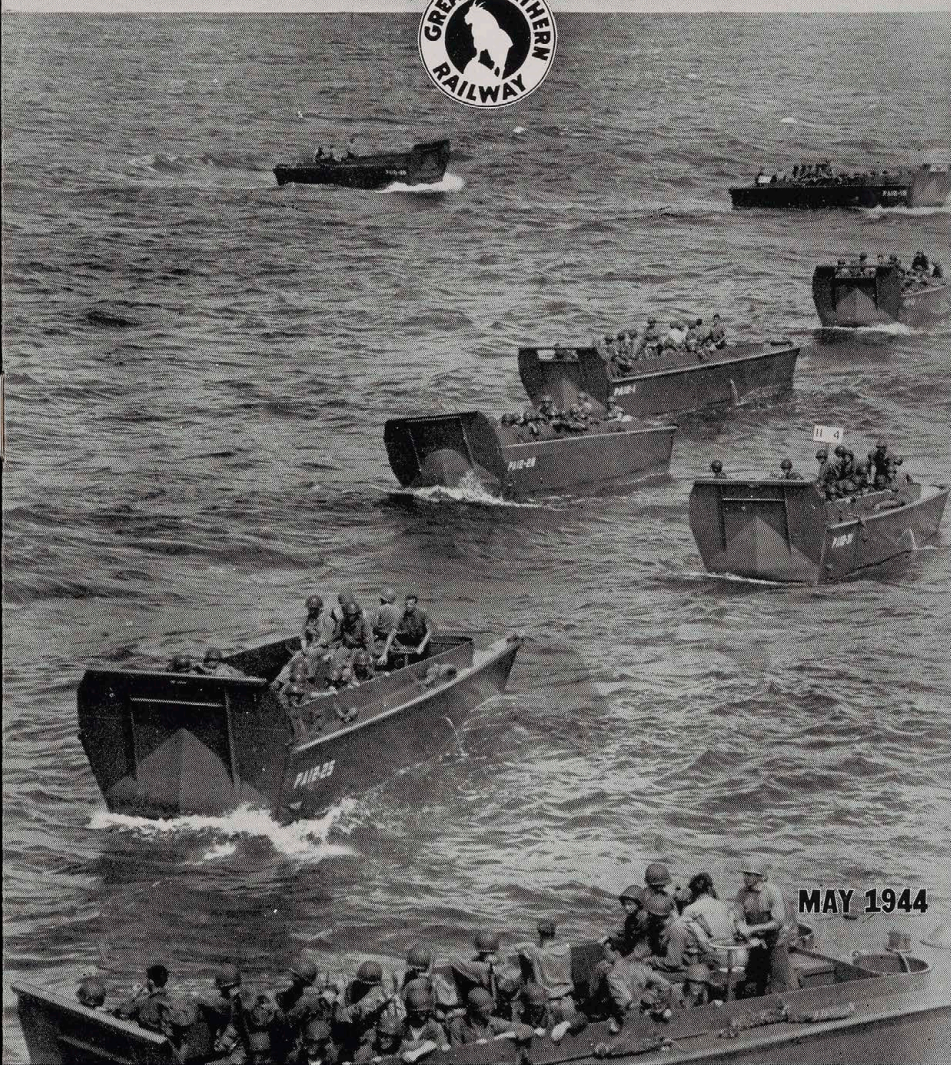
© Reprinted permission The New Yorker

Although wartime traffic continues to burden Great Northern passenger trains, accommodations for essential civilian travel are available to those who plan well in advance. Great Northern passenger representatives welcome requests for information and service.

GREAT NORTHERN RAILWAY

*The Low Level Route
Between the Great Lakes and the Pacific*

the
GREAT NORTHERN GOAT



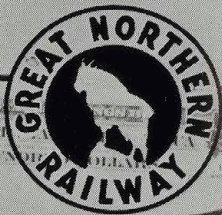
MAY 1944

BUY WAR BONDS FOR VICTORY

We're Proud to Tell You What Uncle Sam Has Told Us...

**GREAT NORTHERN RAILWAY EMPLOYEES
LEAD ALL TRANSCONTINENTAL LINES
in the percentage of payrolls allocated to
WAR BOND PURCHASES**

Let's Keep The Lead!



Great Northern's War Bond Record

Employees of the Great Northern railway lead all transcontinental lines in the purchase of War Bonds by the payroll allotment plan, according to the U. S. Treasury Department. The Company's 26,324 employees have a purchase percentage of 6.1 and they intend to keep the lead.

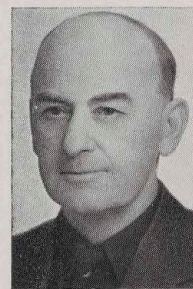
Plans are now under way for an aggressive drive in connection with the Fifth War Loan which opens June 12 and closes on July 8. The payroll allotment program has grown to be the biggest and best single medium for selling extra War Bonds to individuals. The American people in the Fifth War Loan will be asked to lend \$16,000,000,000; more than ever before. The quota for individuals is \$6,000,000,000, the highest yet. We must not fail to meet our goals.

Great Northern's total payroll allotment for the month of February was \$383,820.97, with \$524,829.75 of additional cash purchases reported, making a grand total of \$908,650.72. Quotas are set on the basis of 90% employee participation and 10% of payroll allotted for War Bonds. Many departments, large and small, divisions and stores are exceeding quotas in both.

The Klamath division, Klamath Falls, Oregon, led all departments in February. Its 358 employees allotted 14.4% of payroll for the purchase of War Bonds and reported \$11,164.23 in additional cash purchases. The Mesabi division, Superior, Wisc., reported 92% of its 2,464 employees participating, with 9.8% of payroll allotted to bonds and additional cash purchases in the amount of \$106,000. These are just two of many outstanding examples of Great Northern employees purchases of War Bonds on payroll allotment plan.

The record of the Klamath division employees has improved steadily from month to month since E. H.

Crawford, a conductor on the division, assumed the chairmanship of the division's War Bond Committee. Up to that time the record of the division was rather disappointing. Conductor Crawford gradually eliminated obstacles, corrected misunderstandings and secured the co-operation of all crafts, company officers, representatives and all employee organizations.



E. H. Crawford

Queried as to how he accomplished the remarkable job of placing his division at the top over all other departments in a rather short time, Conductor Crawford said, "It was done along the lines of our training. It was merely a job of railroading in a manner best known to ourselves. Each Craft did its job. We got rid of the bad orders. 'Thoughts' built up the train in the proper manner, with a good crew and engine. With a 'highball' from the conductor we started to proceed in the usual manner in accordance with Great Northern operating rules. With the help of good dispatching, proper supervision, good operators, trackmen, firemen and all those concerned with proper operation, the trip was made in a very gratifying manner. The schedule has been maintained. Local company officers and representatives joined together and kept our train on time. Perhaps I made up the time schedule, but the credit goes to the entire committee. No fan-fare, no brass bands were employed. Just good railroading did the job."



VOL. 14 MAY, 1944 No. 7

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.

What They're Saying About the Railroads

Never before has America pulled as a team as it is now. * * * Things are being done that America never had approached in all of its history, and the thing that is better done than anything in this marvelous age of accomplishment in America is its railroad transportation. And when I say that * * * I don't except the Army or the Navy or the Coast Guard or the Merchant Marine or any other human activity in America. Without railroads, they could not have performed, and without them they cannot continue to perform.

J. Monroe Johnson, Interstate Commerce Commissioner, Before New England Shippers Advisory Board, Boston, March 2, 1944.

Four

Memorial Day

Is it enough to think to-day
Of all our brave, then put away
The thought until a year has sped?
Is this full honor for our dead?

Is it enough to sing a song
And deck a grave; and all year long
Forget the brave who died that we
Might keep our great land proud
and free?

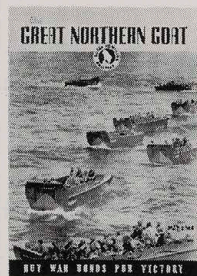
Full service needs a greater toll—
That we who live give heart and soul
To keep the land they died to save,
And be ourselves, in turn, the brave!

ANNETTE WYNNE

(From "Our Holidays In Poetry")

There were 155,058 cars of export freight, excluding coal and grain, handled through United States ports in March of this year compared with 100,294 cars in March 1943, or an increase of 55 per cent.

The Goat's Cover



OFFICIAL U. S. COAST
GUARD PHOTO

Thousands of landing barges, tanks, planes and the other implements of war we have already produced are a waiting D-Day. More will be needed when the invasion of Europe gets under way. Buying more War Bonds each pay day will help pay for all this vital material.

G. N. Reports

Despite record-breaking revenues, the 1943 net income of the Great Northern railway barely exceeded the average for the years from 1901 to 1930, stockholders were informed by F. J. Gavin, president, in the company's annual report.

Return on investment was reported as four and four-tenths per cent. Dividends of two dollars a share were paid stockholders.

Funded debt was reduced \$23,500,-000 during 1943, and fixed charges at the end of the year were on a lower basis than at any time since the First World War.

In order to earn about the same net income as for the average from 1901 to 1930, the railroad had to increase its business by \$118,000,000, which required the transportation of nearly three times as much freight and two and one-half times as much passenger business.

Comparing 1943 with the earlier 30-year average, wages were \$38,-000,000 higher, \$4,000,000 was paid out for old age benefits and unemployment payroll taxes, and taxes were up \$38,000,000. Taxes for 1943 totaled \$48,461,070, or about one-fourth of the total revenue.

Movement of grain produced in Great Northern territory totaled 229,000,000 bushels, which was 30 per cent more than the 1916 record. A large part of this increase represented the movement of held-over grain.

Mr. Gavin reported that many measures had been adopted to make up for manpower deficiencies, including lengthening of the work week; building dormitories and restaurants for workers in congested areas; employing women for round-house, shop and track work; and employing special maintenance crews of high school boys during the summer.

Looking toward increased activity



F. J. Gavin

in the Pacific war sphere, Mr. Gavin said that the railroad is improving its line on the west slope of the Rocky mountains, relocating six miles of railway and constructing three tunnels totaling about 3,600 feet.

The report calls attention to the fact that 1943 completed a half century of transcontinental service by the Great Northern.

Mr. Gavin stated that the unprecedented volume of war traffic had been moved "with dispatch and without congestion" and acknowledged the splendid cooperation received from shippers, government departments, and the company's employees.

"As the war in the Pacific increases in intensity," said Mr. Gavin, "even greater transportation demands are expected. Despite the critical manpower and material situations it is believed that the Great Northern will effectively bear its full share of the war effort."

Five

A Story Behind One of the Many Stories Which Make Great Northern Great

When Great Northern's 404, one of several new 5,400-horse-power Diesel freight locomotives made its first trip over the Montana Rockies with a 4,225-ton train, Paul Light, nationally known St. Paul newspaperman, was in the cab. Excerpts from Mr. Light's column in the St. Paul Pioneer Press about his experience on a wartime freight train and the story of the tremendous power of Great Northern's new Diesel locomotives is reprinted below.

(Continued from April Goat)

"Hot Shot" Freight

We had brought in much war material. I could see mysterious crates that might have contained airplane engines. There were Army trucks, food supplies, steel plates. We had a long string of tank cars carrying oil and gasoline, the lifeblood of battle.

Within two hours these cars would be speeding westward again. Even cars bearing red "bad order" tags would be rushed to the "rip" (for "repair") tracks for a going-over that in many cases required no more than 40 minutes.

I stopped at the yard offices to talk to M. C. La Bertew, Kalispell division superintendent, and L. E. Cooper, his assistant. Before I left them I saw the train on which I had arrived on its way again.

War Emergencies

So urgent is the demand for war goods these days freight cars are not always given the care they deserve. They're kept in operation every moment possible. That often makes the task of train crews difficult. Car break-downs grow more frequent. Government orders demand they be loaded beyond their ordinary capacity. Manpower problems in the repair yards and shops add to the difficulties.

Cars transferred from their home lines often don't get back for many months. The Great Northern purchased in the past two years 6,500 big boxcars, especially built for service on its own lines. Fully 80 percent have found their way to

other railroads and the Great Northern has great difficulty in retrieving them. Many of the cars that come from the other lines are not in the best of order and cause delays. Despite all difficulties serious delays are remarkably few.

"Ground Crews"

At Havre I noticed a section gang step back to let the spectacular No. 404 glide by. Some of the workmen were Sioux Indians. One wore beaded moccasins. Several were particularly picturesque with braided hair extending below their black felt hats. They and the huge Diesel made an interesting contrast of the old and the new, the primitive and the modern.

For every member of train and engine crews on the Great Northern there are five men—or women—who work on "ground crews". These form an army of yardmen, inspectors, repair hands, dispatchers, telegraphers, signalmen—service men who keep the trains rolling.

L. E. Cooper, veteran assistant superintendent of the Kalispell division, tells me where two transcontinental freight trains a day rolled into the local yards three years ago, twelve arrive today. The wartime increase in freight movements places tremendous pressure on motive power.

Power

The huge No. 404 required no repairs and but little grooming. Fifteen minutes after we arrived at Whitefish she was ready to start eastward over the mountains again

(Continued on page 12)



Before and after

G. N. General Office Building Gets Face Massaged

To locate breaks and cracks in the stone structure so that necessary repairs can be made the exterior of the Great Northern's General Office Building in St. Paul is being given a complete washing. Two methods of cleaning are used, steam for the terra cotta and sand blasting for the stone work.

A Kirick Steam Cleaning Machine consuming approximately 80 gallons of water per hour and operating at 80 pounds pressure of steam is used for cleaning the stone work while a mixture of tri sodium phosphate and

other detergents, mixed with water and steam, is sprayed on the terra cotta. Sand blasting of the stone is done with the aid of a compressor at about 75 pounds pressure. Approximately 4,000 pounds of Silica blasting sand will be required to complete the work. After cleaning has been completed the stone work and terra cotta is given a coat of waterproofing.

The work is being done by the United Building Construction Company of St. Paul and Chicago.

Seven

WESTERN PINE

Western Pines at War

A favorite fishing stream or hunting spot or just a quiet, timber-bordered lake, each in its own way has lured the traveler and outdoor man in peace times to Western Pine forests for relaxation among pleasant surroundings and the fragrance of the pine woods.

But today the public's attention is directed to these forests primarily for another reason. Lumber is a critical war material; and it is from such timbered slopes that Idaho White Pine, Ponderosa Pine and Sugar Pine, which are the Western Pines, are going to war. Distant ridges and sawmills near and far are humming with activity, for here lies an important war production front.

Chief items among 1944 war requirements are boxes and crates with which to package and protect all sorts of war materials and food from the many hazards encountered in forwarding this material to distant battle fronts around the world. As production of war goods increases so the need for lumber increases. Estimates for the current year are 15½ billion board feet for boxes and crates alone. Western Pines always

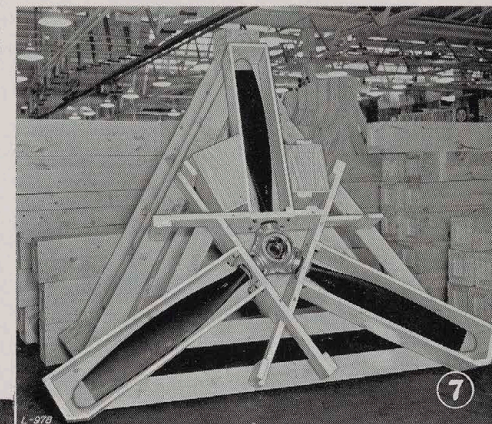
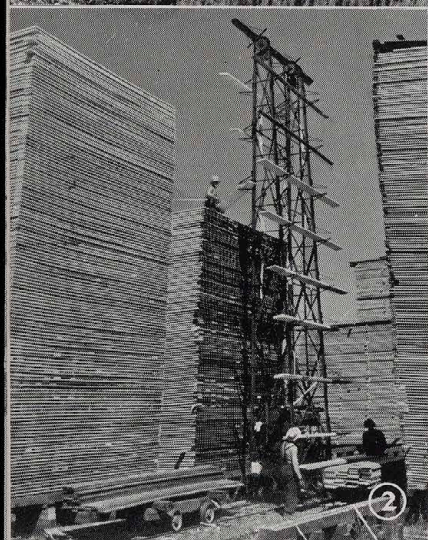
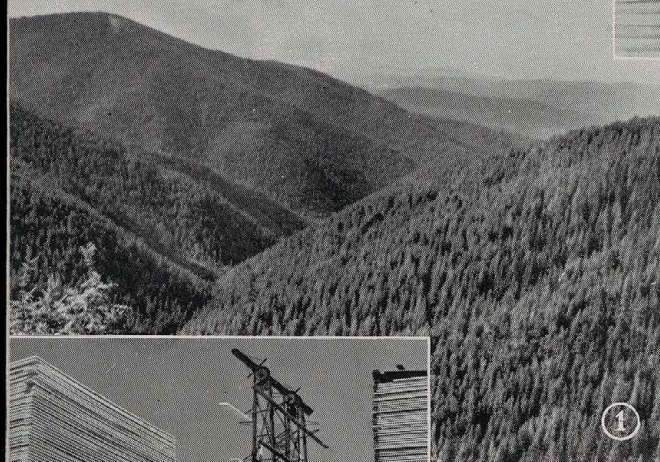
have been preferred for such use.

It has not been easy for the sawmills to supply this lumber. Manpower shortage is particularly acute. Equipment for replacement and repair has been hard to get without long delays.

(Continued on page 10)

7. Specially designed cases of Idaho White Pine are made, like this one for shipping spare plane propellers.

1. Mountain slopes and high plateaus in the Western Pine region of the Pacific Northwest support vast acreages of forest.
2. Mechanical pilers lift green lumber as high as 25 feet off the ground. Dry lumber is similarly removed.
3. Many box factories in the state of Washington make Ponderosa Pine boxes for shipment of war materials.
4. Women workers are doing various kinds of work in mills and factories in the Western Pine region. Here they are clearing and inserting rope handles on ends of 30mm ammunition boxes.
5. Saw mills and box factories are turning out lumber and box shooks in great variety for shipment to battle fronts around the world.
6. Ponderosa Pine hutment windows are shipped to wherever the U. S. Army directs. Packers stow magazines in each box for G. I. Joes at various destinations.



Appointment



C. W. Moore

Railway Executives, Chicago.

A former member of the staff of the St. Paul Dispatch-Pioneer Press, Mr. Moore joined the company's public relations department in 1937, and was named advertising manager in 1942. He will continue direction of the company's advertising department.

Glacier National Park

Although Glacier Park will, as a public recreational area, be open this summer, Great Northern's Empire Builder, will not stop at the park's two rail entrances, Glacier Park station and Belton, Montana.

The Glacier Park Co. announces that Glacier Park, Many-Glacier and Lake McDonald hotels will not be opened. Chalets, stores and the Swiftcurrent coffee shop and cabins will also be closed.

The East Glacier Coffee Shop and Cabins, on Going-to-the Sun Highway will, however, be open during the months of July and August for emergency service for motorists.

There will be no bus, saddle horse, launch or row-boat services in Glacier Park this summer. Prince of Wales Hotel in Waterton Lakes Park in Canada, adjoining Glacier National Park, will be closed.

Ten

WESTERN PINES AT WAR

(Continued from page 9)

Nevertheless, the many thousands of men and women in logging camps and sawmills are proud of the results to date. No war job has been delayed for failure to deliver lumber on time. And for the past two years, lumber shipped from the Western Pine region has totaled more than 6 billion board feet each year, both all-time highs in lumber shipments from this region.

Unlike other natural resources, trees are replaceable. Trees grow; in fact, they are self-renewing. Fire is the greatest handicap to forest renewal and it is the most feared by lumbermen and all other persons who wish to Keep America Green. Lumbermen and co-operating organizations spend millions of dollars annually in forest fire equipment and control work. Harvested forest lands are the most easily damaged because when inflammable material on these areas burns it sears the small trees which Nature has planted.

Western Pine forests normally contain trees of all ages, and under good forest management are harvested in a manner called "selective logging." By this method, mature trees are removed and the younger, thrifty trees are left to make the next timber crop. In the pine region of the eleven western states, a steadily increasing number of private forests are being certified by the Western Pine Association as "Western Pine Tree Farms," which are dedicated to growing trees for tomorrow in accordance with approved forest practice standards.

While vast areas of overmature Western Pine forests still are to be harvested, thereby providing employment for workers in the industry and reducing the waste that would occur if old trees were allowed to stand until they die, the industry is making definite plans for continuous production of commercial forest crops on private timberlands.



Goat GAITIES...

Taking A Flyer

Two gentlemen sat in their hotel room consuming a quart of spirits. One of them had an idea and raised the window. "I'm going to take off and fly around the courtyard a little bit," he remarked boldly. Leaping from the window sill, he buried his nose in the cement three floors below. The next day his friend went to the hospital to see him.

"I certainly made a fool of myself yesterday," said the patient.

"Why didn't you stop me?"

"Maybe I should have," meekly replied his friend, "but at that time I really thought you could do it."

Hold Out

A negro charged with stealing a watch had been arraigned before the court. The judge was not convinced that he was guilty and said: "You are acquitted Sam." "Acquitted," repeated Sam doubtfully. "What do you mean, judge?" "That's the sentence; you are acquitted." Still looking somewhat confused, Sam said: "Judge, does dat mean I have to give the watch back?"

Instructions Followed

Man Instructor—"I am putting this rivet in the correct position; when I nod my head, hit it real hard with your hammer." She did. He woke up next day in the hospital.

Call A Plumber!

Phil: "You sure look sick. Have you got a cold?"

Lill: "No. I don't feel so well. Both my eyes is leaking and one of my noses don't go."

A Choice?

A young man had been calling on a gal for a couple of years. One night her father popped the question: "Now look here, young man, you've been accurtin' my daughter for a long time—what are your intentions, honorable or otherwise?"

The young man's face lit up. "You mean I got a choice?" he said.

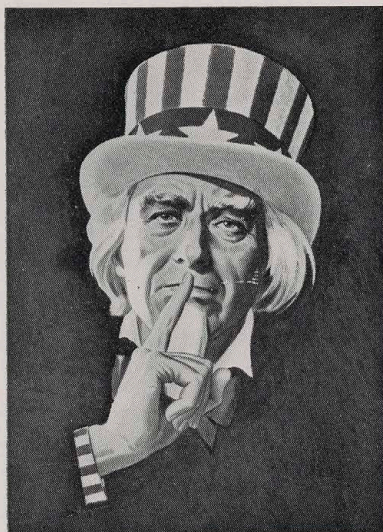
Aw, Nertz!

It's better than a ten-to-one shot that Lizzie Callahan has been definitely cured of the cute little habit of injecting an "r" sound into each word. While sauntering down Broadway one day she met a friend whom she hadn't seen for months. "Whv, Phillurp, when did you get back?" she gushed. "Oh, just a while ago," the boy revealed. "How about a date tonight? What are you doing?" Lizzie's face assumed a coy expression. "Oh, nurthin'" she smiled. "Gosh, excuse me," said Phillip. "I—I didn't know."

Unrecognized

There was an all-around good-for-nothing man who died, and at his funeral the minister delivered a most beautiful address, praising the departed in the most glowing manner, his splendid qualities as a fine type of man, a good husband and kind parent. About this time the widow, who was seated well up in front, spoke to her little daughter by her side, and said, "My dear, go look in the coffin and see if it's your father."

Eleven



"Harmless" Remarks Tell the Enemy Plenty

ONE OF THE MANY STORIES

(Continued from page 6)

with an eastbound load.

That's one advantage of Diesels over steam. The former are available practically 24 hours a day for long periods. If minor repairs are required they usually can be made while the locomotive is in service.

The operation of these behemoths is far too technical for me to describe. Anyone of their four 16-cylinder engines is powerful enough to pull an ordinary train. These engines, by the way, require a 35-horsepower motor to start them turning. After they've been out of service some hours they must be warmed up 45 minutes. But when they're ready to take the road the engineer can apply power enough to pull 90 cars with the strength of one finger.

Twelve

G. N. Dude Ranches

A questionnaire to operators of Dude Ranches in territory served by the Great Northern to ascertain their plans for the 1944 season has brought responses, up to the time this number of the Goat goes to press, from ranches listed below that will be open during this summer.

Deep Canyon Ranch, Box 728, Choteau, Montana.

The M-Lazy-V Ranch, Marion, Mont.

Allan K-L Ranch, Augusta, Montana.

Baker's Guest Ranch, Choteau, Montana.

Parkhill Flathead Lake Ranch, Big Fork, Montana.

Rocky-Bar-O-Ranch, Big Fork, Montana.

Circle Eight Ranch, Choteau, Montana.

Kintla Ranch, Trail Creek, Montana.

K-Bar Dude Ranch, Coeur d' Alene, Idaho.

Methow Valley Ranch, Winthrop, Washington.

When additional responses are received from other operators, the information will be incorporated in circular form and furnished to all Great Northern passenger traffic representatives for their guidance in answering inquiries concerning dude ranch operations in 1944. Inquiries for detailed information concerning rates, accommodations, etc., should be addressed direct to the ranches.

Canadian Summer Lodges to Remain Closed

Jasper Park Lodge, Minaki Lodge and Pictou Lodge will not be open to visitors during the 1944 season and will remain closed until improved conditions justify re-opening.



A portion of unclaimed baggage held by Great Northern.

Ticket Agents Can Help

Musical instruments, baby buggies, tennis rackets, golf clubs, crutches, fishing tackle with clothes and military bed-rolls the most common items, are just a few of the things travelers leave on trains and in depot baggage rooms and never call for.

Unclaimed articles such as these and many others too numerous to mention here have always presented a problem to railroads. They have multiplied a hundred-fold since Pearl Harbor because many persons traveling today have never before traveled such great distances from their homes. The movement of troops and increased war-time train travel has also added to the quantity of unclaimed articles.

The railroads make every effort to identify and locate owners of articles left on trains and in depot baggage rooms. Less than a year ago a campaign was started to inform train travelers in the proper identification of baggage and it has been effective in reducing the number of such articles. However, much more can and should be done to further reduce the volume of unclaimed baggage.

Ticket sellers can be very helpful by advising purchasers of tickets as to how they can properly identify

their baggage at the time they purchase tickets. Proper identification forms are available to ticket agents for distribution to train travelers. All railroads should have supplies and ticket agents can obtain them from their managers of mail and baggage traffic.

Unclaimed items checked at depot baggage rooms are usually held for 30 days. If not called for at the end of that period they are forwarded to the railroad's home offices where contents are carefully examined for identification purposes. If no names and addresses are found the articles are placed in storage and held for 90 days after which sales of unclaimed articles are made periodically.

All articles of G.I. issue are returned to the Quartermaster of the U. S. Army in the district in which the railroad's headquarters are located, or, to the Bureau of Supplies and Accounts, Navy Department, Washington, D. C.

Loading of revenue freight by all of America's railroads for the week ended April 29, 1944, totaled 851,857 cars, an increase above the corresponding week of 1943 of 63,068 cars, or 8 per cent, but a decrease below the same week in 1942 of 7,054 cars or eight tenths of one percent.

PROTECT YOUR LUGGAGE



Ask for this Label
AT TICKET OFFICES OR BAGGAGE COUNTERS

<p>THE PROPERTY OFFICE OF THE OWNER OF THIS PROPERTY IS:</p> <p>Name _____</p> <p>Address _____</p> <p>City _____</p> <p>State _____</p>	<p>IDENTIFY YOUR LUGGAGE</p> <p>For each article, state its general and specific description, and the name of the owner, and the address to which it should be sent, if different from the address of the owner.</p> <p>Name _____</p> <p>Address _____</p> <p>City _____</p> <p>State _____</p>
--	--

HELP US HELP YOU
IN LOCATING YOUR LUGGAGE
IF IT BECOMES MISPLACED

Thirteen



Goat

GLEANINGS

The Rainier National Park Co. announces that Paradise Inn in Rainier National Park, Washington, will operate from June 24 through September 4. One daily round trip by bus, between the Park Company ticket office in Tacoma and Paradise Inn, will be made leaving Tacoma 9:30 a. m., arrive Paradise 12:30 p. m. Returning leave Paradise 3:30 p. m., arrive Tacoma 6:30 p. m.

* * *

A new three-cent postage stamp commemorating the completion of the first transcontinental railroad in 1869, is now on sale at postoffices in Omaha, San Francisco and Ogden. Stamp collectors desiring cancellations of the railroad stamp may send not more than ten self-addressed envelopes in each case to the Postmaster, Omaha 2, Nebr., San Francisco 1, Calif., or Ogden, Utah.

* * *

According to a survey conducted by the Greater North Dakota Association among the next of kin of men who went to war from rural North Dakota, 88% have expressed a desire to return to a farm in their home state. The survey is attracting the attention of post-war planning organizations in several other states.

* * *

No tourist travel will be permitted over the White Pass and Yukon Route during the 1944 season according to an announcement of the Military Railway Service of the U. S. Army.

Fourteen

Fred D. Kelsey, superintendent of Great Northern's Mesabi division, Superior, Wis., died May 7 following a heart attack two weeks previous. His service with the Great Northern began in June 1898 as a telegraph operator at Havre, Montana. He was a brakeman, conductor and dispatcher, trainmaster and assistant superintendent prior to his appointment as superintendent of Mesabi division in October 1917.

* * *

Ray E. Simons, passenger representative in Great Northern's Spokane city ticket office, has been transferred to Portland, Oregon, in the same capacity.

* * *

Did you ever notice how much more cheerfully the average railroad conductor assists a pretty girl, who doesn't really need help, get on the train, than he assists an old man who could not board the train without assistance? Of course, you have. Everybody has, but conductors.

* * *

William J. (Bill) Power, died in a Duluth hospital on May 11 after an extended illness. He was 69 years old and recently retired as Great Northern's assistant general freight agent in Duluth.



F. D. Kelsey

Wartime Mail

From the Pacific area, Lt. Robert R. Marsh, switchman on Great Northern's Minot division, writes, "Sure wish I was back switching at Minot, cold weather and all. New Guinea is too hot in more ways than one. Had my first mission recently and was scared stiff but we gave them hell."

* * *

Paul J. McCready, carman apprentice in Great Northern's Jackson Street Shops, St. Paul, writes from England "I've met several members of the Air Force I used to work with on the G. N. and it has been just like old times here in England. I have been promoted to Sergeant."

* * *

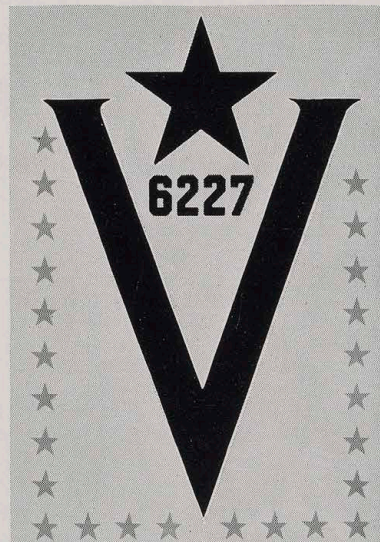
"That picture of the electric engine pulling the train out of the Cascade Tunnel is really a familiar sight. Makes me wish that I were coming out of the tunnel again, taking in all the beautiful scenery from the open door of the supply train. I'm really sweating out that day when it will all be again". So writes Cpl. Robert A. Wood, assistant supply car storekeeper in Great Northern's Great Falls Stores, from England.

* * *

From the Central Pacific, Lt. D. A. Dahlquist, with the Marine Corps Reserve, janitor in Great Northern's General Stores, St. Paul, writes "am flying one of the best fighters in the world with the greatest flyers in the world."

* * *

"The Navy is all right so far but I do hope to take up where I left off when it's over. I was a fireman first class for 9 months but was promoted to motor machinist second class and am on a motor Torpedo Boat" writes Jos. E. Klesh, machinist helper in Great Northern's round-house in Great Falls, Mont., from somewhere in the Pacific area.



Great Northern Railway employees in Uncle Sam's Armed Forces, May 1, 1944.

Our Gold Stars

Two gold stars were added to our service flag in April, bringing the total of Great Northern employees killed in action or who have died in service to 25, as of May 1.

- ★ Terry Napoleon LaFournaise, switchman, Butte division. Killed in airplane accident in Arabia.
- ★ Lawrence Casadont, Jr., extra gang laborer, Mesabi division. Killed in airplane accident at Municipal Airport, Oakland, Calif.

Lt. Ernest C. Skorheim, lineman's helper, Telegraph Department, reported missing in action over Greece in November 1943, landed in New York from Africa on April 3, and has been returned to military control.

Lt. Donald H. Garrison, B. & B. helper, Spokane division, is reported missing in action in the Southwest Pacific Area since September 22, 1943.

Information is compiled from data available.

Fifteen

G. N. IRON HORSES GET CONSTANT GROOMING FOR TOP PERFORMANCES

Great Northern locomotive shops and roundhouses aren't very glamorous places. They don't make pretty pictures. The men and women who work in them know the smell of smoke, the feel of grease, the heat of welding torches, the incessant rumble of machinery.

They know, too, the necessity for the constant inspecting, servicing, repairing and overhauling of the big iron horses which pull Great Northern trains.

Maintenance of a gigantic locomotive fleet entails difficulties in peacetime; but, stir in a war, mix with serious manpower* and material shortages, and the task becomes enormous and seemingly insurmountable. The railway is licking that job with knowledge, determination and resourcefulness.

Great Northern never has compromised on providing adequate, reliable motive power. Traditionally, the railway always has insisted on peak locomotive performance—the keystone of dependable service.

That tradition is one of the many things which make Great Northern great.

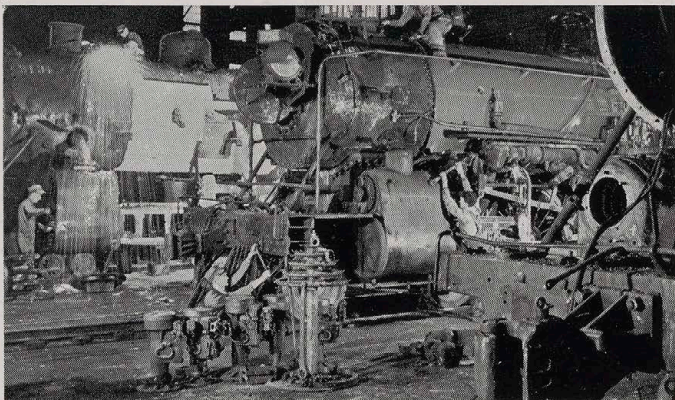
**On May 1 there were more than 6,200 G. N. employees in the Armed Forces*

Proper
Maintenance
Assures
Physical
Fitness—
Keystone of
Dependable
Service

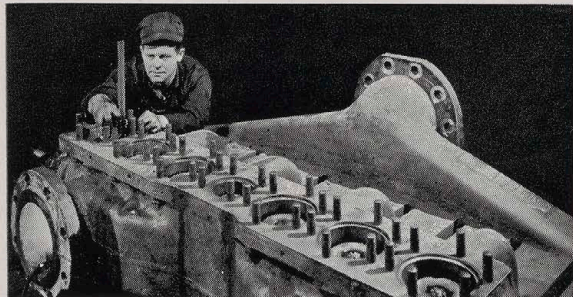
•



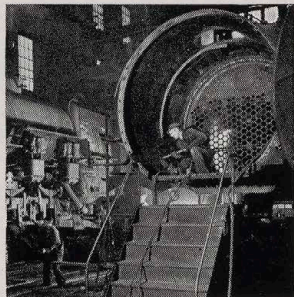
Polishing the headlight is a natural job for women workers.



Tired iron horses undergoing repairs in one of G. N.'s several large locomotive shops, strategically located along the 8,000-mile system.



The mechanism which provides even distribution of steam in a locomotive is a multiple valve throttle and superheater header. It weighs 1½ tons.



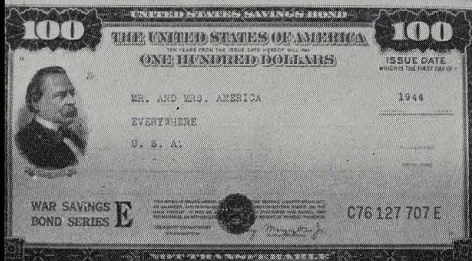
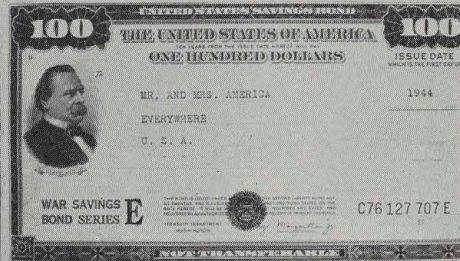
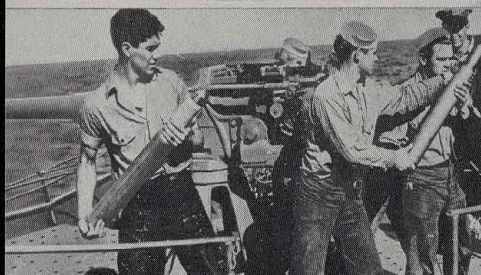
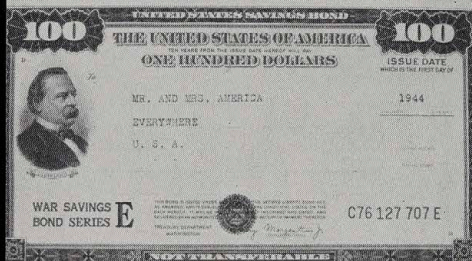
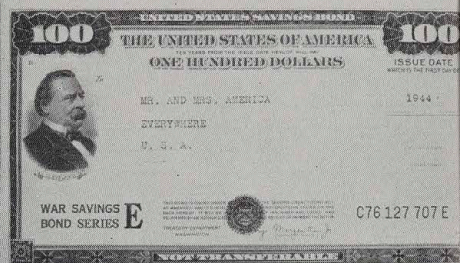
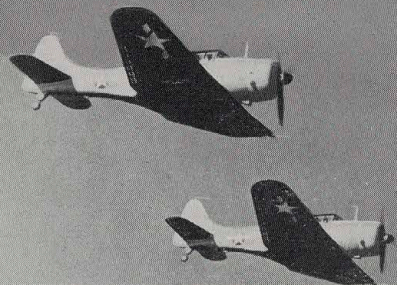
The front of a locomotive boiler is known as the "smokebox."

the
GREAT NORTHERN GOAT



JUNE 1944

WE MUST NOT FAIL THEM!



It's All in the Way You Look at It

How many other people are thinking in the way this fellow was? What fellow? I mean the guy I was talking to at lunchtime today. I hadn't met him before, though it seems he's been in the same war plant with me for four or five months. He's glad to be working where he feels he's useful in the war-machine instead of making golf clubs, like he was—BUT though he's making more money he can't save a cent.

"I'm not belly-aching, you understand," he says, "but I'm just stating facts. Look, I got \$50 a week on that golf-club job, and I'm making around \$75 now. Where the wife and I used to put aside \$10 each week out of that \$50, since I've been here it takes every dollar of the \$75 just getting by."

"How do you figure that?" I ask. "I know cost of living's gone up, but you ought to be able to squeeze out some savings. Look, do you budget?"

"And how!" he comes back, "with no black market steaks or nylons in it, either."

"Well, I don't get it," I says. "Me, I'm saving more money than I ever did before in my life. And we aren't living bad at all—we even have butter sometimes."

"Okay, I'll show you," he comes back, taking an envelope and a pencil out of his pocket. "I get \$75. I mean that's my wages. But look at the deductions." He jots down figures like this: B \$18.75, T \$10.00, S .75, H .35, GI .70, \$30.55.

"That's \$30.55 coming out of that \$75 before I see a cent of it," he says, "leaving \$44.45 to live on."

"Tough," I tell him. "But what are these items? B, for instance, Bills? Paying off old debts, maybe?"

"Bills?" he says, "No. Bonds. The little woman says when I'm in a war job we gotta help pay for the war so she insists we do bettrn' 10 per cent."

"Bonds." I exclaim. "Say, wait a minute, bonds are—"

"Then T's for taxes—" he goes on, "quite a slice, but I know there's a war on."

"S, H and GI?" I ask.

"Social Security, Hospitalization and Group Insurance."

"It keeps you practically broke," I says.

"I'm just telling you," he explains, "I ain't kicking. It's part of the war sacrifices."

"You wouldn't kid me, would you?" I ask.

"Who's kidding?" he comes back. "I am," I says, "when I agree with you. Whaddiyuh mean you can't save a cent? What do you think you're doing?"

"I suppose you think that \$18.75 for a bond is a patriotic donation? It does your heart credit if that's why you spend it for bonds, but your head ought to tell you it's savings—and worth \$25 a week when the bonds come due.

"Taxes? Yep, they're heavy, and you don't get 'em back—not directly. But I say they're savings, too. They're saving your liberty, and your job, and your home—maybe your life. And they're saving your money, too, in the long run, because taxes help to keep down inflation—which would tax you a lot more than 10 bucks a week if it came.

"And those smaller items—Social Security? Savings for your old age. Hospitalization? Savings for sickness or accident. Group Insurance? Savings for your family if you get knocked off. Heck, saving is what you're doing nothing else but."

The other guy grins. "Well, whaddiyuh know?" he says, "and me with a high school education, too!"

So like I said at the beginning, I thought I'd sorta set down this conversation with this guy, because I wonder how many people are thinking—and talking—in the way this fellow was.

BUY ONE OF THESE BONDS TODAY!



VOL. 14 JUNE, 1944 No. 8

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.

May 25, 1919

Washington.—To finance the railroads for the balance of the year and to pay the government's operating loss for 16 months up to this month, an appropriation of \$1,200,000,000 was asked of Congress yesterday by Director General Hines. The \$1,200,000,000 is in addition to the \$500,000,000 appropriated by the last Congress, and includes the \$750,000,000 which failed of appropriation when the session ended in a filibuster.

The above item appeared in the "25 Years Ago" column of the Houston, Texas, Post. The contrast between such appropriations in 1919 and the nearly two billion dollars a year tax contribution of America's railroads to the national resources in this war, is one which deserves public attention.

Four

It Is Now Up To You!

The day for which all America has been preparing for more than two years arrived. The greatest invasion in the history of the world is now in progress. It is our job to back up those young men and their leaders, who are storming the European fortress, in the greatest War Loan in the history of the world.

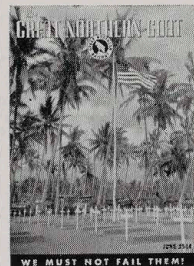
With the critical phases of the war still ahead, certainly no decline in expenditures is now in prospect. Tanks, landing craft and all the other implements of war we have already produced are at work. All of this material must be paid for.

Expected taxes this year will bring less than half of what we are going to need. We must decide by our actions now whether to sabotage our country and ourselves or provide for our future security.

The Fifth War Loan goal is \$16,000,000,000, two billions more than the goal of the Fourth War Loan. The quota for sales to individuals is \$6,000,000,000 or \$500,000,000 above the last quota.

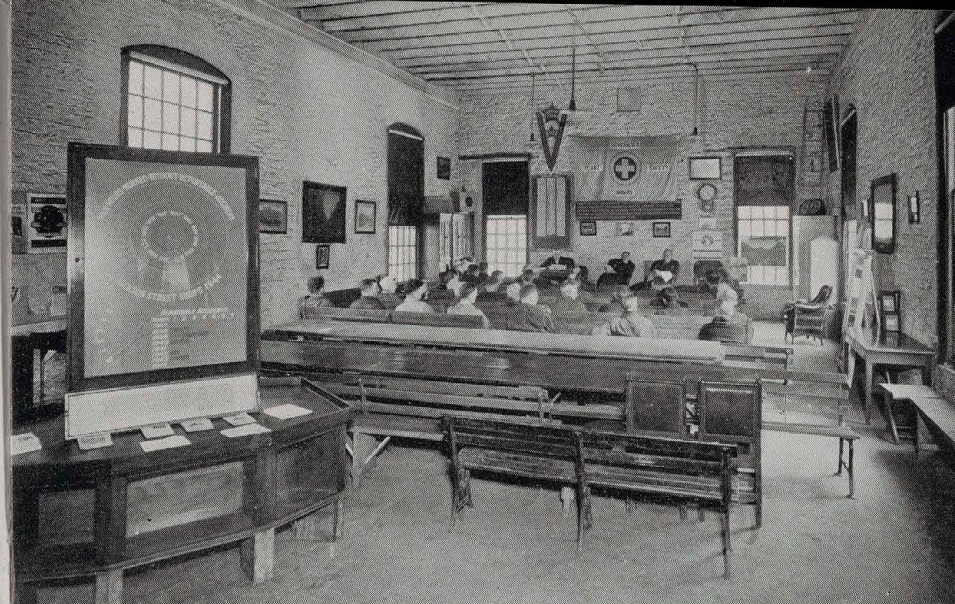
Remember! you are not asked to give anything; you are simply asked to lend your money; placing it in the best investment in the world. Be prepared to back the attack by buying more than before.

The Goat's Cover



Bougainville 1943. They gave their lives. You are asked to lend your money.

JUNE 12—
JULY 8



Great Northern's Jackson Street Shops Smoke House

"The Smoke House"

Constructed in 1868 for shop pattern storage, the building was converted into a fire-proof recreation, smoking and lunchroom in 1938 for Great Northern's Jackson Street Shops employees in Saint Paul. Prior to the establishment of this central recreational building, smoking privileges for employees were confined to certain designated areas throughout the shops.

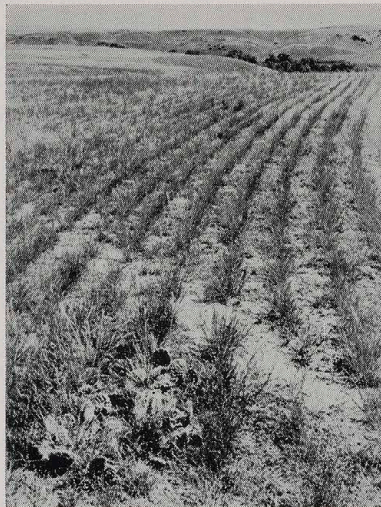
As the number of employees increased the historic old limestone building became more and more popular with the men who had to have their smokes, and they appropriately named it "The Smoke House."

The building provides a central meeting place for the shop's present

580 employees in connection with War Bond sales, Red Cross, Community Chest and employees organization meetings. Company-employee conferences and safety-first educational meetings are also held here.

Displayed on the walls of the building are general notices, posters, circulars, the complete seniority roster of all shop employees and the shop's Honor Roll containing 131 names of shop employees now serving in Uncle Sam's Armed Forces around the World. Atop the building is a Minute Man War Bond banner signifying that shop employees are maintaining a better than 10% payroll deduction for the purchase of War Bonds.

Five



Crested wheatgrass in Montana

Crested Wheatgrass

Twenty-five years ago, during World War I, thousands of acres of prairie range land throughout our western country were plowed up for grain production. Subsequently, declining prices and markets, drought and dust storms made it impossible for those who had placed their fortunes in these lands to continue. Today, a quarter of a century later, these vast areas are making their contribution to World War II by helping to maintain war-time production of livestock.

Getting this land back into production was one of the Nation's problems according to E. B. Duncan, Great Northern's General Agricultural Development Agent. It was not until the United States Department of Agriculture introduced a hardy perennial bunch grass from

the plains of Russia and Siberia, known as crested wheatgrass, that these lands showed any signs of providing a crop that would be profitable and productive under all conditions.

Seeded throughout the West primarily to check soil erosion and return marginal crop land to sod, crested wheatgrass has provided a profitable supply of pasture for beef cattle on thousands of acres of otherwise less productive land.

Trial feedings conducted by the Central Montana Branch of the Agricultural Experiment Station at Moccasin, Montana, in the Judith Basin country, since 1939 have proven conclusively that crested wheatgrass as a winter roughage for beef cattle is economical and highly beneficial. It has been found to be equal to native hay and in many cases superior in feeding value.

Mr. Duncan states further that in addition to the control of soil erosion and returning thousands of acres to valuable pasture, it has been found in some areas that crested wheatgrass furnishes the source of a small seed crop. Trial feedings of the experiment station show that crested wheatgrass hay will produce a greater gain in animal weight than that obtained from the mature crested wheat pasture. Western sheepmen also have found crested wheatgrass hay a satisfactory winter roughage for sheep.

A wide spreading and deeply penetrating root system enables crested wheatgrass to survive cold and drouth, thus it withstands grazing and controls weeds. It stays green longest in the fall and is the first to green up in the spring, providing a valuable asset to the stockman's feeding program.

The McFarlands

When E. S. McFarland Sr., Great Northern's station agent at Red Lake Falls, Minnesota, served as a water boy for a construction crew near Bagley, Minnesota, in 1898, little did he dream that he was embarking upon a railroad career or did it occur to him that four of his children would follow his footsteps in railroad work. Today, there are five McFarlands on the company payrolls which is quite some representation from one family.

Mr. McFarland Sr. became a station helper at Bagley in April 1903 and in July 1906 was appointed the company's agent at Rustad, Minnesota. He left the company's employ in June 1907 but returned in May 1910 as its agent at Bemidji, from where he was transferred to Red Lake Falls in 1929.

Four other members of the McFarland clan have joined the Great Northern since. Earl S. Jr., who began employment with the company as a custodian at Red Lake Falls in July 1931, is now a train dispatcher on the Spokane division. Clifford, whose service started in April 1943, is an electrical helper in the company's roundhouse at Wenatchee, Washington. Jay is an operator and ticket clerk on the Spokane division. Myrtle, a daughter, is the latest member of the McFarland family to join the Great Northern, and is a telegrapher on the Spokane division.

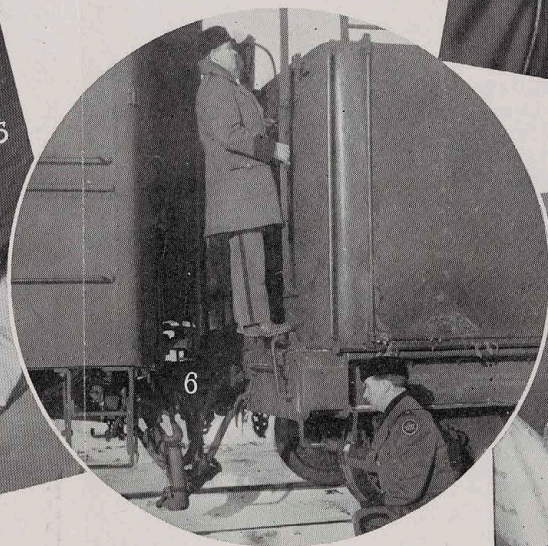
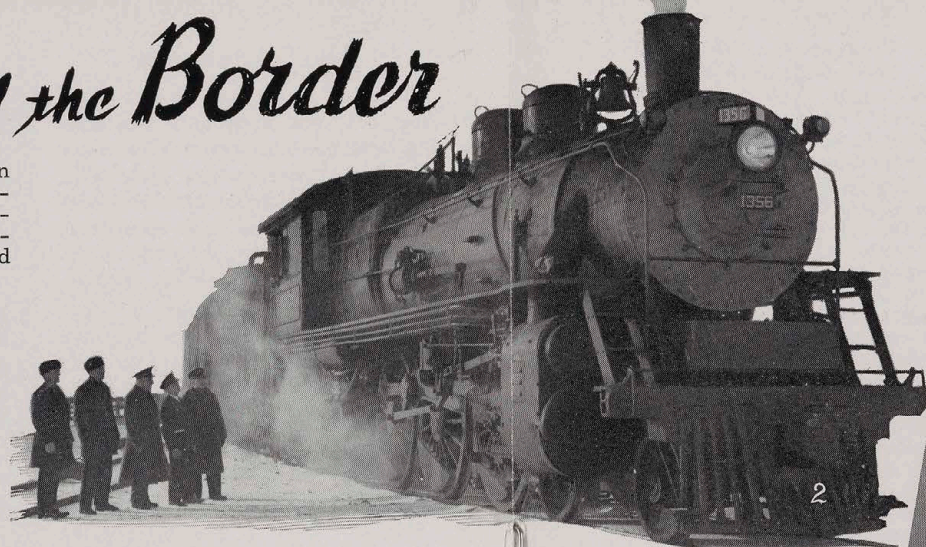
Reading top to bottom: E. S. McFarland Sr., Earl S. Jr., Clifford J., Jay W. and Myrtle.

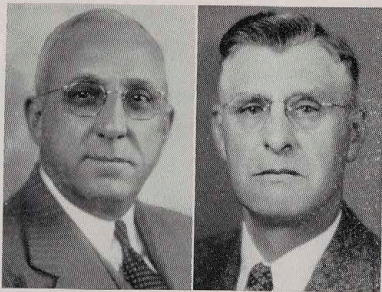


Crossing the Border

War has brought rigid inspection of travelers to and from Canada. Because of the threat of spies and saboteurs immigration and customs regulations on both sides of the United

(Continued on page 10)





C. O. Hooker

C. P. Cameron

Appointments

C. O. Hooker, former superintendent of Great Northern's Dakota division, has been appointed superintendent of the Mesabi division with headquarters in Superior, Wisconsin, succeeding F. D. Kelsey, deceased. C. P. Cameron, trainmaster, Dakota division, has been appointed superintendent of that division, with headquarters in Grand Forks.

G. N. Dude Ranches

Additional dude ranches, in territory served by the Great Northern, that will be open during the 1944 season have been heard from and they are listed below for the information of ticket sellers and travel bureaus.

Bison Creek Ranch, Glacier Park, Montana.

E-Bar-L-Ranch, Greenough, Montana.

Fish Lake Hatcheries, Stryker, Montana.

Haggin Ranch, (Y-Bar-P) Anaconda, Montana.

Captain Laird's Lodge, (Diamond-L-Bar) Seeley Lake, P. O. Montana.

Inquiries for detailed information concerning season dates, rates, accommodations and other facilities, should be addressed to the ranches.

Ten

Crossing the Border

(Continued from page 8)

States-Canada border have been tightened. Passage into Canada is still easy, however, if you have proof of United States citizenship.

To illustrate what border-crossing is like in wartime a staff photographer of the Minneapolis Sunday Tribune rode the Great Northern's Winnipeg Limited to Winnipeg and return. The train crosses the border at Noyes, Minnesota, and the pictures on the preceding pages are described below.

(1) Re-entry permit to the United States is checked by a United States Immigrant Inspector.

(2) United States and Canadian immigration inspectors wait to board the Great Northern's Winnipeg Limited as it pulls into the station at Noyes, Minnesota, at daybreak. Inspection is done with a minimum of trouble. Sleeping car passengers are usually dressed by the time officials board the train. No one with proper credentials and identification papers is asked to leave the train. The inspectors are firm but courteous.

(3) A United States customs officer makes his inspection on the way to Noyes from Winnipeg, checking through the luggage of a traveler returning to the United States from Winnipeg.

(4) A minute inspection is made of all places where smugglers could possibly conceal goods.

(5) A Canadian Customs Inspector looks through the baggage of travelers bound for Winnipeg.

(6) Two members of the United States immigration border patrol inspect engine and cars for hidden riders.

(7) Immigrant officer examines papers carried by a member of Uncle Sam's Armed Forces for entry into Canada who, with his wife and daughter, is bound for Edmonton where he will be stationed.



Goat

GAITIES...

A Pot Shot

A man went to see a friend of his who was in the hospital, and inquired what had brought him there. "Well, it happened this way," said the sick man weakly. "I tried to kiss the hotel chamber-maid and she busted a vessel." "Then why ain't she in the hospital instead of you?" "She busted the darn thing on my head."

Just Close

John: "Say! Are you spitting into the goldfish bowl?"

Jack: "Not yet, but I'm comin' awful close."

One Short

Goon: "What was the reason for your oversleeping yesterday morning?"

Boone: "Well, ya see, the alarm clock was set for six, but there was only five of us sleeping in the room."

Character

They were trying an Irishman charged with a petty offense, when the judge asked: "Have you any one in court who will vouch for your good character?"

"Yis, your Honor," was the reply, "there's the sheriff there."

Whereupon the sheriff evinced signs of amazement. "Why, your Honor," he declared, "I don't even know the man."

"Observe, your Honor," said the Irishman triumphantly—"Observe that I've lived in the country for twelve years an' the sheriff doesn't know me! Ain't that a character for ye?"

Not All Is Soup

The old colonel let it be pretty generally known that his orders must be obeyed without question or explanation; and once he stopped two soldiers who were carrying a soup kettle out of the kitchen.

"Here you," he growled, "give me a taste of that." One of the soldiers gave him a ladle. He tasted it and yelled, "Gad! You call that soup?"

"No, sir," replied one soldier, "it's dish water we was emptying, sir."

Just A Minute!

When Mr. Finnegan greeted St. Peter he said: "It's a fine job you've got here for a long time." "Well, Finnegan," said St. Peter, "Here we count a million years as a minute and a million dollars as a penny." "Ah," said Finnegan, "I'm needing cash. Lend me a penny." "Sure," said St. Peter, "just wait a minute."

A Stall

Tom: "Why did Harry just duck into the men's washroom?"

Dick: "Oh, he saw a guy to whom he owed ten bucks coming in the front door."

Tom: "I see. He went in there just for a stall."

Sambo's Speech

Sambo was called on to make a political speech. He stood up and said: "Friends and feller citizens", then he wiggled around nervously and continued, "When I stands up ter make er speech, my mind sets down."

Prisoner of War



Lieut. Conley

After a well-nigh miraculous return to England after a bombing raid on the Ruhr valley city of Solingen, for which he was awarded the bronze oak leaf cluster, Lieut. James W. Conley was reported missing in action over Germany on March 6. Pilot of a Flying Fortress and a squadron leader in the famed Eighth Air Corps in England, Conley was shot down on a later mission over Berlin.

On April 18, the War Department notified his wife, Mrs. Barbara Hatfield Conley who lives with her family in Oklahoma City pending her husband's return, that Jimmie was a prisoner of war. Before Mrs. Conley could notify her husband's parents in St. Paul they had heard of his capture through another channel. On the evening of April 20, the telephone at the Conley home in St. Paul rang. Mrs. William Wood was on the line. She explained she was the wife of Lt. Conley's co-pilot, Lt. William Wood. Mrs. Wood's young brother-in-law in Trenton, N. J., spends many hours with his ears glued to short-wave ear-phones. He had just been listening to a broadcast from Berlin and had heard Lt. Jimmie Conley of St. Paul broadcasting to his wife that he had been captured but that he was in good condition.

Mrs. Wood in her telephone conversation explained her own husband had escaped capture by a lucky break. A few minutes before Jimmie's squadron started out on its 17th bombing mission, an Air Force

colonel commandeered the co-pilot's seat. The colonel was taken prisoner instead of Lt. Wood.

Lt. Conley is the son of Tom G. Conley, Great Northern's general agent freight department, St. Paul, and at the time of joining the Armed Forces in June 1942 was a clerk in the company's auditor of disbursements division in St. Paul.

When Lt. Jimmie Conley returns home he will find his son, James Kenneth, born May 23, 1944, whom he has not yet seen, awaiting him.

Fargo-Moorhead Sleeping Car Service

Continuing through September, Pullman sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead will be provided on Great Northern trains Nos. 3 and 4. Sleeping car service on Northern Pacific trains Nos. 3 and 4 between these points has been discontinued during this period.

First class one way and round trip tickets issued by either railroad, except that tickets reading via Northern Pacific from St. Paul and Minneapolis to Moorhead and Fargo, and from Fargo and Moorhead to Minneapolis and St. Paul only, will be honored in these sleeping cars. Tickets reading to or from points on Northern Pacific west of Fargo will not be honored in Fargo-Moorhead sleeping cars on Great Northern trains Nos. 3 and 4.

Great Northern Railway will continue to provide through Pullman sleeping car service on its trains Nos. 3 and 4 between St. Paul, Minneapolis and Grand Forks. Tickets issued by the Northern Pacific will not be optionally honored in these sleeping cars even though all space in Fargo-Moorhead sleeping cars is sold.

Two Years in the Pacific



Sgt. Hance

South Pacific, at least for the time being.

Hance was one of two photographers assigned to the First Marine division and went overseas when the division left for the Pacific in May 1942. He was with the Marines that went into the Solomons in August of that year and was first with Edson's First Marine Raiders on Tulagi, then covered the landings and mopping-up operations on Gavutu and Tanambogo, before going to Guadalcanal.

He was on three bombing raids over Rabaul. Once he took along a case of empty beer bottles, at the suggestion of the pilot, to drop over the Japanese as they went along. "Empty bottles made a whistling sound, just like a bomb," he explained, "and they'll scare anybody as they come down."

Hance has shot thousands of feet of film but has only seen a few feet of his work. At the end of his furlough he will report to the Marine Corps schools at Quantico, Va., as an instructor in motion picture photography, and is looking forward to seeing the rest of his films for the first time.

Sgt. Hance was a photographer in the Great Northern's advertising department in St. Paul when he joined the Marines in January 1942.

Home on furlough after two years of service as one of the first two Marine Corps combat photographers assigned to a unit for overseas duty, Marine Sgt. Richard Hance is through trying to out-guess the Japanese in the



The Layne Sisters board the Great Northern's Empire Builder for Chicago

Radio Stars

The National Broadcasting Company's National Barn Dance talent scouts recently visited Fargo, North Dakota, and selected the Layne Sisters, young radio stars of Fargo's station WDAY to make a guest appearance on their coast-to-coast broadcast from Chicago.

Patty, fifteen, and Carol, ten years of age, have been members of the WDAY staff for four years. Since their first radio broadcast on Uncle Ken's Kiddie Klub and later as members of the Hayloft Jamboree Gang, the Layne Sisters have made many personal appearances throughout the Northwest.

Approximately 1,250,000 members of our armed forces are now being handled in organized movements monthly by rail. This does not include the millions who travel on furloughs or individual orders.



Goat

GLEANINGS

Paul H. Van Hoven, for the past ten years vice president of the Duluth, Missabe & Iron Range Railway, has been elected president of that company to succeed Charles E. Carlson who retired June 1 after 44 years of continuous service.

* * *

Great Northern's freight and passenger offices in Philadelphia, Pa., will be moved to room 1104 Girard Trust Company Building, 1400 South Penn Square, on July 1.

* * *

The Northern Alberta Railways now operate daily train service between Edmonton, Alberta, and Dawson Creek, B. C., six days a week. Train No. 1 leaves Edmonton at 5:30 p. m. daily except Saturday, arriving Dawson Creek 5:30 p. m. daily except Sunday. Train No. 2 leaves Dawson Creek at 6:30 a. m. daily except Sunday, arriving Edmonton 7:30 a. m. daily, except Monday.

* * *

More than 100,000 women are now employed by the railroads in various capacities, compared with 30,000 in pre-war years.

* * *

Al Eckblom of the St. Paul Union Depot Company has been elected president and C. C. Seifert of the Burlington, secretary-treasurer, of the St. Paul Passenger Association Bowling League for the 1944-45 season. The league has twelve teams made up of members of passenger traffic departments of railroads with offices in St. Paul and does its trundling on the Union Depot Terminal alleys.

Fourteen

The Canadian National Railways are operating regular service on their SS Prince Rupert and SS Prince George twice a week on definite schedules between Vancouver, B. C., Prince Rupert, B. C. and Ketchikan, Alaska. It is not permissible, under Navy Department regulations, to announce dates and sailing time. However, bona fide passengers may obtain information upon application to any Canadian National Railways representative upon producing satisfactory evidence that he is definitely a passenger for their sailing. Space on steamships is held by J. F. McGuire, general agent, Canadian National Railways, 1329 Fourth Ave., Seattle, Wash. Passengers planning trips to Alaska must make application and secure permit to enter Alaska from the Alaska Travel Control Office, 1331 Third Avenue, Seattle, Wash., before transportation can be purchased at Seattle.

* * *

George F. Ehlen has been appointed assistant general freight agent of the Spokane, Portland & Seattle Railway, filling the vacancy created by the death of Edward Britton.

* * *

An interesting booklet on British Railways in Peace and War can be obtained for the asking from the Associated British and Irish Railways, Inc., 9 Rockefeller Plaza, New York 20, N. Y.

* * *

The average load of carload freight reached a new high of 41 tons per car in 1943, the fifth consecutive year in each of which a new high record has been established.

Our Gold Stars

Five Gold Stars were added to our service flag in May, bringing the total of Great Northern Railway employees killed in action or who have died in service to 29, as of June 1. One Gold Star previously reported as killed in action has been removed pending further advice from the War Department.

- ★ Richard R. Tressman, section laborer, Butte division, Montana. Drowned in South Pacific in October 1942.
 - ★ Delfino Ramus Sanchez, section laborer, Kalispell division, Montana. Died in European battle zone January 1944.
 - ★ James Vearl Glosner, tractor operator, Hillyard Store, Washington. Killed in action in Italy, March 1944.
 - ★ William R. Sampson, sheet metal worker helper, Jackson Street Shops, St. Paul, Minn. Drowned near Columbia, S. C., May 1944.
 - ★ Donald Dale Miller, warehouseman, Klamath division, Oregon. Killed in action over Germany, March 1944.
- Monroe W. Bryson, a carman helper on the Minot division, North Dakota, is reported missing in action over Germany since April 1, 1944.

Information is compiled from data available.

* * *

World War II veterans must apply for their old jobs within 40 days after their discharge from the Armed Services. Certificates of honorable discharge are proof of satisfactory military service, which is a requirement to return to your old job.



Great Northern Railway employees in Uncle Sam's Armed Services, June 1, 1944

The Fifth Army Plaque and Clasp, awarded by the Fifth Army for outstanding performance, has been presented to the Transportation Corps' Military Railway Service in the Mediterranean Theater, by Lt. General Mark W. Clark, Commanding General of the Fifth Army, "for exceptionally meritorious service in the movement of supplies for the Fifth Army."

* * *

S/Sgt. George A. Good, district gang laborer on Great Northern's Kalispell division, who was reported missing in action over Belgium, is a prisoner of war in Germany. He was a gunner on a B-17. His mother has been presented with the Air Medal and Oak Leaf Cluster for him.

Fifteen

Iron Ore via "Special Delivery"



Power shovels scoop ore out of Mesabi range and load it into specially built cars for swift transit to G. N. dock at Allouez, near Superior, Wisconsin. Precision handling of iron ore is one of the many things that make Great Northern great

For nearly eight months of each year—from April through late November—Great Northern transports iron ore from Minnesota's sprawling mines to Lake Superior docks.

Twenty-five million long tons in 1943; and, at least that much this year!

Moving mountains of Victory-vital iron ore is a "special delivery" assignment requiring operating skill, made-for-the-job locomotives and ore cars, mammoth concentration and classification yards, and the world's largest iron ore docks.

Great Northern has all of them, and something more—*dependability.*

GREAT NORTHERN RAILWAY

Route of the Empire Builder

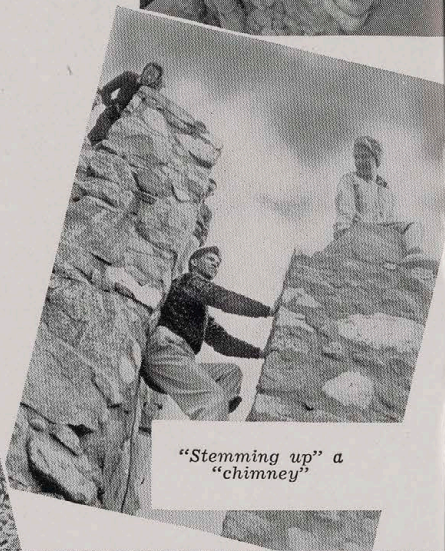
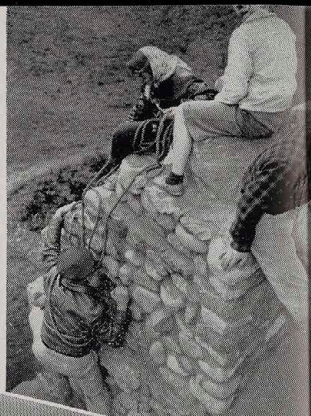
the
GREAT NORTHERN GOAT



**JULY
1944**

ROUTE OF THE EMPIRE BUILDER

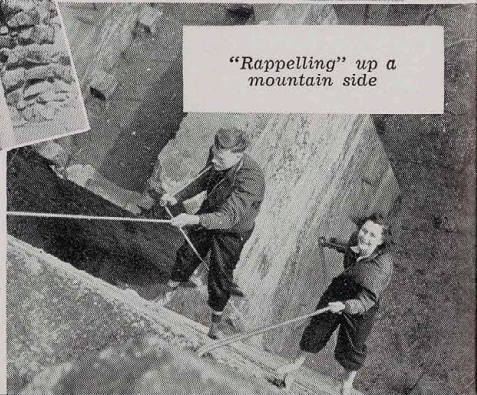
Mountain Climbing



"Stemming" up a "chimney"



"Rappelling" or free roping up and down a mountain side



"Rappelling" up a mountain side

Man-Made Mountain Climbing

In peacetime Pacific Northwest sports lovers pursued their favorite summer and winter pastimes in the many and varied recreational areas in that region. With wartime restrictions on train travel, gasoline and tire rationing, man's inventive genius and his power to improvise out of what material is at hand have contrived ways and means for following his particular sport close to home to keep physically fit until Victory is won and he can again go to his old playgrounds without any restrictions.

Mountaineers, Inc., a Seattle, Everett and Tacoma, Washington, organization and the oldest mountain climbing club in the Pacific Northwest, is offsetting wartime restrictions with specially conducted programs emphasizing practice-at-home for the mountain climbing days to come.

At Duwamish, within the city limits of Seattle, some tall abandoned concrete piers, presumably used as foundations for heavy machinery at one time, are being used by classes for the practice of "glacier" climbing. Man-made Monitor Rock, in the west Seattle Recreation Area, was specially designed to present specific problems encountered in mountain climbing.

This unique area, built during the last depression as a make-work project, is a sports lovers paradise and is operated by the Seattle Public Park Department. It is devoid of the customary gardens, baseball and softball fields, play equipment, etc. Instead it has a miniature lake, cabins in which organized groups can "camp out," facilities for actual outdoor camping, a concrete "glacier"

(Monitor Rock) for practice climbing and an outdoor camp-fire circle.

"Stemming" up a "chimney," "rappelling" or free roping down a steep mountain side, glacier climbing, Alpine cookery and other problems are studied by lecture and notebook in classrooms with "laboratory" work conducted out-of-doors. "Rappelling" is a method of descending rapidly and safely down a mountain side or where conditions do not permit seeing hand-holds and foot-holds below or where there are none.

Mountaineers, Inc., climbing course was established some sixteen years ago and has achieved such fame that Uncle Sam borrowed it bodily and incorporated it into a mountain troop training program for our Armed Forces.

Nearly every important city on the Pacific coast has one or more clubs conducting clean and healthful programs, similar to those inaugurated by Mountaineers, Inc., on a restricted basis. Local clubs are joined into state and national federations permitting all members to participate in programs being conducted by all clubs.

Typical programs include skiing, mountain climbing, outings ranging from walks for the less strenuously inclined to highly organized ventures for the gathering of scientific data. Social affairs, out-of-door dramatic productions and other cultural activities are sponsored by some of the local clubs.

Most of the clubs welcome visitors from other parts of the country to participate in outings of the type that suit their individual tastes.



VOL. 14 JULY, 1944 No. 9

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.

The Right to Run Our Own Lives

We all hear and see the word "Democracy" used quite a bit these days. But what is democracy—what does it mean to you and me—in terms of our everyday living? Well, let's put it this way—Democracy means the right to run our own lives.

And how important that is. All we have to do is to recall what the lack of democracy has done to Europe in the last ten or twenty years—and we can appreciate how vital it is to protect our spirit of democracy here in America.

Because our American kind of democracy has meant so much to all

of us—because it has given us freedom, progress and justice—and most important—the right to run our own lives—we must be ever alert to any idea or ism that would take our democracy from us.

That's why we're fighting the Axis today—because should the Axis win this war—we'd lose our democracy—the right to run our own lives.

And once we've crushed the Axis, we can't afford to stop there. We must still be ever ready to combat any plan or scheme—proposed in the future—that would rob us of our democracy—the right to run our own lives.

Democracy—the right to run our own lives—that's the American Way we're fighting to protect now—and in the future.

Loading of revenue freight for the week ended July 1, 1944, totaled 897,800 cars, an increase above the corresponding week of 1943 of 45,718 cars or 5.4 per cent.

The Goat's Cover

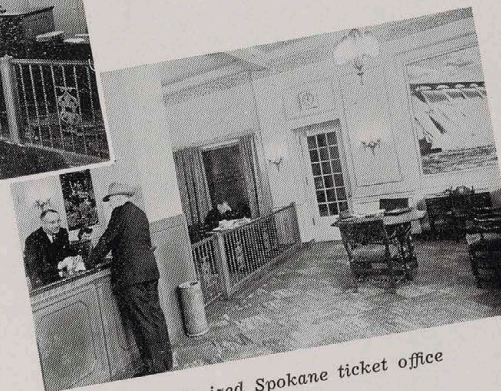


of the blossom queen and her attendants was carried on by high school students.

The Queen of Appleland, Clara Lee Davis, a mid fragrant pink and white apple blossoms. There was no apple blossom festival in Wenatchee, Washington, this year but the tradition



Large panelled photo murals of scenes in Glacier National Park, Great Northern's Cascade Tunnel and Grand Coulee Dam adorn walls



Modernized Spokane ticket office

G. N. Spokane Ticket Office Streamlined

Added space, complete remodeling, redecorating and refurnishing makes Great Northern's city ticket office in the Davenport Hotel in Spokane, Washington, one of the most modern railroad ticket offices in the Pacific Northwest.

Five large photo murals ranging in size from 40x85 to 70x85 inches of scenes in Glacier National Park, Montana, the Cascade Tunnel and

Grand Coulee Dam were specially made and installed in panels on walls of the office.

Personnel in the Spokane city ticket office is, R. C. Murphy, general agent, passenger department; Graham M. French, traveling passenger agent; Stanley Thorson, city passenger agent; Donald R. Sturdevant, Harold Neiswender and John G. Sullivan, ticket clerks.

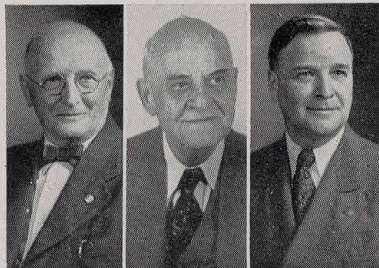
War Casualties Come First

"In my judgment, the months immediately ahead will be the most critical period in the history of this country. Certainly the war passenger traffic will be more serious than ever before. The first three months of this year show an increase in railroad passenger traffic of more than 25 per cent over the same period last year. The heavy military demands will continue and will grow. Moreover, the railroads will be called upon to handle a new type of military traffic.

"I mean our wounded who are returning, and men who are to be

given additional training. So far, the transportation of military personnel has been confined largely to those to be trained or sent overseas, or those traveling on furlough. This, of course, will go on, but on top of it, we will have the other travel I just mentioned. All of this, to my mind, presents a passenger traffic job so formidable as to be impossible of accomplishment unless the public cooperates with the transportation agencies and with the government."

Colonel J. Monroe Johnson, Director, Office of Defense Transportation, June 21, 1944.



Mayer Hornbeck Hoelscher

G. N. Veterans Meet

Some 450 members of the Veterans' Association of the Great Northern Railway attended the organization's 32nd annual meeting held in St. Paul, Minn., June 10.

Old timers, over 75 years of age, in attendance were, Michael Maloney, St. Paul; Alfred G. Mardin, St. Cloud; James Hendry, Barnesville; Charles T. Walters, Thief River Falls; James Johnson, Mound; Dewitt C. Sours, Minneapolis; James Stoddard, White Bear Lake; Otto A. Nordmann, St. Paul; Anthony Zins, Melrose; Hans Asgard, Minneapolis; Charles Peopke, St. Cloud; John A. Michels, Pelican Rapids; Felix J. O'Neill, St. Paul; Dan D. Kuhn, St. Paul; Edward C. Huffman, St. Paul; Geo. C. Berthiaume, Grand Forks.

Martin E. Mayer, retired train conductor, Minneapolis; Charles E. Hornbeck, retired chief train dispatcher, Superior, and J. Henry Hoelscher, chief clerk in Great Northern's accounting department, St. Paul, were re-elected president, vice-president and secretary-treasurer, respectively.

Edgar J. Stone, St. Paul; Fred C. Lindt, St. Cloud; Adolph K. Engel,

Seattle; Robert B. Ortt, St. Paul; Jacob H. Marthaler, St. Paul; Robert F. Spears, Whitefish, with the president, vice-president and secretary-treasurer compose the association's board of directors.

The association's membership numbers 3,275 employees. Its assets are in excess of \$128,000, of which \$43,500 is invested in U. S. Government bonds.

Ninety-nine members passed away during the year 1943 and the following are reported deceased during the month of June, 1944.

Alexander S. Mathews, retired master carpenter, Breckenridge; James Leary, retired engineer, St. Paul; Alfred J. Blackhall, engineer, Minot; Henry C. Turner, retired brakeman, San Diego; Henry Desrosier, retired B & B carpenter, Havre; Thomas Dunn, retired receiving clerk, St. Paul; John J. Axen, section foreman, Aneta; Thomas C. Mullen, retired signalman, Nyack; George H. Corrigan, conductor, Hillyard; Leo J. Morgan, yardmaster, Superior.

Sealing Expedition

Nineteen members of the Fouke Fur Co., in St. Louis, Mo., were recent passengers on the Great Northern's Empire Builder on the company's annual sealing expedition to the Pribilof Islands in the Bering Sea, where they will remain until August. They will be joined there by about 100 natives and one of their important missions this year will be to obtain seal oil, and a high protein meal for cattle and poultry feeding, a by-product of sealing.



Lt. Ernest Childers (2) and Sgt. Charles E. (Commando) Kelly (4) were welcomed by Col. Harry J. Keeley (3), commandant, and Major Merrill J. Curtis (1), commanding officer at the reception center, Fort Snelling, Minn.

Lt. Childers, Commando Kelly with Robert Kight, who crashed the meeting to buy a War Bond from his hero.

Heroes Address G. N. War Bond Rally

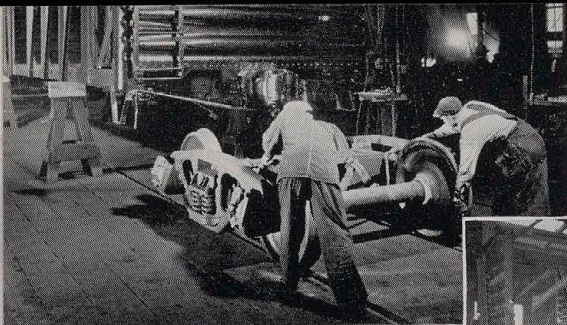
Two U. S. infantrymen, who made a grand slam in killing Nazis and who are touring the country boosting War Bond sales, spoke at a Fifth War Loan bond rally of Great Northern general office employees in St. Paul on June 27. They were Sgt. Charles E. (Commando) Kelly from Pittsburgh's Dutchtown, America's most celebrated hero, and Lt. Ernest Childers, a Creek Indian from Broken Arrow, Okla., both of whom have won the Congressional Medal of Honor.

Lt. Childers, six feet two and 26 years of age, won his medal for

cleaning out a couple of German machine gun nests. He spoke quietly and seriously of his experiences at the front and in simple eloquence asked for the support of the home front for the boys at the war fronts.

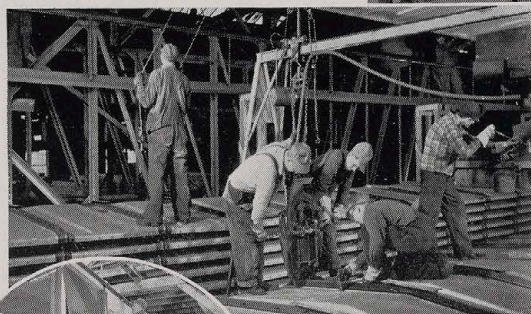
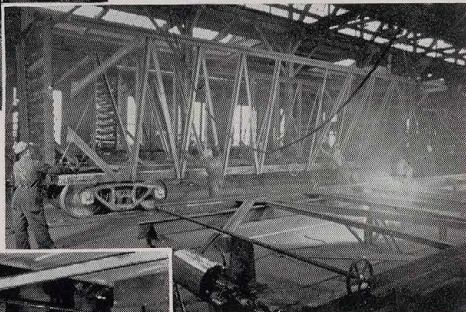
In sharp contrast to Lt. Childers' solemnity, Commando Kelly, 23 years old, wittily recited his experiences and told of the grim business of killing 68 Germans in 24 hours. Kelly is the only enlisted man who holds both the Congressional Medal of Honor and the Silver Star as a result of action in this war.

Lighter Faster Freight Cars

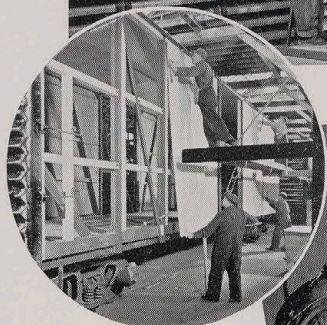


Below: Steel side frames are hoisted into position for bolting and riveting onto steel under frames and ends

Above: Special high-speed trucks, with non-harmonic springs and wrought steel wheels, are installed after steel ends and superstructure are in place



Left: Steel roof sections are riveted together and complete roofs hoisted atop steel superstructure for riveting and bolting to frame



Above: Sheets of plywood, five-eighths of an inch thick, are applied to steel and lumber superstructure



Steel bolts and nails are used to hold the plywood sheathing in place

Inside and outside sheathings, including ceilings, are plywooded, first treated with a "sealer" to prevent warping

Floors, sides and ceilings are sprayed with varnish

America's most modern freight train, equipment vitally needed for transportation of war materials, rolled westward the latter part of May over the Great Northern Railway from Willmar, Minnesota, to Puget Sound cities.

New from 5,400-horsepower diesel locomotive to electric-lighted caboose, the train consisted of 106 newly-constructed freight cars, built of Pacific Northwest plywood, lumber and steel. The cars, painted a special bright orange color to distinguish them from standard red boxcars, were the first large lot of 1,000 units now being built by Great Northern in its shops in St. Cloud, Minnesota.

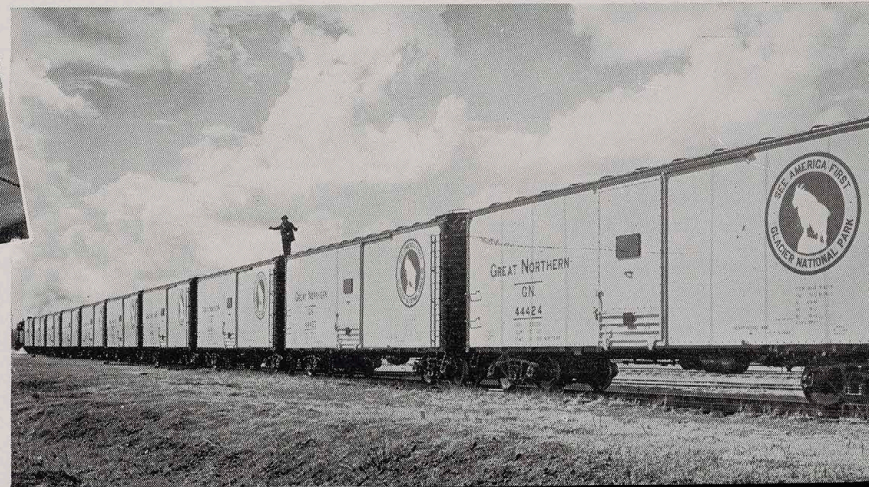
The train was powered for more than two-thirds of the 1,630 mile run to Everett, Washington, by Great Northern's newest diesel freight locomotive. The massive, \$500,000 engine, ninth of its type now in service

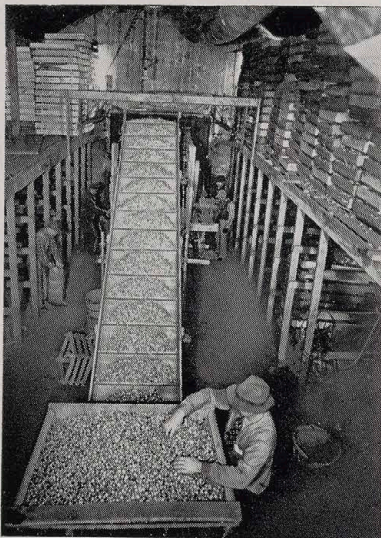
on the system, pulled the train from Willmar, Minnesota, to Whitefish, Montana. Steam and electric locomotives hauled the train from there to Everett, from where the cars were distributed to various points.

The railroad industry's first plywood-steel freight cars, the new units are two tons lighter than the average conventional boxcars. Steel and lumber are combined in underframes and super-structures, while outside and inside sheathings are 5/8-inch Douglas fir plywood, treated with a "sealer" to prevent warping. The cars are equipped with high speed, non-harmonic springs, wrought steel wheels, and steel ends and roofs.

These new 50-ton capacity cars are the last word in freight equipment and are the result of extensive experiments by Great Northern technicians.

First ten of 1,000 new plywood, lumber and steel freight cars leave Great Northern's shops in St. Cloud, Minnesota





Grading and sacking onion sets

Onion Growing

Red River Valley residents call it just a garden but to the Nation's Victory gardeners it is in the super class. Specializing in the growing of onions for commercial purposes and onion sets was begun by the father, Charles Peterson, many years ago and when he retired from active service, operations were taken over by his sons, Henry and Robert, who are carrying on as Peterson Brothers, in Moorhead, Minnesota.

When the Nation's food production leaders called for 22,000,000 Victory gardens in 1944, Peterson Brothers immediately went to work to do their part in supplying onion sets. In 1943 they produced enough sets for 320,000 individual Victory gardens. Twenty-five acres yielded 400 bushels to the acre weighing a total of 320,000 pounds.

On the estimated basis that the average Victory gardener uses one pound of onion sets, Peterson Brothers

really went over the top in backing the Nation's Victory garden program for 1944.

According to E. B. Duncan, Great Northern's General Agricultural Development Agent, growing onion sets is only one of the production phases of the Peterson Brothers operations. Their commercial onion production averages 300 bushels per acre.

Intensive, scientific care is necessary to produce top-quality onions. After initial preparation of the soil and careful cultivation, there is the vital period of harvest which lasts only about two weeks. It required 40 pounds of seed per acre to grow the 320,000 pounds of onion sets.

After harvesting, the sets are placed in bags and left in the field for a short time to cure. Later they are collected and placed in a cellar. They are then placed in trays four inches deep that hold from three-quarters to two bushels each and stacked one on top of the other, where they remain until late winter, then sorted and made ready for shipping.

In addition to providing onion sets for the Nation's Victory gardeners, many thousands of pounds are distributed annually to residents in the Red River Valley.

Peterson Brothers are considered one of the largest individual growers of onion sets in the United States, there being few if any individual growers with 25 or more acres planted and harvested during 1943. The Dutch Valley Growers of South Holland, Illinois, one of the outstanding growers in this country, with individual acreages of from three to ten acres, ship about 300 carloads annually.

While they do not consider 1943 was an unusual year for them, Peterson Brothers are working approximately the same acreage in 1944 in preparation for the Nation's 1945 Victory gardens.



Goat

GAJETIES...

Second Chance

Wifey—Everyone of those men you invited to our party last night tried to make love to me.

Hubby—Well what can I do about that?

Wifey—Invite them here again.

Sucker

"My wife and I are trying to hook a big fish for our daughter by inviting him to dinner every evening."

"Is he nibbling?"

"Nibbling? Say, the sonofagun is eating us out of house and home."

Louder!

Traveler: "What do you do when a customer forgets his change?"

Clerk: "I always tap on the counter with a dollar bill!"

Visitors' Day

A social research worker tells a yarn about one of his visits to a local insane asylum. In one of the cells was a man whose only garment was a hat.

"My good man," cried the interested worker, "that's no way to be sitting around. Why don't you put some clothes on?"

"Because," replied the inmate sadly, "nobody ever comes to see me."

"But why," said the visitor, "do you wear a hat?"

The nut shrugged his shoulders. "Oh, you never can tell, somebody might come."

Child Training

Hubby—Darling, tell me, how did you ever get Junior to eat olives?

Wifey—Simple. I started him on Martinis.

Out of the Suggestion Box

An employer called his men together to place before them plans for bettering working conditions.

"Now, whenever I enter the shop," he said, "I want to see every man cheerfully performing his task, and therefore I invite you to place in this box any suggestions as to how that can be brought about."

A few days later he opened the box and took a slip of paper containing this message: "Take the rubber heels off your shoes."

Toot's Sweet

Chap—Are you interested in taking toots out, doc?

Dentist—Certainly, but speak good English.

Chap—I am. My toots here is nuts about you and she wondered if you'd like to take her out.

Negative

"My Scotch boyfriend sent me his picture yesterday."

"How does he look?"

"I don't know yet. I haven't had it developed."

Fire!

She: "If you don't leave me now I'll call the Police Department to put you out."

Traveler: "Baby, it would take the whole fire department to put me out!"

Choppers

"I'm stepping out in society. Tonight I'm having dinner with the upper set."

"The steak may be tough—better take the lower set, too."

Promotions



Wyatt

Great Northern's traffic department in St. Louis, Mo., is now in charge of Roy L. Wyatt, who has been appointed general agent, succeeding George C. Malloy, deceased. Mr. Malloy, who died on June 28, 1944, came to the Great Northern from Burlington in St. Louis, in October 1921, as chief clerk in the freight traffic department. He was appointed contracting freight agent in February 1923, traveling freight agent in July 1925, and general agent in January 1938, which position he held until his recent death.

Mr. Wyatt comes from Great Northern's freight traffic offices in Chicago, where he has been employed since July 1926. His first position with the company was chief clerk to the export and import agent. He was promoted to rate clerk in June 1929, appointed traveling freight agent in April 1934, and commercial agent in July 1940, which position he held until his St. Louis appointment. Before joining the Great Northern, he was with the Wabash, Milwaukee, Pennsylvania and Alton railroads. Mr. Wyatt has been active in the affairs of the junior and senior traffic clubs in Chicago, and a director of the junior organization, largest of its kind in the world.

C. C. Thompson, traveling freight agent in the company's Chicago offices, succeeds Mr. Wyatt as commercial agent. E. H. Quigley, city freight agent, Duluth, succeeds Mr. Thompson. J. W. Petrick, chief clerk, Duluth, becomes city freight agent

Appointment

H. R. Wiecking has been appointed public relations assistant in Great Northern's executive department, St. Paul. He was editor of the Winona Minnesota, Republican-Herald for the past 10½ years and secretary-treasurer of radio station KWNO in that city.



Wiecking

For seven years prior to becoming editor of the Republican-Herald, Wiecking was employed by the Associated Press in the Twin Cities. He is a University of Minnesota graduate and also attended Columbia University.

White Crosses on Bougainville

Where the palms gracefully sway,
Where the tradewinds softly sigh,
Here young hearts that once were gay,
Now silent lie.
Warm hearts that once were yearning
For a land so far away,
That once meant home and loved ones,
Now keep a silent vigil
For an eternal day.

So moved was Mr. J. L. O'Brien, by the cover "Bougainville 1943" on the June number of the Goat that he was impelled to set down his thoughts in the verse above. Undoubtedly many of our readers were similarly moved. Mr. O'Brien is associated with the Pacific Grain Company, Minneapolis, Minn.

in that city, succeeding Mr. Quigley, and F. D. House, rate clerk, has been appointed chief clerk, to succeed Mr. Petrick.



Goat

GLEANINGS

New ODT regulations provide for cancellation of reservations, space for assignments or tickets, and permits the Nation's railroads to require passengers to vacate space and accommodations when necessary to provide room for disabled military, naval and Merchant Marine personnel. In addition, railroads are required, when necessary, to divert transportation facilities or cancel or discontinue passenger train service and to refuse permission to passengers, other than invalid troops and their attendants, to board passenger trains. The new regulations are designed to help the railroads in the handling of military casualties.

* * *

Steamer passenger service is now being operated between New York City and Albany, and intermediate landings, by the Hudson River Day Line, and will continue to September 17.

Boats leave New York City and Albany at 9:20 a.m. daily; arrive Albany or New York City at 6:15 p.m. Railroad tickets routed via New York Central Lines between New York City and Albany will be honored via the Hudson River Day Line.

* * *

Henry Dickson, who retired as Great Northern's city passenger agent in Portland, Oregon, in December 1937, died on July 1 at the Good Samaritan Hospital in that city.

Earl C. Warren, Great Northern's assistant general freight agent in the Chicago territory since 1941, has been promoted to general freight agent.



Warren

* * *

The Steamer Virginia V is back in passenger service between Seattle and Tacoma, Washington. It leaves from Pier 3 between Madison and Spring St., Seattle, at 11:00 a.m. and 5:00 p.m., and from the Tacoma Municipal Dock at 8:00 a.m. and 2:00 p.m. daily except Wednesdays. No freight or automobiles are carried. The fare between Seattle and Tacoma is 60c; no reduction for round trip travel.

* * *

A new joint city ticket office, located in Maxwell House Corner, Fourth Avenue and Church Street, Nashville 3, Tenn., has been opened by the Louisville & Nashville Railroad and The Nashville, Chattanooga & St. Louis Railway to provide better and more convenient service. W. A. Lightfoot, agent, is in charge.



Great Northern Railway employees in Uncle Sam's Armed Services, July 1, 1944

Our Gold Stars

Five Great Northern Railway employees were reported killed in action and to have died in military service during the month of June, bringing our total Gold Stars to 34.

- ★ Harold R. Douglas, track watchman, Leona, Idaho. Killed in action in South Pacific area.
- ★ Curtis Johnson, switch tender, Minneapolis, Minn. Killed at Westerly, R. I., December 23, 1943.
- ★ Cpl. Jack Oliver Pankake, section laborer, Butte, Mont. Killed in action in Italy, March 1, 1944.
- ★ Albert Lee Rasmussen, second class carpenter, Butte, Mont. Killed in action on Tarawa Island, November 20, 1943.
- ★ Harold Earl Wood, brakeman, Butte Montana. Died in train accident at North Judson, Indiana, July 22, 1943.

Fourteen

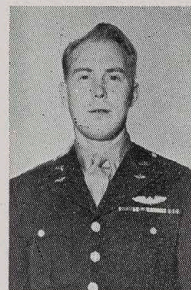
They Met in North Africa

Two Great Northern employees now in Uncle Sam's Armed Forces met for the first time in North Africa. Although they worked within a short distance of each other in civilian life they had never seen each other before.

The meeting of the two G. I.'s is told in a letter from Cpl. Bernard C. Kennell, ore dock laborer at Great Northern's Allouez Ore Docks.

"This letter is the result of the meeting of two G. N. employees in North Africa, and is written by candlelight. I, being Cpl. of the third relief tonight (guard) posted my men and brought in the men they had relieved. Our cook usually has a five gallon G. I. can full of coffee for the guards at night. So we sat around the guard tent drinking coffee and naturally the conversation turned to home and what we worked at. I happened to mention that I worked for the G. N. Another G. I. pops up and says 'so do I.' Then I says 'where at?' and he answers 'Superior, Wisc.' That done it. His name is Pvt. Michel Fedor and he was a district gang laborer at the 28th St. yards on the Mesabi division. He has twenty-three months overseas. I have little better than a year of foreign service. Just a couple of lambs from the G. N. Goat in the wilds of North Africa (the fleas are ferocious) and nothing to celebrate with but G. I. coffee. After about four cups of this deadly stuff and naming all the places of amusement (well, taverns then) from Allouez to West End, we agreed the big G. was the best road in the country. Two more cups and we included the world. Great stuff, this coffee. I wonder if that G. I. can was empty when they put the coffee in it. The sign reads 80 octane. I won't even try to blow out the candle."

Our Soldiers, Sailors and Marines



Lieut. Skorheim

department, when he joined the Armed Forces.

He arrived in New York City from Casablanca on April 3, and immediately telephoned his parents in Breckenridge, Minn. He was home on furlough for a short time and returned to a rehabilitation station at Atlantic City.

Although Lt. Skorheim cannot divulge any information about his experiences, he spent four months in occupied countries, six days in a hospital in Italy and then was rapidly transported to the United States. He was married in Paducah, Ky., to an Ensign in the Coast Guard, whose father is a Great Northern employee in Breckenridge, Minn.

He has recovered from his experiences and is now at Midland Army Air Field, Midland, Texas, for a nine-week course in instructing.

* * *

From Italy, S/Sgt. C. E. Dennis, an ore dock laborer at Superior, Wisc., writes "I'm in the 15th Air Force and have 26 missions under my belt and here we make about fifty missions and then we go home for that thirty days furlough. I have been on missions to Austria, Italy, Budapest and Bucharest.

Reported missing in action over Greece on November 18, 1943, and not heard from until April 3, 1944, is the experience of Lieut. Ernest C. Skorheim, a line-man's helper in Great Northern's telegraph



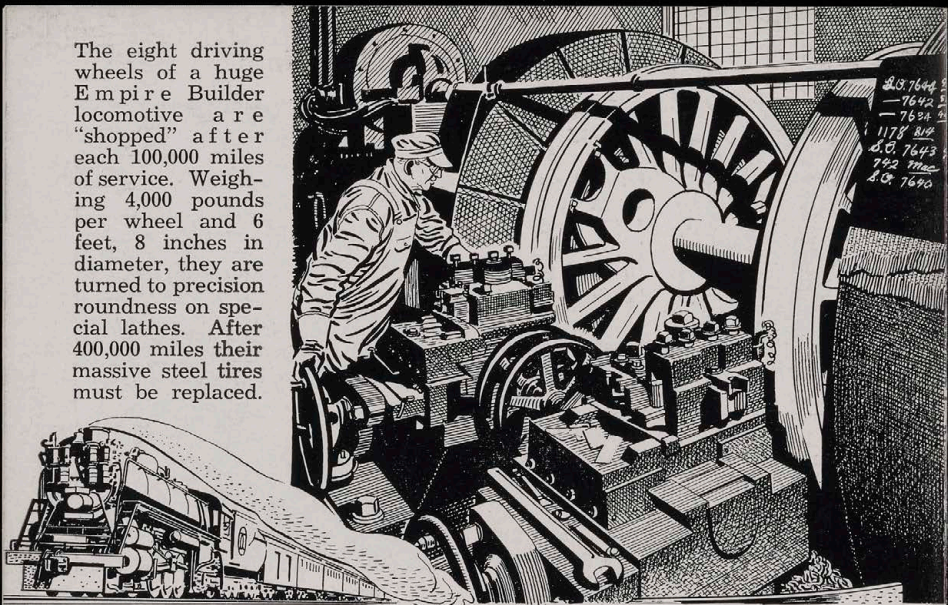
PHOTO BY U. S. ARMY SIGNAL CORPS.
Pfc. Pearson swings aboard a huge earth-removing power shovel

The training she received while employed as a laborer and engine watchman in Great Northern's Superior, Wisconsin, roundhouse, stood Pfc. Svea Pearson in good stead when she joined the WAC in November 1943. Her first assignment in the roundhouse was wiping, oiling and supplying engines. Later, she was given the job of keeping fires going in locomotives, watching lubrication, keeping up steam pressure, etc., and according to her superintendent she was exceptionally good in her work.

Blonde, blue eyed Svea received her basic training at Daytona Beach, Florida, after which she was assigned to Fort Leonard Wood, Missouri, where she operated a huge crane and later driving a truck at night.

Fifteen

The eight driving wheels of a huge Empire Builder locomotive are "shopped" after each 100,000 miles of service. Weighing 4,000 pounds per wheel and 6 feet, 8 inches in diameter, they are turned to precision roundness on special lathes. After 400,000 miles their massive steel tires must be replaced.



SHOEING A WAR HORSE

The wheels must be kept true on the three-quarter million pound locomotives that pull the Empire Builder on its daily run between Chicago and the Pacific Northwest.

Their constant servicing is but one of the many exacting tasks performed by Great Northern shopmen to enable us to meet the rising demands of wartime transportation.

If you travel make reservations early, cancel promptly should plans be changed. For full travel information consult:

GREAT NORTHERN RAILWAY

The Low Level Route Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT



**AUGUST
1944**

ROUTE OF THE EMPIRE BUILDER

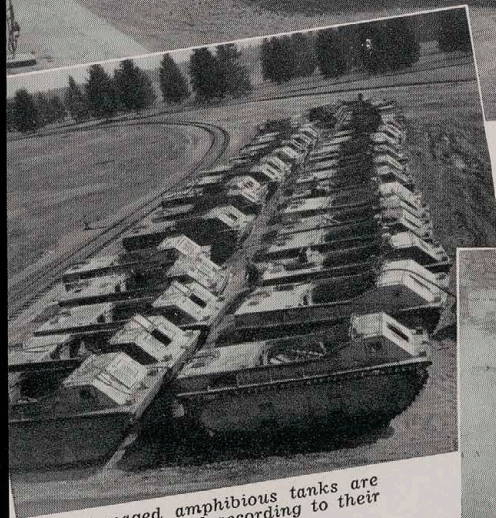
Salvaging War Wrecked Equipment

Unloading Army vehicles from flat cars at Mt. Rainier Ordnance Depot.



Thousands of reconditioned Army Ordnance vehicles ready to be returned to theatres of war.

U. S. ARMY SIGNAL CORPS PHOTOS.



War damaged amphibious tanks are rebuilt or salvaged according to their degree of damage.

Colonel M. D. Mills, Commanding Officer, Mt. Rainier Ordnance Depot.



Army Ordnance Repair and Salvage Section

From the northern reaches of Alaska to the landing beaches in Europe, the Pacific and scattered war zones around the world, battle-scarred tanks, trucks, landing craft, jeeps and other Army rolling equipment is not being consigned to battlefield graveyards. Such equipment when damaged in battle and no longer able to function is gathered and assembled by salvage crews, loaded on ships and consigned to Ports of Embarkation in the United States from where it is returned to Army Ordnance Depots.

Near Fort Lewis, Washington, the Mt. Rainier Ordnance Department, one of the Army's many such depots, disabled vehicles are repaired, reclaimed or salvaged. Nothing is wasted. Every part and piece is either reconditioned and returned to battle duty or, if beyond repair, is disposed of as salvage.

From various Ports of Embarkation damaged vehicles from battle fronts around the world roll in on railroad flatcars to Army Ordnance Bases. Equipment which can be repaired to a degree that will restore it to from 95 to 100 percent as efficient as when new, is rebuilt and re-

turned to duty overseas. That which can be repaired but not to the extent of efficiency in battle is shipped to training centers throughout the country for use in training maneuvers. Equipment beyond repair is dismantled and all reclaimable parts are removed. Parts beyond reclamation go to the junk pile.

In addition to the repair and reclamation of equipment, the Mt. Rainier Ordnance Depot includes immense warehouses of supply of all ordnance material, with the exception of ammunition, for shipment overseas and for supplying to the Fort Lewis-Puget Sound area. An Automotive School for training officers and enlisted men in all phases of repair and maintenance of automotive equipment, so that they can "keep 'em rolling" under actual combat conditions, is also maintained.

Over 2,200 civilians, in addition to officers and enlisted men, are employed at the Mt. Rainier Ordnance Depot.

The repair and salvage section of the Army Ordnance Department is accomplishing a gigantic and important mission, thoroughly and efficiently, toward winning the war.

Freight Traffic Still Ahead of 1943

The volume of freight traffic handled by Class I railroads in June 1944, exceeded the same month last year by 8½ percent, according to an announcement by the Association of American Railroads. Freight traffic, measured in ton-miles, amounted to approximately 63,000,000,000 ton-miles, according to preliminary estimates based on reports received by

the Association from Class I railroads.

Class I railroads in the first six months of 1944 performed approximately 5½ percent more revenue ton-miles of service than in the same period of 1943, 27½ percent more than in the same period of 1942, and 154 percent more than in the first six months of 1939.



VOL. 14 AUGUST, 1944 No. 10

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.

Dare We Slow Up?

The war news is getting better. Allied armies on all battle fronts are making progress. The people in the Axis countries and Japan, we are told, are bending under the strain. According to many prognosticators the war in Europe will be ended within the next four months.

Yes, our victory seems assured—if we don't get too cocky—if we don't get over-confident—if we don't slow up our war effort until the last shot is fired!

Our Generals and Admirals warn us that the war is still occupying the center of the stage. Despite all the favorable news we read in our newspapers and hear over the air we cannot assume that our enemies are slacking one bit their war produc-

tion efforts. In Japan women war workers slave 14, 16, 18 hours a day, under the most adverse conditions, to turn out the stuff to kill our men.

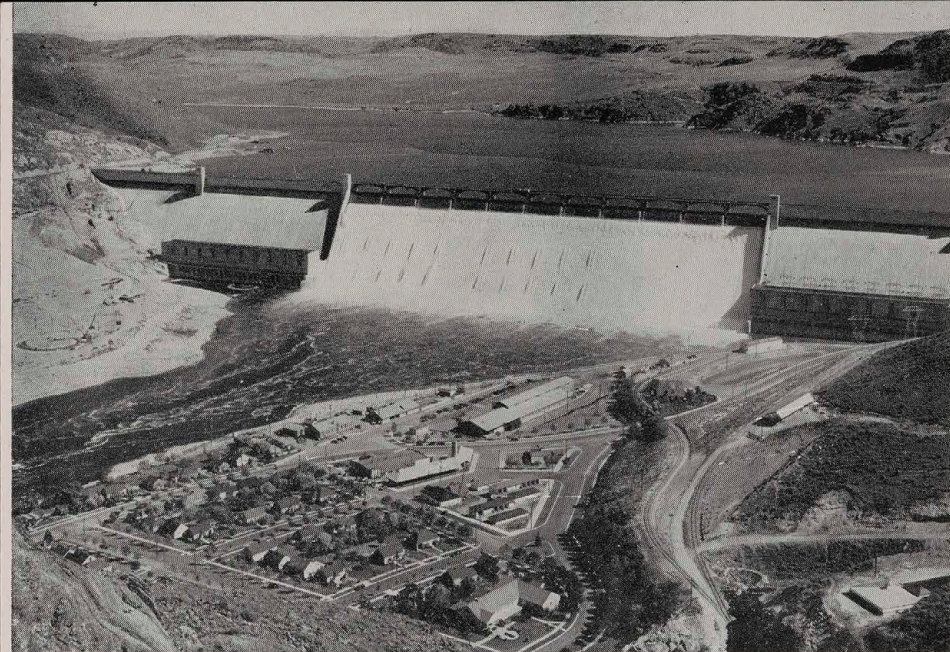
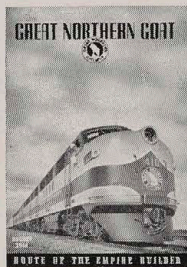
Why do they continue to work so furiously? First, they are being fed all kinds of hokum that their side is winning tremendous victories over allied forces. And, besides, there remains the other simple little fact that under a dictatorship such as Japan's if you slow up or take time off from your work, you get shot.

So no matter how good the war news is, let's remember that our enemies on their home front by propaganda or because of a gun in their backs, are still building weapons to keep this war going. Let's remember that fact, and keep our own war production rolling at full speed ahead till final victory.

Loading of revenue freight for the week ended July 15, 1944, totaled 904,804 cars. This was an increase above the corresponding week of 1943 of 27,469 cars, or 3.1 percent, and an increase above the same week in 1942 of 47,658 cars or 5.6 per cent.

The Goat's Cover

Nine of these mighty 5,400 horsepower streamlined Diesel locomotives are now hauling heavier freights faster over Great Northern's Rocky Mountain territory. There will be more on the job before long, supplementing steam and electric motive power.



One of the world's most spectacular spillways and a mighty weapon of war

Grand Coulee Dam Grows

Why the Columbia River is the greatest power stream on the North American continent is again being demonstrated at Grand Coulee Dam in Washington, with the river hurtling 333 feet over the 1650-foot wide central spillway. Half a million gallons per second are plunging over the steep concrete incline. The summer flood discharge, available for additional irrigation and power production, is three to four times that volume.

While water hurtling over the spillway draws major attention, an-

other portion of the river is plunging, unseen, into the turbines of the west powerhouse to produce the largest block of power ever developed at one site—about 600,000,000 kilowatt-hours per month.

Grand Coulee produced the greatest block of power ever to be developed in a single month by any single plant, either steam or hydro-generation, during January, with 604,000,000 kilowatt hours of electrical energy, an all-time world's record.



Unloading rations somewhere in North Africa.

Army Chuck Wagon

Pvt. Ben A. Johnson, of Anacortes, Wash., a section laborer on Great Northern's Spokane Division, before he joined Uncle Sam's Armed Forces, is a mighty popular guy among personnel of the Military Railway Service unit with which he is serving in North Africa.

Ben is in charge of the rations and until recently he used a truck for distributing supplies to railroad soldiers stationed along some 350 miles of North African track being operated by his outfit. He now has a new delivery wagon—an American built caboose shipped overseas as part of the GI rolling stock for use in that theater of operations.

The ration man and his buddies are treated like royalty by their pals, who are serving as telegraph operators, trainmen and maintenance crews at scattered points along the line, for the traveling chuck wagon brings fresh bread, butter, onions, sugar, flour and assorted canned goods.

Based on advance reports from 87 Class I railroads, whose revenues represent 81 percent of total operating revenues, it is estimated that railroad operating revenues in June, 1944, were 5.6 percent more than in the same month of 1943.

Six

G. N. Revenues for First Half 1944

Great Northern railway has reported to the Interstate Commerce Commission that its gross revenues in the first six months of 1944 totaled \$98,417,835, and were 12.7 per cent or \$11,098,660 more than the first half of last year. However, higher taxes and operating expenses more than absorbed the increase, resulting in a net railway operating income for the first six months of \$12,005,501, a decrease of \$835,869, or 6.5 per cent below the same period in 1943.

Tax accruals from January through June this year increased 13.7 per cent over the same period in 1943, while operating expenses rose 16.4 per cent.

After deductions for interest and other fixed charges, the six-months net income of \$6,201,934 was \$431,463, or 6.5 per cent less than in the first half of 1943.

Gross revenues in June, totaling \$19,248,461, were \$527,253 greater than the same month last year. Net railway operating income was \$2,759,243, or \$364,402 less than in June 1943. Net income for June this year was \$1,763,670, representing a decrease of \$370,225 as compared with that month last year.

New Officers' Club

The St. Paul Chapter of the American Red Cross has opened a recreational spot in St. Paul, Minn., for men and women officers in our armed services. Facilities are provided for reading and cards, radio and music. The new club rooms, located in the Hotel Lowry, were provided by the hotel management.

Representatives of the Red Cross are on duty daily to serve light refreshments and plan entertainment.

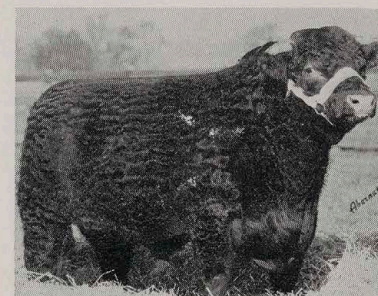
Top Quality Beef

Stockmen in territory served by the Great Northern Railway are constantly striving to improve their herds toward the production of top quality beef cattle. To achieve this goal they realize that good feeding in itself will not attain the desired results and that breeding as well is of vital importance.

According to E. B. Duncan, Great Northern's general agricultural development agent, one of the outstanding barometers of this prevailing attitude are the bull and female sales reported so far this year by the company's agricultural representatives in North Dakota, Montana and Washington.

Shorthorn sales have been reported from Minot and Devils Lake, North Dakota. Angus sales have taken place in Fargo, North Dakota, and Billings, Montana; the North Dakota Hereford Association sale in Bismarck, North Dakota; sales in Malta, Great Falls and Billings, Montana; and Tonasket, Washington. Northwest cattlemen point to the sale held early this year in Tonasket, Okanogan County, Washington, as an indication of the interest and desire of cattlemen in northern Washington to engage in a long-term cattle breeding program centering around this first sale. The sale held by the Northeast Montana Hereford Breeders Association in Malta, Montana, was another "first" in which cattlemen in that area expressed interest in a livestock improvement program. Great Northern's agricultural development representatives aided breeders in arranging their initial meeting and planning for the sale, which averaged \$511 per sale with a top price of \$1,450.

The top price for beef cattle sales in Great Northern territory to date



Preferred Shorthorn Type

this year is \$2,500, for the grand champion bull at the Angus sale held in Fargo in June. The next high was at the same sale with the grand champion female bringing \$2,000.

Sales and progress made in connection with the cattle breeding program to this time are considered highly satisfactory, despite wartime conditions. Many sales have been held at a time when cattlemen have been beset with labor problems but despite obstacles they have sent their stock to the sales and have been present themselves to assist in furthering the beef improvement program in their areas.

The North Montana State Fair held in Great Falls, Montana, the forepart of August, provided a further opportunity for cattlemen in Montana and North Dakota to view and learn more about quality beef production. Breeder members of the National Hereford Show, held in connection with the Fair, as well as Shorthorn and Angus breeders, found much of interest in Great Falls.

With an abnormal wartime demand and inflated values there is a natural tendency on the part of some

(Continued on page 8)

Seven



Daddy and his girls

Building Ships

James Cole (center) 63, gave up his job in the Washington hopyards, to back up his Bombardier son, Lt. John Cole, U. S. A., by working as a shipfitter in the Tacoma yard of the Seattle-Tacoma Shipbuilding corporation.

He quickly was followed into the shipyard by his four daughters pictured with him (left to right): Mrs. Ruby Gerard, welder, and wife of a Sea-Tac welder; Mrs. Mary Des Camp, welder, and wife of a welder; Miss Florabelle Cole, a burner, and Mrs. Fannie Free, electrical worker and the wife of an overseas soldier.

While the family works on the production front the real head of the family, Mother Cole, keeps the Cole home fires burning out at Sumner, a suburb of Tacoma, Washington.

Class I railroads on July 1, 1944, had 41,236 new freight cars on order as compared with 31,744 on the same date last year.

Eight

Commendation

Employees of the Great Northern railway have been commended for their part in the war effort in a telegram from W. B. Young, Rear Admiral (SC), United States Navy, Chief of the Bureau of Supplies and Accounts, Washington, D. C., as follows.

"The success of the Allied landings on Western Europe—in fact, the success of every campaign undertaken by American ships and men in every war theater—has depended heavily upon the efficient transportation facilities which the railroads of the United States have made available to the armed forces and to the war plants producing for them. Materials must arrive at factories and shipyards on time if production schedules are to be met. Men and equipment must arrive at embarkation docks on time if invasion schedules are to be met. It is to the lasting credit of the men and women who staff and operate our railroads that they have never failed to meet these grave responsibilities. Every one of you may be proud of your individual part in helping the Navy to gain command of the seas and carry the fight relentlessly toward the inner citadels of the enemy."

TOP QUALITY BEEF

(Continued from page 7)

of those engaged in the agricultural industry to slow up on quality production. However, reports from agricultural representatives indicate that cattlemen in Great Northern territory are showing no let down but are putting forth every effort to continue quantity as well as quality beef production to meet wartime requirements and at the same time are making plans for higher standards and increased demands after Victory.

Railroads Today and in 1918

"Nowhere in our economy, except in railroad transportation, do we have today less Government intervention than in the earlier World War. Yet railroad service has kept fully apace with the enormously increased demands of industry and the armed services—with only negligible net additions to plant. Transportation performance has been far more satisfactory under a regime of private operation and voluntary collaboration—among railroads and between railroads on the one hand and users of transportation on the other—during this war than under authoritarian centralization with Federally operated railroads during the previous conflict.

"There is a profound lesson in the experience of the railroads, applicable in relations of Government with other industry. The railroads' experience has shown that, given the incentive and opportunity to organize its own voluntary collaboration, industry does not necessarily need to be regimented to insure maximum output even in times of war. The familiar statement that, in such crises, democracy and localized voluntarism have to be superseded by authoritarianism and centralization turns out not to be true.

"From 1916 to 1918 the railroads, pressed to their utmost under centralized Federal operation, were able to increase ton-mile performance only 12 per cent. From 1941 to 1943, under the system of voluntary collaboration now in effect, railroad ton-miles were increased 53 per cent, and the total is still rising. Furthermore, the rise in passenger traffic was only 23 per cent from 1916 to 1918, whereas it was 200 per cent from 1941 to 1943, and is still going up."

(New York Times editorial, July 9, 1944)



Lt. Hoffman

Set for Action

Somewhere in the Marshall Islands, Marine First Lieutenant Maynard C. Hoffman, of Seattle, Washington, gives a rifle a close inspection in keeping with the time-honored Marine policy of always keeping rifles in first-class condition for any emergency.

The 26-year old Marine officer was at Pearl Harbor when the Japs pulled their sneak punch. Many of his friends were injured and killed during the bombing. He has a special grudge against the Japs and he wants to see that it is satisfied.

Now serving as Adjutant of a flying Leatherneck squadron with the Fourth Marine Base Defense Aircraft Wing, Lt. Hoffman has had a seven months tour of duty at Midway Islands.

He was employed in Great Northern's traffic department in Klamath Falls, Oregon, and Seattle until December 1940, when he was called to duty with the U. S. Marine Corps.

Nine



Peter Podobinski, center

G. N. War Father

St. Paul's "No. 1 War Father", Peter Podobinski, a carman in Great Northern's Mississippi Street Coach Yards, was honored at a special "Dad's Night" ceremony in connection with a baseball game between St. Paul and Indianapolis. Mr. Podobinski, who has six sons in the armed services, was presented with a \$100 War bond. A seventh son is awaiting call.

Tribute to Iron Horse

I like to see it lap the miles,
And lick the valleys up,
And stop to feed itself at tanks;
And then, prodigious, step
Around a pile of mountains
And, supercilious, peer
In shanties by the sides of roads;
And then a quarry pare
To fit its sides, and crawl between,
Complaining all the while
In horrid, hooting stanza;
Then chase itself downhill
And neigh like Soanerges;
Then, punctual as a star,
Stop—docile and omnipotent
At its own stable door.

Emily Dickinson (1830-1886)

Veterans' Association

The following members of the Veterans' Association of the Great Northern railway are reported to have died during the month of July, 1944:

Henry Dickson, retired city passenger agent, Portland, Oregon; James E. Oursler, agent, Skykomish, Wash.; Thomas W. Bailey, special agent, Spokane, Wash.; David F. McLeod, B. & B. Foreman, Minneapolis, Minn.; Frank L. Benedict, engineer, Traverse City, Mich.; Joseph E. Aho, engineer, Superior, Wisc.

Ora R. Elms, engineer, Morris, Minn., and Arthur J. Wallace, locomotive fireman, Superior, Wisc., were pensioned during the month of July.

Christmas Packages for Men and Women Overseas

It is not too early to do your Christmas shopping for the man and woman overseas, or on the seas, whom you want to remember with a gift.

The armed forces have announced that gift packages for men and women overseas must be mailed between September 15 and October 15. This applies to all of the services: Army, Navy, Marines, Coast Guard who are on duty outside the United States.

If possible, packages should be mailed before the end of September. Early mailing dates are necessary because of the great distances and difficulties of delivery. Overseas Christmas packages can be mailed without the written request previously required. Detailed information concerning weight, size, addressing, wrapping and postage should be obtained from local postoffices:



Goat GAIETIES...

On The Beam

She—Have you ever loved any other girl this way?

He—No, dear. I'm at my best tonight.

A Good Deal

As they left the night club, the cute blonde asked her escort, "Say, what's the idea giving that hatcheck girl five dollars for checking your coat?" And the escort whispered, "Shh, not so loud. I didn't wear a coat tonight."

Polar Dash

"I hear Admiral Byrd took his dogs with him when he went to the South Pole."

"Yes, they say it was the dogs who first discovered the pole."

Still Crazy

Asylum Warden—So you think you are sane now? If I give you your freedom, will you leave liquor and women alone?

Inmate—I sure will!

Warden—You'd better stay here. You're still crazy.

One Way!

Lady—How do you say good-night in Spanish?

Gent—Buenos noches!

Lady—Well, it's about time. I thought you'd never go!

Oil Right

"What engines shall we use in this boat?"

"Oh, Diesel do."

May Be Right

As told to the reporter "The happy couple will make their home at the old Manse." As printed in the newspaper "The happy couple will make their home at the old man's."

Little Things

He—Now, then, are we going to have lots of children when we get married?

She—Oh, sure, six flower girls and a ring bearer.

Home Girl

"So you married a home girl?"

"Yes, she's at home at bridge parties, cocktail hours, movies, restaurants and night clubs."

Whispering

Boss—Yell out if you want anything.

Steno (blushing)—Wouldn't it be better if I whispered?

Give Her Time

Betty—Last night I went to a dance and became engaged to the cutest boy.

Sally—How thrilling! What's his name?

Betty—But, darling, you can't ask a man a personal question like that right off.

Good Idea

Goon: "What happened, did you get hurt in the hallway?"

Moron: "Not very bad. Some day I'm going to try opening the door before I walk in."

Appointments



Reed

Appointment of Ralph P. Reed, Great Northern's general agent in Denver, Colorado, as general agent, freight department in Kansas City, Mo., to succeed Leonard C. Hodkins, deceased, is announced by F. R. Newman,

traffic vice president of the company. Simultaneously, Mr. Newman announced the appointment of Carl C. Conradi, traveling freight agent in Cincinnati, Ohio, as general agent in Denver, to succeed Mr. Reed.

Mr. Hodkins became identified with the Great Northern railway in March 1922, as traveling freight agent in Kansas City, and was appointed general agent in that city in April 1926, which position he held until his sudden death on July 19, 1944. Previously he was with the Wabash, and Nashville, Chattanooga & St. Louis railways.

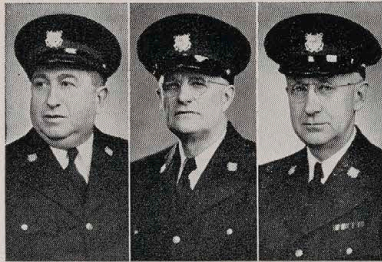
Beginning as chief clerk in the company's traffic department in Cleveland, Ohio, in October 1925, Mr. Reed was appointed contracting freight agent in April 1928, which position he held until January 1939, when he was appointed traveling freight agent in Denver. He has been general agent in that city since September 1939.

Mr. Conradi has been a traveling freight agent in the company's Cincinnati traffic department since April 1920.

H. H. Knocke, traveling passenger agent in the company's Cincinnati office, succeeds Mr. Conradi as traveling freight agent and R. A. Cory, chief clerk, has been appointed traveling passenger agent to succeed Mr. Knocke.

Twelve

World War I Veterans



Doth

Noltling

Rice

Having done a "hitch" in World War I and being over the age limit for active military service in the present conflict these three Great Northern general office employees are serving on the home front as members of the U. S. Coast Guard Reserves (T).

Henry A. Doth, assistant paymaster, served 14 months overseas with the 36th Engineers. Walter G. Noltling, engineer, claim department, was a captain in the 111th Field Artillery and served 11 months overseas. James M. Rice, tariff clerk, freight claim department, was a sergeant in the 5th Anti-Aircraft Machine Gun Battalion and served 4 months overseas.

During the summer months these World War I veterans serve on river patrol duty and on security patrol during the winter season.

G. N. Service Men and Women!

If you are not receiving copies of the Goat regularly it is probably because we do not have your correct address. Write the Editor immediately giving your complete address and keep him informed of changes in address as they occur.



Goat

GLEANINGS

Restrictions on Chinese who may enter or travel through the United States and Canada in the same manner as all other persons, have been removed by both governments subject to the provisions of the General Immigration Act.

* * *

New wartime records were established by the British Railways in the two months immediately preceding "D" Day, according to T. D. Slatery, general traffic manager of British Railways' Headquarters in New York. From March 26, the first day fixed for the movement of personnel to the completion of the "D-Day" moves, nearly 25,000 special trains for troops, ammunition and equipment were run.

* * *

Promotion of Joseph L. Sheppard to general traffic manager is announced by the Illinois Central Railroad. Robert A. Trovillion, assistant freight traffic manager, succeeds Mr. Sheppard as freight traffic manager in charge of rate matters and Oscar L. Grisamore, general freight agent, Washington, D. C., succeeds the late William Haywood as freight traffic manager, Chicago, in charge of sales and service work.

* * *

Class I steam railways, excluding switching and terminal companies, had 112,063 women employees at the middle of the month of April 1944, according to the Interstate Commerce Commission. This was 7.94 percent of the total number of all employees of the railroads and 10

percent of reporting divisions in which females are included. The same railroads in April 1943 had 82,106 women employees.

* * *

One of the important factors in the extraordinary wartime performance of American railroads has been their growing employment of Diesel power. Many experienced railroad men believe that the war job could not have been done on some of the mountain divisions of railroads like the Great Northern had it not been for the mighty Diesel locomotives, which make so light of grades, banish to such a degree the impediment of water stops and represent such greatly simplified problems of maintenance. Each year since 1937 orders for locomotives of the Diesel type have exceeded in impressive fashion those for steam engines.

* * *

Edward C. Giwoyna, Wahpeton, N. D., a locomotive fireman on Great Northern's Minot Division at the time he entered the armed services, has been promoted from Corporal-Technician Fifth Grade to Sergeant-Technician Fourth Grade. He is serving as an engineer in a Military Railway Service Operating Battalion on duty somewhere in Italy.

* * *

Because of a similarity in names between Bedford and Brantford, North Dakota, the name of the station at Bedford on the Great Northern railway has been changed to Nolan.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services,
August 1, 1944

Our Gold Stars

The month of July added nine Gold Stars to our Great Northern employees' service flag, bringing the total to 43, as of August 1, 1944.

- ★ Seaman 2/c Lewis Clifton Stahl, fireman, Butte Division. Killed in action aboard U. S. S. Vincennes, August 10, 1943, during battle of Savo Island.
- ★ Lt. William John Yake, Jr., locomotive fireman, Spokane Division. Killed in action in European area, January 29, 1944.
- ★ T/Sgt. Francis G. Bleyenbergh, brakeman, Mesabi Division. Previously reported as missing, killed in action in France, February 6, 1944.
- ★ Sgt. Dale Dean, carman helper, Hillyard Shops, Spokane Division. Killed in action in France, June 9, 1944.

- ★ Pfc. Sigrud C. Quam, section laborer, Dakota Division. Killed in action in France, June 12, 1944.
- ★ Sgt. Wm. F. Henrich, section laborer, Minot Division. Killed in action in Normandy, June 14, 1944.
- ★ Carpenter's Mate 3/c Stanley Julison, carman, Dakota Division. Killed in action in South Pacific area, June 15, 1944.
- ★ Pfc. Edwin J. Tone, trucker, Minot Division. Killed in action in New Guinea, June 20, 1944.
- ★ Pfc. Paul Edward Miller, carpenter, Mesabi Division. Killed in action in South Pacific area, date unknown.

Information is compiled from data available and is subject to change.

Wartime Mail Bag

"It is that season in India when one wanders from the punkas and fans only when he must. Every night we go to sleep praying that tomorrow the monsoon will break, well knowing that all the praying will not hasten the rains, and wake up hot and sticky the next morning thinking of cool Minnesota Lakes." So writes S/Sgt. John A. Laska, 2nd cook in Great Northern's dining car department, from somewhere in India.

* * *

"I am in New Guinea once again. I participated in the Papuan campaign in January 1943. Had some very good experience that could not be bought for thousands of dollars. I'll be glad when all this is over and we will be able to get back to our jobs" writes Pfc. William C. Devall, yard clerk at Whitefish, Montana, on Great Northern's Kalispell Division.

War contracts in the Seattle-Tacoma area total \$4,102,014,000, according to the War Production Board's compilation for the month of May, 1944.

Our Soldiers, Sailors and Marines



Sgt. Enger

ern's Minot Division.

When the engine of his bomber was punctured by anti-aircraft fire over Rabaul's Tobera airfield, the pilot, Marine 2nd Lt. William Noser of Seattle, Wash., was forced to make a water landing 30 miles off the coast of Jap-held New Ireland. Blinded by leaking oil, the pilot was dazed by the shock of the landing in the open sea but managed to struggle out of his cockpit in the few minutes the plane remained afloat.

Meanwhile, Sgt. Enger had yanked his life raft out of the compartment behind his seat and after spending twenty minutes to get it inflated, the raft was upside down, he finally got the boat righted, struggled into it and then pulled the pilot in. Squadron mates, flying overhead, spotted them and tossed out smoke bombs to mark their position. After drifting for about an hour, they were picked up by a Navy patrol plane.

Pilot Noser and Sgt. Enger have flown together on 30 combat missions, many of them against Rabaul. It was not the first time they had been hit, Lt. Noser recalling how he had flown home from Rabaul in March of this year with his plane's tail assembly shot away.

The pilot of a Marine Dauntless dive-bomber attributes the saving of his life to the quick action of his rear-seat gunner who was Marine Sgt. William S. Enger of Minot, N. D., a switchman on Great North-

Wearing the distinguished flying cross, the air medal and three oak leaf clusters, Staff Sergeant Grant R. Anderson, material handler in Great Northern's stores in Everett, Wash., returned to the

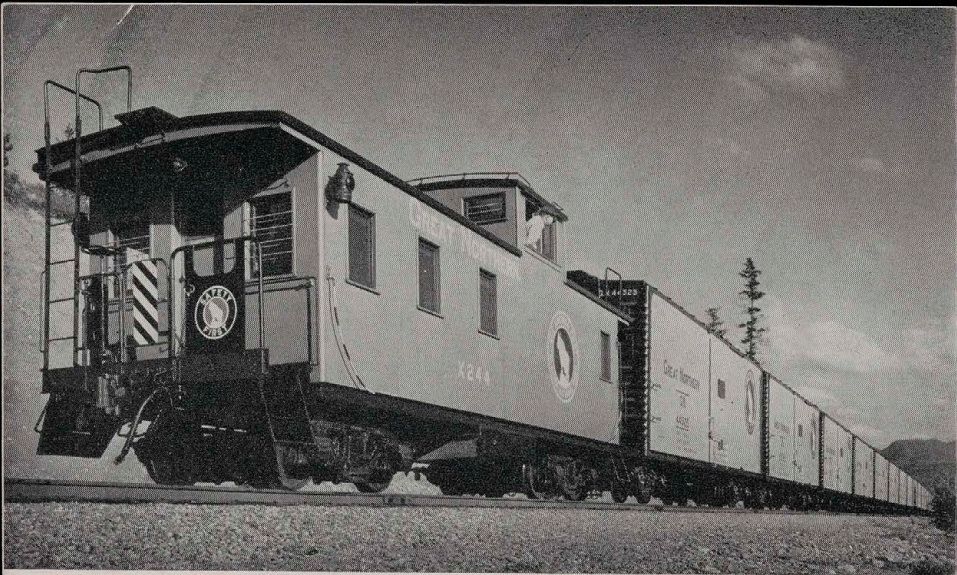


S/Sgt. Anderson

United States recently after 25 bombing missions over Europe. He was a waist gunner on the Flying Fortress "Flyin' Pappy," and also served on a mission over Poland. His home is in Spokane, Wash., and he has two brothers in the armed services and a sister in the Waves. Sgt. Anderson is now stationed at the Army Air Base, Amarillo, Texas.

* * *

From somewhere in Italy, Sgt. William B. Jones, a fireman on Great Northern's Spokane Division writes "I was a fireman working out of Seattle when I enlisted in the Army. My father is a dispatcher at Klamath Falls at the present time. We have been Great Northern people for three generations. Now I am looking forward to the time when this war is over and I am back on the big power again. Talking of power I have seen lots of terrible stuff since I have been overseas, both in Africa and here in Italy. It will be a pleasure either to fire an oil-burner or do my job on one of the big new Diesels the Great Northern now has."



Our Day

In one day on the Great Northern Railway system:
Freight cars, of which 44,000 are in operation, move
more than 2,200,000 car miles.

Freight trains produce 54,000,000 net ton miles of
transportation.

Road locomotives run more than 71,000 miles.

More than 600,000 gallons of fuel oil and over 3,000
tons of coal are consumed by locomotives.

\$130,000 in taxes come due.

GREAT NORTHERN RAILWAY

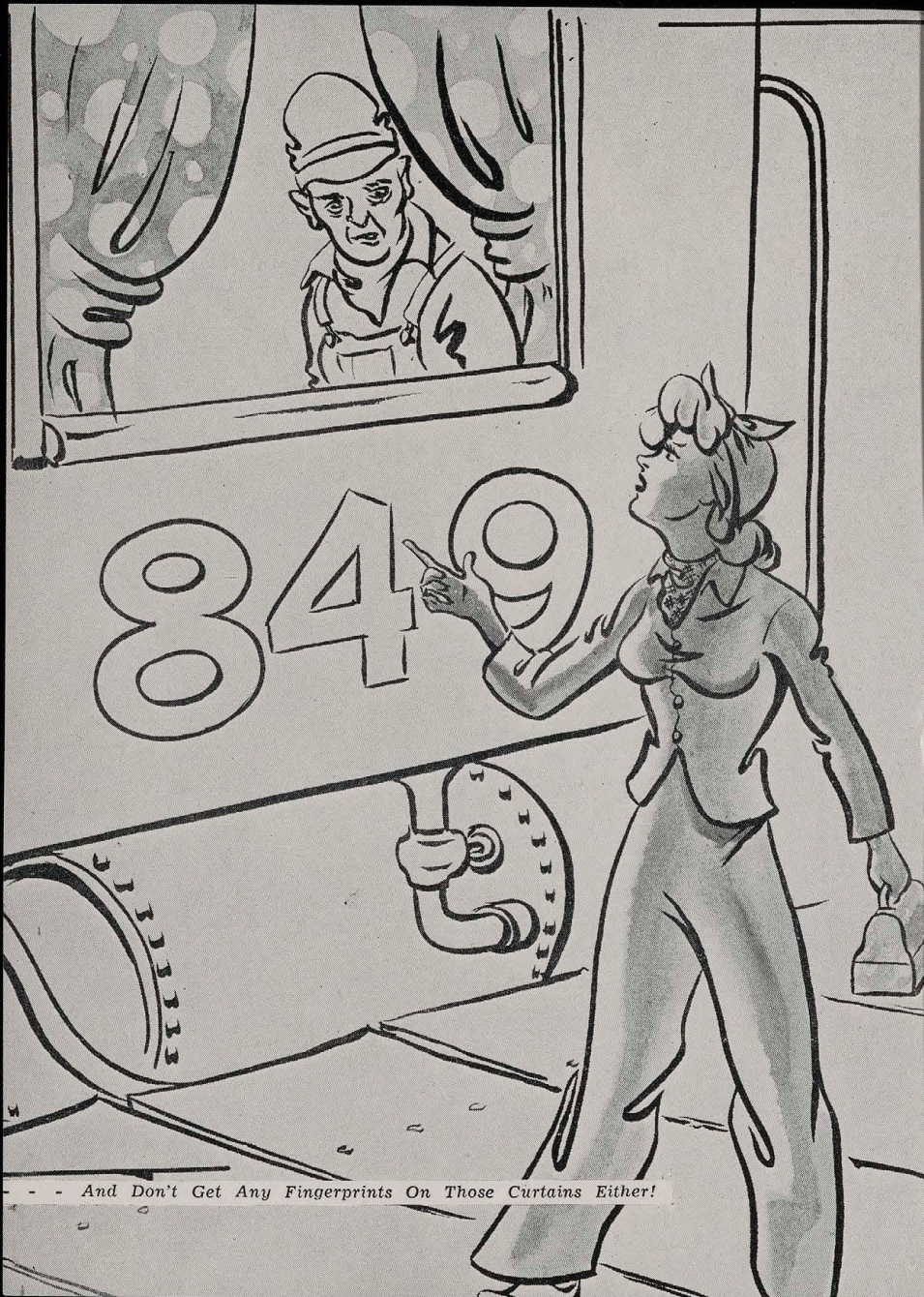
The Low Level Route Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT



GREAT NORTHERN

**SEPTEMBER
1944**



- - And Don't Get Any Fingerprints On Those Curtains Either!



Typical Columbia ram and ewe. Photos courtesy Western Sheep Breeding Laboratory.

Columbia Sheep Sale and Show in Minot

A program for the development of and improvement in the sheep industry in the Northwest will be a primary topic of discussion of the Columbia Sheep Breeders Association, when it holds its first annual National Columbia Sheep Sale in Minot, North Dakota, on October 26. In addition to affording those interested in the sheep industry an opportunity to secure top-quality breeding stock, the breeders plan to conduct an educational program in connection with the sale and show.

Preliminary reports indicate that some 300 head of ewes and rams selected from leading flocks in Northwest states are being prepared for consignment to the Minot sale, which will assure prospective buyers a choice of high quality stock from which to make their selections.

The Columbia Sheep Breeders Association program is highly significant, according to E. B. Duncan, Great Northern's general agricultural development agent, for the reason that it will stress the importance of quality production at a time when there is a tendency to lower quality standards for quantity production because of market conditions and consumer demand. Another point stressed by Mr. Duncan is that the western sheep industry is interested in wool production as well as mutton. Columbia sheep produce a

three-eighths quality wool with an average twelve months growth of three and one-half inches. An average mature ewe fleece will weigh about twelve pounds of grease wool; a mature ram eighteen pounds. Mature ewes weigh approximately 150 pounds; rams 240 pounds.

After-the-war-plans of breeders in many regions of the Northwest provide for increased quality as well as quantity production for all breeds of sheep and Columbias are expected to play an important part in this program.

The United States Experiment station and The Western Sheep Breeding Laboratory at Dubois, Idaho, have been actively interested in the development of the Columbia breed. With approximately 28,000 acres of spring-fall range, 20,000 acres of summer range and allotments of forest reserve areas for winter range, producing large quantities of alfalfa hay and other winter feeds for sheep, the experiment station and laboratory have carried on an intensive program which has developed an epic change in range sheep husbandry. Columbia sheep, therefore, are native to the Northwest region.

According to Julius E. Nordby, director of the Dubois experiment station and laboratory, the Columbia breed, in general, is the result of

(Continued on page 6)



VOL. 14 SEPTEMBER, 1944 No. 11

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.

The American Way

"In 1941 the railroads established an all-time record in the handling of ton miles of freight traffic. In 1944 and up to the moment the railroads are handling something like a 6 per cent increase in ton miles above the corresponding period of 1943.

"The performance during the past three years is an excellent example, in my opinion, of the accomplishments of private enterprise. It shows what voluntary cooperation, guided by a minimum of governmental regulation can do. This is what we choose to call the American Way of doing things."

George H. Shafer, General Traffic Manager, Weyerhaeuser Sales Co., St. Paul, Minn., and President, National Association of Shippers Advisory Boards, before Trans-Missouri-Kansas Shippers Board, Kansas City, Mo., June 14, 1944.

Four

Labor Day 1944

On Labor Day a year ago, the outcome of the War depended in large measure on the loyal efforts of the men and women of the production line.

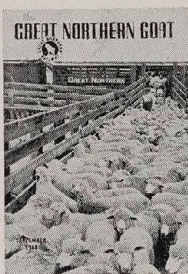
The good news from every battle front, today, therefore, is a tribute to the achievement of American labor over the past year.

Each new zone of combat demands special materials. Each mile our Armed Forces advance multiplies the complexities of supply, transport and communication. Not only must the flow of supplies be maintained, but we must keep our production flexible to meet the ever-shifting demands of our fighting men on land and sea as new battle areas are blasted open.

We are now in the most critical stage of the war and the need for combat equipment is greater than ever. The possibility of landing a knockout blow is largely dependent upon our ability to give the men at the fighting fronts the best weapons we are able to produce and in sufficient quantity.

On this Labor Day let us decide that as long as there is a war on, we'll see it through together.

The Goat's Cover



near Kalispell, for winter feeding.

Columbia ewes are shipped from summer range on the Blackfeet Indian Reservation, south of Glacier Park, Montana, by Ernest White to his Shelter Valley farm



Frank J. Gavin, right, Great Northern president, congratulates Clyde W. Tilton, general auditor

Fifty Years of Service

Touching off the second of his daily quota of ten cigars at 8:15 A.M. Saturday, August 12, Clyde W. Tilton rolled up his sleeves, glowered at a stack of nice, new government forms, and thus began his fifty-first year of service with the Great Northern railway.

And, the railway's 70-year-old general auditor remarked to an assistant that, since the day was sort of special, he might whoop the cigar quota to an even dozen—in addition, of course, to his regular pick-me-ups from a battery of pipes.

Great Northern's watchdog of income and outgo (with emphasis on the latter), Mr. Tilton planned retirement last April 1, but with railway manpower what it is, he's on the job for the duration.

Born and educated in LaCrosse, Wis., Mr. Tilton began work for the company on August 12, 1894, as a clerk in the passenger receipts office. It pleases him to remember that one of the men he helped to break in went a long way, for F. J.

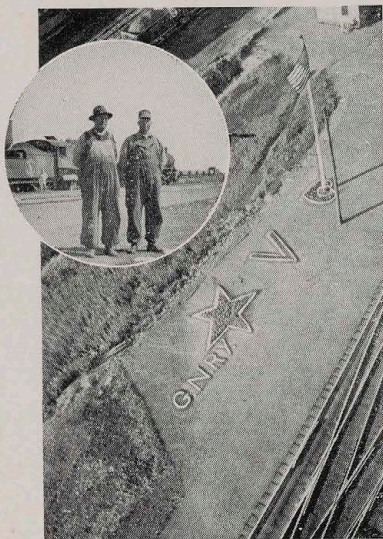
Gavin began his climb to Great Northern's presidency from a clerkship in the department where Mr. Tilton started work.

Mr. Tilton became auditor of passenger receipts in 1902, and in 1918 was appointed assistant Federal auditor when the railways went under government control during World War I. In March, 1920, he became assistant general auditor, and on September 1, 1942, was advanced to general auditor.

Hunting, fishing, ice-skating and golf were Mr. Tilton's regular pastimes for years. Except for skating—he's surprisingly spry on the ice—he has given up sports for the less strenuous game of bridge. He can be found almost any noon in the card room in the Saint Paul Athletic club.

But, don't look for him at a quiet corner table in the company of the meek! His bridge league is the one where lung power and caustic comment are much more important than the cards.

Five



Portion of grounds near G. N. scale-house and switch shanty at Allouez Circle inset: Switchmen John Urbaniak and Walter Cooper.

G. N. Ore Yard

Switchmen in Great Northern's Allouez Yard at Superior, Wisconsin, put in any spare moments they have in these busy wartimes beautifying the grounds in the vicinity of their daily labors. Near the scale-house and switch shanty at Allouez they have erected a flag pole and have cleared out a plot of ground where flowers have been attractively planted, and many decorations have been placed.

While all the switchmen at this particular point have participated in the work, John Urbaniak and Walter Cooper are responsible for the floral and ground decorations.

All the iron ore handled by Great Northern down the lakes passes this point which for the seasons 1942, 1943 and 1944, will total over 77,000,000 tons.

Six

G. N. Veterans

Members of the Veterans' Association of the Great Northern Railway, reported deceased during the month of August, 1944, are, Sophus J. Hanson, conductor, Spokane, Wash.; Alexander D. Pauline, retired engineer, Kalispell, Mont.; Earl R. Joyce, assistant chief dispatcher, Grand Forks, N. D.; Winfield R. Andrews, agent, Spicer, Minn.; Alfred R. Kramer, engineer, St. Cloud, Minn.; Charles Setterland, engineer, Grand Forks, N. D.

Members pensioned during August are, Sidney C. Mead, conductor, Spokane, Wash.; Paul Overgaard, engineer, Willmar, Minn.; William H. Cowell, draftsman, St. Paul, Minn.; Amos R. Coder, locomotive fireman, Kelly Lake, Minn.; Charles H. Gilligan, conductor, Sioux City, Ia.; Alfred F. Christenson, engineer, Minnot, N. D.

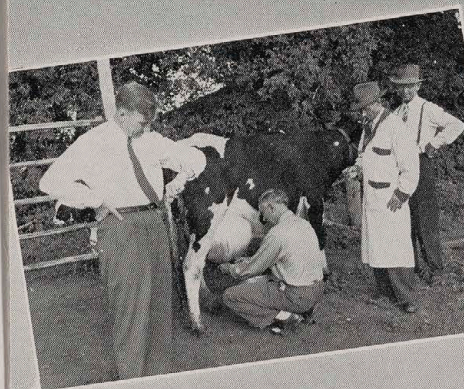
More than 40,000 freight and passenger trains are operated daily throughout the United States.

Columbia Sheep

(Continued from page 3)

crossing selected Lincoln rams with Rambouillet ewes, and proceeding from this original cross by breeding the most select first-cross rams with first-cross ewes, a method which has progressed through generations until the present time when Columbias are recognized as an established breed. Columbia lambs produced at the station are large, grow rapidly and mature satisfactorily under good ranch conditions.

W. A. Denecke, Bozeman, Montana, a breeder of Columbia sheep, and a former superintendent of the Dubois Experiment Station, is president of the Columbia Sheep Breeders Association.



Alexandria's mayor in training for milking contest.



Mayors Leaf (in rear seat) and Schwartzbauer, with Dr. Towner at the wheel of 1913 Ford.

Alexandria Mayor Wins Milking Contest

Dr. R. M. Towner, mayor of Alexandria, in Minnesota's lake park region, served by Great Northern, has a skill which the folks back home hadn't heard much about. He's a champion milkman! That honor went to Dr. Towner in a milking contest among Minnesota mayors, a feature of the recently held Minneapolis On-To-Victory Aquatennial.

Eight Minnesota mayors competed in the contest. Dr. Towner took first place by coaxing 10.2 pounds of milk from a cow in three and one-half minutes. Mayor S. G. Schwartzbauer of Sauk Centre won second place, squirting 7.9 pounds of milk into his pail. Martin Leaf, mayor of Willmar, was third with 7 pounds,

Mayor John Kirkwood of Crookston, came in eighth with 2.2 pounds and John Harvey, mayor of Virginia, finished last with 2 ounces.

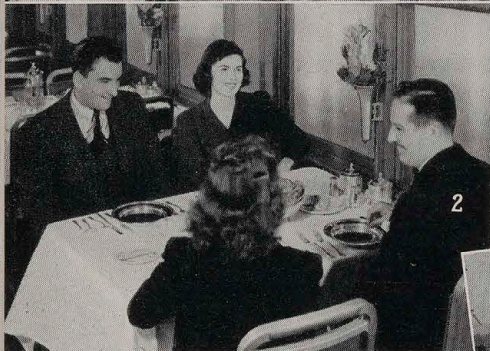
Pictured above (left) with the winner are his manager and trainers, preparing him for the contest. Left to right, Leonor Osterberg, Mayor Towner, Newton Nash, secretary of the Alexandria Chamber of Commerce, and August F. Stark, Chairman of the county Agricultural Adjustment Administration, owner of the Holstein practice-cow. For winning the contest, sponsored by the Land O'Lakes Creameries, Inc., Mayor Towner received the dubious honor of riding in a 1913 Ford in the feature night parade.

Seven

Great Northern Green Houses



1 & 9—Cornelia Gelderman prepares bouquets of carnations and iris.



2. Flowers are displayed in aluminum vases of which there are 12 in each dining car.



3. Visitors are welcome in greenhouses.

4. View of portion of grounds and buildings.

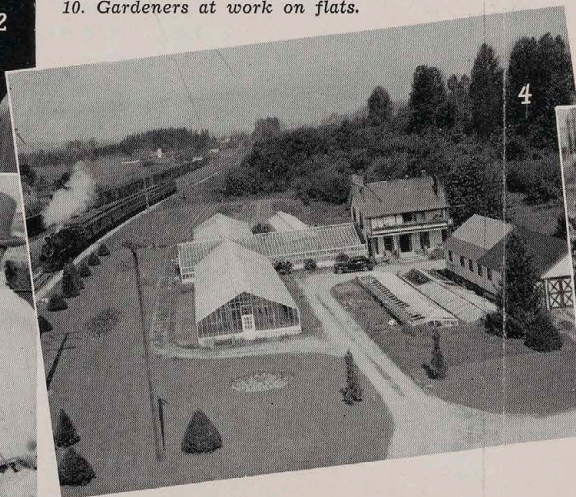
5. A. DeRooy, supervisor of parks, who has charge of greenhouses.

6. Bill Naegelen, gardener, packs cut-flow-ers in specially built shipping cases.

7. Supervisor DeRooy shows flowers to a visitor.

8. Flower beds, shrubs and grounds at Glacier Park Station and hotel are supervised by Mr. DeRooy. Pot and bedding plants are furnished from the greenhouses at Monroe.

10. Gardeners at work on flats.



Flowers for G. N. Trains

Patrons in dining cars on the Empire Builder, and other Great Northern trains, who are curious about and often heard to comment upon the fresh cut-flowers displayed in the cars, will be interested to know that they are all grown at and supplied by the company's greenhouses at Monroe, Washington.

Every day the year 'round, A. DeRooy, supervisor of parks in charge of the greenhouses, and his assistants, prepare 48 bouquets totaling about 200 blossoms, sufficient for four dining cars. With appropriate greens, the flowers are packed in specially built boxes and shipped to the Great Northern dining car department in St. Paul for placing in dining cars on west-bound Empire Builder trains from the Twin Cities every morning. Similarly, bouquets of cut-flowers are sent to the Seattle commissary for placing in dining cars on eastbound Empire Builder trains every evening, and other trains operating between Seattle, Portland, Spokane and Vancouver, B. C. Flowers are also supplied for trains carrying dining or

(Continued on page 10)



10



9



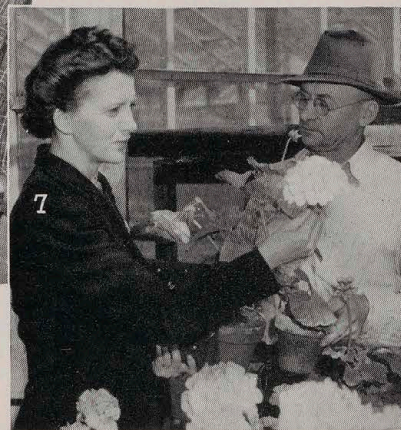
8



6



5



7

FLOWERS FOR G. N. TRAINS

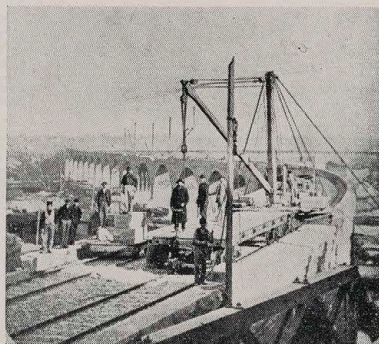
(Continued from page 9)

restaurant cars between the Twin Cities, Duluth-Superior and Winnipeg, and during the summer months on trains between Shelby and Butte, Montana.

Carnations, predominantly red, which seem to be the most popular with dining car patrons, are provided from January until August, with some tulips, daffodils, iris, ornamental legum, freezia, snapdragons, stocks, calendulas and asters, in season, to fill in. Gladioli are furnished for two and one-half months, in season, and chrysanthemums from September 15 to January.

In addition to supplying cut-flowers for dining cars, the Monroe greenhouses provide flowers and plants for company-operated depot restaurants and also grow and furnish plants for window boxes and hanging baskets in stations all along the line. Geraniums, lobelia, petunias, lotus and dracenea, with lotus Berthelotti, a gray vine, are furnished for window boxes and baskets.

About 6,000 geraniums, which are Mr. DeRooy's preference for bedding plants, are grown each year. Benches are replanted each year. Carnations are in for an entire year, chrysanthemums for six months or less. When the chrysanthemum season is over the space is used for growing pot and bedding plants for the station and hotel grounds at Glacier Park, and for other station grounds at points along the railway. Gladioli are grown out-of-doors only, carnations indoors only and chrysanthemums out-of-doors and indoors. Easter lilies are also grown at the greenhouses and furnished for dining cars and Great Northern ticket offices in principal cities on the west coast and in the middlewest for the Easter holiday.



Building sturdily for the railroad traffic of their time and today, were these men of 1882-1883. This is a construction scene of the stone arch bridge over the Mississippi River between St. Paul and Minneapolis. The span, 2,100 feet long, was built by the Minneapolis Union Railway Company, a belt line owned by the old St. Paul, Minneapolis & Manitoba railway, which was a forerunner of the Great Northern railway. Nineteen months of heavy construction and \$650,000 went into the bridge—a busy thoroughfare for trains after 61 years.

The grounds and greenhouses at Monroe were established in 1926. Today, approximately 11,000 square feet of floor space is under glass. The average temperature in the greenhouses is kept at 56 degrees in daytime and 48 degrees at night.

Mr. DeRooy receives many comments and inquiries about the cut-flowers in dining cars and plants in window boxes, at station grounds and depot restaurants. The plant that he is asked most about by travelers is the gray vine Lotus Berthelotti used in window boxes and hanging baskets.



Goat GAJETIES...

Why Banks Have Receivers

Lady: "Please cash this check for me."

Teller: "Sorry, it isn't endorsed."

Lady: "But it's made out to me and signed by my husband."

Teller: "Yes, I know, but since it's payable to your order, you must endorse it on the back so we can show your husband you received the money."

The lady retired to the nearby writing counter and ultimately returned triumphantly with this unique endorsement: "Thank you Harry, Your devoted wife Hortense."

He'll Find Out!

Sonny Boy: "Tell me, Daddy, why did you marry Mommie?"

Daddy: "So you're wondering too!"

Baseec Eengleesh

The instructor in Americanization had been lecturing intensely on the American flag to his class of aliens-seeking-citizenship. When he had finished, he turned to one of the students and asked:—

"Ginsburg, now please tell me—what flies over the city hall?"

Ginsburg thought hard for a second, then answered: "Peedgins!"

Problem

Drunk: It takes me an hour or so to get to shleep when I go home.

Drunker: Thash funny, I always falls ashleep ash shoon ash I hit da bed.

Drunk: Sho do I, My troublessh hittin' da bed.

Word to the Wise

Fool: "My brain's on fire."

Friend: "Blow it out."

The Bar of Justice

Sarcastic Detective: "Come with me, friend."

Whimsical Prisoner: "Where to?"

S. D.: "Hotel de Sing Sing."

W. P.: "Is that so? Can one get a drink there after curfew?"

S. D.: "But of course! The place is literally surrounded by bars."

A Girl's Best Friend

Irate Mother: "Was it necessary to spend twenty minutes in the hall saying goodnight to Charles?"

Demure Daughter: "Yes, Mother, as you can see from my hair it was a case of 'mussed'."

Get to the Point

Petulant Salesman: How about seeing your boss?

Smooth Secretary: He's tied up at a meeting.

Petulant Salesman: When will the meeting be over?

Smooth Secretary: As soon as you leave the office.

Cautious Carroll

Did you hear about Cautious Carroll? He went into a milk bar with two friends.

One friend said: "I'll take a big orange juice."

The other said: "I'll take a chocolate soda."

"And I," said Cautious Carroll, "will just have a glass of water. You see, I'm driving."

G. N. Traveler



Adm. Gatch

his present duties as judge advocate general of the Navy.

The officer, Rear Admiral Thomas L. Gatch, retired from sea duty in December, 1942, because he stopped a bomb fragment with his neck, in the Battle of Santa Cruz. Admiral Gatch wears the Purple Heart and has twice been awarded the Navy Cross. He commanded the South Dakota in her famous three-day Battle of Guadalcanal in November, 1942.

Magnesium Baseball Bats

Baseball bats of magnesium are being fashioned in the light metals laboratory at Washington State College in Pullman, Washington, and will be on the market this fall. Magnesium fruit ladders and scores of other small metal articles are also being made in the college plant and it is hoped that in the wake of this experiment work will develop industries in the Inland Empire planned to absorb later, the light metals production of plants which are now fashioning materials for war production.

Ivan, The Iron Horse

A new juvenile book recently made its appearance on newsstands and in book stores throughout the United States and Canada. Ivan, The Iron Horse, written and illustrated by A. E. Rohmer, Great Northern's district passenger agent in Philadelphia, Pa., is an interesting and lively little train book of 32 pages, with many illustrations in black and white and color.

The book represents two years of work by the author in his spare time and is his first published work. The story deals with a sturdy little engine named Ivan, transformed from something merely mechanical to a practically human being. Observation of the reaction of children to railway engines and trains induced Mr. Rohmer to write his book, including as many phases of railroading as possible.

The first edition of 10,000 copies was published by Albert Whitman & Company, Chicago. Book stores in Canada are serviced by the George T. McLeod Company, Ltd., Toronto. The book sells at \$1.25 a copy.

The volume of railroad passenger traffic in 1943 was nearly four times as great as in 1939.

Alaska Ship Line Sold

The Alaska Steamship Company has been acquired by the Skinner & Eddy Corporation, Seattle, from the Kennecott Copper Company, New York, which brings the pioneer shipping line under local ownership and operations for the first time in its history. New officers, all of Seattle, are G. W. Skinner, president; L. W. Baker and Lawrence Bogle, vice-presidents; R. C. Anderson, treasurer; C. M. Mitchell, secretary.



Goat

GLEANINGS



Al Hughes

from the company's Detroit offices to Chicago when Hughes joined the armed forces, will continue as traveling passenger agent in the Chicago office.

* * *

Appointment of H. (Bud) Lofgren as city passenger agent of the Santa Fe Lines in Milwaukee, Wisc., is announced. Lofgren succeeds Jerry Mueller who has been appointed city freight agent of the Santa Fe in Milwaukee.

* * *

The cartoon on page two of this number of the Goat was drawn by Howard H. Petrey, Sp. (X) 3c, U. S. Naval Training Camp, Farragut, Idaho, son of Joseph S. Petrey, engineer on Great Northern's Mesabi Division.

* * *

Great Northern offices in Denver, Colorado, are now joint freight-passenger agency. C. C. Conradi, general agent, is in charge.

A. A. Hughes, traveling passenger agent in Great Northern's Chicago ticket office, has returned to his old job after serving with the U. S. Army in the Pacific area. Joe Thomann, who was transferred

Major M. O. Nordstrom, Commanding Officer, U. S. Army Regulating Station, Ogden, Utah, chief clerk in Great Northern's traffic offices in Helena, Montana, when he joined the armed

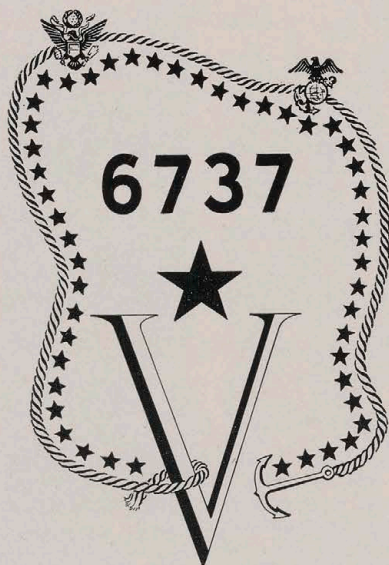


Major Nordstrom

forces in March 1942, is a much sought after speaker by Rotary, Kiwanis and other organizations. He recently addressed several hundred shop employees, including some traffic department representatives, of the Southern Pacific System in Ogden, on the subject of "War Transportation."

* * *

The resolution recently adopted by the chief traffic officers committee of the Association of American Railroads, outlines enforcement of Rule 5 of official classification to combat mounting claims for damages. Applying to carload and less than carload shipments of alcoholic liquors, flavoring syrup, honey, fresh pineapples and other products of a nature requiring sound containers to prevent leakage or other damage, the resolution calls for the inspection of all import freight before acceptance of such shipments by the carriers to determine whether the containers are of a character to assure safe transportation.



Great Northern Railway employees in
Uncle Sam's Armed Services,
September 1, 1944

Our Gold Stars

Six Gold Stars were added to our Great Northern employees' service flag during August, bringing the total to 49, as of September 1, 1944.

- ★ Pvt. Louis Joseph Skovron, switchman, Butte Division. Accidentally killed at Fort Ord, Calif., July 20, 1942.
- ★ Pfc. Robert W. Davison, waybill clerk, Overcharge Claims Dept., St. Paul, Minn. Killed in action in Italy, July 5, 1944.
- ★ Jay A. Pilgrim, district gang laborer, Minot Division. Killed in action in France, July 5, 1944.
- ★ Pvt. Delroy E. Brzinski, laborer, St. Cloud Store, St. Cloud, Minn. Killed in action in France, July 12, 1944.
- ★ Pvt. Raymond R. Manning, machinist helper, roundhouse, Mesa-

bi Division. Killed in action in Italy, July 25, 1944.

- ★ Robert Harris, warehouseman pumper, Bemidji, Minn., Mesabi Division. Killed in action in France, August 1, 1944.

Information is compiled from data available and is subject to change.

Wartime Mail Bag

T/5 Gerald H. O'Sullivan, stower, in Great Northern's Minneapolis Freight Station when he joined the armed forces in June 1942, is now on duty with a station hospital in the South Pacific as a surgical technician.

* * *

From somewhere in England, Ammon P. Bennett, SK 1/c, stenographer-clerk in Great Northern's Sioux Falls, S. D., offices, writes "First it was Africa, then Sicily, next to Italy and the early part of October '43 on through the Suez Canal, the Indian Ocean, to India proper. Our mission completed we returned to North Africa via the same route and are now in England. They say that it is rugged duty, yes, rugged duty, but not too rugged for American seamen. When the war is over, however, I shall be only too happy to return to Sioux Falls and resume my duties as stenographer-clerk, but as of now I am only too happy to have duty on an LST."

* * *

Lieut. Hugo J. Strom, relief clerk, Williston, N. D., writes from China: "I have seen everything now; anyway, I think so. The trip I have had from the U. S., over here has been an incident I couldn't buy for all the money in the world. Have ridden on everything imaginable—river boats, narrow gauge railroads, airplanes and mules. A person can't appreciate a crowded train until he has had to contend with the means of transportation away from home."

Our Soldiers, Sailors and Marines



Lt. Hubbard

Reported missing in action over Yugoslavia, Lieutenant James K. Hubbard, rodman in Great Northern's engineering department in Spokane, Wash., was returned to duty on May 30, 1944. He had completed about 40 missions in a B-17, as a member of the 717th Bombing Squadron, 449th Bombing Group, up to the time he was downed over Yugoslavia. He and his crew spent 18 days in enemy territory and walked about 200 miles before they were rescued. Lt. Hubbard has been awarded the Distinguished Flying Cross and Oak Leaf Cluster.

* * *

U. S. Marine Corps Sgt. Herbert W. Schwarz, somewhere in the Pacific area, wants to hear from any girls in the general offices or elsewhere on the Great Northern system, who would care to write to a lonely soldier. He promises to answer all letters. Sgt. Schwarz, 21, was a machinist apprentice in Great Northern's Dale Street Shops in St. Paul, when he joined up. His address is "Sgt. Herbert W. Schwarz, U.S.M.C.R., V.M.S.B. 333, care of Fleet Post Office, San Francisco, Calif."

* * *

Staff Sgt. Eugene F. Hively, brakeman on Great Northern's Butte Division, reported missing in action over Germany since February 22, 1944, is now a prisoner of war of the German Government in a Holland hospital.

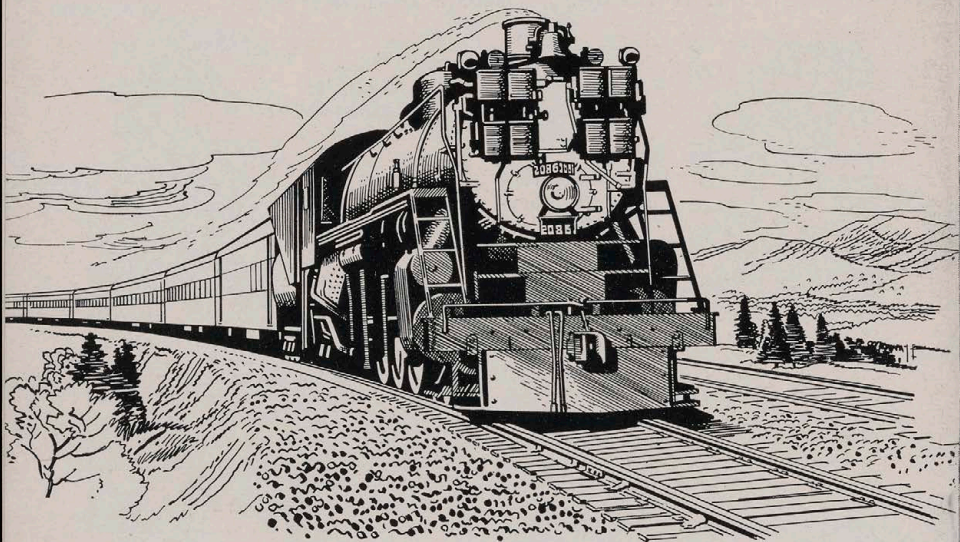


Lt. Col. Batcheller

Word has been received from the War Department in Washington that Lt. Col. Herbert Frank Batcheller, son of H. M. Batcheller, Great Northern's scale inspector, Minneapolis, Minn., was killed in action in the European area on June 12, 1944. He had worked on Great Northern's Butte Division as an extra gang laborer some years ago. Col. Batcheller entered West Point Military Academy in 1935, and his first post was with the 16th Infantry at Governors Island, N. Y. He was subsequently with the 65th Infantry in Puerto Rico, and attended the Infantry School at Fort Benning, Ga. He was captain in the 24th Infantry, a colored regiment, from 1939-1941, when he transferred to the Parachute Infantry. He went overseas in 1943 and jumped during the invasion of Sicily. Shortly thereafter he was given command of his regiment which he jumped with in the invasion of Italy. During the Italian campaign he was decorated by the British Government with the Distinguished Service Order, that country's next to highest order. He participated in the initial airborne invasion of France where he met his death.

* * *

Arthur H. Amundson, lineman on Great Northern's Spokane Division when he joined the 704th Railway Grand Division, has been promoted to technician fourth grade. He is with a Military Railway Unit in the Mediterranean theater of operations.



Our Day

In one day on the Great Northern Railway system:

Passenger cars move 225,000 miles daily.

More than 1,100 passengers occupy Pullman cars.

Passenger trains transport over 3,035,000 passengers
one mile.

Dining cars serve more than 4,000 meals.

\$130,000 in taxes become due.

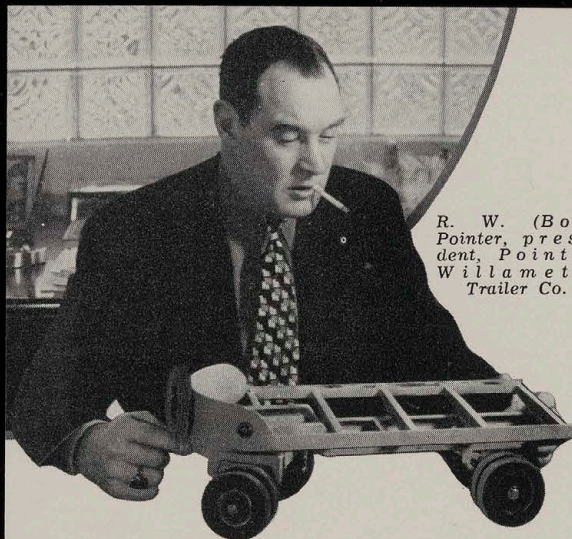
GREAT NORTHERN RAILWAY

The Low Level Route Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT

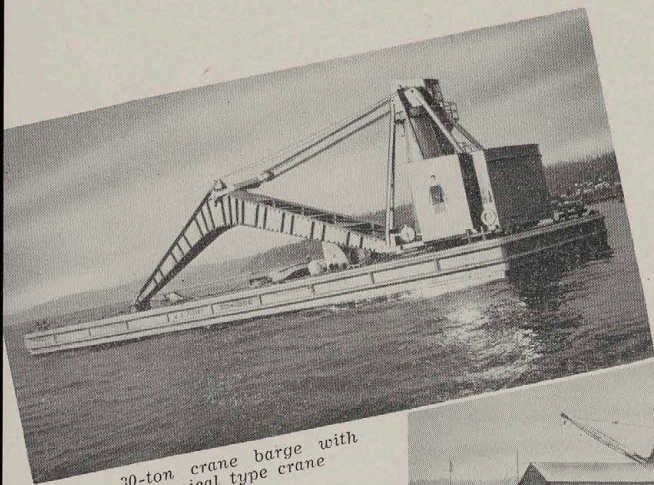


Yes boys, he's been that way ever since the war started!



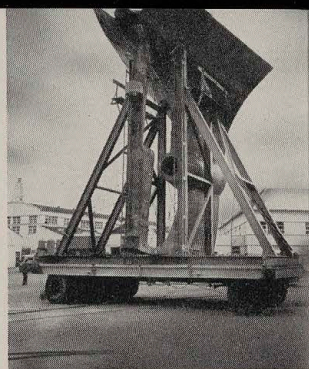
R. W. (Bob)
Pointer, president,
Pointer Willamette
Trailer Co.

CRANES FOR WAR



30-ton crane barge with
conical type crane

Shore - side
view of P-W's
yard at
Edmonds,
Wash.



Giant 85-ton P-W
trailer



First of twenty 30-ton
whirley cranes being
built by P-W



Trailers, Barges and Cranes for Victory

A crane that rises into the sky as high as a ten-story building is the latest achievement of the Pointer Willamette Trailer Company with headquarters at Portland, Oregon.

The first of twenty 30-ton capacity whirley barge cranes completed by the company, they are so constructed that they can be knocked-down for shipment by rail and water to any part of the world and quickly set up for operations. Barges 120 feet by 44 feet, on which these gigantic cranes are to be used, are also being constructed by the Pointer Willamette Trailer Company's Edmonds, Washington, plant, and are built so that they can be dismantled for shipping. Fifteen freight cars are required to transport a complete crane and barge.

Eight years ago, R. W. (Bob) Pointer, president of the company, began the building of logging trailers. A ready market was awaiting him in the timber producing areas of the Northwest. Today, the company has plants in Portland, Ed-

monds, Washington, and Billings, Montana, employing 500 men.

Shortly after Pearl Harbor, Mr. Pointer volunteered his facilities to the Government. Among the items so far furnished to Uncle Sam's fighting forces are 6,000 tank trailers and 135 barges.

While the manufacture of the big steel cranes is the largest project yet undertaken by the Pointer Willamette Trailer Company, whirley cranes and two-derrick type cranes, each with a capacity of 150 tons and capable of lifting some of the heaviest locomotives and machinery between ships and docks, are being manufactured by the company.

When Victory is won and peace again reigns, the Pointer Willamette Trailer Company will go back to the building of logging and commercial trailers for industrial use.

Other officers of the company are H. E. Shillander, business manager; E. S. Earls, materials supervisor; Tom Stigum, production superintendent; G. D. Keerings, chief engineer.

Pacific Northwest Food Production Soars

Eighteen percent of the nation's wheat, ninety percent of its dry edible peas and twenty-eight percent of all of its apples, is the Pacific Northwest's 1944 contribution to the food supply of the nation, according to the Spokane News Bureau.

Total of the wheat crop for Oregon, Washington, Idaho and Montana is 197,791,000 bushels, total of the dry edible pea crop 8,463,000 bushels and total of the apple crop 34,933,000 boxes. All three crops are

the largest in the history of the region.

Of the pea crop 4,792,000 bushels were produced in Washington, a reduction from that of a year ago; 575,000 bushels in Oregon, 2,664,000 in Idaho, a big increase over a year ago, and 432,000 bushels in Montana.

Washington state led in wheat production with 63,772,000 bushels. Its apple crop is reported at 29,304,000 boxes.



VOL. 14 OCTOBER, 1944 No. 12

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.

Your War Chest

The 1944-45 National War Fund campaign is one of great importance because it combines into one appeal the needs of a large number of welfare agencies. Contributions will not only help to finance local welfare agencies and services but will help our fighting men and women, and aid our Allies in China, Russia and England, as well as those unfortunate peoples in the countries liberated from Nazi occupation.

On the home front contributions will provide for the care of children, services to families and individuals, community recreational facilities, nursing and health services, delinquency prevention and character building for our youth. In the specialized field of services, the money

will finance in part, aid for the aged, the handicapped, the new citizen, the servicemen and women, and other worthy programs.

On the military front, contributions will assist in the maintenance of U.S.O. activities, locally and nationally, the War Prisoners Aid and the United Seamen's Service.

On the Allied Nations front the National War Fund supports the Belgian War Relief Society, British War Relief Society, American Relief for France, Greek War Relief Association, American Relief for Norway, Polish War Relief, Queen Wilhelmina (Netherlands) Fund, Russian War Relief, United China Relief, American Relief for Czechoslovakia, United Yugoslav Relief Fund, Refugee Relief Trustees, United States Committee for the Care of European Children, Friends of Luxembourg, American Denmark Relief, American Relief for Italy, American Field Service, Philippine War Relief and United Lithuanian Relief Fund of America. All of these agencies have been investigated and approved for participation in funds contributed to the National War Fund.

Give to your local community and war relief chest for our own and for our Allies.

The Goat's Cover



Drawing by
Howard H.
Petrey, Sp.
(x) 3/c,
Training Aids
Department,
Recruit
Training
Command
Headquarters,
U. S. Naval
Training Center,
Farragut,
Idaho.



General Committee of the Whitefish Navy Mothers' Club and Service Men's Canteen. Left to right: Mrs. A. L. Vining, Mrs. D. A. Sloan, Mrs. Sherman, Mrs. R. F. Haines, Dean Mrs. G. H. Abendschein

Members of our armed services are served with "cokes", coffee, sandwiches, cookies, fruit and magazines at the canteen during brief stops of Great Northern trains at Whitefish, Montana

Whitefish Women Provide Unique Canteen Service

The women of Whitefish, Montana, a comparatively small community, on the main line of the Great Northern railway, have set an example of wartime service that should be an inspiration to every patriotic citizen. Launched with a small amount of cash, contributed by local organizations and individuals, The Whitefish Navy Mothers' Club and Service Men's Canteen has completed its first year of wartime service to our men and women in the armed services, traveling west and east through the community bound for military camps, embarkation points, on furloughs and special military assignments.

The canteen, located on the Great Northern's depot platform in Whitefish, in the shadow of the Continental Divide, has served more than 140,000 men and women on regular trains and uncounted thousands on special trains during its first year of

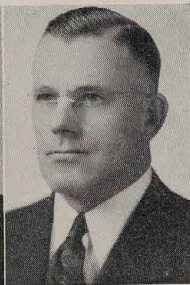
service. Every train is met by women of the Whitefish Navy Mothers' Club with large quantities of sandwiches, "cokes", coffee, cookies, fruit, magazines and other items.

Three hundred and seventy-four volunteer women faithfully perform the huge amount of labor involved, and not once through the past year did a zone chairman fail to arrive at the canteen at the proper hour, on the appointed day, with a full quota of helpers. The crews of volunteers were always on hand to meet regular trains daily and responded at odd hours to serve troops on special trains.

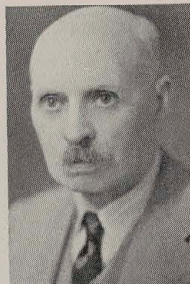
Great Northern railway is cooperating in this service to our armed services and salutes the women of Whitefish on their record of extraordinary devotion to a self-imposed duty that is deserving of a special citation.



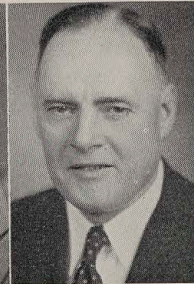
Flynn



Elliott



Hetherington



Billingsley

Retirements and Appointments

Fifty-four years of railroading with the Great Northern railway, nearly all of it at the Head of the Lakes, came to a close on October 1, for D. J. Flynn, who has retired as assistant superintendent of the company's Mesabi division at Superior, Wisconsin.

Appointment of Walter N. Elliott, trainmaster for the Mesabi division, who has been with the company since 1913, as Mr. Flynn's successor, is announced by C. O. Jenks, Great Northern's vice president of operations.

Mr. Flynn went to work in 1890 as call boy at Superior. After four years he became a clerk. In 1899 he moved up and served as day and night yardmaster and general yardmaster at Superior. In 1916 he went to Minneapolis as trainmaster for two years and from February through November 1918, was trainmaster at Grand Forks, N. D. He then returned to Superior as assistant superintendent.

Most of Mr. Elliott's 31 years with the Great Northern have found him busy with iron ore transportation. He started as a brakeman on the Mesabi division.

The retirement of W. T. Hetherington, Great Northern's district freight and passenger agent at Winnipeg, and the appointment of Harry G. Billingsley to succeed him, is announced by F. R. Newman, vice president of traffic.

Mr. Hetherington has been associated with the Great Northern since 1899, when he started as a clerk at Montreal. He was district freight and passenger agent at Montreal from 1905 to 1914, when he was transferred to Winnipeg.

Mr. Billingsley joined the Great Northern in 1920, in the freight traffic department at Seattle, where he was a clerk, tariff clerk and assistant rate clerk before being transferred to Vancouver, B. C., in 1928. He was chief clerk in the traffic department and city freight agent in the company's Vancouver offices, and was transferred to Winnipeg as traveling freight agent in July of this year.

With the appointment of Mr. Billingsley, T. A. Thompson becomes general agent, passenger department, and G. F. Smith, traveling freight and passenger agent.



Goat

GLEANINGS

Appointment of J. C. Moore to the newly created position of traffic manager, is announced by T. F. Dixon, vice-president and general manager, of the Spokane, Portland & Seattle Railway Co. During the past two years, Mr. Moore headed the traffic department as general freight and passenger agent.

* * *

Williston, N. D., recently staged a gigantic patriotic pageant "This Is America", commemorating Citizenship Day, sponsored by the Williston Chamber of Commerce.

* * *

Retirement of Otto F. Meltzer, city ticket agent, Milwaukee, Wisc., after 51 years of railroading, 37 of which were with his present employers, is announced by the Milwaukee Road. He is succeeded by Milt C. Toll, as ticket agent.

* * *

Great Northern will continue to operate pool-line trains Nos. 401 and 402 between Seattle and Portland, until May 26, 1945.

* * *

Under rotating plan, standard sleeping cars between St. Paul-Minneapolis and Fargo-Moorhead, which alternate between the Great Northern and Northern Pacific, will be operated by the Northern Pacific on its trains Nos. 3 and 4, for a period of four months beginning October 1, 1944. There will be no set-out Twin Cities-Fargo sleeping cars operated by the Great Northern during that period.

With the retirement of Chris Hara, who has been roadmaster on Great Northern's Willmar division since 1919, Cornell Halverson, division roadmaster, Grand Forks, N. D., has been appointed to succeed Mr. Hara. Fred A. Chinquist, district roadmaster, has been promoted to division roadmaster, Grand Forks. Thomas C. Basterash succeeds Mr. Chinquist as district roadmaster at Grand Forks.

* * *

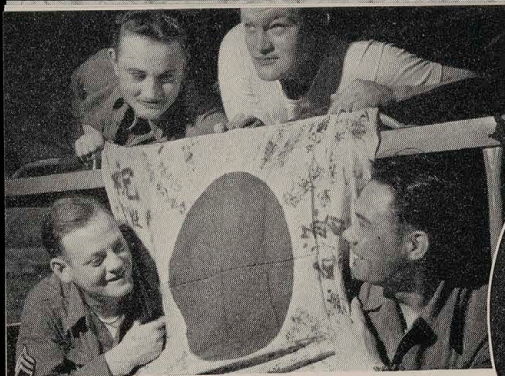
Robert L. Eaton, Lt. (j.g.) city passenger agent in Great Northern's Portland, Oregon, passenger department, at the time he joined the Navy, has been appointed district transportation officer for the Ninth Naval District, comprising 13 midwestern states, with headquarters at Great Lakes Naval Training Center.

* * *

The North Dakota Shorthorn Breeders Association will hold a state-wide livestock auction at Fargo, N. D., October 16. Hampshire sheep breeders plan a purebred stock sale at Devils Lake, N. D., on October 21. The North Dakota Extension Service announces a purebred boar sale, involving approximately 50 head, to be held in the Livestock Pavilion of the Union Stock Yards in West Fargo, N. D., on November 8.

* * *

The International Apple Association announces that National Apple Week will be observed October 28 to November 4, inclusive, and National Apple Day, October 31.



The fleeing Japs left their flag behind in a cave on Kiska Island



Lt. Col. Vincent J. Seib, Commander, First Battalion, 138th Infantry



Group of officers who accompanied the troop train



Chow is served



Mail call brings GI's arunning

Aboard a G.N. Troop Train



The first contingent of officers and men of the First Battalion of the 138th Infantry, St. Louis, Missouri, National Guard Regiment, recently returned to the United States from Alaska and the Aleutians where they were assigned the forefront of 1942. Accompanying the special Great Northern railway troop train from Seattle, Washington, to Billings, Montana, and Camp Shelby, Mississippi, was Charles F. Hurd, Staff Writer, St. Louis Post-Dispatch, who describes the journey in the following article. Photos by S/Sgt. Marvin F. Richmond, U. S. Army Photographic Service.

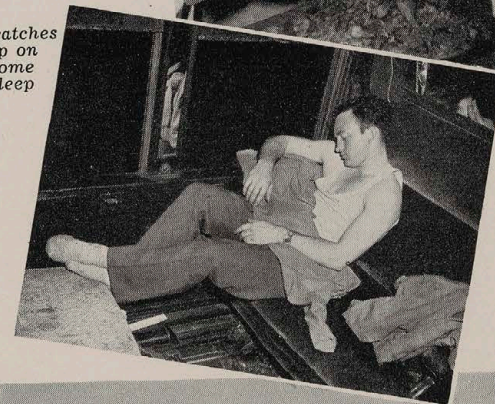
Weekending on the Great Northern, 350 men and officers of the One Hundred and

Thirty-eighth Infantry, historic St. Louis National Guard regiment, boarded a troop train in Seattle recently, bound for Camp Shelby, Mississippi.

Except for trainmen and C. M. Cornelius, Great Northern's general agent passenger department in Minneapolis, Minnesota, I was the only civilian aboard. Even my accompanying photographer, S/Sgt. Marvin F. Richmond, was borrowed from the Army. I had found him about to start east

(Continued on page 10)

GI catches up on some sleep



Card games help to pass the time



Stretching muscles during a brief stop at Whitefish, Montana

Aboard a G. N. Troop Train

(Continued from page 9)

on furlough, and had persuaded him to go part of the way with me.

The Post-Dispatch and its readers throughout the St. Louis area were intensely interested in the 138th, which was formed in World War I by union of two St. Louis National Guard regiments, the First and Fifth Missouri.

When the present 138th went to Alaska and the Aleutians at the beginning of 1942, no correspondent was along. For 28 months the St. Louis men, and others who joined them as replacements, fought snow, fog and williwaws, and aided vitally in building the defense installations that repelled the Japs from Dutch Harbor and caused them to quit the Aleutians without giving the regiment a chance to meet them personally.

When the news was grapevined to St. Louis that the 138th was returning, the Post-Dispatch put me aboard the Great Northern's Empire Builder, and sent one of its Washington staff to work at the War Department. Before I arrived at Seattle, permission to travel with the regiment had been granted. There was just time to enlist my photographer, attend to our tickets, and get aboard.

The ride along Puget Sound to Everett was new, not to me, for I had come that way, but to the men, who had travelled north from San Francisco in 1942. Next morning,

Change in G. N. Vancouver, B. C., Train Schedules

Great Northern's train No. 355, The American, now leaves Vancouver, B. C., at 4:15 p.m. daily, one hour earlier than heretofore. Arrival time in Seattle is 9:35 p.m., also one hour earlier.

The volume of customs and immigration inspections at the international boundary account for the

soldier legs were stretched by a double-quick down the main street of Whitefish, Montana. Later, Glacier Park's mountain majesties towered over us, and there was much comparing of the scenery with that of glacial regions farther north. The scene was inspiring, but there were those who insisted that "something flat and green" would be more attractive to them. That evening, as the train entered Great Falls, a shout of greeting arose at the announcement that "We are crossing the Missouri River."

After a brisk march around Great Falls, we were off for Billings, where, Mr. Cornelius turned us over to the custody of the Burlington Route. Through corners of Wyoming and South Dakota, and across Nebraska, we reached Kansas City; thence by the Frisco through Memphis and a connection with the Gulf, Mobile & Ohio and the Mississippi Central to Camp Shelby, Mississippi.

For the men, that morning's first task was to get the wool uniforms of the north Pacific changed to khaki, fit for the Mississippi sun, 50 miles from the Gulf. For this correspondent, the job was to get to the Post-Dispatch the word that released to our readers the story and pictures I had been sending in my mail, express and telegraph along the route. A troop movement isn't news until it is over. St. Louis ate up the exclusive story and pictures, and the St. Louis Union Station was jammed when the first contingent of the 138th came home on furlough.

change in train schedules. Toward reducing to a minimum the stopping time at the International Boundary, Canadian patrons of The American are urged to obtain from their bank, Foreign Exchange Control Form "H" and convert Canadian funds into United States funds before they board the train at Vancouver.



Goat GAIETIES...

Smack!

The Modern Miss asked the pro if he could tell her how to play golf. Answered the Pro: "Sure, it's easy enough. All you do is smack the pill and then walk." Said the Modern Miss: "How interesting. Just like some auto rides I've been on."

* * *

Fast Traveling

A colored soldier was talking about an explosion that happened that day. He said, "A man was in de 'splosion an' he was blowed frum de face uv de earth".

Someone asked him, "How long will hit take de man to git back ter earth?"

The reply was, "If hit don't take no longer ter git back, than hit did ter go, he got back yistiday".

* * *

Green Pastures

The question in the physiology examination read: "How may one obtain a good posture?" The country boy wrote: "Keep the cows off it and let it grow up awhile."

* * *

Taking a Chance

Magistrate: "What induced you to strike your wife?"

Husband: "Well, your honor, she had her back to me, the broom was handy and the back door was open so I thought I'd take a chance."

* * *

Stranger

"Halt, who goes there?"

"You wouldn't know me—I just got here yesterday."

Time Marches On!

I'm standing on the corner of Seventh and Wabasha minding my own business when this guy comes up and asks me the time. So I tell him nine o'clock and he hauls off and socks me right on the nose. "Whassa big idea?" I asks, picking myself up. "Listen, wise guy," says he, "I been asking people that question all day and I'm sick and tired of getting a different answer every time."

* * *

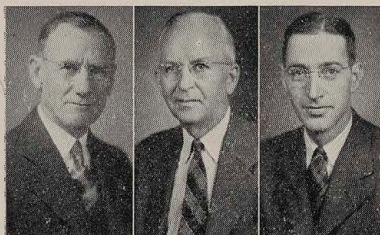
Very Discouraging!

A girl asked an old bachelor whether he had been disappointed in love. "No, I never was exactly disappointed in love," he replied. "I was more what you might call discouraged. You see, when I was very young I became very much enamored of a young lady of my acquaintance. I was mortally afraid to tell her of my feeling, but at last I got up my courage to the proposing point. I said, 'Let's get married.' And she said, 'Good Lord! Who'd have us!'"

* * *

A Wee Bit of Ireland

An Irishman who was rather too fond of strong drink was asked by the parish priest: "My son, how do you expect to get into Heaven?" The Irishman replied: "Shure, and that's aisy! When I get to the gates of Heaven I'll open the door and shut the door, and open the door and shut the door, an' keep on doing that till St. Peter gets impatient and says, 'For goodness' sake, Mike, either come in or stay out!'"



Swan Luft Blinkhorn

G. N. Veteran Retires

Retirement of I. J. Swan as chief clerk in his office, is announced by C. O. Jenks, Great Northern's vice president of operations. Successor to Mr. Swan, is Sidney "Sid" E. Luft, who has been secretary to Mr. Jenks. Francis Blinkhorn, senior clerk in the office of the assistant to the vice president of operations, succeeds Mr. Luft.

Mr. Swan began work for the Great Northern in 1894, as stenographer in the company's freight office in Minneapolis. After three years with another railroad, Mr. Swan returned to the Great Northern in 1903 and has been in the St. Paul General Offices since.

Mr. Luft started with the Great Northern in 1906 at Havre, Mont., when Mr. Jenks was division superintendent there. He became secretary to Mr. Jenks, then Great Northern assistant general manager at Seattle, in 1918. When Mr. Jenks came to St. Paul in 1920 as vice president of operations, Mr. Luft came here as his secretary, and held that position to the time of his recent appointment. Mr. Blinkhorn has been in the office of the assistant to the vice president since 1937.

* * *

Out of every dollar paid by a passenger for rail transportation, 31 cents, or nearly one-third, goes to the Federal Government in taxes.

Blood Donor Record

Great Northern railway employees in St. Paul, Minn., have set a record for blood donations to the local American Red Cross Blood Donor Center that is not excelled by any other company in the city, according to report from the assistant director of the Center. The company's employee blood donor committee is under the direction of Geo. H. Hess, Jr., controller, with Frank L. Rangitsch, chairman, and Virginia Peterson, vice-chairman.

Veterans' Association

Members of the Veterans' Association of the Great Northern railway, reported deceased during the month of September, 1944, are, Peter N. Devine, switchman, Superior, Wisc.; Roy H. Snell, clerk, Grand Forks, N. D.; William L. Hyndman, retired inspector, St. Paul, Minn.; Paul Schendzelos, retired wheel inspector, St. Cloud, Minn.; Jesse Blaker, retired agent, Box Elder, Mont.; Eldo H. McGannon, retired agent, Darwin, Minn.; Soren Olson, retired agent, Union, N. D.

Members pensioned during September are, John W. McHugh, brakeman, Superior, Wisc.; Archie R. Smith, conductor, Willmar, Minn.; Michael J. Malone, engineer, Bemidji, Minn.; Wendelin Sattler, boiler-maker, Grand Forks, N. D.; Horace N. Prentiss, engineer, Havre, Mont.; Edward A. Thelander, engineer, Great Falls, Mont.; Ivan J. Swan, chief clerk to vice-president of operations, St. Paul, Minn.; George E. Bondeson, conductor, Glasgow, Mont.; Arthur J. Corriveau, mail checker, Grand Forks, N. D.; Caleb F. Snodgrass, conductor, St. Paul, Minn.; Robert A. McGrath, machinist helper, Whitefish, Mont.

The Northwest Harvest

Harvesting the record-breaking 1944 crop in the agricultural area served by the Great Northern railway, is rapidly approaching its final stages. Grains and many perishables have already gone to market, processors or placed in storage. Live-stock in many localities has been taken off summer range and returned to winter quarters or shipped to market. Harvesting of the fruit crop, potatoes, sugar-beets and onions remains to be completed.

This year's harvest has required an unprecedented amount of farm labor and large numbers of workers are still needed to complete the job. Reports received by E. B. Duncan, Great Northern's general agricultural development agent, from his assistants in the field, indicate intense activity on the farm labor front. From the potato and sugar-beet fields of Minnesota to the apple orchards in the Wenatchee Valley district, farmers are stressing the importance of keeping sufficient labor on hand to complete the harvest. Agencies cooperating with the agricultural industry are giving their full attention to getting necessary workers into the fields when needed to prevent possible losses before weather conditions become unpredictable.

In the Wenatchee apple district, a program to provide an ample supply of labor was started at thinning time. The Boy Scouts was one of many organizations enlisted to assist with this work. Under the direction of their leaders and supervision of orchardists, they helped in part in many areas in readying the crop for spray rig and picking.

Community business men and women, school children, housewives, Mexican Nationals and citizens from various walks of life, some from distant parts of the country, are assisting in bringing the harvest season to a successful conclusion. Emer-



Boy Scouts participated during thinning time on the Dwinnel Brothers orchard in the Tonasket region. Left to right: LeRoy Self, Scout Troop No. 22, Spokane, Wash.; James Dwinnel, owner; George Ogle, Dwinnel Brothers orchard manager

gency farm labor programs are under the general supervision of the Federal Cooperative Extension Service in each state. Great Northern's agricultural agents have worked with these supervisors and much credit is given them for their thorough understanding of the problems to be solved.

Many Mexican Nationals, placed on stock ranches in some sections of the Northwest's livestock country early last spring, have proven satisfactory to owners and have stayed on. Thousands of others have come into the region from Mexico to assist with the harvesting of the canning crops, fruits, hops, grain, potatoes, sugar-beets and other crops.

Great Northern's agricultural department reports that probably never before has there been so widespread a response to the call for help to complete the 1944 harvest in its territory.



Great Northern Railway employees in
Uncle Sam's Armed Services,
October 1, 1944

Our Gold Stars

The month of September added seven Gold Stars to Great Northern employees' service flag, bringing the total to 56 as of October 1, 1944.

- ★ Lt. Frank L. Adams, steel bridge helper, Engineering Department, Whitefish, Mont. Killed in action over France, July 27, 1944.
- ★ Lt. Bruce E. Buckholz, trucker, Minot division. Killed in action in India. Date not known.
- ★ Lt. Duane Dahlquist, janitor, General Stores, Dale Street, St. Paul, Minn. Killed in an airplane accident August 19, 1944. Location unknown.
- ★ Pvt. James A. Marhaug, elevator operation, Great Northern Passenger Station, Minneapolis, Minn. Killed in action at Saipan in South Pacific, July 19, 1944.

Fourteen

- ★ Fred J. Morsi, B.&B. helper, Mesabi division. Died in Military Service, September 2, 1944. Location unknown.

- ★ Pfc. Darrell G. Murphy, trucker, Minot division. Killed in action in Southwest Pacific in August, 1944.

- ★ Pfc. Vernon Tait, section laborer, Willmar division. Died in Military Service in New Guinea, September 7, 1944.

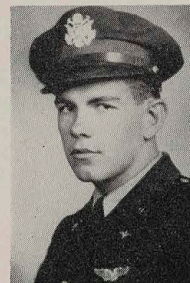
Information concerning Great Northern employees in Military Service is compiled from data available and is subject to change.

* * *

Lt. Frank L. Valesh, employed in Great Northern's Auditor of Freight Receipts office, St. Paul, Minn., whose experiences as the pilot of a B-17 heavy bomber were published in a previous number of The Goat, has returned to the United States after completing 29 missions over Europe. He has been awarded the Air Medal with four clusters and the Distinguished Flying Cross. He will probably be assigned to an American base as an instructor after a rest at Miami Beach.

* * *

Lt. Charles Gray, telegrapher, Seattle, Washington, previously reported missing in action over Austria since July 16, 1944; Lt. Norman E. Howe, district gang laborer, Dakota division; Staff Sergeant William H. Nelson, B&M helper, Minot division, reported missing in action in France since July 7, 1944; T/4 Duane D. Swartz, blacksmith helper, Hillyard Shops, reported missing in action since July 16, 1944, in France; and Pvt. Louis V. Sylvester, fireman, Mesabi division, reported missing in action in France since June 5, 1944, are now reported to be prisoners of war of the German Government.



Lt. McKewin



Lt. Wellein



Miss McGinley



Lt. Matthews

Our Soldiers, Sailors and Marines

Reported missing in action over France since June 14, 1944, First Lieutenant George L. McKewin, Jr., Air Corps, chairman, in Great Northern's Duluth Engineering Department offices, was returned to duty on August 27, and is now on his way home on furlough.

* * *

Recently commissioned Lieutenant (j.g.) is R. J. Wellein, who for the past year has been assigned to the passenger transportation office at the U. S. Naval Training Center, Farragut, Idaho. Lieutenant Wellein came to Farragut in August 1943 for recruit training and was given the rating of storekeeper, third class upon graduation. Prior to coming into the Navy, he was city freight agent in Great Northern's freight traffic department, in Seattle, Wash. He will leave Farragut shortly for the Navy's indoctrination school, Tucson, Arizona.

* * *

Dorothy L. McGinley, stenographer-clerk in Great Northern's general agent passenger department office in Portland, Oregon, is serving as a secretary with the American Red Cross Foreign Service in North Africa.

* * *

Second Lieutenant Richard G. Matthews, Bombardier, U. S. Army Air Corps, reported missing in action over Germany since March 8, 1944, is a prisoner of war of that Govern-

ment. He was a stenographer-clerk in Great Northern's freight traffic department in San Francisco, Calif., at the time he joined the armed services.

* * *

Capt. G. C. Cross, Great Northern's night yardmaster at Williston, N. D., before joining the armed services, was a member of the first scout reconnaissance party of the Second Military Railway Service which completed a detailed survey of Normandy railways shortly after D-Day, according to a recent announcement from Headquarters of the Military Railway Service in France. The survey was made, often under enemy fire.

* * *

Reported missing in action over France since March 5, 1944, Second Lieutenant Richard H. Grant, carman helper on Great Northern's Minot division, has been returned to duty and is expected to return to his home on a 30-day furlough soon, according to advice received from his father, K. G. Grant, in the company's relay office at Minot. Lt. Grant served as a bombardier.

* * *

Captain Gordon F. Shield, Jr., switchman, Butte division, at the time of entering the armed services, is back in the United States and is stationed at Wilmington, Delaware, with the NCAAB, according to advice received from his mother.

Fifteen

Keeping Foods Fresh



At extensive, strategically-located servicing points throughout the system, oceans of ice go into the bunkers of G. N. "reefers" to keep perishables cool or frozen, as required. Heaters prevent freezing of shipments during winter-time.

Wherever freight trains roll over Great Northern Railway—on main and branch lines—refrigerator cars are in indispensable service. Nearly 1,500 large and small communities between the Great Lakes and Pacific depend on Great Northern "reefer" service for regular supplies of fresh foods and for delivery to distant markets of their own perishable products. The quality and dependability of the railway's refrigerator car service are among the many things that make Great Northern great.

GREAT NORTHERN RAILWAY

The Low Level Route Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT

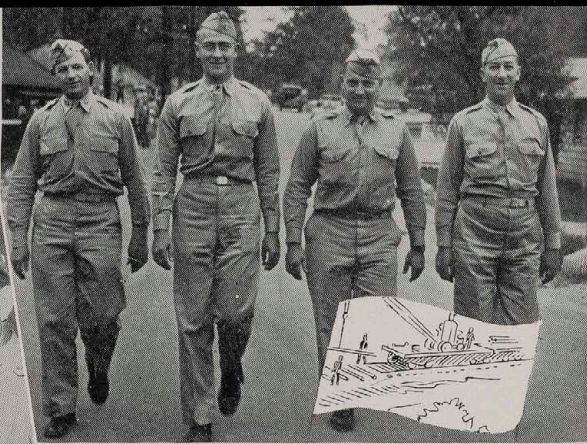


**NOVEMBER
1944**

2nd Lt. Alexander S. Telle,
chief clerk, Grand Forks
Yard Office

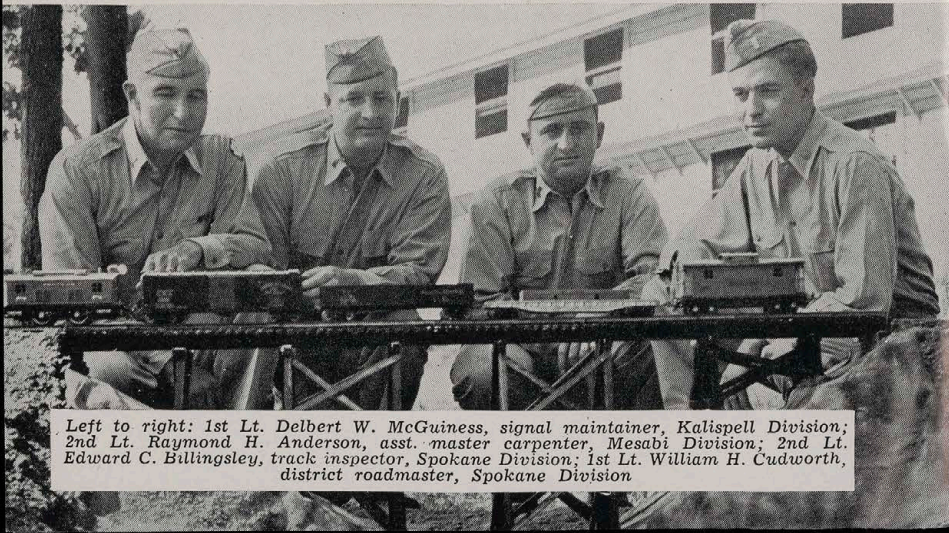


Major Thomas J. Brennan,
trainmaster, Butte Division,
Commanding Officer of the
Battalion



Left to right: Capt. George Zipperian, general foreman, Great Falls Shops; 1st Lt. Robert F. Newton, traveling engineer, Kalispell Division; 1st Lt. Clifford E. Vance, assistant car foreman, Minot Division; 2nd Lt. Harry C. Sharar, roundhouse foreman, Hillyard

G.N. Men Train Army Railway Battalion



Left to right: 1st Lt. Delbert W. McGuiness, signal maintainer, Kalispell Division; 2nd Lt. Raymond H. Anderson, asst. master carpenter, Mesabi Division; 2nd Lt. Edward C. Billingsley, track inspector, Spokane Division; 1st Lt. William H. Cudworth, district roadmaster, Spokane Division

The 732nd Railway Operating Battalion

Another Great Northern sponsored railway operating battalion will soon join our fighting forces in combat zones around the world to help bring victory to the United Nations.

Activated in February of this year at Fort Sam Houston, Texas, where it completed six weeks of basic training, the 732nd Railway Operating Battalion moved to Jefferson Barracks, Missouri, for technical training, using equipment of the St. Louis & San Francisco Railway with employes of the Frisco Line serving as instructors.

The battalion, with a complement of over 800 men, is commanded by Major Thomas A. Brennan, Great Northern's trainmaster, Butte Division. All officers, three of whom already have had one year's service with railroad units overseas, are former railroad men, but for most of the enlisted personnel this was their initial taste of train work. Of the 30 officers assigned, 11 are Great Northern men. There were originally 14, but Lt. Reginald Whitman has returned to civilian life and is now a trainmaster on Great Northern's Butte Division. Captain John L. Stephens, trainmaster, Dakota Division, and Captain James C. Devery, dispatcher, Spokane Division, were transferred to a training center at Cheyenne, Wyoming.

Basic instruction was given the men through the use of ten sets of toy trains loaned by St. Louis civilians. Miniature railroads were set up in two hutments at Jefferson Barracks. With electric trains, the men learned the elements of signaling, switching and how trains are made up. Later, the men went out on the rails and put into practice what they learned in classrooms and with the use of toy trains.

The battalion, part of the U. S. Army Service Forces, is a complete unit with its own commissary and office staff, and is capable of independent operation. It is made up of four companies which include, among others, such specialists as dispatchers, station agents, telegraphers, section hands, bridge builders, watch inspectors, signal communications workers, car and locomotive repairmen, engineers, who study the operation of Diesel and steam locomotives, conductors, brakemen, firemen, maintenance men and yardmen.

Overseas railway operating units work but a few hours behind the front line troops and everywhere they have operated they have won praise and distinction. In many instances these fighting Casey Jones of the Transportation Corps have performed the near impossible, such as putting a line in operation five days after a landing and having steam up and ready to run rail lines four hours after hitting a beach. At the end of a training period extending over several months of rigorous, intensive and highly specialized work, experienced and inexperienced men alike perform their duties like veterans.

Sometime soon, the 732nd Railway Operating Battalion will be ready to do its designated job in some foreign battle zone along with similar American units now railroading and fighting on many battle fronts.

Photographs on opposite page by Pfc. Lee Marks. Lt. Bertram D. Harvey, Great Northern's general foreman stores at Havre, Montana, Battalion Supply Officer, was on detached service when photographs were being made of Great Northern officers.



VOL. 14 NOVEMBER, 1944 No. 13

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.

Thanksgiving, 1944

A day set apart for religious and patriotic consecration; a day of gratitude for the blessings of the past, the opportunities of the present and the hopes for the future. A day of rededication when we pledge to our beloved country, through our manhood and womanhood, the best that is in us.

We Americans may not have all the turkey we want this wartime Thanksgiving, but we can be thankful for something more than the mere material things of life this year.

While millions throughout the world still suffer under the yoke of

miserable dictatorship, their every breath subject to the whim and fancy of a tyrannical ruler and his vile henchmen, we Americans enjoy that same spirit of personal freedom and opportunity for which the founders of our country first gave thanks many years ago.

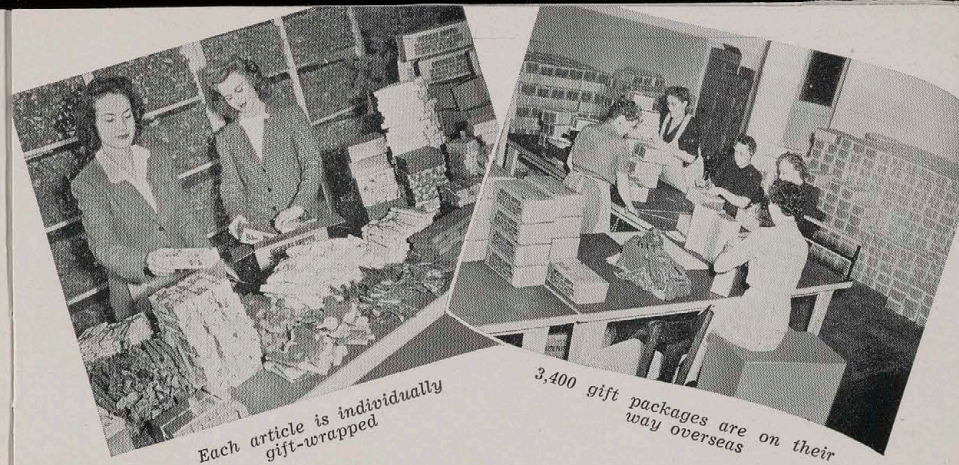
This year of victories, we have reason to give thanks. For this country of ours, so bright and rich and carelessly secure, is saved to us by the grace of the millions of American boys and girls now in uniform. Humbly . . . proudly . . . we thank them. May we so long and so steadfastly remember the debt we owe them that out of our deep sense of obligation we shall build a better world, worthy of their sacrifices.

So, Americans, for a country where we are still masters of our own destinies, let us be truly thankful, and fight relentlessly to keep it that way.

The Goat's Cover



On Thanksgiving morning at Saint Mary's Hall, Faribault, Minnesota, the senior class, dressed as Puritan maidens, comes into the dining room singing the Thanksgiving hymn of praise, "Come Ye Thankful People, Come", and introduces for the first time in the school year the official senior class song.



Great Northern Remembers Its Employees in Armed Services

Great Northern is again this year remembering its nearly 7,000 men and women in the armed services at home and overseas with Christmas packages containing items selected for their usefulness. Some 3,400 packages are on their way to employees who are overseas and those for employees still in the United States will be mailed so as to reach them for Christmas.

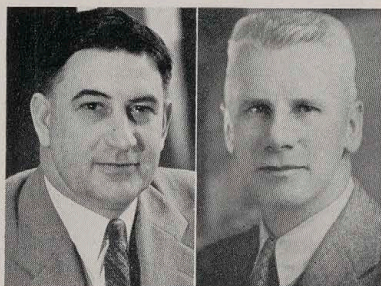
Packages sent to men overseas contain 22 individually wrapped items consisting of a World Atlas, pocket dictionary, fruit cake, playing cards, mechanical pencil, gum, fruit drops, caramels, choclettos, pocket knife, tooth brush and paste, miniature cribbage board, a shine stick with a special wrapper reading "Have A Shine On The Great Northern", shaving cream, Lip Ivo and a sprig of Christmas tree to bring back memories of our North Country. For men still in the United States, where weight limitations do not apply, packages contain 24 individually

wrapped items, some candy being added.

For women overseas items of use only to men have been substituted with a whisk-broom, talcum powder and wash cloths, the packages containing 25 individually wrapped items. Packages for women in the United States contain 27 individual items.

Also included in each package to men and women is a box of special stationery carrying 16 different cartoon illustrations dealing with Army and Navy life, drawn by Pvt. Joseph Jackley, son of Margaret E. Jackley, Package Masters, Inc., Minneapolis, Minn., under whose supervision packages for Great Northern employees were assembled, packed and mailed. Pvt. Jackley, who was with an Army Engineering Battalion that landed in France on D-Day, was wounded and is now in a hospital in England.

Also enclosed in each package is a holiday greeting card from F. J. Gavin, Great Northern's president.



Libbey

Emmert

New Glacier Park Superintendent

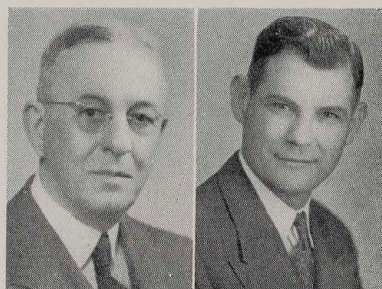
The National Park Service announces the transfer of Donald S. Libbey, superintendent of Glacier National Park, to the superintendency of Hot Springs National Park, and the transfer of J. W. Emmert, superintendent of Hot Springs National Park, to the superintendency of Glacier National Park.

Mr. Libbey is returning to the park where he served from 1936 to 1938, before being transferred to Glacier Park. A native of Missouri, he entered National Park Service employ in 1931 at Crater Lake National Park, serving there as park naturalist until 1933. He was a private and 2nd lieutenant of infantry in World War I.

Mr. Emmert began his park work in Yosemite National Park in 1912, where he served as assistant superintendent from 1931 to 1934. An electrical engineer by training, he designed and installed the first underground power circuits in Grand Canyon National Park, and also designed and installed the lighting system at Carlsbad Caverns National Park. He has also served on temporary detail in other National Parks.

He went through the Navy's engineer officers training school at San Pedro, California, in 1918-19.

Six



Poore

Northern

Rail Agent Retires

After serving the Pennsylvania Railroad for 55 years, the last 23 as the company's district passenger agent with headquarters in St. Paul, Minn., Leon B. Poore has retired from active duty.

Succeeding Mr. Poore is Howard C. (Jack) Northern who comes from the company's Detroit, Michigan, offices where he was traveling passenger agent.

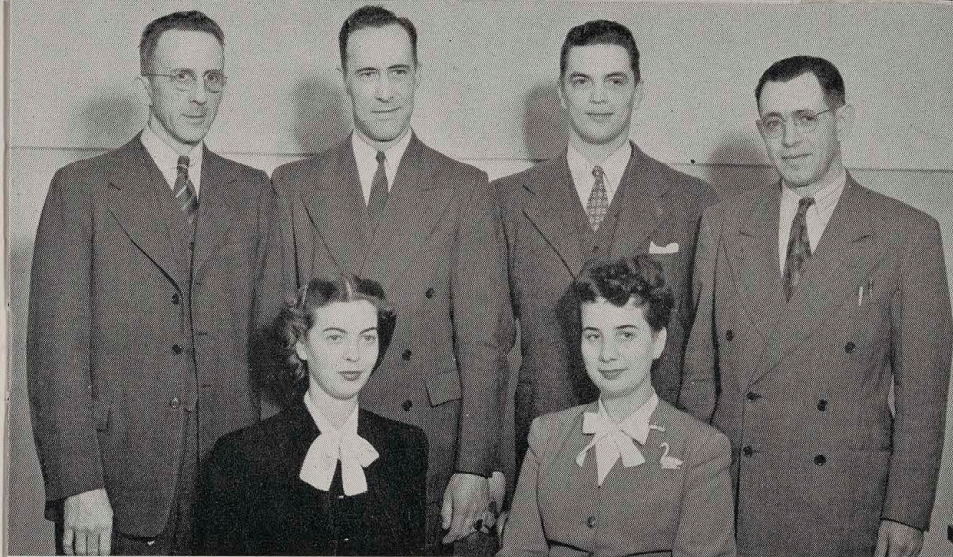
New Day-Nite Coaches

A long-distance railway car that will give overnight coach travelers chaise lounge sleeping comfort has been designed by the Pullman-Standard Car Manufacturing Company, Chicago, and can be built as soon as wartime restrictions are removed. This is the third new type of railway car for postwar railroad travel announced by the company.

Wenatchee Apples

The nation is being told about Wenatchee apples in a \$35,000 advertising campaign, which was inaugurated October 15 by the Great Northern railway and will run through December.

Using magazines and metropolitan daily newspapers with a total circulation of more than 23 million, Great Northern's current national advertising emphasizes the excellence of Wenatchee apples.



Left to right, standing: M. P. Hardesty, S. P. Lines, Associate Chairman; Leonard Holmstrom, N. P. Terminal Co., President; Lou Abbott, S. P. Lines, Vice-President; Frank Smith, N. P. Terminal Co., Chairman, Board of Directors. Seated, left to right: Miss Patricia McCarthy, U. P. R. R., Secretary; Miss Virginia Caskey, S. P. Lines, Treasurer

The Portland Rails

A new railroad employee organization was recently formed in Portland, Oregon, to provide recreational and social programs for its membership and to foster fellowship and good will among employees of various railroads in the Portland area.

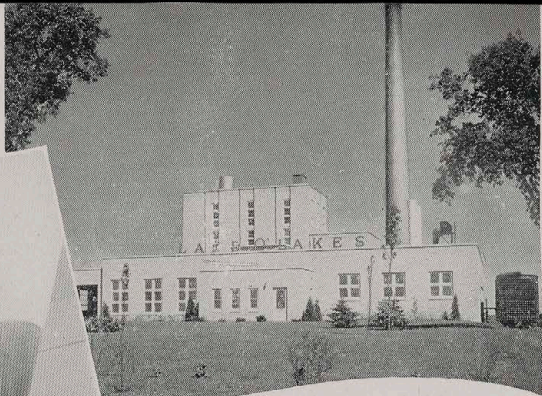
The organization will be known as the Portland Rails. Officers elected are as indicated in caption beneath the cut above. Board of Directors will consist of Frank Smith, Chairman, Mish Hardesty, associate chairman, Joe Beatty, N. P.

Ry.; A. W. Gusey, G. N. Ry.; Miss Helen Jefferies, consolidated ticket office; Miss Helen Caskey, U. P. R.R., and L. A. Moyer, N. P. Terminal Co.

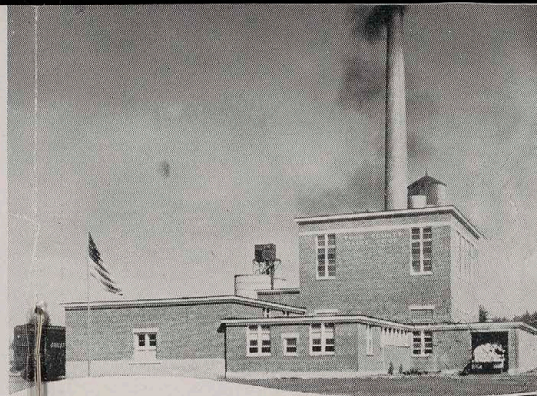
The Portland area is served by seven railroad companies, one terminal company and 34 railroads have offices in the city, employing about 15,000 local persons. Two other railroad organizations in Portland, the Masonic Four Square Railroad Club and the Portland Passenger Association, include in their membership some railroad employees in the area.

Seven

Milk is forced by high pressure pumps into cone shaped dryers where it is dehydrated by air that has been heated and blown into the dryers. Kraft Cheese Co., Melrose, Minn.



Land O'Lakes Creameries, Inc., milk drying plant at Alexandria, Minnesota

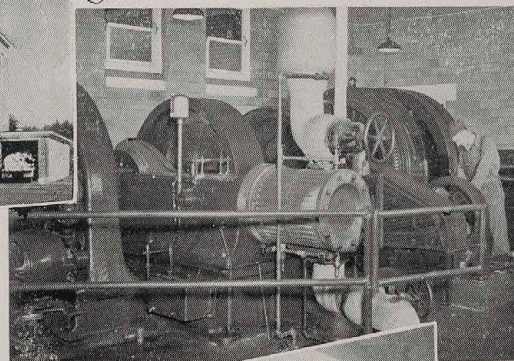


Todd County Dairy Co-op. milk drying plant at Browerville, Minn.



Electric generators furnish the power for operating milk drying plants. Todd County Dairy Co-op.

Laboratory analysis of every batch of powdered milk is made before shipment. Todd County Dairy Co-op

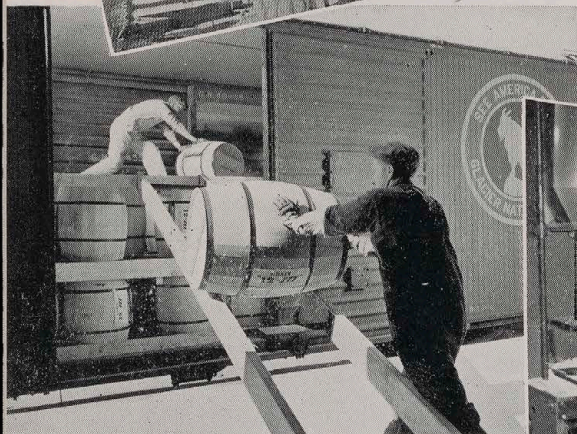
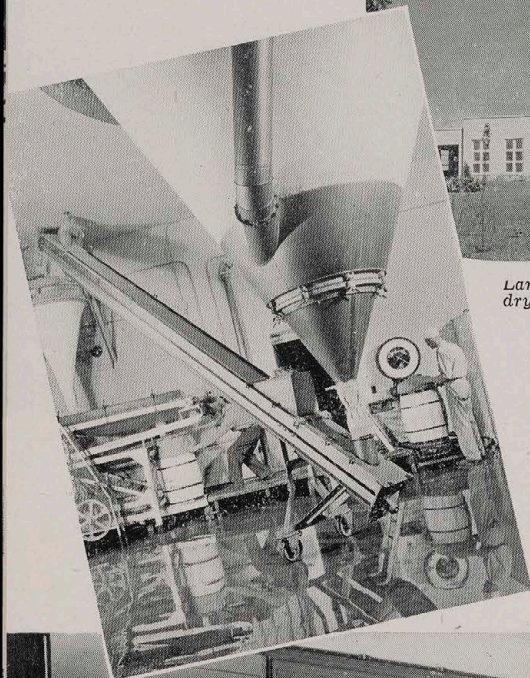


Dry Milk Industry in Great Northern Territory Continues to Expand

Some of the most revolutionary developments within the Dairy Industry have stemmed from the need of greater milk supplies by our military forces during past wars. In World War II, it is powdered milk.

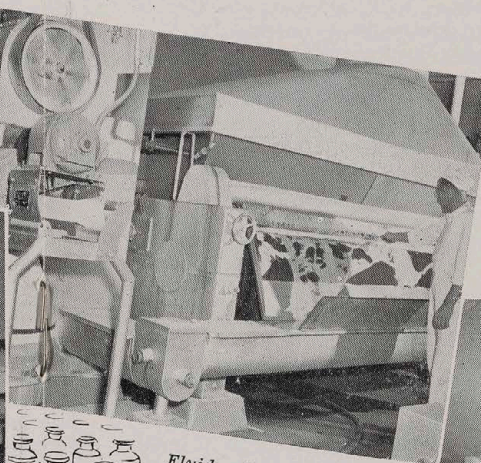
Compared with the total amount of dry milk for human consumption produced in the United States before December 7, 1941, the volume today represents another major

(Continued on page 10)



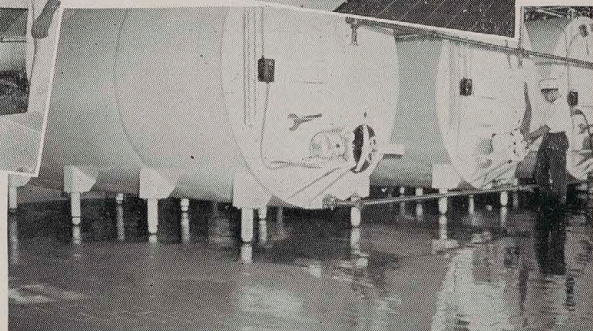
Powdered milk is packed in 200 pound barrels for shipment 'round the world

Dried buttermilk for shipment overseas is put up in one pound tin cans, packed 24 cans to a carton. Kraft Cheese Co.



Fluid milk sprayed on to heated cylinders rolls out as a flaky powder

Skim milk is pumped into insulated glass-lined storage tanks. Land O'Lakes Creameries, Inc.



Dry Milk Industry Continues to Expand

(Continued from page 9)

achievement in the annals of the Dairy Industry.

In 1935 the edible dry milk produced in the United States totaled 187½ million pounds. Production increased steadily until in these war years it has reached more than 600 million pounds and will probably climb to 750 million pounds in 1945.

The demands by our armed forces, by civilian populations throughout the world and by the peoples of liberated countries are chiefly responsible for this remarkable growth.

Because skim milk, used in making dry milk, is a by-product of butter it is logical that the greatest expansion of the industry should take place in the big butter producing states of the Northwest. To meet the heavy demand for dry milk the government has fostered a plan under which creameries and associations of creameries can build and equip milk-drying plants.

Throughout the country served by the Great Northern are many plants devoted to production of dry milk operated by Land O'Lakes Creameries, Inc., Kraft Cheese Company, Twin City Milk Producers Association and local independent and co-operative dairy associations. Dry milk plants usually serve an area between 75 and 100 miles of plant locations.

Skim milk is picked up at creameries by trailer tanks. After weighing in at the drying plant, the milk is pumped from the trailer tanks into insulated, glass-lined storage tanks where it is held until processed. The cold milk from the storage tanks is then pumped through heat exchangers which bring its temperature up to 190 degrees Fahrenheit. It then flows into glass-lined

bake-test tanks where it is allowed to stand for twenty minutes at high temperature before it is pumped into the wet collectors. Here, it is partially evaporated, about 50% of the water removed, and then is forced by a high pressure pump into cone-shaped dryers where it is dehydrated by air that has been heated and blown into the dryers. As the milk is dried, it is picked up at the bottom of the cone by a fan which forces it through a powder collected above the sifters. All powder milk is sifted or bolted before being packed in 200 pound barrels.

There are two methods of processing dry milk: by spray drying, used by most of the drying plants, and roller drying. In the latter, the fluid milk is sprayed onto heated cylinders and rolls out as a flaky powder. Some drying plants are equipped for both spray and roller drying.

Operations in most plants are on a 24-hour basis. Quality is closely watched by the laboratory which analyzes each batch of powder before shipments are made.

Milk drying plants are designed for low-cost operation. Simple and compact construction permits of easy cleaning and requires a minimum of labor. Steam boilers and generators provide ample steam and electrical power.

Converting fluid skim milk to powder is an important contribution to the war effort. The dairy farmer and milk processors are doing a remarkable job in keeping this vital product flowing in ample volume to meet ever mounting demands.

Great Northern has encouraged development of industries utilizing milk. It transports, dependably, a large volume of the Northwest's dairy products to markets at home and to ports for shipment to all parts of the world.



Goat GAIETIES...

What Next?

Man (entering grocery store): "I want to get some shorts for my pigs. How much are they?"

Girl Clerk: "So you're another one of those wisecrackers, huh? I suppose you'll be wanting brassieres for your cows next!"

* * *

Why Bring That Up?

While in a cafeteria Abie rested his tray before the meat counter and pointed to his choice.

"Some of the ham, sir?" asked the server.

"Did I hesk you to name it?" was the angry reply.

* * *

Meow!

"Cats, my dear," said the spinster, "I hate the very sight of them. I had a sweet little canary and some cat got that. I had a perfect parrot, and some cat got that. I had an adorable fiancée, and—oh, don't mention cats to me!"

* * *

He'll Find Out!

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

"Marry him, my dear, and between us we'll convince him he's wrong."

* * *

Ain't Homesick

Sergeant: "Hey, there, you Mose! Come back here. Suppose you do get killed, what of it? Heaven is your home."

Mose: "Yes, suh, Sarge, ah knows dat. But right now, ah ain't homesick."

Take a Letter

Boss: "I had to fire my new stenographer."

Clerk: "Didn't she have any experience?"

Boss: "None at all. I told her to sit down and she looked around for a chair."

* * *

Not So Dumb!

The young man was rather shy, and after she had thrown her arms around him and kissed him for bringing her a bouquet of flowers, he jumped up and grabbed his hat.

"Oh, don't go," she said, as he made for the door. "I didn't mean to offend you."

"Oh, I'm not offended," he replied. "I'm going for more flowers."

* * *

Plastered Imitations

Mad Wife (to late husband): "What time does the clock say?"

Quite Plastered Husband: "It shay 'tick tock' and doggies shay 'bow-wow' and cows shay 'moo-moo' and little pushy cats shay 'meow-meow'. Now you satisfied?"

* * *

Well Trained!

An American resident in China remonstrated with her houseboy for taking her linen into her bedroom without knocking.

"That all right, Missy," said the native. "Everytime come, lookke through keyhole. Nothing on, no come in."

Appointment



Whitley

A native of the Okanogan country, Mr. Whitley is a graduate of Washington State College School of Agriculture, where he specialized in horticulture and pomology. He was district extension agent and executive secretary for Land Use Planning Committees in the state of Washington before his Great Northern appointment.



50 Years Service

A half century of service with the Great Northern railway was completed this month by C. G. Palmgren, general clerk in the company's general superintendent of transportation department in St. Paul. Beginning as an office boy at the



Palmgren

age of 16, Palmgren was made supervisor of car records in 1904 and later became general clerk.

G. N. Train Schedule Changes

Effective Sunday, November 12, Great Northern train No. 5, The Cascadian, between Spokane and Seattle, will leave Spokane at 8:45 a.m., arriving Seattle at 7:30 p.m. Eastbound train No. 6 will leave Seattle at 8:15 a.m., arriving Spokane at 6:45 p.m.

Train No. 6 will make all local stops between Seattle and Everett, picking up passengers for coast line points north and points east of Everett. Passengers for coast line points north of Everett will transfer to train No. 360 at Everett. Present stops made by No. 360 between Seattle and Everett will be discontinued.

Train No. 28, The Fast Mail, will leave Seattle at 12:01 a.m., arriving Spokane at 10:00 a.m. Train No. 359, The International Limited, will leave Vancouver at 9:00 a.m., arriving Seattle at 2:30 p.m. Train No. 360, The Canadian, will leave Seattle at 8:30 a.m., arriving Vancouver, B. C., at 2:05 p.m.



More Motive Power

In less than twenty-four hours after the first of Great Northern's giant 5,400-horsepower diesel locomotives was delivered in December 1943, it was speeding westward with a heavy tonnage freight train. So it was with No. 424, the last of thirteen of these powerful, streamlined power plants, ordered in late 1941 and early 1942, when it was delivered in October of this year. All

of these power plants are now hauling heavier freights faster over Great Northern's Rocky Mountain territory.

To further supplement steam and electric motive power, Great Northern has on order for delivery in 1945, two more 5,400, five 4,050 and five 4,000 horsepower diesel locomotives.

G. N. Veterans' Association

Members of the Veterans' Association of the Great Northern railway, reported deceased during the month of October, 1944, are, Marshall M. Webb, engineer, Crookston, Minn.; Andrew K. Prestbo, section foreman, Northwood, N. D.; Joseph I. Ross, switchman, St. Cloud, Minn.; Russell N. Shaver, brakeman, St. John, N. D.; Samuel Sandberg, engineer, St. Paul, Minn.; Emmett A. Casey, district storekeeper, Willmar, Minn.; Henry Pitz, dining car chef, St. Paul, Minn.; John E. Goudie, trainmaster, Wenatchee, Wash.; Edgar B. Nolan, conductor, Siren, Wis.

Members pensioned during October are, Irvine T. Dugan, claim

agent, Whitefish, Mont.; Edward Hogan, engineer, Superior, Wis.; Nicholas A. Ladner, brakeman, Great Falls, Mont.; Glen E. Penfield, engineer, Breckenridge, Minn.; Robert Getchman, blacksmith, Hillyard, Wash.; Mrs. Eda A. Robinson, matron, general office building, St. Paul, Minn.; Daniel J. Flynn, assistant superintendent, Superior, Wis.; Edwin L. Little, wire chief, Seattle, Wash.; Wilfrid L. Edwards, conductor, Klamath Falls, Ore.; J. Francis Galvin, engineer, Great Falls, Mont.; Christ Hara, division roadmaster, Willmar, Minn.; Engle J. Olson, engineer, Whitefish, Mont.; Harry C. Fuller, engineer, St. Paul, Minn.



Great Northern Railway employees in
Uncle Sam's Armed Services,
November 1, 1944

Our Gold Stars

Two Gold Stars were added to our Great Northern employees' service flag during the month of October, bringing the total to 58 as of November 1, 1944.

* Lt. Lawrence J. Gregor, locomotive foreman's clerk, Kalispell Division, Whitefish, Montana. Killed in action over Holland July 7, 1944.

* Pvt. Claude Burton, section laborer, Spokane Division. Killed in accident at Fort Knox, Kentucky.

Information concerning Great Northern employees in military service is compiled from data available and is subject to change.

Fourteen

Wartime Mail Bag

From somewhere in the South Pacific, John Edward Feeney, machinist's mate-1/c, a crane operator on Great Northern's Spokane Division when he joined the Seabees, writes, "The pictures and stories in the Goat fetch a touch of the U. S. and that helps a lot! I saw a picture of a westbound Empire Builder coming out of the Cascade Tunnel. I live and work up around there when I am home, so the best I could do here, where trains and railroads do not exist, was to make a whistle. Now we have sound effects that really seem civilized."

* * *

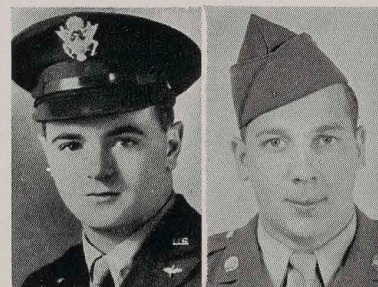
Donald J. Brewer, roundhouse laborer on Great Northern's Minot Division, has been promoted from sergeant to staff sergeant. He is a supply sergeant at Central Signal Corps School, Camp Crowder, Mo.

* * *

"It's been 12 months since I left the good old U. S. A. and even in that short time a lot of 'water has gone over the dam.' I participated in the invasion of Eniustok and am now on Guam," writes Pfc. K. W. Peterson, U. S. Marine Corps, a signalman helper on Great Northern's Mesabi Division at the time he joined the armed services.

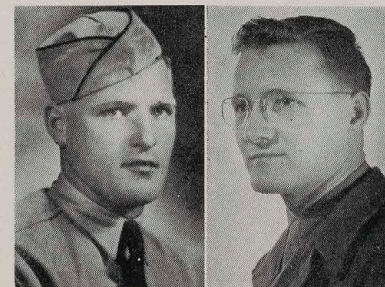
* * *

T/5 Robert W. Bernard, stenographer, general superintendent of transportation office, St. Paul, and T/5 Francis L. Kochel, clerk and stenographer in division superintendent's office, Grand Forks, N. D., have been promoted to technician fourth grade. Pfc. John L. Coughlin, brakeman, Mesabi Division, and Pfc. Douglas R. Feaver, assistant road clerk, division superintendent's office, Spokane, Wash., have been promoted to technician fifth grade. These Great Northern employees are serving in Military Railway Service units in the Mediterranean theater of operations.



Lt. Hartman

Sgt. Vaudrin



Sgt. Jackson

Cpl. Wood

Our Soldiers, Sailors and Marines

Lt. Paul W. Hartman, locomotive fireman on Great Northern's Butte Division when he joined the armed services, was reported missing in action over Germany in June, 1943. He is now a prisoner of war of the German Government. He was one of the first pilots of a B-17. Lt. Hartman's plane exploded while on a mission over Germany. His father, Chester Hartman, deceased, began work with the Great Northern in 1907, and was a locomotive engineer on the Butte Division.

* * *

S/Sgt. Eldage E. Vaudrin, line-man, Great Northern telegraph department, tail gunner on a B-24 Liberator, recently passed the 50 mission mark, taking part in attacks on targets in Germany, Northern Italy, France, Austria and the Balkans. Sgt. Vaudrin flies with a group that has been twice cited by the President of the United States. He wears the good conduct medal and the African-European-Middle Eastern theater ribbon.

* * *

Keeping the wheels of the army turning, particularly in the mud and ravines of the Pacific jungles, and

his motor pool of vehicles at full strength by recovering those bogged down in swampy roads and terrain, has earned a citation for S/Sgt. Dan H. Jackson, a first-class carpenter on Great Northern's Spokane Division, at the time he joined up. The citation points out that Sgt. Jackson, a motor sergeant of an artillery unit, through efficient supervision of the mechanical maintenance, gave excellent service during the operation, despite adverse conditions of bad roads, mud and rain.

* * *

For his contribution in the European Air offensive, Cpl. Robert A. Wood, assistant car storekeeper on Great Northern's Butte Division at the time he joined the armed services, has been presented with a Battle Participation Star.

* * *

Orville G. Merklin, a carman apprentice in Great Northern's Hill-yard Shops, Wash., at the time he joined the armed services, has been promoted from Corporal-Technician Fifth Grade to Sergeant-Technician Fourth Grade, according to an announcement by Headquarters of the Military Railway Service, Transportation Corps. He is serving with a Military Railway Service Operating Battalion on duty somewhere in Italy.

Fifteen



Great Northern's territory, from the Great Lakes to the Pacific, is top turkey-raising country. An important factor is the climate, which is ideal from hatching time through the finishing season.

Eight Million Holiday Birds

The 1944 turkey crop in the Northwest states served by Great Northern is too big to count bird by bird. But, the United States Department of Agriculture estimates the flocks will total at least 8,000,000 turkeys!

Of course, a large number of those plump and premium birds already have gone the way of all good turkeys. Thousands of pounds of them will be on the Thanksgiving menus of America's fighting forces and civilians.

But, the bulk of the Northwest's turkey crop is being fattened for the year-end holidays. Expertly dressed, tons of the festive fowl will be as expertly transported to Christmas and New Year markets by dependable Great Northern.

GREAT NORTHERN RAILWAY

The Low Level Route Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT



**DECEMBER
1944**

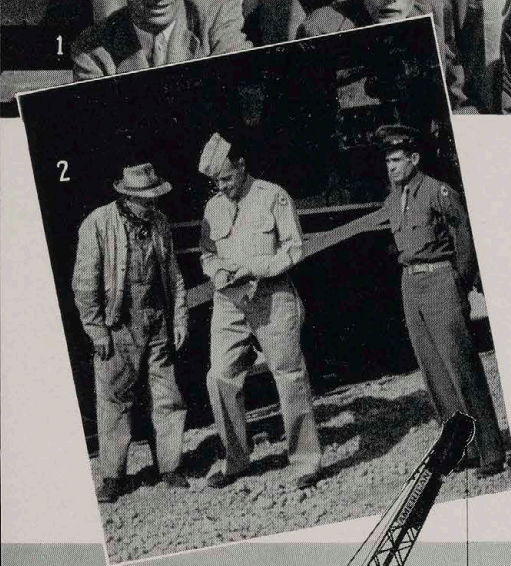
MEDICAL DEPARTMENT

HOSPITAL WARD CAR

U.S.A. 890 4



U. S. Army Signal Corps Photos



The Army Transportation Corps



Fort Lewis Army Service Forces' Training Center

Moving the Nation's tremendous war-engine of men and supplies into position for attack is the responsibility of the U. S. Army Transportation Corps.

At Fort Lewis, Washington, the Transportation Corps of the Army Service Forces' Training Center, has been handling all the passenger and freight trains that operating schedules make it possible for the railroads to roll onto the post's twenty-six miles of track.

Major William T. Rhea, chief transportation officer at Fort Lewis, points with pride to the volume of freight and the number of passengers that have been handled by his staff of sixty-five civilians, eleven enlisted men and his assistant, Captain Dean P. Stone. In a typical month recently, the Center shipped a total of 70,849,000 pounds of freight and received 100,344,000 pounds. During the same period, 1,297 requests for transportation were handled for anywhere from one to a thousand persons.

It is difficult to estimate the exact amount of traffic the Fort's Transportation Corps is actually equipped to handle daily but according to Major Rhea, an entire division could be entrained. As many as twenty troop trains have been sent out in a single day. On one occasion, twelve mixed trains were moved during one day.

Equipment at Fort Lewis consists of three switching locomotives, three cranes, two box-cars, two flat-cars, four hospital cars and one hospital kitchen which operates under Army guidance at the Post. Most of the operations are accomplished by the railroads that send their cars onto the Fort's tracks. The train crews come in with the trains, do their jobs and leave, just as they do at any commercial siding.

The staff of the Transportation Corps at Fort Lewis has a long record of railroading experience. Many of the men are sons of railroad men and some of them have sons engaged in transporting the armed forces as civilians and army personnel.

Pictured on the preceding page are the men who are responsible for the Fort Lewis Army Service Forces' Transportation Corps operations. (1). Standing, left to right, Major William T. Rhea, chief transportation officer, who, before joining the Transportation Corps, was a cattle rancher at Bainville, Montana; Sgt. Ed Simpson, who was engaged in railroad station work for 14 years; S/Sgt. Ralph Greener from Salem, Oregon; Captain Dean P. Stone, assistant transportation officer, who was in the lumber and banking business at Peoria, Ill.; Fred F. Stockbridge, civilian transportation agent, with 28 years of railroad experience. Front row, left to right, Mike Plewak, in charge of troop movements, who served four years as a soldier in the Army Transportation Corps; Norman Johnson, with 10 years of railroad experience; Sgt. Leon Baeder, 14 years in passenger rates and routes work; Sgt. Tom Farrer, former stage-coach manager from Boise, Idaho. (2) Major Rhea gives a work order to Brakeman Everett Dole, on his right, T/Sgt. Frank Switzer, with 27 years experience in supply and transportation for the Army, stands by. (3) One of three cranes owned and operated by the Training Center. (4) Standing, left to right, Major Rhea, Brakemen Everett Dole and Andrew Steinstra, Sgt. Switzer and Brakeman Daniel O'Toole. Walter Denton, at head of gangway, with 15 years of railroad experience; Frank Wells, with 26 years of railroading, in the cab of one of the Fort's own locomotives



VOL. 14 DECEMBER, 1944 No. 14

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.

The Goat's Cover

Starks Peak near Many-Glacier Hotel in Glacier National Park in the Montana Rockies. Winter has descended o'er mountain and hill; the streams all are silent in icy embrace; the trees are draped in a mantle of snow, that clings to their boughs like a shroud. Photo by Lawrence McKinnis.



Four

Christmas 1944

The privilege of reading some mighty important mail was ours the other day. Letters from Germany, from France, from Italy, from the "Somewhere" islands in the South Pacific, from a dozen camps in the United States. Letters to the Great Northern from men and boys who left the railway to wear the uniforms of all the services.

Those letters were welcomed reading. There were chuckles here and there; and almost every GI writer expressed, in his own way, the hope that he would be back home by Christmas next year.

All of us in America hope and pray that, too! So, until another Christmas of peace comes, there will be none of the traditional merriment in that day for us. Like most people, we're sentimental about Christmas. That sentiment will keep until mankind again has earned the right to say, "Merry Christmas."

But, we do extend here Great Northern's sincere and cordial best wishes for a cheerful year-end holiday season.

Those wishes go to legions of men and women—to nearly 7,000 employees in military service; to other thousands of employees, working hard and faithfully to keep our war-burdened trains rolling; to patrons and their organizations, whose cooperation and patience commands our gratitude; to friendly and helpful representatives of the War and Navy Departments and a host of other governmental agencies; and, to Great Northern's many, many good friends on other railways.

Most sincerely,

F. J. Gavin
President

Great Northern Railway



F. J. Gavin, Great Northern's president, center, with vice-presidents Thomas Balmer, left, and C. O. Jenks, right, examine plans for new streamliners

G. N. Announces New Streamlined Empire Builder Trains

Five streamlined, high-speed Empire Builder trains, between Chicago and the Pacific Northwest, as soon as the new equipment is available, is announced by F. J. Gavin, Great Northern's president. Construction of the trains will begin as soon as materials are released by the War Production Board.

The Great Northern's streamliner program is the first to be announced by the northern transcontinental lines operating between Chicago and the north Pacific Coast.

The new trains, each consisting of 11-lightweight alloy-steel cars pulled by a 2-unit 4,000-horsepower diesel-electric locomotive, will provide daily 45-hour passenger train service between Chicago and Seattle-Tacoma. The present schedule of the Empire Builder is 58 hours and

45 minutes westbound and 57 hours 10 minutes eastbound.

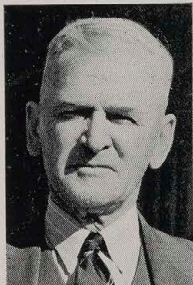
Cost of the new trains will be approximately 7-million dollars which includes the cost of the diesel-electric locomotives to be built by Electro-Motive Corporation of LaGrange, Ill. The train equipment will be built by the Pullman-Standard Car Manufacturing Company of Chicago.

Each train will weigh 624-tons, as against 809-tons for a conventional train of the same capacity. Equipment of each train will consist of a mail-baggage car, four ultra-modern day coaches, one of which will seat 60 passengers making only short trips between intermediate points. The other three coaches will seat 48 passengers each. A coffee-shop car will provide light meal service and

(Continued on page 12)

Five

G. N. Veteran Retires



Mr. Amsbaugh

Because some of the snow he battled on top of the Continental Divide for 10 winters drifted into his hair to stay, C. A. (Clint) Amsbaugh has traded trainmastering for retirement.

Boss of Great Northern train crews between Walton and Blackfoot, Mont., since December, 1933, Amsbaugh retired December 1 after nearly 40 years of railway service. He has been succeeded by Frank H. Moore, who was promoted from conductor.

The slight, grizzled and 67-year-old Amsbaugh began work for the Great Northern in 1904 as a fireman on the Minot division. He left the service in 1907, returning in 1910 as a brakeman on the Kalispell division. Two years later he was advanced to conductor, and from that assignment was promoted to trainmaster.

For more than a decade his domain was the stretch of main line in the heart of the Montana Rockies. He lived on top of the world—at Summit, on the crest of the Continental Divide—during the winter. It is said that he could smell snow ten days ahead of arrival, and prided himself on having the dozers out to greet the first flakes.

When Clint retired, he took with him the most famous watch in Montana, if not the entire West. It is the time-piece he once lost in Kintla Lake in Glacier National Park.

On the opening day of a fishing season several years ago, Clint was fishing from a cluster of rocks several feet from the shore. He hooked a rainbow, and while netting the trout (the largest ever taken from



*you're
telling me*

Burton Hutton has resigned as Great Northern's assistant general agricultural development agent and is now with Radio Station KALE, Portland, Oregon, in charge of agricultural programs.

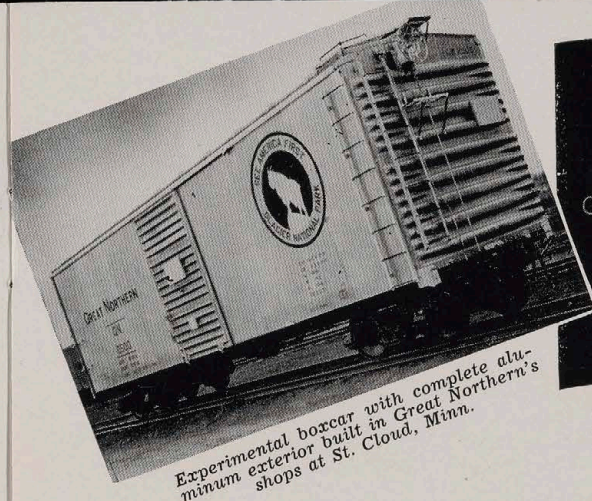
Walter C. Olin, Great Northern's city freight agent at Duluth, Minn., has been appointed commercial agent in that city.

David H. Kimball, retired Great Northern general claims attorney, died at his home in St. Paul, Minn. on November 27, 1944.

the lake, incidentally), the watch slipped from his vest pocket into the water. It disappeared from sight.

Clint built a rock cairn on the lake shore to indicate the point where the watch had been lost. He returned that fall. The lake level had dropped, and within a few moments he had retrieved the watch.

"That watch hadn't lost a minute," he says. "It had fallen between two stones, and the motion of the water moved the stones back and forth, keeping the watch wound."



Experimental boxcar with complete aluminum exterior built in Great Northern's shops at St. Cloud, Minn.

GREAT NORTHERN

GN

2500



"Scotchlite" applied to the side of the car, by means of a waterproof synthetic resin adhesive, makes it visible at night

G. N. Builds First Aluminum Boxcar

Completion by the Great Northern railway of the American railway industry's first experimental boxcar with a complete aluminum exterior is announced by F. J. Gavin, president.

The car was designed by Great Northern and Aluminum Company of America engineers. Equipped so it can be used for high speed express service on passenger trains, the car was built in the St. Cloud, Minn., shops of the railway company. There, too, the Great Northern earlier this year completed another pioneering venture in building the American railroad industry's first plywood-steel-lumber boxcars. Quantity production of the latter is under way.

Another "first" for the new car is use of a reflective material for monograms and lettering on the aluminum exterior. By using this, words, numbers and monograms on the sides appear as though internally illuminated and are readable when lights shine on them at night.

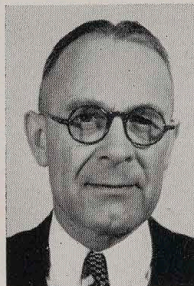
The reflective material is "Scotch-lite", made by the Minnesota Mining & Manufacturing Co., St. Paul. It consists of millions of small glass spheres coated in a synthetic resin for protection against weather and water. The material, in sheet form, is applied to the side of the car by means of a waterproof synthetic resin adhesive. The tiny glass spheres return the light back toward the source of the beams shining on them.

Made of Alcoa high strength aluminum alloy on the new car are outside sheathing, roof, corrugated ends, doors, floor protective doorway plates, "W" corner posts, running boards, brake step and other minor parts. Roof, ends, side sheets and doors are assembled with aluminum alloy rivets.

The car weighs 43,500 pounds. Saving in weight due to use of the aluminum is 4,057 pounds. Aluminum in the car amounts to 3,722 pounds.

(Continued on page 8)

Appointment



Mr. Emmott

Mr. Emmott has had many years of experience in the traffic and operating departments of the Great Northern and returns to Everett after serving as traffic manager of the U. S. Army Engineers at Seattle, Wash., being loaned to the War Department in February, 1942. Griffin Anderson, Great Northern's depot ticket agent at Everett, has been appointed to the position of agent. Fred Lowman succeeds Mr. Anderson as depot ticket agent.

FIRST ALUMINUM BOXCAR

(Continued from page 7)

Normal capacity of the car is 100,000 pounds. Inside dimensions are length, 40 feet 6 inches; width, 9 feet 2 inches; height, 10 feet.

Sides, ends and roof are lined with plywood. The entire interior is treated with a special waterproof compound and varnished. The steel frame is the same as in the plywood car.

Fittings include American Steel Foundries' A3 Ride Control high speed trucks, Timken roller bearings, steam train line, air signal pipe and special brake equipment.

Also participating in construction of the car were engineers of the Youngstown Steel Door Company, Standard Railway Equipment Manufacturing Company and Morton Manufacturing Company.

Eight

Elected

Election of Paul H. Sceva as president, is announced by Rainier National Park Company. He succeeds Alexander Bailie who becomes chairman of the board.



Mr. Sceva

Mr. Sceva who has been with the company since 1923, will retain his former title of general manager and will carry on the work he has looked after heretofore.

Plans and proposals for postwar travel in Rainier National Park are now being considered by the company for presentation to the National Park Service.

G. N. Veterans' Association

Members of the Veterans' Association of the Great Northern railway, reported deceased during November, 1944, are, M. L. Countryman, general counsel, Danbury, Wis.; Edward J. Farrell, engineer, St. Paul, Minn.; John H. Maxwell, truck shop foreman, St. Paul, Minn.; William E. Conroy, agent, Crary, N. D.; James W. Paul, engineer, Spokane, Wash.; Julius F. Boettner, general agent, Everett, Wash.

Members pensioned during November, 1944, are, Hugo Kolstad, assistant engineer, St. Paul, Minn.; Ed D. Prentice, conductor, Grand Forks, N. D.; William F. Cox, conductor, Fargo, N. D.; John F. Harrison, engineer, Minot, N. D.; Frederick W. Olsen, telegrapher, Seattle, Wash.; Edmund J. Retzlaff, agent and operator, Surrey, N. D.; J. Fletcher Wycoff, engineer, Hillyard, Wash.



Grand Champion Columbia Ewe and Ram

Columbia Sheep Sale Brings Top Prices

Two hundred and ninety-seven top Columbia rams and ewes brought a total of \$2,542.50, an average of \$72 per head, at the first annual Columbia Sheep Sale and Show held at Minot, North Dakota, in October. Seventy-five head of rams sold for a total of \$8,422.50, an average of \$112.50 per head, while 222 ewes brought \$13,120, an average of \$59 per head.

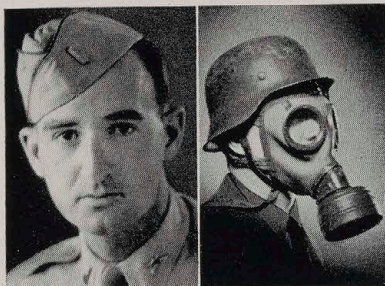
The top and grand champion ram, a 3-year old, consigned by W. A. Denecke, Bozeman, Montana, president of the National Columbia Sheep Breeders Association, who is pictured at the right above, was purchased by C. W. Dorney, Monte Vista, Colorado, for \$370. R. L. Hanna and J. D. Hooten, breeders from Bordulac, North Dakota, owners of the top and grand champion ewe, a yearling, received \$250 from Carl Herzig, Burlington, North Dakota. The grand champion ewe, held by Howard Albert, shepherd for

Messrs. Hanna and Hooten, is pictured at the left above. The top and grand champion pen of 5 yearling ewes, from Ernest White's Sheltered Valley Ranch, Kalispell, Montana, were also purchased by Mr. Herzig at \$100 per head. The Dorney Farms also purchased another ram, a 2-year old, from R. B. Marquiss & Sons, Gillette, Wyoming, for \$270. R. E. Brown, Bozeman, Montana, secretary of the association, exhibited the reserve champions, a ram and ewe lamb. The reserve pen of ewe lambs was consigned by Glen Daly, Rollings, Montana.

One of the important features of the sale, according to E. B. Duncan, Great Northern's general agricultural development agent, is that more than half of the animals sold will remain in North Dakota. A very few will be shipped outside the Northwest. The flocks of the North-

(Continued on page 10)

Nine



1st Lt. Monahan and captured German helmet and gas mask

Souvenir Seekers Paradise

He was a modest, shy young man in Great Northern's freight traffic department St. Paul, where he worked as a rate and tariff clerk before joining up, but apparently the Army has brought about a remarkable change.

The captured German helmet and gas mask, pictured above, were recently received by C. E. (Ed) Finley, Great Northern's assistant freight traffic manager, from Lt. William L. Monahan, somewhere in Italy. In a letter to Mr. Finley, explaining how he got hold of the items, Lt. Monahan, wrote: "Was going up a hill and ran into a group of Jerries. There were nine in all—two still alive and seven dead. To make a long story short, it was a souvenir seeker's paradise, so I picked up a few helmets and some gas masks, and am sending you one of each."

Lt. Monahan, called "Willie" by his fellow employees, entered military service in April, 1942. He attended Officers Candidate School at Camp Davis, N. D., where he was commissioned a second lieutenant in the Coast Artillery.

COLUMBIA SHEEP SALE

(Continued from page 9)

west will thereby be benefitted through the use of the high quality stock that was sold at the show.

During the past few years the livestock program of Great Northern's agricultural development department has included the distribution of several hundred head of purebred Columbias throughout Minnesota, North Dakota and Montana. This breed is filling a very important need in the sheep industry in the Northwest, thus contributing to a stronger sheep program.

Many experiment stations at land grant colleges, such as the University of Minnesota, North Dakota Agricultural College, Montana State College, University of Idaho, Washington State College and others, in Great Northern territory, are using purebred Columbias in their livestock work.

The Minot show and sale, sponsored by the Dakota-Minnesota Columbia Sheep Breeders Association, was managed by E. M. Gregory, Fargo, N. D. The show, initial feature of the event, was judged by M. L. Buchanan, Great Falls, Mont.

Another sale held in Great Northern territory in October was the Hampshire Sale at Devils Lake, N. D., sponsored by the North Dakota Hampshire Sheep Association, which featured the sale of 64 head of rams and ewes. The average price paid for 34 head of rams was \$55 per head, while the average for 30 head of ewes was \$26.90 per head.

The Devils Lake sale and show was one of the features of a sheep development program being conducted by the North Dakota Hampshire Association throughout that state. The show was judged by Delmer H. LaVoi, Fosston, Minn. D. T. Rodgers, Grand Forks, N. D., was manager of the sale.



Goat

GAIETIES...

The Traveler

They had been sitting in the swing in the moonlight alone. No word broke the stillness for half an hour, until—"Suppose you had money," she said, "what would you do?" He threw out his chest, in all the glory of young manhood, and said, "I'd travel!" He felt her young, warm hand slide into his. When he looked up, she was gone . . . In his hand was a nickel!

It All Depends

A man rushed up to the new colored orderly at the hospital, excitedly asking: "Where is the maternity ward?" "Which one is yo' lookin' fo', boss," queried the new orderly, "de ladies' er de gentmun's?"

Likely Question

The boat had just left the dock when a sprightly little flapper stow-away was discovered in a lifeboat. The captain ordered her sent to his cabin. "I don't know what to do with you," he said as he questioned her. "Say, skipper," she said finally, "how long have you been a sailor?"

Angel?

A lady was very much pleased because her husband had called her an angel. She was not accustomed to compliments from him and asked him why he had called her an angel. "Because", he replied, "You are always up in the air, you are continually harping on something, and you never have a damn thing to wear".

Not So Loud!

Doctor: "Yes, it is some chronic evil which has deprived you of health and happiness." Patient: "Shhh! For heaven's sake, speak softly. She's sitting right in the next room."

He Had 'Em All

It seems the gate broke down between heaven and hell. St. Peter appeared at the broken part and called out to the devil, "Hi, Satan, it's your turn to fix it this time". "Sorry", replied the boss of the land beyond the Styx, "my men are too busy to go about fixing a mere gate". "Well, then", grumbled St. Peter, "I'll have to sue you for breaking our agreement". "Oh, yeah", said the devil, "where are you going to get a lawyer?"

Main Attraction

An old lady, who was about to die, told her niece to bury her in her black silk dress, but to cut the back out and make herself a dress. "Oh, Aunt Mary", said the niece, "I don't want to do that. When you and Uncle Charlie walk up the golden stairs, I don't want people to see you without any back to your dress". To which the old lady replied: "They won't be looking at me. I buried your Uncle Charlie without his pants".

Just Waiting

First Stew: Who's your close-mouthed brother over there? Second Stew: He ain't close-mouthed. He's waiting for the janitor to come back with the spittoon.

Veteran Great Northern Employees Retire



Mr. Landis

Ill health has forced Richard E. Landis, veteran Great Northern conductor and general chairman of the Order of Railway Conductors, to retire. Born in Waterloo, Iowa, in December 1870, Mr. Landis started his railroad career with the Great Northern in 1890 as a freight brakeman at St. Cloud, Minn. He was promoted to conductor in October, 1893, and became a member of Division 236 of the Order of Railway Conductors, St. Cloud, in February 1897. He transferred to Division 40 in St. Paul, Minn., in 1926, and was secretary of the Great Northern General Committee, Order of Railway Conductors, from 1899 to 1907.

Mr. Landis served the Great Northern as trainmaster and superintendent on various divisions until April, 1926, when he returned to passenger service as a conductor out of St. Paul, and remained in that service until March, 1932, when he was granted a leave of absence to accept the office of general chairman of the Order of Railway Conductors which he held until his recent retirement.

Sixth War Loan

When you sign up for War Bonds through the Pay Roll Savings Plan you provide for a regular allotment from your pay. You eliminate the chance that you'll forget to buy those bonds or that you'll let a good intention go by the board. You'll get your bonds automatically, regularly. The Payroll Savings Plan protects your future.

Twelve

Though she never had a daughter of her own, Mrs. Eda Robinson, matron, in Great Northern's general office building in St. Paul, looked after the cares of thousands of women employees during her 33 years of service with the company. She came to love and regard them as her own daughters and it was her understanding and kindness that helped many of them to overcome some care or problem.



Mrs. Robinson

In appreciation of the many personal and kindly deeds performed for them and in honor of her retirement on October 1, 1944, members of the Great Northern railway Womens' Club tendered Mrs. Robinson a farewell dinner. Mrs. Ella Claus succeeds Mrs. Robinson as matron in the general office building.

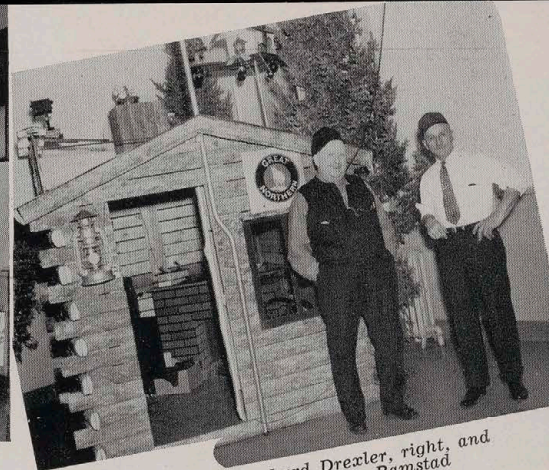
NEW STREAMLINED TRAINS

(Continued from page 5)

also sleeping facilities for the coffee-shop and dining car crews. Following the coffee-shop and dormitory car will be a full dining car, three sleeping cars and an observation-lounge car with buffet service in states where permitted. Sleeping cars will provide roomettes, bedrooms and drawing rooms, with eight open sections, upper and lower berths, in each car. Each train will accommodate 408 coach passengers and 156 sleeping car passengers, or a total of 564. Trains are designed for top-speed of 90-miles per hour and cars will ride on high-speed, four-wheel trucks instead of the present heavy six-wheeled trucks.



Revolving Christmas tree and merry-go-round



Engineer Richard Drexler, right, and Yardmaster George Ramstad

Holiday Season Display

People from surrounding communities and travelers on Great Northern trains from all parts of the United States and Canada, will again view the unique Christmas display in the company's depot at Crookston, Minnesota, during the coming holiday season.

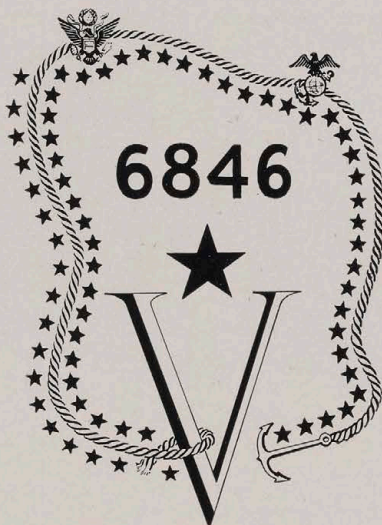
A Christmas tree, set on a revolving stand propelled by a motor which turns the tree at about 16 revolutions per minute, a miniature merry-go-round with galloping horses and all the features of a life-size model, electric trains and miniature Christmas figures, are all in place. Gaily colored lights are scattered throughout the exhibit, 90 of which adorn the tree and remain continuously lighted throughout the holiday season.

At the base of the revolving Christmas tree is a miniature figure

of Pinocchio, cranking the tree to make it go around, and another of Popeye at a steering wheel guiding the boat. Just beneath the tree is a miniature river scow with a water-wheel at the rear which revolves when the tree is in motion.

The display was conceived and built by Richard Drexler, a locomotive engineer on Great Northern's Winnipeg Limited, with the assistance of George Ramstad, company yardmaster at Crookston. Engineer Drexler finds relaxation and enjoyment between runs in designing and building unusual things and derives satisfaction from the pleasure others get from seeing his work. This is the fifth annual holiday display arranged by these two Great Northern employees in the Crookston depot.

Thirteen



Great Northern Railway employees in Uncle Sam's Armed Services, December 1, 1944

Our Gold Stars

- ★ Pfc. Norman J. Areklet, roundhouse laborer, Mesabi Division. Killed in action in European Area, September 21, 1944.
- ★ Walter B. Butler, roundhouse laborer, Mesabi Division. Killed in action in France, October 24, 1944.
- ★ Robert E. Campbell, S-1/c, roundhouse laborer, Mesabi Division. Died at U. S. Naval Air Station, Fort Lauderdale, Florida, October 24, 1944.
- ★ 2nd Lt. Norbert W. Herriges, clerk, Kalispell Division. Killed in action in France, August 12, 1944.
- ★ T/4 Stanley R. Jacobson, first class carpenter, Klamath Division. Died June 24, 1944, in North Burma, as the result of wounds received in action.

★ S/Sgt. Frank H. Leising, district gang laborer, Kalispell Division. Killed in action, August 1, 1943, in Middle Eastern Area.

★ Albert L. Molzahn, WT-2/c, stationary fireman, Minot Division. Killed in action in the battle of Leyte, October, 1944.

★ 2nd Lt. Michael D. O'Grady, carman helper apprentice, Hill-yard Shop, Washington. Killed in action, January 11, 1944, near Raalte, Holland.

★ Pfc. Frank J. Prebonich, section laborer, Mesabi Division. Killed in action, September 14, 1944, in Italy.

Great Northern railway employees reported killed in action and to have died in military service totals 67 as of December 1, 1944. Information concerning Great Northern railway employees in military service is compiled from data available and is subject to change.

Wartime Mail Bag

Private First Class Marvin Van DeWalker, assistant mailroom foreman, in Great Northern's mail and baggage traffic department, St. Paul, with a Medical Battalion on Peleliu Island, writes: "Had a letter from my brother (Harley VanDeWalker, brakeman on Great Northern's Willmar Division) in Iran and he tells me that there was some talk about the company streamlining the Empire Builder. I thought perhaps you would know about it, or was it just a rumor?" Well, what do you know! Private VanDeWalker's letter from Peleliu is dated October 14, 1944. Announcement of Great Northern's postwar streamlined Empire Builder was made on November 14, 1944. We were scooped!



Sgt. Mullan



Pfc. Davison



Marjorie Ramer



T/5 Burns

Our Soldiers, Sailors and Marines

Before joining the Women's Army Corps in October, 1943, Margaret Mullan was contract clerk in Great Northern's Law Department in St. Paul. On completion of her basic training at Fort Oglethorpe, Ga., she was assigned to the Second Service Command as a recruiter in Camden, Asbury Park, Ocean City. She was later transferred to Morristown, N. J. Upon her return to Morristown after a recent furlough, there was a brand new stripe awaiting her and she is now Sgt. Mullan. She is concentrating on the enlistment of women for the Medical Corps as medical, surgical, X-ray and laboratory technicians, psychiatric assistants, physical and occupational therapists.

In the picture Sgt. Mullan is wearing the summer off-duty dress of creamy white rayon shantung which was issued to WACS this year for wear when on dates or just generally "at ease". There is another dress, same style, in horizon tan wool for winter wear.

* * *

The Purple Heart was recently awarded posthumously to Private First Class Robert W. Davison, waybill clerk in Great Northern's Overcharge Claim Department, St. Paul, who was killed in action in

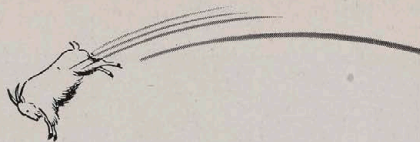
Italy on July 5, 1944. With the medal was a personal letter from Secretary of War Henry L. Stimson, to the parents of Private Davison.

* * *

Marjorie Ramer, rate and tariff clerk in Great Northern's freight traffic department, St. Paul, recently joined the Waves. She is a S-2/c and is stationed at the U. S. Naval Air Station, Patuxent River, Maryland.

* * *

T/5 Donald E. Burns, laborer at Great Northern's St. Cloud, Minnesota, store, at the time he joined the armed services, has been overseas for the past twenty-two months, serving as a member of a Signal Repair Company in the Middle East, North Africa and Italy. Activated at Camp Crowder, Missouri, in May 1942, the company left the United States in October of the same year and touched at Rio de Janeiro and South Africa on the way to Cairo, Egypt. This Signal Repair Company is now engaged in serving the Peninsular Base, service and supply organization for the Fifth Army and for the ground forces and installations of the U. S. Air Corps and Navy in the Italian theater. A brother, T/Sgt. Harold Burns, is with a Bomber Group overseas.



2,319 **ROUND TRIPS** *to the moon!!*

Last year a total of 2,868,110 persons traveled an average distance of 386 miles on Great Northern passenger trains. That amounted to 1,107,896,547 miles of travel—equivalent to 2,319 round trips to the moon!

Meeting wartime demands for military and civilian transportation has been an exacting test—one in which Great Northern has maintained its reputation for dependable service.



route of the **EMPIRE BUILDER**

Between the Great Lakes and the Pacific

