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the
GREAT NORTHERN GOAT



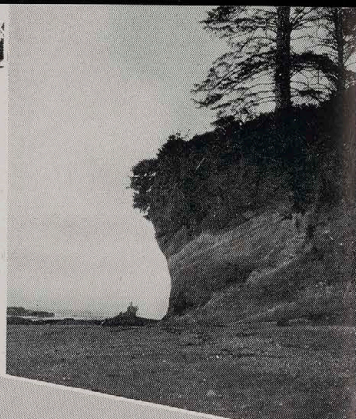
**JANUARY
1945**

La Push

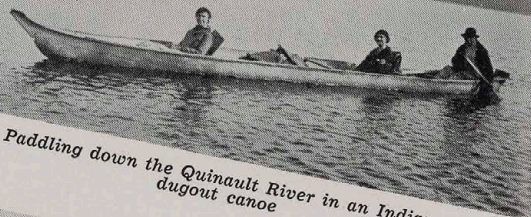
HOME OF THE QUILLAYUTES

Sawa Kalatal, one of the oldest living Quillayutes

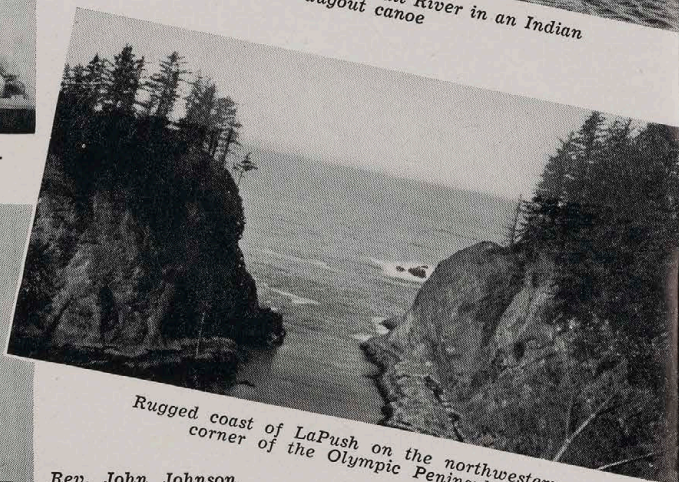
Acarlot Island at the mouth of the Quillayute River



Paddling down the Quinault River in an Indian dugout canoe

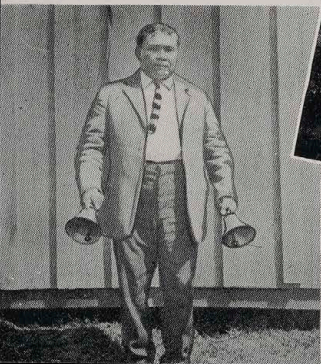


Quillayute Indian policeman Jack Ward



Rugged coast of LaPush on the northwestern corner of the Olympic Peninsula

Rev. John Johnson, pastor of the Shaker Church of the Quillayutes



The Quillayute, Yesterday and Today

By HARRIET GEITHMANN

The Quillayute Indians, a remnant of yesterday's gallant hunters of whales and fur and hair seals, live today on the Olympic Peninsula in the Evergreen State of Washington, in the northwest corner of the United States. Where the Quillayute River pours its mountain-born energy into the Pacific, the Quillayute Indians are at home in the sun-bleached village of La Push about 36 miles southwest of Cape Flattery at the entrance of the Strait of Juan de Fuca.

Their reservation comprises more than 800 unallotted acres. In this little village, drowsing in summer's sun and winter's rain, several hundred Quillayute Indians go hunting for seals and fishing for salmon and halibut. With a fragrant forest of conifers, Sitka spruce, western red cedar, Douglas fir and western hemlock, standing as sentinels at their very backdoor and the Pacific Ocean whipping flecks of foam against their front door, these Indians are dwelling today in a snug little haven or heaven of their own.

The name, La Push, in Chinook jargon, is a fair corruption of the French name, La Bouche, meaning "the mouth". In this instance it means the mouth of the Quillayute River. It is misleading for there is no push in "La Push". The village is far too old and serene to harbor any such modern Americanism.

Camping on the threshold of La Push in midsummer, it was our good fortune to visit the Quillayutes at home and at worship in their weather-beaten Shaker church. We even journeyed out to sea in an ancient cedar dugout. Jack Ward, a full blood Quillayute policeman, the one and only policeman in La Push, was our guide and canoeist. Down and out the Quillayute River into the foamy breakers we churned with a motor humming in the stern of the

dugout. Riding the great combers with us were flocks of ducks with black and orange wings. Passing one jagged islet after another, finally we arrived in the offing of a cluster of rocky pinnacles where a baker's dozen of tawny sea lions, big as cows, were sunning themselves on the ledges.

Another day we ventured out again in the same canoe with our Quillayute policeman who escorted us past colonies of purple and orange starfish and green and white anemones like so many chrysanthemums to James Island or "Acarlot" which reaches out into the Pacific like the hand of Paul Bunyan groping for the setting sun. On the 50 acre summit of this island 100 feet above the sea we enjoyed a campfire breakfast while we listened to tales of yesterday when the Quillayutes huddled there and rolled rocks down on the heads of their enemies who were on the warpath for slaves. These two excursions introduced us to cedar dugouts and Quillayute history.

Yesterday, when the Quillayutes needed another canoe in which to make war, to hunt whales and seals, to go fishing or to move the family's household goods, they trailed into the forest in the late autumn and chose a good cedar tree. They felled it with a stone pestle and a chisel made of the lower leg bone of the elk to which a handle of yew was lashed with cedar bark or a strip of sea-lion hide. Then they dug it out inside with a clamshell or wedge-shaped stone chisel or burned it out after which they turned it upside down. After chipping the bottom of the canoe into a convex form they left it there for the winter. In the spring it was much lighter and they could drag it out to the beach for finishing.

(To be continued)



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IVAN A. COPPE, Editor

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

Penny Pinching

Making pennies count for Victory is one of the hobbies of Johnnie Estlund, Yeoman 1/c, Navy Unit V-12, Northwestern University, Evanston, Ill., who, before he joined up, was employed in Great Northern's vice president of traffic office in St. Paul. On Pearl Harbor Day, 1944, Johnnie turned in 4,350 pennies and \$12.75 in nickels to the war bond officer of his unit for the purchase of one \$50 and one \$25 war bond. This represented a little over a year of saving pennies. Says Johnnie: "not bad for nickels and pennies, huh?"

Four

The New Year

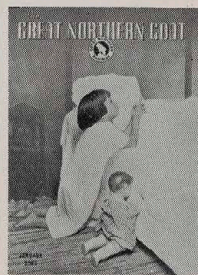
All around the World a New Year has begun. To us Americans it will be a year during which all our prayers and hopes will be for the Victory and the Peace which we so ardently looked forward to before 1944 passed into history but which the turn of events denied us.

Fate decreed otherwise and instead of a European Victory celebration we found ourselves in the midst of the toughest battles of the War, orders from Washington for increased production of war materiel and a stiffening of rationing on the home-front.

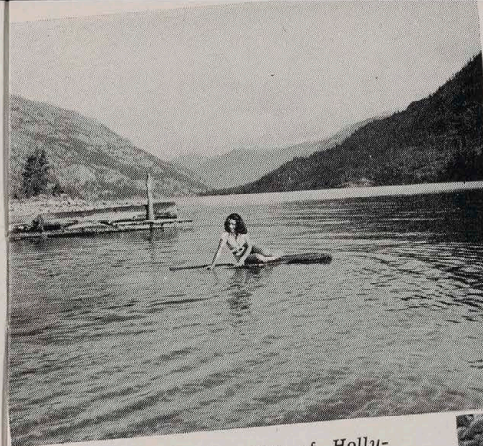
The news from the European battle fronts had its sobering effect and was accepted in true American fashion, demonstrating again our ability to speedily adjust ourselves to situations as they arise.

Our Victory celebration has been delayed by events and adversity but it will not be denied us. For most of us Americans, the year ahead may be the most difficult we have ever experienced. It behooves us all to set forth in this New Year with renewed courage, determination and Faith in Almighty God.

The Goat's Cover

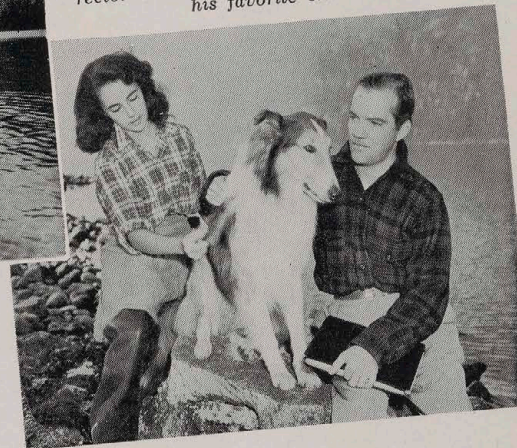


Let us all join in prayer for Victory, and the Peace to follow, before another New Year.



Elizabeth Taylor, one of Hollywood's new juvenile stars, afloat on a log on Lake Chelan, in a scene from M-G-M's technicolor picture "Hold High The Torch"

Elizabeth Taylor gives Lassie, famous collie dog star, a brushing, while Director Fred Wilcox looks admiringly at his favorite star



Lake Chelan Provides Setting for Movie Film

Lake Chelan, Washington, on Great Northern's main line, provides the setting and background for Metro-Goldwyn-Mayer's new technicolor picture "Hold High The Torch", bringing the rugged scenery of this area to the screen in all its natural beauty. Also written into the script are the cities of Wenatchee and Seattle, so that all regions seen in the film will be identified by their right names.

While the film is a story of a girl's love for her dog, and his loyalty to her, "Hold High The Torch" is a story of Nature. More than fifty wild animals, gathered after an extensive combing of animal training centers in Southern California, appear in the film along with Lassie, famous collie dog, and a number

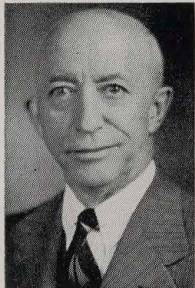
of tiny collie puppies.

Lake Chelan was selected as the site and setting of the picture by Director Fred Wilcox after he had filmed several scenes of "Lassie Come Home" on the same spot. Starring with Lassie, are Elizabeth Taylor, one of Hollywood's new juvenile stars, and Frank Morgan, in one of his grandest dramatic roles.

Director Wilcox took his cast and crew of more than eighty people to Lake Chelan early in September 1944, and remained two months. While most of the sequences were filmed on the edge of Lake Chelan, fifty miles from the town of Chelan, the community appears in the picture. Other scenes were filmed near the copper mine at Holden.

Five

Fifty Years



Mr. Schack

Schack's fifty years of employment have all been in the same department where he started as a messenger on January 1, 1895, and successively became clerk, fuel inspector, chief clerk and fuel and timber agent.

Mr. Schack estimates that he has purchased 50,000,000 tons of coal and five billion board feet of lumber, timber and ties in the last 40 years. And enough poles and posts to build a fence to General Douglas MacArthur's headquarters and back.

G. N. Veterans' Association

Members of the Veterans' Association of the Great Northern railway, reported deceased during December, 1944, are, Henry R. Cahan, traveling joint facility accountant, Seattle; Rudolph Dohrer, engineer, St. Paul; Horatio Madland, painter, St. Paul; Gustav Dittrich, painter, St. Paul; Richard E. Landis, chairman, Order of Railway Conductors, St. Paul; Swanie R. Mortinson, conductor, St. Cloud.

Members pensioned during December, 1944, are, Gregory Tirk, derrick engineer, Hillyard; Fred W. Ferris, joint traveling baggageman, Havre; James Petrie, assistant chief clerk, auditor station accounts, St. Paul.

Six

G. N. Highlights of 1944

Great Northern begins the New Year with its physical plant in excellent condition and with new equipment, costing \$14,000,000, on order, according to F. J. Gavin, president.

While its service to the nation as a military supply line was the railway's outstanding accomplishment in 1944, a paralleling achievement was the company's refinancing program. Toward further reduction of its funded debt and fixed charges, Great Northern called bonds totaling approximately \$120,000,000, and issued new bonds in the amount of \$100,000,000, at substantially lower interest rates.

The company's financial set-up has been greatly strengthened by the re-funding program. Its funded debt has been reduced by nearly \$20,000,000, while total fixed charges have been decreased by \$10,400,000 annually, as compared with more than \$19,500,000 ten years ago. More than \$84,000,000 of debt maturing in 1946, 1948 and 1952 has been provided for.

Other highlights of Great Northern operations in 1944 were, the addition of ten 5,400-horsepower diesel freight locomotives and ten 1,000-horsepower diesel units to its motive-power fleet; construction in company shops of 1,000 plywood-steel freight cars; announcement of plans for five new streamlined passenger trains, each to accommodate approximately 300 persons, for daily operation between Chicago, the Twin Cities and Pacific Northwest points, to be constructed when materials are released by the War Production Board; major track relocation project on the main line in the Montana Rocky Mountains, involving construction of three tunnels to eliminate curves and expedite traffic; construction of the railway industry's first experi-

(Continued on page 10)



Goat

GLEANINGS

Paul R. Shaw, Great Northern's traveling passenger agent, has been elected president of the Passenger Club of St. Louis for 1945. Lowell Deck, Alton R. R., was elected first vice-president, Charlie Hartmann, Missouri Pacific Lines, second vice-president, Bill Hammann, Missouri Pacific Lines, third vice-president, Jess Cole, M. K. T. Lines, treasurer, and Russell Garrison, Canada S.S. Lines, secretary.

* * *

Great Northern's traffic department offices in Cleveland, Ohio, are now located at 1243-44 Union Commerce Building.

* * *

American President Lines have reopened their office at 110 South Dearborn Street, Chicago, on a limited basis, according to announcement by Leo A. Mathews, general passenger agent. It will be mostly a mailing address. No staff organization is contemplated for the present.

* * *

Lt. Col. Harry J. Dooley, who prior to joining the armed services was president of the Associated Gray Line Motor Bus Companies of North America with headquarters in Chicago, was recently awarded the Bronze Star Medal for meritorious service in connection with military operations in the European theater.

* * *

The Tempest Family, residing at Spofforth, Nr. Harrogate, England,

in a recent letter to A. J. Dickinson, Great Northern's passenger traffic manager, writes, "We wonder if it might be possible for you to inform all readers of the Great Northern Goat, who are in the armed services, that should they get to this country, the home called "Vermont" would be wide open to them if they cared to call or spend a few days with us. It can at the best be only a substitute for their real homes, but as such it is offered with sincerity and a wish that it may be utilized." The head of the Tempest family is Ted Tempest.

* * *

C. G. Spearman, a clerk in Great Northern's traffic department offices in Cleveland, Ohio, is a Staff Sergeant in the Transportation Corps somewhere in France.

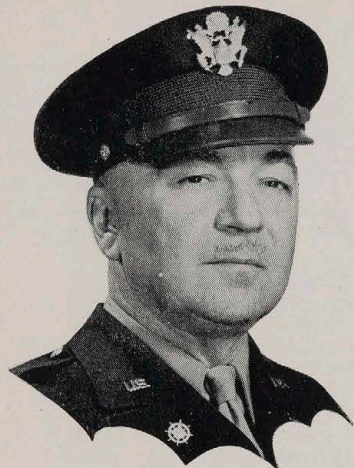
* * *

Lt. Col. Bert E. White, formerly passenger traffic manager, American Express Company, recently became chief of the passenger branch, traffic control division of the Army Transportation Corps, with headquarters in Washington, D. C.

* * *

Jack Delfs Norton, Seaman 2nd Class, U. S. Navy, son of G. R. Norton, Great Northern's city freight and passenger agent, Sioux City, Ia., was killed in action aboard a Navy destroyer in the Pacific recently. Prior to joining the Navy, in October 1942, he was employed by the company in various capacities during school vacations.

Seven



Speeding Troops and Supplies to Battle Fronts

Col. Owen M. Marshburn, Port Transportation Officer

Regulating rail traffic that brings into the Seattle Port of Embarkation the thousands of troops, guns, ammunition and an endless flow of supplies and materiel, requisitioned by overseas' theaters of war, is the tremendous task of the traffic control branch of the Port Transportation Division of the U. S. Army. They arrive from hundreds of depots and warehouses all over the United States at predetermined dates.

The traffic control branch of the division is cooperating with the railroads of the nation in moving upwards of 65-billion-ton-miles of freight per month, plus undisclosed thousands of troops.

The history of the
(Continued on page 10)



Mary LeRoy wades through thousands of typed shipping documents



Coordinators (left to right) M. Jacobson, representing Great Northern, R. E. Fink, R. E. Hubbard and L. L. Winchester, representing other major railroads operating into Seattle, cooperate with the Transportation Division in regulating rail traffic for the Army



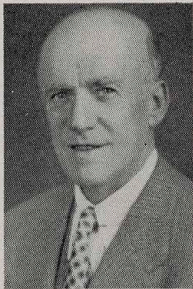
Betty Reed, checker, makes her voice heard above the din of lifts and machinery

Powerful Diesel locomotives shunt and switch freight cars about the piers and yards of the Port. Left to right: Henry Heneretta, switchman; Ralph Brown, foreman; Howard Avery, switchman; Mike Murphy, foreman; Bert Magoon, engineer



Portion of huge rail classification yards in front of Seattle Port of Embarkation where incoming freight cars are classified and made ready for immediate movement to piers and docks

Retires



Mr. Petrie

The last day of 1944 marked the completion of nearly 32 years employment with the Great Northern railway and the retirement of James Petrie, assistant chief clerk in the company's auditor of station accounts office, St. Paul.

Prior to joining the Great Northern in July 1912, as relief claim investigator in the auditor of freight receipts office in St. Paul, Mr. Petrie was with the Boston & Maine railroad in Boston from 1902 to 1906. Leaving the B. & M. in 1906, he went to Liberia, West Africa, where he remained until 1908. Returning in 1909 he again left Boston for the French Ivory Coast, Central West Africa, where he remained until 1911.

G. N. HIGHLIGHTS OF 1944

(Continued from page 6)

mental box car with complete aluminum exterior.

On order for delivery in 1945 are 7 large diesel freight locomotives, 5 diesel passenger units, 500 box cars, 500 gondolas and 250 flat cars.

Any prediction as to the volume of military and civilian traffic in 1945 is impossible because of many unknown factors. However, it is anticipated that business will be as great as in 1944, and Great Northern is preparing for it.

Ten

SPEEDING TROOPS

(Continued from page 9)

Port Transportation Division dates back to pre-Pearl Harbor, when it was known as the transportation division of the Port Quartermaster. Since December 7, 1941, its growth and expansion has been phenomenal and rapid. Col. Owen M. Marshburn, with 25 years of varied experience in the U. S. Army, is the Port Transportation Officer and organized the division which he now administers. Since August 1942, personnel has increased many fold, new responsibilities and duties have been added, and its branches and sections extend throughout the Seattle Port. Today, it is a smooth-running and major division of this installation, operating at peak efficiency.

The switching bureau section of the Seattle Traffic Control Branch, established in August 1942, is the only bureau of its kind in the United States. It handles all Government carload freight, eliminates congestion in the yards and speeds up the movement of cars to various dock installations for overseas shipment.

"Get 'em here, get 'em empty, get 'em back!" is the slogan of this branch of our armed services.

Correction

The article in the December Goat about the Columbia Sheep Sale held at Minot, North Dakota, stated the total sales amounted to \$2,542.50. This should have read \$21,542.50.

FIGHT
INFANTILE PARALYSIS
Join The March of Dimes
January 14-31



Goat GAIETIES...

It Worked!

She planted herself firmly in front of him and gritted her teeth.

"Henry," she snapped, "you thought I didn't see you but I did. You kissed the maid."

He paled. "But, darling, you asked me to try to persuade her to stay another week."

Her attitude changed at once.

"Oh, Henry—tell me quick—did she promise to stay?"

Just Talk

Attorney spending first days in new office. Elated stranger enters. Attorney asks to be excused, walks to telephone and removing receiver says:

"Tell Mr. Appleby I shall be delayed, but will be at the meeting as soon as possible." Hanging up, he turns smilingly to the stranger, saying, "Now, sir, what can I do for you?"

"Nothing," replied the man, "I'm here to connect the phone."

The Proprieties

Mike and Cassidy met in the lodge room.

"Sure, Mike, my bhoy, and what's the idea of wearing a mourning band on your left leg?" asked Cassidy wondering.

"Me mither has passed away, an' all an' all," said Mike miserably.

Cassidy scratched his head, puzzled.

"Why then do you wear it on your leg instead of on your arm?" he asked.

"Well, she was my stepmither," said the other.

No, Not That!

Irate Guest: There's an awful stench in my room.

Manager: Why don't you open your door?

Irate Guest: What, and let my goat out?

* * *

Courtesy and Tact

Following inspection the commanding officer of a negro regiment was making a speech to his men and he warned them that, while courtesy is necessary at times, tact was most important in dealing with people.

Talking together afterward, two of the colored men were discussing the difference between courtesy and tact.

"Ah can 'splain the difference," said one colored boy, "befo' the war I was a plumber, an' one day a lady calls me to hurry right down as her baft-tub had done sprung a leak. So I hurries down, up de stairs, and busts into the baft-room. Der in de tub sits a lady. Ah spoke right up an' said, 'Good Mawnin' suh.' Now that there 'good mornin' was courtesy, but the 'suh' was tact."

* * *

Adieu!

He: "What did the cute little French girl say when you asked her if she kissed and petted?"

Him: "Adieu."

He: "You lucky stiff!"

* * *

It Depends

Phil: "Don't you find that riding in the trailer all day gives you a headache?"

Lil: "Emphatically no, it's just the reverse."

Eleven



Great Northern Railway employees in
Uncle Sam's Armed Services,
January 1, 1945

Our Gold Stars

- ★ Pfc. Orval E. Anderson, extra gang laborer, Minot Division. Killed in action in Mediterranean Area, August 17, 1944.
- ★ Pvt. Floyd M. Baldry, district gang laborer, Kalispell Division. Killed in action in European Area, September 21, 1944.
- ★ Cpl. Peter Borecki, laborer, Union Yard, Minneapolis, Minn. Died of wounds received in action on Guam Island, Marianas Islands, July 21, 1944.
- ★ T/4 Donald R. Bradehoff, extra trucker and messenger, St. Paul Local Freight Depot. Killed in action in the European Area, October 28, 1944.

Twelve

★ T/S Frederick H. Maiers, brakeman, Dakota Division. Killed in action in France, November 9, 1944.

★ William H. Mottaz, Hospital Apprentice, First Class, U. S. Navy, clerk, auditor of freight receipts, St. Paul, Minn.. Killed in action in South Pacific. Date unknown.

★ T/5 Alton Charles Rose, second class carpenter, Willmar Division. Killed in action in European Area, November 12, 1944.

★ Pfc. Frank A. Schan, district gang laborer, Minot Division. Killed in action in France, September 12, 1944.

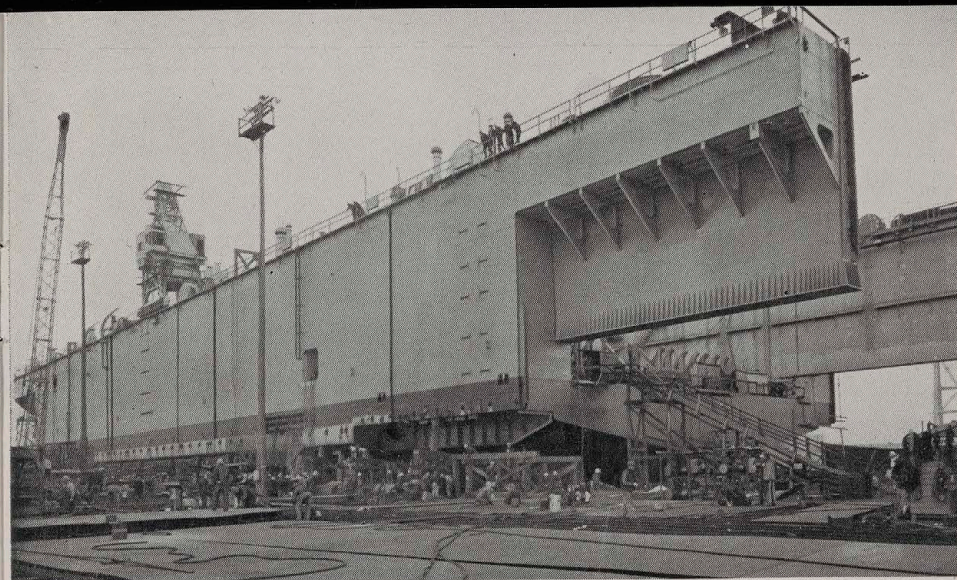
★ Lt. Thomas P. Wood, stenographer-clerk, Traffic Department, Winnipeg, Manitoba. Killed in action in Holland, December 2, 1944, while serving with Canadian Army.

★ Pvt. Marcus P. Zellner, section laborer, Willmar Division. Killed in action in Germany, December 1, 1944.

Ten Gold Stars were added to our service flag in December, bringing the total to 78 as of January 1, 1945. Information concerning Great Northern railway employees in the armed services is compiled from data available and is subject to change.

Wartime Mail

From somewhere in the Pacific theater, Private First Class J. R. Andert, machinist apprentice in Great Northern's Minneapolis Junction Roundhouse, writes: "So far I have been overseas for 20 months and with the 2nd Marine Division all this time. In those 20 exciting months I have been to New Caledonia, Australia, New Zealand, Tarawa, New Hebrides, Hawaii, Saipan and Tinian and must admit I enjoyed most of it."



Huge floating drydock just prior to launching

7500 Tons of Steel to Succor Ships in Distress

Designed to take drydock facilities to Navy bases in all parts of the world, these huge pieces of naval equipment, constructed by the Everett Pacific Shipbuilding and Dry Dock Company, Everett, Washington, are capable of lifting 18,000 tons from the water, placing it high and dry where men can work upon it.

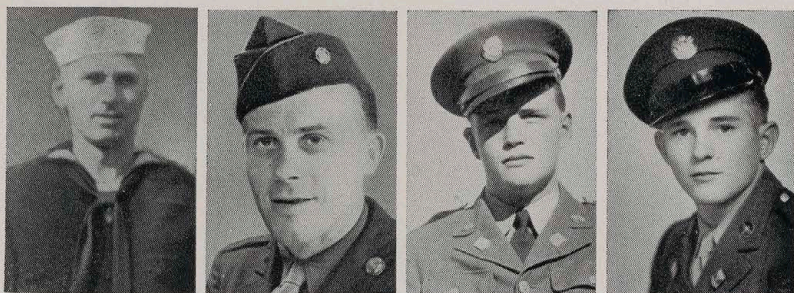
Seventy-five hundred tons of steel go into the three sections of one of these drydocks, most of it into the center section. Two end sections complete the dock. To piece the 7500-tons of steel together, 152 miles of welding seams are sewn and 236½-tons of welding rods are used.

Division Superintendent Changes

M. C. LaBertew, superintendent of Great Northern's Kalispell Division, with headquarters at Whitefish, Montana, has been granted a leave of absence due to illness. W. R. Minton, superintendent, Klamath Division, has been appointed to suc-

ceed Mr. LaBertew, and T. A. Jerrow, trainmaster, Spokane Division, has been appointed superintendent of the Klamath Division. Mr. Jerrow served with Great Northern's 704th Railway Grand Division.

Thirteen



MME-1/c Imholt

Sgt. Larson

Pfc. Teela

S/Sgt. Birdsall

Our Soldiers, Sailors and Marines

Francis Bernard Imholt, son of retired Great Northern master carpenter, H. F. Imholt, Spokane Division, joined the U. S. Navy, June 1942, and is now located in the South Pacific with the Seabees. Bernard, as he is known by his fellow workers, was employed as a crane operator on the company's Spokane Division.

* * *

Nothing seems to stop American GI railroaders when they have a train to move, according to information received from the U. S. Army Supply Forces in France. An example of American determination and ability was recently demonstrated by Sgt. Elmer Larson, conductor on one of such trains, who at the time he joined the armed services, was a switchman on Great Northern's Mesabi Division at Superior, Wis. Sgt. Larson had to walk back several miles, along desolate track, to meet an oncoming train pulled by an engine more powerful than his own, to have it push his train over a steep grade. Said Sgt. Larson, "I would do anything to get the train through, even get out and push. That's the way I feel about trains."

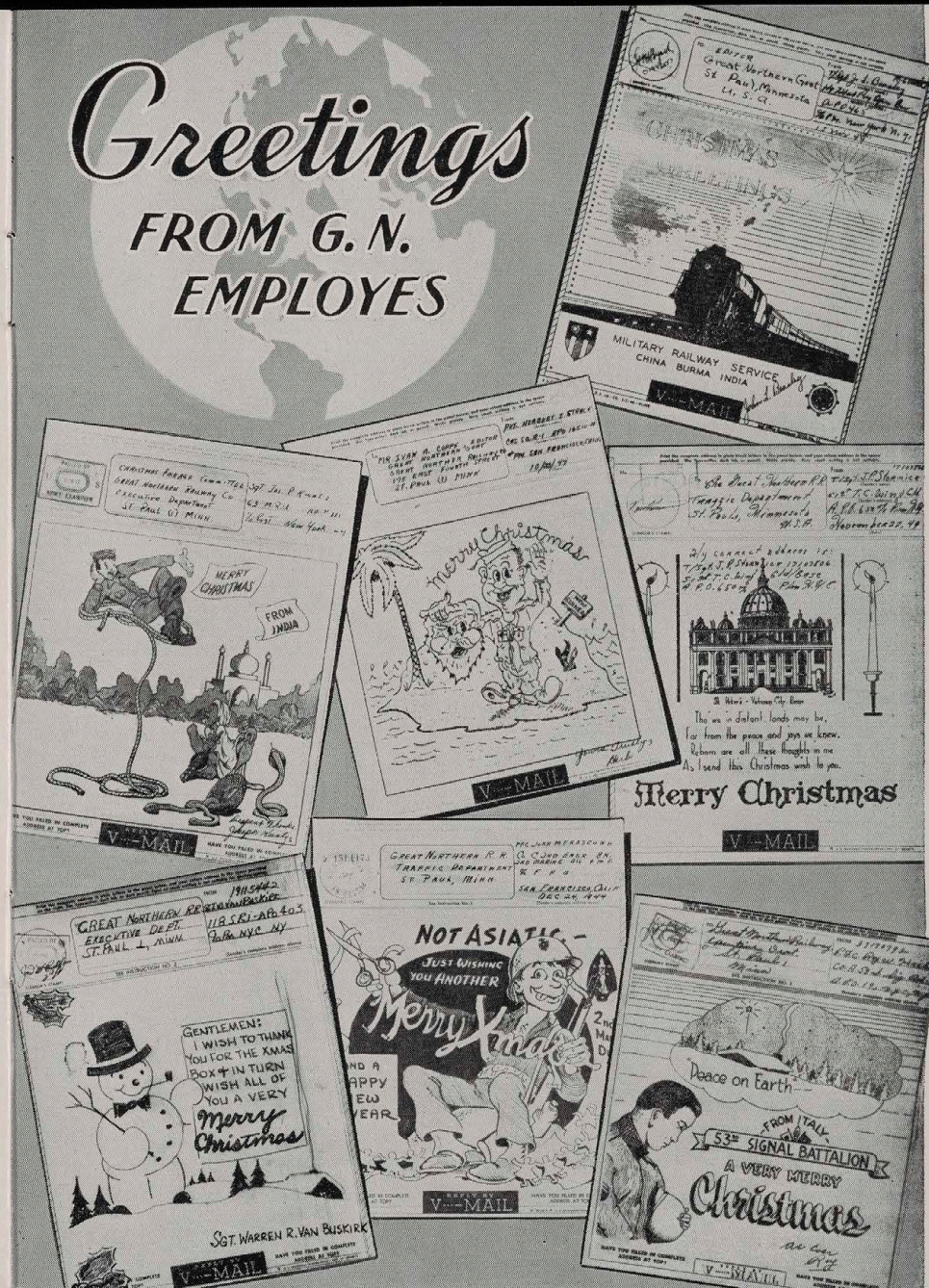
Fourteen

Pfc. Robert D. Teela, son of Fred W. Teela, veteran conductor on Great Northern's Butte Division, Havre, Mont., was employed as an extra gang laborer on the same division when he joined the armed forces in September, 1940. Private Teela was recently awarded the silver star for conspicuous bravery in action in April, 1944, in the Pacific area. He wears the Purple Heart, a Presidential Unit Citation, and the MacArthur Unit Citation. A brother, Pfc. Thomas N. Teela, extra trucker and clerk, Butte Division, is serving with the Marines in the Pacific area.

* * *

Recently promoted from the grade of Sergeant to Staff Sergeant, Irven D. Birdsall, car oiler and brasser, Kelly Lake Car Department, on Great Northern's Mesabi Division, was recently awarded the Air Medal for meritorious achievement while participating in bombing attacks upon Nazi war plants and military defense points and communication lines in support of the Allied armies in western Europe. He is a waist gunner on an Eighth Army Air Force B-17 Flying Fortress in the heavy bombardment group. He received his wings in January, 1944.

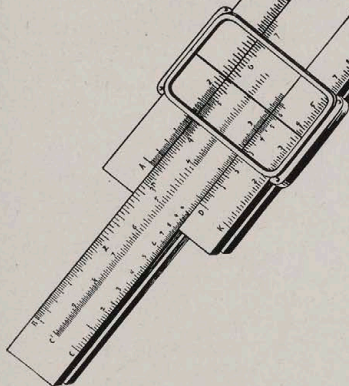
Greetings FROM G. N. EMPLOYEES





200 TIMES

the distance to the sun!!



Great Northern freight trains carried the largest tonnage in the railway's history in 1943—nearly 59 million tons, an average distance of 315 miles.

In railway language, that transportation job meant moving more than $18\frac{1}{2}$ billion ton miles of freight, the equivalent of hauling one ton nearly 200 times the distance to the sun.

Demands on Great Northern's freight services were even heavier in 1944, but the railway is performing its wartime assignment with traditional dependability.

route of the **EMPIRE BUILDER**



Between the Great Lakes and the Pacific

FORM 6009 1-45

PRINTED IN U. S. A.



the
GREAT NORTHERN COAT

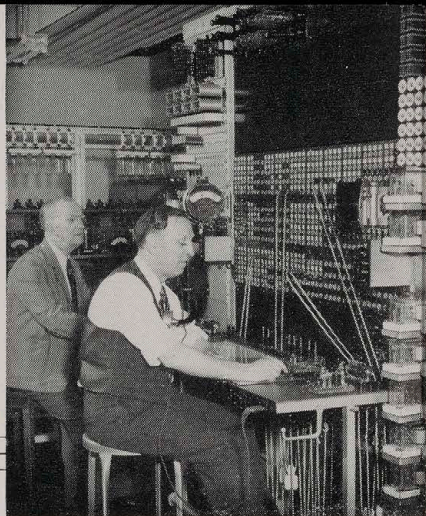


FEBRUARY
1945

G.N. Modernizes its St. Paul Relay Office



R. C. Thayer, Great Northern's superintendent of telegraph



Orin L. Whitlock, relay manager, and John T. Spaniol, first trick wire chief, at new testing board



New furnishings complete the remodeling of the relay office



Acoustically treated ceiling absorbs noise from telegraph instruments and typewriters. Fluorescent lighting provides daylight working conditions around the clock. Ivory colored venetian blinds enhance the appearance of the modernized relay office

Modern Telegraph Equipment Speeds Train Operations

With the rebuilding and modernizing of some of its old equipment and the installation of additional new telegraph and telephone apparatus of the latest pattern available, Great Northern's telegraph relay office in the company's general office building in St. Paul, Minnesota, while not the largest of its kind in the country, now ranks with that of any railroad relay office in the United States.

Replacing the wire chief's old switchboard of exclusive telegraph type is a new style testing board equipped with signals, meters and mechanical units of various kinds providing the latest in testing equipment. Office supervisors and wire chiefs can reach out over the vast network of outside wires strung all along the length of the railroad and within a very short time definitely locate difficulties arising from any exigency at any time around the clock, enabling linemen and trouble shooters located at strategic points and terminals all along the railroad

to get to the spot without delay and promptly restore normal operations.

Installed with the new switchboard is a concentration unit operating on telegraph wires which registers incoming calls automatically through lamp signals in the manner in which calls are handled on a modern telephone switchboard. Agent-telegraphers at stations along the railroad can contact headquarters promptly eliminating the delays encountered when the old hand-call system was in use.

All furnishings in the relay office have been modernized. An acoustically treated ceiling and asphalt tile floor absorbs the noise from telegraph instruments and typewriters. Equipment and operators' tables and chairs are built on steel frame work and painted with aluminum. New furniture finished in light oak has replaced old furnishings which, with the installation of fluorescent lighting and ivory colored venetian blinds on the windows, provides for efficient operation and cheerful working conditions.

North Dakota's Record in 1944

North Dakota's 71,000 farms produced farm products valued at \$617,884,860.00, including benefit payments, in 1944, according to the 20th annual economic review of the Greater North Dakota Association. That is an average of more than \$7,500.00 for each farm. This is the second successive year North Dakota produced more than a half billion in gross income from its farms.

For the fifth consecutive year, in which the state has produced abundantly, North Dakota threshed 161,360,000 bushels of wheat, valued at \$224,955,400. The state was first in the nation in war-important flax

production, first in barley, first in durum wheat, second in all wheat, third in potatoes.

These are just a few of the outstanding accomplishments and the contribution of the state of North Dakota to the war effort. As the year 1945 begins, 67 of the principal business centers of the state are developing definite plans for postwar employment for returning servicemen and war plant workers, as well as the development of many other projects to bring new eras of prosperity for the state and the great inland empire.



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IVAN A. COPPE, Editor

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

Tribute to Washington

Great without pomp, without ambition brave,
Proud, not to conquer fellow-men,
but save;
Friend to the weak, a foe to none
but those
Who plan their greatness on their brethren's woes;
Aw'd by no titles—undefil'd by lust,
Free without faction—obstinately just;
Warm'd by religion's sacred, genuine ray,
That points to future bliss the unerring way;
Yet ne'er control'd by superstition's laws,
That worst of tyrants in the noblest cause.

(From a London Newspaper)

Let's Not Feel Sorry for Ourselves

As this year progresses, we folks at home are going to find the going tougher and tougher. We are going to have to "go without" more things, and work a lot harder, too. That's the price we must pay to win this war as quickly as possible, and thus assure the maintenance of our liberty.

But let's not feel sorry for ourselves! The so-called sacrifices we're making are small compared with those made by the men and women who founded this country.

And remember this, those great Americans of our glorious past shed blood, sweat and tears for a country that was still strange, new and very, very uncertain to them. While we today know what America means to us, what we are fighting for, in terms of countless freedoms and opportunities.

So, when the going seems toughest this war year, just remember the tough times other Americans went through a long time ago to win the liberty we enjoy today.

The Goat's Cover



Hi, soldier!
Hi, sailor!
Happy Valentine Greetings to you wherever you may be.
Hope I'll be seein' you soon.



Red Cross Trainmobile Theater stops along the Middle East lend-lease route to bring entertainment, refreshments and conversation to American soldiers

A Train Full of Morale

Operating from the Persian Gulf to Teheran are these unique, glorified freight cars known as the American Red Cross Trainmobile Theater. To soldiers stationed along the vital link of lend-lease supply route to Russia, it is a touch of U. S. A., a tangible reminder that there are such things as ice-cream, doughnuts, movies and American girls.

Most of the soldiers keeping our army transport routes open are former railroad men, train crews, maintenance men, signalmen and mechanics, who learned their know-how working for the railroads of this country before the war.

The Trainmobile Theater is composed of two standard box-cars. One is converted into a recreation room complete with a car-length snack bar, library, games, a 16-mm movie projector and screen and quarters for the American Red Cross assis-

tant field director in charge. The second car, manned by two American Red Cross women recreation workers, provides not only food and entertainment but Main Street conversation, a bit of sympathy where needed and readiness to listen to soldier tales. The car contains a shower, wardrobe closet, two bunks, chairs, a table and a lamp. It has kitchen equipment and furnishes cigarettes, pipes, soap, razor blades, stationery to servicemen who have lost or used up such articles and have no other access to replacements.

After ten months of operation, these glorified box-cars have proved a dream come true to uniformed American railroaders laboring from the Gulf to Teheran. American Red Cross Trainmobiles are also operating for railroad GI's in Italy and in far-off Calcutta.

G. N. Vice President Addresses N. W. Shippers Advisory Board



Mr. Balmer

Speaking before the annual meeting of the Northwest Shippers Advisory Board in St. Paul, Minnesota, on January 25, Thomas Balmer of Seattle, Washington, vice president of the Great Northern railway, stated that the Nation's railways cannot be expected to grow and flourish in the future under a policy requiring them to pay their own way while competing transportation is heavily subsidized with public funds.

Principal speaker at the board's annual meeting, he pointed out that while railways must provide their own capital and meet all their own bills, large expenditures of public funds have been made and are contemplated for building and maintaining highways, airways and waterways.

He stressed the railways' function as the backbone of the national transportation system in peace and war, and their long history of steadily improving service, while at the same time reducing rates.

"Certainly," said Mr. Balmer, "an instrument of such reliability and such utility is entitled to primary consideration in the planning of the nation's postwar economy, and the public should not allow the traffic which sustains the railroads to be diverted to other systems of transportation which cannot exist except with the aid of public subsidies. In a fair and equal field of free opportunity for all methods of trans-

portation, the nation may continue to rely upon its railroads in time of peace as it now does in time of war."

Mr. Balmer referred to "the flood of proposals in this country to create prosperity for everyone after the war by immense expenditures of public money." Many of these, he said, have "envisioned super-systems of highways, airways and waterways, to be built at public expense and maintained wholly or in part at public cost."

These proposals assume, Mr. Balmer continued, that "in some vague and indefinite way" these super-systems "will so improve the public welfare and increase the national income that, somehow in the end all the bills will be paid and nobody will feel the pain."

"We need someone with the homely philosophy and simplicity of expression of an Abraham Lincoln or a Will Rogers to puncture these imaginative balloons and show us what a poor shriveled residue remains after the air is let out."

Mr. Balmer observed "that the results of extravagance and wasteful public expenditures are no different in a population of 140 million spread over the United States than they would be in a group of 140 individuals in a small local community," if looked upon in the same proportion.

Mr. Balmer emphasized he was not arguing against experimental or promotional aid from the public in developing new discoveries seeming to hold great promise of future public welfare.

Projects of this nature are "obviously different from those which are being so widely promoted today" and which seemingly have as chief justification opportunity for large public expenditures, he continued.

Only ultimate end of the latter line of thinking, he asserted, can be repudiation of public debt or currency debasement so the debt can be paid off.



Goat

GLEANINGS

Fred V. Schlaf, chief clerk in Pennsylvania Lines freight and passenger offices in Portland, Oregon, has been transferred to that company's offices in San Francisco, Calif., to a position with the same title, succeeding Carl Linnett, who has been transferred to an eastern office.

* * *

Marsh Maslin, well known West Coast newspaper columnist, has been appointed as head of the publicity and advertising department of the Redwood Empire Association, with headquarters in San Francisco, Calif.

* * *

Great Northern trains Nos. 225 and 226 are now operated between Williston, N. D. and Opheim, Mont., instead of between Bainville and Opheim. No. 225 leaves Williston at 5:00 a.m. and No. 226 arrives Williston at 8:00 p.m., daily except Sunday.

* * *

E. H. Whitlock, Great Northern's general agent, passenger department, Washington, D. C., was awarded first prize for submitting the winning name for the new monthly publication "Contact" issued by the Traffic Club of Washington, D. C. Mr. Whitlock is chairman of the club's publicity committee.

* * *

The Southern Pacific Railway announces the promotion of E. F. (Cy) Ghormley as assistant general passenger agent, in the Portland, Oregon, area. J. W. Gaines, city passen-

ger agent in Portland, succeeds Mr. Ghormley as general agent, passenger department. Edward T. Hogan, SP's district passenger agent, Albany, Oregon, has been transferred to Portland as city passenger and ticket agent, succeeding Mr. Gaines.

* * *

Only two famous British named trains, well-known to thousands of Americans pre-war, have survived the time table ravages of five years of war, according to T. D. Slattery, general traffic manager of the British Railways in New York. One is the "Flying Scotsman" of the London and North Eastern Railway, the other, the "Cornish Riviera Limited" of the Great Western Railway.

* * *

Marysville, Washington, is now a regular stop for Great Northern train No. 359.

* * *

More than a million tons of freight, much of it for front line troops, were hauled over French railroads in November, 1944, as U. S. Army Engineers and civilian repair crews succeeded in opening rail communications to all parts of the country and into Belgium, according to Communications Zone Headquarters in the European Theater of Operations. Tonnage figures for the month revealed an increase of 20 per cent over those for October. In addition to the freight trains, more than 200 troop and hospital trains were operated from the Cherbourg Peninsula to forward Army areas.



Mr. Chinn



Mr. Tierney



Mr. Jansen



Mr. Beckford

Passenger Association Elections

Newly elected officers of the Passenger Club of San Francisco, Calif., are, H. Rex Chinn, assistant district passenger agent, Southern Pacific Co., president; Dan Dietrich, city passenger agent, Missouri Pacific Lines, 1st vice-president; Sol Davis, Davis Travel Bureau, 2nd vice-president; Fred S. Howard, assistant to vice-president, Southern Pacific Co., 3rd vice-president; Joseph L. Tierney, Great Northern's city passenger agent, secretary-treasurer. Daniel Tinney, general agent, Northern Pacific Railway, was elected a director.

* * *

The St. Paul Passenger Association, at its annual meeting held January 17, elected L. W. Jansen, C&NW Ry., president; William Maguire, Pullman Co., vice-president; C. C. Seifert, CB&Q R.R., treasurer; E. H. Beckford, Great Northern, secretary. E. C. Brobst, Saint Paul Union Depot, retiring president, C. E. Birdsell, CB&Q R.R., D. G. McMillan, CMSTP&P Ry., A. M. Nye, NYC., G. D. Nugent, Canadian National Rys., and H. C. Strohm, B&O R.R., were chosen directors for the ensuing year.

Eight

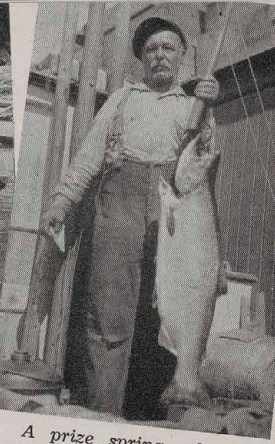
The 41-74 Club of New York City, for women engaged in the sale of passenger travel, announces the election of Catherine Nevius Demarest, secretarial assistant to the general traffic manager of Pan-American-Grace Airways, Inc., president; Anne Matus, vice-president and secretary, Jordan & Parker Travel Bureau, 1st vice-president; Agnes Bernadette Crennan, secretary and treasurer, Central Travel Bureau, 2nd vice-president; Ethel Beckham Taylor, Detroit & Cleveland Navigation Co., secretary; Ruth J. Frame, supervisor, Capitol Greyhound Terminal, treasurer. The board of directors consists of Marion Penelope Stewart, chief clerk, traffic department, and manager, travel department, The Kellex Corporation, chairman; Dorothy Louise Hearn, Hearn Travel Bureau; Naomi Remey, editor and assistant passenger representative, Mexican Government Railway System; Enid Allison Baird Valk, editor and assistant publisher, Travel Trade and other publications; Rose Carolyn Zema, assistant to general passenger manager, Grace Line. Miss Marie A. Beechman, ticket agent in Great Northern's New York ticket office, is a member of the 41-74 Club.



An aged Quillayute squaw weaves a basket



Canoemen maneuver canoes through log jams



A prize spring salmon caught off the coast of LaPush

The Quillayute, Yesterday and Today

By HARRIET GEITHMANN

(Continued from January Goat)

Before the coming of the white man and the trader, the Quillayute, in order to paint his war canoe black at the top, gray in the middle and red at the water line for camouflage on the high seas, manufactured his own black paint by burning the knots of hardwood trees and mixing the pounded ashes of charcoal with salmon eggs. His white paint, used to smear his warlike visage, was secured by baking clamshells in a pit of cobbles and mixing the white ashes with fish eggs. His blue, green, red and brown paints were made from weeds, barks and the petals of his prairie flowers which he dried, powdered and mixed with salmon eggs or whale oil. Self-sufficient was he with his forest and his ocean at his elbow.

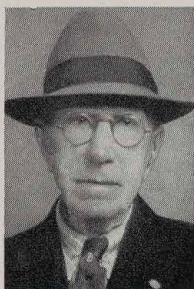
The leaves, berries and roots of various plants which grew in the shadow of their evergreens were utilized for implements, food and medicine. Many of their recipes have been handed down from generation to generation. They dried kelp and

ate it like the white man eats dried beef. Others dipped it in whale oil before eating it. They also used the large kelp as a fishing line with which to catch halibut off Cape Flattery. The roots of the bracken fern which grew as tall as themselves they pounded to a pulp and made bread of it. From the western yew, canoe paddles, whaling harpoons, bows and arrows were fashioned. They drank the boiled juice of green cedar bark as medicine. In fact the noble cedar in one form or another supplied the Quillayute with almost everything from his baby's cradle to his own overcoat and his squaw's skirt. The wild Oregon grape like many another plant furnished him with both food and medicine, jelly from the berries and a blood tonic from the roots. Even devil's club served as medicine and the homely burdock gave of its leaves for a healing ointment and a stimulating tea.

(Continued on page 10)

Nine

Veteran Engineer Dies



Mr. Olson

The Great Northern.

Mr. Olson was 94 years of age. He was retired and pensioned in May 1922, at which time he moved to Los Angeles. His career was one of the most colorful of all the railroad engineers who called St. Paul home. He pulled passenger and freight trains 1,694,193 miles without once being injured or having a passenger or employe injured on his train. He was James J. Hill's favorite engineer. Mr. Hill would travel with no other engineer if Peter Olson was available. The "Empire Builder" traveled 65,612 miles with Olson in the locomotive cab.

Navy School

A \$4,000,000 Receiving Barracks and Attack Transport School has been established at Seattle, Wash., as a part of the Naval Station at Smith Cove. Under the direction of Rear Admiral Francis C. Denebrink, U.S.N., Commander Operational Training Command, Pacific, and commanded by Capt. M. E. Eaton, U. S. N., the school is a fleet unit which trains crews to man Kaiser-built attack transports under construction in Portland, Oregon.

THE QUILLAYUTE

(Continued from page 9)

As yesterday, so today, the Quillayute squaw sits crosslegged in the shadow of her sun-bleached logs within earshot of the thundering surf of the Pacific while she weaves her alluring baskets from reeds, basket straw, split roots of young cedar trees, bear or squaw grass and small willow limbs which she splits with her strong white teeth. Spruce roots and limbs are also used to create sturdy baskets. Meanwhile the brave, when not engaged in skinning a sea lion in his dugout or fishing, spends his leisure in the appraisal of basket values for the benefit of white folk.

With threads of fine sinew dipped in ink made of charcoal and water the Quillayute used to tattoo himself by pulling the thread out of every stitch leaving particles of charcoal in the skin as a permanent picture.

Many are the myths that have been handed down through generations of these Indians, myths to challenge the white man's imagination by such titles as "Raven's Son Married Mole's Daughter", "Raven Eats Goose's Children", "Goose Revenges Herself Upon The Raven", "The Man Who Was Left On A Rock", "Raven Orders Deer To Weep", "The Elks Kill The Wolves", "The Woman Who Married A Shark", "The Man Who Became A Hair Seal" and "The Origin of The Man In The Moon."

Likewise are their songs compelling with the singers impersonating the wild white geese, the deer, wolves and sea parrots. Among the popular songs are "I Am Dancing In The Air", "Dream Song Of A Whaler", "Mine Is a Proud Village" and "The Wolves Are Howling."

(To be continued)



Goat GAITIES...

Fair Play

Taking a short-cut through the park, a Navy flyer thought he heard a large bronze statue say, "I wish I were an aviator!" Startled, he turned back and asked, "Did I hear you say you wanted to be an aviator?" "Yes," said the statue, "I'd like to fly over a pigeon just once!"

Wow!

"Bill shouldn't have married Irene. In six months' time she's made him a pauper."

"Wow! Is it a boy or girl?"

Gag

A psychiatrist was examining a selectee:

Psychiatrist: "What's your occupation?"

Selectee: "I'm a gag writer for radio."

Psychiatrist: "Let's see you invent a gag."

Selectee (rising slowly, goes to the door and looks down at the long line of other selectees): "O. K. you guys can go home now, the job's taken."

Scotch Extraction

Dentist: "I'll have to pull that tooth, and if I use gas to put you to sleep it will be \$3 extra."

Sandy: "Hoot, mon! Just tell me a bedtime story."

Polite At Least

The story is told of a university professor, famous for his absent-mindedness. About two o'clock of a recent morning the telephone rang. Climbing out of bed he made his way to his desk in the library and lifted the receiver. "Hello," came a voice. "Is this one, one, one?" "No," answered the professor, "it is eleven, eleven." "Oh pardon me," said the party at the other end. "Wrong number. Sorry I disturbed you." "Oh that is all right," replied the professor, "I had to get up to answer the telephone anyhow."

Too Late

"Darling, I've made up my mind to stay at home."

"Too late, George, I've made up my face to go out."

Smart Kid

Irate Mother: "Johnny, I wish you'd stop reaching for things, haven't you a tongue?"

Johnny: "Sure, mom, but my arm is longer."

Taking No Chances

A farm hand took his girl for a buggy ride and nine miles out in the country the horse dropped dead. "Oh, dear," sighed the girl, "and I'm so tired!" "Suppose I give you a nice kiss," said the farm hand. "That will put life in you." "In that case," said the girl, "you'd better kiss the horse."

G. N. Lawyer and Rail Pioneer Die



Mr. Plunkett

James P. Plunkett, Great Northern's general attorney, St. Paul, Minn., died on January 27, after a brief illness. Prior to his appointment as general attorney in 1924, Mr. Plunkett was auditor of disbursements of the Omaha railroad, St. Paul, which company he served from 1907 to 1924. He was 61 years old.

James P. Plunkett, Great Northern's general attorney, St. Paul, Minn., died on January 27, after a brief illness. Prior to his appointment as general attorney in 1924, Mr. Plunkett was auditor of disbursements of the Omaha railroad, St. Paul, which company he served from 1907 to 1924. He was 61 years old.

Roy A. McCandless, retired general manager of Great Northern lines west, and one of the most widely known railway executives of the West, died in a Seattle, Wash., hospital, January 18. He was 65 years old.

Mr. McCandless began his employment with the Great Northern in October, 1899, and retired in June, 1942.



Mr. McCandless

G. N. Veterans Association

Members of the Veterans' Association of the Great Northern railway, reported deceased during January, 1945, are, Wm. W. Gilmour, conductor, Grand Forks, N. D.; Reuben R. Rhodes, conductor, Minot, N. D.; Frank Dillman, painter, Spokane, Wash.; Peter G. Olson, engineer, Los Angeles, Calif.; Andrew Jordahl, section foreman, Garretson, S. D.; Nils Salvog, section laborer, Knox, N. D.; Frank H. Babcock, engineer, Spokane, Wash.; Jos. C. Henry, engineer, Willmar, Minn.; Roy A. McCandless, general manager, Sand Point, Idaho.

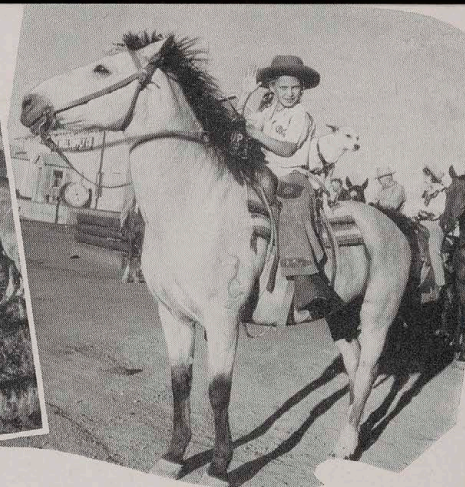
Members pensioned during January, 1945, are: Calvin M. Bonner, machinist, Whitefish, Mont.; John P. Brady, engineer, Seattle, Wash.; Thos. W. Delaney, switchman, Sioux City, Ia.; John L. Dillard, engineer, Williston, N. D.; Frank Dressell, en-

gineer, Williston, N. D.; Geo. H. Ellis, conductor, Seattle, Wash.; Wm. F. Goggins, engineer, Great Falls, Mont.; Adolph J. Gregory, agent-operator, Averill, Minn.; Jas. T. Hines, engineer, Shelby, Mont.; John F. McColgan, chief engineer, power plant, St. Paul, Minn.; Stephen S. Nash, roundhouse laborer, Great Falls, Mont.; John J. O'Brien, conductor, Superior, Wis.; Isaac O'Connor, engineer, St. Cloud, Minn.; Michael F. O'Neil, engineer, Havre, Mont.; Carl G. Palmgren, clerk, General Superintendent of Transportation, St. Paul, Minn.; Emory W. Ross, engineer, Seattle, Wash.; Peter J. Rusch, engineer, Superior, Wis.; Charles E. Smith, engineer, Crookston, Minn.; Frank H. Sullivan, engineer, Walton, Mont.; Chas. J. Swanson, conductor, Pelican Rapids, Minn.

Twelve



Members of the Cut Bank Saddle Club meet Empire Builder trains, to entertain service men passing through



One of the younger members of the reception committee who has taught her pet dog to ride in the saddle with her

PHOTOS COURTESY CARTER OIL CO. A SUBSIDIARY OF STANDARD OIL COMPANY (N. J.)

Cut Bank Club Greets Servicemen and Women

When Great Northern trains, east and westbound, stop at Cut Bank, Montana, members of the town's saddle club, dressed in typical wild west regalia, ride to the station to greet servicemen and women who are aboard.

This touch of good old Western hospitality dressed up in chaps, gaily colored kerchiefs and sombreros, is especially popular with east-

erners bound for embarkation points in the west. Club members on their spirited western horses race the trains over the rolling plains half a mile to the Great Northern station, then race them out again, whooping and waving their broad-brimmed hats in lusty fashion.

The Saddle Club of Cut Bank membership is made up of business men and women of the community.

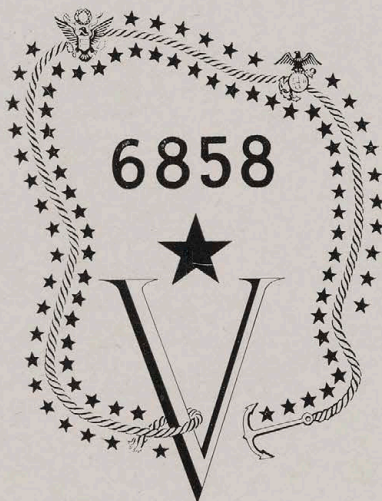
St. Paul-Minneapolis-Fargo-Moorhead Sleeping Car Service

Beginning February 1, 1945, and continuing for four months thereafter, standard sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead, will be operated by the Great Northern on its trains Nos. 3 and 4, under rotating plan between the Northern Pacific and Great Northern. There will be no set-out St. Paul-Minneapolis-Fargo-

Moorhead sleeping car operated by the Northern Pacific during this four month period.

First class tickets only reading via Northern Pacific from St. Paul-Minneapolis to Moorhead or Fargo only, or from Fargo or Moorhead only to Minneapolis or St. Paul will be honored in this sleeping car.

Thirteen



*Great Northern Railway employees in
Uncle Sam's Armed Services,
February 1, 1945*

Our Gold Stars

During the past month seven Great Northern railway employees in our armed forces were reported to have been killed in action or to have died in service, bringing our total Gold Stars to 84 as of February 1, 1945.

- ★ Pvt. James E. Dougherty, trucker, Butte Division. Killed in action in Germany, December 12, 1944.
- ★ Pfc. Arnold Gustafson, trucker, Mesabi Division. Killed in action in France, December 4, 1944.
- ★ Ivan E. Howard, A.O.M.-3/c U.S. N.R., section stockman, Everett Store. Reported missing in action November 24, 1943. Now presumed dead by Navy Department.

Fourteen

★ Pfc. Harry Dick Kazarian, district gang laborer, Kalispell Division. Killed in action in Germany, December 15, 1944.

★ Cpl. Reginald W. McLellan, ore dock laborer, Mesabi Division. Killed in action in France, December 5, 1944.

★ Sgt. Harold A. Train, carpenter helper, Mesabi Division. Killed in action in France, July 11, 1944.

★ Pfc. George Zatko, carman helper, Mesabi Division. Killed in action in France, November 29, 1944.

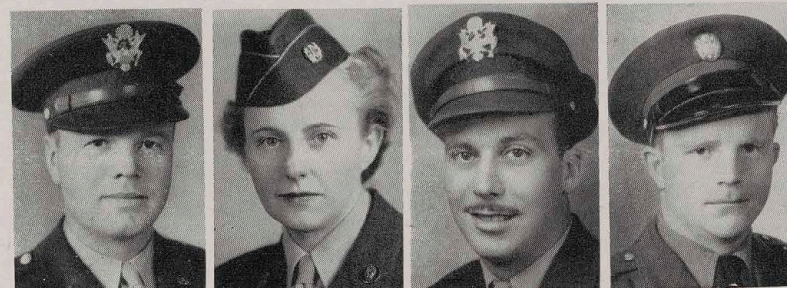
Information concerning Great Northern railway employees in military service is compiled from data available and is subject to change.

Wartime Mail

From the Dutch East Indies, S/Sgt. James K. Clair, switchman, Minneapolis Junction, writes: "There are two of us in this particular fighter squadron who are former Great Northern employees, S/Sgt. John Alt, brakeman on the Butte Division and myself. John and I have had seven different addresses. We are both looking forward to the day when we can get our hands on a brake-club and lamp and start riding the rails once again."

* * *

From somewhere in the European war zone, Pfc. Leo A. Tubbs, B & B Helper on Great Northern's Willmar Division prior to entering military service, writes: "I have been overseas for twenty-one months and am looking forward day by day until I can return to the good old U. S. A. and the B & B gang on the Willmar Division of the Great Northern."



Major Westerberg Corporal Thompson Lieut. Blackburn Sgt. Gulbranson

Our Soldiers, Sailors and Marines

Ordnance officer with a B-26 Marauder headquarters in the Mediterranean Theater of Operations, Major Warren F. Westerberg, has been awarded the Bronze Star Medal for meritorious service in direct support of combat operations during the period from June 15, 1943, to November 1, 1944, in Tunisia, Sardinia and Corsica. Prior to entering the Army in January, 1942, Major Westerberg was assistant to Great Northern's electrical engineer in St. Paul, Minn. Overseas since August, 1942, he has participated in the North African, Tunisian, Sicilian, Italian and southern France campaigns.

* * *

Cpl. Julia D. Thompson, before joining the WAC in February, 1944, was a key punch operator in Great Northern's auditor of freight receipts office in St. Paul, Minn. Upon completion of her basic training at Fort Des Moines, Iowa, she was assigned to the 15th Statistical Control Unit, Patterson Field, Fairfield, Ohio, as an I.B.M. machine operator. In June, 1944, she was assigned to the General Staff, Washington, D. C., in the same capacity. She is now stationed at Fort Myer, Virginia, on the General Staff of the U. S. Army.

A veteran of thirty-one bombing operations over Europe, First Lieutenant Rexford M. Blackburn, a district gang laborer on Great Northern's Butte Division prior to entering the Army, recently returned to the U. S. A. wearing the Distinguished Flying Cross awarded him for extraordinary achievement in combat. He also wears the Air Medal with three Oak Leaf Clusters, awarded him for earlier achievements on the European aerial front. A bombardier on a B-17 Flying Fortress, his group is a unit of a Fortress division which recently received a Presidential Citation for its outstanding work against targets in Germany.

* * *

Staff Sergeant Milton Gulbranson, locomotive fireman on Great Northern's Mesabi Division prior to entering the Army in February, 1941, is serving as a carburetor and ignition mechanic with an Army Ordnance automotive maintenance unit in Belgium. His unit, which has been overseas more than six months, has spent most of that time in the fields of France and Belgium, living in fox holes and pup tents and doing their work in the open. He has three brothers in the armed forces.

Fifteen



THE PASSENGER MILE

Unit of Railway Transportation

The universal unit of traveler transportation is the passenger mile. Last year Great Northern trains rolled up the astronomical total of 1 billion 260 million passenger miles—equivalent to transporting one person that distance.

And, patronage in 1945 likely will eclipse last year's record!

Many things make possible Great Northern's history-making volume of passenger miles: maintenance of roadbed, bridges and signals . . . hundreds of locomotives and cars . . . thousands of men in hundreds of jobs along the line, in yards, shops and terminals.

All are co-ordinated to make Great Northern passenger service dependable and passenger miles comfortable and safe.

route of the **EMPIRE BUILDER**

Between the Great Lakes and the Pacific

FORM 6009 2-45

PRINTED IN U. S. A.



the
GREAT NORTHERN GOAT



**MARCH
1945**

Red Cross War Fund—1945

If humanitarianism need be measured by a yardstick of dollars and cents, the American Red Cross can provide statistics to prove that 1945 marks a new high in human relationships. In March of this year the American Red Cross will set out to attain for the second year running the highest financial goal ever set by any private agency: It is asking the American people to contribute \$200,000,000 as an investment in the future.

Unlike war bonds and other capitalization projects, the Red Cross 1945 War Fund campaign will not promise to re-pay within ten or even twenty years a specific sum, plus interest. Instead it states clearly to the nation, "This is an investment which pays dividends in human lives saved and improved, not in cash returns."

Another peculiar characteristic of the American Red Cross method of solicitation is that campaigns are always planned on the basis of minimum need, not maximum goal. As a result, every campaign of the Red Cross in this nation has exceeded the amount set, enabling the organization to expand its services in time of war and peace.

The bulk of the \$200,000,000 to be raised in 1945 will be spent directly for services to the armed forces. The remaining War Fund will be allocated for sustaining services to the nation and the world, such as foreign war relief, disaster work, and educational programs to protect the health and welfare of communities.

This and last year's War Fund goals reflect also the growth of the Red Cross ideal which took shape in 1864 at the conference table in Geneva and today numbers nearly 40,000,000 members in the United States alone, including the 17,000,000 members of Junior Red Cross, the world's largest youth organization. From 18 branches with a membership of 3,337 in 1905, the

American Red Cross has steadily grown until today it contains more than 9,800 local units, with one-third of the nation participating in its program.

Behind this long list of ledger entries lies a heroic story of unselfish service extending from the 1881 forest fires in Michigan to the battle of the Philippines in 1944-45. In every case of human need, at every scene of

disaster whether natural or man-made, the American Red Cross has been on hand, ready to serve and rebuild, to salvage property and human life, to alleviate suffering. Consequently the name and banner of the Red Cross has become known throughout the world as a symbol of mercy and hope.

Figures are good enough in their places, but even \$200,000,000 doesn't tell the entire story of the American Red Cross. Actually that is only the money which goes into its operation; the fabulous number of hours and skills contributed by millions of Red Cross volunteers cannot be estimated in dollars and cents any more than the value of blood plasma collected by the Red Cross for the army and navy can be set.



Three



I DON'T CARE IF THAT IS THE WAY YOU SENT SIGNALS IN THE NAVY,
YOU HAVE TO SEND THEM OUR WAY HERE!

Drawing by Howard Petrey, Sp. (X) 3/e, U.S.N.T.C., Farragut, Idaho



VOL. MARCH, 1945 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.

St. Patrick's Day

I wasn't born on Erin's Isle,
That land of old St. Pat.
I've never kissed the Blarney Stone
You may be sure of that,
But even so, I still can wish
Good Irish luck to you,
Not just when "wearin' o' the green"
But all the whole year through!

The wartime job of the Red Cross is 16 times greater than in peacetime! A one dollar contribution is not big enough to do the job this year!

Four

Keep On the Job

Every single American who has a relative or friend in the military service is waiting, for one particular day to come—the day when their particular "GI" comes marching home—safe and victorious.

But wishing—alone—won't make it so. There's still a tough fight ahead for all those GIs fighting under our Stars and Stripes in every part of the world.

And our fighting men and women need more and more supplies—all the time. Just because you hear that the production of one particular piece of munitions or armament has been stopped don't fool yourself by thinking—"Well, we've turned out all our boys need—now the slack-off comes."

From time to time changes forced by changes in our type of fighting—will make necessary cutting down on one kind of war supply and switching to another. But there will never be enough of the materials and supplies required for modern warfare until our enemies throw up their hands in unconditional surrender.

That being the case—to make sure that your particular GI Joe comes home safe and victorious—KEEP ON THE JOB.

The Goat's Cover



Red Cross photo by Eileen Bigelow, St. Paul, Minn.

Seventy percent of all school children in the U. S., from first grade through high school are members of the American Junior Red Cross.



Left to right: V. P. Turnburke, assistant to Great Northern's president, E. P. Baecker, general agent, Railway Express Agency, St. Paul, and Ensign E. D. Tate, Navy fighter pilot and Great Northern employee, weigh drum of powdered milk for shipment to USS St. Paul

G. N. Donates Dry Milk for "Mechanical Cow"

Powdered milk, processed by one of Minnesota's dry milk plants in Great Northern territory, was presented to the commander, his officers and crew at the commissioning ceremonies for the powerful heavy cruiser USS St. Paul at the Fore River Ship Yards in South Boston, Mass., on February 17.

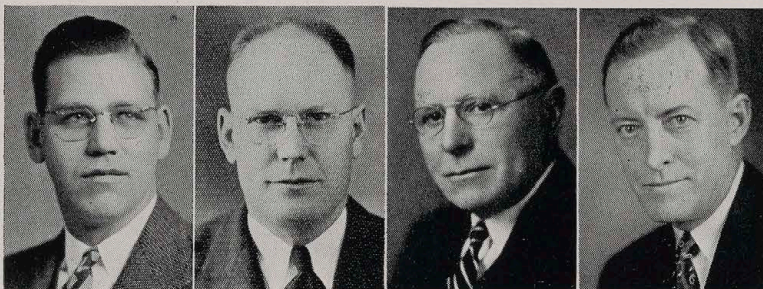
The drum of powdered milk will make more than 100 gallons of fluid milk for the men aboard the ship.

The "mechanical cow", a device of

pipes, fans and tanks that mixes powdered milk and water to produce milk, was presented to the new war vessel by Mayor John J. McDonough of St. Paul.

The USS St. Paul is listed at about 13,000 tons, is well armored and has a speed in excess of 35 knots. The keel was laid February 3, 1943, and the ship was launched last September. Although the third ship of the Navy to bear the name St. Paul, the new cruiser is the first combat vessel of that name.

Five



Mr. Soder

Mr. Jarrett

Mr. Healey

Mr. Bartholomew

Appointments

Appointment of Keats E. Soder of Kansas City, Mo., as assistant general agricultural development agent with headquarters in St. Paul, is announced by E. B. Duncan, Great Northern's general agricultural development agent. Mr. Soder, who was agricultural-industrial agent for the Rock Island Railway in Kansas City since 1937, succeeds Burton Hutton who resigned recently to become farm service director for a Portland, Oregon, radio station. He is a graduate of Iowa State College at Ames.

Appointment of Charles E. Jarrett, Glasgow, Montana, as Great Northern's agricultural development agent, with headquarters at Great Falls, Montana, a position he held prior to engaging in real estate, insurance and farm management work a few years ago, is also announced by Mr. Duncan. Mr. Jarrett, whose activities will be largely in connection with livestock and irrigation development projects in Montana, will work in cooperation with Fred Sanborn, who also is agricultural development agent for the Great Northern in Montana.

Mr. Jarrett succeeds M. L. Buchanan, who resigned recently to become associate professor of animal husbandry at North Dakota State College, Fargo.

Healey Retires

After 42 years of service with the Pullman Co., C. C. Healey, district superintendent of the company in St. Paul, Minn., has retired. He went to work for Pullman in 1903, as a conductor, and has ridden all the Pullman cars from "Abbott" to "Zeyla". In 1910 he became night agent in St. Paul, in 1911 assistant district superintendent and in 1925 district superintendent.

L. J. Bartholomew, who has been with the Pullman Co. since 1917, in various cities and capacities, has been named acting district superintendent to succeed Mr. Healey. He comes to St. Paul from the company's Cleveland offices.

S. P. & S. Changes

Appointment of G. F. Ehlen, assistant to general freight and passenger agent, to general freight agent, H. W. Shields, assistant general passenger agent, to general passenger agent, and K. C. Miller, agricultural and livestock agent, to general industrial and agricultural agent, has been announced by J. C. Moore, traffic manager, Spokane, Portland & Seattle Railway, Portland, Oregon.



Goat

GLEANINGS

Great Northern's agricultural development department, St. Paul, has published an attractive booklet "The Northwest's New Frontiers" which tells the story of the important part irrigation has had in the agricultural development of the Northwest, and presents the agricultural accomplishments and possibilities in the states of Minnesota, North Dakota, South Dakota, Montana, Idaho, Oregon and Washington, served by the Great Northern.

* * *

The Transportation Club of Saint Paul, at its 24th annual election held January 16, elected Wm. M. Kidder, V. P., Glendenning Motorways, president; E. P. Leininger, traffic manager, American Radiator & Standard Sanitary Corporation, 1st vice president; R. G. Malmquist, general agent, M&STL Ry., 2nd vice president; Guy E. Dailey, vice president, American National Bank, treasurer; Charles A. Liggett, Saint Paul Association of Commerce, secretary. Edward W. Bergstrom, Great Northern's special traffic representative, C. O. Ellsworth, public relations supervisor, Northwest Bell Telephone Co., and E. N. Phelps, assistant general freight agent, Soo Line, were elected directors.

Frank H. Morrisey, city freight agent in Great Northern's Boston, Mass., freight traffic department, died on February 12. He began employment with the company in March, 1920, as chief clerk. Howard E. Evans, chief clerk in the Boston office, has been appointed to succeed Mr. Morrisey.

* * *

Members of the Veterans' Association of the Great Northern railway, reported deceased during February, 1945, are, Charles J. Graves, engineer, Havre, Mont.; William Hackett, conductor, Willmar, Minn.; Thomas M. Pierce, engineer, Havre, Mont.; William P. Olson, agent and operator, Willmar, Minn.

Members pensioned during February, 1945, are, Joseph W. Lukoskie, district roadmaster, Minneapolis, Minn.; Edward Morley, engineer, Great Falls, Mont.; William H. Hitson, engineer, Minot, N. D.; Clinton A. Amsbaugh, trainmaster, Whitefish, Mont.; Charles J. Bergman, engineer, Superior, Wis.; F. E. Danielson, conductor, Willmar, Minn.; Chris Jensen, engineer, Breckenridge, Minn.; Nels Johnson, section foreman, Milaca, Minn.; Fred J. Kuhlman, engineer, Minneapolis, Minn.; Joseph Tortorelli, car repairer, Hillyard, Wash.; Bert Hagler, switchman, Wenatchee, Wash.



Left to right: Oscar A. Moen, president, H. E. Robbin, vice-president, W. M. Wayman, secretary, and B. J. Krogstad, director, Flathead Lake Cherry Growers, Inc.

Most of the orchards are located on the east shore of Flathead Lake

There are approximately 30,000 trees in these orchards 20,000 of which are now bearing



Vacationists and residents in communities around Flathead Lake pitch in to get the crop harvested



Picking and packing of cherries is handled by women workers

Montana Industry Expands

A bumper crop of over 700,000 pounds of big sweet cherries, seven times greater than that produced in any previous season, is the 1944 record of a comparatively new agricultural industry in western Montana.

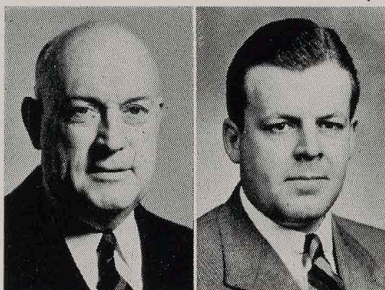
According to E. B. Duncan, Great Northern's general agricultural development agent, last year was the first this area has produced sweet cherries so extensively and each suc-

ceeding year should show a steady increase.

The first of the present approximately 40,000 sweet cherry trees, 20,000 of which are now bearing, located on the east shore of Flathead lake in Montana, were set out in 1936 and 1937 by the Flathead Lake Cherry Growers, Inc. It is estimated that the 1945 crop will exceed 1,000,000 pounds. The trees are

(Continued on page 10)





Mr. Hammond

Mr. LaFond

N. Y. Central Changes

Walter S. Hammond, who was New York Central's passenger representative in St. Paul prior to being transferred to Albany, N. Y., before the war, has returned to resume his former position. C. H. LaFond, who was in the company's St. Paul office, has been transferred to Portland, Oregon, where he is passenger representative. He succeeds H. M. DeGowin who has been transferred to San Antonio, Texas.

New G. N. Shop Building

Construction of a shop building at Great Falls, Montana, for servicing and repairing Great Northern diesel locomotives will be started soon. Overall cost of the project will total about \$200,000, and the contract, awarded to the Dudley Anderson Co., Great Falls, calls for completion of the work within 135 days.

A larger diesel servicing and repair shop is under construction at Havre, Mont.

Grand Coulee Dam, second largest in the world, produced more than a third of all the electric energy generated in the five Northwest states of Washington, Oregon, Idaho, Montana and Utah, during 1944.

MONTANA INDUSTRY EXPANDS

(Continued from page 9)

still young and each year should show a steady increase in production.

There are an average of 75 trees to the acre and the average yield per tree is placed at 80 pounds. Some trees yield as high as 200 pounds and it is estimated that when the young trees reach maturity the average will reach 500 pounds per tree. Lamberts and Bings comprise the commercial crop of sweet cherries grown in the Flathead lake region, in a ratio of 75 per cent Lamberts and 25 per cent Bings.

Cherries are first picked and delivered to a centrally located headquarters in the area, where they are inspected and weighed, and then transported to the Flathead Lake Cherry Growers packing plant in Kalispell, Montana, on the Great Northern railway, where they are packed for shipping. Residents of communities in the Flathead lake district, including many vacationists on the lake, are afforded remunerative seasonable employment each year during the late summer season helping with the picking and packing of the crop. Several carloads of the 1944 crop were shipped to eastern markets.

The Flathead Lake Cherry Growers, Inc. is made up of 95 stockholders, all of whom are actual growers. Officers are, Oscar A. Moen, president; H. E. Robbin, vice president; W. M. Wayman, secretary; Oliver Engbretsen, treasurer; B. J. Krogstad and C. C. Fansler, directors.

The sweet cherry industry in Montana is still in its infancy and gives promise of developing into a very profitable enterprise in years to come.



Goat

GAIETIES...

Shocking

On a train one day, Little Audrey heard a passenger say to the conductor as the trainman punched his ticket, "Good morning, Mr. Glass." But Little Audrey just laughed and laughed. She knew that couldn't be his name, because glass is not a conductor.

Assorted Crackers

Ken: Tell me, how does it feel to be kissed by Greer Garson?

Joe: Have you ever heard of a process called "slow baked?"

Ken: Yeah.

Joe: Well, I'm "fast fried."

Southern Gentleman

Sailor: How did you like it stationed down south?

Wave: Oh, I had a lovely time there. I met the nicest man. He took me to dinner and he was a typical southern gentleman and even while we were dancing he was a typical southern gentleman. Then he took me home in a cab.

Sailor: And what happened?

Wave: He got a bit northern.

No Change

Doctor: How is the boy who swallowed the half dollar?

Nurse: No change yet, doctor.

Simple

Wife: How can we estimate our cost of living?

Husband: That's simple; take our income and add 30 percent.

Gin Feeding

Dad had gone off to war leaving a young baby who had been getting most of his nursing from his daddy and dad never seemed to have trouble getting the offspring to sleep at night. His mother was having a heck of a time every night, so she called dad, who was at sea, and requested a cable reply. Pop's simple cable recipe read "Put a couple teaspoonfuls of gin in his night feeding."

Green Glasses

A farmer was economizing by putting green glasses on his cow and feeding her sawdust. Asked by a neighbor how it was working out, he replied "It worked fine 'till she up and died."

Desert Chat

Says one GI to another, "It's awfully dry out here in the desert." "Yes," replied the other, "I haven't passed water in four days."

Second Front

Henry: I just got myself some Victory underwear.

Jim: What's different about that?

Henry: One deep breath and you open a second front.

Loose Lips

Daisy: Kiss me, like I've never been kissed before.

Sailor: Oh, no. I couldn't kiss a girl. It's against the regulations. Don't you know, "Loose lips—sink ships."

China's Railroads

The following article is reprinted from "Grim's Tales From China" published in the Minneapolis Star Journal of January 5, 1945. Mr. Grim, former director of radio promotion for the Star Journal and Tribune, returned recently after spending a year and a half as radio adviser to the Chinese government. Entering the Army in 1942 as a private, he won a lieutenant's commission and was loaned by the Army to the State Department for the China assignment.

Free China's railroads — heart-breakingly necessary to move food, supplies, refugees—are fast disappearing. Chungking for years has had a station, but no train ever came. That is now happening to other parts of Chiang Kai-shek's China.

Before the war, China had a rail system that functioned pretty well. The equipment came from America, Belgium, Scotland, England, France.

There were fancy trains, like the "Blue Express" that ran from Shanghai to Pieping. I was on a car from that train just a few months ago on a trip through territory where the Japs are now.

That has been one of railroading's bitterest jobs. The Chinese have less than 500 miles of railroads now operating.

The Japs, in China, operate 9,400 miles of railroad. Pulling up tracks as the Japs have advanced, the Chinese have tried to destroy roadbeds. But the Japs have rebuilt many.

So, amazingly, have the Chinese. During the war they have constructed 600 miles of railroad, only to have to wreck 240 miles of it again. The equipment—and the passengers—are subjected to air raids.

The train stops, the whistle blows. You pile out, get under the cars (if

they're steel ones), or into a ditch. After the Jap planes pass over, you get back in and the train starts off. The Japs usually only machine gun you. They save their bombs for bigger targets.

Yet the engineers and firemen stick. An engineer is paid the equivalent of \$5 American a month, and an allowance of the equivalent of 25 cents, American, a day for food. One engineer told me it cost him his entire salary to feed his family.

"I sell what things I have," he said. "This war can't last forever."

He opens the throttle and the engine, pock-marked from shrapnel and machine gun bullets, slowly pulls the overloaded train never more than 20 miles an hour.

There is only vegetable oil to lubricate the moving parts and it soon evaporates. The roadbed, the rolling stock, can't take much of a strain either.

Time and again, the railroad has meant life to fleeing refugees. Clinging to every part of the engine and the cars, families, with their few belongings, have been slowly hauled to comparative safety, just ahead of the Japs.

When I was in Kweilin last year, they were building a proud, new brick railroad station. It was almost completed. Today, the Japs are probably using it to operate that same railroad, for their supplies to their advancing troops.

But the Chinese railroad men aren't discouraged. They even can see the day when, for the first time, a freshly-painted, deluxe car will be loading passengers in the station in Chungking—the station that has so far never seen a train.



A Quillayute squaw chants and dances on the beach of the river as her tribesmen go chugging toward the sea



Just below the Quillayute river flows the Hoh, a river which was but recently bridged



Mount Olympus speaks a language to the red-men which white men will never quite understand

The Quillayute, Yesterday and Today

By HARRIET GEITHMANN

(Continued from February Goat)

While we camped on the fringe of La Push, we were introduced to the Quillayutes' fishing habits, craftsmanship in basketry and canoes as well as their devotional services in their modest Shaker church. There we spent hour after hour shaking hands with the Shakers and listening to the hand bells pealing incessantly, bells that were wielded by the clergyman, John Johnson, and all his elders, elderesses, deacons and deaconesses.

While we listened to the chanting of songs we watched the men and women dance. They quivered and writhed with the hypnotic power of their religion while they wrestled with sick souls and sick bodies in their effort to free their brethren from the power of sin. This Shaker religion of theirs is a magic compound of their ancient superstitions and modern Christianity.

The Quillayute's nearest Indian neighbors on the Olympic Peninsula

are the Makahs at Neah Bay, the Hohs at the mouth of the Hoh river and the Quinaults on their reservation at the mouth of the Quinault river. All of these Indians are short and stocky of stature, bronze of skin with black hair and dark brown eyes. The Quillayutes and the Hohs are said to belong to the Chemakum linguistic stock and doubtless were one people before migrating to the Olympic Peninsula. Many of the Hohs now live at La Push with their kin, the Quillayutes.

At La Push, the Quillayute Indians dream dreams of the good old days before the white man came, when their grandfathers combed the Pacific and towed home the giant whale at the end of a cedar rope, days of the genuine potlatch, days when the entire Olympic Peninsula was theirs in which to roam in quest of royal elk, deer, black bear, wolves, beavers, otters and mink.

(End)



Great Northern Railway employes in
Uncle Sam's Armed Services,
March 1, 1945

Our Gold Stars

Eleven Great Northern railway employes in our armed forces are reported to have been killed in action or to have died in service during the month of February, bringing the total of our Gold Stars to 95, as of March 1, 1945.

- ★ Bianchini, Aldo J., section laborer, Mesabi Division. Killed in action in Luxemburg, January 17, 1945.
- ★ Doran, Everett C., Pfc., section laborer, Butte Division. Killed in action in France, December 16, 1944.
- ★ Fernquist, Bernard L., Pfc., section laborer, Mesabi Division. Killed in action in Southwest Pacific Area, January 17, 1945.
- ★ Gilman, Orin Clinton, S-2/c, U.S. N.R., district gang laborer, Willmar Division. Killed in action in Philippines, October 25, 1944.

Fourteen

★ Hankey, Jack S., Pvt., U.S.M.C., section laborer, Mesabi Division. Killed in action in Pacific Area, June 28, 1944.

★ Kaber, Louis O., S-2/c, U.S.N.R., train crew caller, Kalispell Division. Killed in action in Pacific Area, January 29, 1945.

★ Kapstofer, Earl, rock picker, Butte Division. Killed in U. S. Date and location unknown.

★ Klesh, Joseph E., MOMM-2/c, U. S.N.R., machinist helper, Butte Division. Killed in action in Southwest Pacific, February 2, 1945.

★ Koapke, Lorrin R., S-1/c, U.S.N.R., roundhouse laborer, Minot Division. Killed in action in Pacific Area, December, 1944.

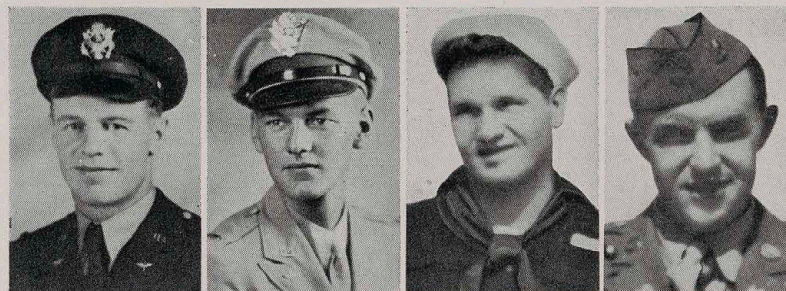
★ Pepos, Charles, rock picker, Butte Division. Killed in U. S. Date and location unknown.

★ Letzos, George, switchman, Mesabi Division. Killed in action in New Guinea, March 22, 1944.

Information concerning Great Northern railway employes in military service is compiled from data available and is subject to change.

Wartime Mail

From somewhere in Holland, Sgt. Erwyn H. Alger, conductor on Great Northern's Spokane Division prior to entering military service, writes, "I'm working as a yardmaster with a Railway Operating Battalion in one of the busiest terminals in this area. It's a big job the boys of the railroads are doing over here and I think you can be proud of your boys in the service."



Lt. Holl

Lt. Hageman

Coxswain Vogt

Pfc. Kinsley

Our Soldiers, Sailors and Marines

Awarded the Air Medal with three Oak Leaf Clusters, 1st Lt. Elmer M. Holl, switchman on Great Northern's Butte Division, before joining the armed services, has flown 50 combat missions over German occupied territory in Europe. His plane badly damaged on several occasions by flak and fighters, his skillful handling of the bomber made it possible for him to return the plane and its crew safely to his base. Lt. Holl, pilot in a 15th Air Force Liberator bomber, is a veteran of air war.

* * *

Commissioned a 2nd Lieutenant in the Army Air Corps on July 1, 1944, Wilfred C. Hageman, file clerk in Great Northern's passenger traffic department, St. Paul, Minn., is now in the Hawaiian Islands awaiting orders for active service in the Pacific Theatre of war. Enlisting in June 1943, Lt. Hageman received his training at Sheppard Field, Texas, Peabody's College, Nashville, Tenn., Pre-Flight School, Santa Ana, Calif., a gunnery school at Kingman, Ariz., Advanced Bombardier School, Deming, N. M., from where he was commissioned, and Muroc Army Air Base, Calif., where he was assigned to a crew and received further com-

bat training, before leaving the U. S. in February of this year.

* * *

Glen W. Vogt, section laborer on Great Northern's Willmar Division, before joining the armed services, is still in the transportation business serving as helmsman of a U. S. Coast Guard manned supply ship of the Army Transportation Corps in the far Pacific. When action comes, he steers the ship through the intricate maneuvers of battle action under direction of the commanding officer. Rated as a Coxswain, Vogt entered the U. S. Coast Guard in June, 1942, and has had patrol duty along the West coast as well as his present assignment.

* * *

From the U. S. Army General Hospital in England comes word that Pfc. Henry W. Kinsley, armored Infantryman, is now convalescing from German shrapnel wounds and an operation for appendicitis. Pfc. Kinsley was wounded when his armored regiment was spearheading the attack on a small village near Metz. He was a section laborer on Great Northern's Spokane Division prior to enlisting in the Army in January, 1942.

Fifteen

Copper Starts to War via Great Northern



A vast amount of the copper so vital to the production of war-winning weapons for America and her allies starts for the world's battle fronts in Great Northern freight cars.

From Montana's famed, fabulous copper industry—and from mines and smelters in near-by states, too!—tremendous tonnages of the red metal in many forms are moved to distant arsenals, foundries and plants by Great Northern's supply line.

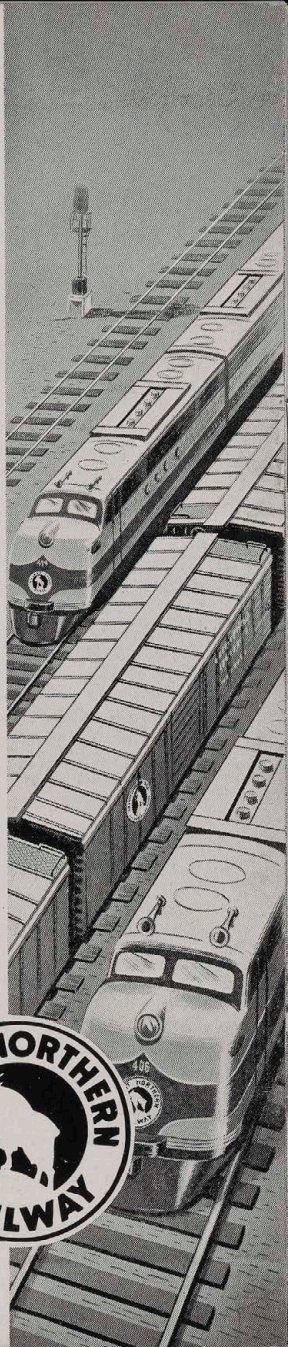
The Northwest's copper industry relies on Great Northern for dependable transportation. And, the railway depends on copper from its territory to keep its equipment in shape and the supply line rolling.

route of the **EMPIRE BUILDER**

Between the Great Lakes and the Pacific

FORM 6009 3-45

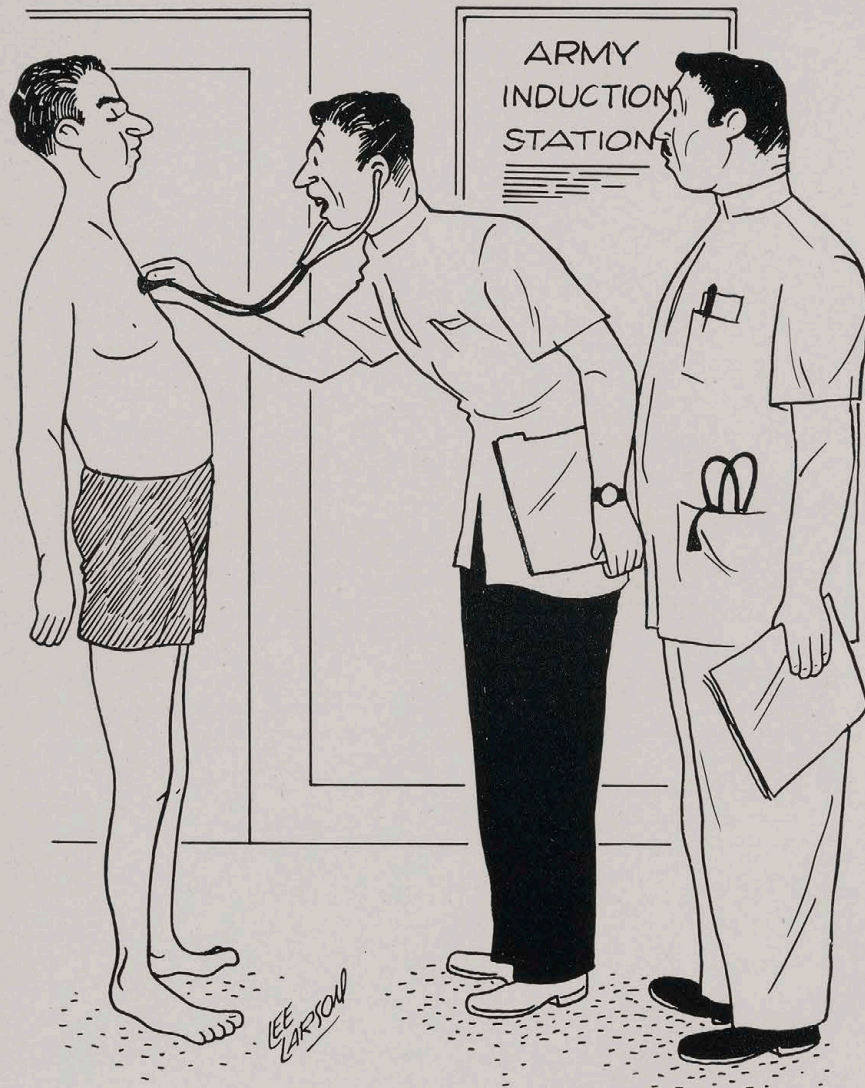
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the
GREAT NORTHERN GOAT



**APRIL
1945**



"YOU MUST BE A FORMER RAILWAY EMPLOYEE. ALL I HEAR IS
CHOO-CHOO, CHOO-CHOO"

Drawing by Lee Larson, Bismarck, N. D.

A Major Completes a Major Assignment

While forward heavy artillery, aerial bombardment and battalions of infantry were ferreting out the enemy from captured advance rail centers in the western European theater of war, Major Thomas J. Brennan of Havre, Montana, trainmaster on Great Northern's Butte Division prior to entering the armed services, faced the task of commanding the 732nd Railway Operating Battalion through unforeseen hazards and handicaps.

Moving up within a few hours from the front lines, the mission at hand, which was the first for the 732nd after debarking somewhere in France, was the rehabilitation and operation of the third largest railway terminal in all France. At dawn of the first morning, an inspection disclosed nothing but a mass of ruins; 55 locomotives of all descriptions, blown and blasted; between 200 and 300 cars, burned and wrecked; twisted masses of rail. All that remained was a wobbly track through what was once an important rail yard.

Arriving at this important Junction, the 732nd had no tools nor equipment of any kind to do the necessary job. Major Brennan immediately made contact with nearby units and French civilians and within a short time procured a derrick and some hand tools with which the Battalion set to work on the task ahead of clearing the yard of wreckage and building new track. The Battalion, consisting of 935 men, had to be housed and fed, too. German cots were taken from camps abandoned by the Germans; stoves, kitchen ranges, rations, water and other essential supplies had to be transported for miles and the procurement of trucks for this job was necessary to secure necessary items. However, within a few days the Battalion was operating the yard, as well as a division, of double track

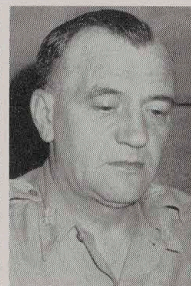
railway. An important supply line was again open to the front lines.

American and French Military Railway Officials made favorable comment as to each and every officer and enlisted man of the 732nd for doing his allotted task in record time.

The 732nd has since been assigned additional railway in forward areas and parallel to battle lines abandoned by the enemy, in the western European theater. Bridges, water facilities and track demolitions are being rapidly reconstructed by the Battalion's maintenance of way company. Trainloads of ammunition designated for expeditious movement over track heretofore unused are being delivered to battle lines under heavy shelling, strafing and sniping by the enemy.

The Battalion is divided into four companies. Headquarters Company is composed of dispatchers, telegraphers, station agents, towermen and the all important mess section. Company "A" Maintenance of Way Engineers is composed of company headquarters, bridge and buildings platoon, track maintenance platoon and signal platoon. Company "B" Maintenance of Equipment Company is made up of company headquarters, car repair platoon and locomotive repair platoon. Company "C" transportation company operates trains, yards and stations within territorial limits of the railway divisions.

Sponsored by the Great Northern railway, eleven of the 732nd's thirty officers were Great Northern employees prior to entering the armed forces.



Major Brennan



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IVAN A. COPPE, Editor

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

Easter

In every trembling bud and bloom
That cleaves the earth, a flowery
sword,
I see Thee come from out the tomb,
Thou risen Lord.

Thou are not dead! Thou art the
whole
Of Life that quickens in the sod;
Green April is Thy very soul,
Thou great Lord God.

Charles Hanson Towne

They Make America Tick

If you've ever taken a watch apart, you know that with a single gear or wheel missing, the timepiece refuses to work. It takes a combination of gears and wheels, working together, to make that watch tick.

In the same way, under our American system, it is a combination of several different forces, working together, that makes America the kind of place we want it to be. First, we have workers; then, we have management, the men and women whose particular function it is to co-ordinate the efforts of each of us into a smooth-functioning whole; and finally, we have capital, the saved earnings that supply the lubrication for our entire system.

In spite of the attempt of some un-American forces to weaken, discredit or remove one of these groups from the American system, thereby causing a sufficient breakdown to make possible the substitution of their own particular system, it is more than obvious that we enjoy the highest standard of living in the world because of the smooth-functioning cooperation of labor, management and capital. Working together, they make America tick.

The Goat's Cover



A sailor is
"framed" in
golden daffodils from
the Puyallup
Valley as the
centerpiece of
a bevy of
Spars.

(Photo by J. M. "Hack" Miller,
Seattle Post-Intelligencer Photographer)



Blooming daffodils form a golden carpet in the Puyallup Valley

Daffodil Growing is an Important Industry

It is daffodil bloom time in the Puyallup Valley in the state of Washington. Although these golden flowers bloom during the forepart of April, the bulbs are not taken out of the ground until July when they are dried in racks in the field for approximately a month before shipping.

The Sumner-Puyallup-Orting district comprises not only the largest daffodil growing area but the biggest bulb producing area in the United States. With the increased need for essential produce for home

consumption and for lend-lease requirements growers have cut their bulb acreage considerably.

Only a small proportion of the daffodils grown are sold as cut flowers. Bulbs are shipped to nurserymen all over the country and to florists for "forcing".

The annual daffodil show and parade usually held in April in celebration of the blooming season has been cancelled for the duration of the war.

More than 50,000 soldiers in the Mediterranean Theater of Operations are studying technical and cultural courses offered by Armed Forces Institute—and doing it in spare moments away from combat and supply duties.

Garrity Returns



Mr. Garrity

Upon his discharge from the U. S. Navy in January of this year, after serving thirty months, S. A. Garrity resumed his former position of general agent in Great Northern's freight traffic department in Helena, Montana. He received his boot training at San Diego, Calif., and after completing a course at the Navy Recruiting School was assigned to Havre, Montana, in charge of the Navy Recruiting Sub-station. He was later assignment officer of the Armed Forces Induction Station, Cleveland, Ohio, and was also in charge of Navy personnel at that station. Mr. Garrity held the rating of C. Sp. (R) (P.A.), U. S. N. R.

W. J. Garrity, has resumed his former position as traveling freight and passenger agent, with headquarters at Helena.

Glacier Park In 1945

Hotels at Glacier Park station, Many-Glacier and Lake McDonald in Glacier National Park, Montana, will not be opened for the 1945 season. All chalets, stores and the Swift Current Coffee Shop and cabins will also be closed.

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

There will be no bus, saddle-horse, launch or rowboat service in the Park this season. Prince of Wales Hotel in Waterton Lakes Park in Canada will also be closed.

Six

Appointments



Mr. Meenach



Mr. Tilton

Appointment of William R. Meenach, city freight agent in Great Northern's freight traffic department, Seattle, Wash., as assistant foreign freight agent, with headquarters in Seattle, is announced by F. R. Newman, vice-president of traffic.

Mr. Meenach, a veteran of World War I, began employment with the Great Northern in January, 1915, as a stenographer-clerk, in the freight traffic department. Upon his discharge from the Army he was appointed chief clerk to the import and export agent which position he held until his appointment as city freight agent in January, 1942.

William L. Tilton, clerk in the office of general agent freight department, St. Paul, Minn., has been appointed to succeed Mr. Meenach. Mr. Tilton, whose services with the Great Northern began in June, 1922, as a file clerk in the office of freight overcharge claims, held various positions with the company in St. Paul until March, 1942, when he enlisted in the U. S. Navy. He was discharged from military service in September, 1944.



Goat

GLEANINGS

B. C. Joiner has been appointed chief clerk to succeed Howard E. Evans in Great Northern's freight traffic department, Boston, Mass.

* * *

Members of the Veterans' Association of the Great Northern railway reported deceased during March, 1945, are, Chas. A. Gallagher, conductor, Willmar, Minn.; Richard P. Powers, carpenter, St. Paul, Minn.; Arthur E. Olson, agent, Long Prairie, Minn.; Meyer Malkes, carpenter, St. Paul, Minn.; George E. Bondeson, conductor, Glasgow, Mont.; James F. Mullaney, fireman, St. Paul, Minn.; Isaac C. Cartwright, water service foreman, Williston, N. D.; Michael J. Dalton, engineer, Seattle, Wash.; John Erickson, engineer, Great Falls, Mont.

Members pensioned during March, 1945, are, Frank Belk, switchman, Grand Forks, N. D.; Harry E. Gloth, boilermaker, Hillyard, Wash.; Ben A. Johnson, engineer, Spicer, Minn.; K. Kusumoto, section laborer, Whitefish, Mont.

* * *

The Women's Army Corps is seeking the enlistment of 8,000 women to work as Army Medical Technicians, for training and assignment to 60 Army General Hospitals in the U. S. They will help care for the 30,000 sick and wounded soldiers being returned to this country each month, by assisting the professionally trained nurses and Army doctors.

The interest of Great Northern railway employees in the Goat, as indicated by the many requests being received to be placed on mailing lists, is sincerely appreciated. However, it is regretted that it is not possible to comply for the reason that the Goat is not an employees' magazine, although copies are being distributed to employees in military service, members of the Veterans Association of Great Northern railway and some employees at home, most of whom are department heads, chief clerks, etc. Further, it is a traffic department promotion publication and the quantity printed each month is limited. Because of the present paper situation it is not possible to increase editions. It is suggested that division superintendents, department heads or chief clerks in various departments may at times be able to provide copies to employees upon request when extra copies are available.

* * *

George W. Ploudre has been appointed city freight agent in Great Northern's freight traffic department, St. Louis, Mo.

* * *

The millionth U. S. soldier to pass through the Southern Railway Docks at Southampton for the European front was welcomed by the Mayor of Southampton, the U. S. Army Director of the Port and the Southern Railway's Docks and Marine Manager, according to T. D. Slattery, General Traffic Manager of British Railways Headquarters in New York.

Seven



Blackfoot Indian "baby buggy" made of elk hide, decorated with porcupine quills, which straps onto the back of the squaw. The dress worn by the squaw is of elk hide, with fringe, and is covered with varied colored beads. Head band is also beaded

Blackfeet Indian Craftwork

In Great Northern's collection of Blackfeet Indian craftwork consisting of some five hundred articles, are Indian costumes, war clubs and hunting paraphernalia. The articles, some of which are more than three hundred years old, were acquired from the Blackfeet, whose reservation adjoins Glacier National Park in Montana on the east. The craftwork has been classified and placed in storage until after the war when it will be assembled and installed as a

permanent educational and historical exhibit in the company's museum in its general office building in St. Paul, Minnesota.

The weapons, clothing and robes of these famous Indians carry a three-pronged design symbolic of the three tribes of the Blackfeet nation, the Pecunnies, (Piegans) Bloods and Blackfeet, who are one people, speak a common language and practice the same customs.

(Continued on Page 10)



War shirt and buffalo dance head-dress worn by Blackfeet Indian chiefs. The shirt is ornamented with weasel skins. The head-dress is made of weasel skins and has two buffalo horns



An Indian meat container or "parfleche" made of buffalo hide and used for transporting "pemmican" or buffalo meat



Squaw dress of elk hide, with fringe, covered with varied colored beads. Beaded head band, moccasins and leggings



Blackfeet Indian ceremonial bustle made of brightly colored feathers and plumes is tied around the waist and worn for ceremonial dances. Leggings are of elk hide with colored bead decorations



Costumes worn by Blackfeet Indian chiefs and squaws. The blanket on the floor is made of elk hide with strips of colored beads sewed on and is a rare article as few of them were made by these Indians

BLACKFEET INDIAN CRAFTWORK

(Continued from page 9)

Basketry and the making of pottery were unknown to the Blackfeet, their costumes, weapons and robes receiving most of their artistic attention. Most of their bows were made of ash, or the wood of the chokecherry, their arrows being made of the shoots of service-berry bushes. Their shields were of rawhide taken from the necks of old buffalo bulls. The old time pipes of the Blackfeet were made of black, or greenish, stone, "straight" pipes sometimes being used in ceremonials.

The men wore shirts, breechclouts, leggings and moccasins, the latter soled with rawhide. In summer they wore no head-gear unless attending a ceremonial. In winter the men often wore caps made from the skins of animals or waterfowl. The women wore gowns of skins from deer, antelope, or mountain sheep. The costumes reached nearly to their ankles. They also wore leggings, moccasins and decorated belts carrying knives in painted scabbards.

Among the articles in Great Northern's collection are many of historical interest, such as a headdress made of weasel skins with two buffalo horns which was worn at dances following a successful buffalo hunt; a ceremonial bustle made of varied colored feathers and plumes which was tied around the waist and worn for ceremonial dances; bonnets of eagle feathers sewed on two-hundred year old buffalo hide, war shirts and blankets.

Another of the interesting craftwork in the collection is a pipe and tobacco board which old plains Indians used to seal oaths and agreements. In smoking, the host or

master of ceremonies prepared the tobacco on the board, filled and lighted the stone pipe, offering its stem first to the sun (the father) and then to the earth (the mother) before smoking it himself. Then he passed the pipe to the guest on his left "as the sun travels." After taking three deep draughts, this guest handed the pipe to the man on his left, the pipe's stem being kept pointed at the lodge wall in its movements. The pipe could not be handed across the doorway.

When the man nearest the door on the host's left had smoked, the pipe had to go back to the "head" of the lodge where the host passed it to the guest on his right, the pipe going unsmoked to the guest nearest the door on that side. When this guest had smoked he passed the pipe to the guest on his left, so that the pipe again began to move "as the sun travels." If the pipe needed refilling it was handed back to the host who replenished it, the guests passing it along unsmoked to the man who had discovered its emptiness. No one might properly pass between smokers and the lodge fire. During such ceremonials the squaws were seated outside the lodge.

The Blackfeet now live on their reservation adjoining Glacier National Park as ranchers and farmers. Most of them are educated and are citizens of the United States but they take pride in keeping up their old customs of tribal councils, dances and ceremonials. Each summer during peacetime members of this proud tribe encamp at Glacier Park Station, eastern gateway to Glacier National Park, on the Great Northern's main line, where they welcome visitors to this vacation wonderland of "Shining Mountains."



Goat GAJETIES...

Swelled Fit

"Fool! What am you hitting yo' head with dat hammer for?"

"Cause mebbe it will swell up and keep dis hat fum fallin' ober me eyes."

Sawing Beef

The guest was busy sawing on a steak, and a difficult time he was having. "Is it tough?" queried the waiter solicitously. The diner was exhausted. He turned to the waiter with defeat in his eyes and said: "When I order beef and get horse, I don't care. But next time take the harness off before you start serving."

Move Over!

"I'll have you know I'm not a fool."

"Well, you're pretty near one."

"That's right, I'll get a little to one side."

Perfectly Proper

An old Georgia farmer was very generous in disposition and at the same time deeply religious, requiring Biblical authority for everything he did himself and expecting it also in others. One day a tenant of his found a motor car stuck in the mud and charged the owner five dollars for pulling it out. When the farmer heard about it he was deeply grieved and denounced his tenant roundly for such an ungenerous act. Finally he said to him, "Well, John, I'll let you off this time if you can quote Scripture for what you've done." To which John replied, "He was a stranger and I took him in."

Adjourned

"It is being whispered around that you and your husband are not getting on well together."

"Nonsense. We did have some words and I shot him, but that's as far as it went."

Something New

"This tonic is no good."

"What's the matter?"

"All the directions it gives are for adults and I never had them."

Taxi Tired

"I've been living near Lover's Lane for the past two months, but I'm gonna move."

"Trouble with the landlord?"

"No; but I'm getting tired of seven or eight girls coming to the door every night to ask if they can use my phone to call a taxi."

So There!

Fussy Lady: "Does your mother know you smoke?"

Small boy: "Does your husband know you speak to strange men on the street?"

Just Asleep

"You don't look well."

"No, I have just been unconscious for eight hours."

"Heavens! What was wrong?"

"Nothing! I was just asleep."

No Use!

"How about buying a chance? We're having a raffle for a poor widow."

"No use. My wife wouldn't let me keep her if I won."



U. S. Army Signal Corps Photo

Somewhere in China

Using Chinese labor locally produced sugar, home-grown peanuts and other items that go into candy bars, nougats and filled rolls, the Services of Supply, U.S.F., China Theatre, has developed a candy factory to take care of the GI sweet-tooth. Two bakeries have also been established making a daily supply of lemon, vanilla and oatmeal cookies.

Once a month the boys of Services of Supply in Southwest China call at their PX for candy, cigarettes, cigars, soap, razor blades and almost anything they need. Behind the counter are two pretty Chinese girls.

In the picture above, Cpl. Harold L. Graff, left, a freight rate clerk in Great Northern's freight traffic department, Chicago, prior to entering the armed services, is being helped by Miss Anna Wong, Peking, China, one of the PX sales ladies.

Farm Output Tops Half a Million

Washington State farm production in 1944, for the first time in history, exceeded half a billion dollars, according to a report by the U. S. and State Departments of Agriculture.

The total value of 1944 farm production was \$507,234,000, compared with \$478,736,000 in 1943.

Twelve

G. N. Glacier Park Photographer Dies

Official photographer in Glacier National Park, Montana, and for the Great Northern for the past several years, Tomar J. Hileman died at his home in Kalispell, Montana, on March 13, 1945.

Recognized nationally as one of the country's foremost scenic photographers, Mr. Hileman made several thousand pictures in Glacier Park which have been reproduced in Great Northern's travel promotion literature during many years past. Numerous metropolitan newspapers, national magazines and trade publications throughout the country have reproduced his pictures for cover illustrations, calendar subjects and in connection with travel articles and promotion.

Seventh War Loan

Although May 14 through June 30, 1945, are the formal dates of the 7th War Loan Drive, employees of the railway industry and millions of other persons on Payroll Savings Plans throughout the country will be asked to enlarge their participation as a part of the 7th, beginning April 1. The National quota for the 7th War Loan is \$7 billion for individuals, of which \$4 billion has been set aside for Series "E" bonds, making these the largest such quotas ever established in any War Loan; and \$7 billion for other non-bank investors.

The U. S. Treasury Department has set up a new plan for determining the amount of War Bonds employees of each industry are expected to purchase during the coming drive on the basis of earnings of the individual and also for company employees as a unit.

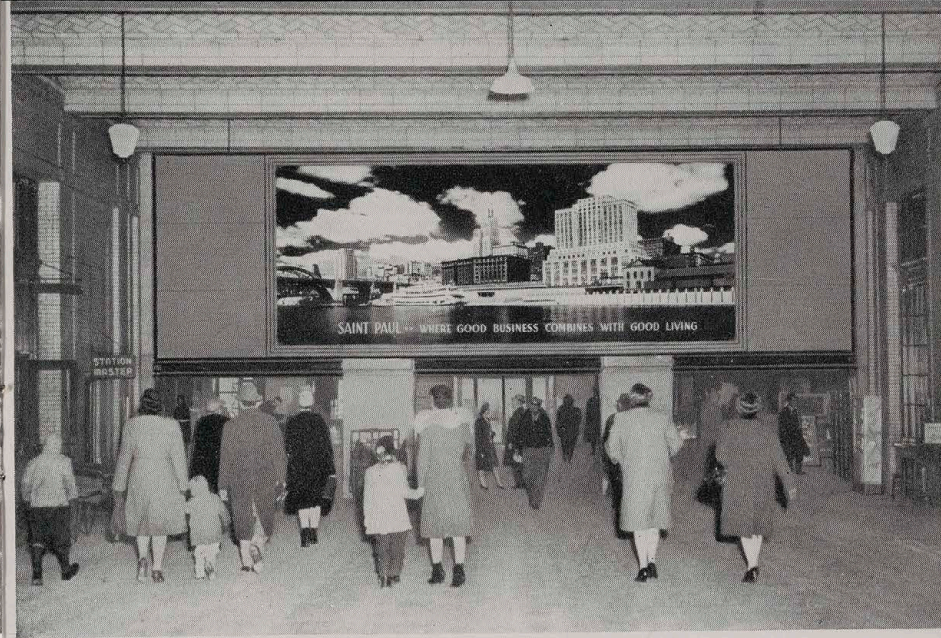


Photo mural of Saint Paul's sky line as seen coming through the Saint Paul Union Station

Sky Line Mural in Saint Paul Union Station

A huge photographic mural of Saint Paul's sky line was recently installed in the main concourse of the Union Station in St. Paul, Minn. The mural, 44 feet wide and 12 feet high, sponsored by the Saint Paul Association of Commerce, is dedicated to the builders of Minnesota

and the great Northwest. The mural with the caption "Saint Paul . . . where good business combines with good living", is so installed and lighting effects so arranged that it gives the impression of walking right into the picture.

G. N. Orders More Motive Power

Purchase of 25 additional diesel locomotives to further expedite movement of military freight traffic over Great Northern railway, is announced by F. J. Gavin, president.

The new motive power, which will cost approximately three and a half million dollars, will be utilized throughout the system. Locomotives

of three different power ratings will be included in the new fleet. The engines will include six 2,700-horsepower freight, six 1,000-horsepower and three 1,350-horsepower road and switching units, for delivery in 1945. Ten 1,000-horsepower road and switch locomotives have been ordered for delivery early in 1946.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services,
April 1, 1945

Our Gold Stars

Great Northern railway employees in our armed forces reported to have been killed in action or to have died in service during the month of March, 1945, brings the total of our Gold Stars to 114, as of April 1, 1945.

- ★ Constanzo, Victor J., Pfc., U. S. Army, extra transfer gang laborer, Spokane Division. Killed in action in Belgium, December 29, 1944.
- ★ Coyle, Matthew L., S-2/c, U.S.N.R., laborer, Hillyard Store. Previously reported missing; now presumed to have been killed in fifth battle of Savo Island, December 1, 1943.
- ★ Devine, Robert, Pvt., U. S. Army, laborer, Superior Shops. Killed in action in Germany, February 2, 1945.
- ★ Dipaolo, Ernest J., F-1/c, U.S.N.R., laborer, St. Cloud Roundhouse. Killed in action. Date and location unknown.
- ★ Eckleberry, John H., Pvt., U. S. Army, second cook, Dining Car Department, St. Paul, Minn. Killed in action in Belgium, January 3, 1945.
- ★ Goebel, Hubert H., Chief Warrant Officer, U. S. Army, steel bridge crew helper, Engineering Department. Killed in action on Morotai Island, Netherland, East Indies, January 28, 1945.
- ★ Golden, Edmond E. Jr., Pvt., U. S. Army, second cook, Dining Car Department, St. Paul, Minn. Killed in action in France, February 20, 1945.
- ★ Holt, William M., Lt. (j.g.) U.S.N.R., clerk, Butte Division. Previously reported missing in Pacific theater; now presumed to have been killed in action August 8, 1943.
- ★ Jarvis, Wm. J., Pfc., Canadian Army, Seaforth Highlanders, roundhouse laborer, Vancouver, B.C., Spokane Division. Killed in action in Mediterranean theater, April 12, 1944.
- ★ Jasowiak, Richard F., Pvt., U.S.M.C., laborer, St. Cloud Store. Killed in action on Iwo Jima, February 19, 1945.
- ★ Koyama, Isawo, Pfc., U. S. Army, section laborer, Spokane Division. Died at Veterans' Hospital, Los Angeles, Calif., September, 1944.
- ★ Loveless, Robert M., Pvt., U. S. Army, fireman, Willmar Division. Killed February 26, 1945. Location unknown.
- ★ McColgan, Harrison L., Pfc., U. S. Army, clerk, auditor of passenger receipts, St. Paul, Minn. Killed in action in Germany, December 4, 1944.

(Continued on page 15)

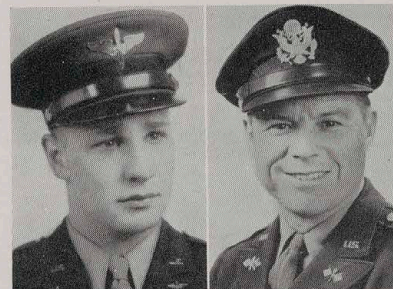
OUR GOLD STARS

(Continued from page 14)

- ★ Norheim, Daniel S., Cpl., U. S. Army, messenger, Minneapolis freight office, Minneapolis, Minn. Killed in action in European theater, February 9, 1945.
- ★ Platten, Charles J., Pfc., U. S. Army, blue printer, Engineering Department, St. Paul, Minn. Killed in action in Italy, March 4, 1945.
- ★ Plester, John, Pvt., Canadian Army, section laborer, Spokane Division, Colebrook, B. C. Killed in action in western European theater, August 8, 1944.
- ★ Revak, Merton C., Pfc., U.S.M.C., laborer, Union Yard, Minneapolis, Minn. Killed in action on Guam, July 21, 1944.
- ★ Scott, George E., brakeman, Mesabi Division. Killed in action in Belgium, December 19, 1944.
- ★ Self, Robert C., S-2/c, U.S.N.R., section laborer, Minot Division. Previously reported missing; now presumed to have been killed in action in the North Atlantic, December 14, 1943.
- ★ Simon, Lloyd R., T/Sgt., U. S. Army, section laborer, Kalispell Division. Previously reported missing; now presumed to have been killed in action in Middle Eastern theater, July 10, 1944.
- ★ Thomas, Clyde E., H.A.-2/c, U.S.N., trucker, Butte Division. Killed in action in Asiatic theater, October 30, 1944.

Earl Kapstofer and Charles Pepos should not have been listed with Our Gold Stars in the March Goat as they were not employees on Great Northern's Butte Division.

Information concerning Great Northern railway employees in our armed services is compiled from data available and is subject to change.



Capt. Ensley

Lt. O'Hearn

Our Soldiers, Sailors and Marines

Blown out of his B-25 Bomber over Italy in November, Capt. Arthur T. Ensley, locomotive fireman on Great Northern's Mesabi Division, at the time he joined the armed services, traveled forty days behind enemy lines before getting back to friendly territory. Capt. Ensley, a flight leader, was leading his 79th mission in a borrowed plane when it was destroyed by enemy fire. He parachuted to earth, covered several hundred miles on foot, went without food for as long as three days at a time and finally reached his air-force base in January. He holds the purple heart, silver star, the distinguished flying cross, an air medal with seven oak leaf clusters and a presidential citation.

* * *

From the 8th Air Force Service Command Station, England, comes word of the promotion of William A. O'Hearn to First Lieutenant. Serving as officer in charge of the Signal Maintenance Shop, he supervises the activities of a group of skilled technicians who repair and maintain the delicate equipment in battle-damaged 8th Air Force fighter craft. Lt. O'Hearn, who was desk clerk, Minot Yard, on Great Northern's Minot Division, at the time he joined the Army, has been overseas since December, 1943.

A Penny's Worth of Transportation



Your travel penny buys far more comfort, safety and speed on Great Northern trains than it did during the first World War.

Among the reasons is Great Northern's tradition of constant improvement of tracks—heavier rail, elimination and reduction of curves, signal systems, stronger bridges and time-saving tunnels. Good equipment and better locomotives, too!

The teamwork of management, employees and machines is enabling Great Northern to meet wartime demands for passenger service. The same unbeatable combination will provide better service for the travel penny in the peacetime to come.

route of the **EMPIRE BUILDER**

Between the Great Lakes and the Pacific



the
GREAT NORTHERN GOAT



**MAY
1945**



Heading Homeward

1. Returning Air Force men arrive at Fourth Air Force Base for processing.
2. Homeward bound for 30 days of recuperation, rehabilitation and recovery.
3. Men are marched straight off the gangway into trucks which transport them to McChord Field.
4. Each man to be processed is furnished a folder containing railroad ticket, travel orders, transportation request and shoe ration certificate.
5. The Transportation Section staff at McChord Field.

MC CHORD FIELD PHOTOS



McChord Field Sets Record for Processing Troops

Army Air Force units returning from overseas intact, and processed at McChord Field near Tacoma, Washington, served by Great Northern, are on their way home on 30-day leave or furlough within twenty-four hours after their arrival at the first station at the base.

McChord Field, under command of Col. Theodore M. Bolen, was selected by the AAF to be the guinea pig for an experiment in its new Redeployment Program. Returning units are promptly transported by trucks from gangways to McChord Field where, upon arrival, the men are told what the processing procedure is.

The first stop is at the data section where advance information as to name, grade, destination, etc., is reviewed. The men are then given a physical examination for contagious diseases and other ailments. The salvage building is the next stop where all excess army equipment, not needed at home, is turned in, and then to the Quartermaster Building where the men are completely re-equipped with whatever clothing needs replacements.

Then off to the Finance Office and Transportation section where pay accounts are settled, commutation of rations and signing applications for OPA shoe certificates is handled. Following a security lecture, the men are on their own while they shower, shave, get their mail, have members of the McChord Field Women's Club sew on chevrons, overseas service stripes and make any necessary alterations in new clothing issues.

While the men are going through this processing the Transportation Section, under the supervision of CWO Gordon F. Maxfield, Commercial Transportation Officer and his staff is making final arrangements, from advance information furnished by the units, for movement of the men to their homes within the twenty-four hour deadline. Troop trains are set up to common rail gateways in various parts of the country. Men not traveling as far as the common gateways are handled individually.

Each man is furnished with an individual rail ticket good for travel from McChord Field to his home and thence to his new assigned station.

Passenger representatives of all railroads serving Tacoma assist in furnishing routings. Transportation requests are sent in to various

railroad ticket offices in Tacoma for ticketing and then are returned to the base. Transportation requests and tickets together with travel orders and shoe certificates are then filed in numerical folders corresponding with numbers assigned to each man on his arrival at the base. Shortly before departure time the numbers are announced and the men are ordered to report to Transportation for tickets.

The best record of the Transportation Section to date is the issuance of 300 tickets and transportation requests signed by the travelers in 40 minutes with not an error.

McChord Field is rightfully proud of its claim as the only "GI Line In The World Where Men Run From One Station To Another."



Colonel M. Bolen



VOL. 15 MAY, 1945 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.

Mother's Day

This year, Mother represents something more than the kindly lady who has guided us gently and lovingly from infancy. This year Mother is a valiant fellow soldier backing up her fighting sons out on the field of battle.

America's mothers fight on courageously, together with their sons, so that America may always be a land of personal freedom. Our hat is off to Mother—brave soldier that she is!

Four

Memorial Day, 1945

As we take time out once again this year to honor those Americans in wars past and present who bravely and unselfishly gave up their lives for their country, let us never forget the great ideals for which they fought and died.

These Americans gave their all so that America might continue to enjoy a way of life based on individual liberty and opportunity—a way of life that has made America the greatest and most progressive nation in the world.

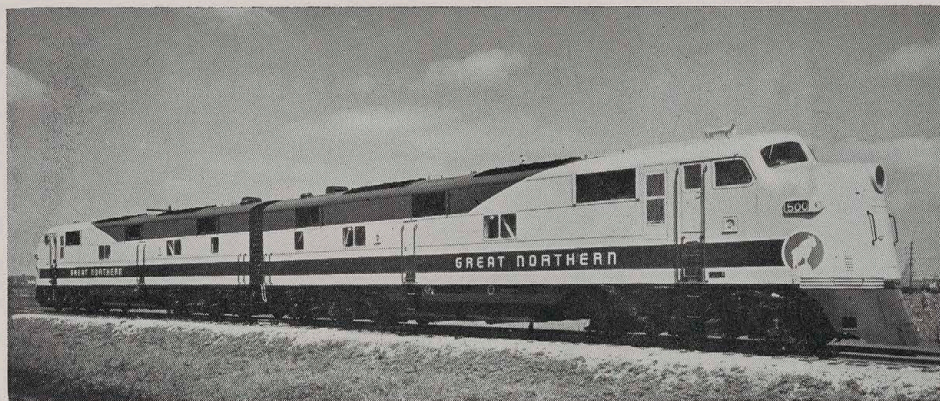
Without individual liberty and opportunity men are mere slaves. We need only to look to the Axis countries for proof of that. With those great principles of freedom as we know them over here, men are able to attain their highest ambitions of progress, prosperity and happiness.

Americans have died and are dying to preserve those principles for us. We must live and work to preserve them for ourselves and for posterity.

The Goat's Cover



A member of a WAC hospital unit helps care for a man who cared for America. The Women's Army Corps needs more women to help care for the increasing numbers of casualties returning to the United States.



More Motive Power for G. N.

Two of the five 4,000-horsepower diesel locomotives which eventually will pull Great Northern's streamlined Empire Builder have been delivered.

Construction of the fleet of five 12-car streamliners for daily passenger service between Chicago and the Pacific Northwest still awaits War Production Board authority.

Diesel No. 500, which appears above, has been assigned with its twin, No. 501, to freight and passen-

ger service between St. Paul, Minn. and Wenatchee, Wash. Delivery of the remaining three locomotives is scheduled for about June 1. These also will be placed in freight and passenger service.

Costing \$410,000 each, the two-unit, twin-cab locomotives are equipped with four 1,000-horsepower diesel engines, and are geared to 92 miles an hour. Great Northern orange predominates in the color scheme. Stripings are of Pullman green, yellow and orange.

The Railroads at War

(Reprinted from the March, 1945, number of the Moody Monthly, published by the Moody Bible Institute of Chicago)

All honor to the railroads of America! They have done a magnificent war job under the greatest difficulties imaginable.

A few weeks ago, a railroader who had reached the age of retirement decided to stay on because the railroad needed him and because as a patriotic American he wanted to do his best. A few days after his decision, when his train was tied up in a blinding blizzard, a sense of duty caused him to trudge through the snow to a signal tower where he collapsed and died of a heart attack.

He is representative of the spirit of the railroaders, officers and men,

whether in locomotive cabs or walking the tracks, or giving themselves faithfully to the important but monotonous round of office duty.

When you have an overnight trip on a train, do you ever think of the many men whose faithfulness to duty has enabled you to make the trip in safety? The writer confesses that he frequently entertains such thoughts and offers a silent prayer for railroaders all over our land.

So here's to that great institution—the American railroads! They have measured up in war; let us see they are fairly treated in peace.

Five

Bartelheim Retires



Mr. Bartelheim

Mr. Brown

Completing 46 years of service with the Great Northern railway, C. F. Bartelheim retired as auditor of freight receipts on May 1. While his employment with the company began in January, 1899, his railway career dates back to January, 1893. With the exception of the period October, 1894, to December, 1898, when he was employed as a shipping clerk in a local hardware establishment, Mr. Bartelheim has been actively engaged in railway transportation.

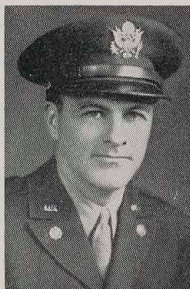
His first position with the Great Northern was as a bill and rate clerk in local freight stations. In December, 1902, he was transferred to the general offices and until April, 1914, served as a rate clerk, chief rate clerk and assistant chief clerk. He was appointed chief clerk in auditor of freight receipts department in April, 1917, and in June, 1918, was appointed assistant auditor of freight receipts. He held the position of auditor of freight receipts since April, 1926.

H. H. Brown, assistant auditor of freight receipts, has been appointed to succeed Mr. Bartelheim and A. V. Bell succeeds Mr. Brown.

Six

Citation

For exceptional meritorious conduct in the performance of outstanding services in Italy from February 1 to March 20, 1945, Capt. Justin G. Toomey, Transportation Corps, 701st Railway Grand Division, has received Citation For The Legion of Merit.



Capt. Toomey

Capt. Toomey, known as "Gam" to his Great Northern co-workers, was a trainmaster on the company's Dakota Division at the time he entered the armed services. He began employment with the company in October, 1928, as assistant to master carpenter, Superior, Wis.

Pacific Northwest Seaports Face Bright Trade Future

Resumption of peacetime commerce in the Pacific will usher in "an era of bright promise" for Pacific Northwest seaports, the Great Northern railway predicts in a current national advertisement.

Six national magazines and 50 Eastern and Midwest daily newspapers, with a combined circulation of nearly 25 million, are being utilized by Great Northern to emphasize the importance of the seaport cities in the Pacific Northwest.

The advertisement points out that much American-made merchandise will be exported from these ports, and that large quantities of imports will come to them from foreign producing areas in the Pacific.

Pictures of shipping and dock facilities in Seattle, Tacoma, Portland, Everett and Vancouver, B. C., appear in the advertisement.



Goat

GLEANINGS

St. Paul, Minn., will be the golf center of the country this July when the Junior Association of Commerce stages its fourteenth annual open golf tournament, with proceeds to go for the rehabilitation of war veterans. The tournament is scheduled for July 19 to 22, inclusive. The last event was held in 1942.

* * *

W. S. Weber, who retired in June, 1940, as Great Northern's agricultural development agent at Chicago, died on March 28.

* * *

The Rainier National Park Company announces that Paradise Inn will open on June 28 with limited service through to September 3. The Inn will be operated on the European plan, with table d'hôte meal service. Fountain and gift shop will be open. There will be no guide service. One round trip daily in National Park type motor coaches will be made between Tacoma, Wash., and Paradise Inn, June 28 to September 3.

* * *

Five members of the Fouke Fur Company, St. Louis, Mo., were recent travelers on Great Northern's Empire Builder from St. Paul to Seattle, enroute to the Pribilof Islands, Alaska, where they will spend the coming summer killing seals and preparing skins for auction by the U. S. Government next autumn.

* * *

The Passenger Club of St. Louis, Mo., now publishes a monthly bulletin named "The Headlight."

The Railway Department of the Office of Defense Transportation has reopened its Seattle office which was closed in September of last year. John G. Nolte, District Rail Director, is in charge of the office.

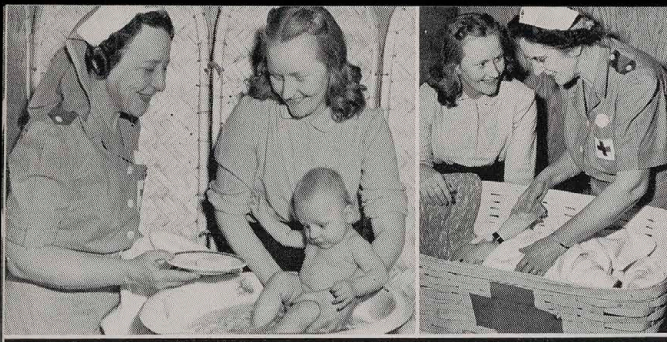
* * *

Members of the Veterans' Association of the Great Northern railway reported deceased during April, 1945, are, Thos. W. Dean, freight house foreman, St. Paul, Minn.; Sidney C. Mead, conductor, Spokane, Wash.; Jas. E. Pushor, district line-man, Spokane, Wash.; W. A. Buckley, clerk, Wadena, Minn.; Benj. F. Sarver, engineer, Grand Forks, N. D.; Frank Schrofer, chief clerk, Supt. Motive Power, St. Paul, Minn.; Benj. K. Franklin, roundhouse foreman, Spokane, Wash.; John Kopetski, car foreman, Great Falls, Mont.; Geo. N. Gibbs, general foreman shops, St. Paul, Minn.; Ora R. Elms, engineer, Tacoma, Wash.; Harold R. Wright, agent-operator, Box Elder, Mont.; Albert A. Hinman, engineer, Wenatchee, Wash.; Geo. H. Chalmers, agent, Milaca, Minn.

Members pensioned during April, 1945, are, Albert W. Phillips, agent-operator, Montrose, Minn.; Jas. A. Dockstader, assistant woods supt., Somers, Mont.; Wilbert H. Smith, switch foreman, St. Paul, Minn.; Charles P. Myers, B & B foreman, Whitefish, Mont.; Ernest Bergquist, engineer, Superior, Wis.

The Veterans' Association advises that Nels Johnson, section foreman, Milaca, Minn., listed as pensioned in the March number of the Goat was in error.

Seven



Red Cross workers at the Saint Paul Union Station assist with bathing and feeding

PLAYING ALONG WITH *THE Infant-ry*



Train-riding mothers traveling with their offspring will find some of the luxuries of home for bathing, feeding and sleeping their travel-weary youngsters while waiting for train connections in the Twin Cities.

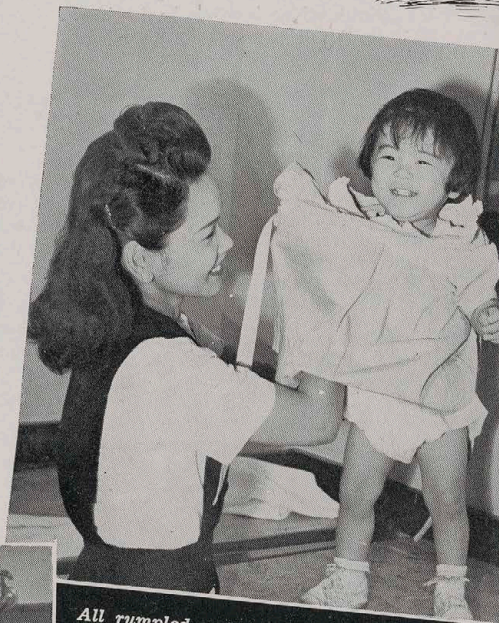
In Great Northern's passenger station in Minneapolis, in quarters provided by the railway company, the Minneapolis USO supervises and furnishes equipment and supplies for easing travel cares of tiny passengers and mothers. Baby cribs, a small portable "tub", a high-chair, two wash bowls, wash cloths, towels, soap, baby oil, powder, a hot plate for warming up bottles, cooking utensils, dishes and silverware are available to mothers.

The Red Cross Depot Canteen of the Saint Paul Chapter of the Ameri-
(Continued on page 12)

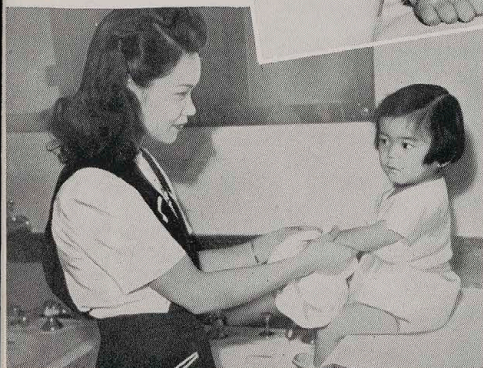


A war daddy gets the feel of safety pins

← SAINT PAUL UNION STATION PHOTOS
BY SAINT PAUL PIONEER PRESS



All rumpled and wrinkled, a change of clothes is the first order of the day



Great Northern's Minneapolis Passenger station nursery has a small portable "tub"



All tucked in for a few hours' nap between trains in the nursery crib



Hot plates are provided for heating food and warming up bottles

← G. N. MINNEAPOLIS PASSENGER STATION
PHOTOS BY MINNEAPOLIS SUNDAY TRIBUNE

Great Northern Reports

An all-time record volume of freight and passenger transportation in 1944 gave Great Northern railway the largest gross revenue in its history and a net income \$3,806,418 greater than in 1943. F. J. Gavin, president, has informed stockholders in the company's annual report.

Great Northern's operating revenues totaled \$207,657,795 last year, exceeding those of 1943 by more than 7 millions. Net income in 1944 was \$23,396,966, as compared with \$19,590,548 in the preceding year.

Although the railway's service as a military supply line was the outstanding accomplishment of last year, Mr. Gavin emphasizes to stockholders another important achievement—further reduction of the company's bonded debt and fixed charges. In 1945 Great Northern's fixed charges will be approximately \$10,000,000 as compared with \$19,328,227 ten years ago.

The railway's funded debt was reduced by nearly 24 millions in 1944, allowing for the calling of 120 millions of bonds and issuing of 100 millions of new bonds at substantially lower interest rates. Nearly 90 millions in debt maturing in 1946, 1948 and 1952 was retired.

Railroad Workers Face Biggest Drive

The Nation's railroad workers have been given specific objectives for the 7th War Loan. A table of railroad War Bond quotas, based on a quota-sliding scale worked out by the War Finance Division of the Treasury Department and a complete analysis of the personnel organization and pay rates of a typical American railroad, has been furnished all War Bond committees.

To stimulate competitive interest in the purchase of War Bonds dur-

Comparing Great Northern operations in the two World Wars, the report shows that although 1944 operating revenues were 107 millions larger than in 1918, net income last year was only 3 millions greater than the concluding year of the first World War. Tax accruals in 1918 were 7 millions as compared with 40 millions in 1944.

In 1944 the railway transported 19½ billion tons of revenue freight one mile as compared with 8¾ billion tons in 1918. Revenue passengers carried one mile last year totaled more than 1¼ billions as against 601 millions in 1918.

Great Northern had 6,140 fewer freight cars, 494 fewer passenger cars and 467 less locomotives in 1944 than in 1918.

Commenting on this year's operations, Mr. Gavin said: "It is apparent that the railway will be expected to continue in 1945 its important share in handling record volumes of war materials and civilian essentials. This will be the greatest contribution to the principal objective of all of us—the hastening of final Victory."

ing the 7th Loan among railroad workers, a detailed schedule has been prepared and distributed to offices, shops and divisional organizations showing by progressive recording the War Bond purchases of each group in relation to its quota.

The matter of adapting quotas to local conditions is left to the judgment of the individual railroads War Bond committees with the approval of management.



Goat GAITIES...

A Bad Label

Tom bought a gallon of gin to take home; and, by way of a label, wrote his name upon a card, which happened to be the seven of clubs, and tied it to the handle. A friend coming along, and observing the jug, quietly remarked: "That's an awful careless way to leave that liquor!"—"Why?" asked Tom. "Because somebody might come along with the eight of clubs and take it."

* * *

Not So Fast!

Nervous Passenger: "Don't drive so fast around the corners. It makes me nervous."

Driver: "You don't want to get scared. Do as I do—shut your eyes when we come to the corners."

* * *

Virgin Morals

Customer: "Will this suit hold its shape?"

Salesman: "Absolutely, that suit is made of pure virgin wool."

Customer: "I don't care about the morals of the sheep. Will it hold its shape?"

* * *

Just Two Feet

"Darling, you would be a marvelous dancer but for two things."

"What are they, sweetheart?"

"Your feet."

* * *

Intermission

Traveler (with a cutie pick-up): "Guess we'll have to stop—the car is overheating."

Cutie: "Why blame it on the car?"

He Meant It

Husband: "On the day on which my wedding occurred—"

Friend: "You'll pardon the correction, but affairs such as marriage, receptions, dinners and things of that sort 'take place.' It is only calamities which 'occur.' You see the distinction?"

Husband: "Yes, I see. As I was saying, the day on which my wedding occurred—"

* * *

Help!

He: "How about some old-fashioned love making?"

She: "Okay. I'll call in grandma for you."

* * *

Different

"Why did you leave your last job?"

"Illness."

"What sort of illness?"

"My boss said he got sick of me."

* * *

Being Discreet!

"It's a bottle of hair tonic, dear."

"Oh, that's very nice of you, darling."

"Yes, I want you to give it to your secretary at the office. Her hair is coming out rather badly on your coat."

* * *

Ma Should Know

Mother-in-law: "I don't know how you ever came to marry a good girl like my daughter!"

Son-in-Law: "Say! Then you must have come to the wedding just as drunk as I was."

Appointment



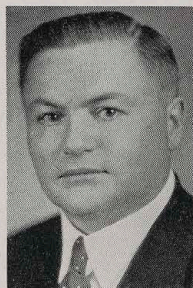
Mr. Ploudre

Appointment of George W. Ploudre as city freight agent in Great Northern's freight traffic department, St. Louis, Mo., is announced by F. R. Newman, vice - president, traffic department. Prior to joining the company's St. Louis office in November, 1938, Mr. Ploudre was assistant traffic manager of Laclede Christy Clay Products Co., St. Louis.

A Few Requisites of a Freight Solicitor

Must be a man of vision and ambition, an after-dinner speaker, night owl, work all day, stay up all night and appear fresh the next day . . . Must be a man's man, a ladies' man, a model husband, a fatherly father, a good provider, a Plutocrat, Democrat. Republican, New Dealer, Old Dealer, and a fast dealer, a technician, mathematician, and mechanic . . . Must be a sales promotion expert, good credit manager, correspondent, attend all rate meetings, funerals, visit customers in hospitals and jails, contact all accounts every six weeks, in spare time look for new business, do missionary work and attend all local conventions . . . Must have unlimited endurance and belong to all clubs . . . Must be an expert driver, talker, liar, dancer, traveler, bridge player, poker hound, golfer, diplomat, financier, capitalist, philanthropist and an authority on palmistry, chemistry, psychology, goats, dogs, cats, horses, blondes, brunettes and redheads.

Schrofer Dies



Mr. Schrofer

Chief clerk in Great Northern's superintendent of motive power office, St. Paul, Minn., for nearly 42 years, Frank Schrofer died on April 6, after a brief illness. Mr. Schrofer began employment with the company in July, 1903, as a clerk and was appointed chief clerk in March, 1912, which position he held at the time of his death.

Louis Schneider, with 38 years service in Great Northern's mechanical department, has been appointed to succeed Mr. Schrofer. Frank J. Kowalski, chief clerk to superintendent of Dale Street Shops, in the company's employ since October, 1911, has been appointed to succeed Mr. Schneider.

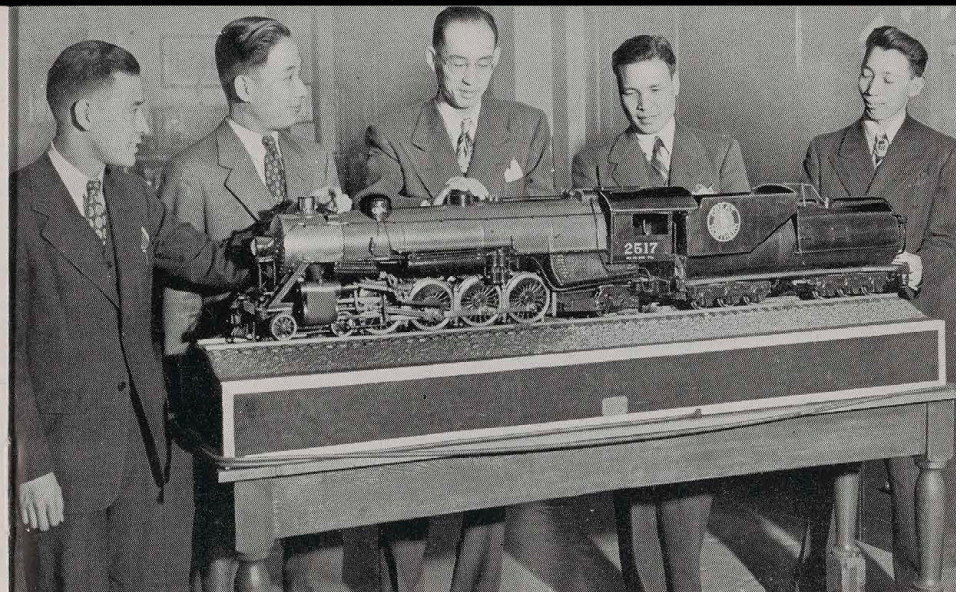
INFANT-RY

(Continued from page 9)

can Red Cross, supervises and provides between-train conveniences for mothers traveling with babies in the Union Station in St. Paul, quarters for which have been provided by the Depot Company.

In addition to equipment in the Canteen available to traveling mothers, supplies and furnishings are provided by the local Officers' Wives Club. There are infant baskets, baby cribs and all the necessary facilities and supplies for bathing, feeding and sleeping babies. A limited stock of baby foods and diapers are available in emergencies.

Since mothers take care of the children themselves the nurseries make "no cover charge." General supervision is maintained by station matrons.



Looking over a model locomotive in the Great Northern railway general offices in St. Paul are five of the six young Chinese engineers who are in the United States to learn about railroading. Left to right: Po-Shuang Chin, Tsung-Ta Lee, Shih-Huo Chiang, Hsueh-Lien Fu and Wen-Kan Hseih.

Chinese Engineers Study American Railroading

Six young engineers from China, the first of 110 Chinese who will be trained in U. S. railroading before the end of the year, are now studying operations on the Great Northern railway, to be prepared to assist railroads in their homeland in meeting urgent war and post-war transportation needs.

In the Great Northern contingent are Hsueh-Lien Fu and Shih-Huo Chiang, mechanical engineers; Po-Shuang Chin, transportation officer; Tsung-Ta Lee, bridge engineer; Wen-Kan Hseih and Chai-Shih Chen, civil engineers in maintenance of way and structures. The first five now are working in St. Paul. The latter is in Spokane, Wash., for the initial phase of his American training. Seven Western and five Eastern lines have been selected for training these 110 Chinese because

of topographical conditions similar to those found in China.

The men will receive practical experience in the types of work to which they will be assigned on Chinese railways and will be shifted to various activities in their line of work before their year of training and studying ends and they return to China.

Bringing the men to America was initiated by the Chinese Government, through China Defense Supplies, Inc., now the Chinese Supplies Commission, which handles lend-lease negotiations with the United States Government. Arrangements were worked out by Brig. Gen. Charles D. Young, deputy director of the Office of Defense Transportation, with the cooperation of the Association of American Railroads.



Great Northern Railway employees in
Uncle Sam's Armed Services,
May 1, 1945

Our Gold Stars

Great Northern railway employees in our armed services reported to have been killed in action or to have died in military service during the month of April, 1945, brings the total of our Gold Stars to 126, as of May 1, 1945.

★ Ahrens, Pvt. Merle Dale, box packer, Kalispell Division. Killed in action on Luzon, March 24, 1945.

★ Anderson, Pvt. Robert S., clerk, auditor car records, St. Paul, Minn. Killed in action in Germany, February 23, 1945.

★ Borgen, Pfc. Adolph C., section laborer, Willmar Division. Died from gunshot wound received in action in Manila, Philippine Islands, March 6, 1945.

★ Christianson, T/Sgt. Orrin C., roundhouse laborer, Minot Division. Died from wounds received in action on Leyte, March 6, 1945.

★ Ellis, Pfc. Lawrence H., stower, Minneapolis Freight Station, Willmar Division. Killed in action in Germany, February 25, 1945.

★ Foubert, Cpl. Rene S., machinist helper, Klamath Division. Killed in action on Iwo Jima, March 5, 1945.

★ Freeman, AO 2/c Delbert V., sheet metal worker apprentice, Hillyard Shops. Previously reported missing in action in South Pacific. Killed in action off coast of the Island of Jaluit, February 14, 1944.

★ Nelson, Pfc. Percy C., section laborer, Willmar Division. Killed in action in Germany, December 21, 1944.

★ Nyborg, WT-3/c, Harry C., fireman, Spokane Division. Killed in action in Pacific area, February 27, 1945.

★ Otis, Cpl. Robert S., machinist apprentice, Hillyard Shops. Killed in action in European area, February 28, 1945.

★ Stockwell, Pvt. John E., 2nd class carpenter, Willmar Division. Killed in action on Luzon, March 7, 1945.

★ Wheeler, Pvt. Marshall F., section laborer, Willmar Division. Killed in action in Germany, December 15, 1944.

Information concerning Great Northern railway employees in our armed services is compiled from data available and is subject to change.



Pvt. Isely

Ensign Tate

Pfc. Stanley

Cpl. Jansen

Our Soldiers, Sailors and Marines

With the first group to receive certificates stating that they have satisfactorily completed a course in Military Censorship at the Military Censorship Provisional Detachment, Camp Stoneman, Calif., is Pvt. Wyatt K. Isely, 2nd trick telegrapher, Noyes, Minn., on Great Northern's Dakota Division, prior to joining the armed forces. Personnel for the Military Censorship School was chosen from various arms of the service for their special technical qualifications, military experience and background, and those having finished the course satisfactorily will be key personnel in censorship in the Pacific area.

* * *

Recently commissioned Ensign and appointed Naval Aviator, Naval Aviation, U. S. Navy, Ensign Eugene D. Tate, clerk in Great Northern's auditor of disbursements division, St. Paul, Minn., at the time he entered the armed services, is now at Melbourne, Fla., for operational training. Enlisting in the Navy in May, 1943, he attended preparatory schools, war training centers and pre-flight school in various parts of the country and was commissioned at Corpus Christi, Texas.

Private First Class Jack R. Stanley, Spokane, Washington, machinist helper in Great Northern's Hillyard Shops prior to entering the armed services, is an ambulance driver in the station hospital at an 8th Air Force Service Command station, where Liberator bombers are repaired and maintained after being damaged in battle over enemy territory. He has been overseas since November, 1943.

* * *

Serving as a ward orderly with the 34th Station Hospital, a Mediterranean Theater unit which has aided about 12,000 wounded and sick soldiers to recovery in 21 months of operation overseas is Technician Fifth Grade Herman W. Jansen, welder helper, Twin City Terminals, on Great Northern's Willmar Division, prior to entering military service. Cpl. Jansen, who has been overseas 21 months, wears the Mediterranean Theater Ribbon with two battle Participation Stars and has been awarded the Good Conduct Medal.

**GREAT NORTHERN RY.
COMMISSARY LIST**

708 ITEMS

Chickens ✓
Turkeys ✓
Lamb ✓
Beef ✓
Veal ✓
Pork ✓
Celery ✓
Apples ✓
Oranges ✓
Melons ✓
Asparagus ✓
Carrots ✓
Beets ✓
Tomatoes ✓
Potatoes ✓
Lettuce ✓
Corn ✓
Peas ✓
Butter ✓
Coffee ✓
Milk ✓
Cheeses ✓
Cereals ✓
Breads ✓

Berries ✓

Flowers ✓

Table Cloths ✓

Serving China ✓

Silverware ✓

Glassware ✓

Salad Sets ✓

Double Boiler ✓

Baking China ✓

Griddles ✓

Pans ✓

Pies ✓

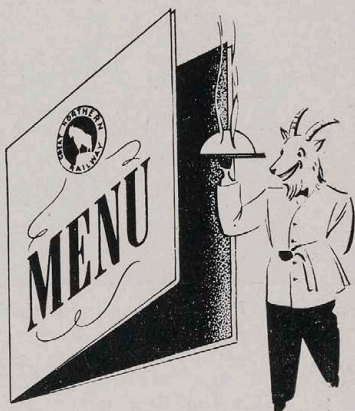
Knives ✓

Forks ✓

Brushes ✓



Behind Our Wartime



Every day commissary crews stock a fleet of Great Northern dining cars with food and equipment necessary to provide thousands of meals each 24 hours for military personnel and civilian travelers.

A full-stocked Empire Builder dining car requires more than 700 different items. This means that Great Northern must watch its ration points like a careful housewife. Too, it demands teamwork between the General Superintendent of Dining Cars and the man who buys the food. Ingenious men, these two!

Providing the railway's patrons the best possible food service—a Great Northern tradition—is the one and only idea behind our wartime menu.

route of the **EMPIRE BUILDER**

Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT



**JUNE
1945**

Puget Sound, the "Mediterranean of America"

By HARRIET GEITHMANN

Lapping the friendly shores of Washington, the most northwesterly state of the forty-eight, lies Puget Sound, the "Mediterranean of America". This great inland sea is an angular arm of the Pacific with many gentle fingers groping in all directions south of Port Townsend. All the magic friths and fjords of Puget Sound, all the wayward inlets and canals, all the tranquil coves and bays, ports and harbors, all the mysterious channels and savage straits are now beginning at last to provoke the profound admiration of the world, the landlubber as well as the sea rover.

The waters of Puget Sound shimmer in sunlight and shadow at the base of the Olympic Mountains, that rugged range of white-enamelled peaks dominated by Mt. Olympus, the American home of the gods, Mount Seattle, Mount Constance and The Brothers, in the heart of the Olympic Peninsula, the last wilderness of America.

To the southwest looms the hoary monarch of the Cascades—Rainier—14,408 feet above the level of Puget Sound. To the east looms Mount Baker, 10,750 feet, and Mount Shuksan, 9,038 feet high. The mighty flanks of these three peaks, as well as all their mountainous kith and kin, are robed with mighty forests of Douglas fir, pine and cedar.

As for enchanted isles, this inland sea has many. Among the larger islands are Whidby, gangling island sprawling in the sun between Admiralty Inlet and Saratoga Passage,

the second largest in the U. S. A.; Bainbridge, summer-colony island, looking at Seattle and the sunrise over the Cascades, and Vashon Island, covered with vineyards, grapes purpling in the westerly sun, midway between Seattle and Tacoma. To the north of Puget Sound are the bewitching San Juan Islands, including Orcas, Lopez, Shaw, San Juan and myriads of tiny islets, fir-clad topknots of jade mountain peaks all but submerged. To this

group of magic isles flock the ne'er-do-wells of Canada and the United States, those poetry-loving souls who like beauty a little better than bread.

Cape Flattery marks the most northwesterly corner of Washington where the Strait of Juan de Fuca leads the Pacific into Puget Sound.

Budd's Inlet marks the most southerly shore on which gleams the classic capitol buildings of Olympia, the capital city of Washington. Port Gardner, laving the shores of Everett, an enterprising lumber town, is the most easterly point of the Sound.

The discovery of this great inland sea dates back to 1792 when Captain George Vancouver of England sailed on his majesty's sloop of war, the Discovery, into these unknown waters. Little is known of the Captain who died when about four score years of age. Much, however, is known of his explorational pilgrimage and his ability to name great peaks and water passages for his British friends. He it was who named Mount Rainier after Rear Admiral Peter Rainier,

(Continued on page 6)

The Olympic Mountains loom above Puget Sound

Mt. Rainier, monarch of the Cascade Range

The Riviera OF THE PACIFIC NORTHWEST

Mt. Baker and Chain Lake

Mt. Shuksan, 9,038 feet high

The San Juan Islands of Puget Sound
Great Northern Railway along Puget Sound

The old days of the sailing vessels on Puget Sound presented many a romantic picture of cargoes carried across the seven seas



VOL. 15 JUNE, 1945 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.

To the American People

Your sons, husbands and brothers who are standing today upon the battlefronts are fighting for more than victory in war. They are fighting for a new world of freedom and peace.

We, upon whom has been placed the responsibility of leading the American forces, appeal to you with all possible earnestness to invest in War Bonds to the fullest extent of your capacity.

Give us not only the needed implements of war, but the assurance and backing of a united people so necessary to hasten the victory and speed the return of your fighting men.

Generals Marshall, Eisenhower, MacArthur, Arnold; Admirals King, Nimitz and Leahy.

Four

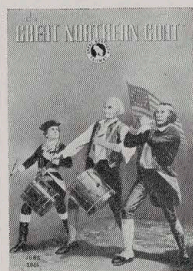
The Low Down From Hickory Grove

You know, the average citizen is not news. You gotta shoot or poison your wife, or somebody—or walk a tight wire over Niagara—or get yourself on some Bureau—or pop-off and promise better and bigger security with less sweat, etc., to make page one. But if you wanted to pick up your pencil and go down on Main Street and have a poll on your own account, it would not show us up as loony as we look, sometimes. I am talking about the average citizen who goes ahead and tends to his own affairs—and makes this country what it is—the folks who build the jeeps and make the 6-shooters and grind the cornmeal, etc., and don't brag and blow about it, but maybe should.

If the average citizens ever should get organized, they would go to town. Where there is one windy gent living by his wits and bluster and promises, there are 100 average citizens. They could call the outfit the "Average Citizens, Inc."—for short, the ACI. And when the ACI got up steam and goin', it would clear up the picture—like puttin' kerosene on a swamp.

(Reprinted by courtesy of E. Hofer & Sons, Portland Oregon)

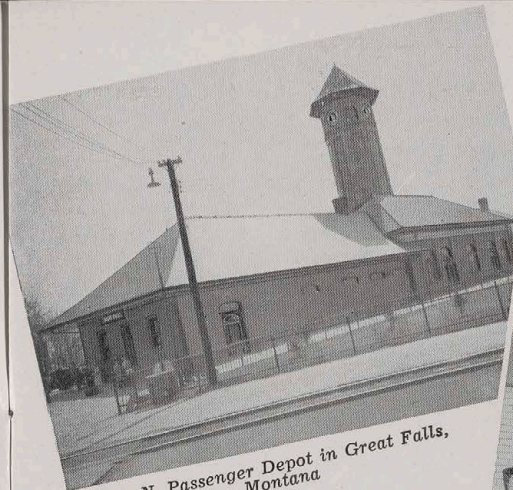
The Goat's Cover



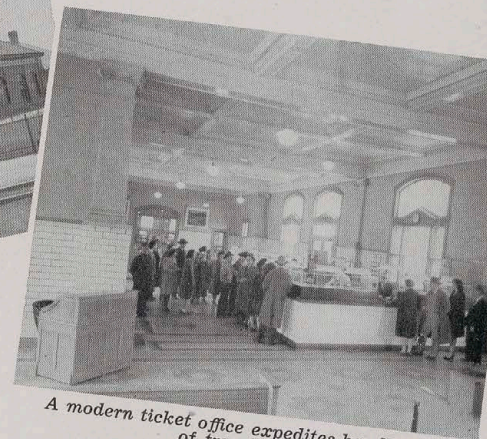
world of freedom and peace.

Cover illustration is a reproduction of the original painting which is on display at Abbott Hall, Marblehead, Mass.

The Spirit of '76. We are not only fighting to preserve the freedom and independence given us by the Constitution of the United States, but for a new



G. N. Passenger Depot in Great Falls, Montana



A modern ticket office expedites handling of travelers

G. N. Modernizes Great Falls Passenger Depot

Facilities for handling passenger traffic in Great Falls, Montana, have been greatly improved with the remodeling of Great Northern's passenger depot at that important terminal and division headquarters which serves twelve trains daily.

The ticket office in the depot has been enlarged and completely refurnished with specially constructed counters, desks and ticket cases. Fluorescent lighting and venetian

blinds have been installed throughout the interior of the depot. Floors have been covered with asphalt tile and the interior of the building has been completely redecorated. Awnings have been installed on all windows and the exterior of the building repainted.

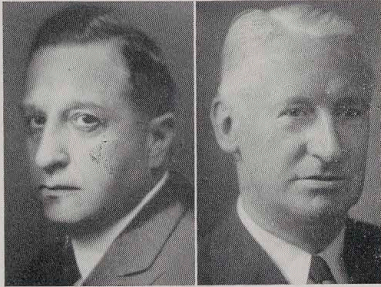
Personnel in the Great Falls Depot Ticket Office consists of C. Doherty, ticket agent, Anthony Bury and Earl Welter, ticket sellers, and George Pokarney, clerk.

The Railroads' 1944 Dollar

Out of every dollar the railroads of the United States received in 1944 for transportation services, 38 cents was paid out in payrolls; 29 cents was paid for materials and supplies of all kinds and other operating expenses; 19 cents went for taxes, federal, state and local; 7 cents was paid in interest, rents and other charges, of which insurance companies, savings

banks, endowed institutions received a substantial portion; 2 cents in dividends to stockholders. The five cents left over went to cover such things as restoring roadways and equipment after the war, paying off debts, and providing reserves for the improvement of plant and the modernization of service necessary to keep pace with American progress.

G. N. Foreign Department



Mr. Dow

Mr. Hartz

Establishment by Great Northern railway of a foreign department and election of Harry G. Dow of New York City as vice president of the new division is announced by F. J. Gavin, president.

Mr. Dow, who has been Great Northern's Eastern traffic manager, will be in charge of the railway's import and export traffic. Headquarters of the new department will be in the company's present offices at 233 Broadway in New York City.

The newly elected Great Northern official was appointed a district freight agent for the railway in Pittsburgh in 1905, and was advanced to general freight agent in 1916. He was appointed Eastern traffic manager with headquarters in New York City in 1928.

Mr. Dow is succeeded as Eastern traffic manager by William B. Hartz, former general agent, freight department. John F. Burns, commercial agent, succeeds Mr. Hartz as general agent freight department of the Great Northern in New York City.

Your War Bonds are evidence of your determination to back our men fighting for an early Victory. They also represent your financial security and your postwar prosperity.

Six

Puget Sound, the "Mediterranean of America"

(Continued from page 3)

Mount Baker after Joseph Baker, his youthful third lieutenant, and Puget Sound for Peter Puget, his able second lieutenant. He named Whidby Island after Joseph Whidby, and Vashon Island after Admiral James Vashon. He named Restoration Point because it was there that he spent the anniversary of the restoration of the monarchy after the Cromwellian Protectorate.

In those early explorational days colored with incomparable mountain and water vistas, Captain Vancouver and his doughty comrades brewed their own beer on the sandy strand, beer from the spruce that grew along the shore. They dined on the venison that walked right down to the water's edge and looked them over through tranquil eyes. The explorers battled with all kinds of weather as well as the tides coming in and going out, and anchoring here and there in shallow water and deep. They battled diplomatically with the Indians most of whom were friendly and all of whom were then on the "bow-and-arrow plane of savagery" wielding implements of stone, bone, horn, shell and wood. On all this excursioning, examining and exploring one cove after another, these gallant pathfinders marveled at the serenity of the climate, at the inspiration of the scenery in all directions and the harbor possibilities of Puget Sound, a harbor generous enough to float all the navies of the world.

This was the last of the eighteenth century. On the trail blazed by these English rovers over the waters of Puget Sound trekked the early settlers, dauntless pioneers, daring Argonauts searching for the Golden Fleece, a log hut in the wilderness and a patch of blue sky. That was

(Continued on page 10)



Goat

CLEANINGS

Members of the Veterans' Association of the Great Northern railway reported deceased during May, 1945, are, John A. Murphy, attorney, Glendora, Calif.; Arthur Woodhouse, gang foreman, St. Paul, Minn.; Matt Huff, gang foreman, Los Angeles, Calif.; Andrew J. AnDyke, brakeman, Atlanta, Ga.; Marvin A. McClung, agent-operator, Watford City, N. D.; Wm. S. Weber, agricultural development agent, Ashland, Ore.; Henry C. Giffin, engineer, Bryn Mawr, Wash.; Walter W. Fletcher, clerk, dining car department, Shenandoah, Ia.; Alfred F. Christenson, engineer, Minot, N. D.; Charles Lindberg, clerk, Local Freight, St. Paul, Minn.

Members pensioned during May, 1945, are, Charles F. Bartelheim, auditor freight receipts, St. Paul, Minn.; Harry G. Chapman, conductor, Watertown, S. D.; Paul E. Mueller, chief clerk, Stores Department, St. Paul, Minn.; Frank L. Sjöholm, district foreman, Telegraph Department, St. Paul, Minn.; Auctor Westerdahl, tank foreman, Hillyard, Wash.; Harry E. Belcher, brakeman, St. Paul, Minn.; Dexter S. Corvin, engineer, Sioux City, Ia.; Ingeman Ellis, engineer, Minot, N. D.; Joseph Japp, engineer, Hillyard, Wash.; Maxime Bourassa, brakeman, Minneapolis, Minn.; Robert L. Coburn, engineer, Great Falls, Mont.; Otis R. Day, engineer, Hillyard, Wash.; Clyde L. Malmquist, electrical foreman, St. Paul, Minn.; David J. Watson, painter foreman, St. Paul, Minn.; George C. Heiser, locomotive fireman, Havre, Mont.

Operation of pool trains Nos. 401 and 402 between Portland, Oregon, and Seattle, Wash., has been taken over by the Northern Pacific railway for a period of one year or until further notice. Northern Pacific also operates trains Nos. 407-408 between these points.

Trains Nos. 459-460 are operated by Great Northern railway and trains 457-458 by Union Pacific railroad.

The three lines mentioned operate pool train service between Seattle, Tacoma and Portland, and transportation reading via any one of these lines is interchangeable and honored on any pool line train. Great Northern and Northern Pacific trains operate into and out of the Seattle King Street Station and in Portland into and out of the Union Station. In Seattle, Union Pacific trains operate into and out of the Union Station.

Requests for sleeping and parlor car space should be directed to the particular railroad currently operating pool trains. All parlor cars are railroad owned and are not operated by the Pullman Company.

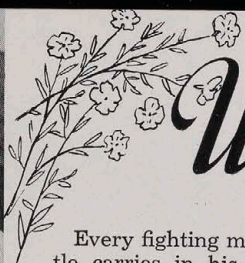
* * *

Pullman standard sleeping car between St. Paul-Minneapolis and Fargo-Moorhead will be operated by the Northern Pacific Railway for a period of 4 months beginning June 1, 1945, under rotating plan. There will be no set out Twin City-Fargo sleeping car operated by the Great Northern railway. Great Northern will continue to operate a Pullman standard sleeping car between St. Paul and Grand Forks on trains Nos. 3 and 4.

Seven



Flax averages 70,000 seeds to the pound and produces about one-third of their weight in pure linseed oil. Relative quantities shown in the two beakers



Uncle Sam needs more Flaxseed

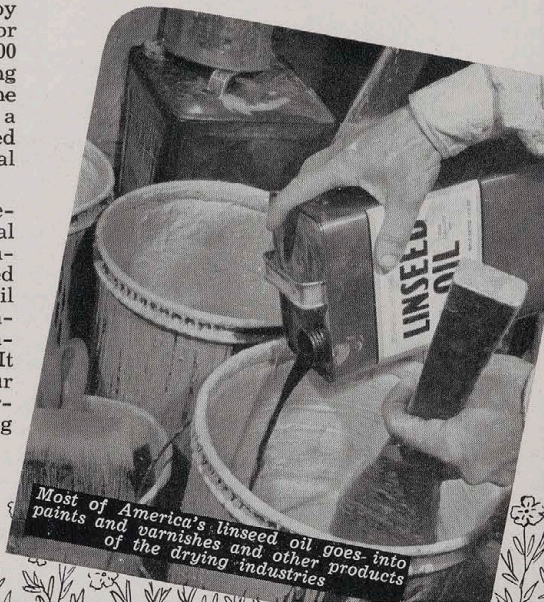
Every fighting man going into battle carries in his pack and on his back at least 50 items painted or protected by linseed oil. The oil from 1,654 bushels of flax is required to paint one battleship. Cigarettes would be still fewer if less flax was raised. Fighting men and civilians alike depend far more on flax and the farmers that grow it than they realize, according to E. B. Duncan, Director of Great Northern's Department of Agricultural and Mineral Development.

Northwest farmers, understanding this need, are meeting the Government's request for 53,000,000 bushels of flax this year, which is over twice the 1944 production. The

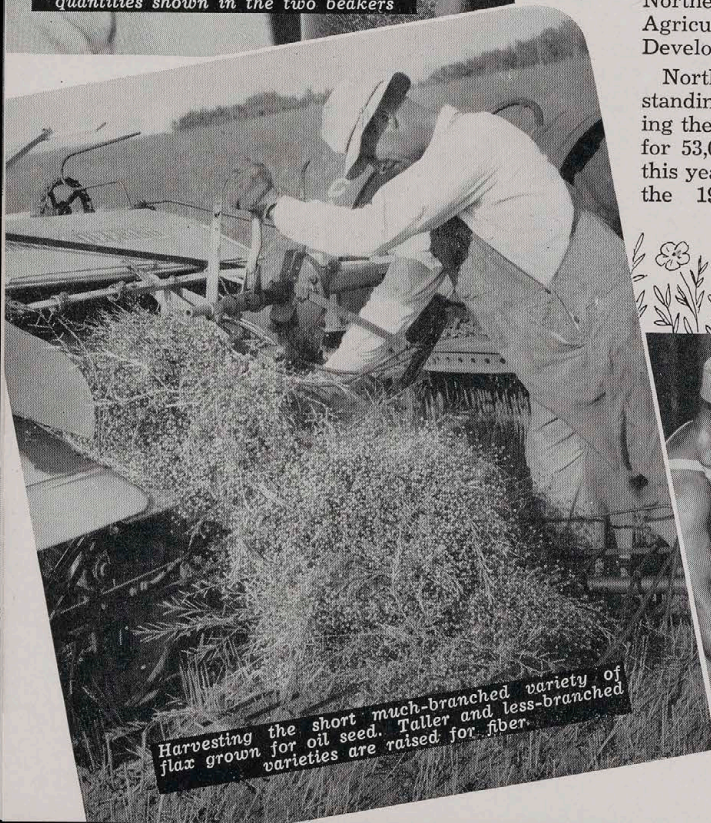
Government has made this goal attractive to Northwest farmers by setting a floor of \$3.00 per bushel for 1945, making a cash payment of \$5.00 for every acre harvested, and setting up a crop insurance plan whereby the farmer may, if he wishes to pay a modest premium, get a guaranteed return of 75 percent of his normal yield.

Flax is of two types. Fiber varieties are not included in the national goals and have been classed as non-essential by the Government. Seed varieties produce both linseed oil and linseed meal. The meal is important for balancing livestock rations. Flaxseed is one-third oil. It produces from 85 to 90 percent of our drying oil, needed for paints, varnishes, foundry-core oil, printing ink, oilcloth, and linoleum.

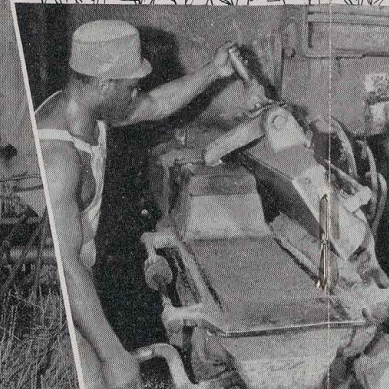
(Continued on page 12)



Most of America's linseed oil goes into paints and varnishes and other products of the drying industries



Harvesting the short much-branched variety of flax grown for oil seed. Taller and less-branched varieties are raised for fiber.



Flaxseeds are crushed, exposed to live steam, and formed into cakes from which oil has been squeezed

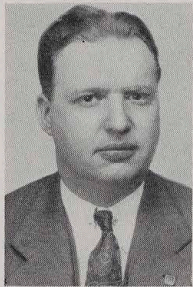


Linseed oil is used to bind fine sands for foundry molds from which castings for many types of machinery are produced



Linseed meal is a high protein feed for fattening livestock and for production of milk

Election



Mr. Krom

The City Passenger Agent's Association of New York City at its annual election of officers in April, elected Geo. W. M. Krom, city passenger agent, Erie Railroad, president; Stanley A. Dougan, city passenger agent, Great Northern railway, 1st vice president; Edward R. Ahlborn, passenger representative, New York Central railway, 2nd vice president; James B. Cunningham, passenger agent, CMS&P railroad, secretary-treasurer.

Noted Photographer Dies

John Kabel, who was best known for his photographs of scenic areas throughout the United States, died suddenly at his home in Dayton, Ohio, on March 22, at the age of 66. Mr. Kabel spent a number of summers in Glacier National Park, Montana, making photographs for calendar publishers, national magazines, metropolitan newspapers, trade publications and for advertising and promotional use by the Great Northern railway. Several of his more recent kodachromes of outstanding views in Glacier National and Waterton Lakes Parks have been reproduced in lithograph by the Great Northern railway.

G. N. Pays Dividend

Payment of a \$1.50 dividend on June 21, to stockholders of record May 21, 1945, has been authorized by directors of the Great Northern railway. The railway company paid two dividends of \$1 each in 1944.

Ten

Puget Sound, the "Mediterranean of America"

(Continued from page 6)

about half a century later. In 1851, they built their first log cabins in what is now Seattle at Alki Point. "Alki" to an old settler means "by and by" or "before long". Two years later these frontiersmen filed the first plat of Seattle. They really settled first on the shores of Budd's Inlet at Olympia in 1847. In those redskin and cougar-fearing days those pathfinders bought barrels of flour from Chili, mats of sugar from China and their pork and butter came around Cape Horn. Mail crossed Puget Sound in cedar dug-out canoes, a two days' trip from Olympia to Seattle. Few voyagers ventured across the Sound in larger craft than the Siwash dugout canoe.

On the plucky heels of these settlers followed spirited skirmishes and massacres with the canoe Indians of Puget Sound in the eighteen fifties. Finally, treaties restored tranquility in the log cabins along the shores of the Sound. Those same Indians called the Mediterranean of America, "Whulge". Then followed the building of Seattle, surrounded by spangled lakes and Sound. Chief Seattle, the friendly Ty-eie or chief of the Duwamish and Suquamish tribes for whom the city was named, and his daughter, the Princess Angeline, for many years were the trusted friends, champions of those early settlers on the evergreen shores of Puget Sound, the enchanted Riviera of the Pacific Northwest.

In a word, this sketches the romantic awakening of Puget Sound, the "Mediterranean of America", the largest landlocked body of water in the U. S. A.



Goat GAIETIES...

Calling Sherlock Holmes!

A prominent business man fell in love with a songstress, but decided that before he married her he should employ a private detective to report on her life. The report came back as follows:

"The lady has an excellent reputation. Her past is without blemish. She has an excellent circle of pleasant friends—the only breath of scandal is that lately she has been seen a great deal in the company of a business man of doubtful reputation."

* * *

Just A Plug

Al: Ha-ha—that reminds me of the time I put whiskey in my bath-water instead of bath salts.

Jack: How did that happen?

Al: I had a bottle of WHITE HORSE in the medicine chest and I just absent-mindedly dumped it in.

Jack: That's too bad, too bad!

Al: Yeah, and do you know I couldn't get that WHITE HORSE out of the tub until I pulled the plug out?

* * *

Heaven Help Us!

An ancient negro was being interviewed about his religion. "Do you believe in prayer?" his employer-to-be asked.

"Yes suh," was the reply.

"Do you say your prayers every day?"

"Yes suh, every day!"

"Does God answer all your prayers?" he was then asked.

"Yes, suh," replied the cullid one.

"He answers them all—one way or another!"

Slick Idea

"I don't think the man upstairs likes Johnnie to play on his drum. This afternoon he gave Johnnie a knife and asked him if he knew what was inside the drum."

* * *

The Thunder of Silence

The customer was paying his bill at the restaurant when he noticed a dollar bill lying on the cashier's counter. "Did you know you left a dollar bill out there?" he asked.

"Oh yes," replied the cashier. "I always leave that there. I tap the counter with it anytime a customer forgets his change."

* * *

Service Please!

The scene was an expensive and haughtily busy night club, and it came time for one of the patrons to go. He signalled a waiter and asked: "Is it raining outside?"

"Sorry," the waiter snapped back chillily. "This isn't my table."

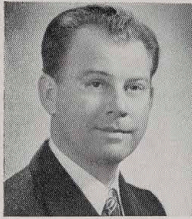
* * *

Telling Benny!

When Benny asked his parents about Life, they told him they had planted a seed and that he had grown from it. Benny thought it over that day, then put an apple seed under the hooked rug in the kitchen that night. The next morning he got up early, ran downstairs, lifted the rug and there was a cockroach! "Listen," he cried, sternly addressing the roach, "if you weren't my son, you know what I'd do? I'd kill you!"

Eleven

Appointment



Mr. Hartzog

Appointment of Gerard Hartzog, Washington, D. C., as assistant general counsel of the Great Northern railway, is announced by F. G. Dorety, vice president and general counsel.

A law graduate of the University of South Carolina, Mr. Hartzog, has been in private practice in Washington since 1943. He was special assistant to the United States attorney general from 1939 to 1943, and for six years prior to that was special attorney in the office of the general counsel, Bureau of Internal Revenue.

Uncle Sam needs more Flaxseed

(Continued from page 9)

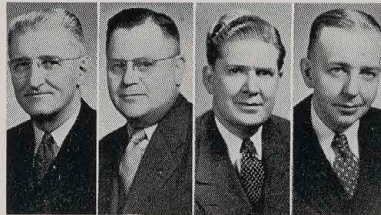
Linseed oil from flax, produced by farmers of the Northwest, is on every fighting front where it is used on guns, jeeps, planes, tanks and communication equipment. The quick drying printing inks come from the farms of the Northwest. The short straw from these seed varieties, raised in the Northwest, is the principal source of cigarette paper, and can also be used for other high quality papers, such as in currency. Scientists at the University of Minnesota are well along toward solving the problems of making linen from the short stems of these seed varieties.

A Job Well Done

After moving the first train across the Saar river on April 1, 1945, the 732nd Railway Operating Battalion moved 709 trains totaling 717,058 gross tons over the 102.3 miles of its territory between April 3 and 30.

Twelve

Rate Officers



Bures Nelson Padrick Vaughn

At the first annual meeting of the Central West Region of the American Association of Passenger Rate Men, held in Chicago, in March of this year, L. R. Bures, Santa Fe R.R., Topeka, Kansas, was re-elected president; G. F. Nelson, Great Northern, St. Paul, vice president; E. D. Padrick, vice chairman, W.P.A., Chicago, general committeeman; Ben Y. Vaughn, Erie R.R., Chicago, secretary-treasurer.

While the greatest need for more flaxseed at present is to meet war-time requirements, there will be a continued large scale demand in the postwar period which will require thousands of acres of flax for many years to come. Homes, factory and industrial buildings which have had to forego repairs because of war needs will need painting, which will require a vast amount of linseed oil.

Farmers in the Northwest, by the flax they raise, are actually doing a highly essential job of world-wide protection.

The 732nd, sponsored by the Great Northern railway, is under the command of Major Thomas J. Brennan, who was the company's trainmaster at Havre, Montana, at the time he entered the armed services.

Total Eclipse of the Sun

Nature will put on one of its grandest exhibitions for the Northwest in July, when a total eclipse of the sun will be visible throughout the state of Montana.

According to scientists, the eclipse will not be a very favorable one because it will occur very early in the morning, just after sunrise, and totality does not last more than half a minute at most.

The total eclipse will begin at 6:14 a.m., mountain war time, July 9, 1945, when the shadow of the moon first touches the surface of the earth at sunrise near Cascade, Idaho, about 45 miles north of Boise. With terrific speed the shadow sweeps northward and half a minute later it will have passed Butte and Windham, Montana, some 350 miles north of Cascade. At 6:15½ a.m., mountain war time, it will have passed Opheim, northern terminus of Great Northern's Bainville-Opheim branch line in Montana, and will be on its way into the Province of Saskatchewan. Ten minutes later it will have passed Regina and will be over the Hudson Bay, and at 7:10 a.m. it will be speeding across the barren wastes of Greenland. By 8:00 a.m., mountain war time, the shadow will have crossed the Arctic Sea and central Norway and will be leaving Sweden to pass over the Gulf of Bothnia. In another ten minutes it will be seen passing north of Leningrad, and

* * *

* * *

The title of General Agricultural Development agent of the Great Northern railway has been abolished and E. B. Duncan has been given the new title of Director, Department of Agricultural and Mineral Development.

finally at 8:41 a.m., mountain war time, the shadow will gracefully lift off the earth near fabled Samarkand, on the border of Russian Turkestan and China.

Saco or Malta, Montana, on Great Northern's main line, or on higher ground near Opheim, have been indicated as the most favorable points from which the eclipse in the Northwest can best be seen. However, since it will occur so early in the morning, ground haze or low clouds may interfere with good visibility.

A party of scientists from Princeton University observatory is scheduled to arrive in Malta, Montana, early in July to make scientific observations of this total eclipse of the sun.

In the St. Paul-Minneapolis area and all through Minnesota and the Dakotas the eclipse will not be total. Only a thin sliver of light left hanging in the sky, like the very young moon in early spring, will be visible. In the Twin Cities, 85 percent of the sun will be obscured while at Billings, Montana, it will be more than 95 percent.

A word of warning is given to those who plan to see the eclipse. A good black piece of smoked glass, an old film or a good black negative will prevent possible injury to the eyes. It is extremely dangerous to look directly at the sun with the naked eye.

Tpr. Harold W. Thompson, with the Canadian Army Tank Corps, Camp Borden, Ontario, son of T. (Tommy) A. Thompson, Great Northern's general agent passenger department, Winnipeg, Manitoba, died recently in Toronto.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services,
June 1, 1945

Our Gold Stars

Twelve Gold Stars have been added to our service flag for Great Northern railway employees reported to have been killed in action or to have died in military service during the month of May, 1945, bringing the total to 138, as of June 1, 1945.

- ★ Butler, Sgt. Warren H., section laborer, Willmar Division. Previously reported missing in action over Northeast India. Killed in action in India Burma theater, January 25, 1944.
- ★ Egbert, Pfc. James M., fireman, Dakota Division. Killed in action in Germany, May 2, 1945.
- ★ Fried, GM-3/c, Jay V., USNR., brakeman, Butte Division. Killed in action in Asiatic theater, March 25, 1945.

★ Hakenson, F-1/c, Warren Irvin, USNR, district gang laborer, Willmar Division. Previously reported missing. Lost in a typhoon, while serving on board the USS Spence, December 18, 1944.

★ Kobloth, Raleigh W., USNR., B&B helper, Spokane Division. Killed in action in South Pacific theater, May 3, 1945.

★ Peters, Pvt. Howard C., USMC., car oiler, Jackson Street Shops, St. Paul, Minn. Killed in action at Iwo Jima, Volcano Islands, March 8, 1945.

★ Rogers, Lt. Richard A., blacksmith helper, Dale Street Shops, St. Paul, Minn. Killed in action in Italy, April 29, 1945.

★ Schnorr, RT-2/c, William F., US NR., carman apprentice, Jackson Street Shops, St. Paul, Minn. Killed in action in Central Pacific theater, November 10, 1944.

★ Shout, Pvt. Michael H., USMC., stower, Minneapolis Freight Station, Willmar Division. Killed in action on Okinawa, April 15, 1945.

★ Smiglewski, Pfc. Walter J., section laborer, Mesabi Division. Killed in action in Belgium, January 5, 1945.

★ Sorenson, Pvt. Orville D., USMC., fireman, Dakota Division. Killed in action on Okinawa, April 23, 1945.

★ Weiland, Pvt. James J., section laborer, Willmar Division. Killed in action in Germany, March 5, 1945.

Information concerning Great Northern railway employees in our armed services is compiled from data available and is subject to change.



Maj. Murphy T/4 Ellis Pfc. Nissen

M R S Telephone System

Nerve center of Military Railway Service Headquarters, through which Brig. Gen. Carl R. Gray, Jr., and his departmental chiefs kept in constant touch with one another and with the many outside units in their far-flung domain, was a small but very busy telephone switchboard.

Like all military telephone systems overseas, the M R S exchange had a special name. Sometimes these names were indicative of the type of outfit using them. For security reasons the titles of exchanges were not to be divulged outside military circles.

Installation and maintenance of the M R S telephone system was under the supervision of Major Frank J. Murphy who, prior to entering military service, was Great Northern's assistant signal supervisor, Spokane Division, together with two expert enlisted men for trouble-shooters. Movement of Headquarters from one location to another and getting an exchange in operation with all possible speed, install new lines and find all the "bugs" that develop in the old ones was the job of T/4 Buhler L. Ellis, who was an assistant signalman on Great Northern's Spokane Division before joining up.

Another Great Northern employee who was one of five men handling the operation of M R S switchboard was Pfc. Ira E. Nissen, car foreman's clerk on the company's Minot Division at the time he entered military service.



Brig. Gen. Booth Lt. Hick Col. Mattson

Commissioned

In far-away Teheran, Iran, in special ceremonies held in the general's office at Amirabad Post, Brig. Gen. Donald P. Booth, commanding the Persian Gulf Command, and Col. Robert E. Mattson, superintendent of transportation for the PGC's Third Military Railway Service, pinned the gold bars of a second lieutenant on former master sergeant John M. Hick, carman apprentice in Great Northern's shops at St. Cloud, Minn., at the time he entered the armed services. Lt. Hick entered the Army in June 1941 and joined the 711th Railway Operating Battalion. Lt. Hick is the son of Martin Hick, car foreman in Great Northern's St. Cloud shops.

G. N. Employees in Military Service

With the cessation of organized resistance in Europe, many Great Northern railway employees in various branches of our armed services will presumably be sent home on furloughs, discharged under the new point system or transferred to other war theaters.

So that we may continue sending the GOAT to our employees wherever they may be located it is suggested that those remaining in military service promptly advise the editor of any changes in addresses. A prepaid return postal card is enclosed with this number of the GOAT for this purpose.

CASE HISTORY OF 44416



GREAT NORTHERN

G.N.

44416

LT 108500
TR 132500
HT 108500 132500

No. 44416 is a Great Northern war worker. Since the sturdy plywood-steel boxcar was built in the railway's shops last April it has carried many loads of military and civilian freight to both coasts and points in between.

Great Northern keeps constant tab on No. 44416 thru its Car Records office. Checking movements of the railway's nearly 50,000 freight cars—where they are, how many tons they are carrying—is an important and exacting responsibility.

Efficiency of this service is typical of Great Northern's ability to provide its territory dependable transportation.



route of the **EMPIRE BUILDER**



Between the Great Lakes and the Pacific

FORM 6009 6-45

PRINTED IN U. S. A.

the
GREAT NORTHERN GOAT



**JULY
1945**

THE GOAT'S COVER



"I've Been Lonesome, Too!"

"Summertime here in Glacier National Park used to be fun for me.

"I liked it when dudes caught sight of me and pointed. If I stood still their friends would say, 'Huh, that's only a patch of snow!'

"When city folks came climbing up these Montana mountains, I'd play hide-and-seek up high, where the clouds are born.

"I'd drink from the streams and lakes when trout fishermen looked the other way.

"But this year—like in 1943 and 1944—folks won't come to Glacier Park

because the hotels and chalets still will be closed.

"Maybe you've been lonesome for the lakes and mountains and good times in Glacier Park. Well, I've been lonesome for you, too!

"What a great day it will be when you can all come back here again after the war! The Park will be more beautiful, more inviting than ever. And Great Northern Railway will have even finer, faster trains to bring you here.

"Yes, some summer soon we'll have more fun together in Glacier National Park in Montana!"

GREAT NORTHERN RAILWAY

Reprint of Great Northern's Glacier National Park "reminder" advertisement.

A Post-War Fishing Trip

Until complete victory is won the Great Northern railway is all out for the war effort. However, some day soon, everyone hopes, the railways can once again invite unrestricted vacation-travel. An article concerning Whitefish, Montana, in a recent number of the Goat, recalled to Claude Verne, travel editor of the Cleveland, Ohio, News, a fishing trip he had made on Whitefish Lake, which is reprinted with his permission.

"Whitefish is some little distance from Cleveland—at least 2,000 miles away—and yet seeing the town's name mentioned brought back one of the happiest of many happy travel experiences experienced by this writer. We spent part of an afternoon and evening in Whitefish, slept there for the night and went fishing next morning just as the sun was fighting to raise its rays over the Continental Divide to the east.

The evening before the fishing trip we had been entertained by the Chamber of Commerce of Whitefish. Its representatives had waxed eloquent over the huge fish which could be taken from Whitefish Lake.

Almost before we had ceased speaking, the alert president of the chamber asked me if I would be willing to arise at 5 a.m. for a fishing trip. Caught in the web of circumstances and not realizing how cold it could be at 5 a.m. in Whitefish, I promised to be up if anyone called for me. Another member of the party also expressed some interest and was signed as a member of the fishing expedition.

It still was dark when we heard a car approaching, but we were dressed and ready to go when a hail came from the darkness. The driver of the car seemed just a little surprised that we were up and ready. We picked up the other member of the party and the three of us reached Whitefish Lake as the sun was trying to climb over the great Continental Divide.

Taking an outboard motor and attaching it to a rowboat, we soon were 'put-putting' over a glass-smooth lake toward the dark mountains to the east. Our guide, apparently a little worried about whether the fish would act nice and be willing to take the hook, explained that 'sometimes' they just wouldn't bite.

The natural beauties of the spot, were sufficient to pay for any loss of sleep, even though the fish refused the bait.

Then we came to a place in the lake that looked like the rest of it so far as I could see, but the guide unloaded the biggest fishing pole and reel and biggest line (copper wire) I had ever seen. At the end was the bright silver spoon and a huge hook. After he had dished out about 150 feet of copper, he handed the pole across and almost immediately it bent nearly double. After what seemed a long time, we saw our fish and he looked like a whale.

Our guide then piloted the boat back over the same course and again the pole bent and again we raised blisters in pulling the fish in. We were on the lake a matter of perhaps 20 minutes and in that time captured two Mackinaw trout."



Whitefish Lake in Montana



VOL. 15 JULY, 1945 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.

G. N. In War Bond Lead

Great Northern railway employees are leading workers of all the nation's major rail lines in the percentage of pay allocated to War Bond purchases, the company has been advised by the Treasury Department.

Basing its ratings on April payroll savings record, the Treasury Department announced that 7.3 per cent of Great Northern's payroll was allocated to War Bond purchases. Nearly 89 per cent of the railway's 25,068 regular employees that month bought bonds by payroll allotment and cash through the company.

Increases in its payroll savings plan during May should be sufficient to protect Great Northern's lead.

Four

Western Railways Now Major Supply Link

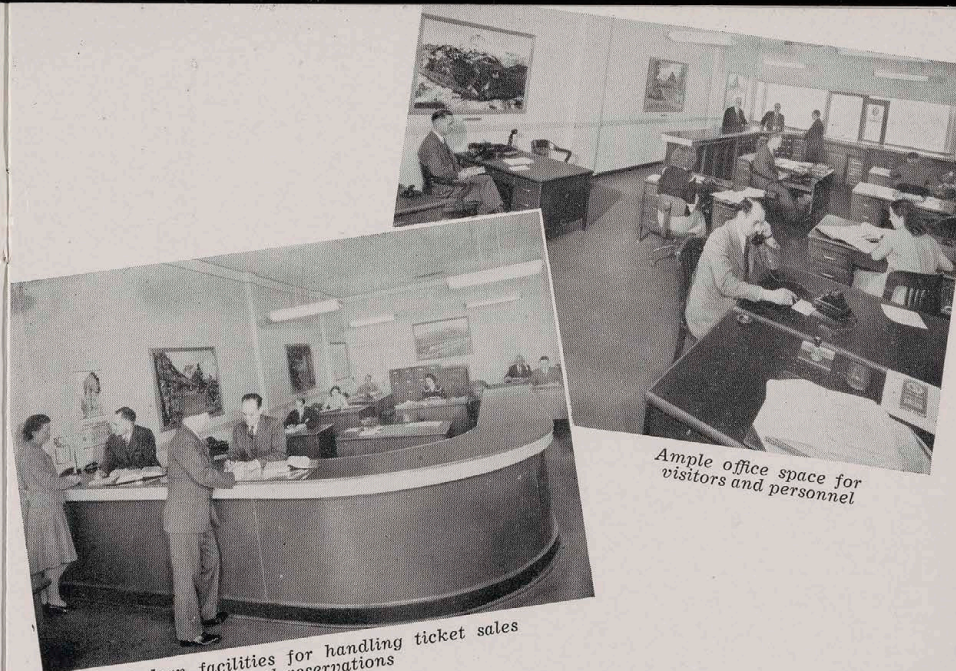
With the cessation of organized resistance in Europe and the transfer of men, weapons and equipment necessary to smash the enemy in the Pacific, the western railways have become the number one link in the Nation's war supply line. It is expected to take six to nine months to reverse the European supply system and transfer the full weight of the American armed forces to the Pacific. One million tons of war materials have been reconsigned to new destinations.

Too, most of the three million soldiers being transferred from Europe to the Pacific will travel over the western railways. The peak movement is expected to begin in July or August and continue for six months or more.

More sleeping cars and coaches will be taken from regular trains for military use. Half of all sleeping cars already are being used by the Army and Navy. The diversion of this additional equipment is during the time civilians are vacation-minded.

Construction of new passenger equipment has been virtually at a standstill since Pearl Harbor. The building of new cars recently authorized will not be coming into service until early 1946.

The impact on the western lines is unpredictable. Estimates of increased traffic range from 15 per cent upwards. Given adequate manpower, the western railways are confident they can keep pace with the capacity of western and southern ports.



Modern facilities for handling ticket sales and reservations

G. N. Modernizes Tacoma Ticket Office

Extensive repairs made in Great Northern railway's city ticket office in Tacoma, Washington, make it one of the most modern in that locality. Remodeling of the ceiling in the office, installation of a ventilating fan and rearrangement of lighting fixtures provide improved environment and facilities for the traveling public.

Empire Builder Diesel Locomotives

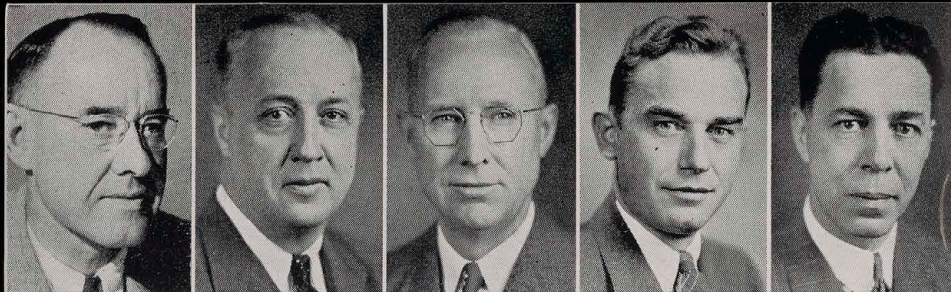
All five of the new 4,000-horsepower diesel locomotives that will pull the new, streamlined Empire Builder trains when they are placed in operation have been delivered to the Great Northern railway.

Like the two which have been moving wartime traffic since late April, the latest three are being put to work in freight and passenger service between St. Paul and We-

natchee, Wash. They will be in this service until the new Empire Builder trains are ready, perhaps some time in 1946.

Newest improvements in the diesel field have been built into these mobile power plants. Each locomotive is 142 feet long, cost \$410,000 and has two units. They are geared to a speed of more than 90 miles an hour.

Five



Mr. O'Brien

Mr. Brown

Mr. Anderson

Mr. Bergstrom

Mr. Fallon

Freight Traffic Department Changes

Promotion of five of its members is announced by Great Northern's freight traffic department, St. Paul, Minn.

Wallace D. O'Brien, general freight agent, has been appointed assistant freight traffic manager, rates and divisions. Vincent P. Brown, assistant general freight agent, succeeds

Mr. O'Brien as general freight agent. Oscar M. Anderson has been appointed assistant general freight agent to succeed Mr. Brown and Edward W. Bergstrom, special traffic representative, has been appointed assistant general freight agent. John F. Fallon, tariff inspector, succeeds Mr. Anderson as Commerce Agent. All headquarter in St. Paul.

New Plan for Handling Hand Baggage

Effective July 15, 1945, Great Northern railway will inaugurate a new arrangement for expediting the detrainning and transfer of passengers and hand baggage from Pullman sleeping cars on its eastbound Empire Builder trains, No. 2, upon arrival at Minneapolis and St. Paul.

Prior to arrival of trains at Minneapolis or St. Paul, Pullman car porters will tag all hand baggage in sleeping cars, delivering duplicate numbered claim checks for each piece to owners. Upon arrival at Minneapolis or St. Paul, tagged hand baggage will be unloaded promptly and taken to taxi-cab stands located

in the stations where it will be called for and delivered to owners upon presentation of claim checks.

Hand baggage will be transferred to connecting trains upon request of passengers and will be claimed by owners at coaches or Pullman sleeping cars in which space is held. Passengers desiring to carry their hand baggage will so indicate to Pullman car porters and it will not be tagged.

The new arrangement applies only to eastbound Empire Builder passengers detrainning at Minneapolis or St. Paul. If it proves successful it will be extended to other Great Northern trains.

Seattle Seen As Foreign Trade Center

Increased use of port facilities and a broadening of the list of its exports and imports in the post war period point to a bright future for Seattle as a foreign trade center. With one of the finest harbors in the Pacific Northwest, Seattle's oppor-

tunities in post-war foreign trade are exceptional, according to E. E. Schnellbacher, chief of the division of commercial and economic information, Bureau of Foreign and Domestic Commerce.



Goat

GLEANNINGS

Members of the Veterans' Association of the Great Northern railway reported deceased during June, 1945, are, Fred L. Slater, engineer, Grand Forks, N. D.; Jas. C. Sheffield, agent, Marshall, Minn.; Frank Mus-kavitch, conductor, Fargo, N. D.; Jay W. Granger, conductor, Watertown, S. D.; Louis C. Haven, trucker, St. Paul, Minn.; J. Fletcher Wycoff, engineer, Hillyard, Wash.; Emil Osgard, engineer, St. Paul, Minn.; Thomas F. McDonough, blacksmith, St. Paul, Minn.; Joseph Savage, engineer, Superior, Wisc.; John Holmgren, carpenter, St. Paul, Minn.; Severt Osmondson, engineer, Spicer, Minn.

Members pensioned during June, 1945, are Anton Decker, engineer, St. Paul, Minn.; Paul C. Koshnick, engineer, Minot, N. D.; Lewis Stillar, brakeman, Havre, Mont.; Pleasant W. Armstrong, engineer, Butte, Mont.; Edward H. Rozelle, baggage-man, Spokane, Wash.; James M. Russell, engineer, Troy, Mont.; Tracy J. Granger, conductor, Crookston, Minn.

* * *

Al Eckblom, chief clerk to vice president and general manager, St. Paul Union Depot Co., and C. C. Seifert, ticket agent, Burlington Route, have been re-elected president and secretary-treasurer, respectively, for the third consecutive year, of the Saint Paul Passenger

Association Bowling League. The American Locomotive Company team won first place for the 1944-45 season with 63 games won and 36 lost. There were twelve teams in the league.

* * *

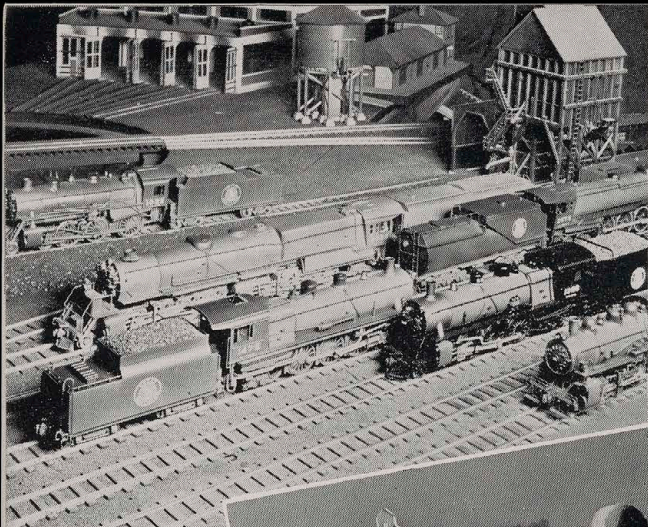
The honorary degree of doctor of laws, for years of service and other accomplishments, has been awarded to Robert H. Crozier of Portland, Oregon, by the Lake Forest college, Lake Forest, Ill. Mr. Crozier, a graduate of that institution 52 years ago, was associated with the Spokane, Portland & Seattle Railway from 1910 to 1941. He was general passenger agent at the time of his retirement.

* * *

Russell G. Elliott, cashier in Great Northern's St. Paul local freight office, has completed 50 years of service with the company. He has worked the entire period in the local freight office in various positions starting as a trucker and sealer in June, 1895. Mr. Elliott is 67 years of age and plans to continue in his present position until his retirement.

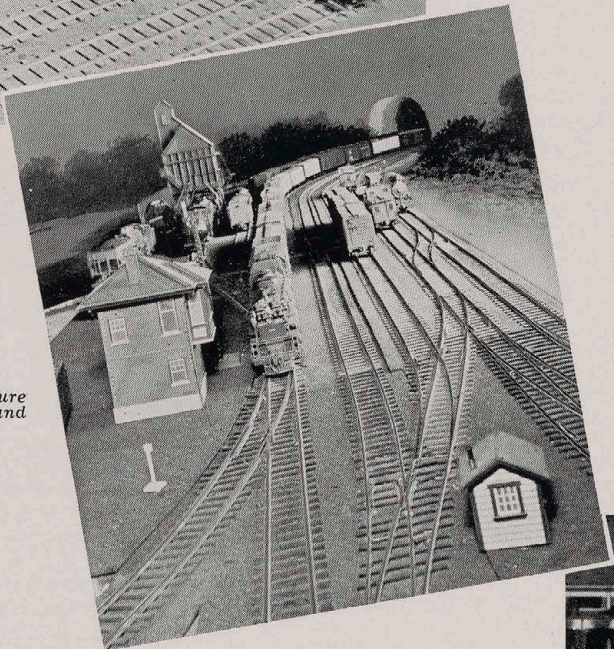
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Through oversight credit for photographs used to illustrate the "Uncle Sam Needs More Flaxseed" article in the June Goat was omitted. They were furnished through courtesy of the Minneapolis Star-Journal-Tribune.

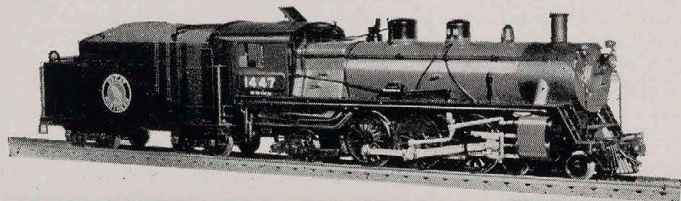


Great Northern Model Railway's motive power consists of eight locomotives of various G. N. types

700 feet of miniature track is operated and maintained



Great Northern's Class H-4 Pacific type locomotive



G.N. Model Railway Builder



Model of Great Northern's Class S-2 steam locomotive No. 2575, 29 inches long weighing 14 pounds

Great Northern's famous Goat trademark and its distinctive locomotives inspired Ben F. Cutler of Athens, Ohio, to select Great Northern as the model for his favorite hobby some eight years ago.

The "Ohio Division" of the Great Northern Model Railway, as Mr. Cutler has named it, is located in the basement of his home in Athens.

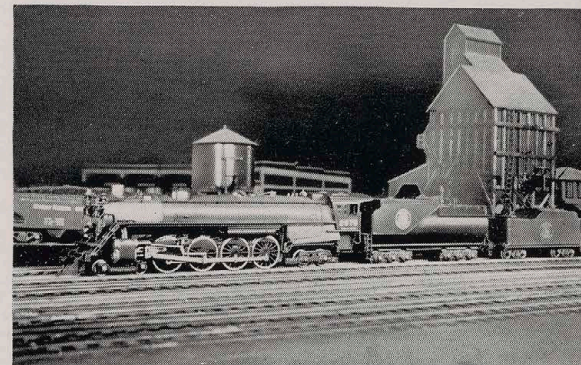
With the exception of the locomotives, which were made by a professional model builder in the East, he has built nearly all of the equipment himself.

(Continued on page 10)

No. 2064 represents the builder's conception of what the Great Northern might add to its Class R-2 mallet type of motive power for pulling heavy tonnage without helper service



Ben F. Cutler, owner-operator of the Great Northern Model Railway



The "Ohio Division" yard



No. 1475 Class H-4 under coal pocket with mallet coupled to front end



New Saint Paul and the Northwest industrial book is being given nation-wide distribution

Industrial Information

The Industrial Department of the Saint Paul Association of Commerce has published a new 32-page illustrated booklet on Saint Paul, Minnesota, and the city's Northwest trade territory. Directed toward the locating of new industry in Saint Paul, the booklet outlines in brief, factual form some of the outstanding trade advantages offered by Minnesota's capital city and the Northwest.

Save Waste Paper

Paper is a number one war material shortage. The demand for waste paper will continue to increase as we approach V-J Day due to the necessity of packaging enormous amounts of supplies required in the Pacific Theatre, much of this in double and triple wrapping. More than 70% of the paper and board produced in the U.S.A. now goes into war uses. Paper shipped overseas does not return for salvage. So the need for increased paper salvage at home is great.

Ten

Model Locomotive Builder

(Continued from page 9)

The locomotives pictured are modeled after Great Northern railway prototypes on a scale of one-quarter inch equals one foot. They are powered by miniature electric motors located in fireboxes. Power is distributed through the rails, and operation is by remote control. The "Ohio Division's" motive power and equipment consists of eight locomotives, twenty-two passenger cars and eighty-five freight cars, of various types. New equipment is being added as material is available and time permits for construction work. The Model Railway operates 700 feet of track, much of which is main line, single track, and circles the outer perimeter of the basement in Mr. Cutler's home on two separate track levels.

All switches, except those located in yards, are electrically controlled from a central control board. Some degree of automatic block control is used. Train direction on single track is alternated by use of loop tracks at each end of the line.

Locomotive No. 2064 does not represent any motive power now used by Great Northern railway. It is Mr. Cutler's conception of a mallet type locomotive for pulling heavy tonnage over the ruling grade of 0.7 percent without helper service and never runs low on steam pressure.

Although Mr. Cutler is not a resident in territory served by the Great Northern railway he never passes up an opportunity to ride on its trains. He is well known to many of the company's operating and traffic department employees. In June 1944 he spent his ten-day vacation "on-line", mostly at Whitefish, Montana, gathering data for postwar additions to his "Ohio Division" of the Great Northern Model Railway.



Goat GAJETIES...

Reckless Like

A young government girl worker was speaking to her escort in a Washington restaurant of the many bearded American sailors. "It's the most amazing thing I ever saw," she said. "We were in this place the other night and three of them—no older than I am—came in, all of them with full beards."

"Probably back from overseas service," said her escort. "Were they wearing ribbons?"

"Oh, no," she replied. "They just let them flow loose."

* * *

Come On Seven!

She: "What do you do in the Army?"

He: "I'm a bone specialist."

She: "Oh. You set 'em?"

He: "No. I roll 'em."

* * *

Rule 26

The Pullman conductor one night found a red lantern hanging on one of the upper berths, so he looked up George the porter and asked, "George, why is that red lantern hanging there?"

"Well boss, Rule 26 in the rule book says that you should always hang up a red lantern when the rear end of the sleeper is exposed."

* * *

Coffee Grounds

GI: (at lunch counter): "Take this coffee away, sister. It tastes like mud."

Waitress: "Well, it was ground only this morning."

Preparedness

A doctor had an urgent call from a man saying his small son had swallowed a fountain pen.

"All right, I'll come at once," replied the doctor, "What are you doing in the meantime?"

Came the answer: "I'm using a pencil."

* * *

Sez You!

The anxiously expectant father had been pacing the hospital ward nervously for hours, biting his nails and showing every sign of distress when the nurse appeared with the news that it was a baby girl.

He shouted: "Thank the Lord it's a girl; She'll never have to go through what I've just been through."

* * *

Ain't Dependable

Filling out an application for dependent's aid, a soldier answered "no" to the question as to whether he had any dependents.

"You're married, aren't you?" an officer inquired.

"Yes, sir," the soldier replied. "But she ain't dependable."

* * *

GI Pinch

"What's the matter, Mary?"

"I've got rheumatism."

"You ought to visit a masseur."

"What's that?"

"A man who pinches you all over."

"Oh, you mean a soldier."

Eleven



Dawn Anderson

G. N. Pin-Up Girl

The subject of some glamor art printed in the St. Paul Dispatch in connection with the opening of the trout fishing season in Minnesota, Dawn Anderson, receptionist in Great Northern's freight traffic department, St. Paul, has been selected by the boys in the 341st Station Complement Squadron stationed in New Hebrides in the South Pacific, as their favorite pin-up girl.

The picture was also published in the St. Paul News Digest, a midget newspaper sent to soldiers all over the world, and was picked up by Cpl. Edward Bennett, editor of The Base Bawl, publication of the 341st outfit. Miss Anderson received a letter from Cpl. Bennett reading: "As artist and editor of our weekly squadron newspaper I quickly grasped the hope of using the News Digest photograph of you in our weekly. The boys welcomed you and were quick to take up the suggestion that you be named 'The girl we'd most like to untangle a fishhook from.'"

Glacier Park In 1945

As previously announced, Glacier National Park in Montana is open during the 1945 season to take care of such visitors as are able to reach the park. None of the hotels, chalets or stores are in operation. Great Northern's Empire Builder trains do not make the usual summer season stops at Glacier Park station or Belton. Trains numbers 27 and 28, The Fast Mail, will stop at both stations on signal. No buses are operated in the park, so that travel is confined entirely to persons having their own transportation.

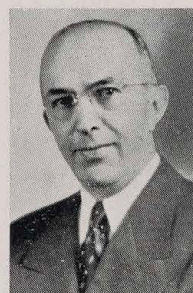
East Glacier Coffee Shop and Cabins at Roes Creek provide limited service from July 1 to August 31. The Park Saddle Horse Company does not have saddle horses for hire. Matt Brill, operator of the Kintla Guest Ranch, postoffice, Trail Creek, Montana, and Harland M. Knowlton, operator of Bear Creek Ranch, postoffice, Glacier Park, Montana, are authorized by the National Park Service to conduct saddle horse and pack trips into the park. Mr. Brill will meet guests at Columbia Falls or Belton, Montana, and Mr. Knowlton at Glacier Park station, providing arrangements and reservations for ranch accommodations are made in advance.

Roy Wiles has boats for rental on the lower end of Lake McDonald.

There is no launch or rowboat service available in the park other than that on lower Lake McDonald. Cabin camps at the lower end of Lake McDonald and from Lake McDonald hotel around the upper end of the lake, located on privately owned property within the Park but not operating under contracts with the government, are available. Hotel and cabin facilities are also available in the communities adjacent to the park.

(Continued on page 13)

Foreign Freight Agent



Mr. Dale

Appointment of W. R. Dale as foreign freight agent with headquarters at Seattle, Wash., is announced by H. G. Dow, Great Northern's vice president, foreign department, New York City. Mr. Dale, whose service with the company dates back to January, 1903, was export and import agent at Seattle, which position has been abolished.

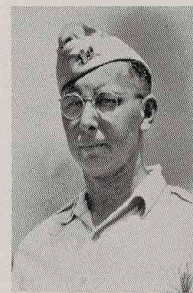
G. N. Vets Elect

The 33rd annual meeting of the Veterans' Association of the Great Northern railway was held at St. Paul, Minn., on June 9. Charles E. Hornbeck, retired chief train dispatcher, Superior, Wisc., was elected president; Edgar J. Stone, retired locomotive engineer, St. Paul, vice president; J. Henry Hoelscher, chief clerk, accounting department, St. Paul, re-elected secretary-treasurer.

Fred C. Lindt, St. Paul, Robert B. Ortt, St. Paul, Martin E. Mayer, Minneapolis, Jacob H. Marthaler, St. Paul, Adolph K. Engel, Seattle, Robert F. Spears, Whitefish, Mont., with the president, vice president and secretary-treasurer, will serve as the organization's board of directors for the ensuing year.

The association's membership is 3,621. Its assets are in excess of \$130,000, of which \$50,000 is invested in U. S. Government bonds.

Montana Chaplain



Chaplain Daane

Thousands of our GI's in the Solomon Islands, Guadalcanal, New Georgia, Bougainville and patients in the 144th Station Hospital in the Philippines, where Chaplain C. P. Daane is now stationed, are being made acquainted with Glacier National Park, Montana, through travelogues and the showing of colored slides of scenes in the Park by the chaplain. The entertainment is conducted in cooperation with the Special Service Division of the U. S. Army, which provides screens, and the Signal Corps which furnishes projectors.

Chaplain Daane, whose home is in Whitefish, Montana, has done considerable mountain climbing and hiking in Glacier Park and is thoroughly familiar with its recreational attractions. The snow in the pictures appeals particularly to our boys because many of them have not seen any during the three or four years they have been in the Pacific theater.

Glacier Park

(Continued from page 12)

No stores in the park are open during the 1945 season. Supplies can be obtained from stores in communities adjacent to the park.

Waterton Lakes National Park, adjoining Glacier National Park on the north, is open to travel but the Prince of Wales Hotel is not in operation this season. Limited accommodations are available in the village of Waterton Lakes.



Dr. Douglas, Mr. Taylor, Mr. Jackson

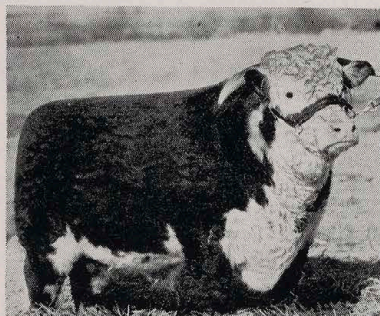
African Railmen

Three representatives of the South African State Railways, one of the third largest rail systems in the world, passed through St. Paul recently en route to Winnipeg and the Pacific Coast. In St. Paul, they inspected the facilities of the Great Northern railway and entrained on its Winnipeg Limited for Winnipeg.

They are making a tour of inspection to gain information on the modernization program planned for the South African railways after the war. The plan will embrace improvements in passenger traffic, station facilities, freight handling and rail distribution yards.

The group consisted of Dr. L. L. Douglas, advisory engineer; H. V. Taylor, resident engineer, and F. W. Jackson, resident engineer.

SAINT PAUL PIONEER PRESS PHOTO.



TT Triumphant 35th

\$10,000 Bull

The Schultz Hereford ranch, Tower, N. D., on Great Northern railway, has purchased what is reported to be the most expensive Hereford bull ever brought into the state of North Dakota. The purchase price of TT Triumphant 35th, from the Thornton ranch, Gunnison, Colo., was \$10,000.

Sired by W.H.R. Triumph Domino 45th, TT Triumphant 35th is a seven-eighths brother of the grand champion of the 1944 National Western show held at Denver, TT Triumphant 16th, and a half-brother of TT Triumphant 29th which sold for \$50,000 at the Denver show.

Merci!

Here is an excerpt from one of many letters commenting on Great Northern's "I've Been Lonesome, Too!" advertisement shown on page two of this number of the Goat, from Miss Helen Prange, Ralph Moore, Inc., St. Louis, Mo.

"Permit me to compliment you on your advertisement appearing in

Fourteen

the St. Louis Post-Dispatch of June 6, headlined 'I've Been Lonesome, Too!' It hit the spot. It brought back all the glorious memories of a vacation spent in Glacier Park before the war, even to the point of remembering Mr. Goat standing stark still, staring at us city folks when we passed him on our horses."

Our Gold Stars

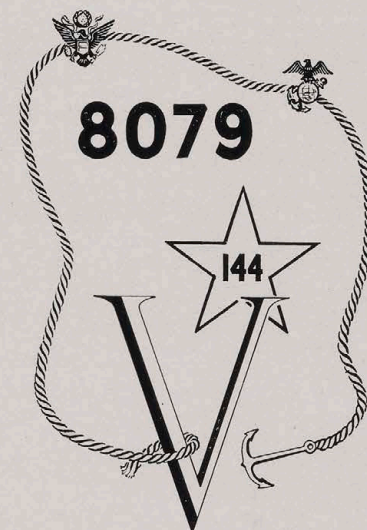
Six Gold Stars have been added to our service flag for Great Northern railway employees reported to have been killed in action or to have died in military service during the month of June, 1945, bringing the total to 144, as of July 1, 1945.

- ★ Degenstein, Jr., Jackie, oiler, U. S. Coast Guard; section laborer, Minot Division. Killed in action in Philippine theater of war February 9, 1945.
- ★ Doyle, Pfc. James W., section laborer, Mesabi Division. Died of wounds received in action in Hollandia, Dutch New Guinea, April 7, 1945.
- ★ Ewald, Pfc. Donald R., office boy, Employment Bureau, St. Paul, Minn. Killed in action in Germany, April 15, 1945.
- ★ Juel, F-2/c Kenneth L., locomotive fireman, Willmar Division. Killed in action in Pacific theater of war, April 22, 1945.
- ★ Kral, Jr., Pvt. Charles, district gang laborer, Mesabi Division. Killed in action in Italy, November 7, 1943.
- ★ Thompson, Sgt. Clifford J., district gang laborer, Willmar Division. Killed in action in Germany, April 16, 1945.

Information concerning Great Northern railway employees in our armed services is compiled from data available and is subject to change.

War Time Mail Bag

From first lieutenant to lieutenant colonel in one year is the record of James L. Osgard, a locomotive fireman on Great Northern's Minot Division, at the time he entered the armed services in November, 1941. He has been awarded the Bronze Star and an Oak Leaf Cluster to his Purple Heart, originally won at Anzio in Italy. His unit also holds a presidential citation and the French Croix de Guerre for clearing the



Great Northern Railway employees in Uncle Sam's Armed Services, July 1, 1945

Colmar pocket while under command of a French general. Col. Osgard is the son of Ludwig J. Osgard, a locomotive engineer on the Minot Division for the past 35 years.

* * *

Alexander Taleff, who is a member of Co. B, 754th Railway Shop Battalion of the Persian Gulf Command in Iran, has been promoted to Technician Fifth Grade. Cpl. Taleff was a roundhouse laborer on Great Northern's Butte Division at the time he entered the armed services.

* * *

Melvin E. Peterson, trucker on Great Northern's Dakota Division at the time he entered the armed services, has been promoted from private to private first class in the 2nd Engineer Special Brigade, stationed in the Philippine Islands. The outfit is an amphibian force specializing in landing troops on hostile shores. It also clears wounded for evacuation, unloads supplies and builds roads and bridges.

TRAIL BLAZERS



Imperishable history was being written in the West 140 years ago by two courageous young men—Captains Meriwether Lewis and William Clark.

On their trail-blazing journey to the Pacific they sought, but failed to find, a pass through the Rocky Mountains in northern Montana.

That elusive gateway through the mountains was discovered 83 years later when Great Northern Railway was advancing westward. Through now-famous Marias Pass the railway's trains cross the Continental Divide less than a mile above sea level.

The pioneering services of Captains Lewis and Clark have been commemorated by a monument which stands along the steel trail of the Empire Builder near Meriwether, Montana.

A trail blazer in its own right, the railway joins the American Pioneer Trails Association in observing the 140th anniversary of the Lewis and Clark Expedition.

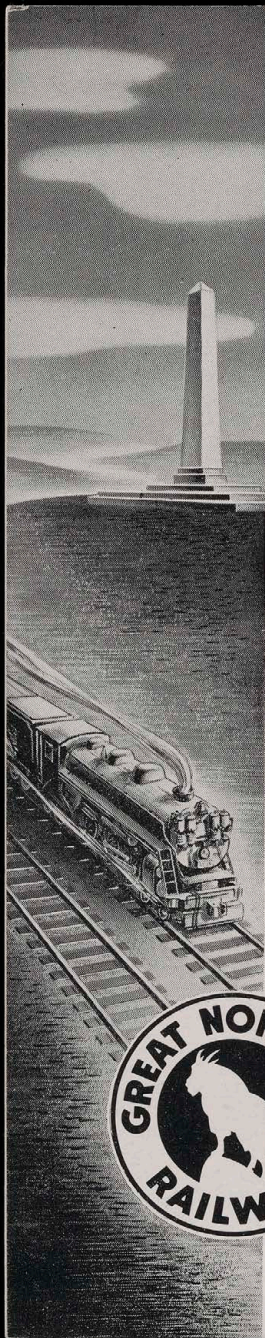
route of the **EMPIRE BUILDER**



Between the Great Lakes and the Pacific

FORM 6009 7-45

PRINTED IN U. S. A.



the
GREAT NORTHERN COAT

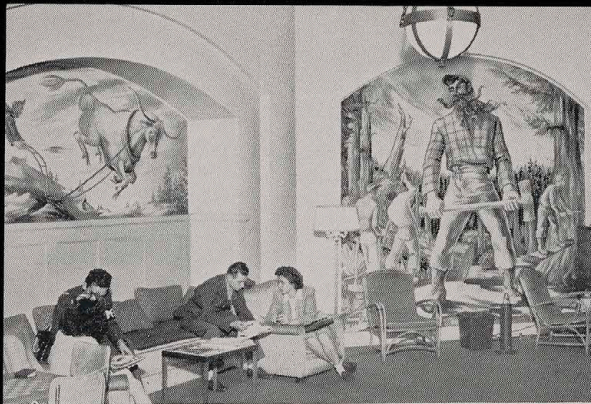
VICTORY



SEPTEMBER
1945

IN EUROPE

IN PACIFIC



Lounge on the balcony of the Tacoma Union Station

U.S.O. Travelers Aid



Facilities and aid are provided for traveling mothers and their offspring



Mrs. Alice Creswell (left) director, Tacoma Travelers Aid, and Miss Bertha McCall, general director, National Travelers Aid Association



Servicemen and their wives are given help in finding accommodations



A group of servicemen provide entertainment between trains

A Friend In Need Is A Friend Indeed

Workers who staff the Travelers Aid bureaus in railway passenger stations throughout the country never have a dull moment. A bewildered wife of a serviceman vainly searching for her husband, a mother struggling with heavy suitcases and tearful children, a runaway girl, these are just a few of the thousands of distressed travelers who are assisted every day by Travelers Aid.

In Tacoma, Washington, Travelers Aid maintains services in Union Station in cooperation with the USO. During the past year the regular staff, augmented by volunteer workers, have served 103,000 persons. Wartime conditions have added to the activities of the workers. Increasing numbers of people pour into Tacoma every day, many of whom are members of families of servicemen, to spend short furloughs with their husbands, sons and daughters before they return to duty. Finding rooms for such persons is one of the bureau's most difficult problems. Every possible housing source is investigated to place homeless persons.

The services rendered by the Tacoma USO Travelers Aid range from finding rooms to bathing babies and sewing on buttons. The ill, aged and physically handicapped are cared for. Relatives and friends are located; directions given; advice as to proper housing is offered to

young girls; job seekers are directed to the proper channels. Many cases involve extension service, such as runaway teen-age girls who are given friendly advice, cared for and returned to their homes.

The USO-Troops-In-Transit-Lounge, located on the balcony in the Tacoma Union Station, provides many facilities for servicemen. Refreshments are served, parcels checked and information furnished. The lounge was furnished by the Tacoma Junior League. Several large murals depicting the days of Paul Bunyan, the work of Miss Peggy Strong, well known Tacoma artist, decorate the walls of the lounge.

The USO Travelers Aid in Tacoma, working in close cooperation with the railroads serving the city, is an oasis for the distraught and inexperienced travelers, proving the truth of the proverb "A friend in need is a friend indeed."

Pictured on the opposite page (3) left to right: Mrs. Lloyd Alire, wife of a overseas serviceman; baby Janie Alire; Mrs. C. W. Goodwin, who opened her home to the Alire family. (4) Miss Edith Clayton, Travelers Aid worker; Mrs. Lowell Haines and Private Lowell Haines; Flight Officer John Wilmering and Mrs. Wilmering, of South Bend, Indiana. Photos by Turner Richards Studio and F. L. Powell, Tacoma, Washington.

Spokane Industrial Show

To stimulate reconversion of firms that have been engaged in the manufacture of war products to peacetime commodities, to encourage new manufacturing and to assist in the establishment of new industries, the city of Spokane will stage an in-

dustrial show in October. The show, which will include a program of active research, will be sponsored by the Construction and Industry Committee of the Spokane Chamber of Commerce and Inland Empire Industrial Research, Inc.



VOL. 15 SEPTEMBER, 1945 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.

Need For Tin Continues

Our chief peacetime sources of tin, Malaya and the Dutch East Indies, will not be able to furnish our requirements for at least another two years. Imports of tin and tin concentrates from other sources continue to drop. Our need for tin has increased rather than decreased. It is an extremely versatile metal for which there is no substitute. The tin crisis can be met if every person in America will salvage all tin cans. Labels should be removed, the cans washed thoroughly and made ready in accordance with local requirements, for instant use by detinning plants.

Four

Victory

The forces of tyranny and aggression in Europe and the Pacific are crushed. The world's greatest and most destructive war, wrought with the blood and raw courage of the magnificent men and women of our Army, Navy, Air Force and of our Allies, has ended with the surrender of Japan. The victory is the work of many hands and many minds. It is a victory for our Armed Forces and for the industries that armed them. It is a victory won by united effort at home and in the widespread theaters of combat.

With the end of the war comes the great test of the economic genius of America. The continued support and sustained faith of all Americans will win the peace.

We are proud of our Army and of our Naval Forces who have done such a magnificent job. We offer our congratulations to them, and also to those on the production front, whose efforts have made their victory possible.

Great Northern is proud of the 8,289 men and women who left its ranks for war service. Most of them will return from the world's battlefronts to join us in peacetime homage to the memory of 162 fellow employees who have given their "last full measure of devotion".

We are proud, too, of the thousands of employees whose teamwork enabled Great Northern to keep men and materiel of war moving over an 8,000-mile supply line.



Wartime Hot Spot

The five-day ODT regulations governing Pullman sleeping car reservations brought some relief to the staff of Great Northern's reservation bureau in St. Paul. Up to the time the new regulations went into effect the seemingly never ending stream of telegrams and telephone calls for reservations kept the bureau in high gear continuously. The pressure period now has been reduced to the first two hours of the day by which time all space for the fifth day has been sold out. There are still, however, many days when the bureau's staff ponders if the lid has been taken off and possibly they have not yet been informed about some new regulations.

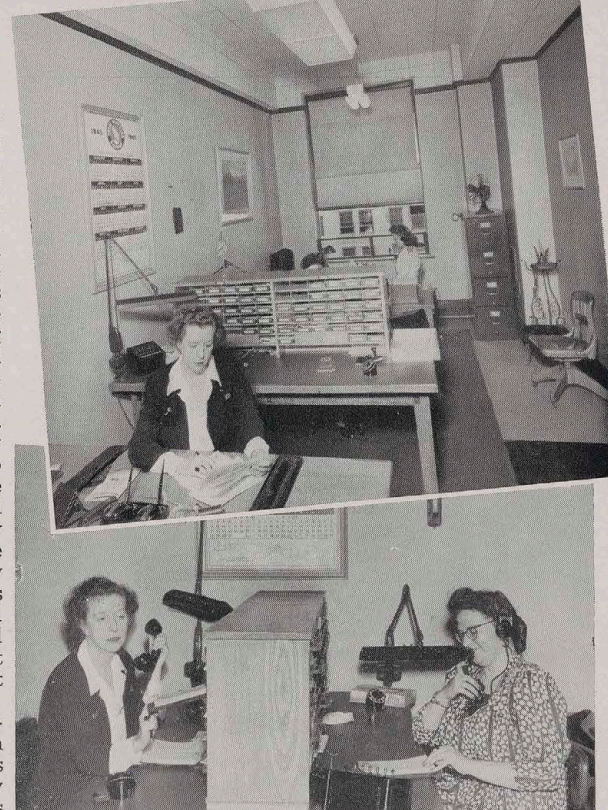
Since the establishment of the bureau in November, 1943, it has handled approximately 50,000 telegram requests for reservations on Great Northern trains alone. Thousands of requests by telegram and telephone from company agents are handled by the bureau for reservations on trains of other railways all over the country. Incoming telephone calls average around 300 per day, many of which require making two or more calls to other bureaus and ticket offices. August, 1944, was the peak month for reservations, during which period 3,484 line telegrams were dispatched to company agents all along the railway.

All space assigned on westbound Empire Builder trains out of St. Paul and Minneapolis, and the Winnipeg

Limited between the Twin Cities and Winnipeg, is held in the St. Paul reservation bureau.

The public generally has accepted the wartime sleeping car regulations with a smile, according to the bureau's members. If the bureau staff had its way, everyone would travel in at least a lower berth or room located in the center of the car.

Pauline M. Dowe, manager of Great Northern's reservation bureau in St. Paul, is assisted by Mary H. Holbert and Marjorie Stiff.



Top: Pauline Dowe, manager of Great Northern's reservation bureau, in foreground; Marjorie Stiff in background. Miss Dowe (left) and Mary Holbert

Five



Architects drawing of new Hotel Dacotah

New Grand Forks Hotel

Hotel Dacotah, Grand Forks, North Dakota, which was destroyed by fire in December, 1943, is being replaced with a complete new building. The first two floors are expected to be ready for occupancy in November of this year.

The new building will be six stories high, constructed of concrete, brick and steel, providing 160 to 170 guest rooms on the upper floors, and will be absolutely fireproof. The basement will contain barber shop, beauty parlor and a large meeting room. On the main lobby floor will be a haberdashery, cigar and newsstand, coffee shop, electrical appliance store, cocktail lounge, large ballroom, dining hall and offices of the local Chamber of Commerce. When the new Hotel Dacotah is completed the housing situation in Grand Forks will be better than it has ever been in the history of the city.

Hotel operations in Grand Forks have been carried on by the Bacon family beginning with the first hotel which was completed and opened in 1899 under the supervision of Jerry D. Bacon. Active management of the hotel operation was turned over in 1924 to a son, Keith V. Bacon, under whose direction the new Hotel Dacotah is being constructed.

Six

Naming A Mountain

Never Laughs Mountain is the name of a peak, 7,360 feet high, on a ridge between Aster Creek and Paradise Creek in Glacier National Park, Montana, according to the National Board on Geographic Names. It overlooks one of the most scenic areas in Glacier Park, the grazing ground of Rocky Mountain goats.

According to James Willard Schultz, who lived with the Blackfeet Indians in the late 80's and early 90's as a squaw man, Never Laughs Mountain was named for a young white man from the East. In Schultz's book, "My Life as an Indian", reference is made to a man named Ashton, who is described (first name not given) as one who carried with him a secret sorrow. Ashton lived for several months with the Blackfeet and because of his unsmiling countenance was named "Never Laughs." The legend of Ashton was picked up by George Bird Grinnell, one of the early explorers and historians of the Rocky mountain area, and who is responsible for many of the names of Glacier Park.

Transporting Troops

In the week ending August 3, 1945, there were 1,238 organized troop movements on the railroads in the United States, involving the carrying of more than a quarter of a million men. Of these movements, 726 were made in sleeping cars, 512 in coaches. Most of the coach movements were for short journeys; 165 for trips of more than 12 hours, and another 183 for trips of no more than 24 hours. The remaining 164 coach movements, for trips longer than 24 hours, included only 49 which involved more than one night on the train.



Goat

GLEANINGS

Members of the Veterans' Association of the Great Northern railway reported deceased during August, 1945, are, Harris A. Quesnell, engineer, Grand Forks, N. D.; George Turcott, switch foreman, Great Falls, Mont.; Harry A. White, machinist, Hillyard, Wash.; Thomas Simpson, general agent, Long Beach, Calif.

Members pensioned during August, 1945, are, Fred I. Rowley, general foreman, shops, Superior, Wis.; John Dierke, engineer, St. Paul, Minn.; Christopher I. Jensen, agent-operator, Clancy, Mont.; Harry S. Shippee, engineer, Interbay, Wash.; Ralph G. Ferguson, engineer, Glasgow, Mont.; Martin J. Casper, car repairer, St. Cloud, Minn.; Robert E. Ellett, machinist, Great Falls, Mont.; Henry P. Lemier, engineer, Breckenridge, Minn.; Joseph T. Bowen, yard clerk, Wenatchee, Wash.; Edwin J. Knapton, engineer, Whitefish, Mont.; Fred J. Trippen, switchman, Minneapolis, Minn.

* * *

The honorary degree of Doctor of Laws was recently conferred by the University of North Dakota on Edward F. Flynn, Great Northern's assistant to the vice-president and general counsel, by Dr. John C. West, president of the university. The degree was given Mr. Flynn in recognition of his activities in the state of North Dakota beginning in 1897, and his interest in education and research. Mr. Flynn delivered the commencement address to the Univer-

sity of North Dakota Summer School graduates the forepart of August.

* * *

The combined total of 5,164 miles of railroad trackage operated jointly by the American and British divisions of the Military Railway Service and the Allied Commission has been turned back to the Italian state railroads for operation and maintenance. Italian state railroads will operate the trains, lay the track and do the bridge building but the Military Railway Service will continue to maintain responsibility for the railroads.

* * *

Retirement of Fred I. Rowley, general foreman in Great Northern's Superior, Wisc. shops, brings to a close a colorful career in railroading. Mr. Rowley began employment with the Great Northern in July, 1899. Among his many achievements and one he is justly proud of is an automatic electric brake control to prevent skidding and eliminating flat wheels which he invented in 1941.

* * *

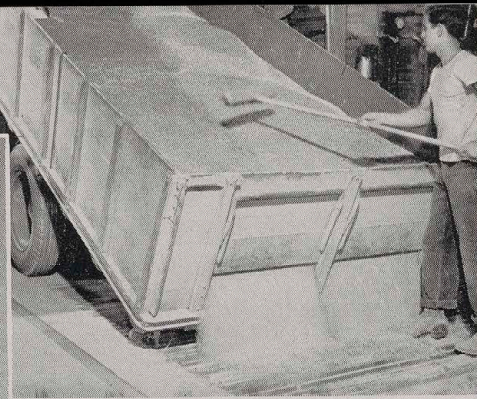
The Office of Defense Transportation on August 16, 1945, relaxed the convention restriction so as to allow the holding of conventions with an out-of-town attendance of not more than 150, instead of 50. The order applies to conventions, conferences and group meetings of any kind which now can be held without securing a special permit.

Seven



A typical farmstead in Washington's Big Bend country

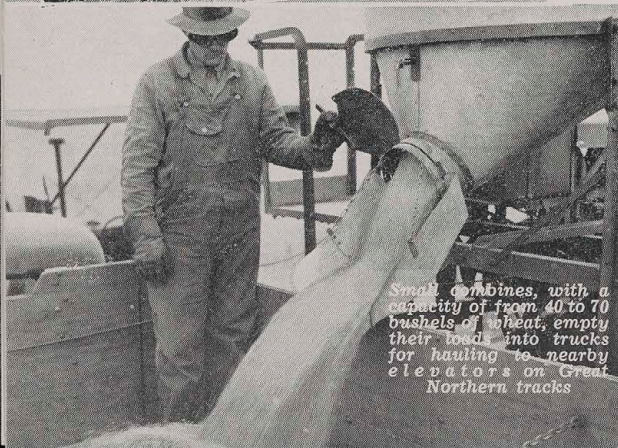
A large combine, 20-foot header and 70-bushel tank, discharges wheat into trucks as vehicles move along together



Trucks are weighed at elevators, wheat sampled for variety and grade and the loads dumped through grates in the scales, all in one stop



Time is precious during harvest, so lunch comes to the field



Small combines, with a capacity of from 40 to 70 bushels of wheat, empty their load into trucks for hauling to nearby elevators on Great Northern tracks

Harvest Time

IN WASHINGTON'S FAMOUS WHEAT BELT

Millions of bushels of wheat from the grain empire in the Big Bend country in the state of Washington are again streaming to granaries in the Pacific Northwest. It is predicted that the wheat produced in this famous area this year will again exceed the ten-year 1930-1939 average, making five consecutive years of such achievement.

The name "Big Bend" stems from the roughly semi-circular course of the Columbia River in central Washington, and extends more than 150 miles east and west and for nearly 200 miles north and south. The Great Northern railway traverses the center of the area. The semi-arid "Bend"

and the fertile Palouse produce the greater share of the Washington wheat crop which it is estimated will total nearly 65,000,000 bushels by the time the last combine is silenced this year. Men and machines are working around the clock to make sure that this vital part of the Nation's food supply is speedily and safely stored.

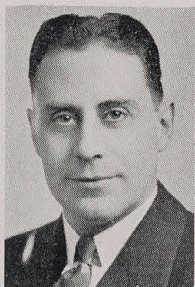
Wheat farms in the Big Bend from Harrington to Odessa and Quincy and from the Columbia River on the north to Pasco on the south are a miracle of modern industry. Horses, mules and many hardened harvest hands have been largely replaced with mighty modern machines which have

(Continued on page 10)

PHOTOS BY STUART B. HERTZ, SEATTLE, WASHINGTON



General Passenger Agent



Mr. Keller

Oregon, California and the Province of British Columbia.

Mr. Keller's employment with the Great Northern began in November, 1915. He served in various capacities in the operating and traffic departments until his appointment as city passenger and ticket agent at Spokane in January, 1931. He was transferred to Seattle in February, 1940, as district passenger agent, and was appointed assistant general passenger agent at Seattle in September, 1940, which position he held until his recent appointment as general passenger agent.

G. N. Pulchritude

Prior to joining the Camp Special Service branch of the U. S. Army at Camp Roberts, California, Mickelson Thresa Lucier was employed as assistant road clerk in Great Northern's office at Great Falls, Montana. While



Mickelson

at Camp Roberts, Miss Lucier assisted in the preparation of programs for recreational halls, shows and operettas for the four War Department theatres at the camp.

Upon completion of her Camp Special Service and before she returned to the company's employ as stenographer-clerk in the Chief Dispatcher's Office at Great Falls, Mickelson became Mrs. William Britzius. Her husband, a sergeant in the Army, is in the Pacific theater of operations.

Harvest Time

(Continued from page 9)

progressed with amazing strides under wartime pressure.

The Big Bend country, in the heart of which the Columbia Basin Irrigation Project is being developed, is confident of the future. Not only is the crop this year good but growers and their organizations are taking steps to assure adequate storage facilities. New storage buildings are being constructed at many points and farmers have increased storage facilities on their farms.

The average wheat production for the state of Washington from 1930 to 1939 was 40,000,000 bushels. The 1940 production was exactly the average. In 1941, production jumped to 61,000,000 bushels and in 1942 and 1943 the yields were 55,000,000 and 52,000,000 bushels, respectively. In 1944 production climbed to 64,000,000 bushels.

The Great Northern is proud of the "Big Bend", its pioneers and its high record of wartime production.



Goat GAJETIES...

Calling Old Timers

Polly: "Whatever became of those old-fashioned gals who fainted when a boy kissed them?"

Dolly: "Whatever became of the old-fashioned boys who could make 'em faint?"

In This Cornah!

He was one of those Meek Little Men, and his wife was neither meek nor little. They were sitting in a corner of a restaurant and she was bawling him out as usual.

During her malicious monologue, a party entered and, unseen by her, made for an adjoining table. Just as they went by she hissed: "You nasty little rat! You worm, you skunk, you slimy little snake. Why you're nothing but a cheap skate!"

With a quick twist of the mental wrist, he looked at his wife admiringly and said: "You're absolutely right, my dear. And what else did you say to him?"

Heavens Sake!

1st Student: Did you hear about the Prof? He drank a container of sulphuric acid last night by mistake!

2nd Stude: Hurt him?

1st S.: Nah. Only thing bothers him is he makes holes in his handkerchief every time he blows his nose.

Botany Lesson

It was at the cinema, and the feature was one of those steamheated affairs with a sultry La Marrish creature looking hungrily at a handsome duck of a Gable. After some

minor plot preliminaries, the hero and the heroine went into a terrific clinch. For fully five minutes they remained wrapped up in each other, lip to lip and mush to mush. Suddenly a small childish voice piped up from the audience: "Mummy, is now when he puts the pollen on her?"

This Makes Scents, Too!

Three tough Marines back on leave from the Pacific dropped into a cafeteria for a snack. It was crowded and the only table they could get was one at which an old maid was sitting. Reluctantly they took it and winkingly they began a "fixed" conversation, the idea being to make the old gal hurry up eating and scam.

Said Marine No. 1: "Boy, I'm glad I'm back. First thing I do tonight is take a bath. I ain't had one for ten months."

"Ten months?" cried the second. "I haven't changed my underwear in a year. Japs kept us that busy."

"Change your underwear?" sneered the third. "If it's anything like mine, it'll have to be blasted off! Mine's grown onto my skin."

"Pardon me," interrupted the quiet spinster at this point, "would one of you stinkers mind passing the sugar?"

Later, Please!

Cat and Dog Salesman: "Good morning, Madam, do you want a pet?"

Madam: "I don't really mind, but could you come back later, after I do my shopping?"

In Germany



Sergeant McAuliffe

With the Eighth Air Force in Germany is Sergeant Gerald J. McAuliffe who, at the time he entered the Army on September 15, 1942, was employed as a card sorter in Great Northern's auditor freight receipts department in St. Paul.

Before being transferred to Germany, Sgt. McAuliffe was assistant warehouse superintendent in the Eighth Air Corps supply section at an emergency landing field and repair depot in France. The field, or landing strip, deserted by the Luftwaffe in the Allied push across France, served as a first-aid station for battle-damaged aircraft and personnel returning from the air-war over the Reich. Through establishment of this advance base thousands of lives of air crews and millions of dollars in aircraft were saved.

Sgt. McAuliffe, son of J. J. McAuliffe, Great Northern's chief clerk of records and storage, St. Paul, has been stationed in the European Theater of Operations approximately twenty months.

ODT Amends Reservation Order

The time limit for securing sleeping car, parlor-car and reserved-coach-seat reservations has been extended from five days to fourteen days, effective September 9, 1945, under ODT amended General Order No. 52. Reservations may now be made up to fourteen days in advance of travel.

Twelve

British Empire Award

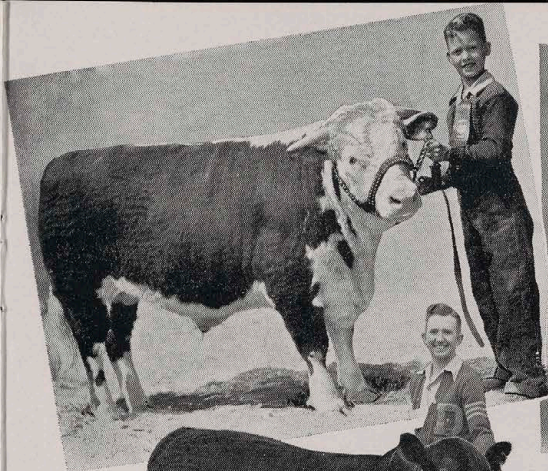
The Medal of the Order of the British Empire has been awarded Major Alva J. Haley, for outstanding staff work in cooperation with the British forces in Norway. He was the only United States Civil Affairs Officer in Norway to receive this much British coveted medal. In commenting about the award Major Haley writes, "I do not know why they picked on me. Guess they were just feeling especially friendly toward people who are from the Great Northern. Probably the King will now ask for an annual pass."

Major Haley, after completion of his training at Fort Custer and Harvard University, served a year and a half in Britain and Scotland. He has been in charge of the Requirements and Allocations Section for Civil Affairs Supplies, head of the Tools and Industry Section and Executive Officer of the Supply and Economics Board, aiding in the rehabilitation of industry and business in Norway. He is at present in charge of the trade and industry section of the Allied mission on civil affairs at Oslo, Norway.

When he joined the army in August, 1943, Major Haley was Great Northern's mining geologist at Seattle, Washington.

Lost and Found Department

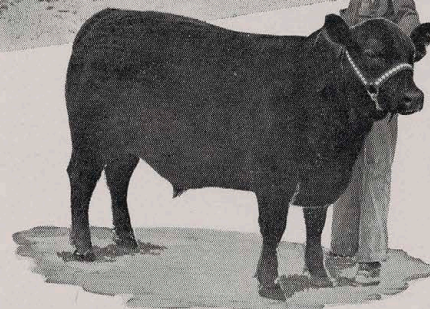
"Thank you for your prompt action in tracing my coat which I left in a coach of the Empire Builder. The same day I received your letter I claimed my coat at the local station. I cannot remark too favorably on the efficiency, courtesy and honesty on the part of your employees". So wrote Lucille Harris of Cando, North Dakota, to A. L. Aldrich, Great Northern's manager, mail and baggage traffic, St. Paul.



Charles Lee Bauer (upper left)
and 4-H Champion Hereford

Bill Bennett, Jr., (upper right)
and 4-H Champion Shorthorn and
4-H Grand Champion

Wayne Lenhard (lower left) and
Future Farmer Grand Champion
Aberdeen Angus



Spokane Junior Livestock Show

Measured by the number of animals entered, their general high quality and the prices they brought at auction, the 1945 Spokane Junior Livestock Show was the most successful in the 10-year history of this largest exclusive boys' and girls' stock show held in the United States.

Eight hundred steers, nearly twice as many as a year ago, 325 hogs and 190 lambs were entered in the 1945 show. Sales totaled \$151,362, approximately 60% above the previous sales record set in 1944. The greater part of the stock was purchased by Pacific Coast buyers.

Wayne Lenhard of Deer Park, Washington, won his third successive fat steer grand championship.

Two years ago young Lenhard won the grand championship as a 4-H club member and since then as a Future Farmer. His 1945 champion, a purebred Aberdeen Angus which he and his father bred and raised, was an outstanding animal. It weighed 865 pounds and sold for \$1.10 a pound.

Bill Bennett, Jr., Winona, Wash., won both the single and pen grand championships in the 4-H division, both for the first time in eight years of club work, with his 10-month old white calf that weighed 690 pounds and a pen of five polled Shorthorns weighing 4,740 pounds.

Charles Lee Bauer, Moscow, Idaho, won the 4-H Hereford championship.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services,
September 1, 1945

Our Gold Stars

Our Gold Stars were increased to 162 as of September 1, 1945, with the death of seven Great Northern railway employees reported killed in action or to have died in military service, during the month of August, 1945.

★ Armstrong, Jr., Capt. James R., machinist apprentice, Hillyard Shops, Spokane Division. Killed in the crash of an Army plane somewhere in Germany, August 3, 1945.

★ Kapstofer, Pfc. Earl T., tippelman, Giffin Coal Mines, Giffin, Montana. Killed in action on Wake Island, May 20, 1944.

★ Molea, Pvt. Tony A., section laborer, Mesabi Division. Killed in action in Germany, November 27, 1944.

Fourteen

★ Nordahl, Pfc. Stanley F., carpenter helper, Dakota Division. Killed in action in Germany, February 10, 1945.

★ Pepos, Pvt. Charles D., rock picker, Giffin Coal Mines, Giffin, Montana. Killed in action in Germany, December 28, 1944.

★ Slaughter, S/Sgt. Aaron C. (Lyle), section laborer, Willmar Division. Reported missing in action over Switzerland, July 20, 1944. War Department now considers him dead.

★ Starr, Sgt. Jack R., USMCR, clerk, secretary-treasurer's office, St. Paul, Minn. Killed in action in Pacific Area, March 15, 1945.

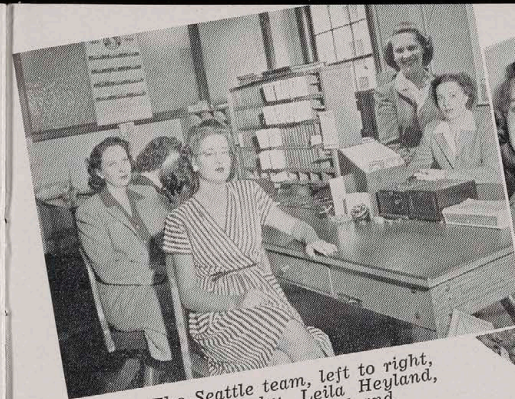
Information concerning Great Northern railway employees in our armed services is compiled from data available and is subject to change.

Victory Mail

From General Headquarters, Military Railway Service in Paris, Captain Albert C. Berg writes, "This is no news, but have been mighty busy, even working some nights and on my day of rest. War or no war, the paper work goes on. I have always maintained that was where the Germans made their big mistake. They should have gone after our paper supply and we would have lost the war." Captain Berg was secretary to Great Northern's vice-president of traffic, St. Paul, when he enlisted in the Military Railway Service in May, 1942.

* * *

Robert L. Eaton has been promoted to Lieutenant Commander, USNR, and is now district passenger transportation officer for the Ninth Naval District, Great Lakes, Illinois. Congratulations, Bob! He was Great Northern's city passenger agent at Portland, Oregon, when he joined the Navy in June, 1942.



The Seattle team, left to right,
Rose Murphy, Leila Heyland,
Beatrice Zempel and
Louise Gilbert



The Portland team, left to right, Maxine Bolz, Corinne LeDuc, Adelaide Soule, manager of the reservation bureau, and Joyce Anderson

Portland Bureau Wins Quiz Contest

The reservation bureau of the Consolidated Ticket Office, Portland, Oregon, scored 125 points against 85 chalked up by Great Northern's Seattle Reservation Bureau, to win a recent "Quiz of Two Cities" radio contest sponsored by The Listerine Company and broadcast over stations KOMO, Seattle, and KGW, Portland.

In addition to winning the contest on points, the Portland participants

won the Seattle jackpot.

The program was arranged by R. L. Richardson, supervisor of Great Northern's Seattle Reservation Bureau, in cooperation with Bob Hurd, program manager for the radio stations.

The Consolidated Ticket Office Reservation Bureau in Portland, is operated jointly by the Great Northern, Northern Pacific and Spokane, Portland & Seattle Railways.

You Never Can Tell What the Harvest Will Be

According to R. F. Mills, Great Northern's general agent at Minot, North Dakota, it seems combines can handle other things besides grain in North Dakota, and do a good job. Last week a farmer picked up a skunk hiding under a swath and ran it through his machine. Naturally it caused a little commotion, and when he stopped to check up he found the neatest skinned skunk you ever saw. The hide was hardly damaged at all, but everything once inside it was ground to pulp.

(From the Berthold, North Dakota, Tribune.)

The story started the farmers in the local store talking, and another farmer told how he "combined" a porcupine.

A third farmer scooped up a jack-rabbit, but the animal did some lively jitter-bugging on the canvas, finally jumped out of the machine and made a new record for jack-rabbit speed going down the field.

Another jackrabbit jumped up on the platform of a power binder, hot-footed it on the moving canvas a second or two, jumped through the reel again and took off through the grain.

Fifteen

Quenching the thirst of the **IRON HORSE**



The powerful steam locomotives which pull Great Northern's Empire Builder develop enormous thirsts. Nearly 244,000 gallons of water are consumed by the engines pulling a 14-car passenger train from Chicago to Seattle.

They're fussy about "drinking" water, too! Every gallon must be pure, for alkalis and other injurious compounds clog boiler tubes and decrease locomotive efficiency.

Providing pure "drinking" water for its large fleet of steam power is costly to Great Northern. But, the cost is returned in the consistently smooth performance of the engines in Empire Builder service.



route of the **EMPIRE BUILDER**



Between the Great Lakes and the Pacific

FORM 6009 9-45

PRINTED IN U. S. A.

the
GREAT NORTHERN GOAT

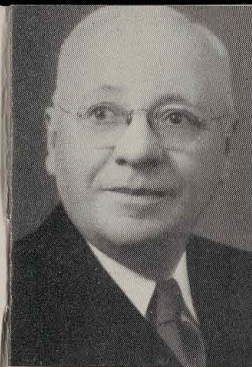


OCTOBER
1945



"HE ALWAYS PLAYS THAT RECORD SINCE HE MADE A TRIP ON THE GREAT NORTHERN'S EMPIRE BUILDER"

Drawing by Noah Spencer Smith, Empire Builder dining car writer



Merritt



Hardy



Woulfe



Reed

G. N. Traffic Department Changes

Retirement of B. S. Merritt, Great Northern's western traffic manager, Seattle, Wash., on October 1, and appointment of George F. Hardy, general freight agent, San Francisco, Calif., to succeed him, is announced by the company's traffic department in St. Paul.

Mr. Merritt's service with the railway began in 1906, as agent at Williston, N. D. He became a traveling freight agent in 1908, station inspector in 1910, traveling freight and passenger agent in 1910, agent at Great Falls, Montana, in 1911, agent at St. Paul in 1913, general agent at Great Falls, Montana, in 1914, station inspector for the western district in 1918, district traffic agent at Spokane in 1919, general agent at Spokane in 1920 and assistant general freight agent at Seattle in 1922, which position he held until his appointment as general freight agent at San Francisco in 1931. He has been the railway's western traffic manager since 1937.

Starting as a clerk at Spokane in 1908, Mr. Hardy was with the Spokane & Inland Empire railway from 1909 to 1927. He was Great Northern's traveling freight agent at Spokane during the latter part of 1927,

and in 1935, he was appointed general agent at Spokane. He became general freight agent at San Francisco in 1939, which position he held until his recent appointment as western traffic manager at Seattle.

James J. Woulfe, who has been in the railway's freight traffic department since starting work with the company in 1910, succeeds Mr. Hardy as general freight agent at San Francisco. He was city freight agent at St. Paul in 1917, and later city freight agent at Winnipeg, Manitoba. He returned to St. Paul as traveling freight agent and later was general agent, refrigerator service, until his appointment as assistant general freight agent in 1938.

Mr. Woulfe, a native of St. Paul, served overseas in World War I, as a lieutenant in the engineer corps.

Ralph P. Reed, the company's general agent, freight department at Kansas City, Mo., since August, 1944, has been appointed assistant general freight agent at St. Paul, to succeed Mr. Woulfe. Mr. Reed started employment with the railway at Cleveland, Ohio, in 1925, and was later transferred to Denver, Colorado, and Kansas City. All changes are effective October 1, 1945.



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IVAN A. COPPE, Editor

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

The Goat's Cover



civilian markets in Great Northern's fleet of modern refrigerator cars.

Two consumers of big, juicy Wenatchee apples from Washington's famed "Magic Valley." Thousands of boxes of these fine apples are being moved to

Don't Throw Away The Key

The termination of the war did not bring a clean-cut victory to the United Nations. The avowed objective of freedom from political oppression for which the war was fought, is less in evidence today than at any previous time, not excluding the era of Hitler. The United States now stands alone as the champion of individual enterprise and the exponent of government as the servant rather than the master of the people. Over most of the world peoples numbed by suffering, seem anxious to become charges of masterful governments.

The United States remains the one great nation with production and distribution under the ownership and management of private citizens. Thanks to this system, our farmers and factories, our retailers and workers—tens of millions of them—can make a living independent of government. As long as they can do that they need never fear political oppression. The privilege of earning a living unsupported by government handouts and resultant political "persuasion," is the key to freedom. The people of Europe have thrown away this key. Even in England and France, the key is being turned over to government.

Let's not throw away the key to freedom in our own country. Private enterprise, which socialism destroys, may have its drawbacks. But its shortcomings can always be corrected. Private enterprise is the source of independent jobs—for employer and employee alike. As long as private enterprise exists, government payrolls can be kept to a healthy minimum, and we can tell officialism to go to blazes, without fear of the consequences.

(Reprinted from the *Industrial News Review*, published by E. Hofer & Sons, Portland, Oregon.)



A salute to railroads of the Northwest for their part in achieving victory

N. W. Railroads Commended For War Job

In appreciation of the splendid cooperation given them by Seattle terminal rail lines during the war period, Frederick & Nelson, one of Seattle's leading department stores, recently devoted one of its windows to the display pictured above.

The display, according to Royell D. Friend, sales promotion manager of the store, was arranged as a trib-

ute to the magnificent job the railroads have done during the war years, in the face of many difficulties, and to bring home to the people of Seattle the service the railroads have rendered in the war effort.

The railroad cars in the display were models of actual equipment built to a scale of 1/87.

G. N. Dining Cars Resume 3-Meal Service

Three meals daily are again being served to civilian travelers on dining cars on Great Northern's Empire Builder trains, after three years of two-meals-a-day necessitated by the

nation's food conservation and rationing program and because of help shortage. The 3-meals-a-day went into effect on October 1.



Dorety Matthias Janes

G. N. Counsel Retires

Retirement of F. G. Dorety, Great Northern's vice-president and general counsel, St. Paul, Minn., effective October 1, and appointment of Edwin C. Matthias of Seattle, Wash., to succeed him, is announced by F. J. Gavin, president.

The retirement of A. L. Janes, assistant general counsel, St. Paul, effective November 1, is also announced.

Mr. Dorety has been the railway's vice-president and general counsel since 1926, and has been with the company since 1908. He practiced law in San Francisco and was an assistant United States attorney in Seattle before joining the Great Northern in 1908 as assistant attorney. He was the company's attorney for the states of Washington and Oregon in 1916, coming to St. Paul as assistant general counsel two years later. He became general solicitor in 1922, in which capacity he served until his appointment as vice-president and general counsel four years later.

Mr. Matthias began service with the Great Northern as a law clerk in Spokane, Wash., in 1912. He entered private practice in Spokane in 1914 and in 1920 returned to the company's law department as attorney in Seattle. He became the railway's attorney for western Washington, with headquarters in Seattle,

Mount Baker Development Planned

Announcement of the purchase of the Mount Baker Lodge in Mount Baker National Forest in the state of Washington, holdings of the Larabee Real Estate Company, by A. W. Talbot, president of Bellingham Iron Works, Inc., Bellingham, Washington, promises development of Heather Meadows as a year-round playground and one of the outstanding ski resorts in America.

Proposed plans indicate that the area will be one of the most popular tourist attractions in the Pacific Northwest.

Mount Baker Lodge operations are under the management of Hugh Bauer of Seattle, Wash., nationally known skier, assisted by his wife, Elli Bauer, also prominently known as a skier. According to Mr. Bauer, it is planned to have two or three rope ski-lifts ready for skiers this winter, and a chair lift later on. Future plans call for the construction of a new lodge, an ice skating rink, a modern dormitory, a roundhouse, where the ski terminal ends on the mountain, jumping hills and a ski school.

in 1926, and was appointed general attorney, lines west, in 1937. He was a first lieutenant judge advocate general in World War I.

Mr. Janes, prior to joining the Great Northern as attorney in 1913, practiced law in Pipestone, Minn., from 1905 to 1911, and was assistant attorney general for the state of Minnesota from 1911 to 1913. He became assistant general solicitor in 1918, which position he held until his appointment as assistant general counsel in 1922.

Successors to Mr. Matthias and Mr. Janes have not yet been appointed.



Goat

GLEANINGS

After 55 years of service, Nathaniel Holmes O'Dell Halstead, clerk in Great Northern's financial office in New York City, retired on July 31, of this year. Mr. Halstead began employment with the company in October, 1889, at the age of 15 years, as a messenger in the freight traffic department in New York City. He was later transferred to the financial office as a messenger and during World War I, was promoted to clerk which position he held at the time of his retirement. During his years of employment Mr. Halstead handled millions of dollars of securities and was one of the company's trusted employees.

* * *

Great Northern's Empire Builder, trains Nos. 1 and 2, are now operated in one section between Spokane and Seattle.

* * *

The Passenger Club of St. Louis, Mo., gave a testimonial dinner recently in honor of Wm. J. Bedford, assistant general passenger agent, Chicago & Eastern Railroad, H. A. Hancock, traveling agent, Chicago & Northwestern Railway, and E. A. Rosser, former city passenger agent, Wabash Railway. Messrs. Bedford and Hancock have retired from service with their respective companies, and Mr. Rosser, is now director agency sales, Transcontinental & Western Airlines, Chicago, Ill. Paul R. Shaw, Great Northern's traveling passenger agent, St. Louis, is president of the passenger club.

Members of the Veterans' Association of the Great Northern railway reported deceased during September 1945, are, Frank A. Mathis, conductor, St. Cloud, Minn.; Joseph W. Lukoskie, district roadmaster, St. Paul, Minn.; Axel N. Hjalmer, engineer, Superior, Wis.; Dennis D. Cavanaugh, engineer, St. Paul, Minn.; Jerry C. Keating, conductor, Sioux City, Iowa; Roy L. Pierce, engineer, Tacoma, Wash.; Robert B. Burbank, conductor, Spokane, Wash.; Frank Jobson, conductor, Seattle, Wash.; Ervin L. May, engineer, Kelly Lake, Minn.; Albert F. Pickens, conductor, Dunseith, N. D.; Henry J. Birge, conductor, Minneapolis, Minn.; Michael Kedrowski, carpenter, St. Paul, Minn.

Members pensioned during September, 1945, are Emil Feyereisen, engine inspector, St. Paul, Minn.; Frank Lux, engineer, St. Paul, Minn.; Charles E. Miller, engineer, Minneapolis, Minn.; Dean F. Brill, chief rate clerk, passenger traffic department, St. Paul, Minn.; Harry F. Wetherby, telegrapher, St. Paul, Minn.; Olaf B. Running, roundhouse foreman, Ihlen, Minn.

* * *

The 1945-46 season of the Minneapolis Passenger Traffic Club Bowling League is under way with eight teams competing. Each team has from one to four Great Northern railway members, thirteen company men being on regular teams and four listed as spares.

Wenatchee Apples

FROM THE APPLE CAPITAL OF THE WORLD

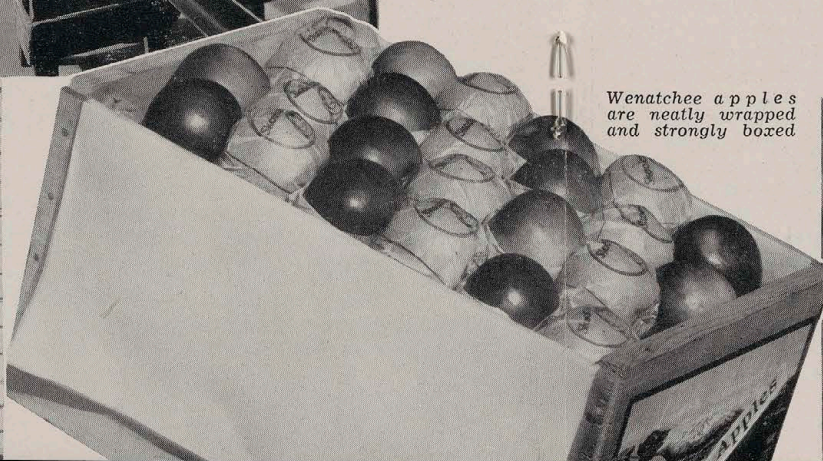


G. N.'s big refrigerator cars hold nearly 800 boxes—about 80,000 apples

Pre-cooling of refrigerator cars before loading apples is important. This requires thousands of tons of ice each season. Heaters protect apples from midwinter temperatures



Boxes of apples go through a cold storage room and out to the refrigerator cars



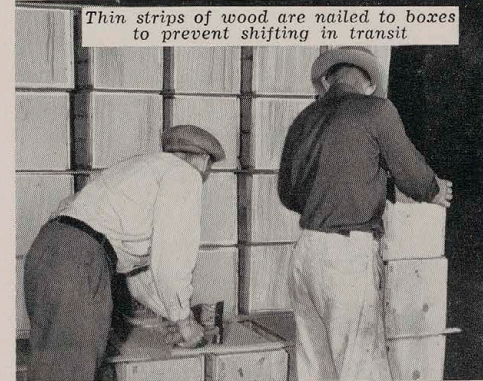
Wenatchee apples are neatly wrapped and strongly boxed

Our victorious Yanks in all parts of the world, as well as those here at home, and civilians, soon will again enjoy those big, juicy red and yellow apples now being harvested in the famed "Magic Valley" of the Wenatchee-Okanogan district in central Washington. Around 14-million boxes of Wenatchee's superb apples are expected to move over Great Northern again this year, according to E. B. Duncan, the railway's director, Department of Agricultural and Mineral Development, St. Paul, Minnesota.

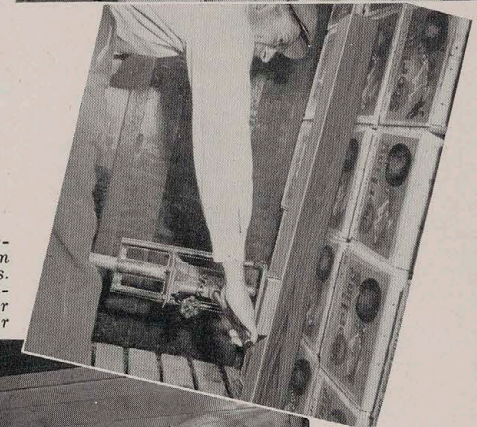
"The policy of the Great Northern through the years since our development agents first encouraged and aided the founders of the valley's apple industry, has been to provide our fruit growers with ample service, both in development and transportation," said Mr. Duncan. "Because apples require special handling," he stated further, "the railway maintains extensive yard facilities in Wenatchee, and provides fruit shippers a giant fleet of modern refrigerator cars."

The Wenatchee Valley is reputed to have the most nearly perfect climatic conditions for apple culture in our country today. The Cascade range protects the valley from damp coastal winds and keeps the air dry, which seems to suit apples best. The

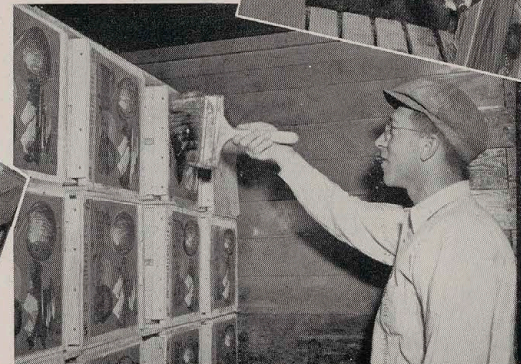
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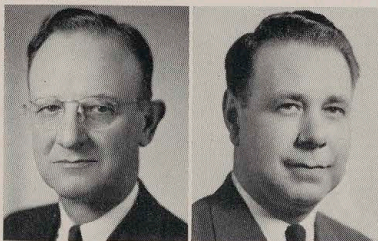
Thin strips of wood are nailed to boxes to prevent shifting in transit



Labeling boxes frequently is done in the refrigerator cars. Labels are slapped on to the ends of a tier of boxes like wallpaper



A hydraulic or loading jack is used to squeeze the load fore and aft to make room for additional tiers of boxes



Thompson

Engelhart

Appointments

Great Northern's freight traffic department, St. Paul, announces the appointment of C. C. (Tommy) Thompson, commercial agent in the railway's Chicago freight traffic office, to succeed Ralph P. Reed, as general agent freight department, Kansas City, Mo. Mr. Thompson started employment with the company in 1920 and was traveling freight agent until July, 1944, when he was promoted to commercial agent with headquarters in Chicago.

Alfred H. Engelhart, traveling freight agent at Chicago, and previously city freight agent in that city, has been appointed commercial agent to succeed Mr. Thompson. Appointments are effective October 1, 1945.

WENATCHEE APPLES

(Continued from page 8)

summer days are unusually long and the apples get more sunshine, grow bigger, juicier and more beautiful. The cool nights help to make the apples firm, crisp and full of that wonderful tang that makes them so delicious. Suitable soils, controlled irrigation and modern practices help a great deal, too.

The Tree Fruit Branch Experiment Station at Washington State

College, Wenatchee, supervised by Fred L. Overley, is one of many agencies responsible for increased production and the high quality of apples in this area. Numerous experiments have been and are still being carried on to learn how best to improve the organic content of the soil, determine proper spray programs, when to start orchard tree removal and modern methods of cultivating, pruning, thinning and harvesting. Studies made of orchard tree removal, cutting down the number of trees per acre, have shown that a removal program will pay dividends in three to five years.

Local and Federal agencies, private enterprise, banks, railroads and manufacturers have aided the growers to keep the industry going during the past twenty years. War-time markets stimulated prices and today the owners and operators of over 30,000 acres of apples are employing their increased returns to accelerate the perfection of the industry's soundly laid operating policies so that it is now on a nearly self-sustaining basis and ready for post-war yields, markets and prices.

Many new cold-storage plants and packing plants have been constructed in recent years in the area to assure adequate preservation of the apple crop and to facilitate delivery to markets in prime condition. An active movement is now afoot to increase the acreage under irrigation by 20,000 acres by supplying water to be pumped from the Columbia River, using power from Grand Coulee Dam.

Owners and operators in the Wenatchee Valley view the past with pride and confidently face the future, planning greater development and more apples of the highest quality for consumers all over the world.



Goat GAIETIES...

Modern Community

A young city chap brought his automobile to a stop before the general store of a sleepy little county seat. There was an old man, quite deaf, basking there in the sun, and to him the urbanite shouted, "I say, Pop, where can I find the court house?" "Ain't got none here," came the laconic reply. "Ye've got to pick 'em up on the street."

Good Medicine

"Good morning, Mrs. O'Brien," said the doctor. "And did you take your husband's temperature, as I told you?"

"Yes, doctor. I borrowed a barometer and placed it on his chest; it said 'very dry', so I bought him a quart of beer and he's gone back to work."

Far Sighted

"Is that Venus?" asked the sweet young thing. "No, that's Jupiter," said the professor. "How clever," said the sweet young thing, "to be able to distinguish the sex at this great distance."

Just A Prayer

A colored gentleman was accused by a friend of insulting the minister by asking that worthy to pray for his floating kidney. "No sir, I did not insult the gentleman," said the colored gentleman. "All I did was to ask him to please pray foah my floating kidney. Whut's the matter wid dat? Las' week he done prayed for the loose livers."

Timely Reminder

Husband: What are you planning to do tonight?

Wife: Nothing special. I'll probably write a letter or two, listen to the radio and so on.

Husband: When you come to the so on, don't forget my shirt buttons.

Not Forgotten

"Did 'oo fordet your wench?" the cutie lisped to the plumber who was fooling around beneath the sink.

"No, Baby," he replied, "I'll get around to you in a few minutes."

Honest Mose

Mose had applied to the philosophic white gentleman for a loan. He was turned down, and as a parting admonition the gentleman said:

"You are strong and healthy and work is plentiful. Why don't you get a job? Hard work never killed anybody."

Mose said, "You sho is wrong about dat, Boss. I'se lost fou' wives from nuffin' else."

That's Enough

"My husband plays tennis, swims and goes in for physical exercise. Does your husband take any regular exercise?"

"Well last week he was out seven nights running."

G. N. President Outlines Inter-Train Radio Communication Progress

When reliable, thoroughly-tested equipment is obtainable, Great Northern railway will establish inter-train radio communication, according to a recent statement made by F. J. Gavin, president. He added that such equipment is not now available.

Mr. Gavin disclosed that radio communication tests, first begun by the railway in 1925, were resumed some time ago on a 30-mile section of the Great Northern's lines on the Mesabi iron range in Northern Minnesota. The tests are being conducted between crews on five ore service locomotives and stations in Kelly Lake, Calumet and Gunn, Minn., where high frequency equipment has been installed.

Additional tests soon will be made on engine-to-caboose communication on Great Northern ore trains moving from Kelly Lake to the railway's classification yards in Allouez, Wis., where radio phone service between yard office and engine crews has been in operation since 1943.

"When tests on the iron range are completed to the satisfaction of radio engineers and the company,"

said Mr. Gavin, "we will extend the experiments to freight service on the main line between St. Paul and Seattle.

"The public mind apparently is confused on the subject of inter-train radio equipment for passenger trains," asserted Mr. Gavin. "No equipment has been perfected for communication between one train and a following section. We believe that perfection of reliable inter-train radio communication should be left to the railways, the Interstate Commerce Commission and qualified radio engineers. The co-operative efforts of these groups already have resulted in considerable progress.

"Accidents on trains, other forms of transportation and in industry generally, are, in a great many cases, the result of the failure of the human element," concluded the Great Northern president. "That fact is the very foundation of our national safety program in industry. The availability of radio communication on trains would mean an additional safeguard, but not an absolute guarantee against man failure."

Victory Loan

The eighth and final war loan drive, the Victory Loan, is to begin October 29. The goal is \$11,000,000,000, of which individual purchases are expected to total \$4,000,000,000, half that amount in "E" bonds, with the balance of \$7,000,000,000, to come from investors other than banks.

This will be America's gigantic windup of war financing and will commemorate that Victory in which all Americans have shared a part.

The Victory Bonds that America buys during the Victory Loan Drive, and through payroll savings after that, will serve several vitally important financial purposes which include bringing our fighting men back as quickly and as safely as possible; mustering-out pay; the rehabilitation of the wounded; veterans' benefits; expenditures necessary to the solution of reconversion problems; and the cost of maintaining occupational forces in liberated countries.



Vaudeville acts, arranged by one of Vancouver's leading department stores, provided entertainment during bond rally meeting

Participants in G. N. Employees War Bond Rally Meeting



G.N. Employees at Vancouver, B.C., Win Victory Loan Flag

In recognition of an outstanding record in the purchase of war bonds during the recent 8th Canadian Victory Loan drive, Great Northern employees at the railway's docks, in its freight and passenger traffic offices, roundhouse, freight depot, B & B department, track department and its car inspectors and switching crews at Vancouver, B. C., were presented with a Victory Loan Flag by the Canadian Government Bond Committee.

The quota set for the railway's employees was over-subscribed by approximately 33% for the largest per-

centage of any industrial firm in the city of Vancouver.

Participating in the meeting were left to right (pictured above) D. W. Macarthur, G. N. agent at Vancouver; Harry Lonsdale, company freight solicitor; Howard Turton, marine checker; Mrs. Harry S. Moore, wife of telegraph operator, depot passenger station; Robert E. Heaton, clerk, freight station, chairman of the 8th Victory Loan Committee; L. F. Humphrey, Canadian Government representative; Lieut. Allan Fraser, principal speaker at meeting; Alex Macarthur, paper gang foreman.

Superior Depot To Be Modernized

An extensive modernization project is under way at the Union Depot in Superior, Wisconsin. The work, which will cost approximately \$31,000, is being done by Jensen & Campbell of Superior and is expected to be completed by the end of 1945.

Interior and exterior improvements will be made. The ticket office will be rearranged and furnished with modern bank-type ticket counter. The depot will be repainted inside and outside and fluorescent lighting fixtures will be installed.



Great Northern Railway employees in
Uncle Sam's Armed Services
October 1, 1945

Our Gold Stars

Seven Gold Stars were added to our service flag for Great Northern railway employees reported to have been killed in action or to have died in military service during the month of September, 1945, bringing the total to 169, as of October 1, 1945.

★ Anderson, Harold, WT-3/c, USNR, pipefitter helper, Great Falls, Mont. Roundhouse, Butte Division. Previously reported missing and now known to have lost his life on April 6, 1945, while serving in the Asiatic area.

★ Carlson, Pvt. George A., U. S. Army, signalman, Mesabi Division. Killed in action in Southwest Pacific, February 11, 1945.

★ Gordon, Pvt. Leon D., USMCR, section laborer, Dakota Division. Killed in action on Iwo Jima, Volcano Islands, March 15, 1945.

★ Lackey, Cpl. Blaine W., USMCR, rate and tariff clerk, freight traffic department, St. Paul, Minn. Died of wounds received in action at Okinawa Island, Ryukyu Islands, June 27, 1945.

★ Salois, Pvt. Andrew H., U. S. Army, section laborer, Kalispell Division. Killed in action on Philippine Islands, May 14, 1945.

★ Stolpe, S/Sgt. Charles P., U. S. Army, district gang laborer, Dakota Division. Killed in action on Luzon, March 8, 1945.

★ Ward, Pfc. William P., U. S. Army, chairman, engineering department, Mesabi Division. Died in LaFere, France, as result of injuries received in a vehicle accident, July 30, 1945.

Information concerning Great Northern railway employees in our armed services is compiled from data available and is subject to change.

Victory Mail

Promotion of Sgt. Anthony J. Pilla, to the grade of staff sergeant, is announced at Sixth Air Force Headquarters in Panama. Staff Sergeant Pilla, sheet metal worker in Great Northern's Jackson Street Shops, St. Paul, Minn., entered the armed services in October, 1942, and has been on duty with the 153rd Army Airways Communication System Squadron since March, 1944, as an electronic beacon mechanic.

New G. N. Grain Elevator

Plans for construction of an additional grain storage elevator costing \$1,180,000 at Superior, Wis., is announced by Great Northern railway.

Preliminary work now is under way for the new structure, which will have a capacity of 1,348,000 bushels. Present Great Northern facilities in Superior handle 11,500,000 bushels.

Archer-Daniels-Midland Company, which operates the present Great Northern elevator properties at Superior, will also lease and operate the new structure.

Excavation is to begin soon under contract awarded to the James Stewart Corporation of Chicago. Foundations are to be installed this fall, and the entire project is to be completed by mid-summer of 1946.

The new installation will include a mechanical car dumper. Through use of this car-tilting equipment, from eight to twelve grain cars will be unloaded hourly.

A grain dryer, unused since the railway's Elevator "X" was destroyed by fire in 1942, on the site of the new elevator, will be rehabilitated. It will be utilized chiefly in drying corn.

Of reinforced concrete construction, the new facilities will include a head house of 109,000 bushels capacity and a storage annex handling 1,239,000 bushels. At the head house grain will be taken in for distribution to the storage annex or transfer by a belt conveyor connecting with Elevator "S".

Great Northern's present grain-handling structures at Superior are a head house, three storage units and a marine leg for unloading Great Lakes vessels.

G. N. Wave

A general clerk in Great Northern's traffic offices in Helena, Montana, prior to joining the Waves in February of this year, Rita A. Hanley, first-class Wave, is in the Bureau of Personnel, U. S. Navy, Arlington, Virginia. She received her indoctrination and boot training at Hunter College, New York. Miss Hanley began service with the company in September, 1942.



Miss Hanley

Jobs

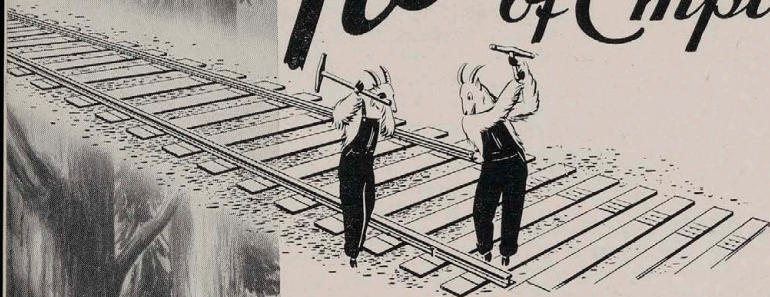
The Bureau of Reclamation estimates that jobs providing 128,000,000 man-hours of employment for returning veterans and others can be provided in construction of the multi-million-dollar Columbia Basin Irrigation Project in south-central Washington, when manpower, funds and materials are available.

Inquiries from members of the armed services indicate that many will seek employment in the construction program when work begins and that large numbers intend remaining in the area to establish permanent farm homes on newly irrigated land.

* * *

The Saint Paul Passenger Association recently held a farewell party for Bill Mansfield of the C. St. P. M. & O., Harvey Strohm of the B. & O. and A. D. McCormick of the B. & O., who are retiring from service with their respective companies.

Ties of Empire



A railway cross-tie is a carefully fabricated item of equipment. Manufactured from selected timber, ties utilized by Great Northern are sawed to specific size and pressure treated with preservatives to lengthen life.

There are 3,250 ties to every mile of Great Northern's main line track. Approximately $1\frac{3}{4}$ million new ties from the timberlands along the railway were added in 1944.

Literally, they are the ties that bind Great Northern to the vast empire it has served so dependably in peace and in war.



route of the **EMPIRE BUILDER**

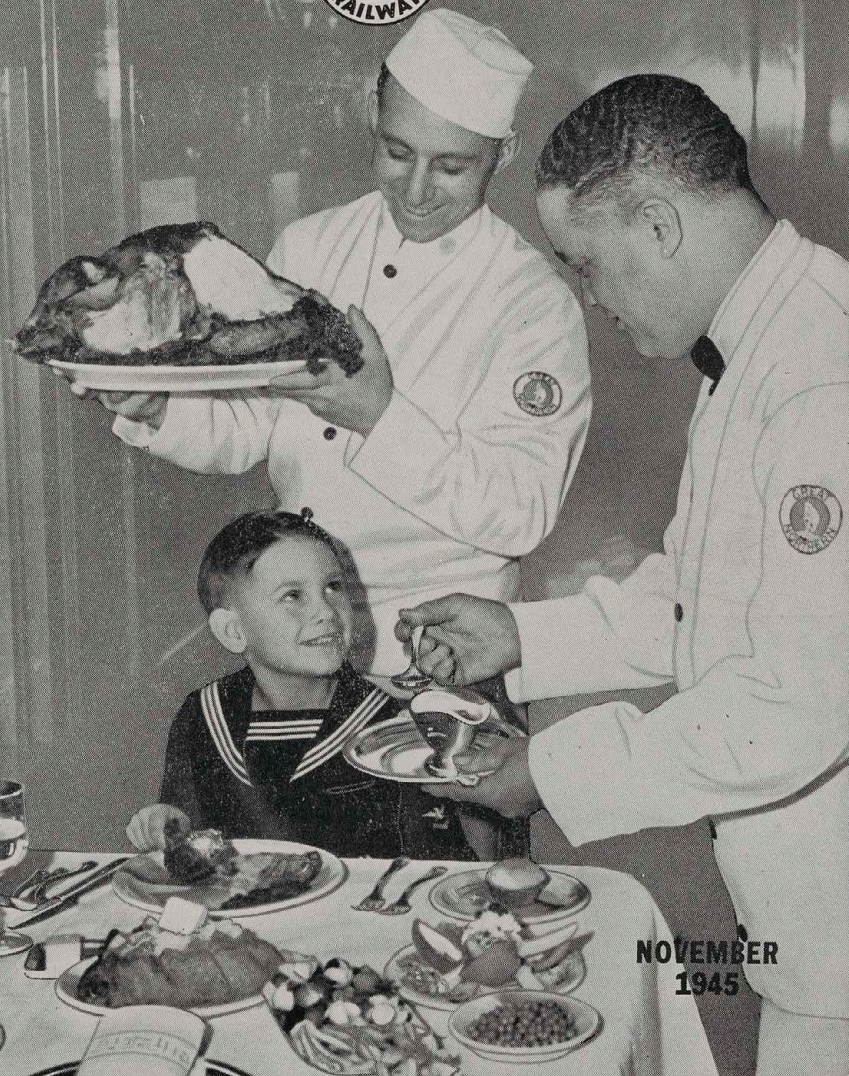


Between the Great Lakes and the Pacific

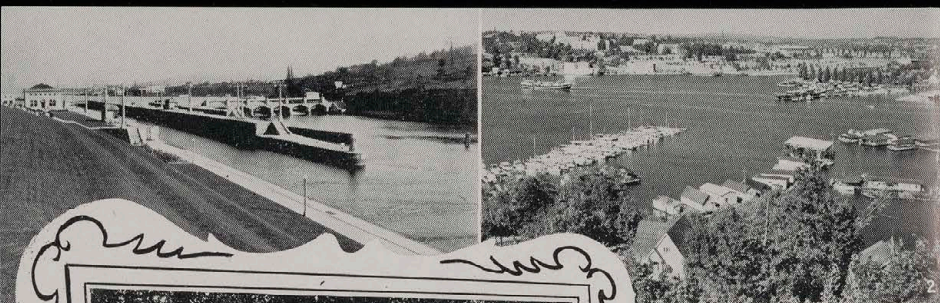
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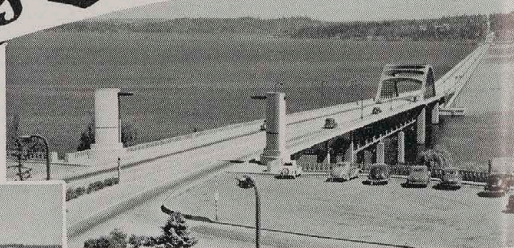


**NOVEMBER
1945**



1. Lake Washington locks connect Lakes Union and Washington with Puget Sound.
2. Lake Union is in the heart of the city of Seattle.
3. Bicycling along the shores of Green Lake and Park.

Seattle's Lakes



Famous floating bridge across Lake Washington connects Seattle with communities across the lake.



Twenty-five mile long Lake Washington borders the entire eastern side of Seattle.

Residence districts overlook most of Seattle's many miles of fresh water shore line.



Two Hundred Miles of Deep Water Ways

Few cities in the United States have more waterfront than does Seattle and few find more diverse uses for the 193-miles of fresh and salt water in its front yard.

Lake Union and Green Lake, two fresh water lakes, are in the heart of the city, and a third, 25-mile long Lake Washington forms the eastern boundary of Seattle. Lakes Washington and Union are connected with Puget Sound by government canal locks, second only to the Panama Canal. One arm of the canal connects Lake Union with the sea and another connects Lake Union with Lake Washington. Ships from the sea enter the fresh waters of the lakes

for repairs and to load or discharge cargoes. Ships built on the lakes pass through the canal to the sea.

Seattle has more frontage on fresh water than on salt water. Its marine frontage totals about 25 miles while it faces fresh water lakes and canals for approximately 30 miles and the tidal reaches of the Duwamish river for another eight miles.

A major United States seaport, Seattle is a vital gateway to the Pacific. Elliott Bay, a salt water harbor with many industries and miles of wharves, shipyards, sea-and-rail terminals, where ships of the world call, is an important forwarding point.

Just as the entire western edge of Seattle is on salt water with its superb commercial harbor, attractive home districts, parks, swimming beaches and recreational centers, so the eastern side of the city borders on Lake Washington, with many fine bathing beaches, residential

areas, parks, boulevards, the University of Washington campus, ferry termini for lines operating to the east side of the lake, and the world's largest floating structure, the Lake Washington concrete floating bridge which spans Lake Washington.

Lake Union is principally commercial. Its shores are lined with sand and gravel establishments, ship

building and repair facilities, gas and power plants, boat market and outfitting firms, boat storage yards and varied industries and businesses. There are some residential areas. In its far eastern reaches are yacht clubs and moorings. West of the lake, down the canal in



Seattle's waterfront

Salmon Bay, is Fisherman's Dock, where a large portion of Puget Sound's deep water fishing fleets are based.

Green Lake, in the center of Seattle's north end, is three miles in circumference and is devoted entirely to public recreation. It has two bathing beaches, is surrounded by a strip of park, with a bicycle path, and is a beautiful front yard for scores of attractive homes. Paddling around on its surface are flocks of wild ducks and geese that have become thoroughly tamed. Fishing is permitted in all of Seattle's lakes but there are game and bird refuges and much wild life can be seen, particularly in the swampy areas left by the recession of Lake Washington's shores at the time the lake was lowered in connection with the construction of the canals to the Pacific Ocean years ago.

(Photos on opposite page by Stuart Hertz, Seattle, Wash.)



VOL. 15 NOVEMBER, 1945 No. 11

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IVAN A. COPPE, Editor

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

Need for Victory Loan

Before we can enjoy the peace and security for which we fought we must finish the job. The Victory Loan Drive is dedicated to finishing that job.

We need it to pay the cost of guarding Germany and Japan, to pay off and provide benefits for 8,000,000 veterans to be discharged by next July, to pay for the care of our wounded and disabled, to finish paying bills for munitions and to keep the lid on prices in order to avoid inflation.

The quota is eleven-billion dollars which includes a four-billion dollar goal for individual Americans.

Four

Tomorrow's Sales

The exigencies of war made buyers irritable and hard to handle. Few sales people learned the art of selling in reverse. Selling was reduced to order-taking and in many establishments to downright impertinence. There was more business than most of us knew what to do with.

We must guard against the short-sighted viewpoint of assuming things will always be this way. Salesmanship will play a vital part in the reconstruction and development of post-war America. The time is not far distant when it will again be necessary to sell. When that time comes those that have maintained goodwill will stand a better chance of getting their share of the business than those that did not consider it important or necessary to be courteous, considerate and helpful during a period of war nerves, shortages and wartime restrictions.

Future sales will be made or lost by the manner in which we have served and continue to serve those upon whom we call or those who call upon us.

The Goat's Cover



Thanksgiving Day is the traditional festival of unity. It is the symbol of a united America everlastingly grateful for liberty, justice and peace.



More than 150,000 separate items, including two and a half tons of fruit cake, are going into Christmas boxes for Great Northern railway employees in military service. (Minneapolis Daily Times Photo)

G. N. Employees in Military Service Will Receive Yule Boxes

Although Victory on both sides of the world has been won, Great Northern will again remember its employees still in military service with Christmas packages.

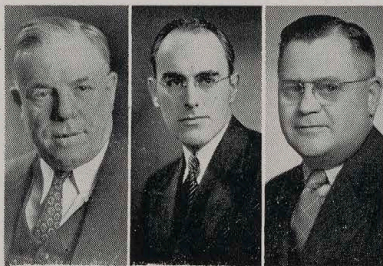
Many employees have been discharged from the armed services and have returned to their jobs. Many others are on their way home from the various theaters of war. Others are home on furlough awaiting discharge or further orders. Thousands of the over 8,300 employees, who joined the armed services to help bring victory, will remain on duty with occupational forces or will not be able to return home by Christmas. These employees will again be remembered with Yule packages containing items selected for their usefulness.

The 1945 packages, containing

twenty-two individual items, include stationery, a copy of "Post Yarns", a booklet entitled "More Fun En Route", tooth brush, tooth paste, playing cards, soap, lighter with extra flints and wick, "Jeep" game set, nail clippers, Lip Ivo, mechanical pencil with extra leads, a map of the Pacific, a one-pound fruit cake, gum, shaving cream, body powder, candy and root-beer drops. Special packages have been prepared for women employees still in military service. Overseas packages are already in the mail and those for employees in the United States will go forward in accordance with postal mailing directions.

With each package is a holiday greeting from F. J. Gavin, the railway's president, with a sprig of evergreen as a reminder of home.

Five



Mullane Beckford Nelson

G. N. Passenger Department Changes

Retirement of John S. Mullane, general agent passenger department Great Northern railway, St. Paul, Minn., on October 31, is announced by A. J. Dickinson, the railway's passenger traffic manager. Mr. Mullane began employment with the company as a rate clerk in June, 1909, and was promoted to chief clerk in September, 1911. He was appointed to the position he held at his retirement in December, 1937.

Elmo H. Beckford, who has been in the passenger traffic department since February, 1920, has been appointed chief clerk.

Also announced by Mr. Dickinson is the retirement of Dean F. Brill, chief rate clerk, whose employment with the railway began in March, 1907. Gunnard F. Nelson, whose employment began in November, 1911, as an office boy, has been appointed to succeed Mr. Brill.

Rainier National Park

Paul H. Sceva, president of Rainier National Park Company, announces that his firm will operate one bus schedule to the Park every Wednesday, Saturday and Sunday, leaving the Tacoma office, 776 Commerce, at 9:30 a. m. The Inn at Longmire is open for room and meal service.

Six

Mount Baker Lodge

Thanksgiving Day, November 22, is announced as the opening of the winter skiing season at Mount Baker Lodge in Mount Baker National Forest. Accommodations have been provided for 500 skiers. There will be three ski lifts in operation.

The lodge and the renamed Shuksan Arm resort are planning improvements for the future, including a new lodge building, new dormitories and new chair lifts. Plans are being made to hold some of the major ski meets at Mount Baker. The Fjeld Ski Club is building the highest ski jump in the country, a short distance from the lodge, which will be 300-feet high when completed.

St. Paul's Victory Carnival

More than one thousand towns and cities in Minnesota and the Northwest are being invited to participate in St. Paul's Victory Carnival, the dates for which have been set for February 22 through March 6, 1946.

A Job Well Done

Robert P. Patterson, secretary of war, in letter to John J. Pelley, president, Association of American Railroads, dated October 18, 1945, wrote, "The transportation requirements of this war have been tremendous. The part played by the railroads of America in meeting these requirements has been so outstanding and of such a high degree of efficiency that it reflects great credit on railroad transportation generally and upon the officers and employees of the individual railroads which make up the whole. The job has been well done."



Goat

GLEANINGS

Retirement of David Walter Macarthur, Great Northern's agent at Vancouver, B. C., is announced by the company's Operating Department. Mr. Macarthur served in various positions at Interbay, Tacoma, New Westminster and Vancouver since starting work with the railway in September, 1903, as yard clerk at Interbay. He has been the company's agent at Vancouver since March, 1936. His successor is Edward H. Hunt, agent at Bellingham, Wash., since February, 1944, whose employment with the company began in February, 1923.

* * *

The Shipstads and Johnson "Ice Follies" are celebrating their tenth anniversary. It was just ten years ago that three young men had the vision to see the tremendous entertainment value of a theatrical spectacle on ice. Today, because of enthusiastic audience encouragement from coast to coast, the Shipstads and Johnson Ice Follies surpass all records of the theatrical world with nearly three million annual attendance.

Harry Shipstad, who was a member of the Ice Follies cast until a few years ago and is now operating the Ice Arena in Portland, Oregon, was employed in Great Northern's auditor of disbursements office, St. Paul, prior to joining his brothers, Eddie and Roy, and Oscar Johnson in their ice show.

* * *

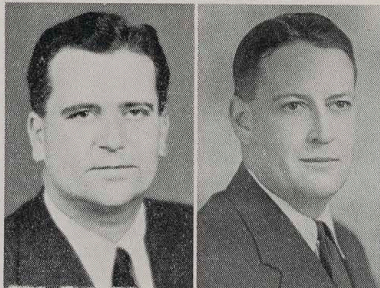
Members of the Veterans' Association of the Great Northern railway reported deceased during October, 1945, are, John Schaeffer, car repair-

er, St. Cloud, Minn.; Martin L. Anderberg, locomotive engineer, Superior, Wis.; Michael Kedrowski, truck repairer, St. Paul, Minn.; Albert A. Hilla, hostler, Havre, Mont.; Peter Melby, baggageman, St. Paul, Minn.; Martin J. Lavelle, station baggage master, Grank Forks, N. D.; Oliver J. Grant, conductor, Minot, N. D.; Arthur F. Killilea, engineer, Great Falls, Mont.; John D. Brown, engineer, Superior, Wis.; Joseph F. Merbes, engineer, Grand Forks, N. D.; Terrance Looby, rip track foreman, St. Paul, Minn.; Olaf E. Ostlund, section foreman, Maurice, Iowa; Tracy J. Granger, conductor, Crookston, Minn.; Frank J. Heinen, roadmaster, Wadena, Minn.

Members pensioned during October, 1945, are, Carl E. Dennison, agent, Wolford, N. D.; F. G. Dorety, vice president and general counsel, St. Paul, Minn.; Nathaniel Holmes Halstead, clerk, New York, N. Y.; William J. Hope, engineer, Grand Forks, N. D.; Jerome E. Jennie, station inspector, Spokane, Wash.; Albert J. Kub, agent, Havana, N. D.; William J. McMillan, engineer, Hillyard, Wash.; Benjamin J. Terwedo, yardmaster, Minneapolis, Minn.; August Machula, car repairer, St. Cloud, Minn.; William Somerville, locomotive foreman, Hillyard, Wash.; David W. Macarthur, local freight and passenger agent, Vancouver, B. C.; Samuel B. Zook, boilermaker, Fargo, N. D.; John A. J. Farrell, engineer, Wenatchee, Wash.; Ransom W. Holliday, conductor, Havre, Mont.; Guy Heustis, conductor, Great Falls, Mont.

Seven

G. N. Appointments



Greenlee

Green

Appointment of A. L. Greenlee as geological development agent for the Great Northern railway, with headquarters at St. Paul, Minn., is announced by E. B. Duncan, director of the department of agricultural and mineral development. Also announced is the appointment of W. Randolph Green as geological development agent with headquarters at Spokane, Wash.

Mr. Greenlee has been in charge of work in northern Minnesota, North and South Dakota, and eastern Montana for the United States Geological Survey as resident geologist at Grand Forks, N. D., since 1942. He is a graduate of the University of North Dakota and the University of Colorado.

Mr. Green has been assistant to the supervising engineer for the United States Bureau of Mines at Spokane since 1942. Prior to that time he was with independent mining concerns and engaged in private consulting work in Idaho, Washington, British Columbia and California. He is a graduate of the University of Washington, a former secretary of the Northwest Mining Association and is a member of the American Institute of Mining Engineers. He will be in charge of activities formerly carried on by Major Alva J. Haley, now in military service.

Eight

New Alaska R.R. Head

Appointment of Col. John P. Johnson of the U. S. Army Transportation Corps as general manager of the government-owned and operated Alaska Railroad is announced by the Department of the Interior, Washington, D. C.

Col. Johnson will succeed Col. Otto F. Ohlson, who will retire December 31, 1945, after heading the 500 miles of track of the railroad which extends in Alaska from Seward and Whittier through Anchorage to Fairbanks, since August, 1928.



Col. Johnson

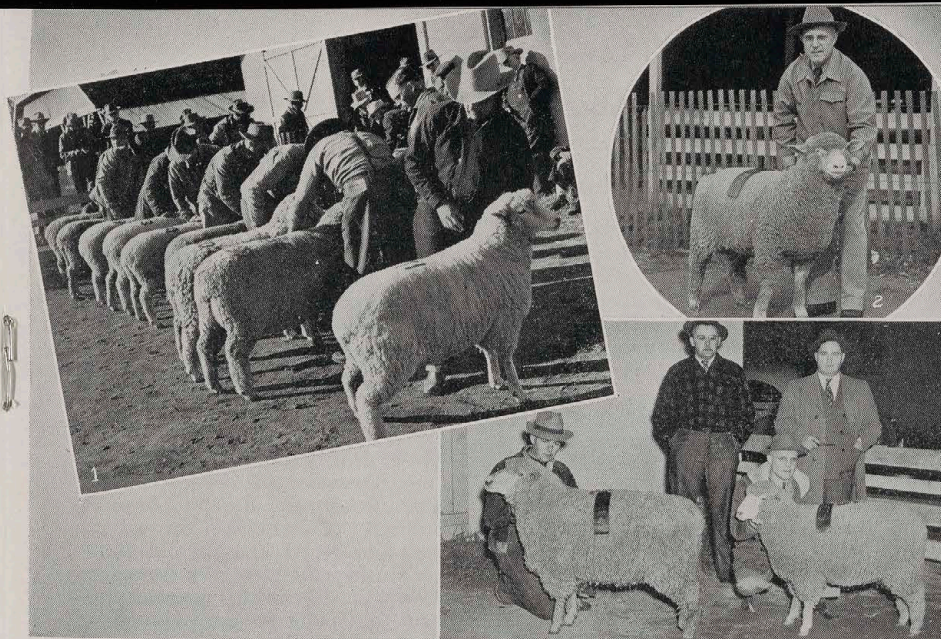
International Peace Garden

The United States and Canadian governments are going to learn more about International Peace Garden near Dunseith, North Dakota, on Great Northern's York-Dunseith line, which extends across the borders of North Dakota and Manitoba. Dedicated in July 1942, the Peace Garden covers an area of 2,000 acres, 888 of which are located in North Dakota.

A committee of three prominent Canadians and a like number of Americans has been selected to present a program to the governments at Ottawa and Washington for the continued development of the area, to improve its facilities, and utilization of the Peace Garden as a meeting place for groups of various nationalities.

Anniversary

The 94th anniversary of the founding of the city of Seattle will be celebrated during the week November 11 to 17.



Grand Champion Columbia Ewe and Ram

Columbia Sheep Show and Sale

The Second Annual National Columbia Sheep Show and Sale, held at Minot, North Dakota, the latter part of October, developed considerable competition among exhibitors and buyers from Montana, North Dakota, Wyoming, Iowa and Ohio. According to E. B. Duncan, Great Northern's director of agricultural and mineral development, St. Paul, there was a marked increase in interest in this second national show and sale of Columbia sheep, newest and most promising of the dual-purpose type, over last year.

Pictured above (1) is the top-end of the ewe lamb class as judging commenced; (2) the Grand Champion ram, a lamb bred and shown by Lloyd B. Stevens of Cando, North

Dakota, was purchased by Weaver Witwer of Cedar Rapids, Iowa, for \$1,500, believed to be an all-time high for a purebred ram lamb in the United States; (3) Grand Champion ewe, (left) a yearling bred and shown by R. L. Hanna and J. D. Hooten of Hanna Stock Farm, Bordulac, North Dakota, was also purchased by Weaver Witwer, at the all-time high for all breeds in this country of \$910. Reserve Grand Champion ewe (right) a lamb, also shown by Lloyd B. Stevens, was purchased by Victor R. Dacken, Cody, Wyoming, for \$425. Standing left to right are Prof. M. L. Buchanan, formerly Great Northern's agricultural development agent at Great Falls, Mont., and now of the

(Continued on page 10)

Depot Ticket Agent



Brobst

Mr. Brobst, who was assistant ticket agent, began employment with The Saint Paul Union Depot Company in April, 1909. He was appointed manager of the Government Reservation Bureau in December, 1942. Prior to coming to St. Paul, Mr. Brobst worked for several railroads and depot companies in Iowa.

Promotion

Lt. Howard F. Coffey, passenger clerk in Great Northern's city ticket office, New York City, at the time he entered the armed services in June, 1942, has been promoted to the rank of Captain. He was commissioned a second lieutenant upon graduation from the Army Transportation School at New Orleans and was immediately sent to England where he spent ten months in intensive training in transportation in preparation for D-Day. He was promoted to First Lieutenant in December, 1944.

Captain Coffey has been in Paris, France, for several months and his duties in connection with the preparation of surveys of passenger train schedules and equipment have taken him to England, Germany, Holland, Austria, Belgium, Italy and Switzerland.

Columbia Sheep

(Continued from page 9)

Animal Husbandry Department, North Dakota Agricultural College, Fargo, N. D., judge for the show; E. M. Gregory, Great Northern's agricultural development agent, Fargo, N. D., and manager of the second annual Columbia Show and Sale. Mr. Stevens is shown with his lamb at the right.

There were a total of 286 head shown at the show bringing a total of \$38,555. The average price paid for the rams was \$195 and \$115 for ewes.

Great Northern's agricultural and mineral development department has distributed several hundred head of purebred Columbias throughout Minnesota, North Dakota and Montana during the past few years in connection with its livestock program. "Helping this new breed of 'All-American' sheep get off to a good start has taken considerable time and effort on the part of the men of our department," said Mr. Duncan. "However, we believe it is justified because we feel this breed is filling a very important need in the sheep industry in the territory served by our lines, thus contributing to a stronger sheep program."

Pacific Northwest Floral Industry

The floral industry is of particular importance to Seattle and the Pacific Northwest. In addition to this area's thriving business in flowers and plants, it does more than ten per cent of the nation's bulb business. Nationally, the industry's annual volume in bulbs and seeds alone totals \$200,000,000. In the Pacific Northwest, this phase of the industry has an annual volume of approximately \$25,000,000.



Goat GAIETIES...

She Asked for It!

Junk Man—"Any old beer bottles you'd like to sell, lady?"

Old Maid—"Do I look as though I drank beer?"

Junk Man—"Any vinegar bottles you'd like to sell?"

Who's Crazy?

A new patient at a sanitarium for the mildly deranged complained to the attending physician: "What's the idea sticking me in a room with that crazy guy over there?"

"Well, I'll tell you," said the doctor placatingly, "it's the only room we have available just now. Is your roommate troublesome?"

"Why, the guy's crazy. He keeps looking around and saying, 'No lions, no tigers, no elephants'—and all the time the room's full of 'em."

Legal Procedure

"You're a cheat!" the first lawyer accused his opponent.

"You're a liar!" the other retorted.

Then from the judge: "Now that these attorneys have identified each other, we shall proceed with the case."

What To Do?

A railroad agent in Africa had been bawled out for doing things without orders from headquarters. One day his boss received the following startling telegram: "Tiger on platform eating conductor. Wire instructions."

With Sound Effects

An inebriate dreaded the tongue-lashing from his wife that invariably accompanied his return home in the early morning hours. So, after a night of tippling, he returned home, went to the kitchen, tied a rope about his waist, and tied skillets, pots, and pans to the rope in such a manner that they dragged behind him as he walked. Then he took off his shoes and stole softly upstairs.

"She'll never hear me in this infernal din," he whispered to himself as he crept toward the bedroom.

How True!

Two Georgia Negroes were discussing the financial condition of the country. They didn't agree.

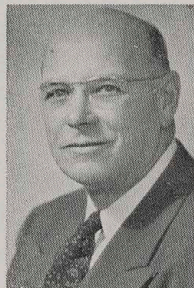
"You's all wrong," one vociferated. "Dey ain't no money sho'tage. Ah asked mah bankah is he out o' money and he took me in de vault and showed me piles and piles o' money. An' Ah sas could he let me have jus' a little. An' he says, sho' he could. Has Ah any collatural? An' Ah hasn't. Now dat's what's de mattuh wid this country. Dey's plenty of money, but we's just runnin' sho't on collat'rul."

Tagged

The customer pointed to the Chinese characters on his laundry ticket and asked the Chinaman, "Is that my name?"

"No name, desclption," the Chinaman answered. "Means li'l ol' man, closs eyed, no teet'."

G. N. Law Department Changes



Hagman

Appointment of R. J. Hagman as general solicitor, with headquarters in St. Paul, Minn., is announced by Edwin C. Matthias, Great Northern's vice president and general counsel. Mr. Hagman, with the railway 35 years, has been assistant general counsel since 1926.

Other changes in the company's law department in St. Paul, announced by Mr. Matthias, are the advancement of J. H. Mulally, with the railway since 1920 and general attorney since 1929, to assistant general counsel; Hallan Huffman, general attorney since 1943, to assistant general counsel; L. E. Torinus, Jr., attorney since 1943, to assistant general solicitor; R. F. Berg, in the law department since 1919 and attorney since 1929, to the position of general attorney.

A. J. Clynych, with the company since 1921, and commerce attorney since 1937, to the position of assistant western counsel; Clark A. Eckart, with the company as attorney since 1942, as assistant western counsel, both with headquarters at Seattle, Wash.

Mr. Hagman began employment with the Great Northern as stenographer at Spokane and Seattle and was appointed assistant attorney at Spokane in 1919. He was transferred to St. Paul in 1920 as attorney and subsequently has served as assistant general solicitor and assistant general counsel in charge of commerce litigation. He served in World War I.

Twelve

G. N. Operating Department Appointments

The return of Lieutenant Colonel John M. Budd to the Great Northern railway is announced by C. O. Jenks, vice-president in charge of operations. The appointment of Lieutenant Colonel J. H. Heron, as assistant to the general superintendent of motive power, with headquarters at St. Paul, Minn., is also announced by Mr. Jenks.

Mr. Budd has been appointed assistant general manager of the lines east of Williston, North Dakota, with headquarters at St. Paul, Minn. He entered military service in 1942 with the Great Northern sponsored 704th Railway Grand Division. He was transferred to the 727th Railway Operating Battalion and served in the European theater of operations. Mr. Budd has been with the Great Northern since 1930 and was superintendent of the Kalispell Division at Whitefish, Montana, at the time he joined the 704th Railway Grand Division.

Mr. Heron joined the 704th Railway Grand Division in November, 1942, and was later attached to general headquarters of the Military Railway Service in the European theater of operations. He was superintendent of Great Northern shops at Great Falls, Montana, at the time he entered the armed services and has been with the railway since 1936.

Christmas Seals carry on a continuous campaign for the prevention, early discovery, proper treatment, after-care of tuberculosis and for its final eradication.



Buy
Christmas Seals



Timberline Lodge on the slopes of Mount Hood in Oregon is a winter and summer sports area

Timberline Lodge Will Reopen

After being closed since early in 1942, Timberline Lodge, Oregon's popular year around playground in Mount Hood National Forest will reopen on December 1, 1945. Work is now underway to have facilities ready for the coming winter sports season. No special events are scheduled for the opening.

The Lodge will be under the supervision of Fred VanDyke as general manager. An office will be maintained in Portland, Oregon, under the direction of Mrs. Peace Fitch.

Timberline Lodge is located 55 miles from the city of Portland and is reached by the Pacific Trailways bus system. Three trips daily will be scheduled leaving Portland at 6:30

p.m., 12:45 p.m. and 7:00 a.m. Returning buses will leave Government Camp at 11:25 a.m., 5:10 p.m. and 9:40 p.m. The Lodge will have private pick-up cars for the transfer of patrons from Government Camp to Timberline. It is planned to operate through bus service from Portland to Timberline at some later date.

The Lodge, which was constructed in 1938, was well on the way to becoming nationally famous as an all-year recreational center when wartime travel restrictions made it necessary to close it to the public. It was taken over by the U. S. Navy for a short time in 1942 as a rest center for war veterans.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services
November 1, 1945

Our Gold Stars

Three Gold Stars have been added to Great Northern's service flag for employees reported to have been killed or to have died in military service during the month of October, 1945, bringing the total to 172, as of November 1, 1945.

★ Bryson, Sgt. William M., U. S. Army; carman helper, Minot Division. Previously reported missing in action in Germany since April 1, 1944. Now considered dead by War Department.

★ Sexton, Joseph Francis, S-2/c, U. S.N.R.; fireman, Klamath Division. Previously reported missing as of August 9, 1942, while attached to the U.S.S. Jarvis which was lost while being moved from Guadalcanal to Australia. Navy Department now reports him deceased as of July 12, 1945.

Fourteen

★ Sexton, Stanley D., F-2/c, U.S. N.R., brakeman, Klamath Division. Killed in typhoon at Okinawa, October 9, 1945.

Information concerning Great Northern railway employees in our armed forces is compiled from data available and is subject to change.

Victory Mail

From aboard the U.S.S. Cecil, Lloyd A. Anderson, SSM (L) 3/c, writes, "Since I last wrote you my rating has been changed to SSM (L) 3/c, which stands for Ship Service Man (laundry). Now that the war is over can't wait till I get home to my wife and daughter and back on my old job as brakeman on Great Northern's Butte Division. My ship is an amphibious transport and we took the Marines into the assault landings on Iwo Jima. What I saw there provides me with the utmost respect for any Marine who has put in time overseas. We saw very few enemy planes and although a ship was hit a few hundred yards off our stern by a suicide plane, I can truthfully say we were in no great danger compared to the men who hit the beaches of Iwo Jima.

From Iwo Jima we went to the New Hebrides and picked up the 27th Division of the Army and steamed on to Okinawa. The protection we were furnished by our mighty fleet was more than enough to keep the enemy from stopping or even slowing down the completion of our duty. Our next major stop was the Philippine Islands. I rate three ribbons, the Asiatic Pacific, the American Theater and the Philippine Liberation and two battle stars on the Asiatic Pacific ribbon. I was one of the first in Japan on V-J Day."

Discarded Railroad Ties

While thund'ring freight and fast express

O'er them for years did race
Their rugged fibers stood the stress
Of holding rails in place.

The Empire Builder o'er them rolled
To populate this state
'Till far and wide its fame was told
Then hauled its increased freight.

But time, as well as trains, have
raced

The last time o'er these ties
For now they're pulled out and re-
placed

With tarred ones milled to size.

Betwixt the Rockies and Cascades
Where bumper wheat crops grow,
No forests e'er have cast their
shade—

God must have willed it so.

Wood prices high and manpower
low,

And winter hov'ring nigh,
Those ties will make the home fires
glow

And help more bonds to buy!

And as those ties in home-fires burn
To ash while smoke ascends,
Again to soil they will return—

Where man at last shall end!

Reprinted courtesy H. S. Bassett, Editor,
The Harrington Citizen, Harrington,
Washington.

Redwood Empire Association

After three years of active duty with the U. S. Navy in the Pacific, Clyde Edmondson is returning to his peacetime post of general manager of the Redwood Empire Association, a position he held for 17 years previous to joining the armed services.



Charles D. Archibald, left, is congratulated upon his promotion to Captain

Promotion

Headquarters, U. S. Army Air Forces, Pacific Ocean Areas, announces the promotion of Charles D. Archibald to the rank of Captain.

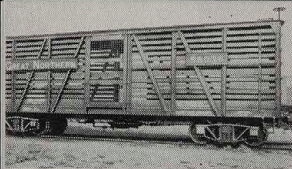
Captain Archibald, at the time he entered the Army in February, 1941, was a draftsman in Great Northern's bridge engineer's department in St. Paul, Minn. His present duty assignment is Air Inspector for the Army Air Base in the Hawaiian Islands. He has served overseas since March, 1945. Captain Archibald has two brothers serving in the armed forces.

War Medals Winner

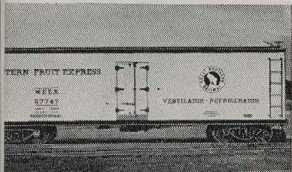
For outstanding work with the U. S. Military Railway Service in the European Theater, Col. Alex W. Campbell, assistant to the general superintendent of transportation for the Great Northern railway at St. Paul, Minn., at the time he joined the Great Northern sponsored 704th Railway Grand Division, has been awarded the American Legion of Merit and the French Croix de Guerre.

He was transferred from the 704th to Military Railway Service headquarters in Paris, as assistant to Brigadier General Carl R. Gray.

Fifteen



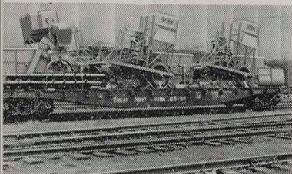
Cattle, sheep and hogs go to markets in modern livestock cars



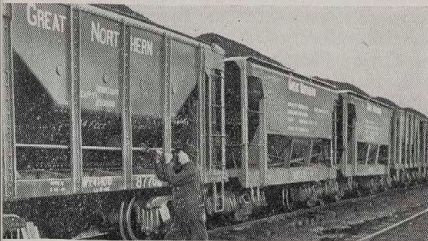
Producers of perishable freight rely on Great Northern's refrigerator car service



Rugged gondolas transport fuel, steel, sugar beets, sand and gravel



Military, industrial and agricultural machinery, poles and timbers move on heavy-duty flat cars



Transport of iron ore is a "special delivery" job for Great Northern. Thousands of 75-ton-capacity ore cars are in service on Minnesota's world famed Iron Range.

SPECIFIC TRANSPORT JOBS REQUIRE RIGHT KINDS OF CARS

Like the Navy's ships, Great Northern's freight cars are of various types. Each is built for a specific transportation job.

In Great Northern's freight fleet, the familiar "box" predominates. An increasing number of the railway's box cars are of plywood-steel construction. Light and rugged, these cars are tiptop for grain, finished lumber, and many other kinds of freight.

Another special "breed" of rolling stock is Great Northern's 75-ton-capacity iron ore car. Thousands of these husky, hopper-type cars are required for the railway's movement of ore from the Minnesota range to Lake Superior vessels.

For safe transportation of tremendous quantities of perishable foods from and to its territory, Great Northern provides a fleet of modern refrigerator cars.

Great Northern's freight fleet also includes livestock cars, flat cars, gondolas and hoppers—the right kind of equipment for every kind of transport requirement.

Having the right car for every job is one of the many things which make Great Northern great.

FORM 6009 11-45

PRINTED IN U. S. A.



Great Northern pioneered quantity construction of plywood-steel freight cars. Light, but sturdy, these cars are ideal for grain, forest products and merchandise.

the
GREAT NORTHERN GOAT



Holiday Greetings

DECEMBER 1945

A Holiday Message

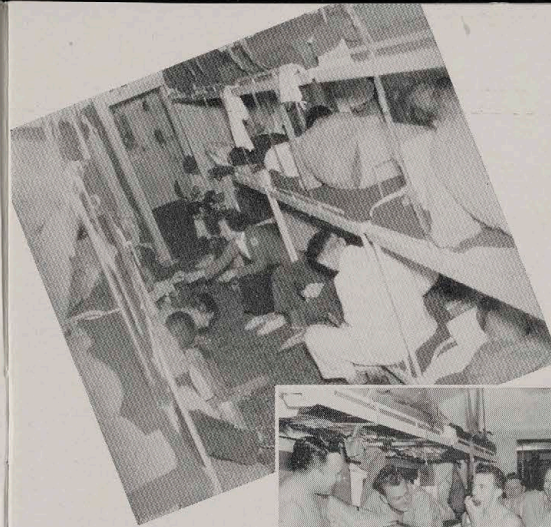
For the first time in five years, our nation is at peace as the Christmas and New Year season nears.

All of us again can say "Merry Christmas and Happy New Year" with a gladness of heart made possible only by the war's successful conclusion. Great Northern is abidingly grateful to the men and women whose military or related services helped achieve Victory.

Our sincere appreciation goes also to you whose domestic transportation the railway has provided. Your wartime task, like ours, was tremendous. The understanding cooperation of shippers aided us materially in meeting the nation's ever-growing transportation needs.

This same war-proven teamwork will, we are confident, lead to meeting the peacetime responsibilities of 1946. We pledge Great Northern's efforts to that end.

F. J. Gavin
President



One of the 320-government-owned hospital cars with bed accommodations for 38 patients



Hospital-kitchen cars feed as many as 300 patients per trip with regular and special diets

◀ A jam session aboard a hospital-train with instruments provided by the American Red Cross

Hospital Trains Transport Battle Casualties

Operation of the 320-government-owned, custom-built hospital-cars, for transporting battle casualties from the European Theater of operations and the Pacific, is controlled by the Surgeon General's Office in Washington, D. C.

Pullman-sized hospital cars have three-tier bunks with bed accommodations for 38 litter patients, and completely equipped are valued at \$92,000 per car. Each car has special accessories for maximum comfort, treatment and feeding of patients, with a dinette serving regular and special diets. Litter and ambulatory patients are served all meals in bed. Separate compartments are provided for medical officers and nurses.

Hospital trains consist of from ten to twelve cars each with separate kitchen units and are operated intact

until a focal point, such as Chicago, is reached where the trains are broken up and cars attached to regular passenger trains bound for various destinations.

Patients are assigned to army hospitals nearest to their homes for treatment and rehabilitation, unless specialized treatment is required. Hospital-train commanders are medical officers and have charge of all personnel on trains which includes four attendants to each train for serving meals and other duties.

General hospitals to which patients are assigned are notified eight hours in advance of the arrival at destinations as to the number of patients they are to receive. When the train reaches its destination the general army hospital, to which men are as-

(Continued on page 6)



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IVAN A. COPPE, Editor

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

While Stars of Christmas Shine

While stars of Christmas shine,
Lighting the skies,
Let only loving looks,
Beam from our eyes.

While bells of Christmas ring,
Joyous and clear,
Speak only happy words,
All love and cheer.

Give only loving gifts,
And in love take:
Gladen the poor and sad
For love's dear sake.

Emilie Poulsson

We Are Well Served

The American people have been shown in a graphic manner during the past three years the importance of their transportation industries which previously many of us took for granted. Politicians thought of them primarily as something to legislate against, regulate or tax. The war has demonstrated that no branch of transportation in a nation as vast as ours is unimportant. We are used to being well served in our country with everything the people want, and we never realize the excellence of the service we receive until a crisis brings it to our attention.

Take the express industry as one branch of transportation. Few people think of it as vital to the nation's welfare, and yet there is hardly an industry or activity in the country that does not depend on it to move important shipments. From blood plasma to carloads of perishable fruits and vegetables, we depend on express. In 1944, the Railway Express Agency handled no less than 200,000,000 shipments, almost two-thirds of it war business—1,500,000 shipments went by air.

This is but another of the countless examples of the manner in which American business stands ready and able to serve the government and the people. There is no waiting and there is little confusion. It is this ability of private enterprise to meet emergencies that enabled the United States to confound those who planned our destruction.

You can't lick a country that works in this manner, because the people are constantly on their toes and ready to go when occasion demands.

(Reprinted from the October 13, 1945, issue of the Portland, Oregon, Daily Journal of Commerce)



Left to right: Captain Lloyd L. LaFountaine, Judge Kenneth G. Brill, Captain Maynard E. Parks and Major Downing B. Jenks

G. N. Sponsored Railway Unit Publishes History

Shortly after V-E Day officers and men of the 704th Railway Grand Division decided the story of the part taken by the unit in World War II should be preserved for posterity. So, they planned and wrote a book which was printed in Germany. In addition to a complete history the book contains portraits of officers and men and views taken in Africa, Italy, France and Germany where the 704th served.

The 704th Railway Grand Division was activated at Fort Snelling, Minn.,

in 1942. Great Northern sponsored the unit, selecting officers and most of the enlisted men.

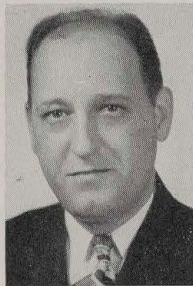
Shown in the picture on this page are three officers of the 704th, all Great Northern employes, who had charge of the publication, presenting a copy of the book to District Judge Kenneth G. Brill of St. Paul, Minn., for the Minnesota Historical Society. The unit returned to the United States recently and is being demobilized.

G. N. Plans New Willmar Office Building and Depot

Plans for the construction of a \$154,000 depot and division office building at Willmar, Minnesota, is announced by Great Northern rail-

way. Work is expected to begin early in 1946. The building will be of modern design and air-conditioned.

G. N. Appointment



Traynor

Raymond W. Traynor, city freight agent in Great Northern's freight traffic department, Chicago, Ill., has been appointed export and import agent of the railway with headquarters in Chicago, according to an announcement by H. G. Dow, the company's vice-president, foreign department, New York City. Mr. Traynor began employment with the company in January, 1924, as a clerk in the Chicago traffic department. He held several positions in that department until September, 1936, when he was appointed a city freight agent, and which position he held up to the time of his recent appointment.

Canada Relaxes Cash Restrictions

Further relaxation of currency regulations affecting Canadians visiting in the United States has been announced by the Exchange Control Board of Canada.

Under the new rules, Canadians are not only allowed \$250 for a trip to the United States but may draw \$250 each month they are in this country, up to a limit of six months. They also may draw the same amount for educational purposes.

The previous regulation permitted \$250 per trip, with not more than two such withdrawals permissible in a year. No allowance was made for educational expenses.

Six

Hospital Trains

(Continued from page 3)

signed, has a convoy of ambulances at the station to meet the train. Each patient is tagged with a code number together with information as to his physical ailment so that he can be placed in proper hospital ward without further examination and delay. Medical records from previous hospitals accompany each patient. The army chief of transportation in Washington who charts the route of hospital cars all over the country, is also advised of train movements.

Hospital-trains originate at hospital centers in various parts of the country such as Madigan Hospital Center located in close proximity to Seattle and Tacoma, Washington, ports of embarkation. Such centers provide convenient and efficient means of processing ambulatory and litter patients for evacuation to general hospitals all over the country. The processing period at Madigan usually takes four days during which period the hospitalized vets are rested, paid, properly clothed and arrangements made for their disposition to army hospitals in localities nearest their homes.

The hospital unit at Madigan Hospital Center coordinates the movement of battle casualties and in conjunction with the Surgeon General's Office in Washington routes patients to their proper destinations. Hospitals throughout the country notify headquarters in Washington as to what bed accommodations they have available and this information is relayed to hospital-train shipping units on the west and east coasts. Hospital-trains leaving Madigan Hospital Center are destined for as many as 50 different army hospitals in various parts of the country.



Goat

GLEANINGS

Associated Gray Line Sight-Seeing Companies completed their first post-war meeting and their 35th Annual Business Meeting at the Congress Hotel in Chicago the forepart of November. Lt. Col. Harry Dooley of Chicago was re-elected president, Charles H. Tanner of Los Angeles, first vice-president, Louis S. Crosby of Banff and Lake Louise, second vice-president, Larry Delp of Chicago, treasurer, and Jewel Burton of Chicago, secretary. All Gray Lines will resume operation 100% before the opening of the 1946 season.

The Burlington now operates The Empire Builder, trains 44 and 49, between Chicago and St. Paul in two sections. First 44 and 49 handles regular sleeping cars, dining car, dormitory car and extra sleeping cars. Second section handles head end cars and coaches.

Members of the Veterans' Association of the Great Northern railway reported deceased during November, 1945, are, Jeremiah O'Grady, section laborer, St. Paul, Minn.; Daniel McKenty, conductor, Havre, Mont.; Nathaniel Halstead, clerk, New York, N. Y.; Robert L. Coburn, engineer, Great Falls, Mont.; Patrick Dunn, crossing watchman, Spokane, Wash.; Albert J. Kub, agent, Havana, North Dakota; David Williams, engineer, Havre, Mont.; William E. Hagadorn, conductor, Keewatin, Minn.; Hiram U. Coster, conductor, Havre, Mont.

Members pensioned during November, 1945, are, Henry Bruso, brakeman, Fargo, N. D.; Alexander L. Janes, assistant general counsel, St. Paul, Minn.; Anton Anderson, section foreman, Emerado, N. D.; William R. Beard, brakeman, Willmar, Minn.; Patrick H. Hurley, baggageman, Spokane, Wash.; Joseph J. Doyle, section foreman, Grasston, Minn.; Albert N. Baldwin, engineer, St. Paul, Minn.; Ernest Yenna, fireman, Grand Forks, N. D.; William D. Geddes, conductor, Williston, N. D.; David A. Johnston, engineer, Willmar, Minn.; Carl A. Trulson, engineer, Grand Forks, N. D.; John S. Vaughn, conductor, Fargo, N. D.; John F. Walton, engineer, Yankton, S. D.

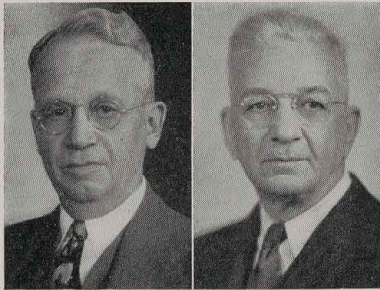
Changes of address of members of the Veterans' Association of the Great Northern railway should be sent to J. Henry Hoelscher, secretary-treasurer of the association, St. Paul 1, Minn., instead of to the editor. Correspondence concerning all other association matters such as retirements, employment records, etc. should also be sent to Mr. Hoelscher.

Installation of a new speaking system has been completed in the Saint Paul Union Station which, through the use of many small loud-speakers located in various rooms in the station, eliminates echoes.

Stops for Great Northern trains Nos. 1 and 2, The Empire Builder, at Wahpeton, North Dakota, have been discontinued.

Seven

G. N. Retirements and Appointments



Malmgren

Sladek

Lewis A. Malmgren had planned on retiring June 1, 1943, which marked the conclusion of fifty years of service with the Great Northern railway. But when that time came, wartime traffic was so heavy and the shortage of manpower so acute he decided to stay on. With the war over he has retired after 52½ years with the railway.

Mr. Malmgren began work with the company in 1893 as a clerk and has been its auditor of passenger receipts since July, 1918.

Appointment of Jerome C. Sladek to succeed Mr. Malmgren, is announced by Comptroller Geo. H. Hess, Jr. Mr. Sladek began work with the railway as a clerk in February, 1896, and has been chief clerk in the auditor of passenger receipts department since August, 1918.

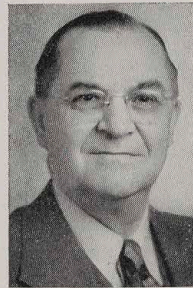
Joseph C. Stoffel, with the company since August, 1898, and assistant chief clerk in the passenger receipts department, has been promoted to chief clerk, succeeding Mr. Sladek.

March of Dimes

The 1946 nationwide campaign against infantile paralysis will take place during the period January 14 to 31.

Eight

Henry L. (Deacon) Dodd has been around. Not only in this country but in various parts of the world. Born in Glenwood, Iowa, he attended school and started working in Kansas City. He enlisted in the U. S. Navy in 1908, serving in the Philippine Islands, South Sea Islands, China and Japan for four years.



Dodd

He began work with the Great Northern, as a stenographer in the railway's city ticket office in Seattle, Wash., in November, 1912, and served in various capacities in West Coast offices until May, 1929, when he was transferred to Chicago as traveling passenger agent. He returned to the West Coast as city passenger agent at Everett, Wash., in November, 1941, which position he held to the time of his retirement.

During the period April, 1917, to March, 1920, Mr. Dodd re-enlisted in the Navy as Ensign, Supply Corps, and served at Bremerton Navy Yard and in the Atlantic Fleet between the East Coast and the Mediterranean.

Mr. Dodd plans to spend his retirement in his modest country home a short distance from Everett, overlooking Puget Sound, where he will do a little farming, raise "home grown fried chicken", vegetables, fruit, and do a little fishing.

Appointment of Robert S. Cheadle, passenger representative in the rail-

(Continued on page 10)



A forest of Douglas Fir about 40 years after the first logging, illustrates benefit of proper protection as shown by the old stump at left

Photos courtesy of
Weyerhaeuser Timber Company



The greatest of giants among the Douglas Fir started as tiny seedlings like the one in the foreground which is about a year old

An abandoned logging railroad trestle and a new growth, photographed in 1944, tell a striking story of rigorous fire protection making possible the thick growth of young Douglas Fir. The bridge was constructed early in 1921. The area was logged in 1920

Tree Farms in the Pacific Northwest

Heavy wartime cutting of forests might ordinarily endanger America's future lumber supply. But, in the densely wooded areas of the Pacific Northwest, the logging industry in cooperation with state, regional and federal forest services is following a long range program to perpetuate its resources. Careful planning guides every step in forest management from the time tree crops are planted to the loading of finished lumber and timber products on Great Northern cars.

The Douglas Fir region, which extends from the summit of the Cas-

cade Mountains to the Pacific, is an outstanding model of intelligent planning.

Remarkable virtue of the Douglas Fir forest is its prolific ability to renew itself, despite a common error in thinking that a forest, once logged, is gone forever. In the Pacific Northwest, people insist that Timber Is A Crop. They have plenty of visual proof of that fact.

In the Douglas Fir region 26-million acres are classified as commercial conifer land. About 10-million acres remain in virgin-old-

(Continued on page 10)

Nine

PROTECT YOUR HOME FROM TUBERCULOSIS



Christmas Seals

Christmas Seals carry on a continuous campaign for the prevention, early discovery, proper treatment and after-care of tuberculosis, for its final eradication. Buy and use Tuberculosis Christmas Seals.

Appointment

(Continued from page 8)

way's Seattle City Ticket Office, to succeed Mr. Dodd is announced by A. J. Dickinson, passenger traffic manager. Mr. Cheadle began work with the Great Northern as a stenographer in December, 1939, and in September, 1940, was transferred to the Spokane city ticket office. He was city passenger agent at Wenatchee, Wash. from October, 1941, to April, 1942, when he was transferred to Seattle as passenger representative which position he held until his recent appointment.

Tree Farms

(Continued from page 9)

growth-forest. Some 12-million acres are busily and satisfactorily growing a new forest. And some of this new forest is already sawlog size. The remaining acreage has been cut over too recently to determine reproduction or has suffered repeated fires and is in consequence poorly stocked.

The answer to healthy second crop forests is a bountiful Nature plus steadily improving teamwork on the part of man as he learns the ways of Nature. The logger, in cooperation with the forester, leaves seed trees in strategic places. Strenuous measures are taken to prevent and suppress forest fires, so totally destructive of young trees. Hand-planting is resorted to only where Nature needs help.

An old, over-mature forest does not add net growth. Individual trees continue to grow, yes, but decay and death keep the balance even. Douglas Fir forestry begins when the old timber is cut—not before. The actual growth of the region has increased as more old timber was cut and more acres put into crops of young trees. And, as harvesting of the old crop goes on, more and more thousands of acres are being put under modern forest management. Tree Farming it's called.

The number of Tree Farms—private lands managed for continuous production of forest crops—has grown phenomenally during the past few years. Tree Farms vary in size from a few acres to several townships, but the objective is the same, regardless of size.

Railroads will continue to be the principal form of transportation in the United States in the years ahead, and progress in railroading will go on at an accelerated pace. The war proved that this country needs and must have the sort of service which only the railroads can provide.



Goat GAIETIES...

All Hope Gone

Disconsolate, a picture of despair, the man of the house dragged through the door and slumped into a chair. "The worst has happened," he said dismally. "No!" cried his wife. "Yes," he answered. "This afternoon just before quitting time the boss called me in and gave me the business."

Beg Pardon, Sir!

"What happened after you were thrown out by the side exit on your face?" "I told the usher I belonged to a very prominent family." "So what?" "He begged my pardon, asked me in again and threw me out the front door."

He Made Up His Mind

There used to appear in the catalogue of a mail order house a picture of a pair of corduroy trousers.

Year after year the picture appeared, together with the description of the pants—and the price, \$3. In the twenty-fifth year of the ad the company received this letter:

"Dear Friend: The more I been seeing them corduroy breeches, the more I got to wantin' them. If you ain't sold them yet, let me know, and I will buy them. Yours truly, Si Higginbotham."

Hold It!

Mother (in train): "Tommy, if you are not a good boy I shall smack you."

Tommy: "You slap me, and I'll tell the conductor my real age."

'Rithmetic Bugs

Major: "What are you scratching your head for, Rastus?"

Rastus: "I got 'rithmetic bugs in mah haid, sah."

Major: "What are arithmetic bugs?"

Rastus: "Dey's cooties."

Major: "But why do you call them arithmetic bugs?"

Rastus: "'Cause dey add to my misery, dey subtract from my pleasure, dey divide my attention and dey multiplies like de dickens."

Get the Password!

Sentry: "Who goes there?"

Major: "Major Jones."

Sentry: "I can't let you proceed without the password, sir."

Major: "Drat it, man, I've forgotten it. You know me well enough."

Sentry: "Must have the password."

Voice from Guardhouse: "Don't stand there arguing all night; shoot 'im."

Invitation or Inquiry

A candidate for sheriff called on a minister to ask for his vote at the coming election.

"Before I decide to give you my support," said the minister, "I would like to ask you a question."

"Shoot," said the candidate.

"Do you ever partake of intoxicating beverages?" inquired the clergyman.

"Before I reply, I would like to propound a single question," said the would-be sheriff, cautiously. "Is this an inquiry or an invitation?"

Columbia Basin Engineer



Williams

Roy B. Williams, who has directed the building of several outstanding irrigation works for the Government, has arrived at Grand Coulee Dam to become assistant supervising engineer for the Columbia Basin Project. Mr. Williams, who has spent 33 years with the Bureau of Reclamation, is a graduate of Montana State College and spent 13 years in Montana on the Flathead and Sun River reclamation projects.

New G. N. Freight Cars

Completion of 500 new plywood-steel boxcars, being built by Great Northern in its St. Cloud, Minnesota, and Superior, Wisconsin, shops is expected by February 1, 1946. About 100 of these new cars have already been placed in service.

These boxcars are similar to 1,000 plywood-steel cars constructed in the same shops in 1944 and earlier this year, except that the steel is welded instead of riveted. Each car is two-ton lighter in weight than the average conventional type boxcar. Fabrication and assembly of steel underframes is done in the Superior shops and the balance of the work at St. Cloud.

More than half of 500 new gondola cars of 50-ton capacity and 250 heavy-duty flat-cars of 70-ton capacity, ordered from manufacturers early in 1945, have been delivered and the balance are expected by January 1, 1946. These cars are constructed of light-weight steel and all-welded. Each car weighs about three tons less than earlier built cars of comparable capacity.

General Motors Executive Praises Railroads

In a recent talk during the General Motors Symphony Hour over the National Broadcasting Network, Charles F. Kettering, vice-president of General Motors Corporation, said in part, "America has emerged from the war as the strongest military nation in the world. This may seem strange to many of us because we are not a military minded people. A second look into this seeming contradiction shows our military strength came in part from our pre-war industries. One of the oldest of these is the railroad. It has played a major role in achieving the great victory. But it has also been an important factor in building America for more than 100 years. What the train of Tomorrow will look like, how it will perform, will depend, like so many other things, on what you, the public, would like. Great new things are ahead in both freight and passenger service. You will see more streamlined trains and diesel engines as the various lines compete for travel. While our railroads have a remarkable record of serving the nation for over 100 years, they also have a keen pioneering outlook for the World of Tomorrow. We owe this great transportation system a vote of sincerest appreciation."

G. N. Ticket Agent Dies

Fred Anderson, Great Northern's ticket agent at Minot, N. D., died on November 5. Beginning work with the railway as its agent at Brockton, Montana, in June, 1903, he served at the Minot passenger station, in various capacities, since December, 1905.

W. K. Wilkins, who began work with the Great Northern as an operator in January, 1913, and has been ticket seller at the Minot station since 1916, succeeds Mr. Anderson.



A partial display of train and engine books for children

Train and Engine Books for Children

There are more than forty illustrated children's books about railroad locomotives and trains on the market. Every youngster is thrilled about "iron horses" and "choo-choo" trains, especially when the pictures are in colors and the stories are written in language which the child can understand.

Despite the paper and manpower shortage, most train and engine books have remained on the publishers' "must" lists throughout the war, because there is a sustained demand for such books, year in and year out.

The 1945 crop of children's train and engine books is not lacking in variety. Some run largely to pictures, and thus appeal to children of all ages; some are designed for instruction, as well as entertainment, helping to acquaint the child with the different kinds of passenger and freight cars and the different parts of locomotives.

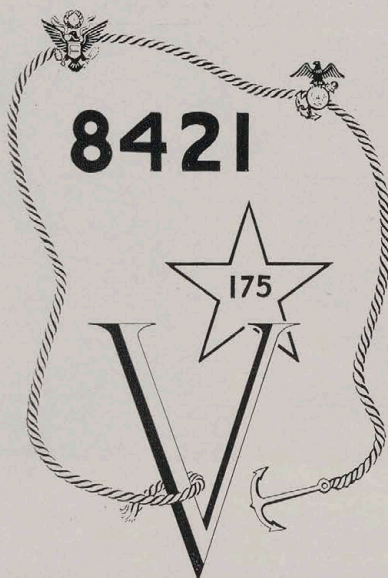
Pictorially and in prose or verse,

they take the reader on exciting excursions, sometimes accompanied by the most extraordinary companions, into the "Land of Make-Believe," where strange adventures await the travelers—fantastic tales that grown-ups, as well as children, adore and find pleasure in reading over and over again.

Included among such books is one entitled "Ivan, The Iron Horse" by Albert E. Rohmer, Great Northern's district passenger agent, Philadelphia, Pa., published by Albert Whitman & Co.

The story is about an extraordinary locomotive that could spell its name in whistle language. The story and illustrations are by Mr. Rohmer who is well versed in the lore and traditions of the rails.

Any one of the books may be purchased from your local book dealer. If the dealer does not carry the book in stock he will order it from the publisher.



Great Northern Railway employees in
Uncle Sam's Armed Services
December 1, 1945

Our Gold Stars

Three Gold Stars have been added to Great Northern's service flag for employees reported to have been killed or to have died in military service during the month of November, 1945, bringing the total to 175, as of December 1, 1945.

- ★ Kopetski, Harry R., Private First Class, U. S. Army, pipefitter helper, Great Falls Shops. Previously reported as missing in action in Germany since April 14, 1945, and later reported to have been killed in action on the same date.
- ★ Terry, Donald W., ARM-3/c, U.S.N.R., roundhouse laborer, Mesabi Division. Killed in action in the Pacific Area, May 2, 1945.
- ★ Tillotson, Winfred A., Cpl., U. S. Army, B&B helper, Spokane Divi-

Fourteen

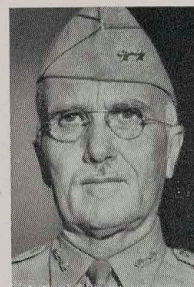
sion. Killed in action on Luzon Island in the Philippines, January 15, 1945.

Information concerning Great Northern railway employees in our armed forces is compiled from data available and is subject to change.

Victory Mail

From Tiergnier, France, Pfc. Lawrence A. Mael, with Company C, 743rd Railway Operating Battalion, writes: "Here is a thumbnail sketch of my railroading in the ETO. We landed at Marseille, France, during the first week of November, 1944. We traveled north to Lyon where we had a week of rest. From there we moved on up to Blainerville where the work really begun. We worked under the usual wartime hazards, complete blackout, continual strafing from enemy planes, unfamiliar track and equipment that was new to us and sometimes in bad condition. However, we kept the vital supplies moving and we forged ahead as the front lines kept advancing. Our last and final headquarters were set up at Wurzburg, Germany. We operated from Wurzburg to Nuernberg, a distance of just over one hundred miles. At first that trip required from 25 to 35 hours but we soon had it cut down to eight and ten hours. All along the way we had many thrills, many scares and also a few heartaches whenever we lost a comrade. However, looking back now we are proud of the job we did even though it seemed the odds were always against us. Our experience has added immensely to our ability as railroaders. I am only too anxious to get back home and to railroading again. I have three years and two months in this man's Army." Private Mael was a switchman at Hillyard, Washington, on Great Northern's Spokane Division, at the time he entered the armed services.

Pacific Northwest Army Commanders



General Fales
(U. S. Army Signal
Corps Photo)

General Fales succeeds Major General Joseph D. Patch as commanding general Army Service Forces Training Center at Fort Lewis, which is one of the largest such installations in the nation.

General Fales saw service in France and Germany during World War I and before that served with the Pershing Expedition in Mexico.

New Commanding General at Fort Lewis, Washington, is Major General Eugene W. Fales, formerly commanding general of the Infantry Replacement Training Center at Camp Blanding, Florida.

Colonel Aubrey C. Strickland, until recently president of the Army Air Forces Board at Orlando, Florida, has assumed command of McChord Field, Washington. He supervised the construction and acted as Commanding Officer of Paine Field, Everett, Wash-



Col. Strickland
(McChord Field
Photo)

ington, until July, 1942, when he went overseas as Commanding General of the 9th Fighter Command in Africa, where he remained until the close of the African campaign.

He returned to the United States in June, 1944, and in October of this year, in accordance with the present Army policy, was reverted to his permanent rank as Colonel, Army Air Forces, USA.

Grand Coulee Dam

Ten years ago, the first concrete was placed in what was to become the greatest masonry structure ever conceived by man—the Grand Coulee Dam in Eastern Washington—keystone for the multi-million-dollar Columbia Basin Irrigation Project.

Recalling events of a decade ago, it was December 6, 1935, when Clarence D. Martin, then governor of Washington State, grasped the handle on a huge bucket and a mass of freshly mixed concrete poured forth.

Ultimately, 10,230,776 cubic yards of concrete flowed from massive mixing plants to form a permanent, 21-million-ton barrier across the Nation's greatest power stream. A

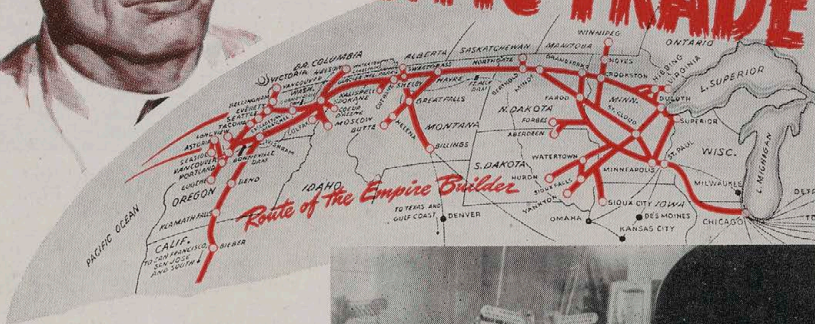
gravity-type dam, Grand Coulee holds back the Columbia because of its tremendous weight.

Spectacular as was the building of Grand Coulee Dam, its war record was equally brilliant. From December 7, 1941, six years and one day from the placing of that first concrete, to V-J Day, September 2, 1945, Grand Coulee Dam sent 15,713,683,000 kilowatt-hours of electricity to transmission lines serving war industries of the Pacific Northwest, including the famed atomic bomb plant at Hanford, Wash. In March, 1944, the powerhouse set a record of 621,000,000 kilowatt-hours, the greatest amount of electricity to be produced by hydroelectric units in one month.

Fifteen



...an "old hand" in **PACIFIC TRADE**



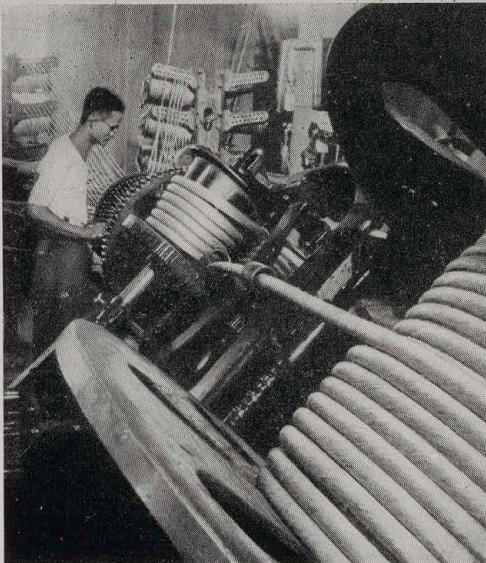
Resumption of commerce between the United States and the Philippine Islands is hailed by Great Northern Railway, an experienced "old hand" in Pacific trade.

The Philippines were this nation's fifth best customer before the war. In return the United States took the largest share of the Islands' products.

Great Northern then was and now is a dependable transportation link in that important trade.

Months before V-J Day, Great Northern established a Foreign Department which provides counsel by highly competent advisers on export and import shipping.

Behind the department is the railway's "old hand" experience in Pacific trade, and tradition of dependable service to the ports of the Pacific Northwest and California.



Modern machinery in a rope factory in Manila. Further modernization of Philippine industry will produce more goods for export to the United States. Many of them will be carried to markets by Great Northern's dependable service.

GREAT NORTHERN RAILWAY

Between Great Lakes, Pacific Northwest and California Ports