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the
GREAT NORTHERN GOAT



JANUARY
1946

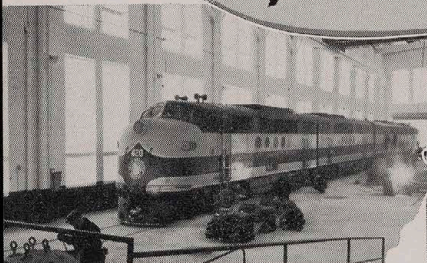


Built specifically and exclusively for diesel service and repairs



Steel column supports for the 205-foot service track pit rails facilitates the work of men in the pits and provides improved lighting

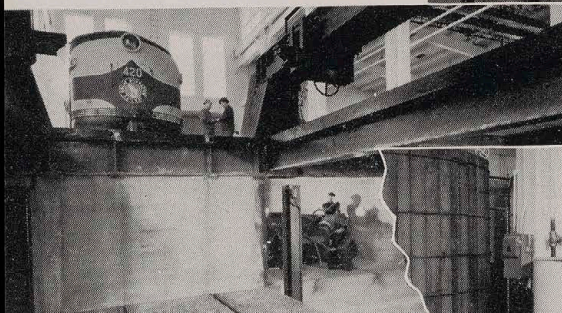
GREAT NORTHERN Diesel Service AND Repair Shop



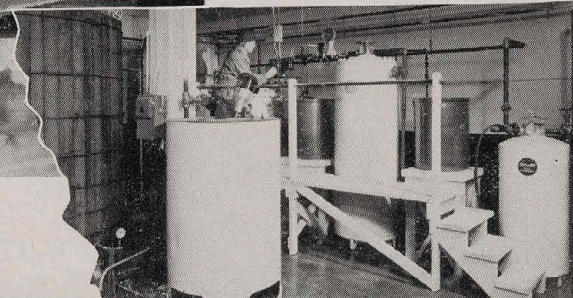
General repair bay of diesel shop. 25-ton crane handles complete diesel engines and generators from and to locomotives



Elevated concrete platforms provide working areas at same level as locomotive floors



While locomotive trucks are being removed the body support shown here holds the locomotive body in place



Demineralized water for diesel engine cooling systems is produced by this equipment

Super-Service for G. N.'s Giant Diesel Locomotives

Great Northern railway's new diesel shop at Havre, Montana, the first built by the railway for exclusive servicing and repairing of diesel locomotives, has gone into operation.

Another smaller diesel shop is under construction at Great Falls, Montana, and will be completed by mid-1946.

Handling the fifteen 5,400-horsepower giants moving freight trains through the Rocky Mountain country between Havre and Appleyard, Washington, is the chief function of the Havre plant. Also maintained there are the five two-unit 4,000-horsepower diesels acquired in 1945 for the streamlined Empire Builder passenger trains expected to be delivered in 1946. These locomotives are in use on other trains now.

The nation's most modern diesel shop is equipped for speedy servicing and repairing. Elevated concrete platforms give a working area at the height of locomotive floors. Pits beneath service tracks are 205 feet long. A drop table equipped with body support facilitates quick change of trucks.

Great Northern men who went to war with the 704th Railway Grand Division, which the railway sponsored, contributed to the shop's design while on duty in Rome. When they took over bombed electric locomotive shops of the Italian State Railways for repairing Military Railway Service diesels they found that steel column supports were used

for the pit rails. The idea was adapted at Havre, where access of workmen to the pits is made easier and pit lighting is improved by use of the steel column supports.

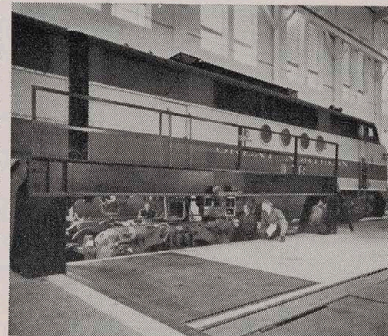
Routine maintenance work on the giant freight diesels is handled progressively. Each diesel is withheld from service six to eight hours after each 3,000 miles of travel for inspection, maintenance and lubrication.

The repair and service shop is 240 by 94 feet in size, with an extension 50 by 70 feet in size at one end. The service section has two tracks of 152-pound rail, one track 222 feet long and the other, a through track, 240 feet long. The repair section also has two tracks, 135 feet and 214 feet long. Overhead is a 25-ton crane,

with a five-ton auxiliary hoist for lifting engines out of locomotives. There are also two one-ton jib cranes with 20-foot booms.

Overhead electric lighting is provided, in the pits and for the elevated working platforms. Ventilation is through the roof, with motorized and gravity ventilators in the service section, and gravity ventilators in the shop section. Steam for heating comes from a central terminal heating plant, and overhead unit heaters are utilized. Locomotive entrance doors are motorized, of rolling steel shutter type.

These are just a few of the many modern features designed by Great Northern engineers to provide adequate facilities for servicing and maintaining diesel locomotives.



Time required in changing trucks is reduced from hours to minutes by use of a drop table, equipped with body support.



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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.

Appeal for Clothing

A hundred million serviceable garments with additional shoes and bedding are being sought in a nation-wide collection during the period January 7 to 31, for the destitute of Europe and the Far East. Each and every one of us has an immediate opportunity to alleviate a small part of the misery overseas.

Everyone is asked to give at least one article of clothing, a pair of shoes, a piece of bedding. Anything you can spare they can wear. Include with your contribution a message of friendship and deliver to your local Victory Clothing Collection Committee for overseas relief.

Four

The Goat's Cover

WINTER
IN
GLACIER
NATIONAL
PARK



Winter has descended o'er mountain
and hill,

His mantle of snow has spread;
The grass and flowers are withered
and brown,

The leaves on the bushes are dead.
The streams all are silent in icy em-
brace,

They are held in his bondage so
strong;

Not even one faint murmur is heard,
Where they laughed so loud and
so long.

The trees are draped in a mantle of
snow,

That clings to their boughs like a
shroud,

And the mountains cold and still and
white

Appear like a light fleecy cloud.

The cattle have come from their good
summer range,

The sheep have all entered the fold,
Winter, they know, is starting its
slumber,

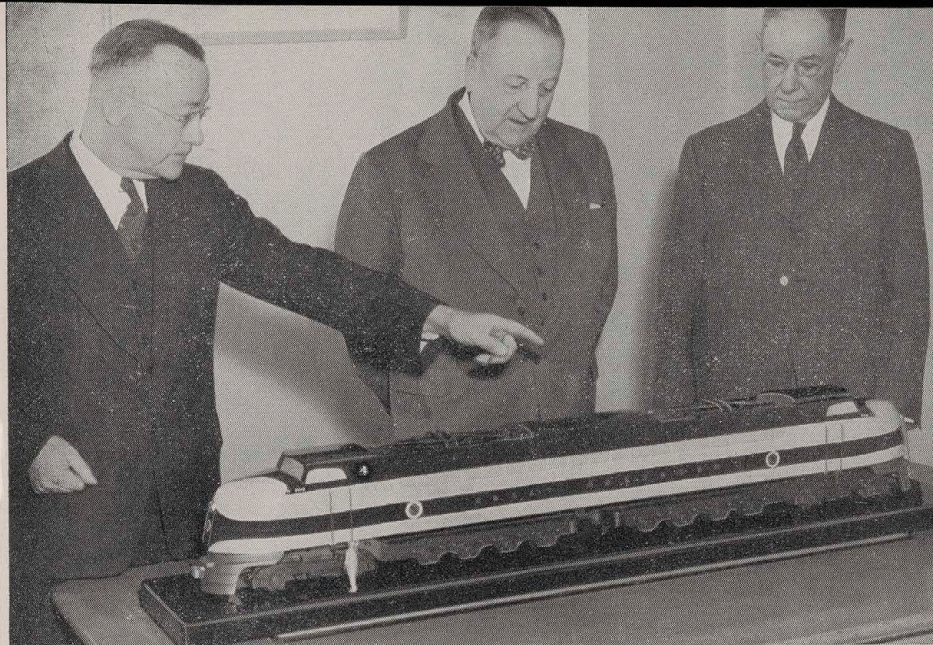
And the wind is so searching and
cold.

The logs in the fire-place crackle
and glow,

Our cabins all cozy and warm,
The dogs are a-sleeping, content as
can be,

So why worry o'er winter's storm.

From Rhymes of the Rockies by
James W. Whitt



Left to right, I. G. Pool, general superintendent of motive power; President F. J. Gavin, and C. O. Jenks, vice-president in charge of operations, look over model of one of the two electric locomotives.

G. N. Orders Giant Electric Locomotives

Two electric locomotives which will be the largest of their kind ever built for a railway have been ordered by Great Northern railway for delivery late in 1946.

The giant power units, each 101 feet long and developing 5,000 horsepower, will be the world's largest single-cab electric locomotives. Weight on drive wheels will be 720,000 pounds and cost \$500,000 each.

Designed and built by the General Electric Company under Great Northern specifications, the locomotives will be used on the electrified segment of Great Northern's main line in the Cascade mountains between Wenatchee, Wash., and Skykomish, Wash. They will augment a fleet of smaller electric locomotives now operating on that electrified portion.

Each locomotive will have 12-traction motors, one for each pair of drive wheels, and two motor generator sets. Drive wheels will be 42 inches high. Axles will have roller bearings. Trucks are to be of cast steel. Locomotive superstructure will be fabricated from light weight, high tensile steel. Control equipment will permit operation of the locomotives from either end. The most modern control equipment, transformers, generators and synchronous motors will be installed.

The electric locomotives get their power from an 11,000-volt, 25-cycle single phase trolley. Power is converted into direct current through the motor generator sets, and direct current is used for driving the traction motors.

Five



Starr

Anderson

Fallon

McGuire

G. N. Freight Traffic Department Changes

Appointment of R. P. Starr, as Great Northern's general freight agent with headquarters at Seattle, Washington, is announced by G. F. Hardy, the railway's western traffic manager.

Also announced by the company's freight traffic department in St. Paul, is the appointment of O. M. Anderson as assistant general freight agent at Seattle. Succeeding Mr. Anderson is J. F. Fallon, commerce agent, who has been promoted to assistant general freight agent. E. F. McGuire becomes commerce agent.

Mr. Starr's services with the Great Northern began in September, 1927, as contracting freight agent at Seattle. He was appointed a traveling freight agent in April, 1934, and in October, 1935, was transferred to Tacoma as the railway's general agent. He returned to Seattle in May, 1938, as assistant general freight agent which position he held until his recent appointment. Mr. Anderson was assistant general freight agent in St. Paul. Mr. McGuire has been in the company's freight traffic department in St. Paul since March, 1938.

Passenger Train Schedule Changes

Passenger train service on Great Northern's Snowden-Richey-Watford City branch lines now operates on the following schedule:

No. 285			Daily Except Sunday			No. 286		
6:50 AM	Lv:	Williston	Ar:	6:00 PM		6:00 PM		
7:40 AM	Lv:	Snowden	Lv:	5:15 PM		5:15 PM		
8:08 AM	Lv:	Fairview	Lv:	4:25 PM		4:25 PM		
8:30 AM	Ar:	Sidney	Lv:	3:55 PM		3:55 PM		
12:05 PM	Lv:	Sidney	Ar:	3:55 PM		3:55 PM		
1:50 PM	Ar:	Richey	Lv:	2:00 PM		2:00 PM		
No. 288			Daily Except Sunday			No. 287		
8:40 AM	Lv:	Sidney	Ar:	11:59 AM		11:59 AM		
9:00 AM	Lv:	Fairview	Lv:	11:35 AM		11:35 AM		
10:15 AM	Ar:	Watford City	Lv:	10:20 AM		10:20 AM		



Goat

GLEANINGS

The Toronto Passenger Club Five-Pin Bowling League is well into its 17th consecutive season under the leadership of C. A. E. (Ted) Laker, chairman of the bowling committee, who is chief clerk in Great Northern's general agent's office in Toronto, Ont. The league is made up of eight teams.

* * * * *

Members of the Veterans' Association of the Great Northern railway reported deceased during December, 1945, are, Joseph A. Ling, conductor, Havre, Mont.; Harry B. Smith, engineer, Minneapolis, Minn.; Emmett O. Williams, telegrapher, Chinook, Mont.; Amos R. Coder, locomotive foreman, Kelly Lake, Minn.; Henry Stueve, section foreman, Freeport, Minn.; William J. Reilly, yard clerk, St. Paul, Minn.; John C. Gamble, storekeeper, Butte, Mont.

Members pensioned during December, 1945, are, Lewis A. Malmgren, auditor passenger receipts, St. Paul, Minn.; Wilmot M. Lewis, operator, Fargo, N. D.; Sidney G. Hill, delivery clerk, local freight depot, St. Paul, Minn.; Max C. LaBertew, superintendent, Whitefish, Montana; Mathias Rauven, storer, local freight depot, St. Paul, Minn.; August F. Hollmichel, chief clerk, stores, Havre, Mont.; Milton B. Foster, engineer, Devils Lake, N. D.; Charles H. Brawley, engineer, Whitefish, Mont.

* * * * *

The Passenger Club of St. Louis, Mo., at its annual election of officers and dinner, held at the Hotel York the forepart of December, elected

John F. Gaffney, III, New York Central, president; C. F. Lorenz, Pennsylvania Railroad, first vice-president; G. M. Irvin, Wabash Railroad, second vice-president; Miss Norma Bailey, Terminal Railroad Association, third vice-president; R. T. Schlude, Missouri Pacific Lines, treasurer; A. F. Waltemath, Union Pacific System, secretary; Paul R. Shaw, Great Northern's traveling passenger agent in St. Louis, served as president of the club during 1945.

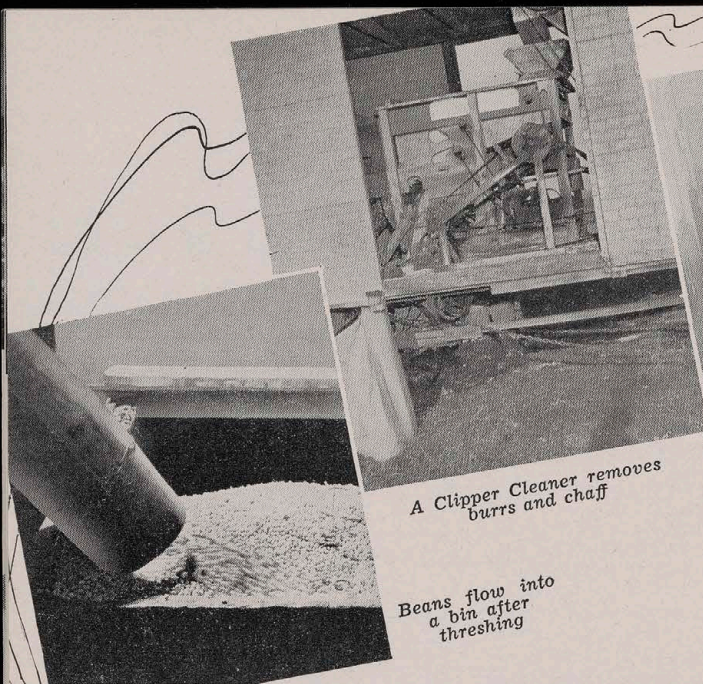
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Appointment of R. N. Whitman as rules examiner, lines west, with headquarters at Spokane, Washington, and R. H. Hemmesch as rules examiner, lines east, with headquarters at Willmar, Minnesota, is announced by I. E. Manion, Great Northern's general manager, lines west, and C. McDonough, general manager, lines east.

* * * * *

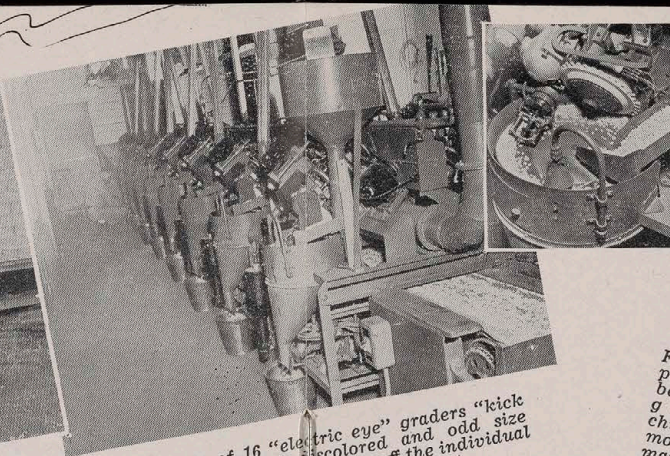
All officers, directors and staff officers were unanimously re-elected at the annual meeting of the Greater North Dakota Association held in Fargo in November.

R. J. Hughes of Wahpeton remains as president; Herman Stern, Valley City, honorary president; F. L. Conklin, Bismarck; R. R. Wolfer, Jamestown; F. P. Whitney, Dickinson, and F. A. Foley, Rolla, vice-presidents; F. A. Irish, Fargo, treasurer; B. E. Groom, secretary; M. J. Connolly, assistant secretary; H. D. Lohse, agricultural agent; W. P. Sebans and Neal Tracy, field representatives.



A Clipper Cleaner removes burrs and chaff

Beans flow into a bin after threshing



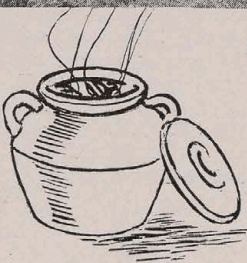
A battery of 16 "electric eye" graders "kick out" and discard discolored and odd size beans. A light reflects rays off the individual beans to the "electric eye"



From the Clipper Cleaner the beans go to a gravity machine which removes any remaining refuse, thence to the "electric eye" and onto a conveyor belt to the packing room.



An automatically controlled chute and scale fills and weighs bags of 100 pounds each which are then sewed up by a power machine



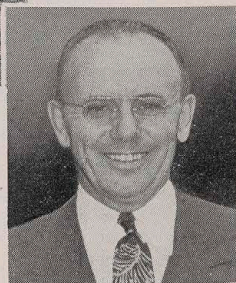
Bean pods, and to a lesser extent the vines, have a feeding value for sheep and cattle

Beans

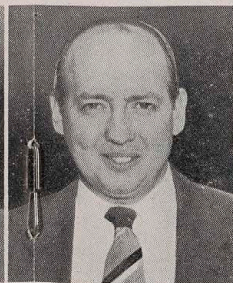
Some thirty years ago, Isanti county in Minnesota was among the biggest navy bean producing areas in the United States. After World War I, many other localities entered the field and replacing hand-labor with mechanical methods of grading, processing and handling, the state of Michigan soon set the pace for the nation in the bean market.

Growers and business men of Isanti county were determined to bring the bean industry back in the county. In March 1941, H. E. Olson, banker, Harold Roth, feed-mill operator, Robert B. Gillespie, attorney, R. G. Elofson, grocer, all of Cambridge, Minnesota,

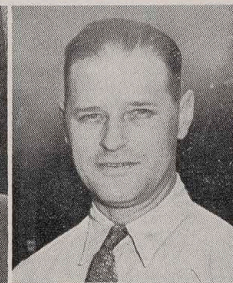
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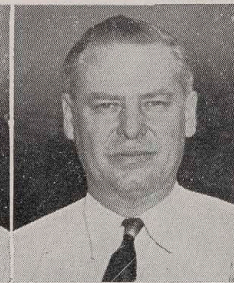
H. E. Olson
president



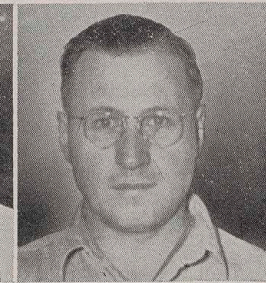
Robert B. Gillespie



Harold Roth
secretary



R. G. Elofson



L. R. Conrad
superintendent

BEANS

(Continued from page 9)

served by the Great Northern railway, and W. L. Ledin, state senator in the Minnesota State Legislature, representing the county, founded Beans Incorporated.

With the help of Charles Stickney, Minnesota agricultural war board chairman, and Manny Whitcomb, Isanti county AAA chairman, priorities for modern machinery were obtained. Remodeling of the Cambridge Feed Company building was started. Farmers in the county and surrounding territory were enlisted in a navy bean production program which resulted in 7,000 acres of beans in the fall of 1942. This was increased to 20,000 acres in 1943.

While the work of remodeling the plant was still underway and with about 1,000,000 pounds of beans in storage, Beans Incorporated, started grading operations on December 20, 1943. On December 27, one week later, the first shipment of 44,000 pounds of navy beans went forward to an Iowa canner.

Key to the processing of navy beans, to compete in the open market, is a battery of 16 "electric eye" graders. Drawing upon the production of Minnesota, Wisconsin, North and South Dakota, carloads of beans arriving at the Beans Incorporated, grading plant are weighed and then elevated to bins. From the bins the beans move over a Clipper cleaner and a Crippen polisher and then are sent back to bins to await grading.

Beans come down a chute from the bins to a whirling "saucer" from which they are picked up by a pneumatic device which is a sort of wheel with short spokes around the rim. The spokes are hollow and suction behind them picks up one bean on each spoke. The whirling wheel passes through a housing in which a light plays on the beans and passes on to the photo-electric cells

or the "electric eye". If the bean is off-color, or if the wheel picks up a kernel of corn or other foreign matter in the saucer, the "electric eye" pushes a trigger which knocks the bad bean or foreign matter off the spoke into a discard chute. Beans that pass, go on to an endless conveyor belt between the two rows of eight "electric eye" graders which carries them to the weighing and bagging department on a lower floor. The battery of 16 "electric eye" graders can handle 40,000 pounds of beans every 24 hours. Sixty beans pass the "electric eye" every second on each of the graders.

Acreage planted to beans has been gradually increased each year and the men who conceived and built this Minnesota industry are constantly aiding local growers to solve their problems and to fit beans into rotation systems of crops so that Isanti county may again assume its rightful position in the bean market of the nation.

Ed Flynn Retires

Retirement of Edward F. Flynn, who has been assistant to the vice-president and general counsel of the Great Northern since 1923, is announced by Edwin C. Matthias, vice-president and general counsel.

Widely known for his public speaking Mr. Flynn has addressed more than 3,800 audiences in all except three states in the U. S. and in several Canadian provinces.

A native of Faribault, Minn., Mr. Flynn resided 26 years in Devils Lake, N. D., before joining the railway, with headquarters in St. Paul.

The University of North Dakota conferred the honorary degree of Doctor of Laws on Mr. Flynn in August, 1945, in recognition of his activities in that state and his interest in education and research.



Goat GAIETIES...

Sniff, Sniff!

It seems a member of the Narcotics Squad had been chasing a dope peddler and in the chase the dope peddler had dropped a little package of "happy dust."

It happened that Max and Sam were walking down the same street and saw the package. Sam picked it up and examined it. "What can it be?" he asked.

"Maybe it has a smell?" suggested Max.

Sam took a deep breath and smelled. "Has no smell at all," he said, "its nothing."

Max took the package over. "Let me smell," he said. "I'll recognize it."

Max took a big whiff and exclaimed, "It's nothing at all."

They continued their promenade and suddenly Sam said, "You know what I'm going to do, Max? I'm going to Africa and buy up all the diamond mines."

Max interrupted brusquely. "I refuse to sell!"

* * *

Modest, Isn't He!

Doctor: "The best thing for you to do is to give up drinking and smoking, get up early every morning and go to bed early every night."

Patient: "Somehow, doctor, I don't deserve the best. What's second best?"

Not Necessarily!

Willie: "Paw, does bigamy mean that a man has one wife too many?"

Paw: "Not necessarily, my son. A man may have one wife too many and still not be a bigamist."

* * *

The Two Little Morons

The Little Moron has grown up and is now in business. He doesn't trust banks, thinks they have too many rivers flowing thru them, watering the stock. So he began depositing his profits behind a loose brick in the wall of his house. Not feeling too secure about this, he wrote across the wall:—"No money in this wall."

His pal, Joe Snerd, the Big Moron who lives across the way, saw this writing, and one day rifled the cache, and swiped the dough. Fearing detection, he too wrote on the replaced brick: "The money was not stolen by Joe Snerd."

* * *

Treasure Hunt

Two little urchins stood with their noses pressed against the barber shop window. "Gee, Mickey, look at that one," said one, as he spied a barber wielding a singeing taper. "He's lookin' for 'em with a light!"

* * *

The Difference

"Mama, why has dad no hair?" "Because he thinks so much, my dear."

"But why have you so much?" "Because—Oh, go away, and do your lessons, you naughty boy!"

Elected



Miss Beechman

Dougan

Two members in Great Northern's New York City ticket office have been elected to head their respective travel organizations in 1946.

At the annual meeting and election of officers of the 41-74 club, whose membership consists of women engaged in the travel industry, Marie Beechman, ticket agent, was elected president.

Other officers elected were Mary Fouhy, Madison Travel Bureau, first vice-president; Freda H. Lenz, Elmhurst Contracting Co., second vice-president; Ruth Frame, Greyhound Lines, secretary; Ethel B. Faber, Chase National Bank, treasurer. Kathleen Tuite, National Board, YWCA, Margaret Cone, American Travel Association SITA Tours, Louise Redding, Simmons Tours, and Ann Matus, Jordon & Parker Travel Bureau, were elected to the Board of Trustees, of which Catherine N. Demarest, retiring president, is chairman.

Stanley A. Dougan, city passenger agent, is the new president of the City Passenger Agents Association

Twelve

Appointment

Appointment of Frank J. Rangitsch, assistant statistician in Great Northern's comptroller's office, since September, 1942, as secretary-comptroller of the Saint Paul Union Depot Company and the Minnesota Transfer Railway Company,

is announced by officials of those companies. He assumes the position formerly held by J. R. Wilber, who died September 5, 1945.

Mr. Rangitsch began employment with the Great Northern in July, 1912, in the office of the auditor of passenger receipts. He held various positions in the railway's accounting division in St. Paul and Seattle.

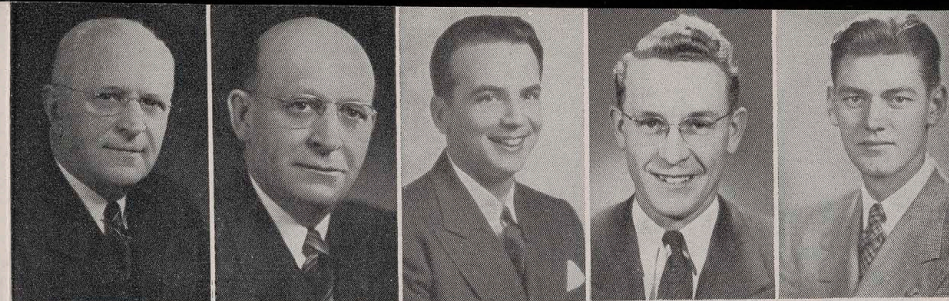
He was chairman of the company's employees' committee in charge of blood donations to the St. Paul center of the American Red Cross during World War II, which set a record for industrial firms in the city.

of New York City, to fill the vacancy caused by the recent transfer of George W. Krom, as division passenger agent of the Erie Railroad from New York City to Buffalo, N. Y.

Other officers of the association are Edward R. Ahlborn, New York Central Railroad, first vice-president; James B. Cunningham, Milwaukee Road, second vice-president; James S. Zilai, Central Railroad of New Jersey, secretary-treasurer.



Rangitsch



Moot

Farrell

Cheadle

Volland

Hageman

G. N. Passenger Department Appointments

Appointment of E. H. Moot as Great Northern's general passenger agent, and Sam M. Farrell as general agent, passenger department, with headquarters in Chicago, Ill., is announced by A. J. Dickinson, passenger traffic manager, St. Paul.

Mr. Moot, who joined the railway in December, 1897, held various positions in the company's passenger department in Chicago until April, 1920, when he was appointed general agent, passenger department, which position he held until his new appointment.

Mr. Farrell, began employment with the Great Northern in April, 1916, as a ticket clerk in the company's Winnipeg, Manitoba, ticket office. He served in the Canadian Royal Air Force in World War I, and returned to the Winnipeg office in January, 1921. He was transferred to Chicago as traveling passenger agent in February, 1924, and was appointed district passenger agent in March, 1934, which position he held

until his recent appointment.

Appointment of Robert S. Cheadle, passenger representative in Great Northern's Seattle city ticket office, since April, 1942, as city passenger agent, Everett, Wash., to succeed Henry L. Dodd, retired, and George H. Volland, ticket clerk, Spokane, Wash., since May, 1945, as city ticket agent, Tacoma, Washington, to succeed R. L. DuBois, who has resigned to enter private business, is announced by N. D. Keller, general passenger agent, Seattle.

Wilfred C. Hageman, employed in the company's passenger traffic department, St. Paul, since April, 1942, has been transferred to the Spokane ticket office as ticket clerk to succeed Mr. Volland. Hageman enlisted in the Army Air Corps in June, 1943, and was commissioned a first lieutenant from the Advanced Bombardier School, Deming, N. M. He was sent to the Pacific theater of war in February, 1945, and saw active service at Okinawa.

Grand Coulee Dam

Grand Coulee's generators supplied approximately five billion of the 5¼ billion kilowatt-hours of electric energy produced by power plants on four Bureau of Reclamation multiple purpose projects in the Pacific Northwest. They provided about two-thirds of the power sold by the Bonneville Power Administration, which

also distributes energy from the Bonneville Dam.

The 1944 gross returns from Grand Coulee power, on the basis of the per kilowatt-hour revenues of the Bonneville Power Administration, are estimated at approximately \$13,000,000.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services
January 1, 1946

Our Gold Stars

Two Great Northern employees were reported to have been killed or to have died in military service during December, 1945, bringing the total of our Gold Stars, as of January 1, 1946, to 177.

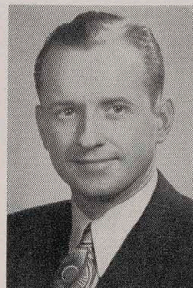
★ Sampson, Private Sanford O., USMC, brakeman, Butte Division. Killed in action at Okinawa Island Ryukyu Island, June 10, 1945.

★ White, T/4 Ralph E., US Army, district gang laborer, Mesabi Division. Died in Belgium, September 23, 1945.

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

Timberline Lodge Manager

Appointment of Neil C. Bauer as promotion manager of Timberline Lodge, Oregon's year around recreational center in Mount Hood National Forest, is announced by A. A. Comrie, chairman of the board of directors.



Bauer

Bauer, a World War II veteran, was a captain-pilot in the Army Air Corps and before entering the armed services in 1940, was a ranger-naturalist, lecturer and camp supervisor for the National Park Service. He will be in charge of the Lodge headquarters in the Chamber of Commerce Building, 824 S. W. 5th Avenue, Portland, Oregon.

Your Red Cross

Your Red Cross must carry on in peace as in war, because servicemen and women still in uniform, those overseas with the armies of occupation, those yet to be discharged, continue to need Red Cross clubs, snack bars, and recreation centers, and the friendly assistance of understanding Red Cross workers.

Veterans and their dependents look to the Red Cross for assistance in solving problems that often slow adjustment to civilian life. Hospitalized servicemen and veterans need help to face the tedious hours of convalescence. Disaster victims, the homeless of war-ravaged lands, and others in distress, need Red Cross help. The 1946 Red Cross Fund campaign will be held in March.



Nye

Seyton

Goehring

Barthelemy

Cebulla

G. N. Operating Department Changes

Retirement of C. M. Nye as chief engineer of the Great Northern railway, St. Paul, and appointment of H. J. Seyton, assistant chief engineer, Seattle, as his successor is announced by C. O. Jenks, vice-president in charge of operations.

Mr. Nye, chief engineer since 1940, has been with the railway since 1909. Mr. Seyton entered the company's service in 1909 and has been assistant chief engineer in Seattle since 1939.

H. M. Goehring, office engineer in St. Paul, succeeds Mr. Seyton in Seattle and M. A. McChesney, chief draftsman in St. Paul, has been appointed to succeed Mr. Goehring.

Also announced by Mr. Jenks is the retirement of Paul P. Barthelmy, master car builder since 1937, and with the company since 1901, and the appointment of Fred Cebulla, assistant master car builder, to succeed him. Norman E. Carlson replaces Mr. Cebulla.

T. D. McMahon, architect since 1914, and in Great Northern service since 1905, is succeeded by John W. Hayes, who has been assistant architect since March, 1940. J. O. Meyer, chemist since 1909, is succeeded by W. R. Petry, who was assistant chemist prior to entering the armed services in 1942. O. E. Williams, inspecting engineer, track, since 1934, and with the Great Northern since 1911, is succeeded by W. J. Cruse, chief detector car operator. Walter J. Carlson succeeds F. F. Morris as foreman of the Duluth-Superior Bridge, and L. F. Bettger replaces T. J. Slattery, retired, as the company's agent at Willmar.

R. R. Manion, trainmaster, Twin City Terminals, Minneapolis, Minn., prior to joining the Great Northern sponsored 704th Railway Grand Division of the Military Railway Service in November, 1942, has been appointed engineer of maintenance-of-way with headquarters in St. Paul.

Redwood Empire Association

The executive board of the Redwood Empire Association has authorized development of a substantially expanded operation budget to meet growing national and foreign competition, and the rise in cost of publicity and advertising materials and supplies.

Valerie Kuhn, wartime manager

of the association, has been appointed assistant to the president in charge of a new department established to handle certain budget matters, legislation and public relations, which together with existing departments will operate under the direction of general manager Clyde Edmondson.

PACIFIC NORTHWEST SEAPORTS FACE BRIGHT ORIENTAL TRADE FUTURE

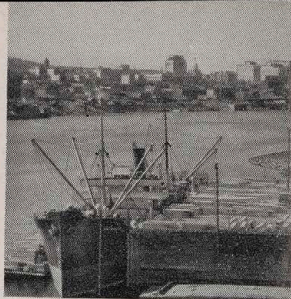
Great Northern Links Nation With Principal Western Harbors

Peace in the Pacific heralds resumption of commerce between the United States and the Orient—an era of bright promise for the seaport cities of the Pacific Northwest.

Much of American-made merchandise destined for Asia will be transported to embarkation points served by Great Northern. This railway links the nation with Puget Sound ports of Seattle, Tacoma, Everett and Bellingham in Washington, and Vancouver in British Columbia. Great Northern stretches southward to Portland, Oregon, Vancouver, Washington, and connects with San Francisco, Los Angeles and other California ports.

Into these deep water ports also will come vast cargoes of the products of Russia, China, the Philippines, Australia, New Zealand, India, Burma, and the East Indies. And, Great Northern's dependable service will be an important link in the nationwide distribution of these goods.

The railway's long commanding position in America's trade with the Orient through Pacific Northwest port cities is one of the many things which will continue to make Great Northern great.



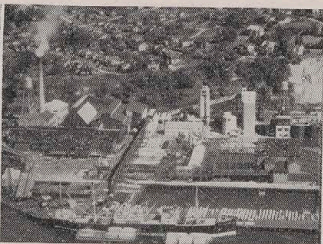
Ocean-going vessels reach Portland via the Columbia and Willamette Rivers



Seattle's extensive dock facilities are served by Great Northern. Queen city of the Puget Sound region, Seattle is the railway's western terminus



A famous lumber center, Tacoma also ranks as a major seaport



Everett is one of the fast-growing ports on Puget Sound



Great Northern serves Vancouver, Canada's gateway to the Orient

GREAT NORTHERN RAILWAY

BETWEEN THE GREAT LAKES AND THE PACIFIC

the
GREAT NORTHERN GOAT



**FEBRUARY
1946**

Reconversion



WELL, MR. SHOP FOREMAN, YOU TOLD ME TO MAKE OUR RETURNING SOLDIERS
AND SAILORS FEEL RIGHT AT HOME, SO, PIN-UPS IT IS!

Drawing by Howard Petrey

Two

Saint Paul 1946 Victory Carnival

Biggest victory jamboree in Northwest history will be staged in honor of returning service men and women by the St. Paul 1946 Victory Carnival, February 22 thru March 6.

Goal of the score of St. Paul Winter Carnival Association committees in charge is to make this gigantic winter festival commemorating the winning of the war the largest and most colorful one of its kind held anywhere in America.

Tens of thousands of returned veterans will be feted and entertained, and will march in spectacular day and night parades to the stirring music of drum and bugle corps, and bands.

More than a score of snow queens from leading cities throughout the Northwest will attend the mammoth celebration. Visiting snow queens, selected in citywide contests sponsored by junior chambers of commerce, chambers of commerce and veterans' organizations, will ride on floats in carnival parades, and take part in all main programmed events.

Minnesota cities sending snow queens include, Albert Lea, Austin, Bemidji, Brainerd, Crookston, Detroit Lakes, Duluth, Faribault, Hibbing, International Falls, Owatonna, Red Wing, Stillwater, Willmar, Worthington, Little Falls, St. Cloud, Virginia, Rochester, and Cuyuna Range towns, centering at Crosby.

Out-of-state snow queens will be sent to the carnival by Fargo and Grand Forks, N. D.; and by Chipewa Falls and Superior, Wisconsin.

Hostess during their stay will be the carnival's new Queen of Snows, a St. Paul girl.

St. Paul's mammoth victory festival will open with two of its biggest events, the crowning its king and queen. King Boreas IX will be crowned in the afternoon, on the spacious steps of the State Capitol, where tens of thousands of his loyal



Tom Gibbons, sheriff of Ramsey county, has been chosen King Boreas IX, and will rule over St. Paul's 1946 Victory Carnival

subjects may view the colorful ceremonies, and extend him royal welcome. Coronation of the new Queen of Snows will follow in the evening, at the St. Paul Auditorium.

A gigantic victory parade of military units, drum corps, bands, floats and marching clubs, in which more than 25,000 persons will take part, will move over crowd-lined streets Saturday

afternoon, February 23.

A thrilling indoor speed skating meet at the Auditorium, Sunday afternoon, February 24, will be followed by a hockey game between St. Paul and Kansas City, in the evening.

Crowning event of Friday, March 1, will be the opening performance of Ice-Capades, world's largest musical revue on ice, at the Auditorium. This mammoth ice revue, now on tour in the east, will close its carnival-sponsored stay Wednesday night, March 6. This year's Ice-Capades will present a cast of more than 150 skating stars assembled from all parts of America and the Old World.

Floats will be more gorgeous and spectacular in conception than any ever seen at any Northwest festival.

Three



VOL. 16 FEBRUARY, 1946 No. 2

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

IVAN A. COPPE, Editor

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

The Goat's Cover

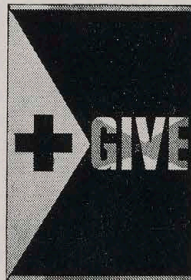


the Queen of Snows, the all-city carnival queen.

The queen of the Great Northern railway's Glacier Park Marching Club in St. Paul's 1946 Victory Carnival is Betty Lou Emerson. She will be a contender for the throne of

Your Red Cross Must Carry On

With the cessation of hostilities the American Red Cross, never exclusively a war agency, moved immediately into preparation for a peacetime program that includes many activities that grew to importance during the wartime years.



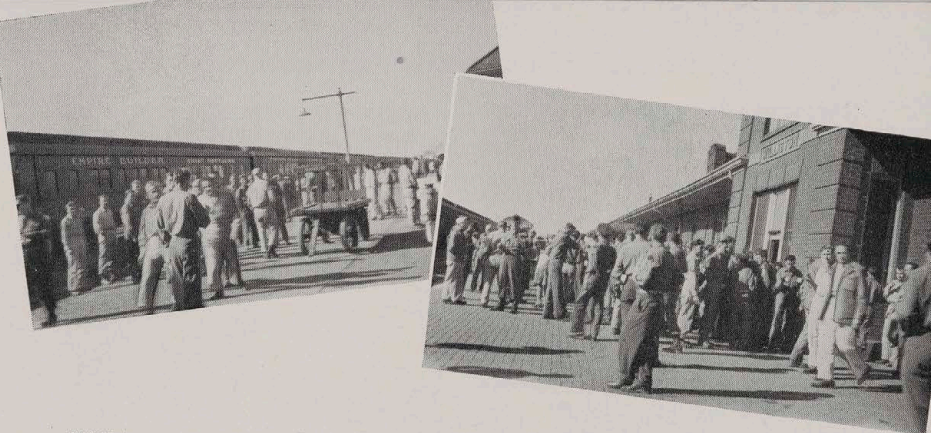
Services to those still on active duty with the armed forces will be continued by the Red Cross as long as they are needed. There are Red Cross clubs and recreation centers in Japanese and German territory like those that once provided a friendly haven for combat troops.

For the hospitalized serviceman the American Red Cross will continue to maintain a full schedule of service.

Red Cross service to the discharged serviceman, begun with his induction, follows him through separation center or hospital back to his home community.

While its services to members of the armed forces will remain an important concern of the American Red Cross, the organization continues to aid in community projects and to contribute to the national welfare.

In army camps and hospitals, on farms and in cities, the Red Cross must carry on in peace as in war. To maintain the American Red Cross program of service during the coming months to members of our armed forces, to veterans and their dependents, to disaster victims and others in need, will require at least \$100,000,000 being raised in March by contributions to the 1946 Red Cross fund.



Williston women meet all G. N. trains with sandwiches, sweet-rolls and hot coffee as hundreds of khaki-clad men pour out of cars.

Williston Citizens Provide Free Canteen Service

Through the cooperation of its citizens, business houses, civic organizations and neighboring communities, Williston, North Dakota, has been operating a free servicemen's canteen since July of last year. In charge of the Veterans of Foreign Wars and its Auxiliary, it is estimated that to date upwards of 66,000 servicemen stopping at Williston enroute east and west have been served with coffee, milk and food without charge. The Auxiliary hopes to continue the canteen service until the majority of men are returned to their homes.

Canteen headquarters are maintained in Great Northern's passenger station in Williston, space, light, heat and water being provided by the railway company. All regular and special Great Northern trains arriving in Williston, around the clock, are met by committees composed of members of fraternal organizations, civic and social clubs and church groups which take reg-

ular turns meeting trains and serving at the canteen.

Groups assigned to meet trains are provided with advance information as to how many cars there are in each train and preparations are made accordingly. Everyone does his or her part in getting things ready so that the men can be served immediately upon arrival. As many as five separate trains have been met during a twenty-four period, arriving during the day and night.

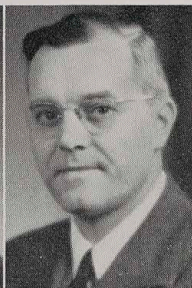
In addition to supplies purchased with canteen funds, contributed by local and nearby community citizens, home-cooked lunches are provided by members of various groups. Each group of ladies meeting trains has a supply of matches, fruit and reading material for distribution to servicemen.

Many cards and letters are received from servicemen expressing their thanks and appreciation for the kindness and attention extended them during their stop in Williston.

G. N. Traffic Department Appointments



Berg



Jager

Albert C. Berg, who rose from buck private to captain in 3½ years of Army railroading, has returned to the Great Northern as assistant to the Western Traffic Manager in Seattle. Separated from the Army November 15, his discharge became effective January 27.

Berg was secretary to the company's vice president in charge of traffic, St. Paul, Minnesota, at the time of his enlistment in May, 1942. Assigned to Military Railway Service, he was sent to Mississippi State College in February, 1943, as an enrollee in the Officer Candidate School of the Transportation Corps.

Graduated a 2nd lieutenant he joined the 708th Railway Grand Division in New Orleans. Overseas in England he saw 10 months' detached service with the Office of the Chief of Transport before returning to the 708th after "D" day as fuel agent in France and Belgium. In February, 1945, he became assistant adjutant in charge of personnel at General Headquarters, Military Railway Service.

Berg first joined the Great Northern in 1920 as a file clerk in Breckenridge, Minnesota, and has served the railway in various capacities in Seattle, Portland and St. Paul.

Jager began service with the Great Northern as a clerk in the railway's

(Continued on page 14)

Appointment of Ray F. Schwehm as district passenger agent, with headquarters in Chicago, Ill., is announced by A. J. Dickinson, Great Northern's passenger traffic manager. Schwehm, who began employment with the



Schwehm

railway in June, 1924, as a clerk in the passenger department, Chicago, has been traveling passenger agent at Milwaukee, Wisc., since February, 1936. He succeeds S. M. Farrell, recently appointed general agent passenger department, Chicago.

Also announced is the appointment of Leon D. Kidd, city passenger agent at Philadelphia, Pa., since June, 1945, as traveling passenger agent, Milwaukee, to succeed Schwehm.

Transfer of Walter C. Olin, commercial agent at Duluth, Minn., to the refrigeration section of the freight traffic department at St. Paul, is announced by the railway company. John C. Powers, traveling freight agent at Duluth, succeeds Olin as commercial agent there, and E. C. Whitacre, commercial agent at Superior, Wisc., has been transferred to Duluth, as traveling freight agent. John W. Petrick, city freight agent at Duluth, has been named commercial agent at Superior, and W. Leo Tilton, city freight agent at Seattle, Wash., has been transferred to Duluth as city freight agent.



Goat

GLEANINGS

Courtesy line for the cover illustration of the January GOAT was inadvertently omitted. The photograph of "Sun" Ranger Station in Glacier National Park, Montana, was made by Channing Howell, Kalispell, Montana, on a winter snow-shoe trip.

* * *

Members of the Veterans' Association of the Great Northern railway reported deceased during January, 1946, are, Ernest W. Rimer, physician and surgeon, Breckenridge, Minn.; Herbert A. Miller, track inspector, Devils Lake, N. D.; Samuel Eide, foreman, REA, St. Paul, Minn.; Flavius A. Dahlberg, clerk, St. Paul, Minn.; Michael Maloney, engineer, St. Paul, Minn.; James M. Robertson, air-brake supervisor, St. Paul, Minn.; William J. Leguee, switch-foreman, Crookston, Minn.

Members pensioned during January, 1946, are, Paul H. Busch, engineer, Grand Forks, N. D.; John W. Ewing, engineer, Delta, Wash.; John S. Mullin, engineer, Crookston, Minn.; Thomas W. McDonald, switch-foreman, Minneapolis, Minn.; John Ovind, B&B foreman, Grand Forks, N. D.; Mark Parks, engineer, Whitefish, Mont.; Theodore C. Snyder, brakeman, St. Cloud, Minn.; Howard Vasconcellos, machinist, Hillyard, Wash.; Herbert A. Batchelder, telegrapher, Bellingham, Wash.; Nels B. Peterson, conductor, Fargo, N. D.;

George A. Richardson, brakeman, Great Falls, Mont.

* * *

Allen M. Nye, general agent, New York Central System, St. Paul, Minn., since 1920, retired on January 1, 1946, after 54 years' service with that company and its affiliates. Walter S. Hammond has been appointed district passenger agent in charge of the company's St. Paul passenger office. Hammond has been with the New York Central since 1910, and in St. Paul since 1926, except for a three-year wartime assignment at Albany, N. Y.

* * *

North Dakota reached an all-time high in agricultural production during 1945, according to the Greater North Dakota Association, with a gross farm revenue of \$550,906,580. This was the third successive year that the state's gross production exceeded the half billion dollar mark. With fewer farms than in 1940, but an increased acreage, the state's 59,649 farms averaged a gross income of \$7,900 each.

* * *

Pullman parlor car, Armory Hill, designated as Car No. 8, operating on trains 460 and 459 between Seattle and Portland, was recently purchased by Great Northern railway. The car is being continued in service between these points.

Passenger Club Elections



Callanan

At the annual election of the Buffalo Passenger Association held in December, Paul A. Callanan, Great Northern's city freight and passenger agent at Buffalo, N. Y., was elected president. Callanan, who has been in railroad traffic

work in Buffalo for the past twenty years, became associated with the Great Northern in March, 1941. He has held various offices in the passenger association, serving two terms on its executive committee and as vice-president.

Other officers elected were Thomas D. Rogers, Illinois Central, first vice-president, Arthur E. Jones, New York Central, second vice-president, Charles A. O'Brien, Jr., Lackawanna, secretary, Arnold H. Cruickshank, Santa Fe, treasurer. Patrick J. Ryan, New York Central, Charles V. Howick, Canadian National, and Arthur E. Bartels, Chicago & Northwestern, were elected directors of the association.

The Passenger Club of New Orleans installed Noel J. Spicuzza, Southern Railway, as president, Chester C. Stetfelt, Union Pacific System, vice-president and Riley Marsh, Illinois Central, secretary-treasurer, at its annual banquet and installation of officers held at the New Orleans Athletic Club, on January 28. Edgar K. Farrar, president of the club in 1945, was presented with a sterling silver water pitcher.

Eight

W. Maguire, Pullman Company, St. Paul, Minnesota, was elected president of the Saint Paul Passenger Association at a stag and election party held on January 24.

Other officers chosen for the year 1946 were O. R. Anderson, Milwaukee Road, vice-president, E. J. Trettel, Northern Pacific railway, treasurer, E. C. Melander, Chicago & Northwestern Line, secretary. L. E. Archer, Baltimore & Ohio Railroad, W. L. Borland, Burlington Route, G. L. Brooks, Northern Pacific railway, P. G. Holmes, Great Northern railway, L. W. Jansen, Chicago & Northwestern Line, and W. J. Powers, Twin City Bus Lines, were elected directors.



Maguire

Gray Line Acquires Steamer "Sightseer"

Seattle's famous tourist steamer "Sightseer" will fly the Gray Line pennant when she plies the Puget Sound and Lake Washington waterways again this coming summer.

Purchase of the Anderson Water Tours and its principal property, the "Sightseer," was recently announced by A. H. Wenck, Seattle general manager of Gray Line Tours.

The colorful old steamer, a Puget Sound "watermark," will be completely reconditioned before it is put into service in mid-June to carry Pacific Northwest vacationists on Gray Line's feature land and water tour of Seattle.



Left to right, Henry A. Doth (*The Ghost*), assistant paymaster, Wm. F. Stoll, shop superintendent, Edward Lloyd, boiler foreman, and James McHaffie, assistant boiler foreman

'Mike' Helps Hank Pay-Off

Zygmunt Kuczubowski, Catherine Dionisopoulos, Peter Galatowitsch, Frank Mazurkiewicz, Joseph Vinciguerra, are just a few of the "jaw-breaking" names of employees on payrolls of Great Northern's shops, roundhouses, coach-yards and stores in and around St. Paul, Minnesota.

After each twice-a-month payday, Henry A. Doth, the railway's assistant paymaster, who has to "pay-off" employees at these locations, has been on the verge of a "vocal breakdown." The situation reached a point where he would either lose his vocal chords or have to hire an interpreter. War-time shortages and priorities made it impossible to beg, borrow or steal walkie-talkie equipment of any description.

After considerable hinting and pleading for some solution to his

dilemma, Hank, "the walking ghost", (paymaster to you) went into a huddle with Wm. F. Stoll, superintendent of the railway's Dale Street Shops in St. Paul, and some of the shop electrical workers. The result, the construction of a microphone and loudspeaker, to bawl out the names on payrolls. Now, "the walking ghost" is able to make more noise than a boiler factory and is the most redoubtable ghost along the entire railroad system.

With his new equipment, Doth can relax his 225 pounds and embellish his payroll names suitably without losing too much vitality.

Before "the walking ghost" got his microphone and loudspeaker it took several hours to "pay-off." Now he does the job in less than one second per man.

Nine



Bettger

Slattery

Willmar Agent Retires

Retirement of Thomas J. Slattery, Great Northern's agent at Willmar, Minnesota, since June, 1926, and appointment of Levi F. Bettger, is announced by C. O. Jenks, the railway's vice president in charge of operations.

Slattery, whose employment with the railway began in April, 1898, as agent-operator at Elk River, Minnesota, served in various capacities at 12 stations in Minnesota, North Dakota and Montana until he became agent at Willmar.

Bettger, who began employment with the company in June, 1914, as helper at Campbell, Minnesota, has been agent and operator at various stations in Minnesota, South Dakota and Iowa, and was acting station agent at Sioux City, Iowa, at the time he was named to succeed Slattery.

Timberline Lodge

The Pacific Northwest Ski Association will hold its four-way junior championships and downhill slalom combined championships at Timberline Lodge in Mount Hood National Forest near Portland, Oregon, on March 2 and 3.

Ten

New Safety Device for G. N. Passenger Trains

Installation of powerful oscillating lights on its principal passenger trains as an additional safety factor has been begun by the Great Northern railway.

Use of the new equipment, to be installed over the next several months at head and rear ends of the trains, will supplement other safety devices and procedures already utilized by the railway.

The switch-operated lights, shining white or red and visible for several miles, will provide additional protection to trains from any other trains approaching in either direction, and also will warn drivers of vehicles approaching grade crossings.

On a locomotive the light, fashioning a figure eight with its beams by day and night, will be used in addition to the standard headlight. The light beams will be white when the train is moving and red when the train is in need of protection.

At the rear end of a train the light, shining red only, will cut figure eights day or night while the train is standing or when moving under conditions requiring protection for the train.

Under the program inaugurated, the lights will be installed on principal passenger trains operating between St. Paul-Minneapolis and Seattle, St. Paul-Minneapolis and Duluth-Superior, Seattle and Spokane, Havre and Butte, Mont., Seattle and Vancouver, B. C., St. Paul-Minneapolis and Grand Forks, N. D., and St. Paul-Minneapolis and Winnipeg, Man.



Goat GAIETIES...

Fairy Tales

"Mama," said little Linda, "do all fairy tales begin with 'once upon a time'?"

"No, darling," said Mama grimly. "Sometimes they begin, 'My love, I will be detained at the office pretty late tonight.'"

* * *

A Chip Off the Old Block

George was such a bad boy in school that the teacher finally was forced to write his mother as follows: "Your son is one of the brightest boys in school but he is also the most mischievous. What shall I do?"

This is the reply the teacher received: "Do as you please. I'm having my own troubles with his father!"

* * *

Coppers Cake

"You must come over to my house and have some policeman's cookies."

"What are policeman's cookies?"

"Cop-cakes."

* * *

Burp Lover

A man sat down at a lunch counter, and ordered four poached eggs and chips, a dozen oysters, and a grilled steak.

After wading through these he finished with four doughnuts and two cups of coffee.

When the waiter had finished serving, he remarked: "You must enjoy your meals."

"Far from it," replied the diner. "As a matter of fact, I hate 'em—but I'm nuts about bicarbonate of soda."

Close Shave

A Broadway playboy had a closer shave than he bargained for in a local barber shop recently. His manicure girl was very beautiful, and the playboy suggested dinner and a show that evening. "I don't think I ought to," said the girl demurely. "I am married."

"Ask your husband," suggested the playboy. "I'm sure he wouldn't mind."

"Ask him yourself," said the girl. "He's shaving you."

* * *

Familiar Ground

Guide: "This castle has stood for 300 years. Not a stone has been touched, nothing altered, nothing repaired or replaced."

Tourist: "They must have the same kind of landlord we've got!"

* * *

Quiet Please!

"I prescribe absolute quiet for your husband," said the doctor. "Here's a sleeping powder." "When do I give it to him?" asked the wife. "You don't give it to him," said the doctor. "You take it yourself."

* * *

Nice Going

Four very deaf old ladies played bridge every Tuesday afternoon. A startled visitor heard the following bidding take place after one hand had been dealt: The first lady bid four spades. "Three hearts," declared the second. "Two diamonds," said the third. "Well," said the fourth, "if nobody else has a bid, I'll try one club."

Eleven

Sleeping Car Service To Be Restored

With the removal of restrictions governing the operation of sleeping cars for distances of less than 450 miles, under General Order ODT 53, sleeping car service will be restored on Great Northern trains 3 and 4 between St. Paul and Grand Forks, N. D., and on trains 1 and 2, The Empire Builder, between Spokane and Seattle, effective March 1, 1946; on SP&S trains 1 and 2, between Spokane and Portland, effective February 15, 1946.

Pool Pullman Standard sleeping car service between St. Paul and Fargo, N. D., operated under rotation plan by the Northern Pacific and Great Northern railways, will be restored effective March 1, 1946. The car will be operated by the Northern Pacific until May 31, 1946, and by Great Northern, June to September, inclusive.

Through modification of General Order 53, sleeping car service for distances of 351 miles and over will be restored February 15, for distances 251 miles to 350 miles inclusive on March 1 and for less than 250 miles on March 15.

U. S. Savings Bonds

One of the great lessons learned from World War II has been the value of systematic thrift and saving to the individual and to the nation. Appraising the benefits of this wartime program of national and individual saving, the Treasury Department has decided to insure a continuation of these benefits by making the Bond program a continuing peacetime operation.

The payroll allotment plan for buying U. S. Treasury Series E Savings Bonds will be continued by the Great Northern railway for all employees desiring to participate.

Twelve

G. N. Law Department

Retirement of Ernest E. Sargeant, Great Northern attorney, at Spokane, Wash., since October, 1926, and appointment of Harry T. Davenport of Spokane to succeed him is announced by Edwin C. Matthias, the railway's vice president and general counsel. Mr. Sargeant became associated with the company at Spokane in May, 1920.

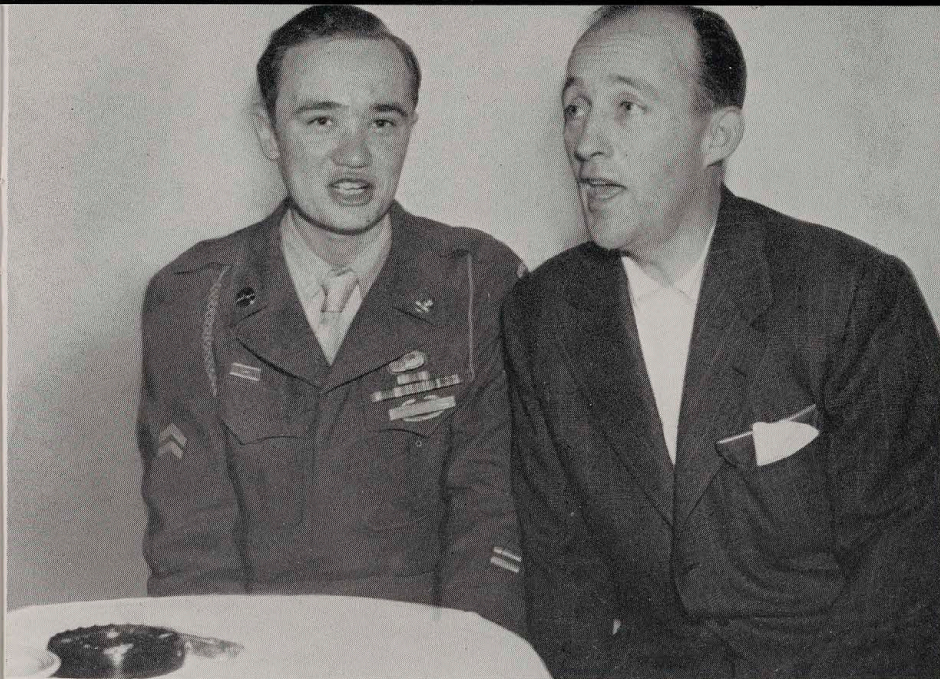
Also announced by Mr. Matthias is the appointment of Terence J. Slattery as assistant general solicitor at St. Paul. Mr. Slattery, who enlisted in the U. S. Army in March, 1943, recently returned from military service with the rank of Major.

Gerard Hartzog, assistant general counsel, St. Paul, recently resigned to resume private practice at Washington, D. C.

Dude Ranchers Organize

Dude ranch operators in the state of Washington recently met in Seattle and formed a state organization. The meeting was sponsored by dude ranch operators in Washington and the Dude Ranchers Association, with headquarters at Billings, Montana. The purpose of the newly formed association is to assist present owners in solving their local problems, interesting new dude ranch operators to the state and publicizing Washington's attractions and facilities for dude ranch vacations.

Temporary officers elected were Paul E. Spaeth, owner-operator of the Methow Valley Ranch, Winthrop, Wash., president, and Mrs. Tom Whited of the Lazy F Ranch, Ellensburg, Wash., secretary-treasurer.



Former G. N. employees, Cpl. Robert W. Norris and Bing Crosby vocalize.

G. N. GI Croons With Crosby

In a New York restaurant with a GI buddy a few hours after they participated in an All-American parade on January 12, Corporal Robert W. Norris was asked by a man who came to his table, "What would you boys like to hear?" "We'd like to hear you sing 'Sentimental Journey,'" said the paratrooper. "Recognized ol' Bing, eh!" said Crosby. "Okay, I'll sing if you'll pitch in." Cpl. Norris and his buddy pitched.

They sang it twice and according to Cpl. Norris, it wasn't bad. During the visit it was discovered that Bing Crosby and Norris were both

former Great Northern railway employees, but they didn't break out with "I've been workin' on the railroad." Bing worked in the company's Spokane shops in 1923, and Norris was employed in the railway's auditor of freight receipts office in St. Paul, during summer vacations.

Cpl. Norris, who is the son of Walter N. Norris, Great Northern's tax accountant in St. Paul, was a member of the 101st Airborne division and was in the Bastogne battle. He was recently discharged from military service.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services
February 1, 1946

Our Gold Stars

Six Gold Stars were added to the Great Northern railway employees' service flag during the month of January, 1946, bringing the total to 183 as of February 1, 1946. Although World War II ended months ago, final military status reports covering employees killed in action, to have died in military service and previously reported as missing, are being received each month.

- ★ Brunelle, James A., Pfc., U. S. Army, section laborer, Butte Division. Killed in action in Germany on April 26, 1945.
- ★ Garrison, Donald H., 2nd Lt., U. S. Army Air Corps, B&B helper, Spokane Division. Previously reported missing in action in Southwest Pacific Area, since September 22, 1943. Finding of death has been

set by U. S. Army as December 19, 1945.

- ★ Johnson, Lowell Donald, S-1/c, USNR., agent-telegrapher, Minot Division. Previously reported missing in action. Finding of death has been set by U. S. Navy as April 6, 1945.
- ★ Shelton, Fred O., Pvt., U. S. Army, carman helper, Butte Division. Killed at Okinawa, December 1, 1945.
- ★ Smith, Theodore A., ARM-2/c, USNR., clerk-warehouseman, Butte Division. Previously reported missing in action in Asiatic area since October 12, 1944. Finding of death has been set by U. S. Navy Department as October 13, 1945.
- ★ Workman, Stanley G., S/Sgt., U. S. Army, carman helper, Minot Division. Previously reported missing in action in Germany since April 18, 1944. Finding of death has been set by U. S. Army as April 19, 1945.

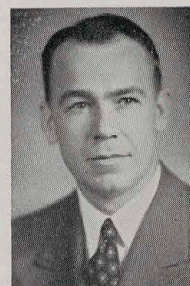
Findings of death of members of our armed services are determined by the Army and Navy under the provisions of Section 5 of United States Public Law 490, March 7, 1942, as amended. Information concerning Great Northern railway employees in military service is compiled from data available and is subject to change.

APPOINTMENTS

(Continued from page 6)

Seattle freight department in November, 1917. He was with other railroads on the west coast during the period November, 1921, to July, 1923, and returned to the Great Northern in October, 1923, serving in various capacities until January, 1942, when he was named assistant to the Western Traffic Manager, which position he held until his recent appointment as assistant industrial agent with headquarters at Seattle.

G. N. Operating Department Appointments



Manion

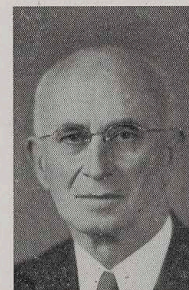
Appointment of Raymond Rex Manion as engineer of maintenance of way, with headquarters in St. Paul, Minnesota, is announced by H. J. Seyton, Great Northern's chief engineer.

Mr. Manion, who began employment with

the railway as office assistant in St. Paul in September, 1938, was trainmaster, Twin City Terminals, when he reported to the Great Northern sponsored 704th Railway Grand Division at Fort Snelling on November 14, 1942, for the position of adjutant.

Following the indoctrination and technical training at St. Paul, he accompanied the unit overseas in April, 1943, and shortly after arriving at Algiers in May was assigned as commanding officer of the Provisional Mechanical Erecting Detachment with headquarters at Oran. He was assigned temporarily to the engineering section at 704th headquarters, Algiers, in June, 1944, and in July, he was sent to Italy and worked briefly on movements at Naples.

He was later assigned as stationmaster supervising the forward railheads of Grosseto, Cecina and Leghorn as they were opened. He accompanied the unit to France in December, 1944, and was assigned as stationmaster and liaison officer with the 7th Army Transportation Section at Luneville in France, and in Germany at Kaiserlautern, Darmstadt, Schwabisch, Gmund, Augsburg and Heidelberg. He was a captain at the time of his discharge from military service.



McMahon



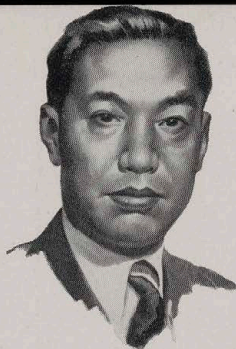
Hayes

Retirement of Thomas D. McMahon, Great Northern's architect since October, 1914, and the appointment of John W. Hayes, assistant to architect, to succeed him, is announced by C. O. Jenks, the railway's vice president in charge of operations.

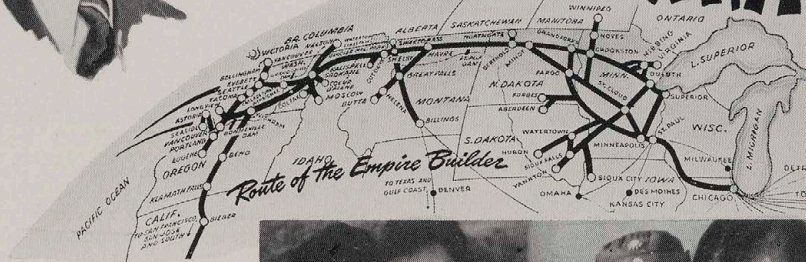
Mr. McMahon began employment with the company as an architect draftsman in April, 1905, coming to the Great Northern from the Burlington in Chicago, where he held a similar position. He was named chief draftsman in January, 1906.

Mr. Hayes was employed as a clerk and chairman in the accounting and engineering departments of the Spokane, Portland & Seattle Railway in Portland, from April, 1929, to August, 1936, when he joined the Great Northern as assistant to the master carpenter of the railway's Kalispell Division. He held a similar position on the Dakota and Mesabi Divisions until March, 1940, when he was transferred to St. Paul.

He attended Benson Polytechnic High School and Oregon Institute of Technology, as well as the school of mechanical engineering of the University of Minnesota. He is a registered architect in Oregon, Montana and Minnesota, and a member of the American Railway Engineering Association and American Railway Bridge and Building Association.



...the "open door" to **MODERN CHINA**



Something big and important is happening in China . . . the awakening to new ideas of China's 450 million people.

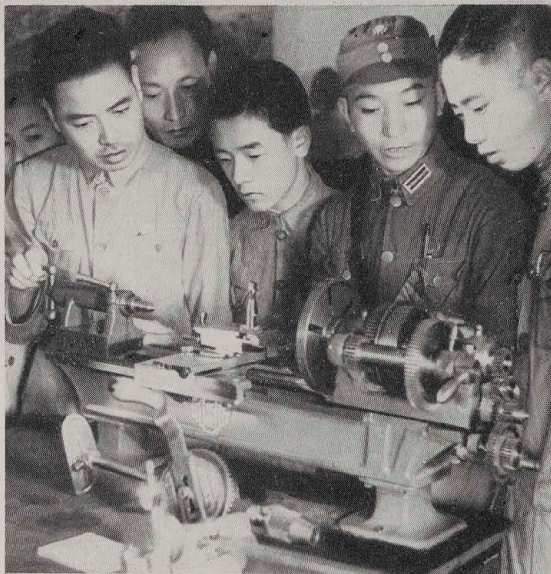
There's new thinking, with new ambitions and new wants, all over China, according to Great Northern Railway's Foreign Department.

Following through on things the Chinese learned during the war, they are determined to create new wealth out of China's abundant raw materials.

China's agriculture will step ahead as fast as America can provide the latest implements and machines. So will her other industries.

Before long, old records will be broken in the new trade between China and the United States, and much of it will be expedited by Great Northern Railway—an "old hand" in Pacific trade.

Consult: H. G. DOW, Vice President, Foreign Department, 233 Broadway, New York 7, N. Y., P. H. BURNHAM, Freight Traffic Manager, 175 East 4th Street, St. Paul 1, Minn., W. R. DALE, Foreign Freight Agent, 4th Avenue and Union Street, Seattle 1, Wash., or Great Northern freight traffic representatives in more than 50 cities in the United States and Canada.



Whether learning how to fight with modern weapons or how to run a high speed American-made machine, the Chinese are apt, enthusiastic pupils.

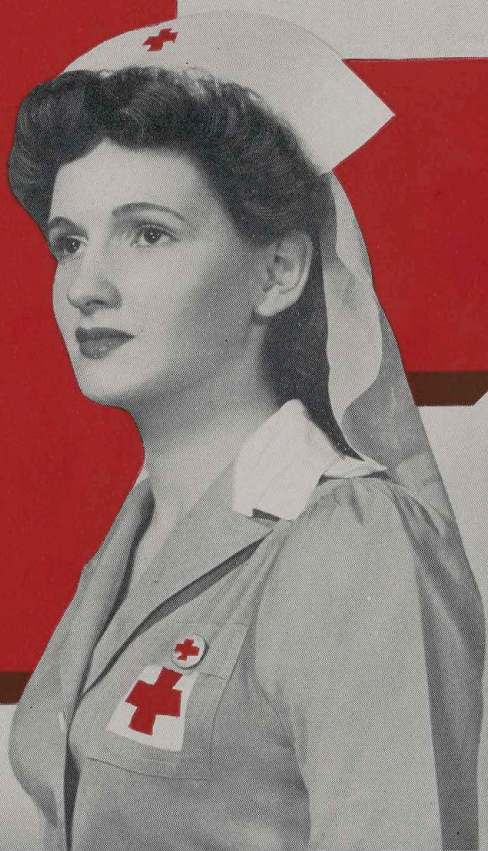
GREAT NORTHERN RAILWAY

Between Great Lakes, Pacific Northwest and California Ports

the
GREAT NORTHERN GOAT



**MARCH
1946**



Certified Potatoes



The Flathead Valley in Montana is ideal for certified seed potatoes, which rank high with other northern grown seed.



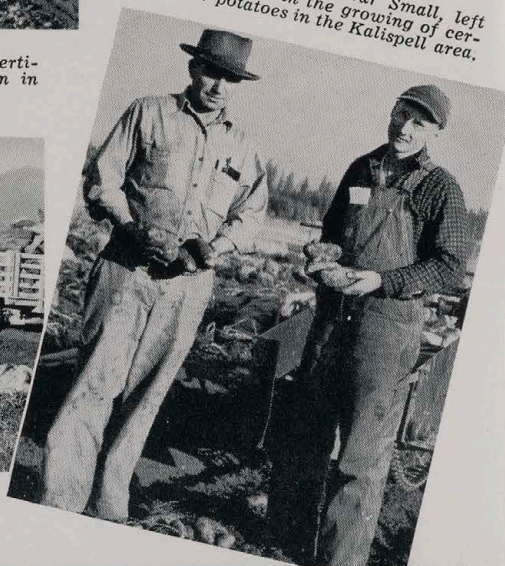
An average of 465 bushels per acre of certified Netted Gem potatoes were produced on 90 acres under sprinkler irrigation in 1945.



Approximately 375 acres of certified seed potatoes were grown in the Kalispell area in 1945.



Kalispell area growers have received an average of 50% more for their certified potatoes than for regular table stock.



Clifford Haines and Arthur Small, left to right, pioneers in the growing of certified seed potatoes in the Kalispell area.

Sprinkler Irrigation Increases Production of High Quality Certified Potatoes in Flathead Valley, Montana

Potato production has become a major industry in many areas in the Northwest served by the Great Northern railway. Through cooperation of growers, dealers, state seed departments, agricultural colleges and the department of agricultural and mineral development of the railway, scientific methods have been applied to the production program which have been successful in minimizing diseases, developing high grade seed and generally improving the quality of table stock potatoes.

In addition to its activities in the development of quality seed potatoes, the Great Northern has assisted growers in providing markets for them in various parts of the country.

In the Kalispell area of the Flathead Valley in Montana, a group of farmers have grown high quality certified seed potatoes with considerable success by sprinkler irrigation, a surface pressure system pumping water from nearby sources. Headed by Arthur Small, who has been farming in this area for the past 23 years, the group, consisting of Clifford and Clarence Haines, James Byrne and Son, Sam Parker and Son, K. B. Johnson and Sons, Arthur and Irving Bauer, Frank Logan, Henry Ballinger and Elmer Beeman, last year raised 312 out of 378 acres of certified potatoes in the area. These men credit certified potatoes with being a major factor in their successful farming venture.

An average of 465 bushels per acre of certified Netted Gem potatoes, that were 99% U. S. No. 1, were produced on 90 acres under sprinkler irrigation in 1945. The re-

sults have been so satisfactory that Mr. Small plans additional acreage of irrigated seed potatoes in 1946.

Kalispell area growers have received an average of 50% more for their certified potatoes than they could have secured for the best table stock. Most of the seed is shipped to Washington, Oregon and Southern California.

To adequately handle the increased volume of seed potatoes being grown in the area, Mr. Small and the Haines Brothers recently constructed a modern potato storage warehouse, with a capacity of 1,000 tons, on Great Northern trackage in Kalispell. The building is equipped with modern ventilation and insulation and the latest in grading and loading facilities.

Great Northern's department of agricultural and mineral development has encouraged and assisted Mr. Small and his associates in the certification program and has cooperated in establishing markets in west coast cities.

According to Fred Sanborn, the Company's agricultural development agent at Great Falls, Montana, the large increase in the production of high quality potatoes in the Kalispell area under sprinkler irrigation at exceedingly low cost has so impressed farmers in the Flathead Valley that it is expected more and more growers will try irrigation farming in the future.

With the construction of the Hungry Horse Dam in Montana, thousands of acres will come under irrigation and farmers in the Flathead Valley will be ready to take advantage of it.



VOL. 16 MARCH, 1946 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.

Sleeping Car Service Restored

The St. Paul-Minneapolis-Fargo-Moorhead standard sleeping car has been returned to service and will be operated on Northern Pacific trains 3 and 4, until May 31. Starting June 1, the Great Northern will handle this sleeping car on its trains 3 and 4, for a period of four months. First class tickets, one-way or round-trip, reading via Great Northern, between St. Paul-Minneapolis and Moorhead-Fargo, will be honored in Northern Pacific's Twin Cities-Fargo sleeping car only. Effective March 15, tickets to or from points west of Fargo will be honored in this sleeping car.

There will be no set-out Great Northern sleeping car between the Twin Cities and Fargo during the period to May 31.

Four

G. N. Builds Montana

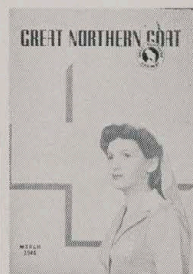
Great Northern railway's payroll in Montana exceeded \$15,000,000 in 1945 and its purchases in the state topped \$7,250,000.

These are among facts included by the railway in the state development exhibit sponsored by Montanans, Inc., and the Federal Reserve Bank, now on display in Helena.

The railway's exhibit, titled "Great Northern Builds Montana," includes pictures of Glacier National Park and a freight train in the Montana Rockies.

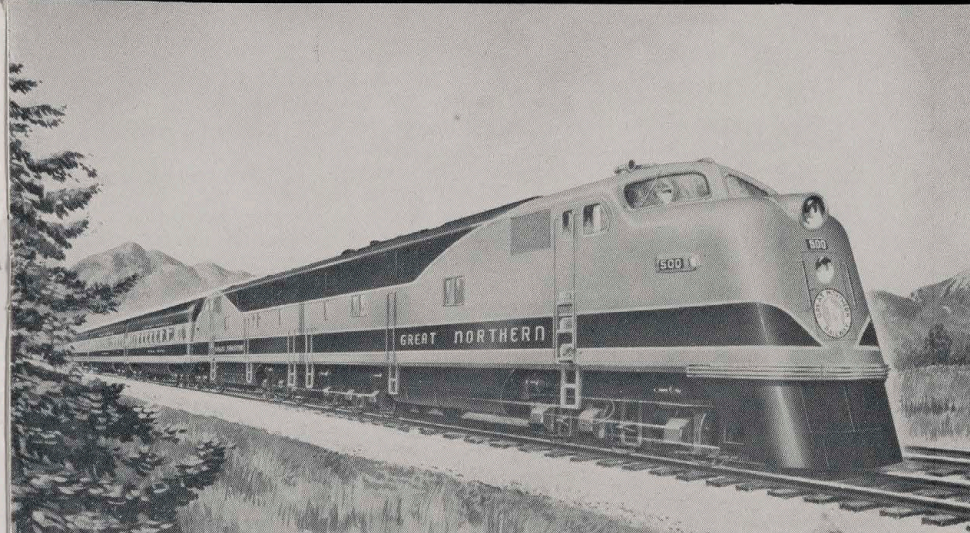
The exhibit also points out that Great Northern paid more than \$1,750,000 in taxes in Montana in 1945, spent more than \$3,000,000 in the ten years prior to the war for promoting Glacier National Park and other recreational areas in Montana, has completed a new diesel locomotive shop at Havre and is building another at Great Falls, and that its Agricultural and Mineral Development Department works steadily to further new irrigation projects, sugar beet acreage and new high-income crops, livestock and crop production and other agricultural and mineral projects benefiting Montana.

The Goat's Cover



1946 Red Cross Fund Campaign.

Your Red Cross Must Carry On. Occupation Forces, Hospitalized Soldiers and Sailors and Veterans, Still Need Many Services. Give Now To The



Designer's conception of Great Northern's new Empire Builder

Work Begins On New Empire Builder Trains

Construction of the 60 railway cars which will comprise Great Northern railway's new streamlined Empire Builder trains has been started.

First of the cars was laid down in February at a plant of the Pullman-Standard Car Manufacturing Company at Chicago. Delivery of the trains, which will operate between Chicago, St. Paul, Minneapolis and the Pacific Northwest, is scheduled for the final quarter of 1946.

Five 12-car trains will be constructed. One of them will be purchased by the CB&Q R. R., which operates Great Northern trains between Chicago and St. Paul.

Part of the program of the nation's railroads to offer the most modern transportation in the world, the five trains will operate daily—west and eastbound. Powered by diesel-electric locomotives the streamliners will operate on a 45-hour schedule be-

tween Chicago and Seattle, approximately 13½ hours faster than on present schedules.

Each train will consist of a combination mail and baggage car, four coaches, a lounge-grill car, one dining car, four sleeping cars, and an observation-lounge car. Two of the sleeping cars will have eight duplex roomettes, four bedrooms, and four open sections each. The other two sleeping cars will have sixteen duplex roomettes and four bedrooms each. The observation-lounge car will include two bedrooms and a drawing room.

The coaches will be luxuriously modern, each train having one seating 60 passengers and three accommodating 48 passengers each. Newest designs in comfortable seating, including a deluxe "day-nite" re-

(Continued on page 6)

Five

Haley Returns To G. N.



Haley

The return of A. J. Haley, Great Northern's Geological Development Agent with headquarters in Seattle, Wash., is announced by E. B. Duncan, the railway's director of agricultural and mineral development, St. Paul.

Haley entered military service in August, 1943, as a captain and after attending Provost Marshal General's Military Government School at Fort Custer, Michigan, and the Army Civil Affairs Training School at Harvard University, was sent to England as head of the Mining and Heavy Industry sub-section on the staff of the Chief of Staff, Supreme Allied Command, which later became SHAEF.

He worked with the Royal Norwegian Government in appraising Norway's import requirements for the period following that of SHAEF responsibility. The Order of the British Empire was conferred upon him in 1945, for his work in England and Norway. He was a Major at the time of his discharge from military service in November, 1945.

Idaho Lake Yields Two Record Trout

Two local fishermen recently brought Lake Pend d'Oreille (pronounced pon doray) in Idaho, into the national limelight with two consecutive world's record trout. Ed Dreisbach was trolling with 200-feet of 18-pound line and a spoon, when world's record No. 1 was made. He brought in a 31-pound rainbow trout which broke a record of 15-years standing.

Six

NEW EMPIRE BUILDER

(Continued from page 5)

clining seat with leg rests, will be included.

The beauty of the recreational and scenic Northwest will be reflected in the interior decoration of the train. Dining car draperies will be of the blues and greens found in the clear lakes of the region, combined with the tans and darker hues of the surrounding rock formations. The colors of the natural flowers found in this country will be expressed in the car interiors and throughout the entire train will run the motif of the American Indian who inhabited the territory.

Murals reproduced from original portraits of Blackfeet Indians by Winold Reiss will make up the panels of the observation-lounge car. The decorative treatment of this car also will include reproductions of Indian pictures by the late Charles M. Russell, famed Montana cowboy artist. A border done in Indian motif will introduce the ceiling to the synthetic leather wall in a colorful manner in the lounge-grill cars.

The streamlined exterior of the train will have a background of olive green. A broad window band of orange and a narrower band of orange edged in yellow below the windows will offer a striking contrast which will be set off with a stripe of silver at the car bottom. Car lettering in modern style will be done in yellow.

The announcement of this catch had hardly been recorded when a bigger one came along. Laurence Hamilton produced a notarized statement that he caught a 32-pound eight ounce rainbow in Pend d'Oreille in July, 1945. There were many catches of rainbow in this lake last year, which are really landlocked salmon, weighing more than 20 pounds.



Goat

GLEANNINGS

The American President Lines will resume trans-Pacific service within the next few months with four large liners providing accommodations for a large number of passengers. Sailings will be made every fourteen days from Los Angeles and San Francisco, according to the announcement.

* * *

The Burlington Tours operated prior to the war by Great Northern, CB&Q and Northern Pacific railways and which were suspended during the war period will not be resumed for the 1946 season.

* * *

Members of the Veterans' Association of the Great Northern railway reported deceased during February, 1946, are, John S. Ray, engineer, Sioux City, Ia.; John F. McColgan, chief engineer, General Office Power Plant, St. Paul, Minn.; Wm. C. Barclay, engineer, Grand Forks, N. D.; Albert J. Gerlicher, pit foreman, Hillyard, Wash.; Jos. Q. Morgan, relay manager, Whitefish, Minn.; Louis J. Trudeau, agent, Larimore, N. D.; Edward J. Hayden, locomotive engineer, Superior, Wisc.; Lars Larson, locomotive engineer, Kelly Lake, Minn.; John Britton, engine watchman, Kalispell, Mont.; Andrew F. Bronskey, section foreman, St. Paul, Minn.; Allen B. Ashby, agent, Tacoma, Wash.; Ross L. LaByer, locomotive engineer, Rexford, Mont.; John L. Trentman, locomotive engineer, Sioux City, Ia.; John Johnson, roundhouse laborer, Grand Forks, N. D.

Members pensioned during Febru-

ary, 1946, are, Walter S. Conner, engineer, Whitefish, Mont.; Earl C. Copeland, baggageman, Minot, N. D.; Alex E. Hed, carman, Willmar, Minn.; William Schlechte, car foreman, Fargo, N. D.; William Steege, section foreman, Park Rapids, Minn.; William E. Coleman, clerk, Spokane, Wash.; Thomas J. Slattery, agent, Willmar, Minn.; William P. Gannon, conductor, Everett, Wash.; John L. Palm, boilermaker, Minneapolis, Minn.; John H. Coolen, conductor, Havre, Mont.; John T. Swenson, car foreman, Willmar, Minn.; James P. Burns, conductor, Great Falls, Mont.; Reuben E. White, engineer, St. Paul, Minn.; Finnis L. Wilson, train baggageman, Spokane, Wash.; John Barilani, conductor, Superior, Wisc.; Frank J. Jandric, cabinet maker, St. Paul, Minn.

* * *

Sleeping car service between Minneapolis-St. Paul and Duluth-Superior on pool line trains Nos. 65 and 66 will be resumed effective March 15.

Sleeping car service between Portland-Seattle and Portland-Tacoma on pool line trains Nos. 401 and 402 will also be restored effective March 15.

* * *

The Alaska Steamship Company will not promote travel to Alaska until late in 1946 or early in 1947, as the War Shipping Board will have control of its boats until the latter part of this year, after which it will take sometime to recondition the vessels.

Seven

Ice block on Wilson Glacier in Rainier National Park. Photo by Frank Perrin.

CONQUERING A MOUNTAIN

By HARRIET GEITHMANN

When certain Washingtonians and Oregonians grow weary of treading city lanes of asphalt between towering cliffs of steel and concrete they know they need a tonic, a good dose of mountaineering. Particularly is this true of The Mountaineers of Seattle, the Mazamas of Portland, the Crag Rats of Hood River, the Cascadians of Yakima, the Mount Baker Club of Bellingham and kindred organizations. Nothing but a long draft of vital elixir poured out by the gods themselves on the summit of a mountain over 10,000 feet
(Continued on page 10)

Mt. Hood in Mt. Hood National Forest, Oregon.

Ice Falls at the head of the Blue Glacier on Mt. Olympus, highest peak in Olympic National Park. Photo by Stuart Hertz, Seattle.

Seracs on Mt. Rainier in Rainier National Park. Photo by O. P. Dickert, Seattle, Wash.

In the high Olympics in Washington's Olympic National Park. Photo by Ashael Curtis, Seattle, Wash.

Climbing the glacier-covered slopes of Mt. Shuksan in Mt. Baker National Forest.

The author, Harriet Geithmann, rests on the rim of St. Elmo Pass, a trail-trip over 100 miles long.

Mt. Adams from Anvil Rock. Photo by McKinnis, Seattle, Wash.

Mt. Baker from summit of Mt. Constitution.

CONQUERING A MOUNTAIN

(Continued from page 9)

above the sea will set them right again. With them mountaineering is a passion that consumes their vacation hours from seventeen to seventy years of age. With them the lure of the mountains is the very breath of life. They hunger and thirst for long hard days on the trail followed by hours of sweet relaxation in camp, days studded with far-flung views from rocky ledges in the sane company of mountain goats, whistling marmots and gentle ptarmigans.

These men and women have introduced northwestern mountains and their shrines to nature lovers from all over the world. Members of The Mountaineers pledge themselves to "explore and study the mountains, forests and water courses of the Northwest; to gather into permanent form the history and traditions of this region; to preserve by protective legislation or otherwise, the natural beauty of Northwestern America; to make expeditions into these regions in fulfillment of the above purposes; to encourage a spirit of good fellowship among all lovers of outdoor life."

These northwestern climbers, literally thousands of them, are recruited from all ranks of life. Among them are eminent architects, bankers, business men, engineers, foresters, lawyers, musicians, professors, physicians, scientists and teachers. Many of them are devotees of mountaineering around the globe.

The Pacific Northwest is an ideal playground for these starry-eyed climbers. Here are some of America's highest volcanic cones, more or less extinct, with their canyons, forests, rivers, lakes and evergreens to say nothing at all about the alpine meadows aflame with Indian paintbrush, gentians, lupines, arnica and heather of every hue.

Here, the mountain monarch, Rainier, stands 14,408 feet high at the door of Seattle and Tacoma. This volcano, fiery-hearted within and glacial-cooled without, one of the oldest fire mountains of the West, rules over 208,000 acres of wilderness, Mount Rainier National Park on the extreme western fringe of the Cascade Range.

Mount Adams, 12,307 feet high, the most easterly snow-crowned volcano in the Cascade Range, governs the 1,000,000 acre Columbia National Forest in southern Washington overlooking the majestic sweep of the Columbia River. Named after John Adams, signer of the Declaration of Independence and the second president of the United States, this volcano is "noble enough to be the pride of a continent".

Mount Baker, 10,750 feet high, called Koma Kulshan or "the great white watcher" by the Puget Sound redskins, is another snow-clad volcano, the supreme ruler of Mount Baker National Forest in the wilderness heart of the Cascades, containing almost 1,500,000 acres of enchantment.

Glacier Peak, 10,436 feet high, the hoary-headed guardian of the Snoqualmie National Forest, just a step south of Mount Baker, is a mountain that is not well known by the majority but much loved by the minority of climbers. From its silver summit can be counted at least 15 ranges of hazy mountains gashed with cool green canyons.

Mount St. Helens, 9,671 feet high, is Washington's Fujiyama, so symmetrical is its beautiful cone, rising from the evergreen base of the Columbia National Forest. Geologically, St. Helens is the youngest peak in the Cascades. On the fringe of its 50-acre cratered summit stands an icy igloo once occupied by a fire lookout but now abandoned.

(To be continued)



Goat GAJETIES...

A Voice from Nowhere

A psychiatric board was testing the mentality of a soldier. "Do you ever hear voices without being able to tell who is speaking or where the voices come from?" he was asked.

"Yes, sir," answered the soldier.

"And when does this occur?"

"When I answer the telephone."

* * *

One Answer

Teacher: "What is the meaning of the word 'matrimony'?" Pupil: "My father says it isn't a word. He says it's a sentence."

* * *

Too Late!

Judge: "Have you anything to offer the court before sentence is passed on you?"

Prisoner: "Nope, I had ten dollars but the lawyer beat you to it."

* * *

Why Wait?

Papa and Mama were arguing whether their daughter should make a war marriage. "There's plenty of time," said Papa, "let her wait until the right man comes along."

"Why should she?" said Mama, "I didn't."

* * *

Try It Yourself

Conductor: "Your fare, young lady."

Young Lady: "You're nice-looking yourself."

P. S. She rode for free.

Easy Money!

"I'll give you five dollars," said the artist, "if you'll let me paint you."

The old mountaineer shifted his tobacco from one cheek to the other and back again. "It's easy money," he replied, "haint no question 'bout thet. I'se just wondering how I'd get the paint off afterwards."

* * *

Moonbeams

Inquiring schoolboy: "Daddy, what effect does the moon have on the tide?"

Dad: (from the depths of his newspaper) "Not any son. Only on the untied."

* * *

The Bar of Justice

Sarcastic Detective: "Come with me, friend."

Whimsical Prisoner: "Where to?"

S. D.: "Hotel de Sing Sing."

W. P.: "Is that so? Can one get a drink there after curfew?"

S. D.: "But of course! The place is literally surrounded by bars."

* * *

Just a Nag

Traveler: The real reason why I'm a traveling salesman is that my wife is like a stable full of decrepit horses."

Friend: "How is that?"

Traveler: "Nag, nag, and nag!"

Passenger Club Elections



Rand

Carl A. Rand, Great Northern's general agent passenger department, as its president for the year 1946.

Other officers named were R. G. Buckmaster, Texas & Pacific railroad, vice-president and J. F. McKemis, Central of Georgia, treasurer.

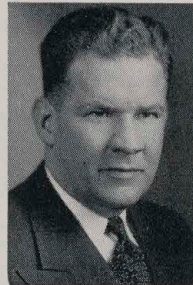
The Chicago Passenger Club at its annual election chose Howard M. Huskins, Northern Pacific Ry., as its president for the year 1946, Chester M. Hantsch, New York Central R.R., first vice-president; Henry R. Kastman, Missouri Pacific Lines, second vice-president, and Walter J. Johnson, Chicago, Rock Island & Pacific Railway, secretary-treasurer.

National officers of the American Association of Passenger Rate Men named for the year 1946, are, R. C. Cole, New York Central R.R., New York, N. Y., president; R. C. Buckingham, Transcontinental and Western Passenger Associations, Chicago, Ill., first vice-president; J. T. Hackett, NYNH&H R.R., Boston, Mass., second vice-president; H. E. Magler, Southern Pacific Co., San Francisco, Calif., third vice-president; Ben Y. Vaughn, Erie R.R., Chicago, Ill., secretary-treasurer.

Twelve

G. N. Law Department

Appointment of Anthony Kane as assistant general counsel of the Great Northern railway with headquarters in St. Paul, is announced by Edwin C. Matthias, the company's vice president and general counsel.



Kane

Mr. Kane, who entered military service in 1942, is returning to the Great Northern after serving as executive officer of the Judge Advocate General's Office and as chief of the Military Personnel and Training Division of that office in Washington, D. C. He was awarded the Legion of Merit by the Judge Advocate General, Major General Thomas H. Green, in February, 1946, and an Oak Leaf Cluster in lieu of a second Army Commendation Ribbon. He had previously been authorized to wear the Army Commendation Ribbon by virtue of a commendation received from General Brehon B. Sommerville, commanding general, Army Service Forces.

Mr. Kane, a graduate of the University of Washington, joined the Great Northern in its law department in Seattle, Wash., in 1937.

Parade of Progress

An exhibit portraying the resources and industrial trade potentialities of the Pacific Northwest is being sponsored by Seattle's daily newspapers in connection with the International Maritime Conference opening June 6, in Seattle, under auspices of the International Labor Organization. It is expected that more than 700 delegates from fifty nations will attend the conference.

G. N. Appointments



Perrin

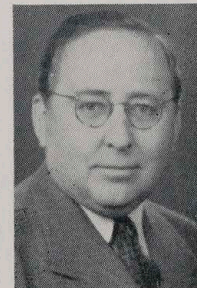
Appointment of Frank Perrin as Great Northern's public relations representative in Seattle is announced by Charles W. Moore, the railway's executive assistant of public relations and advertising, St. Paul. Perrin, a journalism graduate of the University of Minnesota, was a chief photographer's mate in the U. S. Navy until his discharge in September, 1945, after four years service. During 1936-37 he was employed in the company's auditor of disbursements office in St. Paul.

Famous Downhill Ski Race

The Silver Skis classic, the greatest of the Far Western downhill skiing events, sponsored by the Seattle Post-Intelligencer, will be run from Camp Muir to Edith Creek on Mt. Rainier in Mt. Rainier National Park, Washington, on April 20.

The event will be strictly for the racing clan and according to present plans only a select field will be permitted to enter. There will be no women's race nor a junior race this year. The gruelling 3.16 miles of schussing and twisting for the Silver Skis trophy starts at Camp Muir at 10,000-foot elevation and the course drops almost a mile in elevation, the final schuss into the finish at Edith Creek providing one of the most sensational windups anywhere in America. It is a wide open course offering the skiers a chance to make speed in excess of 60 m.p.h.

Appointment of Leon D. Kidd as traveling passenger agent with headquarters in Milwaukee, Wisconsin, is announced by A. J. Dickinson, Great Northern's passenger traffic manager. Kidd, who began his service with the railway as city



Kidd

passenger agent at Pittsburgh, Pa., in May, 1925, succeeds Ray Schwelm recently appointed district passenger agent with headquarters at Chicago. He was city passenger agent at Philadelphia, Pa. prior to his recent appointment.

Pict Sweet Foods

Established twenty-seven years ago in Montana, the Bozeman Canning Co. has changed its name to Pict Sweet Foods, Inc., with main offices at Mount Vernon, Wash., served by Great Northern railway. Eleven modern canning and freezing plants located in Montana, Idaho, Washington and California, are operated by the company, which has become a major consumer of the produce of adjacent farms. Pict Sweet Foods has fostered the development of increased agricultural production in areas where its plants are located and also draws heavily on the local population of communities for employment.

Future plans of the company include the establishment of a major freezing plant at East Stanwood, Washington, also served by Great Northern, which will utilize the most recent scientific methods of frozen food preparation.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services
March 1, 1946

Our Gold Stars

Three Gold Stars were added to the Great Northern railway employees' service flag during the month of February, 1946, bringing the total to 186, as of March 1, 1946.

★ Gad, Howard E., 2nd Lt., U. S. Army; brakeman, Minot Division. Previously reported as missing in Southwest Pacific Area. Finding of death has been set by U. S. Army as of January 24, 1946.

★ Johnson, Robert Eugene, MoMM-3/c, USNR, clerk, freight traffic department, St. Paul, Minn. Previously reported missing aboard USS Swordfish. Finding of death has been set by U. S. Navy as of January 30, 1946.

★ Matthews, William George, Y-1/c, USNR, stenographer, general superintendent motive power, St. Paul, Minn. Previously reported missing in Pacific Area, aboard

USS Robalo. Finding of death has been set by U. S. Navy as of January 16, 1946.

Findings of death of members of the armed forces previously reported as missing are determined by the Army and Navy under the provisions of Section 5 of United States Public Law 490, March 7, 1942, as amended. Information concerning Great Northern railway employees in military service is compiled from data available and is subject to change.

G. N. Appleyard Hotel

Completion of the new hotel being built by the Great Northern railway at Appleyard, near Wenatchee, Wash., for use of its employees, is expected about June 15.

Constructed primarily to provide quarters for members of train crews whose runs terminate at Appleyard, the \$125,000 structure will have 60 single and 6 double rooms, along with a dining room.

The structure, of modern colonial architecture, is being built across the highway from and south of the railway's stores and electric shop buildings at Appleyard.

The hotel will be 32 by 196 feet in size, two stories high and with a partial basement. Of frame construction, it will have an exterior of cedar siding and an asphalt shingle roof.

In addition to the sleeping quarters and dining room, the building will include a lobby, a kitchen, cold storage room for foods, and manager's quarters. There will be central bathrooms on each floor, and some of the rooms will have individual bathroom facilities.

Grading of the site has been completed and the foundation is being placed. The Atherton Construction Company of Seattle has been awarded the general contract.

Alaska Sailings

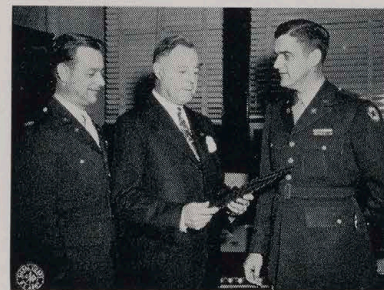
Canadian National Steamships announce weekly service between Vancouver, B. C., Prince Rupert, Ketchikan and Way Port points. Northbound the S.S. "Prince Rupert" will leave Vancouver at 9:00 p.m. every Monday, arriving Prince Rupert at 10:00 a.m. on Wednesdays; leave Prince Rupert at 12:00 o'clock midnight on Wednesdays, arriving Ketchikan at 9:00 a.m. on Thursdays.

Southbound, leave Ketchikan at 11:30 a.m. Thursdays; arrive Prince Rupert at 7:00 p.m., Thursdays; leave Prince Rupert at 11:15 p.m. Thursdays; arrive Vancouver at 2:00 p.m. Saturdays.

Also announced is a 5-day cruise, Vancouver to Ketchikan and return.

Canadian Pacific Steamships announce regular service on ten day round trip to Skagway by the "Princess Louise", June 5, 15 and 26; July 6, 17 and 27; August 7, 17 and 28. By the "Princess Norah", June 8, 19 and 29; July 10, 20 and 31; August 10, 21 and 31. Ships call Ketchikan, Wrangell and Juneau. Stay in port is from one to three hours, except Skagway, where ships remain two days and one night.

While in Skagway, one day trip to Bennett, or two day trip to Whitehorse, up one day, returning the next, with hotel overnight in Whitehorse, can be arranged. Also available, for sailings of the "Princess Louise" only, will be service via steamship down the Yukon River to Dawson and return, the round trip requiring additional time of about eleven days. The sailings are subject to change without notice.



Left to right: Col. J. R. Messerschmidt, head of the traffic control division of the army's transportation corps, Mr. Siddall and Col. I. Sewell Morris.

War Department Award

The War Department recently conferred its highest civilian award on Hugh W. Siddall, chairman of the Transcontinental and Western Passenger Association, Chicago, for his "material aid in the successful railroad movement of more than 40,000,000 soldiers during the war." The presentation of the War Department's "certificate of appreciation" was made by Col. I. Sewell Morris, commanding officer of the sixth transportation zone.

As chairman of the interterritorial military committee, representing the passenger traffic departments of all the railroads, Mr. Siddall established and maintained direct liaison with responsible officers of the army transportation corps for the mass movement of troops by rail.

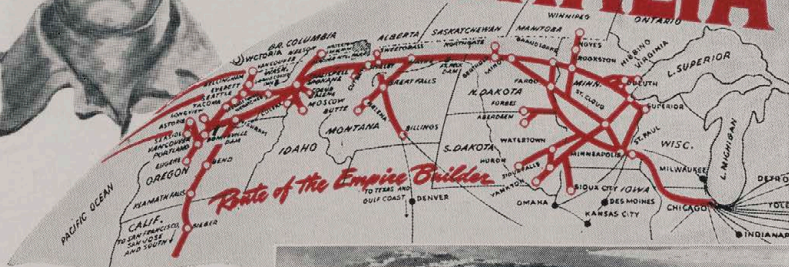
Daffodil Fete

The Puyallup Valley Daffodil festival, outstanding floral and civic celebration of Tacoma, Sumner and Puyallup in Washington, will be held on March 30 and 31. The festival, which is attended by buyers and flower fanciers from throughout the country, will be held at Sumner. Some 300 varieties of daffodil blooms will be exhibited.



...serving pacific coast gateways to

AUSTRALIA



Peacetime trade with countries overseas has begun to flow in and out of Pacific coast ports—all the way from Vancouver, B. C., to California.

Traditional friends since long before the war, America and Australia find themselves on an even more cordial footing. This friendship, according to Great Northern Railway's Foreign Department, has stimulated a growing demand in Australia for America's products of convenience and comfort.

At the same time, Australians are counting on supplying American markets with more of their own products.

Great Northern—an "old hand" in Pacific trade—welcomes inquiries on import and export shipping between the United States and Australia.

G. N. provides fast, dependable transportation to principal Pacific coast gateway ports.

Consult: H. G. DOW, Vice President, Foreign Department, 233 Broadway, New York 7, N. Y., P. H. BURNHAM, Freight Traffic Manager, 175 East 4th Street, St. Paul 1, Minn., W. R. DALE, Foreign Freight Agent, 4th Avenue and Union Street, Seattle 1, Wash., R. W. TRAYNOR, Import and Export Agent, 105 West Adams Street, Chicago 3, Illinois, or Great Northern freight traffic representatives in more than 50 cities in the United States and Canada.



SYDNEY—principal seaport of Australia and capital of New South Wales. One of the largest steel-arch bridges in the world spans its fine, modern harbor. Sydney is also an important center of manufacturing, commercial and banking activity.

GREAT NORTHERN RAILWAY

Between Great Lakes, Pacific Northwest and California Ports

the
GREAT NORTHERN GOAT



**APRIL
1946**



Glacier Park Hotel at the park's eastern railway entrance.



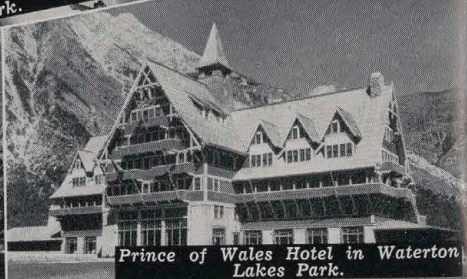
Two Medicine Chalets on Two Medicine Lake.



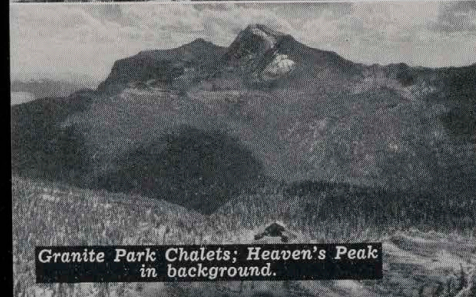
Many Glacier Hotel in the heart of Glacier Park.



Sperry Chalet.



Prince of Wales Hotel in Waterton Lakes Park.



Granite Park Chalets; Heaven's Peak in background.



Lake McDonald Hotel near the western railway entrance to Glacier Park.

Hotels and Chalets

IN GLACIER AND
WATERTON LAKES
NATIONAL PARKS
FOR 1946

Glacier-Waterton Lakes National Parks Hotels and Chalets to Reopen for 1946 Season

Summer tourist facilities in Glacier National Park will open June 15 for the first time since 1942, when war-time transportation conditions necessitated closing of hotels and chalets in the Montana mountain vacation-land.

Entrance, Many Glacier and Lake McDonald hotels and three of Glacier's picturesque chalets will afford accommodations for the season ending September 15.

The Prince of Wales hotel in Waterton Lakes National Park in Canada will also open June 15. The Canadian Rockies park adjoins Glacier, and the big chalet-style hotel there will operate through mid-September.

Mountain chalets to be reopened to Glacier visitors this summer are Two Medicine, in the heart of beautiful Two Medicine Valley; Sperry and Granite Park, which perch atop the Continental Divide. Famous Going-to-the-Sun chalets on St. Mary Lake, Cutbank chalets, and Goath-aunt on Waterton Lake will not be open during the 1946 season.

Great Northern's transcontinental Empire Builder will provide daily service to Glacier Park station and Belton, the Park's two rail entrances, during the season. The train will be operated in two sections, affording vacationers-by-train coach, tourist and first class accommodations.

Although Glacier always has been the most popular Western mountain

park for long vacations, it is believed that stop-off visits there will be favored by a majority of summer travelers this year. For that reason the all-expense stopover trips, in operation before the war, again will be offered vacationers by Great Northern.

Regular stop-over tours are from one to five days duration, the longer trips including a visit to Waterton Lakes Park in Canada. Arrangements can be made, of course, for extensions of the stop-off trips. Transportation in Glacier and Waterton Lakes parks for stop-off tours is provided by modern, open-top motor coaches, which operate on regular schedules from hotels.

Stop-off tours in Glacier may begin at either the eastern or western rail entrances to the park or at Prince of Wales hotel in Canada. Starting stop-over trips from Entrance hotel on the east side of Glacier is the best arrangement for vacationers enroute to Pacific Northwest and California points; eastbound tourists may leave the Empire Builder at Belton, on the west side of the park, and resume their train journey at the eastern rail entrance.

Glacier Park long has been a favored gateway to Canadian Rockies parks and resorts, while large numbers of American vacationers to areas north of the border return to the United States through the Montana park.



VOL. 16 APRIL, 1946 No. 4

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

IVAN A. COPPE, Editor

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

New G. N. Depots

Plans for the construction of new depots at Morris, Robbinsdale and Kerkhoven, Minnesota, and Sioux Center, Iowa, are announced by Great Northern railway. Work will be started as soon as materials and labor are available and it is determined if there are any applicable government regulations affecting such construction.

Construction of a new depot and division headquarters office building at Willmar, Minn., plans for which were announced previously, also will be undertaken as soon as possible.

Four

America — Land of Individual Opportunity

One of the things that makes our American System superior to any other yet devised is the opportunity it affords the individual to advance himself just as far as his ability, ambitions and stick-to-it-ive-ness merit.

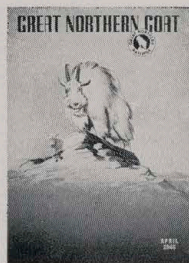
The opportunity for individual advancement that America offers is founded on two things—our democratic system of government and our free enterprise economic system.

Through our democracy—which puts power to govern in the hands of the people through their regularly elected representatives—our government offers the individual complete freedom of thought and action—limited only by the general welfare.

Under our free enterprise economic system men may select their own trade, business or profession and advance through it—limited only by their personal drive and circumstances.

In Europe where free enterprise and democracy have been tampered with—or even wiped out—men have lost this chance for individual advancement we enjoy over here. So let's hang on to our American system which keeps no man down who works continually to keep moving up.

The Goat's Cover



From tears to smiles! Because June 15 is the opening day of the 1946 summer vacation season in Glacier National Park in the Montana Rockies.



The Rose Festival parade accent this year will be on quality of floats instead of number, which will be limited to a total of 50.



1946 Portland Rose Festival

Portland's first postwar Rose Festival, planned on a scale larger than any in the 38-year history of the spectacle, will carry a pioneer theme in observance of the 100th anniversary of the treaty between the United States and Great Britain settling the dispute over the northern boundary of the Oregon country.

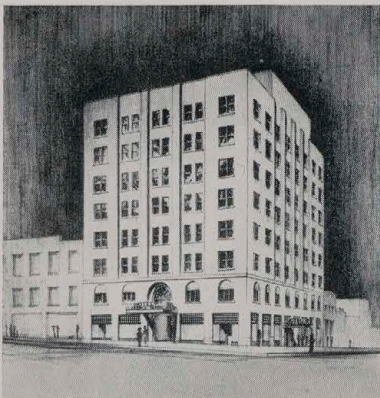
Announcing the historical theme for 1946, President Jesse J. Gard of the Portland Rose Festival Association stressed its international significance as well as its scope for spectacular portrayal of this colorful Pacific Northwest period in flowers and action during Rose Festival week June 2-9.

Participation throughout the state of Oregon will be heightened by the cooperation of pioneer trail groups and historical organizations. The pioneer motif will be utilized in the three night spectacles, and the famed floral parade, which always is a highlight of the festival.

The early history of the Oregon country, from which grew the states of Oregon and Washington, will be depicted in the first night show in Multnomah Civic Stadium, June 5, by 2,200 Portland school children for the coronation of the queen of mythical kingdom of Rosaria. The queen of the Festival is chosen in the traditional manner, from the nine princesses, each of whom represent one of the city's nine high schools where they are selected by popular student vote. The Portland Rose Festival Association will present the queen and each member of her royal court with a college scholarship.

Other features of the 1946 Festival will be the 58th annual Portland Rose Society rose show, the world's largest competition for amateur growers; the air mail rose show in which entries are sent from all over the United States and Canada, and the traditional Portland Junior Rose Festival.

Five



New Clarence Parker Hotel from drawing by G. Albin Pehrson, Spokane architect and engineer.

New Hotel for Minot

The number one 1946 civic project in Minot, North Dakota, is the construction of the new 8-story Clarence Parker Hotel which, when completed, will have a capacity of 133 rooms with a private dining room seating more than 400 persons.

Clarence H. Parker, for whom the new structure is named and who now operates the Leland-Parker Hotel in Minot, has been identified with the hotel business in the state since early pioneer days and is looked upon as the dean of the industry in North Dakota.

The general contract has been awarded to Ivar E. Orheim, and the plumbing and heating will be installed by Mowbray & Son, both of Minot. It is expected that the new structure will be completed sometime this year.

Glacier National Park is a region of magnificent mountains, lakes and streams, with more than a thousand miles of trails and highways.

Radar on Trains

The use of radar to prevent railroad accidents is not practicable with any equipment so far known to the radio industry, according to the Bendix Radio Division of Bendix Corporation.

In contrast to radar, Bendix foresees an early general adoption of radio by railroads for voice communication between trains and dispatchers and between engines and cabooses of the same train. It is pointed out, however, that the principal advantages of radio to the railroads would be in effecting speedier and more economical operation, and the fact is stressed that while radio would contribute to safety it could not be expected to avoid accidents caused by mechanical failures or disregard of existing railroad safety rules.

Citations

Captains Lloyd L. LaFontaine, trainmaster, Wenatchee, Wash., and Maynard E. Parks, diesel supervisor, Great Falls, Montana, were recently awarded Bronze Star Medals for meritorious service while with the Great Northern railway sponsored 704th Railway Grand Division, 1st Military Railway Service, in the European Theater.

New Advertising Program

Californians, Inc. is initiating a new type of advertising for San Francisco and the region of central and northern California. Authors of the program expect that it will constitute a new advance in community advertising and will prove to be the most effective ever used by the organization. The advertising is being developed with a long-range view of selective and highly profitable tourist cultivation.



Goat

GLEANINGS

Jack Westerfield, who has been in military service since 1942, has returned to his former position as Great Northern's traveling passenger agent at Cincinnati, Ohio.

* * *

Phil Geier, Great Northern dining car inspector, has retired. Geier, who began employment with the company in 1911, was with the St. Paul Baseball Club from 1902 through 1908, playing at third base and in the outfield.

* * *

Members of the Veterans' Association of the Great Northern railway reported deceased during March, 1946, are, Stephen H. Withey, conductor, Crookston, Minn.; Archie R. Smith, conductor, Willmar, Minn.; William Stark, engineer, St. Cloud, Minn.; John Dierke, engineer, St. Paul, Minn.; Gustaf E. Ericksson, coach carpenter, St. Paul, Minn.; Carris S. Samuelson, conductor, Rutland, N. D.

Members pensioned during March, 1946, are, Hugh B. Welch, agent, McGregor, N. D.; John H. Ellis, engineer, Superior, Wis.; Albert Koaten, trackman, Hayti, S. D.; John W. Prince, car repairer, Klamath Falls, Ore.; Ole Thorvig, section foreman, Spicer, Minn.

* * *

Adolph A. Aszmann, manager, Glacier Park Company, has been granted an indefinite leave of absence due to illness. J. S. Jeffries has been appointed acting manager of the company's Park hotel operations.

The 1946 Western Washington Fair will be held at Puyallup, Washington, September 14 to 22, inclusive.

* * *

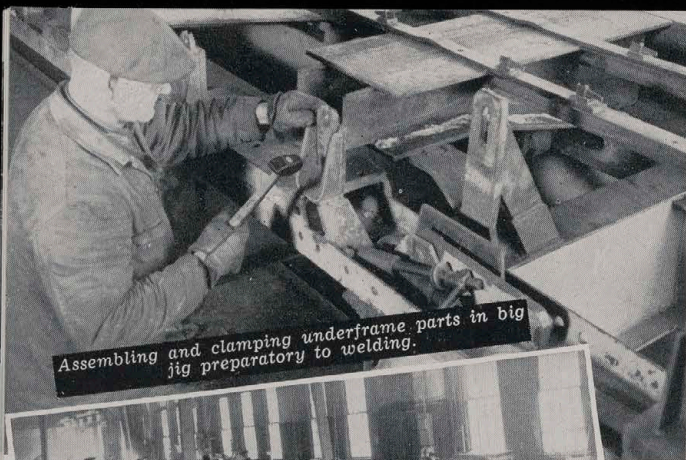
Reopening of the famous Oregon Caves Chateau, located at the Oregon Caves National Monument in the timbered Siskiyou mountain, also known as "The Marble Halls of Oregon," is announced by the Redwood Empire Association. Harold B. Say, newspaper man, magazine writer and director of the travel information department of the Oregon State Highway Commission since 1935, has been appointed manager of the Chateau.

* * *

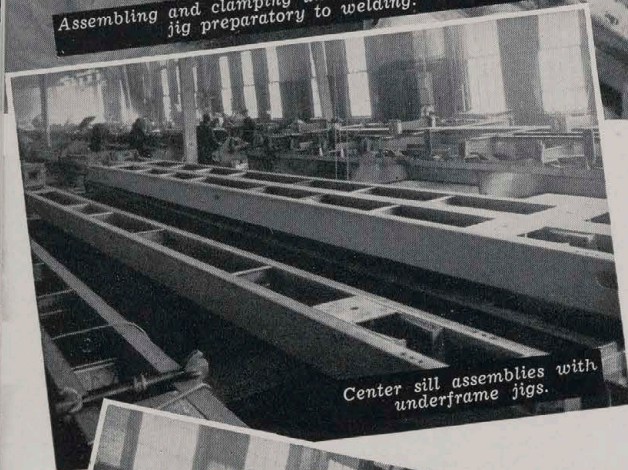
Colonel Alexander W. Campbell, first commanding officer of the Great Northern sponsored 704th Railway Grand Division, has returned to the position of Great Northern's assistant general superintendent of transportation, St. Paul, which he held at the time he was called to active duty in November, 1942. Colonel Campbell was awarded the Legion of Merit for exceptional meritorious conduct in the performance of outstanding service in North Africa and Italy.

* * *

Effective April 8, Pool Line trains 401 and 402 between Seattle, Wash., and Portland, Oregon, will be operated by the Union Pacific for a period of one year or until further notice. Trains will operate in and out of the Union Station, Seattle, instead of the King Street Station as heretofore.



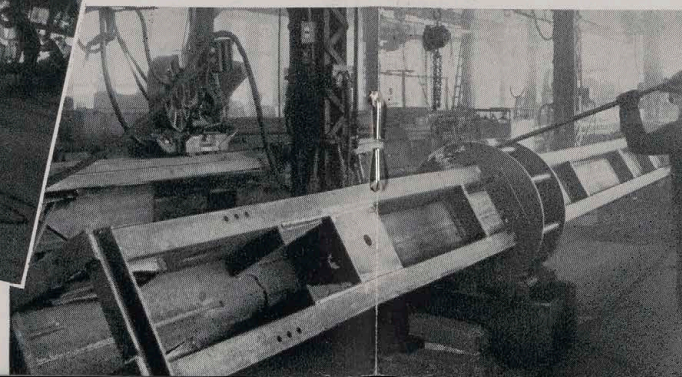
Assembling and clamping underframe parts in big jig preparatory to welding.



Center sill assemblies with underframe jigs.



Jig with underframe on trunnions rotated to 90 degree position to permit down-hand welding at side sill.



Rotating jig for sub-welds on 41-ft. Union Melt welded center sills.



Great Northern pioneered quantity construction of plywood-steel freight cars.

Great Northern's New All-Welded Boxcars

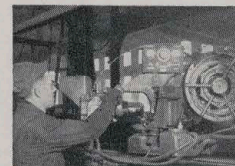
Great Northern Railway has completed the building of another 500 plywood sheathed and plywood lined boxcars. The plywood application, except for some refinements, is in general the same as that which proved so satisfactory on a previous lot of 1,000 of these light, but sturdy, freight cars which are ideal for transporting grain, forest products and merchandise.

These latest cars, however, differ in that the underframe is of all-welded construction; scarcely a

handful of rivets were used in each underframe. The steel body framing is also of all-welded construction, a long forward engineering stride over the old riveting method.

The underframes were built at Great Northern's Superior, Wisconsin, shops, where an output of 10 per day was easily maintained. The completed underframes were shipped to the railway's shops at St. Cloud, Minnesota, where they were set on trucks, then passed through the assembly line for all body work.

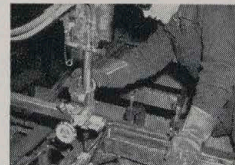
(Continued on page 10)



Union Melt machine for making bolster sub-assembly welds.

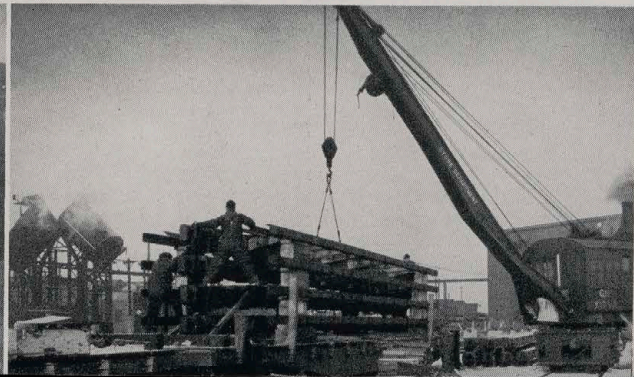


Rotating jig used in making sub-assemblies.



Large oxy-acetylene shape cutting machine.

Underframes loaded and blocked for movement to St. Cloud shops.



GREAT NORTHERN'S NEW ALL-WELDED BOXCARS

(Continued from page 9)

This article deals specifically with work done at the Superior shops, where many new devices, built or acquired, and new procedure systems were developed to adapt the work to the modern practically silent welding method.

Gone are the deafening rat-a-tats of forty or fifty noise-competing riveting guns, the straining crunch and groan of monster punching and shearing machines, all doing their work in the old hard and noisy way. Also absent are the strains and noises incidental to those old-fashioned methods. Except for the slight sizzle of the welding and cutting machines and devices and a few other incidental noises, the shop is as quiet as the proverbial graveyard—indeed, it really represents the grave of the old punching and riveting method of doing car building work.

The largest type of oxy-acetylene shape cutting machines was installed. This machine automatically follows a pattern, cuts through plates stacked ten deep, and by use of three or four cutting tips will cut that many identical stacks in one pass. The work is accurate and the cut edges are as smooth as if cut by a sharp tool.

Other outstanding new installations are three heavy Union Melt automatic welders. The first of these, installed two years ago, was the first such machine ever to be placed in a railroad shop. These machines run a weld at a rate of 30" to 36" per minute, and the weld is of the highest order. There is no flash since the arc is buried under a heavy layer of granulated fluxing material which melts and covers the weld, also thereby insulating the heated metal, thus preventing too rapid cooling with the internal

stresses that would occur. A vacuum nozzle follows behind the welder and sucks up unmelted flux and returns it for re-use.

The system followed in the building of these underframes consists in cutting in multiples all necessary plates to shape required and doing all other shaping and forming. Parts such as bolsters, strikers, fillers, etc., are assembled and welded on special jigs, each designed for that particular assembly and so arranged that practically all welding is downhand. These completed parts are conveniently stacked for the main assembly line.

Six large master jigs, each about 50 feet long, of very heavy and rigid construction, ingeniously designed to accommodate and clamp a complete underframe were used on the erection line. These were carried on boogy trucks.

Appropriate lugs, stops, and clamps were provided and so located that all detail parts fell into place with the high degree of accuracy necessary for good workmanship. The placing of parts occurred at the first station. The other five stations on the progressive line were devoted to welding operations, specific operations being performed at each station, the line moving forward every 48 minutes, the mechanics remaining at their assigned stations. The completed underframe was removed from the jig by means of a heavy crane and the jig shunted over a runaround track back to the first station again.

Gray Line Tours

Resumption of Sightseeing Tours in New York City is announced by Joseph Cooke, general manager, Gray Line Tours of New York. Seven interesting and educational tours of the city have been prepared.



Goat GAIETIES...

Ceiling Whacks

Our first uplifting story concerns a lawyer who was very stern about observing every facet of every law. One day he came home and found his wife walking on the ceiling. "What?" he brusquely and coldly blurted out in his most cross-examining manner, "do you think you're doing?"

"Walking on the ceiling," his wife replied, "and enjoying it very much."

"You can't do that," he barked icily. "It's breaking the law of gravity."

Boom!—and his wife immediately fell to the floor with a dull thud. She sat there rubbing herself, and burst into angry tears. "You had to open your big mouth!"

* * *

Hoarse Laugh

It was a race in Italy and an American jockey was riding in the steeplechase. At the water jump the horse failed to negotiate properly and the jockey wound up on the ground, his mount resting on top of him.

"Hey, please, horsey," panted the jockey, "get off my back!"

The horse failed to budge. "Hey, dincha hear what I said, get off, get off!" cried the jockey.

The horse sneered and said: "No spikka da Engleesh!"

* * *

No Surprise

Doctor: This is a very sad case. I much regret to tell you that your wife's mind is completely gone.

He: I'm not surprised, doctor, she's been giving me a piece of it every day for the past ten years.

A Wock is What You Thwow at a Wabbit!

And you must have heard of the man who opened his refrigerator and found a rabbit taking his ease therein. "And what might you be doing in there?" the man asked.

"Doesn't it say 'Westinghouse' on the outside of this icebox?" demanded the rabbit. "Well, I'se westing!"

* * *

Insignificant!

The mother and daughter were very busy with the wedding plans when the bridegroom-to-be called. He watched the preparations rather impatiently for a while, until his future wife noticed his look of annoyance.

"Darling, we have such a lot to do," she soothed, "and if we want to make our wedding a big success we mustn't forget the most insignificant detail!"

"Oh, don't worry about that," murmured the young man. "I'll be there all right."

* * *

Bridle Path

"How did the wedding go?" asked the preacher's wife.

"Fine, my dear, until I asked if the bride would 'obey,' and she said: 'Do you think I'm crazy?—and the groom, who was in a sort of daze, mumbled: 'I do.' Then things began to happen."

* * *

By the Foot

Smart Alec: How much are your \$6 shoes?

Alert Clerk: Three dollars a foot.

Eleven

Great Northern Appointments



Claypool



Tjossem

Appointment of Albert P. Claypool, as Great Northern's city passenger agent, Philadelphia, Pa., is announced by A. J. Dickinson, the railway's passenger traffic manager, St. Paul. Claypool, who began employment with the company as passenger clerk in the Philadelphia office in May, 1927, served with the Office of Defense Transportation Tank Car Division in 1943 and 1944. Prior to his recent appointment, Claypool was city freight agent, Philadelphia.

Appointment of R. Paul Tjossem, assistant attorney general for the state of Washington since 1943, as assistant western counsel of the Great Northern railway, with headquarters in Seattle, Wash., is announced by Edwin C. Matthias, vice president and general counsel, St. Paul, and Thomas Balmer, vice president and western counsel, Seattle.

Member of a pioneer Ellensburg, Wash., family, Tjossem was graduated from the Law School of the University of Washington in 1936. He was admitted to the bar of the state of Washington and to practice before the Interstate Commerce Commission, the U. S. District Court for both eastern and western districts, and the U. S. Circuit Court of Appeals for the 9th district in the year of his graduation.

Twelve

Appointment of Richard F. Byron as Chemurgy Development Agent for the Great Northern railway, is announced by E. B. Duncan, director of the railway's Department of Agricultural and Mineral Development, St. Paul.



Byron

Finding a n d developing new and economical uses for farm, mine and forest products in the territory served by Great Northern will be Mr. Byron's work.

"Chemurgy means chemistry at work", said Mr. Duncan. "Tomorrow's efficient farm, mine and forest production will require full utilization, new uses and new markets for maximum production of quality products if operators are to succeed. We believe Great Northern is the first of any of the nation's large railways to assign such a technically-trained development agent to this important undertaking in the public interest."

Mr. Byron, whose headquarters will be in St. Paul, is a graduate of Iowa State College, in chemical engineering. Recently discharged from the Army Air Forces as a major, he was employed by the Sherwin-Williams Paint Company at Chicago at the time he entered the armed services.

Glacier National Park, "Where the American and Canadian Rockies Merge Their Beauty," lies between the main line of the Great Northern Railway in Montana and the Canadian boundary.

Apple Blossom Festival

Appleland will be in bloom on May 3 and 4, according to Fred L. Overley of Washington State College, Leo Antles, orchardist, and Myron Foster of Hesperian Orchards, prominent Pacific Northwest horticulturists, to whom was assigned the task of determining the dates when the orchards in the famous Wenatchee Valley of Washington will be a sea of dazzling white blooms.

These three experts have seen the blooming cycle in the Apple Capital of the World come for many years. After solemn consultation they agreed that the first week-end in May of this year would be the season for the twenty-fourth and grandest of all Wenatchee Apple Blossom Festivals.

Citizens throughout the North Central Washington region, in cooperation with the Wenatchee Chamber of Commerce, have been working on plans for the past several months to provide for all phases of the colorful two-day event, the first to be held since 1942.

From among twenty finalists selected from their senior class by the student body of Wenatchee's senior high school, Elsie Beth Halvorson, a charming blonde, was chosen Appleland Queen for 1946, by a committee of Wenatchee citizens headed by I. C. Kuchenreuther, festival chairman, and his assistant, Al Roth, Jr. Jacquie Lee Farrington and Dorothy Hutchinson, were chosen the Queen's Princesses.

The annual Apple Blossom Festival is an all-area celebration and is attended by citizens from throughout the Pacific Northwest.



Princess Dorothy Hutchinson, Queen Elsie Beth Halvorson, Princess Jacquie Lee Farrington. Photo by Parsons Photo Studio

G. N. Speeds Up Freight Schedules

Through Great Northern freight schedules between Chicago and the West Coast have been reduced by 24 hours, reverting to schedules in effect prior to late in 1942. The heavy volume of war traffic necessitated lengthening schedules until the recent change.

Shipments from Chicago to the West Coast and from the West Coast to Chicago will be available for delivery the seventh morning instead of the eighth, under the new schedules. Freight from St. Paul and Minneapolis to the West Coast and from the West Coast to the Twin Cities will reach destination the sixth instead of the seventh morning.

Thirteen



Great Northern Railway employees in
Uncle Sam's Armed Services
April 1, 1946

Our Gold Stars

Two Gold Stars were added to the Great Northern railway employees' service flag during the month of March, 1946, bringing the total reported to have been killed or to have died in military service to 188, as of April 1, 1946.

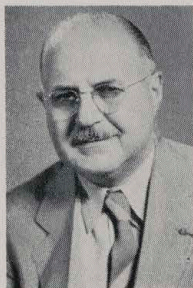
- ★ Eisner, Pfc. Donald H., USMC, brakeman, Dakota Division. Died October 19, 1945, at Dale, Oregon, as result of injuries received in airplane accident.
- ★ Lenihan, Capt. Edward L., U. S. Army, signalman helper, Mesabi Division. Died March 2, 1946, in Army Hospital at Brigham City, Utah.

A rechecking of all personal record files of Great Northern railway employees in military service discloses

Fourteen

Tourist Department Manager

The Tourist and Convention Department of the Portland, Oregon, Chamber of Commerce, is managed by A. Bancroft Wells, former newspaper man, author, lecturer and public relations counsel. A native of Nebraska, Mr. Wells attended New York Military Academy, Syracuse and Harvard Universities, School of Economics of the University of London and University of California.



Wells

He has been associated with newspapers in many metropolitan cities throughout the country and the London Daily News. He is a veteran of World War I.

G. N. Dining Car Service

Three meals daily are again being served to all travelers in dining cars on Great Northern's Empire Builder trains.

Dining cars have also been restored on The Gopher, Great Northern's fast afternoon trains between St. Paul, Minneapolis, Superior and Duluth.

that a number of employees previously reported to have entered the armed forces actually did not serve, which accounts for the decrease in the total number of employees in military service from that shown in the January, 1946, number of the Goat.

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

Centennial Celebration

Delegates from the International Peace Arch Association recently attended a meeting in Seattle, Washington, of members of the Washington State Historical Society and officials from the Archives of British Columbia, to discuss preliminary plans for what promises to be one of the greatest celebrations ever held in the Pacific Northwest.

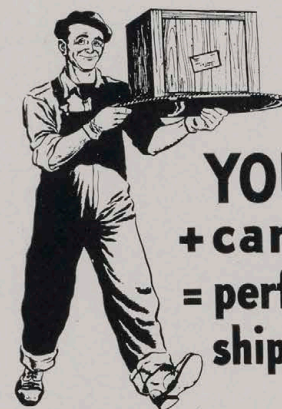
Chapin D. Foster of the Washington Historical Society will act as executive secretary of the General Committee. Also serving on this committee will be G. W. Gannon, Bellingham Chamber of Commerce, F. I. Sefrit, Bellingham Herald, Bruce Coulthurst, of the American Legion, Bellingham, Wash., Vernon McDonald, Superintendent of Blaine schools, J. H. Cramer, editor of the Blaine Journal, and Andrew Danielson, president, Chamber of Commerce, Blaine.

While this was primarily an organization meeting sufficient enthusiasm was shown to indicate that no effort will be spared in making this the greatest event for many years in the Pacific Northwest and Canada, when the Peace Arch Centennial celebration takes place June 15, 1946.

Columbia Basin Project

Settlement of 400,000 acres, equivalent to 6,600 irrigated farms, is the goal set by the Bureau of Reclamation for the Columbia Basin Project by 1950-51. Ephrata, Washington, on the Great Northern railway, will be the hub of the project's multi-million-dollar construction program with a modern headquarters building costing more than \$200,000. Several other structures will be built in Ephrata to store equipment, repair trucks and automobiles, and house a concrete-testing laboratory.

Perfect Shipping Campaign



**YOU
+ care
= perfect
shipping**

Prevent loss and damage • Shippers Advisory Boards

This is the tenth milestone along the road to Perfect Shipping. Once a year, in April, the Shippers Advisory Boards undertake to bring together all the forces in the field of shipping; to focus attention upon the varied factors affecting the movement of goods; and to see what new progress can be made toward perfecting that most essential of economic processes—Distribution—upon which our national way of life depends.

G. N. Train Schedule Change

Great Northern train No. 36, between Grand Forks, N. D., and Crookston, Minnesota, now leaves Grand Forks 11:30 p. m., East Grand Forks 11:36 p. m., Mallory (flag stop) 11:46 p. m., Fisher (flag stop) 11:58 p. m., arriving Crookston at 12:20 a. m.

All Expense Stop-Off Tours in Glacier National Park may begin at either Glacier Park Station, Belton, or Prince of Wales Hotel, in Waterton Lakes Park, Canada.

Fifteen



"Welcome Back to Glacier Park!"

"That grin I'm wearing has been a long, long time busting through my whiskers, but blow my horns if I haven't something to grin about!

"They're opening the hotels and chalets in Glacier National Park this summer for folks who've craved for an eyeful of the most eye-filling country in the U. S. A. Come out this summer for a real Western vacation."

June 15 is the most important date on America's first postwar vacation calendar. It's the opening day of the 1946 summer vacation season in Glacier

National Park on the route of Great Northern's transcontinental Empire Builder.

Up in northwestern Montana, where the American and Canadian Rockies shake hands, Glorious Glacier is the place for the most refreshing vacation of your life—the one you've been wanting and needing.

A letter or postcard to the Great Northern representative below will bring you complete descriptive material on summer vacation or stop-off tours in Glacier National Park.

A. J. DICKINSON, Passenger Traffic Manager
Great Northern Railway
St. Paul 1, Minnesota

GREAT NORTHERN RAILWAY

BETWEEN GREAT LAKES AND PACIFIC

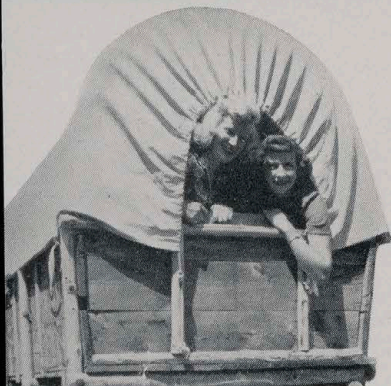
the
GREAT NORTHERN GOAT



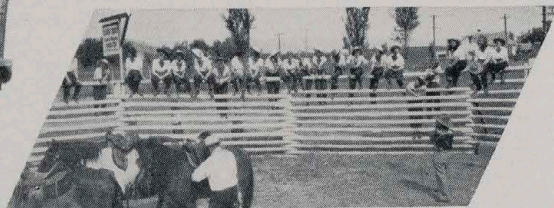
**MAY
1946**

Summer Fun

ON A WESTERN DUDE RANCH



Guests on a western dude ranch become a part of the outfit.



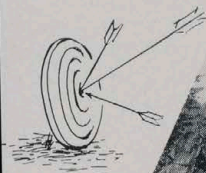
Dudes perch on the top corral pole to watch cowhands break horses.



Dude ranches provide a variety of pastime.



Guests "pitch" into ranch activities.



A ride in the moonlight in the ranch tallyho.

There is no set entertainment program.

Dancing provides evening entertainment.



Western Dude Ranches Offer Comfort and Convenience Without Frills

A western dude ranch is a typically American institution. The industry today is a thoroughly organized business, directed by executives of marked ability, who recognize the standards and types of service demanded and see that guests get it.

In the territory served by the Great Northern railway are many genuine dude ranches affording vacations packed with hours of joyous living. There are thoroughly organized and experienced staffs, modern equipment and accommodations, excellent and varied food. Anything fundamentally contributing to comfort and convenience, without "frills" may be found at many of the ranches.

There are trails above the timber line for riding and hiking. There are mountain peaks to climb. There are mountain streams to fish. Some ranches have swimming pools and swimming in nearby lakes, trapshooting and archery ranges, badminton and croquet. Rodeos in which local cow-punchers compete in bronc twisting, bulldogging and roping. Many of the ranches are base camps during the big game hunting season.

One particular feature of a western dude ranch is the opportunity the guests have to become a part of the outfit. They can wade right into what is going on.

From the comfortable headquarters of the ranch, the wide western

world opens invitingly. With experienced guides, friendly, sure-footed horses to ride, a party may string out for a half or full day trip to a fishing lake or an over-night camping trip.

There is no set entertainment program on a western dude ranch. The guest may do as he pleases which probably is one reason why ranch life is so appealing. There is singing and story telling around the outdoor fire or the big fireplace in the living room. Some may dance. Or, if guests desire, there is the opportunity to be lazy, relax and enjoy the vast magnificent scenic environs of the ranch.

Life on a western dude ranch takes the guests entirely away from the tension, drive, worry and hurry of city life, and builds up body and spirit, until they go away with new springiness in muscle and mind.

Information concerning dude ranches in territory served by the Great Northern can be secured from any of the railway's passenger representatives.

The illustrations on the opposite page are from photographs of activities on the CM Quarter Circle Ranch which is 14 miles from Kalispell, Montana, and 32 miles from Glacier National Park.

More than one million miles of telephone and telegraph wire are used by the railroads in connection with their operations.



A CM Quarter Circle Ranch top hand demonstrates his skill with a lariat for the entertainment of dudes.



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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

A picture memory brings to me:
I look across the years and see
Myself beside my mother's knee.

I feel her gentle hand restrain
My selfish moods, and know again
A child's blind sense of wrong and pain.

But wiser now, a man gray grown,
My childhood's needs are better known,
My mother's chastening love I own.

John Greenleaf Whittier

Four

Memorial Day, 1946

In the seventy-eight years since the first general observation of Memorial Day, the little flags over the mounds of those who have made the supreme sacrifice under the stars and stripes of the U. S. A., have multiplied in the cemeteries of America and those in many foreign countries.

Memorial Day, 1946, finds mothers and fathers, wives and sweethearts, families and friends, thinking of the past, praying for the living and the missing, and resolving that the honored dead shall not have died in vain.

Lord, let war's tempests cease,
Fold the whole world in peace
Under Thy wings.

Make all the nations one,
All hearts beneath the sun,
Till Thou shalt reign alone,
Great King of Kings.

Henry W. Longfellow

In the ten year period 1936 through 1945, capital expenditures by Class I railroads aggregated a little more than \$4,300,000,000, of which nearly one half was spent in the four war years, 1942 through 1945.

The Goat's Cover



from a clump almost as tall as herself.

The month of May is tulip time in the state of Washington. Eighteen month old Joyce Anne Breeze of Seattle, admires a tulip she has plucked

G. N. President's Report for 1945

Fixed charges of Great Northern railway, now the lowest in 45 years, were reduced by \$2,296,000 annually through refunding operations and other redemptions in the past twelve months, F. J. Gavin, president, advised stockholders at the company's annual meeting held in St. Paul on May 9.

Mr. Gavin reported that the company's bonded indebtedness was reduced over \$20,000,000 during the same period. In the last two years the railway's fixed charges have been reduced \$4,393,000 and bonded debt by \$52,506,000.

The Great Northern president also said that "a substantial increase in freight rates is imperative if the railway is to successfully weather the storm of mounting labor and materials costs and seriously declining revenues."

Part of the reduction in fixed charges and bonded debt of the railway was accomplished by retirement in the past year of \$192,865,000 in mortgage bonds and issuance of \$175,000,000 in new securities bearing lower interest rates.

Great Northern's annual fixed charges now total \$7,647,830, the lowest since 1901. Reduction to this figure from \$17,767,536 (total fixed charges for 1936) has been accomplished in the past ten years, while funded debt has been decreased from \$345,574,915 (as of December 31, 1936) to \$238,163,136 during the same period.

While the railway's operating revenues during 1945 were the third largest in the company's history—exceeded only in the earlier war



Mr. Gavin

years of 1943 and 1944—decline set in when Japan's surrender reduced the volume of military freight traffic.

"This downward trend in operating revenues has continued without interruption since the war's end," said Mr. Gavin, "and there now is no indication of improvement." At the same time operating costs, including those brought about by recent wage increases decided upon by national arbitration boards, have been rising steadily. There is no indication that the trend toward higher costs will change."

Great Northern in 1945 transported 17-4/5 billion tons of revenue freight one mile, compared with 19 1/2 billion tons in 1944. Revenue passengers carried one mile in 1945 reached a new all-time record of nearly 1 1/4 billions, compared with 1 1/4 billions in 1944.

Five

Timberline Lodge Manager



Timberline Lodge Manager William Temple, left, is congratulated by Arthur J. Farmer, general manager of the Portland Chamber of Commerce.

Appointment of William Temple as manager of Timberline Lodge, Oregon's beautiful mountain resort, to replace Fred van Dyke who resigned recently because of ill health, is announced by A. A. Comrie, president of Timberline Lodge, Inc.

Temple, who recently returned to Portland from overseas duty as a lieutenant in the Navy, formerly managed the Washington hotel in Portland, T. Harry Gowman's Hotel Earl in Seattle and the Curry hotel in Alaska.

Timberline Lodge is located in the Mt. Hood National Forest and is owned by the U. S. Forest Service. The operating company is a civic enterprise composed of a group of Portland businessmen. Open all year for the many mountain activities, Timberline is widely-known for the excellent skiing, hiking, riding, fishing and relaxation in an outstanding scenic environment of the southern slopes of Mt. Hood.

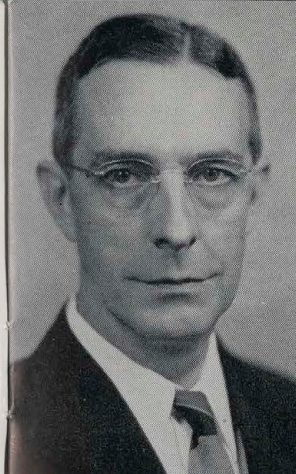
G. N. Modernizes Refrigerator Cars

The first eight of fifty additional heavily insulated railway refrigerator cars, designed especially for handling frozen food commodities, are now in service on Great Northern railway. The fifty "reefers" are being converted for frozen food transportation by the Western Fruit Express Company, refrigerator car subsidiary of the Great Northern, in its shops in St. Paul, Minn.

When the work is completed Great Northern will have a total of 101 heavily insulated refrigerator cars for moving frozen food commodities. Also available for peak periods are another 143 cars belonging to affiliated lines.

Seven railway refrigerator cars of various types and sizes, including several of the latest designed, were recently displayed at Wenatchee, Wash., Seattle, Wash., and Portland, Ore.

Three of the cars displayed are 50-feet long, the largest ever built. Two are especially designed for handling frozen foods. Also included in the exhibit were two cars recently built by the Burlington Refrigerator Express Company for testing of new ideas and devices in construction and equipment. One of these is a standard 40-foot car equipped with end bunkers, Preco air-circulating fans and collapsible bulkheads. The other is a standard 40-foot car with overhead ice-bunkers and a built-in underslung heater, permanently installed, with provision also for circulating an anti-freeze solution through tubing located under the floor racks. This experimental type of heating differs materially from the usual practice in which portable heaters burning charcoal or a form of alcohol, are placed in the bunkers and heated-air circulated throughout the car.



Mr. Turnburke



Mr. Finley



Mr. Tauer

Finley Elected G. N. Vice President of Traffic

Two St. Paul men were named officers of Great Northern railway and a third was advanced to a vice presidency at the company's annual stockholders' meeting held in St. Paul on May 9. Four directors were reelected at the meeting.

Charles E. Finley was elected traffic vice president, Vernon P. Turnburke was named vice president, executive department, and John A. Tauer, comptroller. Directors reelected to three-year terms are Shreve M. Archer and William L. McKnight, both of St. Paul, Frank F. Henry of Buffalo, N. Y., and Archibald W. Witherspoon of Spokane, Wash.

Mr. Finley has been assistant freight traffic manager of Great Northern since 1941. The traffic vice presidency has been vacant for several months.

A native of St. Paul, Mr. Finley was graduated from Cretin High school in 1924, and went to work for Great Northern as a stenographer the same year. He later worked for the railway's land and tax department in St. Paul and Great Falls,

Mont., and in 1931 became Western right of way agent in Seattle. In 1937, Mr. Finley transferred to the traffic department, returning to St. Paul, and in 1939, became assistant general freight agent.

Mr. Turnburke was general auditor before becoming assistant to the president of Great Northern in 1942. He has been associated with the railway 29 years.

Mr. Tauer succeeds George H. Hess, Jr., who has retired as comptroller. Educated in St. Paul schools and at the University of Minnesota, Mr. Tauer began work for the railway in 1924 as an office boy in the accounting department. He later became secretary to Mr. Hess, and after several advancements in the accounting department became assistant comptroller in 1942.

Mr. Hess' retirement concludes 30 years of service with Great Northern. He became associated with the railway in 1916 as assistant comptroller, and in 1920 became comptroller. Prior to coming to St. Paul, Mr. Hess was with the Interstate Commerce Commission.

G. N. Announces New Streamliners

Purchase of three modern streamlined trains to operate between St. Paul, Minneapolis and Grand Forks, N. D., and between Seattle, Wash., and Vancouver, B. C., is announced by F. J. Gavin, Great Northern railway's president.

Great Northern will purchase one 5-car train and one 2,000-horsepower Diesel locomotive for daily, round trip service between the Twin Cities and Grand Forks. The new streamliner will accommodate 195 passengers and will be operated via St. Cloud and Fargo. Equipment will consist of three 60-seat coaches, a coffeshop-observation car and a combination mail - baggage - express car.

The tentative schedule provides for early morning departure from Grand Forks and arrival in St. Paul and Minneapolis for afternoon connections to Chicago. The streamliner will leave St. Paul and Minneapolis in late afternoon, arriving Grand Forks in mid-evening.

Two 5-car trains and two 2,000-horsepower Diesel locomotives will be purchased for the railway's Puget Sound line between Seattle, Wash., and Vancouver, B. C. Each train will consist of two 60-seat coaches, a coffeshop-coach car, a lounge car and a combination mail-baggage-express car, and will accommodate 175 passengers.

While the Seattle - Vancouver streamliners will be operated on a faster schedule than present Great Northern trains between these two cities, running time will not be determined until shortly before the service is inaugurated. The streamliner schedules will afford connec-

tions with both east and westbound Empire Builder trains.

The three trains will cost an estimated \$700,000 each, including power units, and will be identical in design and construction with that now being built for Great Northern's new streamlined Empire Builders, now scheduled for Chicago-to-Seattle service late this year.

Inauguration of streamliner service between the Twin Cities and Grand Forks, and between Seattle and Vancouver, is at least 18 months away, as it is unlikely that railway car builders can deliver the new equipment before the end of 1947.

Also announced by Great Northern is a Diesel-powered streamlined train now under construction for operation between Havre and Great Falls, Montana, when the railway's new Empire Builders go into service.

Now being built in Great Northern's shops in St. Paul, the three-car, air-conditioned train for the Havre-Great Falls service will include a modern coach, a cafe-parlor car and combination engine and baggage unit. The train will be powered by a 500-horsepower, twin-cab engine. Exterior color will be identical with the new Empire Builders, with olive green and orange predominating.

Although the schedule of the new train has not been determined, the running time will be faster than that of present trains between Havre and Great Falls.

Present trains Nos. 235 and 236, which now connect with Empire Builder trains, will continue in operation.



Officers and incorporators of the International Maritime Conference Committee, Inc., which is making arrangements for the International Maritime Conference are, seated (left to right): Capt. Alex M. Peabody, general chairman of the host committee; E. M. Weston, Edward Savage and A. W. Kinney, members of the host and steering committees. Standing: (left to right) Frank W. Hull, general manager of the committee; Howard Costigan, general secretary and member of the host and steering committees; Kenneth Brown and Roy W. Atkinson, members of the host and steering committees.

International Maritime Conference

Seattle is expected to play host to more than 2,500 persons in connection with the International Maritime Conference, to be held in that city for three weeks beginning June 6.

The conference, which ranks second in importance only to the United Nations Conference in San Francisco, will attract delegates from 46 or more maritime nations of the world.

Official delegations will be composed of two government representatives and one delegate each from labor and industry. A minimum of 400 delegates and advisers is expected, with an additional 1,000 to 2,000 representatives of shipping interests and labor, a staff of 150 trained con-

ference workers, and scores of newspaper, radio and motion-picture representatives from all over the world.

The agenda for the Seattle session which was prepared at a preparatory technical conference held in November-December, 1945, in Copenhagen, Denmark, includes the following items: (a) Wages, Hours, Manning; (b) Social Security for Seafarers; (c) Crew Accommodation on Board Ship; (d) Food and Catering for Crews on Board Ship; (e) Entry Training and Promotion of Seafarers; (f) Holidays with Pay for Seafarers; (g) Continuous Employment for Seafarers; (h) Recognition of Seafarers' Organizations; (i) Appli-

(Continued on page 10)

Wilderness Trail Trips



Evans

A new and unique service, known as Wilderness Trail Trips, has been granted a concession by the National Park Service to conduct six scheduled 10-day hiking treks in Glacier National Park during the 1946 season. Each hiking party will be limited to twenty-five guests. A cook, nurse and packers will staff each group, under the direction of H. Frank Evans, a veteran of the Park's naturalist staff, and popularly known as "The Trail Merchant".

All equipment and camp services will be provided for hikers. Supplies will be transported between camps by pack train. Scheduled hiking treks will be on a moderate scale with side-trips available for the more seasoned hikers. Headquarters for Wilderness Trail Trips will be at Glacier Park, Montana.

G. N. Declares Dividend

Directors of the Great Northern railway at the company's annual meeting held in St. Paul, Minn., on May 9, authorized payment of a \$1.50 per share dividend payable on June 21, 1946, to stockholders of record May 20, 1946.

The railway paid two dividends of \$1.50 each per share during 1945. In 1944 there were two dividends of \$1.00 each.

Ten

MARITIME CONFERENCE

(Continued from page 9)

cation of Conventions by Collective Agreements; and (j) Report of the Director of the International Labor Office.

The purpose of the conference is to set minimum standards in these subjects. The conventions arrived at amount to multilateral treaties among the governments of the world.

Overall arrangements in Seattle are in the hands of a host committee of 20 members, headed by Capt. Alex M. Peabody. General Manager of conference arrangements is Frank W. Hull.

Thomas Balmer, Great Northern's vice president and western counsel, and Neal D. Keller, the railway's general passenger agent, Seattle, are serving as chairman and vice chairman, respectively, of the transportation committee of the conference.

Great Northern will be represented with a specially prepared exhibit at the Pacific Northwest Progress Exposition, sponsored by Seattle's three newspapers, and to be staged in conjunction with the International Maritime Conference.

Golden Rose Ski Meet

The Portland Rose Festival association, in conjunction with Timberline Lodge, are sponsoring the annual Golden Rose ski tournament which will be the climaxing feature of the 1946 Rose Festival, to be held on June 9.

The race, which starts at Crater Rock, 10,000 feet up Mount Hood in Oregon, and usually finishes near the head of Timberline's mile-long ski lift, is a high-speed down-hill run. Entries are limited to expert skiers from the United States and Canada.



Goat GAIETIES...

T'is So!

Smith: Well I must go home and explain things to my wife.

Brown: What things?

Smith: How do I know?

* * *

Southern Hospitality!

The train for Washington had just pulled out of Norfolk and the passengers had settled themselves for the journey, when a tall and dignified man presented himself in the club car and, addressing the passengers there, asked: "Is theah a gentleman from Albemarle County present?"

One man stood up and stated that he was a native of that county.

"Fine!" beamed the first man. "I wondah if I might borrow youah co'kscrew fo' a minute?"

* * *

Old Men O' the Mountains

Two visitors to the Dogpatch in the Ozarks one day came across a woman who kept dousing the reclining bodies of two lanky gentlemen with water. She finished emptying her fifth bucket on her sleeping menfolk when her attention was drawn to the visitors. She lazily explained:—"Keeps the flies off'n 'em."

* * *

A Good Wish

"Hard-working little wife you've got, Bob," said the customer to the small shop-keeper, as he watched the man's busy wife.

"Gosh, yes," he replied, "I wish I had a couple more like her."

Woman Is a Blood Sucker

"So you think because I'm your husband," he was saying bitterly, "I'm a fool who works and slaves all week to make money for you to squander. You think I'm a sucker who'll give you every cent I make. You think I'm a dope that doesn't know all you want of me is money, money, money, money. Okay I'm a fool, I'm a sucker, I'm a dope—here's a dime. Go out and buy a can of milk. But bring me the change."

* * *

The Downfall of Youth

"Look Mummy, I'm riding my new bike with no hands."

"Careful, Tommy, you'll hurt yourself."

"Ha, ha, no I won't. Now I'm riding no feet!"

"Please be careful, Tommy!"

(Pause—followed by loud bump.)

"Look, Mum. No teeth."

* * *

Point of View

"Grandma, what kind of husband would you advise me to get?"

"Well, young lady, my advice is to leave the husbands alone and get yourself a single man."

* * *

No Favorites

"Good morning," breezed the telephone operator blithely, "this is Purkle, Hoff, Tift, Meyers, Glupps, Glinzbriff and Fnerff."

"Oh," cried the voice at the other end, "good morning, good morning, good morning, good morning, good morning, good morning and good morning, and of course, good morning."

Eleven

Tourist-luring Trick Falls in Glacier's scenic Two Medicine region.



Two Medicine Valley and Lower Two Medicine Lake from Blackfeet Highway.



Mt. Clements, where Going-to-the-Sun Highway crosses the Continental Divide.



St. Mary, the most beautiful mountain Lake in North America.



Going-to-the-Sun Highway, climbing Haystack Butte.

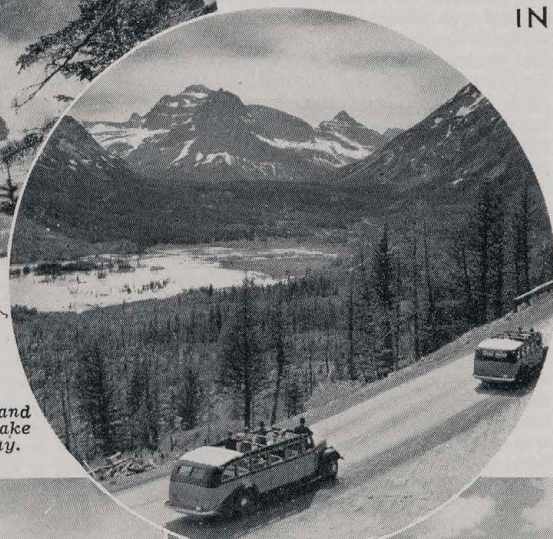
All-Expense Stop-Off Tours

IN GLACIER NATIONAL PARK FIT INTO ANY WESTERN OR EASTERN RAIL TRIP

Train travelers having but one or a few days to spare for a Glacier Park visit should not miss the opportunities offered by regularly scheduled park tours in connection with Empire Builder train service.

The Empire Builder stops at Glacier Park Station, eastern railway entrance, and Belton, western railway entrance, providing direct access to Glacier National Park in Montana and adjoining Waterton Lakes National Park in Canada. Park tours may begin at either entrance, and any tour may be extended by paying the moderate hotel rates for time spent beyond the limits of regular tours.

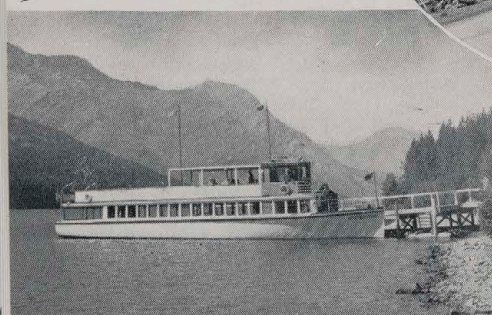
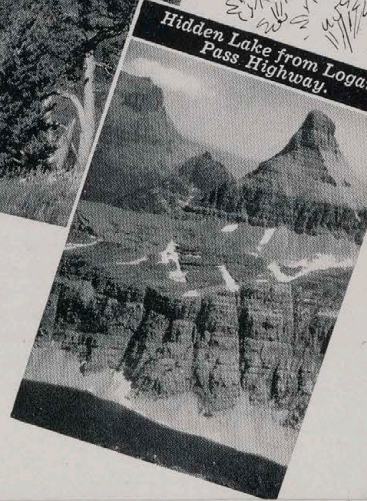
(Continued on page 14)



Chief Mountain, one of Glacier Park's famous peaks.



Hidden Lake from Logan Pass Highway.



The International makes several trips daily on Waterton Lake.



Blackfoot Glacier, largest active ice field in Glacier National Park.



Many Glacier Hotel overlooking Swiftcurrent Lake.



G. N. Appointment



Walton

Appointment of G. S. Walton as information development agent in Great Northern railway's department of agricultural and mineral development is announced by E. B. Duncan, department director.

Mr. Walton, prior to joining the railway, was director of public relations for the University of Wyoming at Laramie. Earlier he was in information work with the Agricultural Adjustment Administration in New Mexico, associate editor of the New Mexico state agricultural extension service, and extension editor for the Wyoming state agricultural college.

Aussie R. R. Clocks Always on the Dot

Railway time is the right time if you happen to live in Victoria (Australia). And the task of caring for the 1677 clocks and 2781 watches by which the Victorian railways maintain its schedules has been a one-family affair for the last 60 years.

Victorian railways watchmaker is Harry Chellew, who, with a staff of assistants, is responsible for cleaning, repairing, oiling and regulating the entire railway time-keeping system. Harry Chellew's father was Victorian railways' first watchmaker. He handed over the job to his son on retirement. Many of the clocks date back to 1870. Proof of the Chellews' treatment of them is the fact that they're still going strong and are right to the second.

ALL-EXPENSE TOURS

(Continued from page 13)

These inter-park, all-expense tours take the traveler in ease and comfort over the famous Going-to-the-Sun Highway and through much of the best scenery in the park. Frequent stops are made to give visitors ample time to see and take pictures of the most spectacular panoramas.

Empire Builder travelers taking these tours stay overnight and get their meals at the picturesque mountain hotels and a launch ride on Two Medicine Lake. Cost of motor coach transportation, lodging, meals and launch ride is included in tour rate.

The one-day tour includes sight-seeing motor coach trip across Glacier Park over Going-to-the-Sun Highway, topping the Continental Divide at Logan Pass. It includes also a side trip to Two Medicine Lake and an afternoon launch trip on the lake. Lodging and meals at Glacier Park and Lake McDonald Hotels. All-expense cost, including tax, \$21.26.

The two-day tour includes all of the features of the one-day tour, plus a visit and overnight stay at Many-Glacier Hotel, in the heart and center of much Park activity. All-expense cost, including tax, \$32.22.

The three-day tour includes all of the features of the one and two day tours, with the additional thrill of crossing the International Boundary line into Canada, by way of the Chief Mountain Highway, for an overnight stay at the Prince of Wales Hotel in Waterton Lakes Park. This tour offers a comprehensive quick picture of Glacier and Waterton Lake Parks. All-expense cost, including tax, \$47.81.



Ostrander

Peterson

French

Pfister

Cheadle

G. N. Traffic Department Appointments

Appointment of D. R. Ostrander as Great Northern's general agent freight department, with headquarters at San Francisco, Calif., is announced by P. H. Burnham, freight traffic manager, St. Paul, Minn., and G. F. Hardy, western traffic manager, Seattle, Wash.

Mr. Ostrander, prior to his recent appointment, served as contracting freight agent, traveling freight agent and assistant industrial agent, with headquarters at Seattle, Wash., until November, 1945, when he was transferred to San Francisco, as acting general agent. He succeeds G. A. Sorrell, deceased, who began employment with the railway in March, 1920, and was general agent at San Francisco since December, 1937.

Also announced by Mr. Burnham, is the retirement of O. T. Peterson who has served in the railway's freight traffic department at St. Paul for over 44 years. He began employment with the company in January, 1920, as a clerk in the local freight office. He held various positions in the department until February, 1922, when he was appointed chief clerk to the freight traffic manager, which position he held until his retirement on April 30, 1946.

The promotion and transfer of four members of the railway's passenger

traffic department is announced by A. J. Dickinson, passenger traffic manager, St. Paul, and N. D. Keller, general passenger agent, Seattle, Wash. Graham M. French, traveling passenger agent, Spokane, Wash., since 1942, has been transferred to a similar position, with headquarters at Los Angeles, Calif. Succeeding Mr. French as Spokane traveling passenger agent, is Robert S. Cheadle who has served with the Great Northern since 1939, and has been city passenger agent at Everett, Wash., since 1945.

William H. Pfister, chief clerk in the company's Seattle passenger department since 1943, has been appointed city passenger agent at Everett. Mr. Pfister, who has been railroading for nearly 25 years, joined the Great Northern via Glacier National Park, where he was reservation and ticket agent for two seasons. He was a passenger representative in the railway's St. Paul city ticket office prior to being transferred to Seattle.

Succeeding Mr. Pfister as chief clerk in the Seattle passenger department, is L. R. Peterson, who has served with the company as assistant military passenger agent at Seattle since 1943. He is a former St. Paul Union Depot Company ticket agent.

G. N. Train Schedule Changes

THE WINNIPEG LIMITED

This famous train has returned to its pre-war schedule, leaving St. Paul at 8:00 pm, Minneapolis at 8:30 pm, and arriving in Winnipeg at 9:00 am, providing convenient connections to Western Canada.

No. 7—DAILY READ DOWN	No. 8—DAILY READ UP
8:00 PM Lv. . . St. Paul . . Ar. 8:00 AM	
8:25 PM Ar. . . Minneapolis . Lv. 7:35 AM	
8:30 PM Lv. . . Minneapolis . Ar. 7:30 AM	
10:05 PM Lv. . . St. Cloud . . Lv. 5:55 AM	
11:04 PM Lv. . . Sauk Centre . Lv. 4:42 AM	
11:39 PM Lv. . . Alexandria . Lv. 3:55 AM	
12:47 AM Lv. . . Fergus Falls . Lv. 2:32 AM	
4:10 AM Lv. . . Crookston . . Lv. 11:30 PM	
9:00 AM Ar. . . Winnipeg . . Lv. 7:00 PM	

TRAINS No. 3 and 4 BETWEEN TWIN CITIES AND WILLISTON, N. D.

Train No. 3 now leaves St. Paul at 9:15 pm and from Minneapolis at 9:55 pm. Train No. 29 handles the Twin Cities-to-Grand Forks sleeping car.

No. 3—DAILY READ DOWN	No. 4—DAILY READ UP
9:15 PM Lv. . . St. Paul . . Ar. 7:40 AM	
9:40 PM Ar. . . Minneapolis . Lv. 7:15 AM	
9:55 PM Lv. . . Minneapolis . Ar. 7:05 AM	
12:45 AM Lv. . . Willmar . . Lv. 4:10 AM	
4:20 AM Lv. . . Breckenridge . Lv. 1:15 AM	
5:45 AM Lv. . . Moorhead . . Lv. 11:50 PM	
5:50 AM Ar. . . Fargo . . . Lv. 11:40 PM	
6:03 AM Lv. . . Fargo . . . Ar. 11:15 PM	
8:10 AM Ar. . . Grand Forks . Lv. 8:50 PM	
8:30 AM Lv. . . Grand Forks . Ar. 8:30 PM	
11:20 AM Lv. . . Devils Lake . Lv. 5:50 PM	
3:20 PM Ar. . . Minot . . . Lv. 2:00 PM	
* 4:00 PM Lv. . . Minot . . . Ar. 12:30 PM*	
* 9:00 PM Ar. . . Williston . . Lv. 6:30 AM*	

* Daily Except Sunday

New schedules provide for three daily trains between Seattle, Wash., and Vancouver, B. C. The Canadian, train 360, now leaves Seattle at 8:15 am, arriving Vancouver at 12:45 pm. The International Limited, train 358, leaves Seattle at 5 pm, arriving Vancouver at 9:30 pm. A new local train, 356, which will handle the

THE RED RIVER LIMITED

Convenient overnight sleeper service to Crookston and Grand Forks from the Twin Cities was restored when The Red River Limited resumed operation April 28.

No. 29—DAILY READ DOWN	No. 30—DAILY READ UP
9:50 PM Lv. . . St. Paul . . Ar. 9:55 PM	
10:15 PM Ar. . . Minneapolis . Lv. 9:30 PM	
10:25 PM Lv. . . Minneapolis . Ar. 9:20 PM	
12:15 AM Lv. . . St. Cloud . . Lv. 7:30 PM	
1:30 AM Lv. . . Sauk Centre . Lv. 6:05 PM	
2:11 AM Lv. . . Alexandria . Lv. 5:12 PM	
3:37 AM Lv. . . Fergus Falls . Lv. 3:43 PM	
4:35 AM Lv. . . Barnesville . Lv. 2:50 PM	
7:15 AM Lv. . . Crookston . Lv. 12:20 PM	
* 7:55 AM Ar. . . Grand Forks . Lv. 11:30 AM	

* Connects with westbound No. 3 for Devils Lake, Minot and Williston.

THE ALEXANDRIAN

This popular train operates daily including Sundays. No change in time of northbound Train No. 11. Southbound Train No. 12 leaves Grand Forks 8:00 am, Fargo 9:50 am, arriving in Minneapolis at 3:45 pm, in St. Paul at 4:15 pm, providing connection with fast trains for Chicago, St. Louis, Kansas City and California.

No. 11—DAILY READ DOWN	No. 12—DAILY READ UP
8:30 AM Lv. . . St. Paul . . Ar. 4:15 PM	
8:53 AM Ar. . . Minneapolis . Lv. 3:50 PM	
8:58 AM Lv. . . Minneapolis . Ar. 3:45 PM	
10:35 AM Ar. . . St. Cloud . . Lv. 2:15 PM	
10:40 AM Lv. . . St. Cloud . . Ar. 2:10 PM	
11:45 AM Lv. . . Sauk Centre . Ar. 1:05 PM	
12:25 PM Lv. . . Alexandria . Ar. 12:25 PM	
1:43 PM Lv. . . Fergus Falls . Ar. 11:15 AM	
3:00 PM Lv. . . Moorhead . . Ar. 9:54 AM	
3:05 PM Ar. . . Fargo . . . Lv. 9:50 AM	
4:15 PM Lv. . . Fargo . . . Ar. 9:50 AM	
6:05 PM Ar. . . Grand Forks . Lv. 8:00 AM	

bulk of mail and express, leaves Seattle at 7:15 am, arriving Vancouver at 1:15 pm.

Southbound, The International Limited, train 359, leaves Vancouver, B. C., at 8:10 am, arriving Seattle at 12:45 pm. The American, train

(Continued on page 18)



Field of Daffodils in the Pacific Northwest.

Maytime is Tulip Time in the Pacific Northwest

The "host of golden daffodils" which danced its way into the hearts of Pacific Northwesterners during the months of March and April has yielded its reign to an even more colorful successor. For Maytime is tulip time in the verdant valleys of western Washington and Oregon.

Against a backdrop of snow-clad mountains, row upon row and acre upon acre of these stately flowers bloom in a brilliant profusion of colors and hues almost without number.

But the real wealth of the tulip industry is locked beneath the black earth so gorgeously carpeted. For here are the bulbs which put forth the blooms—and bulbs are a million dollar industry in the Pacific Northwest.

From a commercial standpoint the tulip ranks third in the bulb industry, preceded by the daffodil and the iris, and together the "big three"—each in its season—bloom over some 2,000 acres of fertile Washington and Oregon farmland. In recent years the annual shipment of bulbs from this area has run as high as \$3,000,000.

The tulip was introduced commercially to the Pacific Northwest about 1931, but it was not until 1937 that the bulb was produced there in any quantity. The daffodil, introduced much earlier in the century, met with more immediate commercial success because of the protection it received from a quarantine on Dutch daffodil bulbs.

Today the Pacific Northwest is the bulb growing center of the world. Bulb growing heart of the Puget Sound region is the rich Puyallup Valley.

Of all of the factors which serve to make the Pacific Northwest peculiarly adapted to bulb production, weather is by far the most significant. For here are found in fortunate combination the adequate moisture, the moderate winter and the cool growing season in the spring, all so favorable to successful bulb culture. Tulips and other bulbs planted in September begin growing almost immediately—and in many ways are superior to the Holland bulb, which lays frozen in the ground for two months of the winter.

G. N. Summer Sleeping Car Service

Standard sleeping car summer line of 12-section drawing room type cars will be established between Chicago, Glacier Park and Seattle on Great Northern's Empire Builder, westbound from Chicago, June 22 to September 3, inclusive; eastbound from Seattle, June 25 to September 6, inclusive.

Standard summer line of 10-section, 2 compartment, one drawing room sleeping cars will be established between Cody, Wyoming, and Glacier Park, Montana, from Cody, June 25 to September 1, inclusive; from Glacier Park, June 26 to September 2, inclusive, and will be operated on CB&Q trains 28-23 and 24-27, between Cody and Billings, and Great Northern trains 43 and 42, between Billings and Glacier Park, the latter trains to be operated to and from Glacier Park during the summer of 1946.

The 14-section sleeping car now operating between Denver, Colo., and Shelby, Montana, will be discontinued effective May 27 out of Shelby, and May 29 out of Denver.

Ten-section observation sleeping cars will be placed in operation between Omaha and Shelby, the first car leaving Omaha on May 30, and Shelby on May 28. These sleeping cars will operate between Omaha, Shelby and Glacier Park during the period June 26 to September 2, inclusive.

Although freight traffic decreased about eight per cent and passenger traffic about five per cent, operating expenses of railroads were more than five per cent greater in 1945 than in 1944 because of increased costs of labor and materials and supplies.

TRAIN SCHEDULE CHANGES

(Continued from page 16)

355, leaves Vancouver at 5:00 pm, arriving Seattle at 9:30 pm. A new southbound local, train 357, leaves Vancouver at 4:15 pm, arriving Seattle at 10:20 pm.

A half hour has been cut from the running time of The Cascadian, Great Northern's daylight trains 5 and 6, between Seattle and Spokane, which have been returned to their pre-war schedules. Under the new schedule the eastbound Cascadian leaves Seattle at 8:30 am, arriving Spokane at 6:30 pm. Westbound train leaves Spokane at 8:30 am, arriving Seattle at 6:30 pm.

Centennial Celebration

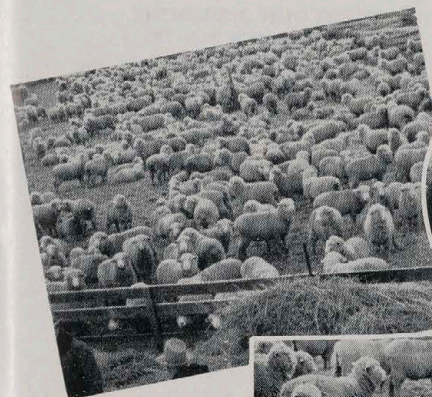
Fort Benton, Montana, on Great Northern's main transcontinental line, will commemorate its 100th anniversary, August 24 and 25, 1946.

The theme of the celebration, sponsored by the citizens of Fort Benton, will follow the old frontier and western days, with a historical background of the area. The Pioneers of Montana and Sons and Daughters of Pioneers will meet in convention at Fort Benton on the three days preceding the Centennial Celebration.

R. M. Lockwood, Fort Benton banker, and L. G. Wright, chief of police, are general chairman and chairman of transportation, respectively, of the Centennial Celebration.

Seattle Building Program

Thirty-four Seattle industries answering a Seattle Chamber of Commerce survey initiated by the Special Construction Survey Committee, reported that they are planning \$6,750,000 worth of new construction.



Lambs on feed at the Hatler Gearhart yards at Harlem, Montana.



Harlem Lamb Feeding Tour Party.

Feeder lambs work on wet beet pulp.

G. N. Cooperates in Montana Livestock Feeding Program

Livestock feeding is an important adjunct to balanced farming in the irrigated sections of Montana, according to Charles E. Jarrett, Great Northern's Montana agricultural development agent.

From a modest beginning, livestock feeding in Montana territory served by the Great Northern has increased to a total of 259,000 sheep and 10,300 cattle.

Lamb feeder tours were held during the past winter feeding season at Sidney, in the Lower Yellowstone Irrigation project, at Harlem and Malta, in the Milk River project, and at West Great Falls and Fairfield in the Sun River project. The tours were sponsored by the Extension

Service of the Montana State College, sugar beet companies, local commercial clubs and chambers of commerce and the railway's department of agricultural and mineral development.

Large numbers of livestock feeders and prospective feeders accompanied the tours and witnessed demonstrations of the proper and most economical feeding methods, rations and equipment. The advantages of full utilization of sugar beet tops and pulp, as well as the value of the manure, in building high soil productivity, were demonstrated to farmers. Proper feeding of lambs and cattle has also enabled stockmen to distribute their labor over a

(Continued on page 20)

G. N. To Order Twenty Diesels

Twenty additional diesel-electric locomotives will be ordered soon by Great Northern railway, according to an announcement by F. J. Gavin, the railway's president.

The new equipment, costing approximately \$4,000,000, will be used throughout the system in freight and passenger train and switching service. Delivery is expected in 1947. Included will be three 2,000-horsepower passenger locomotives, two 3,000-horsepower passenger, three 3,000-horsepower freight, four 1,500-horsepower passenger and eight 1,500-horsepower road and switching units.

When these are delivered, Great Northern will have 137 diesel locomotives. In service now are 104, while delivery of 13 ordered in 1945 is expected later this year.

Columbia Basin Project

Construction will soon be in full swing on irrigation features for the million-acre Columbia Basin Project with the recent awarding of a contract for excavating a six and one-half mile section of the Main Canal.

This waterway will tap the equalizing reservoir of Grand Coulee Dam to provide water for irrigation, and transform hundreds of thousands of acres of sagebrush lands into highly productive farms. Fifty feet wide at the bottom and 122 feet at the top, the river-size canal will be capable of carrying sufficient irrigation water for one-million acres.

More than two-million cubic yards of earth and rock will be handled in preparing the channel. The goal is to construct irrigation facilities for 400,000 acres of Columbia Basin by 1950-51.

LIVESTOCK FEEDING

(Continued from page 19)

longer period and to carry on the work at a time when general farm activity is ordinarily at a low ebb.

Mr. Jarrett, in cooperation with county agricultural agents and a selected group of stockmen in each county, is developing a program to promote self-feeding of larger numbers of lambs during the 1946-47 season.

Great Northern operates a special train each week from the Sidney, Montana, area, at the close of the feeding period, in order to get the lambs to market as rapidly as possible which reduces the shrinkage.

Pictured in the oval on the preceding page are members of the Harlem Lamb Feeding Tour. Left to right: Geo. Pitch, Harlem Commercial Club; Don Luebke, county agent, Chinook, Montana; Rusty Ralston, extension livestock specialist, Montana State College; Hatler Gearhart, superintendent, U&I Sugar factory, Chinook, Montana; Mike Jerhoff, Central Cooperative Association, St. Paul, Minn.; Louis Habbeis, Armour & Co., West Fargo, N. D.; Earl Bjorke, U&I Sugar Beet fieldman, Chinook, Mont.; Ray Finley, stockman, Chinook, Mont.; Charles E. Jarrett, agricultural development agent, Great Northern railway, Great Falls, Montana.

Crater Lake

Accommodations for tourists at Crater Lake, Oregon, will be available beginning June 15, according to an announcement by Charles W. Frock, manager of the National Park Company.

Busses from Grants Pass and Klamath Falls will start making daily round trips to Crater Lake Lodge on June 1.



Goat

GLEANINGS

The advertisement reproduced on the back cover of this number of the Goat was prepared by Pullman Standard Car Manufacturing Company, builders of Great Northern's new streamlined Empire Builder trains, for publication in several leading national magazines.

* * * * *

The Railroad Passenger Traffic Club of Memphis, Tennessee, at its organization meeting held in April, elected Hugh G. Fanning, passenger representative, Frisco Lines, president, L. C. Pollard, city ticket agent, L&N-NC&STL-STLSW Lines, vice president, and J. E. Rose, traveling passenger agent, Illinois Central System, secretary-treasurer. Paul R. Shaw, Great Northern's traveling passenger agent, St. Louis, Mo., was made a charter member of the new club.

* * * * *

George A. Kelly, vice-president of the Pullman Company, Chicago, in charge of public relations and advertising, has been elected executive vice-president. He succeeds Champ Carry.

* * * * *

Jack Westerfield, Great Northern's traveling passenger agent with headquarters in Cincinnati, O., has been awarded an Army Commendation Ribbon for meritorious service at Ft. Huachuca, Bizbee, Ariz., where he served as executive officer, Supply Division, and post transportation officer.

Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1946, are, Walter DeLaHunt, express agent, Willmar, Minn.; Jos. P. Sullivan, chief clerk, general superintendent of transportation, St. Paul, Minn.; Charles F. Smith, engineer, Minneapolis, Minn.; Howard F. Greeley, agent, Ada, Minn.; Matt L. Mehalsick, conductor, Garretson, S. D.; Geo. J. I. Walmann, chief night yard clerk, Minneapolis, Minn.; Edward W. Henderson, water service foreman, Spokane, Wash.; George E. Burke, conductor, SP&S Ry., Portland, Ore.; Patrick M. Cunningham, engineer, Superior, Wisc.; Bert Hagler, switchman, Bellingham, Wash.; John B. Stewart, operator, Seattle, Wash.; Henry P. Davis, parlor car steward, Seattle, Wash.

Members pensioned during April, 1946, are Joseph B. Walsh, brakeman, Yankton, S. D.; Hervy W. Conover, conductor, Great Falls, Mont.; Harry A. Gerst, assistant engineer, St. Paul, Minn.; Samuel Wick, pipefitter foreman, St. Paul, Minn.; James Buchanan, lineman, Leavenworth, Wash.; William Mabin, engineer, Minot, N. D.; Emil Zahn, engineer, St. Cloud, Minn.; Albert J. Lindfors, machinist leader, Superior, Wisc.; Elic S. Cook, conductor, Fargo, N. D.; Eric W. Sutherland, engineer, Interbay, Wash.; Thomas J. Wilson, engineer, Superior, Wisc.; Edward J. Mullen, baggage agent, REA., St. Paul, Minn.; Michael Winker, welder, Hillyard, Wash.

Rainier National Park

Both Paradise Inn and Paradise Lodge in Rainier National Park, Washington, will be open June 23, to September 2, according to an announcement by Paul Sceva, president-manager of the Rainier National Park Company.

Paradise Inn, as in previous seasons, will operate on the American Plan, with table d'hôte meal service. Paradise Lodge will operate on the European Plan, with both fountain and cafeteria meal service.

The Rainier National Park Company will operate a saddle horse service at Paradise but has discontinued the conducting of hiking trips. Nature walks, however, will be available to points of interest in the Paradise area under the supervision of Ranger Naturalists.

The Park Company will maintain ticket offices at the Olympic Hotel in Seattle and the Winthrop Hotel in Tacoma. Sightseeing motor coaches will leave these points once daily for Paradise, departing at 8:20 am from Seattle, and 9:20 am from Tacoma. Returning motor coaches will leave Paradise at 3:30 pm.

Facilities at Sunrise Park will also open on June 23, but there will be no overnight accommodations available at this point. The Park Company will operate a combination fountain, cafeteria and campers' store at Sunrise. Horse back trips also will be conducted from this point.

National Park Inn at Longmire will be open throughout the summer of 1946 for the first time since the war, operating on the European Plan, with fountain and meal service.

Twenty-Two

Glacier Park Meeting

Thirty-five members of a personnel committee of the Air Transport Association of America will meet in Glacier National Park, June 26 to 30, inclusive. Following the meeting the party will make a motor coach tour of the Park returning east from Belton, western rail entrance, on Great Northern's Empire Builder. Linus G. Glotzbach, vice-president and executive assistant to the president, Northwest Airlines, Inc., St. Paul, is chairman of the personnel committee.

New GNDA Secretary

The Greater North Dakota Association at its recent annual meeting elected LeRoy Pease of Jamestown, North Dakota, as its executive secretary. Pease has been deputy director of the War Finance Committee in North Dakota since December, 1941. He succeeds B. E. Groom who resigned to devote his time to his farm properties in North Dakota.

Mt. Baker National Forest

Two Seattle businessmen recently purchased the Mount Baker Lodge Company which leases the area in Mount Baker National Forest from the U. S. Forest Service.

As soon as building restrictions are lifted and material is available, the new owners plan to construct a giant chair lift that can be used by skiers in the winter and by sightseers during the summer season. No additional housing is planned until the lift is completed and other developments increase travel to the area. Accommodations are provided in the old Baker Lodge annex and adjoining cabins.

Railroads Establish Record

American railroads handled fifty million tons of high explosives for military purposes as well as great quantities of poison gas during the recent World War without a person being killed, according to the Bureau of Explosives of the Association of American Railroads.

In one month alone in 1945, the quantity of military explosives handled by the railroads exceeded the tonnage handled during the entire period of the first World War.

Since 1938 approximately 3,600,000,000 pounds (1,800,000 tons) of commercial explosives have been handled with no loss of life due to their transportation. Nearly all shipments were handled as carload freight. There were no injuries or deaths resulting from the shipments of poison gas during the war.

This splendid record was possible as a result of the diligence of the shippers and carriers in loading and handling this freight in accordance with regulations.

Kiwanis Convention Special

The California-Nevada Kiwanis delegation will travel Great Northern from Spokane to Minneapolis and CB&Q to Chicago, en route to the Kiwanis International Convention to be held at Atlantic City, June 9-13. The itinerary includes a stop-off at Glacier National Park where the delegation will be greeted by Blackfeet Indian chieftains.

Due to the use of more powerful locomotives and heavier cars, which make possible the movement of greater loads of freight per train, Class I railroads now use rail consisting of 110 pounds per yard or more on nearly 76,000 miles of main line track, compared with 42,328 miles in 1935.

Theatre Under the Stars



A group of "Theatre Under the Stars" performers.

Vancouver, British Columbia, will stage its seventh consecutive season of operettas and musical comedies during the summer of 1946, in an outdoor theatre in the magnificent setting of famed Stanley Park.

The "Theatre Under the Stars," is owned and operated by the citizens of Vancouver in cooperation with the Board of Park Commissioners. The project has as its primary objectives, the presentation of an attractive and distinctive form of musical entertainment at prices within everyone's reach and to develop Canadian talent.

The attractions to be offered during the 1946 season are "Merry Widow" beginning June 27 and continuing for 9 days; "Roberta" the week of July 8; "Mikado" the week of July 15; "Count of Luxembourg" the week of July 22; "Robin Hood", the week of July 29, and "Song of the Flame" for 9 days beginning August 5.

Twenty-Three

NOW BUILDING
BY
Pullman-Standard
FOR FASTER, FINER SERVICE
TO THE PACIFIC NORTHWEST
GREAT NORTHERN'S
NEW
Empire Builders

The first *Empire Builders* began de luxe service between Chicago, Minneapolis-St. Paul and the Pacific Northwest in 1929. They have a magnificent record. They were built by Pullman-Standard, world's leading car-builder. The new Empire Builders, comprising Sleeping Cars, Dining, Coffee Shop Cars and Coaches, now building by Pullman-Standard, are "Trains of Tomorrow" in every detail of engineering, design and construction.

Cutting many hours off present schedules, these will be the first streamlined, all-accommodation trains to serve the Northwest border territory. Mark your travel calendar to ride these new trains from Chicago west . . . along the colorful route whose distances unfold the panorama of the Blackfeet Indian country and the grandeur of the Montana Rockies in Glacier National Park.

For the *safest* and *finest* in modern transportation, travel on cars and trains built by Pullman-Standard. Their quality combines the latest in styling and design with a structural soundness—a car-building know-how—derived from having built most of America's best cars. The Pullman-Standard name plate on any railway car is your assurance of this quality.

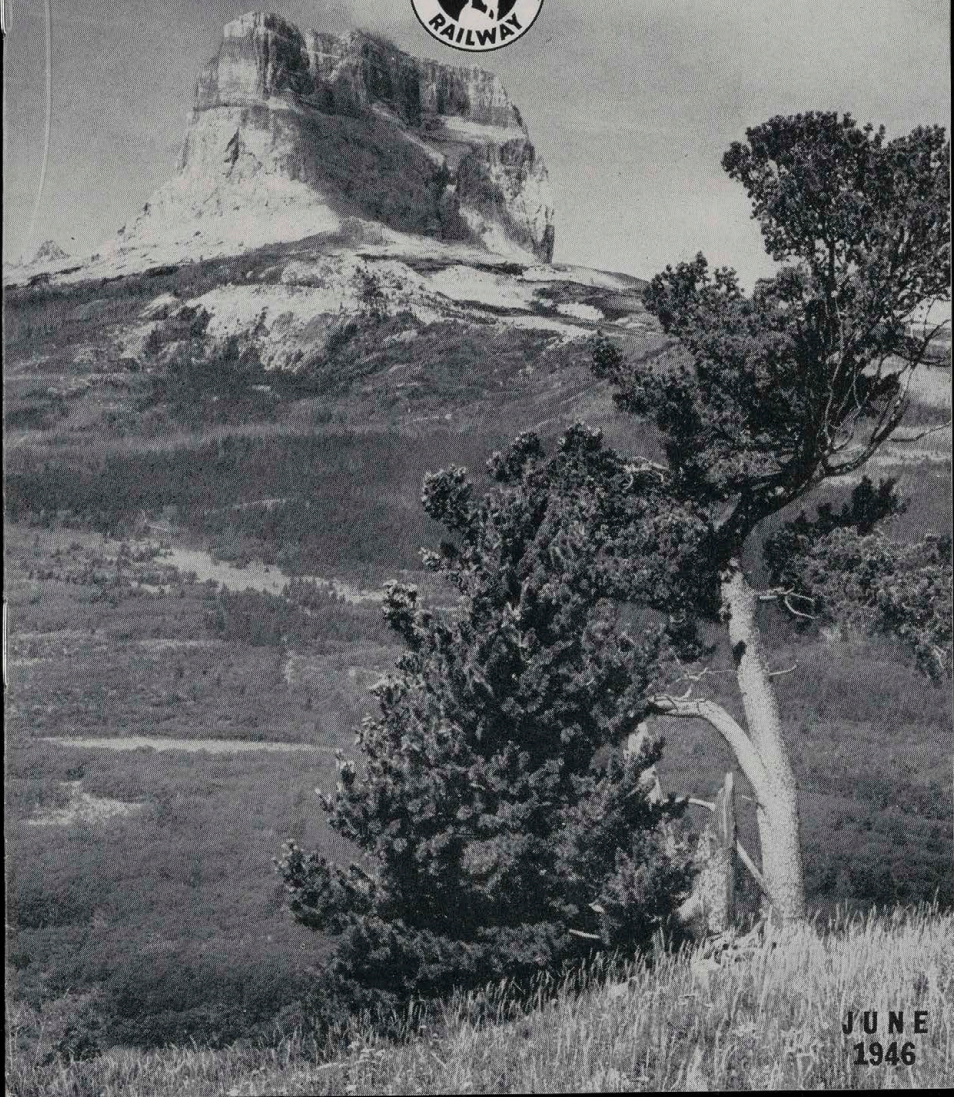


The Coffee Shop Car, decorated in Blackfeet tribal symbols, will adjoin the coach section of the new Empire Builders, for the convenience of passengers who prefer light lunches to full-course meals.

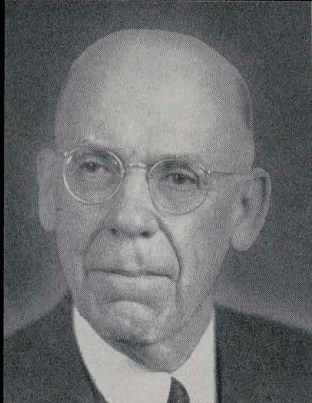
Pullman-Standard
 CAR MANUFACTURING COMPANY
 CHICAGO • ILLINOIS Offices in six cities . . . Manufacturing plants in six cities
World's largest builders of modern streamlined railroad cars

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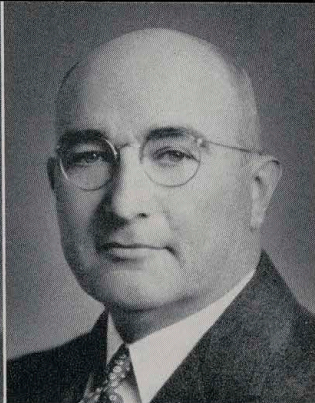
the
GREAT NORTHERN GOAT



**JUNE
1946**



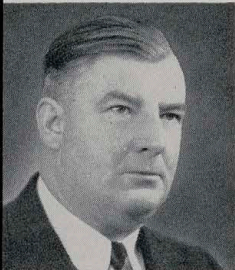
P. H. Burnham



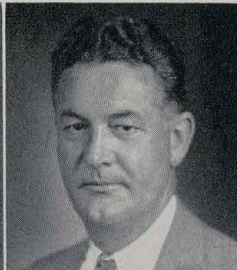
Geo. F. Hardy



R. P. Starr



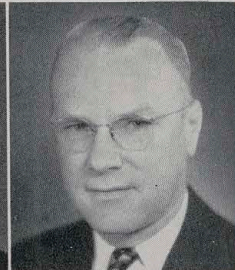
M. H. Greenleaf



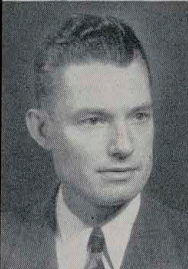
R. L. Wyatt



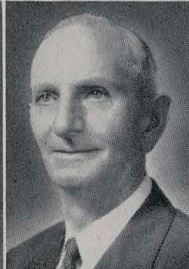
H. D. Day



T. L. May



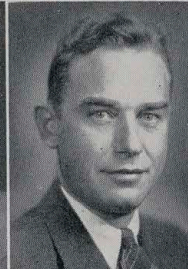
G. W. Ploudre



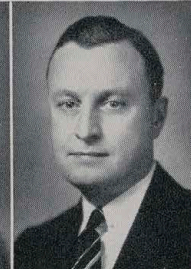
I. H. Turner



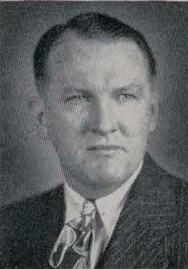
R. P. Reed



E. W. Bergstrom



F. P. McCarty



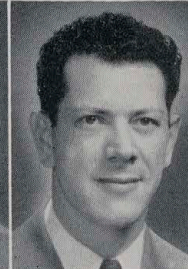
M. M. Scanlan



A. C. Berg



A. L. Strom



C. L. Anderson



G. F. Stenson

G. N. Freight Traffic Department Changes

Retirement of P. H. Burnham, after forty-nine years of service with the Great Northern railway, and freight traffic manager, St. Paul, since 1935, and appointment of Geo. F. Hardy, western traffic manager, Seattle, Wash., as general freight traffic manager, with headquarters at St. Paul, is announced by C. E. Finley, the railway's vice president in charge of traffic.

Also announced by Mr. Finley are several other promotions and changes in the freight traffic department. Succeeding Mr. Hardy as western traffic manager at Seattle, is R. P. Starr who has been general freight agent there since 1945. M. H. Greenleaf, assistant general freight agent, Spokane, Wash., becomes general freight agent, Seattle, with R. L. Wyatt, general agent, St. Louis, Mo., succeeding Mr. Greenleaf, as assistant general freight agent, Spokane.

H. D. Day, general agent, Sacramento, Calif., succeeds Mr. Wyatt as general agent, St. Louis, and T. L. May, traveling freight agent, Sacramento, has been advanced to general agent at that point.

G. W. Ploudre, city freight agent, St. Louis, Mo., has been appointed general agent, Dallas, Texas, succeeding I. H. Turner, who has retired as southwestern freight and passenger agent after 26 years of service with the company.

R. P. Reed and E. W. Bergstrom, assistant general freight agents, have been advanced to general freight agents with headquarters at St. Paul.

F. P. McCarty, assistant to the vice president in charge of traffic, has been advanced to assistant general freight agent, St. Paul. M. M. Scan-

lan, industrial agent has been promoted to general industrial agent, St. Paul.

A. C. Berg, assistant to the western traffic manager, Seattle, has been appointed assistant to the vice president in charge of traffic, St. Paul, with A. L. Strom, chief clerk to the assistant general freight and passenger agent, Helena, Mont., succeeding Mr. Berg.

G. F. Stenson, city freight agent, San Francisco, has been transferred to Los Angeles, in a similar position, and C. L. Anderson, chief clerk to the general freight agent, San Francisco, succeeds Mr. Stenson.

Mr. Burnham, who began his service with the railway in 1897 as a clerk, was freight traffic manager with headquarters at St. Paul, from July, 1928, to February, 1930, when he was appointed western traffic manager, Seattle, which position he held until December, 1935, when he returned to St. Paul as freight traffic manager.

Mr. Hardy joined the Great Northern as a clerk at Spokane in 1908. Prior to his appointment as western traffic manager, Seattle, in 1945, he was general freight agent, San Francisco.

Mr. Starr has been with Great Northern at Seattle since 1921, with the exception of the period 1935 to 1938, when he was general agent at Tacoma.

Mr. Turner joined the Great Northern in April, 1920, as traveling freight agent, St. Louis, and has been the railway's southwestern freight and passenger agent, Dallas, Texas, since August, 1921.



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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.

Railroads Need Fair Play

We must have railroad transportation. Dreams that railroads were to be superseded by other forms of transport have been proved fantastic by the tremendous demand we made on the railroads during the war. It has been everywhere agreed that they did a marvelous job against severe odds after a long period of depression, decreased equipment and maintenance. And they made money; but in recent months their revenues have been falling rapidly.

This is something for the public to consider. Do we want a situation in which the railroads cannot make a decent profit and many cannot

Four

even earn the cost of proper upkeep and improvement, except in a great war? Of course not. But the public has had a great deal to do with producing this condition. We tax the railroads, but subsidize their competitors.

Railroad facilities represent an investment of about \$80,000 per mile and upkeep costs about \$5,000 per mile. This is without counting station and office buildings. And the railroads pay taxes which average more than \$1,200 a mile!

We subsidize other forms of transportation and tax the railroads. The inconsistency is plain. The result is becoming plain. It will be that railroads cannot make their costs. We shall let them first run down and then go broke. Since we still must have them, this will mean bailing them out at public expense. This is a blind policy, neither fair to the railroads as commercial enterprises, most of them well operated under the strictest kind of regulation, nor in our own interest. Our alternatives have become clear. Either we must subsidize the railroads or require that other forms of transportation pay an increasing share of the enormous sums which construction and maintenance are costing the taxpayer.

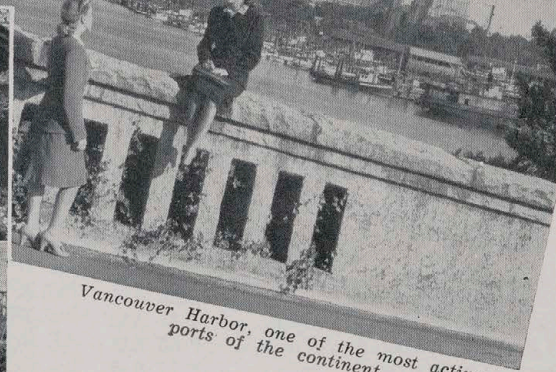
(From the Milwaukee Journal of April 27, 1946.)

Because It Is Father's Day

Your Day is here—reminding us
Of all your love and care;
Of the worries that you smooth away
And the plans you gladly share;
And it's tenderly we're wishing you
The best that life can give
With all those gifts that truly make
Each day a joy to live!



Pavilion at Stanley Park, thousand-acre unspoiled tree-clad playground.



Vancouver Harbor, one of the most active ports of the continent.

Canada's Pacific Coast Metropolis

Northward from Seattle via the Great Northern railway, Vancouver, British Columbia, with its quarter of a million population, its magnificent land-locked harbor, its busy, colorful waterfront, ideal climate and innumerable and varied beauty spots, well merits a visit by the traveler to the Pacific Northwest.

There are many famous resorts in the vicinity of Vancouver. But a short boat trip away is Vancouver Island, a "garden island" of attractive byways, and Victoria, capital city of British Columbia, a very quaint and English city situated on the south tip of the Island.

Stanley Park, one thousand acres of natural forest, with its Shakespearean gardens, so named because every flower mentioned by Shakespeare grows there, is one of Vancouver's famed points of interest.

There is excellent fishing and hunting and outdoor recreation of every kind.

Vancouver is a pulsating hub of transcontinental railway lines and ocean trade lanes. Its picturesque harbor is evidence of a new city made great by its world exports and primary industries.

Great Northern operates three trains daily between Seattle and Vancouver.

Five

G. N. Passenger Train Schedule Changes

The schedule of Great Northern's eastbound Empire Builder has been speeded up 45 minutes between Havre, Montana, and St. Paul-Minneapolis, and now operates on the following schedule:

Lv. Seattle	9:30 PM	Lv. New Rockford	12:37 PM
Ar. Spokane	7:00 AM	Lv. Fargo	3:25 PM
Lv. Spokane	7:30 AM	Lv. Moorhead	3:28 PM
Lv. Havre	11:20 PM	Lv. Breckenridge	4:40 PM
Lv. Chinook	11:47 PM	Lv. Morris	5:45 PM
Lv. Malta	1:03 AM	Lv. Benson	6:16 PM
Lv. Saco	1:45 AM	Lv. Willmar	6:55 PM
Lv. Glasgow	2:45 AM	Ar. Minneapolis	9:15 PM
Lv. Wolf Point	3:55 AM	Lv. Minneapolis	9:20 PM
Lv. Poplar	4:24 AM	Ar. St. Paul	9:45 PM
Lv. Williston	7:25 AM	Lv. St. Paul	10:15 PM
Lv. Stanley	8:57 AM	Ar. Chicago	8:10 AM
Lv. Minot	10:20 AM		

Other passenger train schedule changes are as follows:

S. P. & S. Train No. 2—Daily. THE EMPIRE BUILDER. Leave Portland 8:45 PM; arrive Spokane 6:50 AM.

THERE IS NO CHANGE IN THE SCHEDULE OF WESTBOUND EMPIRE BUILDER TRAINS.

Train No. 28—THE FAST MAIL. Daily. Leave Seattle 10:00 PM, instead of 11:45 PM; Everett 11:12 PM; Snohomish 11:28 PM; Monroe 11:44 PM; Skykomish 12:55 AM; Wenatchee 3:25 AM; Ephrata 4:41 AM; arrive Spokane 7:30 AM. Leave Spokane 12:01 PM. No change east of Spokane.

Train No. 11—THE ALEXANDRIAN. Daily. No change east of Fargo. Arrive Fargo 3:05 PM; leave 4:00 PM; after the arrival of trains 1-2 and 27; Hillsboro 5:03 PM; arrive Grand Forks 6:00 PM.

Train No. 32—Daily except Sunday—leave Willmar 12:01 PM; arrive

St. Cloud 1:55 PM, connecting with No. 12.

No change east of St. Cloud.

Train No. 49—Daily except Sunday—leave Morris 1:00 PM; arrive Brown's Valley 2:45 PM.

Train No. 50—Daily except Sunday—leave Brown's Valley 3:10 PM; arrive Morris 5:00 PM.

Train No. 186—Daily except Sunday—leave Huron 11:55 AM; arrive Benson 5:30 PM.

Train No. 200—Daily except Sunday—leave New Rockford 12:40 PM; arrive Fargo 7:00 PM.

Train No. 220—Daily except Sunday—leave Crosby 6:00 AM; arrive Minot 9:45 AM.

Train No. 253—Daily except Sunday—leave Oroville 6:15 AM; arrive Wenatchee 12:03 PM.

Train No. 254—Daily except Sunday—leave Wenatchee 6:30 AM; arrive Oroville 12:40 PM.



Goat

GLEANINGS

Winnipeg, Manitoba, is observing daylight saving time until October 13, 1946.

* * * * *

Union Pacific pool line train 457 now leaves Portland, Oregon, at 8:15 am, arriving Seattle at 2:00 pm. Train 458 leaves Seattle at 4:00 pm, arriving Portland at 9:00 pm.

* * * * *

The Sedard World Travel Service, Minneapolis, Minn., has been appointed general agent for the Cuneard White Star Line.

* * * * *

Eight-section buffet lounge cars have replaced 10-section one-compartment, one drawing-room cars, on Spokane, Portland & Seattle Railway trains 1 and 2 between Spokane and Portland.

* * * * *

Al Eckblom, chief clerk to the vice-president and general manager of the Union Depot Company, and C. C. Seifert, chief clerk to the assistant general passenger agent of the Burlington Route, have been re-elected president and secretary-treasurer, respectively, of the Saint Paul Passenger Association Bowling League, for the fourth consecutive term.

* * * * *

Elmer M. Hayes, Great Northern's local freight agent, St. Paul, Minn., died on May 8. He was employed by the railway for 37 years.

The Canadian National Railways announce that Jasper Park Lodge will be open this year from June 15 to September 15. A Canadian Customs Officer will be located at Jasper Station during the entire season for the purpose of clearing baggage and express for passengers from the United States and other countries.

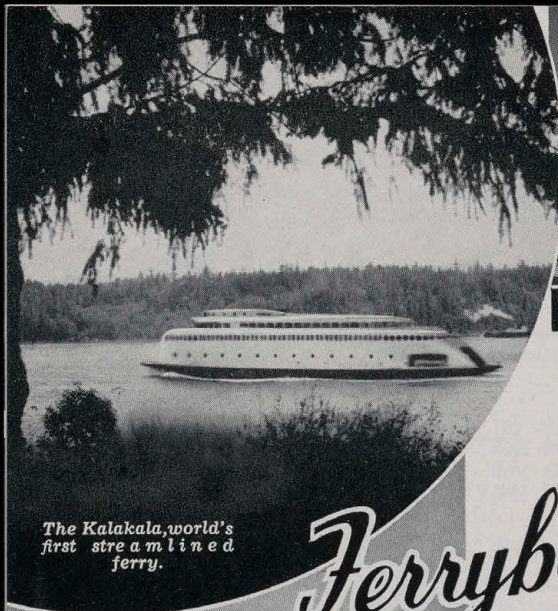
* * * * *

Members of the Veterans' Association of the Great Northern railway reported deceased during May, 1946, are, William H. Cowell, draftsman, St. Paul, Minn.; Albert J. Lindfors, machinist, Superior, Wisc.; Elmer M. Hayes, local freight agent, St. Paul, Minn.; Fred M. Johnson, switch foreman, Superior, Wisc.; John B. Bowers, assistant roundhouse foreman, Wenatchee, Wash.; Wm. R. Smith, general superintendent, Great Falls, Mont.; Walter K. Wilkins, ticket agent and operator, Minot, N. D.; Dennis D. Bonnar, conductor, Superior, Wisc.

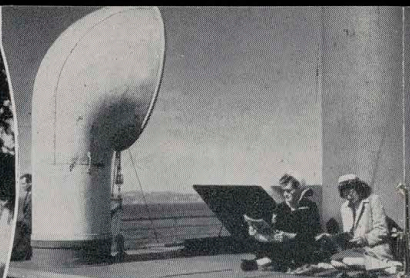
Members pensioned during May, 1946, are, Thomas C. Flanagan, yardmaster, Sioux City, Ia.; Chester A. Libby, engineer, Havre, Mont.; Andrew Peterson, machinist, St. Paul, Minn.; Martin Sandberg, machinist, Interbay, Wash.; William A. Tegmeier, engineer, Interbay, Wash.; Harry E. Tyrrell, brakeman, Spokane, Wash.

* * * * *

The name of Great Northern station Citadel, in Flathead County, Montana, has been changed to Coram.



The Kalakala, world's first streamlined ferry.



A place in the sun behind the stack of the ferry M. S. Willapa.



More than 35,000 passengers daily ride the ferries on Puget Sound.



The Chippewa, one of the first auto-ferries to ply the waters of Puget Sound.

Ferryboating on Puget Sound

Throbbing Diesels Replace Silently Pulsing Steam Engines

Thrusting its way into the north-west corner of the State of Washington is a great, 2000 square-mile arm of the Pacific Ocean, called Puget Sound by Captain George Vancouver when he recorded its discovery in 1792.

This veritable inland sea, extending from the Strait of Juan de Fuca southward to the State Capital of Olympia, has given Washington such famed inland ports as Seattle, Tacoma, Everett, Bellingham, Olympia and Port Angeles.

Yet the real "queens" of the Sound

aren't the ocean-going titans; they're the ferryboats. Fleets of these squat, ludicrous-looking vessels course on almost railroad schedule by day and by night, in sunshine, fog and storm, year after year without mishap, to carry back and forth across Puget Sound and its adjacent waters the thousands of people who have to get there and back again.

Puget Sound is unbridged and by a dozen routes the boats carry people, automobiles and trucks from the mainland to the islands, and

(Continued on page 10)



The Acorn, one of the smaller ferries, connects Ports Gamble and Shine.



Lunchroom on the streamlined ferry Kalakala.



Ferry Klickitat pulling out of the inlet at Port Ludlow near the mouth of Hood Canal.



The ferry Nisqually leaving Edmonds for Kingston.



Puget Sound Navy Yard at Bremerton, Washington. Mount Rainier in background.

FERRYBOATING ON PUGET SOUND

(Continued from page 9)

from the mainland on the east to the Olympic Peninsula, northwesternmost tip of the United States, with its farms, its cities and its great naval establishments, and its vast and varied vacation country.

Principal operator on the Sound is the Puget Sound Navigation Company. With its 17-diesel and 4-steam vessels the navigation company carried in 1945 a total of over ten million passengers and 1,850,000 vehicles on all of its routes. Busiest run is between Seattle and Bremerton, a distance of 15½ miles, with round-the-clock service and 35-round trips daily provided for the thousands of commuters employed in the great Navy yard there.

Longest route is between Seattle and Victoria, a run of 80 miles. Shortest route is the 2½-mile jaunt between Mukilteo and Columbia Beach on Whidby Island, second largest island in the United States.

Ferry routes connect Anacortes with the beautiful San Juan islands and with Vancouver Island; Edmonds with Port Ludlow on the peninsula, and with Kingston on the mainland north of Bremerton; Tacoma with Vashon Island. The ferryboats are the direct links in the State of Washington's highway system on opposite sides of the Sound. The alternative is by circuitous route around the south end of the inland sea. Railroads carry no passengers across the water, although the Navy has around-the-Sound rail freight connections, and freight cars are towed to other points on the islands and on the peninsula by barge. Passengers travel by ferryboat.

When steamboating was in its heyday, ships to ply the waters of

the Sound were recruited all the way from the Great Lakes, making the long trip down the St. Lawrence, then by sea down the Atlantic Coast and up the Pacific to the Sound. When the popularity of the steamer declined and the passenger and auto-ferry loomed as the coming thing, some of these craft were remodeled into ferries, their boilers and steam engines removed and internal combustion engines installed. One of these, the Chippewa, still is in service; another, the steamer Iroquois, runs from Seattle to Port Angeles and Victoria.

New auto-ferries were built, too. Then the San Francisco bay bridges were built, and in view of the increasing cross-Sound traffic, a number of the famous Bay ferries were acquired by Puget Sound Navigation and remodeled to suit the requirements of their new runs. Most as they entered Puget Sound service took on Indian names such as, Malahat, Chetzemoka, Klickitat, Nisqually, Enetai, Quinault, Illahee, Elwha, Kehloken.

One vessel was remodeled to make the Kalakala, world's first streamlined ferry. The Kalakala was distinguished with another "first" recently when a radar set was installed in its pilot house, the first commercial-model experiment of its kind. If successful in the fogs and heavy traffic of Puget Sound, the apparatus would practically revolutionize inland water navigation.

Yet, radar or no radar, skippers who have grown old in ferryboat service on the Sound know every headland, landing, inlet and tide by heart. With the competition of highways, railroads, aircraft and waterways rampant elsewhere, the ferryboat calmly holds its own on Puget Sound and seems likely to do so for years to come.



Goat GAIETIES...

He Outlived Them

"Yes," said the old man, "I be 96 tomorrow, and I haven't an enemy in the world."

"A beautiful thought," answered the new vicar.

"Yes, sir," went on the old man, "I've outlived them all."

* * *

Musical Neck

Pappy: "She must be very musical."

Mammy: "How can you tell?"

Pappy: "By the cords in her neck."

* * *

Fatherly Advice

Son: "Dad, I want to get married."

Old Traveler: "No, my boy, you are not wise enough."

Son: "But dad, when will I be wise enough?"

Old Traveler: "When you get rid of the idea that you want to get married!"

* * *

Just Lazy!

Bashful Suitor: "If I threw a kiss across the room would you consider me bold?"

Bored Young Thing: "No, just lazy."

* * *

Identified

Cop: "So we got you at last, you train robber!"

Robber: "What! Who, me? I ain't no train robber."

Cop: "Yeah, where did you get this Pullman towel?"

An Expert

Patient: "Doctor, there are times when I feel like killing myself. What shall I do?"

Doctor: "Leave it to me, madam."

* * *

No Interference

Poet: "My girl said this poem made her heart miss a beat."

Editor: "Sorry, but I must reject it. We can't have anything that will interfere with our circulation."

* * *

Ungrateful

The man had just saved the little boy from drowning and was being questioned by the boy's father. "Are you the man who saved little Johnnie from drowning?"

"Yes, I am."

"Well, where the hell is his hat?"

* * *

Now What!

Jackie: "The hotel I'm staying at is swell. I have a wonderful closet with an adjoining."

Maxie: "An adjoining what?"

Jackie: "I don't know yet, I can't get the door open."

* * *

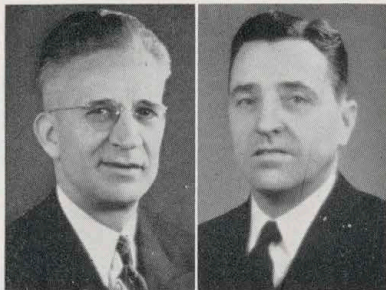
Strange Diet

Al: "Yes, fellows, I've eaten beef all my life."

Bill: "But do you think it's done you any good?"

Al: "Good? Why I feel as strong as an ox."

Bill: "That's funny, I've eaten fish for so long and I still can't swim a stroke."



Bourke

Whims

Bourke Appointed G. N. General Agent

Promotion of two Seattle freight traffic men is announced by Great Northern railway. J. W. Bourke, newly appointed general agent freight department, joined the railway in 1906 as a telegraph operator at Bow, Wash. After serving in the Navy in the first World War he returned to the Great Northern as cashier at the Seattle local freight office. He has been assistant general agent, express traffic, since 1942.

Succeeding Mr. Bourke is C. A. Whims, who joined the railway in 1918, and has been assistant general agent, freight department, Seattle, since 1942.

Virginia V Returns to Service

The sturdy little passenger ship Virginia V has returned to her run between Seattle and Tacoma.

As in the past, the vessel will be skippered by Capt. Howell Parker. His wife, Mary, will be purser. Mrs. Marie Brittain, mother of Chief Engineer William Brittain, Jr., will be stewardess.

Twelve

New Glacier Park Saddle Horse Operator

According to J. W. Emmert, superintendent, Glacier National Park, negotiations for saddle-horse operations in the Park are now being completed with Mrs. Fred Lewis of Browning, Montana. Mrs. Lewis, who is an experienced ranch operator, is making preparations for the operation of saddle-horse trips to the principal points of interest in the Park, on a limited basis for the 1946 season.

Announcement of saddle-horse trips that will be available to visitors to the Park will be made as soon as negotiations with the National Park Service are completed.

Bear Flag Month

In observance of the 100th anniversary of the Bear Flag Revolt on June 14, 1846, the Native Sons and Daughters of the Golden West are sponsoring the California Bear Flag Centennial Celebration at Sonoma in June this year. Every home and business house in California will display the Bear Flag, official banner of the State of California.

The centenary of the dramatic episode that led directly to the amalgamation of California into the United States will be dramatically observed with a lavish pageant in which 350 persons will participate.

Thirtieth Anniversary

The National Park Service of the Department of the Interior is now celebrating its thirtieth anniversary. It was established by an act of Congress which was signed by President Woodrow Wilson on August 25, 1916.



Jeffries



Ellis



Roubik



Stillwell

Glacier Park Hotel and Chalet Managers

Hotel and chalet managers for the 1946 season in Glacier National Park is announced by J. S. Jeffries, acting manager of the Glacier Park Company.

Glacier Park Hotel, at the eastern railway entrance to the Park, will be managed by Andrew A. Roubik, with Kenneth F. Stillwell at Lake McDonald Hotel, at the western rail entrance. Omar Ellis will again be in charge at Many Glacier Hotel, and Harley H. Boswell has returned to the Prince of Wales Hotel in Waterton Lakes National Park, Canada.

Two Medicine Chalets will be managed by Miss Anne A. Tuttle,

Sperry Chalet by Mrs. Martha Russell and Granite Park Chalet by Mrs. Ema G. Perkins.

Swiftcurrent Auto Cabin Camp will be in charge of Miss Elsie Mathews with Mrs. Mamie Horrigan stationed at East Glacier Auto Cabin Camp.

Hostess at Glacier Park Hotel will be Mrs. Vida Berger, with Mrs. Mary Alford at Many-Glacier Hotel.

Morris Lanpher will be stationed at Glacier Park Hotel as passenger reservation clerk, and S. L. Mentzer will be at Lake McDonald Hotel in a similar capacity.

National Crew Race

One of America's most spectacular and important athletic events will be staged in Seattle, Wash., on June 22. Eight-oared rowing crews of the country's greatest colleges will meet in the 1946 equivalent to the Poughkeepsie Regatta, as one of the principal entertainment features of the International Maritime Conference.

Share A Meal—Save A Life

The great majority of Europe's 40-million urban children are seriously underfed and require supplementary feeding. Save every leftover after meals for later use and, by reducing your purchases, have a personal share in building up stocks of wheat products, fats and other foods to be used in feeding millions of youngsters, old folks and the infirm in starvation areas overseas.

Thirteen

Advance Glacier Park Reservations Show Preference For All-Expense Stop Off Tours

The popularity of stop-off tours in Glacier National Park will be greater this summer than any season in the Montana wonderland's history, according to A. J. Dickinson, passenger traffic manager of Great Northern railway.

Advance reservations for stop-off tours in Glacier, where hotels and chalets open on June 15, indicate that this year's vacationer-by-train will prefer seeing as much of the West as possible rather than spending his holiday in one place.

Thus far, reservations show a marked preference for the one, two and three-day tours in Glacier. There have been relatively few reservations for longer stays, indicating that the 1946 summer traveler plans to see a great deal of Western America.

All-expense stop-over tours in Glacier, on Great Northern's main line through the scenic Montana Rockies, may be started from either the eastern or western rail entrances to the park.

Vacationers arriving from the east on the Empire Builder for the one-day tour visit Two Medicine Lake the first afternoon. They stay in Glacier Park Hotel that night, and next morning ride through the park in motor coaches over Going-to-the-Sun highway. This spectacular highway crosses the Continental Divide, affording unending panoramas of magnificent mountain scenery.

The one-day tour is concluded at luncheon at Lake McDonald Hotel on the west side of the park, and visitors board the west-bound Empire Builder at Belton. The two-day tour is identical with the one-day trip except that it includes an extra

day at Many-Glacier Hotel in the heart of the park. Visitors on the three-day trip follow the pattern of the shorter tours, but spend an extra day in Waterton Lakes Park in Canada, which adjoins Glacier.

Eastbound travelers on the Empire Builder may begin stop-off tours at Belton, and continue their train journeys from Glacier Park Station on the east side.

Grand Coulee Dam

Construction of the largest generator ever planned by man, a 120,000-kilowatt giant, to be installed in the right powerhouse at Grand Coulee Dam to harness more energy from the Columbia River, is proposed by the Bureau of Reclamation. Driven by a 165,000 horsepower turbine, also the world's largest, the generator could turn out in one hour, more energy than that produced by a locomotive pulling a 100-car freight train at 60 miles an hour from New York to Chicago and return.

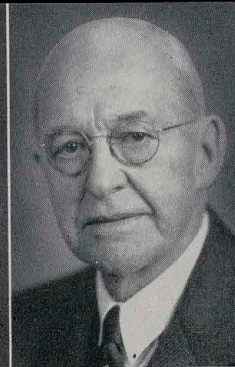
The Goat's Cover



All alone on the edge of the Great Plains country in north-western Montana stands historic Chief Mountain, one of the famous peaks in Glacier National Park.



Wahlberg



Tilton



Norris



Knaff

G. N. Accounting Department Appointments

Appointment of V. N. Wahlberg as general auditor, with headquarters at St. Paul, is announced by the Great Northern railway. He succeeds C. W. Tilton, who has retired after fifty-two years of service.

Also announced is the appointment of W. N. Norris as assistant comptroller, and H. J. Knaff as assistant general auditor. R. C. Collins succeeds Mr. Knaff as general accountant, and G. A. Richardson has been promoted to tax accountant, succeeding Mr. Norris.

Mr. Wahlberg's service with the railway began in September, 1904, in the freight claim department. He has been assistant general auditor since March, 1929.

Mr. Tilton has been with the Great Northern since 1894. He was auditor of passenger receipts from 1902 until 1942, when he became general auditor.

Mr. Norris began service with the company in June, 1920, in the auditor of disbursements office, and has been tax accountant since August, 1940. He is a member of the accounting division of the Association of American Railroads and an officer of the Western Railroads Income Tax Accounting Conference.

Mr. Knaff joined the Great Northern in 1907 as a clerk in the auditor of disbursements office. He has been general accountant since October, 1938.

Olympic National Park Dedication

Formal dedication to the people of the United States of Olympic National Park, western Washington's 848,212-acre wilderness of mountains, glaciers and ancient forests, will take place on June 15 on the shore of Lake Crescent, near the northern boundary of the park.

The area which will thus be formally added to the national park service comprises the wilderness heart of the Olympic Peninsula, situ-

ated between Hood Canal and Puget Sound, on the east, and the Pacific Ocean, on the west. The Olympic Mountains, in which Mount Olympus rises to an elevation of 7,954 feet, cover much of the park. Between the peaks lie deep, heavily forested valleys, many of whose streams rise from the glacier on the slopes of Mt. Olympus, Mt. Meany, Mt. Anderson and other mountains in the Olympic group.

Many Glacier Hotel
on Swiftcurrent Lake



Somewhere West of Worry, U.S.A.

I'm headin' west of Worry, U.S.A..
I've said good-bye to Hurry every day,
Now my only real ambition
Is to be in the condition
Of having nothing else to do but play.

• Have the time of your life this summer in America's most beautiful vacation playground—Glorious Glacier National Park, Montana—where the American and Canadian Rockies meet.

So Very Much to See and Do

See America's most colorful mountains from open-top motor coaches. Play golf, ride horseback or hike over mountain trails, go trout fishing close to your hotel or chalet.

Or take things easy and ride in launches on jade and sapphire alpine lakes. Shoot pictures. Hear

interesting talks by ranger naturalists. See Blackfeet Indian ceremonials. Enjoy romantic campfires under Western stars.

Glacier Park hotels and chalets offer hospitality, comfort, companionship. They invite you to forget hurry and worry.

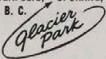
On any vacation trip, travel via Great Northern Railway one way at least. It costs no more and the transcontinental Empire Builder stops at both rail entrances to Glacier Park.

Ask your local Great Northern representative about reservations at the Park and on the Empire Builder.



Route of the Empire Builder

BETWEEN CHICAGO, ST. PAUL, MINNEAPOLIS, SPOKANE, SEATTLE, TACOMA, PORTLAND, VANCOUVER B. C. AND CALIFORNIA



See America—First the West
Plan Your Postwar Vacation
around Glacier-Waterton Parks

• No matter where you plan to go in the West, include a stop-off at Glacier Park in the Montana Rockies and Waterton Lakes Park in nearby Canada. Inquire about these four popular vacations.

Glacier Park and California
Glacier Park and Canadian Rockies
Glacier Park and Pacific Northwest
Glacier, Yellowstone and Dude Ranches

the
GREAT NORTHERN GOAT



**JULY
1946**

America's Newest National Park

Olympic National Park, Western Washington's 848,212 acre wilderness of mountains, glaciers and ancient forests has been formerly dedicated to the people of the United States.

The twenty-sixth national park to be established by Congress the area comprises the wilderness heart of the Olympic Peninsula situated between Hood Canal and Puget Sound, on the east, and the Pacific Ocean, on the west. The Olympic Mountains, in which Mount Olympus rises to an elevation of 7,954 feet, cover much of the park. Between the peaks lie deep, heavily forested

produced a forest of gigantic trees, chiefly Douglas Fir, Sitka spruce, western hemlock and western red cedar. Their branches draped with moss, they possess an almost tropical luxuriance, with an undergrowth of vine maple, bigleaf maple, ferns, devils club and other jungle-like growth. Seedlings, in endless succes-

sion, take root on the trunks of fallen giant trees which rot away through the centuries, furnishing food for new trees that succeed them. Many of the spruce and firs attain heights in excess of 200 feet, and many of them measure 12 feet or

more in diameter.

Although roads penetrate the park for short distances at half a dozen points, none crosses it, and the great central portion is accessible only by trail. It contains the largest single roadless area of any park in continental United States.

Olympic National Park is one of the most important of the reservations that have been set aside for the enjoyment and inspiration of all of our people for all time. A generous nature has provided everything to make it an outstanding mecca for tourists.

Three

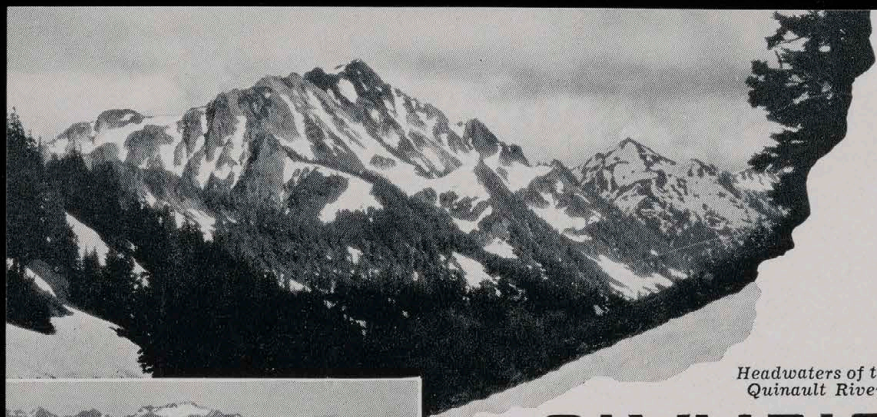
Headwaters of the
Quinault River.

OLYMPIC *National Park*

Ice Falls at the head of the Blue
Glacier on Mt. Olympus.



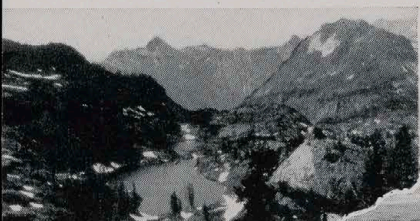
In the high Olympics where great glaciers
grind the mighty peaks.



Mt. Olympus, highest peak in
Olympic National Park.

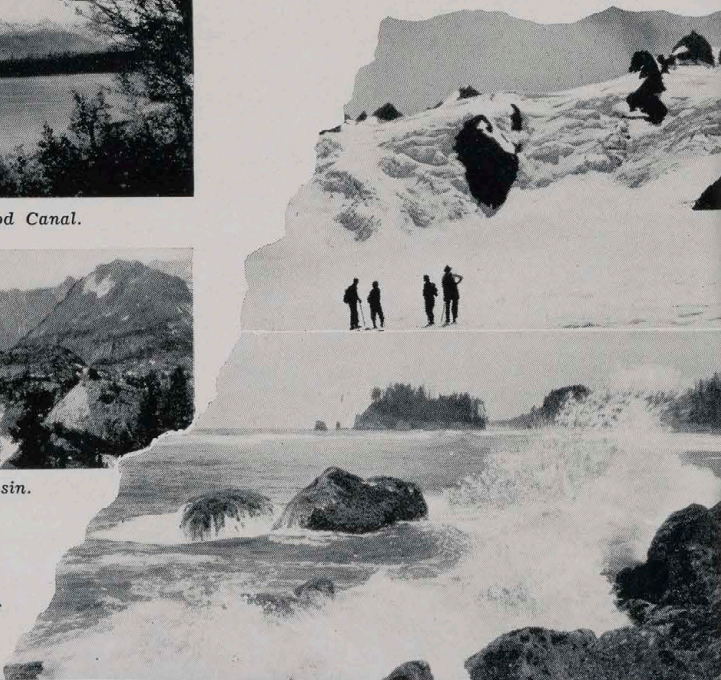


Along Hood Canal.



LaCross Basin.

Along the Olympic
Loop Highway.





VOL. 16 July, 1946 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.

Dude Ranch Vacations

While many dude ranches are reported to be completely "sold out" for the months of July and August, there are a number of operators in Great Northern territory who report they still have accommodations available.

Operators urge the "staggering" of vacations to relieve the rush during the months of July and August and call attention to the grand time that can be had on a western dude ranch in September when conditions are more favorable.

Four

The Fourth of July

It was 170 years ago, in 1776, that Thomas Jefferson dipped his quill in ink and penned the inspiring words of the Declaration of Independence—world famous document that asserted freedom of the American colonies and voiced principles that have made this country great.

Within a few weeks a small body of liberty loving men representing America's thirteen colonies, meeting in Independence Hall in Philadelphia as members of the second Continental Congress, boldly adopted the Declaration.

Seven years later, in 1783, through the fortitude of the colonial fathers, the dream of a free United States was realized.

As Americans celebrate July Fourth as the nation's birthday they renew their pledge to protect their precious heritage of liberty. They must renew the spirit of the authors of the Constitution, summon that same courage, so that in future years an Independence Day may be celebrated everywhere.

The Goat's Cover



meadows of the Park in late July.

Behind the the armful of bear grass, official flower of Glacier National Park, is Lenore Kidwell Zappell. A member of the lily family, this exotic flower blooms by the acre in the mountain



Old Fort Benton in the Early Fur Trading Days.

100th Anniversary Celebration

A Frontier Day parade and pageant, pony express and covered wagon races, Indian ceremonials and historical exhibits will highlight the 100th anniversary celebration of the founding of the town of Fort Benton, Montana, on Great Northern's Havre-Great Falls line, August 24 and 25.

Fort Benton, established in 1846, below the Great Falls of the Missouri, was founded by Major Alexander Culbertson, for the American Fur Trading Company. It was named in honor of Senator Thomas Benton of Missouri, champion of early-day fur interests.

After gold was discovered in Montana, and cattle replaced the

buffalo, Fort Benton became the great river port of the West, and for many years was the American Fur Trading Company's uppermost Missouri River trading post and one of its richest. It was the headquarters for trade with the Blackfeet Indians.

Fort Benton, with a population of 1,225, is the county seat of Chouteau, one of Montana's oldest counties.

In the days of Missouri River steam-boat traffic, St. Louis and Fort Benton were the important terminals, and Benton was hub of commerce for the inland Northwest. Today, it is the center of a prosperous farming community, rich in natural wealth of surrounding fields and flocks.

Five

Rail Men Commended



Seattle rail men presented with War Department certificates of appreciation.

Four Seattle railroad men, representing the four northern transcontinental lines, were recently presented with certificates of appreciation by the War Department, signed by Robert P. Patterson, secretary of war, and other Army officers, for their services during World War II. They are pictured above left to right, Col. W. W. Dewitt, deputy port commander and Col. Fenton S. Jacobs, port commander of the Seattle Port of Embarkation, who made the presentation, L. L. Winchester, NP, Maurice Jacobsen, GN, R. E. Fink, CMSTP&P and T. E. Hubbard, UP.

The four railroad men were stationed at the Seattle Port of Embarkation from 1942 until the close of the war as railroad representatives in the Military Control Clearing Center. They worked side by side with military personnel and civilian employees of the government and through full cooperation with transportation officials at the Port, serious rail congestion during the critical period of the war was prevented. Lieut. Col. H. D. Collingwood, now Acting Port Transportation Officer, recommended the men for this honor.

Six

Shasta Lake Tour

Gray Line Tours, in cooperation with the Southern Pacific Co., is operating Side Trip Tours, originating at Redding, California, to Shasta Lake and the Shasta Recreational Area in Northern California, open to the public for the first time this year.

Shasta Dam, completed during the war, is 560 feet high, 3,500 feet long and 580 feet at the base, and impounds a lake containing 4,500,000-acre feet of water. This body of water, named Shasta Lake, together with the surrounding 211,000 acres, is under the supervision of the National Park Service.

Train travelers between points in the Pacific Northwest, San Francisco and Los Angeles, will find it worthwhile to include the Shasta Lake Tour in their itineraries.

Summer Musical Fete

The Seattle Symphony Orchestra will sponsor a gigantic outdoor musical, in commemoration of V-J Day, to be held August 11. The Summer Festival is to be the most elaborate and large scale musical program ever presented in Seattle and it is planned to stage the event in the University of Washington Stadium.

Enlist In The New Army

Go to your nearest recruiting station and get the full facts about the educational and other benefits offered in the new U. S. Regular Army. Enlistments prior to October 6, 1946, provide all the benefits of the GI Bill.



Goat

GLEANINGS

Dining car service on Great Northern's GOPHER, between St. Paul, Minneapolis, Superior and Duluth, has been temporarily suspended because of heavy transcontinental summer travel necessitating the placing of these dining cars on trains operating between Chicago, St. Paul, Minneapolis and the Pacific Northwest. Dining car service will be restored on the GOPHER as soon as conditions permit.

* * *

Capt. C. A. O'Neill, a member of the firm of Carr O'Neill Brokerage Co., Butte, Mont., stationed with Headquarters Company, USFA, in Austria, recently sent J. J. Heimes, Great Northern's general agent, Butte, a photo-news release of Great Northern's new streamlined Empire Builders diesel locomotives published in a Vienna newspaper, with notation "even in Vienna the fame of the G.N. is noted."

* * *

Arthur L. Scott, Great Northern's general agent passenger department, San Francisco, had the honor of formally presenting the California State Bell to the Washington Memorial National Carillon at Valley Forge, Penna., as a legatee of Governor Earl Warren of California, in connection with the Atlantic City Kiwanis International Convention in June. The California Kiwanis delegation numbering 267 attended the dedication ceremony.

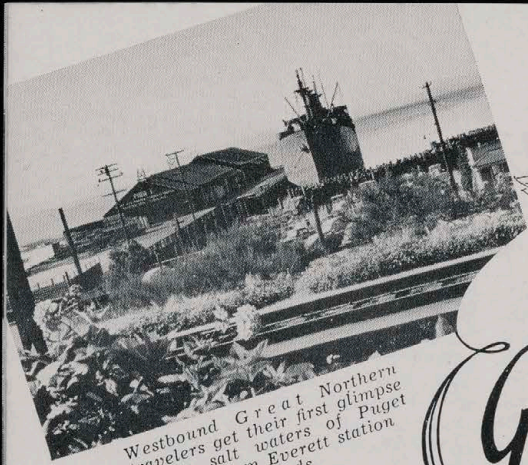
Members of the Veterans' Association of the Great Northern railway reported deceased during June, 1946, are, Emil Johnson, section foreman, St. Paul, Minn.; Edward Gulsvig, baggageman, St. Paul, Minn.; Allen Jackson, district baggage agent, Buffalo, N. Y.; Alphonse Pfaff, section foreman, Crookston, Minn.; Oscar A. Gustafson, painter foreman, St. Paul, Minn.; Fred L. Coffey, engineer, Sioux City, Ia.

Members pensioned during June, 1946, are, John R. Bailey, engineer, Havre, Mont.; John F. Burke, engineer, Hillyard, Wash.; Percy H. Burnham, freight traffic manager, St. Paul, Minn.; Albert Giltner, joint train baggageman, St. Paul, Minn.; Gust Hildahl, engineer, Sioux City, Ia.; C. W. Tilton, general auditor, St. Paul, Minn.; Andrew D. Van Hollan, engineer, Minneapolis, Minn.; Swan M. Lindgren, inspector, Western Fruit Express, Minot, N. D.; Martin Peterson, engineer, Sioux City, Ia.; Carl E. Hanson, water service foreman, Williston, N. D.; Oscar T. Peterson, chief clerk to freight traffic manager, St. Paul, Minn.; Ernest F. Hoefs, engineer, St. Paul, Minn.

* * *

Car 33 on Great Northern trains 7 and 8, between St. Paul, Minneapolis and Winnipeg now consists of 10-sections, one compartment and one drawing room, replacing the former 14-section sleeping car.

Seven



Westbound Great Northern travelers get their first glimpse of the salt waters of Puget Sound from Everett station grounds.



Great Northern Station Grounds



Mrs. Audrey Mikisch and her three year old son, Melvin, admire a white decorative dahlia originated by Great Northern's supervisor of parks.



Where Big Dahlias Grow

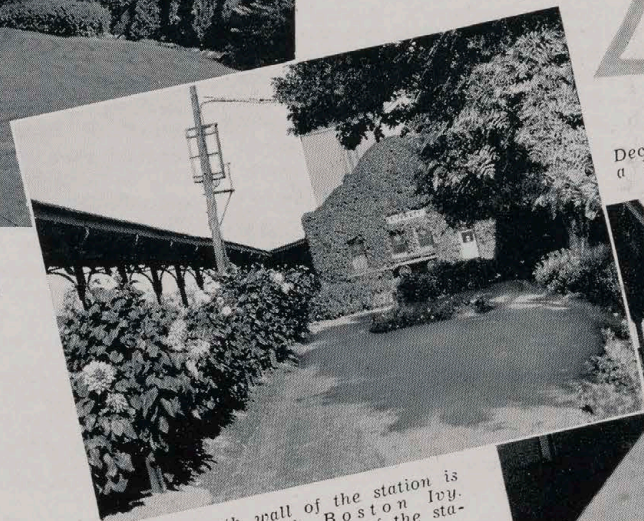
There are many attractive station grounds along the Great Northern railway each especially adapted to the planting and growing of certain types of trees and flowers, depending upon climate, soil and local growing conditions. Because of its location, its fine climate and freedom from killing frosts Everett, Washington, is known far and wide for its big, decorative dahlias.

Empire Builders and other Great Northern trains stopping at this prosperous mainline city on Puget Sound roll to a halt in the heart of a miniature Eden. Flanking the station on either side are spacious lawns, green throughout the year. Stalwart evergreens border the grounds, giving a park-like atmosphere to the setting. Window boxes lend a touch of color to the station itself.

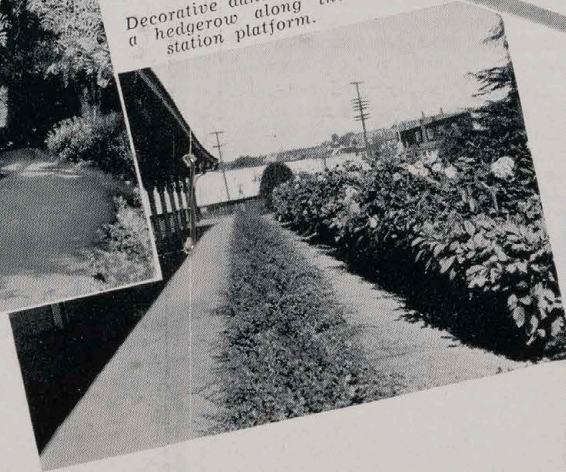
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Decorative dahlias form a hedgerow along the station platform.

The station gardens attract many sight-seers and flower fanciers from near and far.

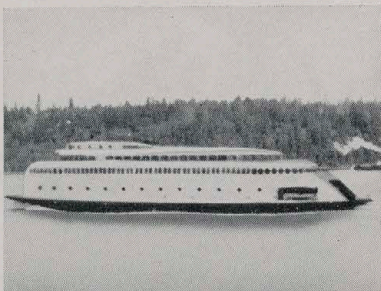


The south wall of the station is overgrown with Boston Ivy. Dahlias are the pride of the station gardener and his helpers.



Port of Everett with its small boat facilities, yacht club, commercial docks and shipyards.





The streamlined Kalakala.

Seattle-Victoria Service

The Puget Sound Navigation Company's streamlined ferry Kalakala operates daily between Seattle and Victoria until September 3. With the expected heavy travel this summer the Kalakala will augment similar service operated by the Canadian Pacific Steamships Princess Alice and Charlotte, and the Puget Sound Navigation Company's Iroquois.

The Kalakala is scheduled to leave the Lenora Street Dock in Seattle at 8:00 am, daily, arriving Victoria at 1:00 pm. The ferry then makes a trip from Victoria to Port Angeles and return, leaving Victoria 1:40 pm, returning, leaving Port Angeles at 3:10 pm, arriving Victoria 5:20 pm, Seattle 11:00 pm.

The Princess ships leave and arrive at the Lenora Street Dock, leaving Seattle 7:20 am, arriving Victoria 12:35 pm. Returning, leave Victoria 4:30 pm, arriving Seattle 9:50 pm.

The Puget Sound Navigation Company's Iroquois leaves Colman Ferry Terminal at 11:45 pm, arriving Victoria in the morning. Return trip to Seattle is made immediately, arriving 6:00 pm.

Ferry service between Anacortes and Sidney, B. C., has also been resumed.

WHERE BIG DAHLIAS GROW

(Continued from page 9)

But the trim garden plots are the real "pièce de résistance" of the Everett station grounds. And prima donna of all the lovely flowers which bloom there in profusion throughout the season is the dahlia. As a matter of fact, over the past two decades the Great Northern station at Everett has acquired quite a reputation as the place where really big dahlias are to be seen, and flower-lovers from as far away as London, England, have been attracted there. Old-timers around the station recall at least one instance when a couple of ecstatic passengers from Texas became so engrossed with the dahlias that they missed their train as it pulled out only a few feet away.

The Everett dahlias come into bloom around the Fourth of July, and last until frost, usually the latter part of October. In years past, dahlias raised on the station grounds have won top awards in the annual competition of the Snohomish County Rose and Dahlia Association, oldest organization of its kind in the United States.

Architect of the Everett station grounds is "Andy" De Rooy, supervisor of parks for the Great Northern railway and himself a resident of Everett. Mr. De Rooy's "business address" is Monroe, Washington, where he supervises Great Northern's extensive greenhouses and nursery.

To Mr. De Rooy, a practical botanist, there is no hocus-pocus about dahlia raising. "We plant our dahlias the latter half of April," he relates, "and since we do all of our work by daylight we have never worried about phases of the moon".

Present caretaker of the Everett grounds is Sam Spoelstra, a Hollander, and baggage man at the station. "Technical adviser" is Jack Williams, graduate botanist and soil

(Continued on page 15)



Goat

GAIETIES...

Farmin' An' Feedin'

"What's Dick doing now?"
 "Well, Dick, he's a-doctorin'."
 "And John?"
 "He's horse tradin'."
 "And William?"
 "He's a savin' of souls."
 "And Tom?"
 "Well, Tom, he's sorter politician' aroun'."
 "And you?"
 "Well, I'm sorter farmin', an' a-feedin' Dick, John, William an' Tom."

* * *

Wouldn't Know

"My wife doesn't understand me. Does yours?"
 "Don't know. Never heard her mention your name."

* * *

Smart Daughter

Angry Father (at 2 a. m.): Well young lady, where have you been until this hour?

Daughter: I've been sitting up with the son of the sick man you told mother you were sitting up with.

* * *

Making Progress

Hiram had just walked four miles to call on his lady fair.

"Mary," he began, "you know I got a clearin' over thar and a team and wagon, an' some hawks, an' some cows an' I 'low to build me a house this fall an'—"

"Mary," called her mother, "is that young man thar yit?"

"No, maw," answered Mary, "but he's gettin' thar."

Nightcaps

A lady crossing the border between Canada and the United States was asked by the customs officials if she had anything to declare in her baggage. She assured them that there was nothing but wearing apparel in her trunks, but upon examination, twelve bottles of a rare old brandy were found.

"Madam," said the customs man, "do you call these wearing apparel?"

"Certainly," replied the woman, sweetly, "those are my husband's nightcaps."

* * *

Hold Everything

"Are all men fools?" inquired the wife after a dispute with her husband. "No, dear," replied hubby, "some are bachelors."

* * *

Yuk, Yuk, Yuk

She: "I'm living in a dormitory while I'm at college."

He: "A what?"

She: "A dormitory. Surely you know what a dormitory is. What did you sleep in while you were in the army?"

He: "My underwear."

* * *

Full Line of Supplies

Tourist (in village store): "Wad-dya got in the shape of automobile tires?"

Clerk: "Funeral wreaths, life preservers, invalid cushions and doughnuts."

G. N. Passenger Train Schedule Changes

The Empire Builder, westbound, train 1, now leaves Cut Bank, Montana, 11:08 am, Glacier Park 12:35 pm, Belton 2:20 pm, Columbia Falls 2:45 pm, Whitefish 3:10 pm.

The Empire Builder, eastbound, train 2, leaves Sandpoint, Idaho, 9:32 am, Troy 12:20 pm, Libby 12:48 pm, Whitefish 4:00 pm, Columbia Falls

4:15 pm, Belton 4:40 pm, Glacier Park 6:45 pm, Cut Bank 7:57 pm, Shelby 8:43 pm. Trains 1 and 2 stop at Glacier Park and Belton, June 15 to September 15, only.

Trains 247, 245, 246 and 248, between Columbia Falls and Kalispell, now operate on the following schedules:

No. 247	No. 245		No. 246	No. 248
Daily	Daily		Daily	Daily
4:20 pm	2:50 pm Lv.	Columbia Falls	Ar. 2:35 pm	4:10 pm
4:50 pm	3:20 pm Ar.	Kalispell	Lv. 2:05 pm	3:40 pm

Continuing until September 2, inclusive, trains 42 and 43, will be operated between Billings and Glacier Park, on the following schedules, with connecting stub train

between Shelby and Sweet Grass. During this period passengers may transfer to and from Empire Builder trains 1 and 2 at Glacier Park station instead of at Shelby.

No. 43			No. 42
Daily			Daily
11:30 pm	Lv.	Billings	Ar.
7:15 am	Lv.	Great Falls	Lv.
10:20 am	Lv.	Shelby	Lv.
10:56 am	Lv.	Cutbank	Lv.
12:15 pm	Ar.	Glacier Park	Lv.

Air-conditioned cafe parlor car, with seating space for 12 passengers in dining section and 14 in parlor car seats in rear of car, is being operated on trains 42 and 43 between

Great Falls and Glacier Park to September 2, inclusive.

Train 222, between Great Falls and Havre, is now operated daily, on the following schedule:

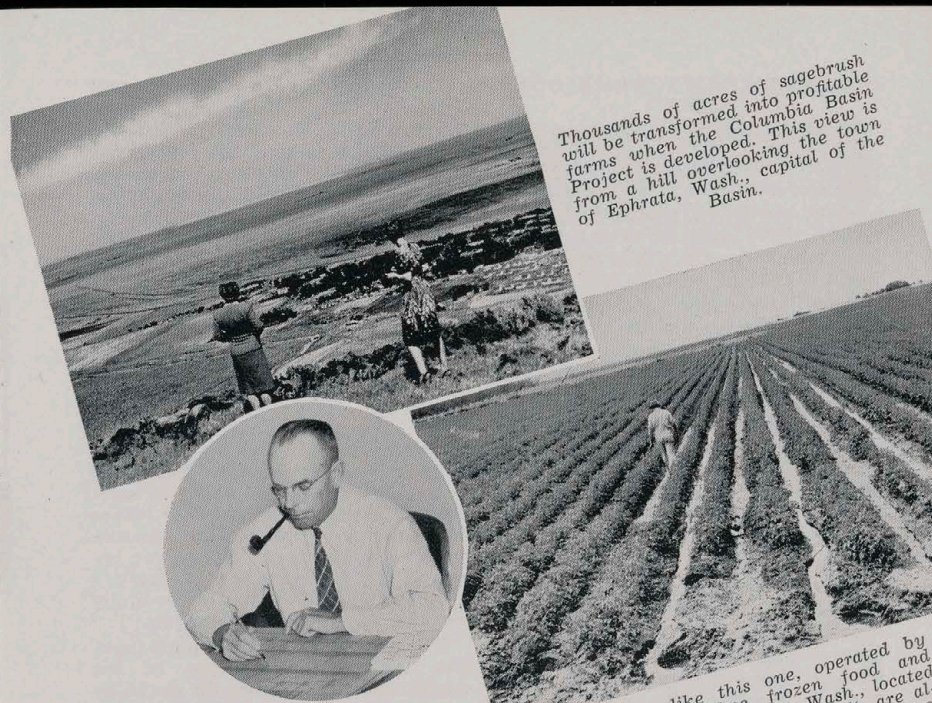
Lv. Great Falls	11:30 pm	Lv. Lippard	11:04 am
Lv. Sheffels	11:48 pm	Lv. Stranahan	11:12 am
Lv. Portage	11:56 pm	Lv. Virgelle	11:20 am
Lv. Floweree	12:07 am	Lv. Verona	11:32 am
Lv. Carter	12:14 am	Lv. Big Sandy	1:41 am
Lv. Tunis	12:22 am	Lv. Box Elder	1:55 am
Lv. Kershaw	12:29 am	Lv. Laredo	2:07 am
Lv. Fort Benton	12:37 am	Lv. Assiniboine	2:17 am
Lv. Teton	12:49 am	Ar. Havre	2:30 am
Lv. Chappel	12:56 am		

There is no change in schedules for train 221 daily between Havre and Great Falls.

Train 224, daily except Sunday, between Havre and Williston, now

Twelve

leaves Havre 10:20 am, one hour earlier than heretofore, arriving Williston 7:40 pm. There is no change in schedules for train 223 between Williston and Havre, daily except Sunday.



Thousands of acres of sagebrush will be transformed into profitable farms when the Columbia Basin Project is developed. This view is from a hill overlooking the town of Ephrata, Wash., capital of the Basin.

Irrigation Engineer H. A. Parker, of the U. S. Bureau of Reclamation, stationed at Ephrata, is helping plan the pre-development farms for the project.

Modern farms like this one, operated by Cedargreen, Wenatchee frozen food and packing company, at Quincy, Wash., located in the project but not a part of it, are already being irrigated by a private system of wells and pumps, and have proved successful and profitable.

Columbia Basin Work Goes Ahead

Ground was broken recently near Soap Lake, Washington, for a giant canal which will help carry water onto more than a million acres of arid land—another milestone in the opening of a new American frontier.

Part of the main canal system which will eventually take water from Roosevelt Lake (above Grand Coulee Dam) to the 50x85 mile area of potentially fertile land in the Columbia Basin Irrigation Project, the section of canal just started will be 6½ miles long, 120 ft. wide at the top, 50 ft. wide at the bottom and 24 ft. deep. Its capacity flow will be 20,000 cubic feet per second.

For nearly 40 years an irrigation project in the Columbia Basin has been a dream. Great Northern's Department of Agricultural and Mineral Development has cooperated with other agencies in working toward transforming this dream into reality. Even though surveys and other preliminary work showed that some progress was being made, it was not until Grand Coulee Dam was completed in 1941, that people in the nation realized that the dream could come true.

Starting construction of the main canal was the next major step in
(Continued on page 14)

COLUMBIA BASIN WORK GOES AHEAD

(Continued from page 13)

plans that will eventually make possible the irrigation of 1,029,000 acres of land and the establishment of nearly 17,000 new American farms. It will make possible new and comfortable homes for 200,000 people, and will assure additional prosperity for the Northwest and for the nation.

The Basin is a broad expanse of level, fertile land lying in the Big Bend of the Columbia River, southwest of Spokane, and southeast of Wenatchee. Rainfall in the area averages between six and nine inches annually, with only 3 inches falling in the summer. The growing season averages 150 days. Summers are warm and winters mild.

Every safeguard has been made by the federal government against farm land speculation in the project. Both federal and state Columbia Basin acts provide stiff penalties for sales made in excess of the appraised dry land value, or if other requirements are not met. Various other stipulations in the federal law will effectively thwart inflationary tendencies in land transactions in the project.

The two main cities of this new empire will be Ephrata, on the northern edge of the Basin, which will be the logical starting place for all prospective settlers, and Quincy, which will likely be a major marketing and shipping point for the area. Both communities are located on Great Northern's main line.

Pre-development farms have been planned for the project in order that irrigated crop production in relation to soil, topography and climate may be studied. A combination of actual and experimental farming will be conducted on these farms to obtain valuable information for the settlers who will develop the Basin.

The irrigation works in the project consist of a huge system of 12 pumps at Grand Coulee Dam to lift the water, which is now 350 feet above the former level of the river, an additional 280 feet into the balancing reservoir, which has a useable capacity of 700,000 acre feet. Each of these pumps requires a 65,000 h.p. motor to deliver 1600 cubic feet per second to the balancing reservoir. From the balancing reservoir water will flow by gravity into the main canals of the project. Supplemental pumps from the main canals will irrigate lands at higher levels. The peak flow of the Columbia River comes at a time when the extra power can more than take care of all the pump needs in connection with irrigation. This leaves the majority of the power available for commercial uses. The power required for irrigation will be charged to the districts at the exceedingly low rate of $\frac{1}{2}$ mill per kilowatt.

Grand Coulee Dam, the most massive man-made structure in the world, is also the key to the development of power on the Columbia River and is the greatest potential source of useful energy among the rivers of America. Water stored behind the dam will turn 18 gigantic turbines of 150,000 horsepower each, making a total of 2,700,000 h.p. The turbines will be directly connected to 18 generators of 108,000 kilowatts each and can produce the tremendous total of nearly two million kilowatts.

Investigations have already been made of the recreational possibilities in the development of the Basin, and the Bureau of Reclamation is planning to promote development of facilities for boating, fishing, picnicking, swimming, camping, hunting and pack trips. There is a great potential possibility for wonderful summer homes along the shores of Lake Roosevelt and the many smaller reservoirs to be established.

New Montana Settlers

Sixteen Mormon families from Utah and Idaho moved onto irrigated land in Great Northern territory in north central Montana during the spring of 1946, according to Leonard G. Ball, the railway's agricultural development agent.

The purchases included 40 acres at Simms, 160 acres at Vaughn, 160 acres at Chinook and 400 acres at Harlem, all irrigated land which was purchased outright. The Harlem purchase included a 2,300-acre grazing unit. Additional lands leased with options to purchase included 400 acres at Chinook, 125 acres at Malta, 800 acres at Glasgow and 260 acres at Nashua.

The new settlers announce they plan to raise 875 acres of sugar beets on the farms which otherwise would not have been planted.

Many of the dude ranches in Great Northern territory in Montana, Idaho, Washington, Oregon, British Columbia and Alberta, Canada, operate through the hunting season in their respective areas.

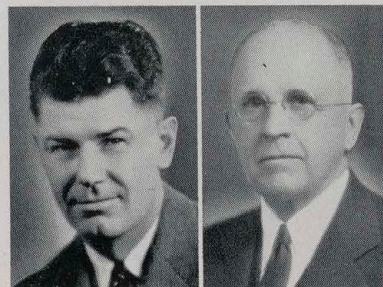
WHERE BIG DAHLIAS GROW

(Continued from page 10)

chemist, also a baggage man and former caretaker. Working the "swing shift", Mr. Williams finds time to raise dahlias professionally in his own garden.

An interesting sidelight on the Everett grounds is the story of the big cedar in the north lawn. This graceful conifer was planted in a block of cement 8x8x8 ft., utilizing an 18 inch hole where a flagpole stood until 1932. Roots now encircle the entire block of cement, making the cedar probably the best anchored tree in the world.

G. N. Veteran Retires



Duncan

Morrison

One of the few remaining old-time railroad immigration agents has retired after 48 years of service with the Great Northern railway.

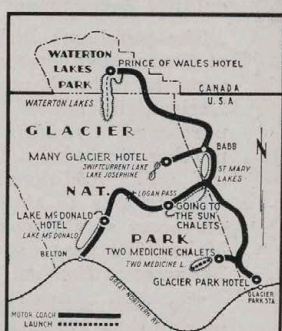
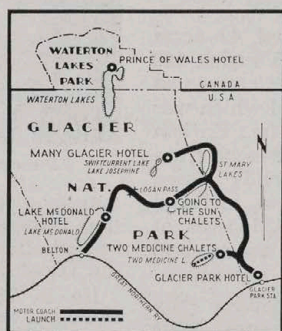
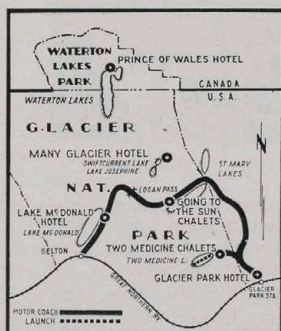
He is Chester C. Morrison, the railway's western development agent at Seattle, Wash., since 1940. He joined the company as a stenographer in Des Moines, Iowa, in 1898, and later went to the Chicago office of the railway, where as a ticket agent and traveling passenger and immigration agent he was closely identified with the recruitment and migration of middle-west farmers for the North Dakota territory then being opened by the Great Northern. Mr. Morrison is returning to his boyhood state of Iowa, where he and Mrs. Morrison will make their home on a "1/4-acre farm" at Ames.

Appointment of Everett N. Duncan as the railway's western development agent, with headquarters at Seattle, is announced by E. B. Duncan, director, department of agricultural and mineral development, St. Paul. Everett Duncan was Great Northern's agricultural development agent, Spokane, from May, 1942, to June, 1944, when he accepted a commission of Lieutenant (jg) in the Navy. He was discharged in March of this year, with the rank of Lieutenant.

All-Expense

GLACIER PARK STOP-OFF TOURS

Tours May Begin at Either East or West Railway Entrances



ONE-DAY TOUR

TWO-DAY TOUR

THREE-DAY TOUR

Daily June 15 to Sept. 14
ALL EXPENSE \$21.26
Including Tax

Daily June 15 to Sept. 13
ALL EXPENSE \$32.22
Including Tax

Daily June 15 to Sept. 12
ALL EXPENSE \$47.81
Including Tax

TOUR INCLUDES motor coach transportation, launch fare (Two Medicine Lake), hotel accommodations (four meals and one night's lodging) in rooms without bath. Rooms with bath may be obtained if reserved in advance, or if available after arrival, upon payment of the difference in rates.

TOUR INCLUDES motor coach transportation, launch fare (Two Medicine Lake only), hotel accommodations (seven meals and two nights' lodging) in rooms without bath. Rooms with bath may be obtained if reserved in advance, or if available after arrival, upon payment of the difference in rates.

TOUR INCLUDES motor coach transportation, launch fare (Two Medicine Lake only), hotel accommodations (ten meals and three nights' lodging) in rooms without bath in Glacier Park, Lake McDonald, Many Glacier Hotels; with bath in Prince of Wales Hotel, Canada. Rooms with bath on entire tour may be obtained if reserved in advance, or if available after arrival, upon payment of the difference in rates.



Route of the Empire Builder

BETWEEN CHICAGO, ST. PAUL, MINNEAPOLIS SPOKANE, SEATTLE, TACOMA, PORTLAND

the
GREAT NORTHERN GOAT



AUGUST
1946



International Peace Arch at U. S.—Canadian Boundary, Blaine, Wash.

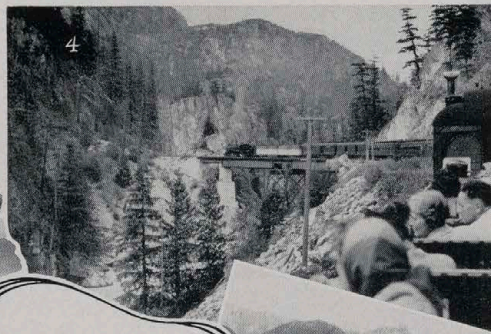


Spectacular Fraser Canyon.

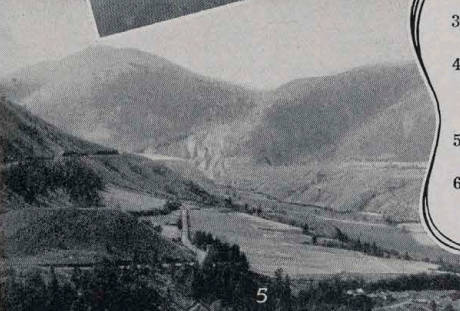
FROM THE
Coastal Fjords
TO THE
Cariboo Goldfields



3. Fountain Lake near Lillooet.



4. Rugged canyon of the turbulent Cheakamus. Photo by Robert W. Kelley.



5. Farmland near Pavilion.

6. Seton Lake.

British Columbia's Scenic Wonderland

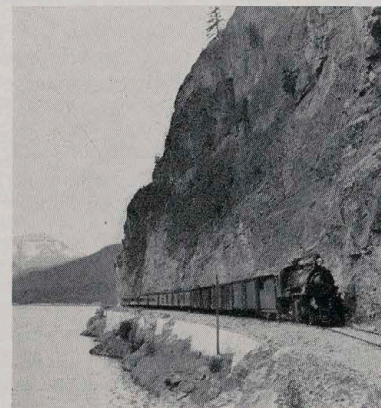
Within a few short hours, just forty miles from Vancouver, is a 347-mile railroad that cuts a cross-section of British Columbia from the coastal Fjords to the Cariboo goldfields. Completed to Quesnel, its northern terminus, in 1865, the Pacific Great Eastern Railway follows the historic "Trail of the Gold-Rush" to the fabulous Cariboo country.

From Squamish, its present southern terminus, to Quesnel, the route of the PGE traverses a region of rich delta farmlands, rugged and spectacularly scenic mountain terrain and rolling cattle country. Breath-taking vistas of snow-capped mountain peaks, tumbling streams and roaring waterfalls are contrasted with great forests, gem-like lakes, fed by glacial ice-fields, and sweeping ranges studded with great cacti and sagebrush.

Historical old towns dot the railway. Many are picturesque relics of the past, memories of those early pioneers first attracted to the PGE country in 1860 by the gold in the rich creek beds. Modern is mixed with historical, simply and charmingly. The hum of present-day activities is heard in many places

where ghost towns of the '60s are once again crowded with life.

Some of the finest virgin game and fishing areas are served by the PGE, and a variety of ranches and lodges offer complete recreation and amusement opportunities to the traveler. Unusually low rates have given the territory a wide reputation for those seeking economical vacations.



The scenery along the PGE ranges from rugged mountains to rolling cattle country.

Passage from Vancouver, B. C., to Squamish, is six hours by the comfortable, modern boats of the Union Steamships, through the sheltered waters of Howe Sound. The 20-hour run to Quesnel by rail is made three times weekly, Mondays, Wednesdays and Fridays.

An increasing number of Americans, in quest of a vacation "that's a little bit different," are riding the rails of the PGE each year. The scenic coast line of the Great Northern railway, providing fast and frequent service between Seattle and Vancouver, B. C., affords a natural link with the PGE. As a convenience to travelers, reservations on the Pacific Great Eastern can be made through the Great Northern's Seattle Reservation Bureau.



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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.

Glacier Park Goats

Practically all the mountain goats in the National Park System are found in Glacier National Park in northwestern Montana, served by Great Northern, with a count of 975, according to a recent census conducted by the National Park Service.

According to the census there are about 200 moose and 255 Rocky Mountain bighorn sheep in Glacier National Park. Herds of elk and mule deer are the most numerous wild animals roaming the Nation's national parks, under perpetual protection from hunters.

Four

The Road To Recovery

The dark clouds of industrial strife which too long have obscured the sun of peace, production and prosperity can be dissipated, if the way is cleared for the process of democracy to work in the labor-management relationship.

Once that has been accomplished, there is enough statesmanship, common sense and understanding in both industry and labor, to work out solutions which will minimize industrial strife and bring about a steady improvement in production and in the standards of living of our people.

Mutual respect of individual human rights provides a common ground for worker and employer on the way to the nation's economic recovery. Sincerity, common sense, and an open mind geared to the Golden Rule, on the part of both, are essentials that must somehow be attained—and the sooner the better for all of us concerned.

The Goat's Cover



self, which is 9,038 feet high.

Mount Shuksan in Mount Baker National Forest in north-west Washington bares its summit to the clouds, a sharp, rocky pinnacle 1,000 feet above the mountain itself, which is 9,038 feet high.

Grand Coulee Dam

Wooden railings atop Grand Coulee Dam soon will be replaced with glistening metal containing fluorescent lights to provide glareless illumination for the 30-foot roadway atop man's biggest concrete structure. It is estimated that approximately five miles of trim will be installed, with the top, semi-circular railings containing the fluorescent lights.

Two freight and passenger elevators, similar to those used in skyscrapers, are now being built for installation in Grand Coulee Dam. The elevators will operate from deep within the east side of the dam to the roadway atop the structure. The lifts will open onto inspection and maintenance galleries in the dam, and onto a gallery leading to the east powerhouse. One will travel 361 feet, a height equivalent to a 36-story building. The other, closer to the east abutment, will travel 271 feet.

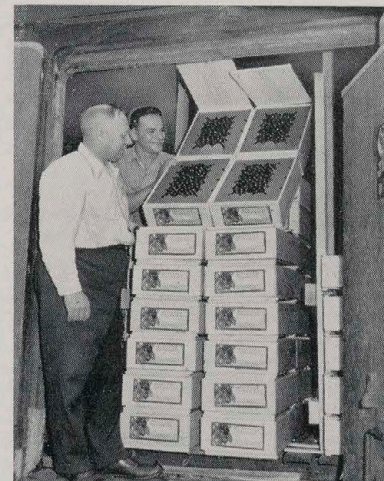
Spokane Sight-Seeing Tours

Two-hour morning and one-hour afternoon tours are now being conducted by Spokane City Lines covering principal points of interest in the Spokane area.

Works Hooter

An American locomotive whistle, presented to one of Britain's crack trains during its tour of the United States, is now serving as a "works hooter" to summon British workers to the job and to signal the end of their working day. The whistle was installed on the Coronation Scot as a gift from American railway fans when the famous British locomotive made a 3,000-mile tour of eastern states and later was exhibited at the New York World's Fair in 1939.

Montana Cherries



First carload of canning cherries from famous Flathead Lake, Montana, cherry growing country, arrives in Twin Cities. SAINT PAUL DISPATCH PHOTO.

The famous Flathead Valley in Montana, served by the Great Northern railway at Kalispell, Montana, has another bumper crop this year of over 650,000 pounds of big sweet cherries, which are now on the way to markets throughout the country.

Lamberts and Bings comprise the commercial crop of sweet cherries grown in the Flathead lake region, in a ratio of 75% Lamberts and 25% Bings.

The cherries grown in the district are delivered to the Flathead Lake Cherry Growers packing plant in Kalispell, where they are packed for shipping. Residents of communities in the Flathead lake district, including many vacationists on the lake, assist with the picking and packing of the crop.

The Flathead Lake Cherry Growers, Inc., was organized in 1936.

Five

SOON . . . The Completely NEW Empire Builder

SOON . . . The Completely NEW Empire Builder

Travel Agencies Offer Many Fine Tours

Independent travel agencies are offering many attractive tours during August and September, 1946, which include Glacier National Park in Montana, the Pacific Northwest and California via the Great Northern railway.

Following are agencies sponsoring 1946 tours and areas they include:

AMERICAN EXPRESS GRAND TOURS—Grand Canyon, California, Pacific Northwest, Canadian Rockies and Glacier Park.

AMERICAN EXPRESS ROYAL TOURS—Glacier Park, Mt. Rainier, Pacific Northwest, Yellowstone.

AMERICAN EXPRESS BANNER TOURS—Grand Canyon, California, Pacific Northwest, Canadian Rockies.

CARTAN TOURS—Jasper, Banff, Lake Louise.

CHAR TOURS—Yellowstone, eastern U. S., eastern Canada, Winnipeg, Lake Louise, Pacific Northwest.

COMPANION TOURS—Yellowstone and Glacier Parks; Glacier Park, Pacific Northwest, Canadian Rockies.

FORD TRAVEL SERVICE—Glacier Park and Yellowstone; Glacier, Pacific Northwest, Canadian Rockies.

FOGLE TOURS—Canadian Rockies, Alaska, Glacier Park, Yellowstone.

HAPPINESS SKYLINE TOURS—Canadian Rockies, Glacier Park.

HAPPINESS THREE NATIONS TOURS—Banff, Lake Louise, Pacific Northwest, California.

HARDESTY ALASKA TOUR—Canadian Rockies, Alaska, Glacier Park.

HAYES-HEALY (VANDERBILT) TOURS—Glacier Park and Yellowstone; Glacier Park, Pacific Northwest, Canadian Rockies.

D. H. HOLMES TOURS—Glacier Park, Pacific Northwest, California.

KIRKLAND TOURS—Glacier Park and Yellowstone.

REV. I. WILSON KEPNER TOURS—Yellowstone, Utah Parks, California, Pacific Northwest, Lake Louise.

P. M. KLINE'S UNIVERSAL TOURS—Colorado, Yellowstone, Utah Parks, California, Pacific Northwest, Banff, Lake Louise.

MARSH TOUR NO. 2—Yellowstone, Glacier Park, Banff, Lake Louise.

RALPH MATHER TOURS—Canadian Rockies, Pacific Northwest and California.

MOYER TOURS—California, Pacific Northwest, Lake Louise, Banff.

POWERS TOURS—Glacier Park and Yellowstone; (Around America Tours) California, Pacific Northwest, Lake Louise, Banff; (Pacific Northwest Tours) Glacier Park, Pacific Northwest, Lake Louise, Banff.

ITTER TOURS—Yellowstone, Pacific Northwest, Glacier Park.

RAYMOND-WHITCOMB TOURS—Colorado, Yellowstone, Glacier Park, Pacific Northwest, Canadian Rockies.

SNELLER TOURS—Yellowstone and Glacier Parks.

THOMAS TOURS—Colorado, Utah Parks, Yellowstone, Pacific Northwest, Banff.



Goat

GLEANINGS

Albert W. Elmgreen, Great Northern's superintendent of ore docks, Superior, Wis., since January, 1942, has retired after forty years of service with the railway. He began his service with the company in August, 1906, as a bookkeeper at the ore docks. He is succeeded by Thos. J. Greene, assistant superintendent, whose first job with the railway was as a messenger at the ore docks in April, 1907.

Summer tourist sleeping car line of 16-section air-conditioned tourist cars has been established on Empire Builder trains between Chicago and Seattle, and will continue in daily operation until about the middle of September, 1946.

Maurice O. Nordstrom, who recently returned to the position of chief clerk to C. F. O'Hara, Great Northern's assistant general freight and passenger agent, Helena, Montana, after four and one-half years in the armed forces, has received citation and has been awarded the Army Commendation Ribbon for his service as Chief, Ogden Regulating Station, Ogden, Utah, in directing and controlling the movement of military freight to West Coast ports during the war. He was separated from military service in July, 1946, as Lieutenant Colonel of the Transportation Corps.

Miss Grace Leary has been appointed hostess at Glacier Park Hotel in Glacier National Park, Montana,

succeeding Mrs. Vida Binger. W. J. Garrity, Great Northern's traveling freight and passenger agent, Helena, Montana, has been assigned to Glacier Park as passenger representative for the Park season.

Members of the Veterans' Association of the Great Northern railway reported deceased during July, 1946, are, Michael Connors, section foreman, Minneapolis, Minn.; John McElligott, watchman, St. Paul, Minn.; Stanley Rapatz, machinist, Havre, Mont.; John M. Conway, engineer, Willmar, Minn.; Jas. E. Carney, engineer, Fargo, N. D.

Members pensioned during July, 1946, are Mrs. Madge H. Cooper, operator, Kalispell, Mont.; John J. Huch, claim clerk, Minneapolis, Minn.; Chester C. Morrison, western development agent, Seattle, Wash.; George H. Hess, Jr., comptroller, St. Paul, Minn.; Augustus E. MacManus, engineer, St. Paul, Minn.; Amer P. Stump, roundhouse foreman, Grand Forks, N. D.; Frank Fitz, engineer, Superior, Wis.; William B. Pearce, engineer, Havre, Montana.

Appointment of William A. Thunstedt as local storekeeper at Breckenridge, Minn., to succeed F. H. Lindenberg, who has retired after forty years of service, and Donald L. Lambert, as assistant district storekeeper at St. Cloud, Minn., to succeed Mr. Thunstedt, is announced by Howard Hayes, Great Northern's general storekeeper, St. Paul.

Clearing the Arrowhead

Legendary Paul Bunyan and his blue ox must look to their laurels. Unless they return to their home in the Arrowhead country of northern Minnesota and contest the giant tractors now felling the forests at 2-acres an hour, they'll lose their reputations. Immense V-type blades, 16 feet on a side are cutting swaths 10 to 12 feet wide through thick growths of "popple", elm and pine, at 3 to 6-miles per hour. Looking like giant bread knives they cut through trees up to 8 inches in diameter as if they were made of cheese and don't leave a single stump.

"A hundred men working in spurts might beat a land-clearing machine but I doubt if they could match it 10-hours a day for day after day," according to Harry J. Johnson, agricultural fieldman of the Office of Iron Range Resources and Rehabilitation. Fruit of the vision of Mr. Johnson, the first land-clearing machine was intended only for brush, but farmers and land-owners wanted to go after the heavier stuff so it was rebuilt into a much sturdier machine. Now trees up to 19 inches in diameter are cut off readily.

The machine is built like a large snow-plow, mounted on the front of the large-size track-type tractor with a cable hoist to lift it over stones and stumps. The cutting is done by heavy, rounded and beveled saw-tooth blades, 1 foot long, 7 inches deep and $\frac{5}{8}$ inches thick. As it slides along the surface of the ground the blades leave a clear track the full width of the machine.

To guard against falling trees 2-inch pipes protect the machine and a steel canopy covers the operator. Six land-clearing machines are operating in the vicinity of Deer River, Minnesota, each with enough work ahead for the next two to three years. The people of Itasca county have formed an association and are buying a machine to keep it working in their county exclusively.

Value of acreage before clearing, much of which is tax-forfeited, is around \$3 per acre plus the value of second growth timber. After clearing, the value increases to \$20 per acre. If properly seeded, fenced and pastured, it goes up to around \$30.

(Continued on page 10)



Land clearing is rapidly done by mounting a V-shaped blade on the front of a giant caterpillar.



One of the features as compared with hand cutting is the total absence of stumps.



Large Steel bars protect the machine and the operator.



The land clearing machine practically buries itself as it cuts tall trees as easily as brush.

Harry J. Johnson, fieldman for the Iron Range Resources and Rehabilitation office, indicates heavy cutting edge at the bottom of the land clearing machine.



Following the land clearing machine, a rake with immense teeth is mounted on the tractor to remove remaining roots.



Pacific Northwest Bowlers



Seattle Passenger Club Bowlers

Members of Seattle Passenger Club bowling teams are reorganizing in preparation for the 1946-47 season. Four teams, made up of passenger department employees of rail, steamship, bus and airline companies in Seattle, compose the league. The "Airs" finished in first place last season, with the "Rails" second, "Steamships" third and "Busses" last.

Pictured above are members of the various teams at a banquet held at the Frye Hotel at the close of the 1945-46 season. Left to right seated are, O. Engstrom, NP, B. Scrivener, J. Barrager, WAC, J. Renner, NP, J. Givens, NP, W. Leahy, Union Depot, P. Clayton, North Coast Stages, C. Throckmorton, NP, J. Dixon, Pullman Co. Standing, left to right, are, D. Peck, CMSTP&P, J. Beatty, NP, J. Driscoll, NP, A. Malmgren, Navy, L. Peterson, GN, E. Marx, CMSTP&P, M. Miller, GN, C. Berry, NYC, L. Gilbert, Union Depot, D. Van Wyck, NYC, Kent Van Wyck, GN, two guests, W. Haapla, NP.

Kent Van Wyck, GN, bowling with the "Airs", finished the 1945-46 season with the highest individual average.

Ten

SOON . . . The Completely NEW Empire Builder

CLEARING THE ARROWHEAD

(Continued from page 9)

Of the farms in Itasca and St. Louis counties, 70% have less than 30 acres of cleared land, yet within the last two years each Itasca county farmer who has had the services of a state-owned land-clearing machine has more than doubled his cleared acreage.

After the trees are cut flush with the top of the ground they are pushed into windrows and roads are cleared through the fallen trees. Axes and power saws take out the merchantable wood for lumber, pulp and fuel. The balance is allowed to dry and is then burned. This provides winter work for the farmer and his family at a fair wage. Farmers clearing land consider their work half done when the trees are felled by these mammoth machines.

Many farmers follow the land-clearing machine with a giant harrow. Mounted on the front of the tractor like a bull-dozer blade it has immense curved teeth that grub out tree roots and pile them to dry and for burning. Some farmers plow their land after clearing but this is not generally considered necessary.

Cleared land, free of stumps, brush and trees, is first planted to a pasture mixture of alsike, red or sweet clover and timothy or brome grass. By the second year each acre will carry two cows for five months for a total of 10 units.

Paul C. C. Wagner, Great Northern railway's agricultural development agent for the area, is actively assisting in the program for large scale land-clearing, increased dairy production and year-round farming. Working together the people in this area are laying the foundation for efficient and profitable farming in the Arrowhead.



Goat GAJETIES...

I Love You, My Hyena!

A wisp of a man bought a ferocious tiger at an auction, outbidding several prominent circus people. "What are you planning to do with that man-eating beast?" he was asked by a wild animal trainer. "Going into competition with us?" "Oh, no," replied the little man, "not at all. It's only that my poor wife died last week and I'm lonely."

* * *

Pit-iful Story

After many years a screwball came into a little money and he immediately rushed out and bought himself six acres of land to plant his long cherished fruit orchard. Painstakingly he planted one acre of peach trees, then skipped an acre; an acre of plum trees, then skipped another acre; an acre of cherry trees, and left another acre empty.

A neighbor dropped by after he'd finished and inquired: "Hate to be nosey, friend, but I'm curious to know why you left so much empty ground between your fruit trees?"

"Well, I gotta have some place to throw the pits, don't I?"

* * *

Sound Sleeper

"Rastus, did you all hear that loud thunder last night?"

"No, Pigface, did it really thunder?"

"Course it did, Rastus. It thundered so loud jest as if heaven an' earth done come together."

"Den why in de debil didn't you all wake me up. . . . You all know I can't sleep when it thunders."

Yoicks! Yoicks!

The Little Moroness was going riding.

"I want the best horse you have in the stable," she said to the riding master.

"English or Western saddle, miss?"

"What's the difference?" asked the Moroness.

"The Western saddle has a horn on it," answered the horse man.

"Well," decided the Moroness, "give me the English saddle. I'm not going thru traffic."

* * *

Let This Be a Lesson!

A business man employs two negroes to work on his garden, which he personally oversees. One morning Sam did not appear.

"Where is Sam, George?" he asked.

"In de hospital, Sah."

"In the hospital? Why, how did that happen?"

"Well, Sam he been atellin' me ev'ry mornin' for ten days he gwine to lick his wife 'cause o' her naggin'."

"Well?"

"Well, yestiddy she done ovahheah him, da's all."

* * *

Or Do You?

A slightly off-center private in an army chapel was seen to bow his head every time the name of Satan was mentioned. Finally the Chaplain's curiosity got the best of him and he asked the doggie to explain. "Well," was the reply, "politeness costs nothing and, after all, we never know."

Eleven

SOON . . . The Completely NEW Empire Builder

Foreign Transportation Institute

Recognizing that the United States will play the leading role in foreign transportation and trade in the post-war period, The American University in Washington, D. C., will conduct an intensive Foreign Transportation Institute from September 24 through October 24, 1946, to meet the needs of young men and women who wish to grow into executive positions in agencies engaged in foreign transportation and trade. The Institute is offered in cooperation with the Office of Business Economics, Department of Commerce, the Division of Economics and Statistics, United States Maritime Commission, the Association of American Railroads, the National Federation of American Shipping, and the Air Transport Association of America.

Applications for admission and requests for information may be sent to Professor L. M. Homberger, The American University, School of Social Sciences and Public Affairs, 1901 F Street, Northwest, Washington 6, District of Columbia. The last registration day will be September 16.

G. N. Train Schedule Change

Effective Sunday, August 11, Great Northern train No. 30 will leave Grand Forks at 11:00 AM, instead of at 11:30 AM, arriving Minneapolis at 8:40 PM, St. Paul at 9:05 PM, 50 minutes earlier than heretofore. This change in schedule for No. 30 will also affect intermediate stations.

Chicago-Portland Sleeper

An extra summer line Pullman standard sleeping car will be operated on Great Northern's Empire Builder between Chicago and Portland, the first car to leave Chicago, August 10, and from Portland on SP&S-GN train No. 2, August 13.

Twelve

Columbia Basin Project

Great Northern has published a colorful folder covering the Columbia Basin Project development which includes a map of the Columbia Basin, traces the water from the mountains to the storage reservoir back to Grand Coulee Dam and onto the over one million acres of land to be irrigated in the basin.

Also included in the folder are pertinent factors as to the types of soil and availability of land, cost of irrigation, rate at which the land will be brought into production and the probable crops to be grown.

Copies of the folder can be obtained by writing to E. B. Duncan, Director, Department of Agricultural and Mineral Development, Great Northern Railway, 175 E. 4th St., St. Paul 1, Minn.

Minnesota Model Railway Exhibit

The Twin City Model Railroad Club will have what is claimed to be the world's largest portable model railroad, measuring 20x44 feet, on display in the 4-H Club Building at the Minnesota State Fair, August 24 to September 2, inclusive. The model, built to a quarter inch scale, has taken over three years to build, and has buildings, turntables, coal chutes, bridges, signals, telegraph poles, switches and about 41,000 ties, with four spikes for each tie.

Book of Railroad Verse

"Locomotive Puffs" by Leon R. Harris, is the title of a new book now being published by Bruce Humphries, Inc., Boston, Mass. According to the publishers the book, written by a former railroad man depicting the work of railroad repair shops and roundhouses, is the first of railroad verse to appear in a generation. Copies should be ordered from Bruce Humphries, Inc., 30 Winchester Street, Boston, Mass., or your local book or department store.

U. S. Patent Number One

Exactly 110 years ago the United States issued its first numbered patent, and it was for a locomotive, according to the Association of American Railroads.

The patent was "designed to give a multiplied tractive power to the locomotive and to prevent the evil of the sliding of the wheels." It was issued to John Ruggles, a United States Senator from Maine, who was largely responsible for the passage of the Act of 1836 which set up the present-day American system of granting patents and administering the system properly. Senator Ruggles' invention was a gear-like arrangement for locomotive wheels and railroad rail which would mesh for grades.

The invention which was accorded the honor of Patent No. 1 was outmoded as soon as it was patented. About the same time that the patent was issued, a locomotive startled the world by pulling a train of cars up a grade without the aid of outside cogs or gears.

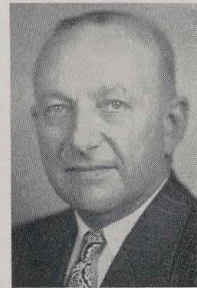
That rapid progress has continued, until now the average locomotive contains almost 1,000 patented features. In fact, railroad development has reached the point where it would take the combined weight of four complete locomotives of Senator Ruggles' time to equal just the amount of coal carried by one locomotive in its tender today.

Partly because of their many patented features, today's locomotives can pull loads up to 150 times greater at five times the speed of what journals of 110 years ago described as "our complete engines."

Although American railroads were only in their infancy when Patent No. 1 was granted, six unnumbered patents were issued before 1836 on inventions pertaining to railroads.

Appointment

Homer D. Hanscom is the Great Northern's new general agent at Klamath Falls, Oregon, succeeding Harry I. Wayne, who resigned to enter private business.



Mr. Hanscom

Mr. Hanscom, a native of Los Angeles, has been with the railway in that city since 1925, as a clerk, chief clerk, city passenger agent, contracting freight agent and since 1937 as traveling freight and passenger agent. He has been in railway work since 1919.

Mr. Wayne joined the Great Northern in 1920 at Portland, Oregon, after three years with the Spokane, Portland & Seattle Railway. He was a clerk, chief clerk, contracting freight agent and traveling freight agent at Portland becoming general agent at Klamath Falls in 1938.

Seeing Seattle

Gray Line Motor Tours are conducting a combined land and water tour, 26 miles on water aboard the steamer "Sightseer", through the eight-mile Lake Washington Ship Canal, and a 24-mile motor tour covering the principal points of interest in the city of Seattle. These combined tours are operated twice daily to September 15.

A 30-mile deluxe motor tour, through the scenic, residential and industrial sections of the city, is also operated four times daily.

Thirteen

Conquering A Mountain

By HARRIET GEITHMANN

(Continued from March Goat)

Mount Olympus, 8,000 feet high, with its three cliffy pinnacles, dominates the entire Olympic Range, in the Olympic National Park, the heart of the Olympic National Forest, which contains far more than a million acres of majestic timber, rugged peaks, thundering cataracts, glacial rivers and spangling lakes on the Olympic Peninsula in the extreme northwestern corner of Washington. Mount Olympus, so it is reported, was unconquered by man until 1907. These Olympic Mountains called "the angels stairway" by the Spanish explorers are the least known of any of our mountains. While all of the foregoing volcanic cones rise from forested platforms a thousand feet or more in height, the Olympic Mountains rise directly from sea level where they look out over the plains of the Pacific. The Olympic Peninsula is bounded on three sides by water, Hood Canal to the East, the Strait of Juan de Fuca to the North and the Pacific Ocean to the West.

More than two decades ago Dr. Edmond S. Meany, the first beloved president of The Mountaineers, designated this particular group of delectable mountains as the Six Major Peaks of Washington, in order to add dignity and inspiration to the high art of alpinism in the State of Washington. The first five were chosen in the order of their elevation and the last for "its difficulty of access and its dominance over so large an area."

Those plucky members of The Mountaineers who conquer these lofty peaks are rewarded for their perseverance with an enameled Six Peak Pin which is fast becoming the famous mountaineering trophy of the West. These Six Peakers repre-

sent many states in the Union both East and West. The first winners of the Six Peak Pin were Winona Bailey and Dr. Edmond S. Meany, the "grand old man of the mountains", both of whom have since crossed the Great Divide. Many are the alpinists who have conquered the Six Major Peaks of Washington twice over and some of them thrice over.

Across the Columbia River towers another age-old volcano, Mount Hood, 11,225 feet above the sea and the neighboring doorstep of Portland. Here, the Mazamas reward those alpinists within their ranks who have achieved the icy summits of Mount Hood, Mount St. Helens and Mount Adams, "the Guardians of the Columbia" with blue-ribbon badges lettered in gold.

In addition to the herein mentioned peaks of Washington and Oregon, there are numerous others, both named and unnamed, explored and unexplored. Many of them are virgin peaks that have never "felt the tread of the nailed boot". Every year more and more of these summits join the ranks of those mountains that are known and loved.

The answer to that age-old question flung at peak-grabbers by valley-pounders everywhere, "Why do people climb mountains?" are as many and varied as there are climbers. One of Washington's eminent Six Peakers maintains that "the spiritual reaction alone, is compensation enough to explain why we climb mountains. We return to the toils of life with a better understanding of the song of David. 'I will lift up mine eyes unto the hills, whence cometh my help.'"

(To be continued)

Ye Editor

Writing for publication is a part-time occupation for thousands. It's a full-time occupation for few, because the man is rare who is blessed (or cursed) with enough ideas to keep his typewriter going forty hours a week.

Writers are a lazy-looking lot, but the truth is that it requires abundant energy to put ideas into coherent sentences and get them on paper. It requires also a high degree of enthusiasm or indignation. The writer's problem is to keep his agitation at fever heat until he has transformed it into manuscript. If he soothes his irritated nerves by taking a drink or going to a ball game, he misses the opportunity to write an article that might have paid a month's expense.

Logically, a writer should make a perfect husband. Instead of blasting back when his wife tears into him, he seeks escape through his typewriter. Probably most writers' wives know this, and have the sense to start a fight whenever the rent is due or their husbands complain of having nothing to write about.

(Reprinted from "Through the Meshes" published by The W. S. Tyler Company, Cleveland, Ohio.)

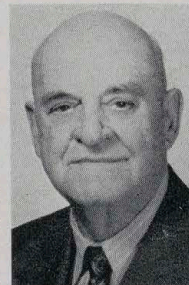
Elsner Succeeds Ross

Appointment of W. H. Elsner, chief draftsman since last year, as mechanical engineer succeeding N. R. Ross, who has retired on account of ill health, is announced by I. G. Pool, Great Northern's general superintendent of motive power, St. Paul.

Mr. Elsner joined the Great Northern as draftsman in 1910. Mr. Ross, whose first assignment with the railway was as draftsman in 1906, has been mechanical engineer since 1945.

G. N. Vets Meet

More than 550 members of the Veterans' Association of the Great Northern railway attended the Association's 34th annual meeting held in St. Paul, Minn., in June.



Mr. Hornbeck

Charles E. Hornbeck retired chief train dispatcher, Superior, Wis., Edgar J. Stone, retired locomotive engineer, St. Paul, Minn., and J. Henry Hoelscher, chief clerk in Great Northern's accounting department, St. Paul, were re-elected president, vice-president and secretary-treasurer, respectively.

Fred C. Lindt, St. Cloud, Martin E. Mayer, Minneapolis, J. H. Marthaler, St. Paul, Leonard C. Scott, Minneapolis, Robert F. Spears, Whitefish, Adolph K. Engel, Seattle, with the president, vice-president and the secretary-treasurer compose the association's board of directors.

The association's membership numbers over 3,700 employees.

Olympic Park Highway Open

All roads in Olympic National Park are reported to be open with the exception of the nine-mile stretch between Hurricane Ridge and Obstruction Point.

The road is open to the summit of Hurricane Ridge and the mountainsides are carpeted with flowering phlox, avalanche lilies and other alpine blooms.

Resorts and camps are open.



Picturesque Prince of Wales Hotel
at Waterton Lakes Park in the Canadian Rockies

Where American and Canadian Rockies Meet at Glorious Glacier Park...

• Enjoy both the American and Canadian Rockies by visiting Glacier National Park in Montana and adjoining Waterton Lakes Park just across the border. Hotels in both parks are open thru September 15, and are served by motor coaches.

There's an air of distinction about the Prince of Wales Hotel at Waterton Lakes

—an air of cordial hospitality and good taste. You find a thousand things to see and do here and at the neighboring Glacier Park hotels and chalets. You recapture your zest in bracing mountain air. Days are bright and sunny—but never hot. Cool nights help you sleep like a top.

Ride the EMPIRE BUILDER

It's easy to reach American and Canadian Rockies on Great Northern Railway's famous Empire Builder for it stops at both rail entrances to Glorious Glacier Park.

See America—First the West
Plan Your Postwar Vacation
around Glacier-Waterton Parks

No matter where you plan to go in the West, include a stop-off at Glacier Park in the Montana Rockies and Waterton Lakes Park in nearby Canada. Inquire about these four popular vacations.

Glacier Park and California
Glacier Park and Canadian Rockies
Glacier Park and Pacific Northwest
Glacier, Yellowstone and Dude Ranches



Enjoy launch rides
on alpine lakes



Fish for big trout in
well-stocked streams



Photograph Blackfeet Indians
in their costumes



Play golf on sporty
mountain courses



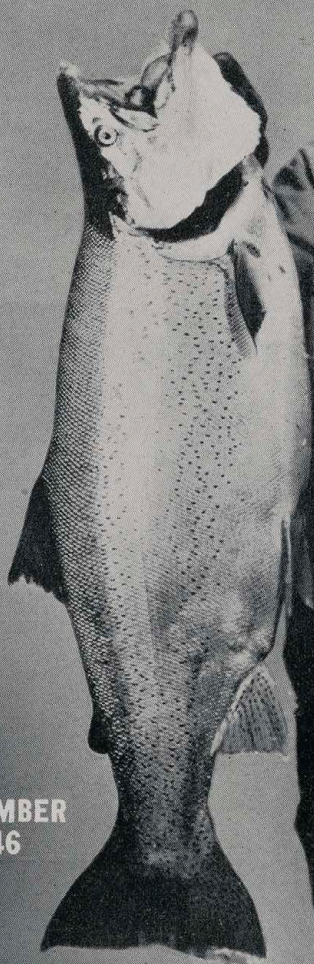
BETWEEN CHICAGO, ST. PAUL, MINNEAPOLIS, SPOKANE, SEATTLE, TACOMA, PORTLAND,
VANCOUVER, B. C.

via

Route of the Empire Builder



the
GREAT NORTHERN GOAT

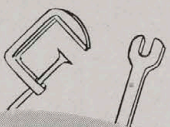


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1946**



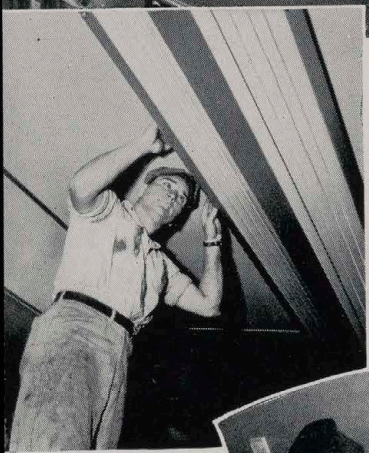


Repairing the wiring on a sleek Great Northern diesel locomotive.

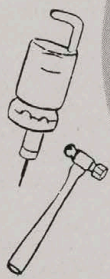


"Working on the Railroad"

VET APPRENTICES
LEARNING JOBS
AT GREAT NORTHERN
SHOPS

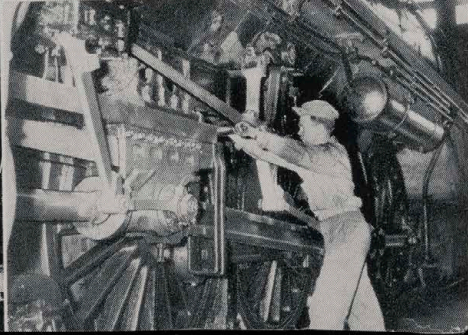


Installing new lights in a coach.



Three vets install a new air-conditioning unit under a coach.

Another war veteran repairs batteries for trains.



Working on a giant S-2 locomotive which pulls the Empire Builder.

ST. PAUL DISPATCH PHOTOS

Railroading From The Ground Up

The following article, written by Irving Lipove, staff writer, is reprinted with the permission of the Saint Paul Dispatch.

"I've been working on the railroad."

This well-known ditty, with a new twist, is the theme song of 94 veterans of World War II in the shops of the Great Northern railway.

Their new addition to the tune is: "... learning all the day".

For after months and years of war, the veterans who did their share to earn the peace are back to take up where they left off. They want to learn railroading from the ground up, and that means a four-year apprenticeship in the shops.

Climbing inside the boilers of giant locomotives, atop the roofs, and under wheels of coaches is all in a day's work for them. They all agree it's hard work, but fascinating, too.

The Great Northern railway has 28 veterans at its Dale street shops, 55 at the Jackson street shops, six at

the Jackson street roundhouse and five at the Mississippi street coach yards.

Most of the men already have some apprenticeship service with the railway behind them. Now they are "learning by doing" with the aid of Veterans administration subsistence payments.

And how do these veterans fit in with their work after being away so long?

J. C. Sullivan, foreman of Great Northern's Jackson street roundhouse, said the veterans are working hard.

"I have noticed a big improvement in the work of these men since they have returned from the service," Sullivan said. "The armed forces did something to help them. They are more industrious, agile and earnest in their work."

Grand Coulee Dam Tours

Columbia Motor Lines, Inc., Spokane, Washington, in conjunction with Grand Coulee Navigation Company, announces resumption of passenger boat service on Roosevelt Lake, the backwater from Grand Coulee Dam.

Grand Coulee Navigation Company's 20-passenger cabin cruiser and 10-passenger Chriscraft speedboat make daily ninety-mile round trips from Miles, Washington, near historic old Fort Spokane at the mouth of the Spokane river, to Grand Coulee Dam. Passengers are afforded nearly two hours to visit the Coulee Dam area, have luncheon and tour the powerhouses.

Columbia Motor Lines, Inc., buses leave Spokane at 8:00 am, daily, from

the Motor Coach Terminal, Trent and Howard Streets, arriving at Miles, Washington, at 9:45 am. Boats leave Miles daily, at 9:45 am, arriving at Grand Coulee Dam at 12:45 pm. Returning boats leave Grand Coulee Dam at 2:15 pm, arriving at Miles at 5:15 pm. Motor buses leave Miles at 5:15 pm, arriving Spokane at 7:05 pm.

Boat service on Roosevelt Lake is operated from May 1, until shortly after October 31.

The round trip fare from Spokane to Miles via Columbia Motor Lines, Inc., is \$2.75 per person; from Miles to Grand Coulee Dam via Grand Coulee Navigation Company \$4.00 per person, plus 15% Federal Tax.

Three

SOON...A COMPLETELY NEW EMPIRE BUILDER



VOL. 16 September, 1946 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.

About Our Railroads

"The development of transportation in these United States challenges the imagination. It inspires the wonder and admiration of the business world in every land. America has the greatest transportation system in all the world. We must coordinate the different types of transportation in such a way as will best serve the interests of the nation and be fair to the competing agencies."

Hon. George M. Barnard, Chairman,
Interstate Commerce Commission

Four

SOON... A COMPLETELY NEW EMPIRE BUILDER

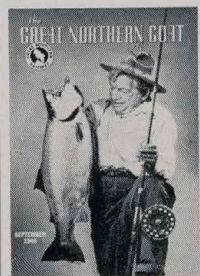
Railroads Are Your Partners

The partnership of the American railroads with the American people reaches deep down into thousands of towns and villages all over the nation, for the railroads are a home-town partner in every community they serve. They employ local people, buy supplies locally, own local property and pay local taxes on it.

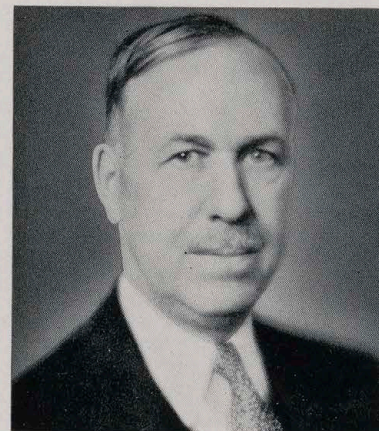
These railroad taxes are the same kind as those *you* pay. They are not spent on railroad tracks or stations, but help support local public services of all sorts, including public health, fire and police protection, highways, and public schools.

Last year railroad taxes alone paid for the education of more than a million children throughout the United States.

The Goat's Cover



This four-year-old 32-pound-8-ounce Kootenay rainbow trout, caught in Lake Pend Oreille in 1945, sets a new world's record. The previous record — 26½ pounds—had stood for 29 years.
Photo by Ross Hall.



Mr. Dickinson



Mr. Kenny

New G. N. Passenger Traffic Manager

Retirement of A. J. Dickinson, Great Northern's passenger traffic manager, St. Paul, Minn., on September 1, and appointment of V. J. Kenny, general agent, Cincinnati, Ohio, to succeed him, is announced by C. E. Finley, vice-president in charge of traffic.

With the Great Northern 48 years, Mr. Dickinson has been passenger traffic manager since 1920. He began his career with the company in the dining car department after graduating from the University of Minnesota. In 1902 he joined the passenger traffic department as ticket stock clerk and subsequently held several other positions. He became assistant general passenger agent in 1911, remaining in that position until his appointment as passenger traffic manager.

He is a past president of the American Association of Passenger

Traffic Officers and the St. Paul Transportation Club, and an honorary life member of the American Association of Traveling Passenger Agents, the American Association of Ticket Agents and American Association of Passenger Rate Men.

Mr. Kenny began his railroad career in 1912, as a clerk for the Pennsylvania Railroad in New York City. After four years with that company, he served two years as chief clerk and traveling freight agent for the St. Louis Southwestern Railway in New York.

He joined the Great Northern in 1919, as a stenographer in the company's traffic department in New York City, and in 1920 was named contracting freight agent there. He became export and import agent in 1936, with headquarters in New York City, and was appointed general agent in Cincinnati in 1937. Mr. Kenny is a veteran of World War I.

Five

SOON... A COMPLETELY NEW EMPIRE BUILDER

Conquering A Mountain

By HARRIET GEITHMANN

(Continued from August Goat)

Mountaineers agree that climbing is "the hardest nice work in the world". They know that conquering a mountain is something more than a "matter of boots, boots, boots, boots, going up and coming down".

As they say, who come from afar every year to join the ranks of northwestern climbers, there are the great friendly peaks, the forests and the climbers themselves, new friendships and old on the trail by day and around the glowing campfire in the evening. Thus oldtimers greet oldtimers among mountains and men. There is the challenge and the promise of each individual peak, for mountains like men have their own personalities. There is the goal of actually achieving the summit after hours and hours of steady plodding upward, perseverance in its highest form especially in the last 1000 feet. There is the exultation of standing on top as though the "wings of an eagle suddenly were granted you". This means the thrill of a lifetime. There is also the happy physical weariness when one drops down to rest along the trail, moments of delicious relaxation at the end of the trail where the reward is worth all the efforts expended.

Speaking of these breathing spells on an ascent, one of the famous women guides in the Northwest tells the story of a mountain climber from Switzerland, a member of her party enroute to the icy summit of Rainier. This Swiss alpinist soon discovered that every time they halted, the guide always blew her nose. Soon the stranger learned to call a halt for breath by shouting, "Blow your nose, Miss". On another occasion this same guide was taking a group up Rainier when one dropped by the wayside, saying,

"You come back this way? I sit." In order to encourage him, she said, "Come along, I am going to serve tea on top of Rainier". That promise spurred the tea-lover upward and he made the summit in good condition. It was this same guide who suggested that her climbers inhale once, twice, thrice at every step and exhale the same number of times with the following step. This system actually works on hill or mountain. Naturally this guide, an oldtimer among mountaineers, took great pride in getting her climbers to the top in tiptop physical condition.

There is something dramatic about conquering a mountain. There is the race against time itself. Before the sun has loosened the frost-bound boulders and glittering icicles, is the best time of the day and that is why mountaineers start for the summit as early as possible after one or two o'clock in the morning and climb by buglight, candlelight, flashlight, starlight and moonlight. There is much to be seen on the way up after the first streak of dawn. There are intimate glimpses into Nature's workshop where the sculptor, erosion, is hard at work. There the climber sees the sculptor busy with his chisels of water, ice and sunlight remodeling the benign face of the earth. There is the weather with surprises at every turn of the trail. There are the moods of the mountain. Frequently the climber encounters several such moods on a single ascent. On top there comes a sense of space and silence almost unlimited and an outlook across the ranges of hazy mountains.

(To be continued)



Goat

GLEANINGS

British Railways headquarters, New York, announce the restoration of the London and North Eastern Harwich-Antwerp service operating twice weekly in each direction. The boat train departs London (Liverpool Street) at 3:00 pm on Mondays and Thursdays, arriving Antwerp (South Quay) at 9:00 am, Belgian double summer time, the following days. The service in the reverse direction is depart Antwerp 4:00 pm on Wednesdays and Saturdays, arriving London 10:15 am Thursdays and an hour earlier on Sunday.

* * *

The candy industry is the sixth largest food industry in the United States, and the Pacific Coast is the country's third primary area in which candy is produced, because it is both sugar growing country and port of entry for cane sugar and cocoa beans used for chocolate coating. Year-around cool climate is ideal for candy production, and the large dairy industry provides other raw materials normally in substantial quantity.

* * *

The Black Ball ferry Enetai is the second ferry of the Puget Sound Navigation Company fleet to be equipped with radar. The streamlined Kalakala has been sporting fog-piercing "eyes" for several months and officials of the navigation company announce they hope ultimately to have radar on all vessels of their fleet. It will be standard equipment on a new 18-knot luxurious new passenger ferry to be

built for the Seattle-Victoria service of the company, scheduled for operation June 1, 1947.

* * *

Members of the Veterans' Association of the Great Northern railway reported deceased during August, 1946, are, Philo C. Bradley, conductor, St. Paul, Minn.; James L. Dunn, conductor, Grand Forks, N. D.; Sam I. Reed, conductor, Interbay, Wash.; Adolph Hagen, carpenter, St. Paul, Minn.; Henry Leitch, agent, St. Cloud, Minn.

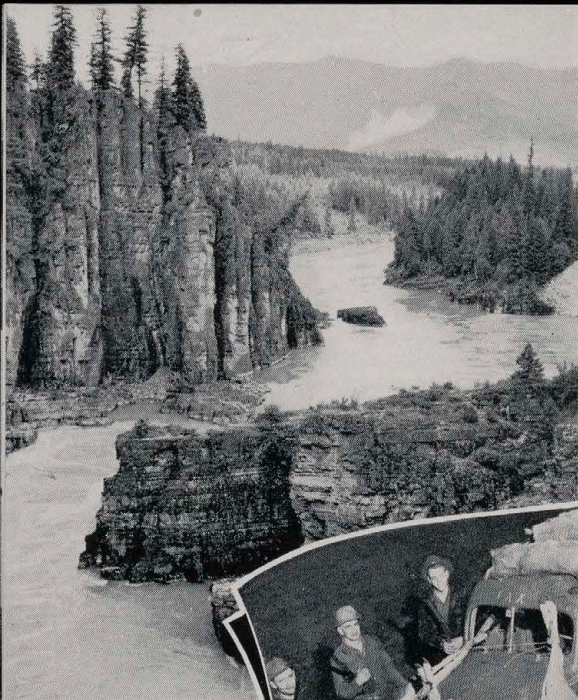
Members pensioned during August, 1946, are, Harland E. Donaldson, traveling engineer, Breckenridge, Minn.; William A. Ford, agent, Park Rapids, Minn.; Albert Warren Winegar, conductor, Klamath Falls, Oregon; Isgar Dicker, car inspector, Spokane, Wash.; Frank H. Lindenberg, division storekeeper, Breckenridge, Minn.; James B. Haslet, locomotive foreman, Willmar, Minn.; E. G. Nowlan, engineer, Minot, North Dakota; Charles W. Olson, clerk, St. Paul, Minn.; Thomas F. Quealy, chief clerk, Minneapolis, Minn.; Albert W. Elmgreen, superintendent, Ore Docks, Superior, Wisc.; Arthur Mathews, brakeman, Willmar, Minn.; Otto G. Sellberg, engineer, Crookston, Minn.; Robert J. Weller, engineer, Whitefish, Mont.; Phil Fountain, crane engineer, Spokane, Wash.; William L. Hendry, conductor, St. Paul, Minn.; August H. Marticke, dispatcher, Superior, Wisc.; John Jensen, brakeman, Wayzata, Minn.; Olaf A. Nelson, agent and operator, New London, Minn.; William A. Lyon, conductor, Grand Forks, N. D.

Seven

Six

SOON...A COMPLETELY NEW EMPIRE BUILDER

SOON...A COMPLETELY NEW EMPIRE BUILDER



The Clarksford river passing through the Cabinet Gorge empties its waters into Lake Pend Oreille.

The mountains surrounding Lake Pend Oreille afford good hunting for deer in fall and early winter.



The Pend Oreille

IN NORTH IDAHO SCENIC-LAND

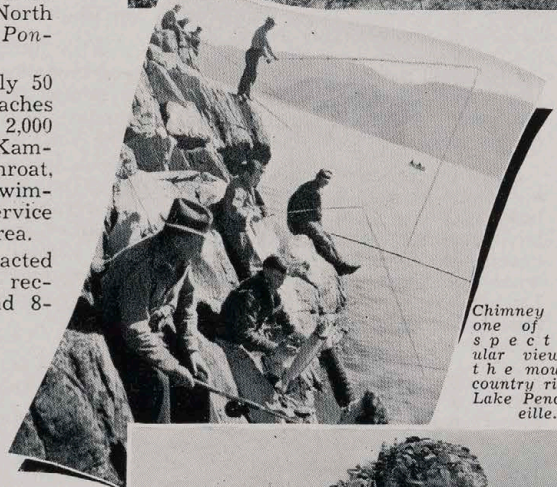
Situated in the Panhandle of Idaho, nestling among the Cabinet mountains 80 miles south of the Canadian border and reached from Sandpoint on the main line of the Great Northern railway, is North Idaho's famous "big hole", Lake Pend Oreille, pronounced *Pon-duh-ray*.

The largest of Idaho's lakes, Pend Oreille is approximately 50 miles long with 500 miles of shoreline ranging from sandy beaches to cliffs rising nearly vertically to a height of 2,000 feet. It is the home of the famous Kootenay or Kamloops rainbow trout, or you can fish for cutthroat, Dolly Varden and bass. There is boating and swimming, hiking, and riding on 350 miles of Forest Service trails to many wilderness beauty spots in the area.

Anglers from all parts of the country are attracted to this area since Lake Pend Oreille yielded two record-breaking catches of 31-pound and 32-pound 8-

(Continued on page 10)

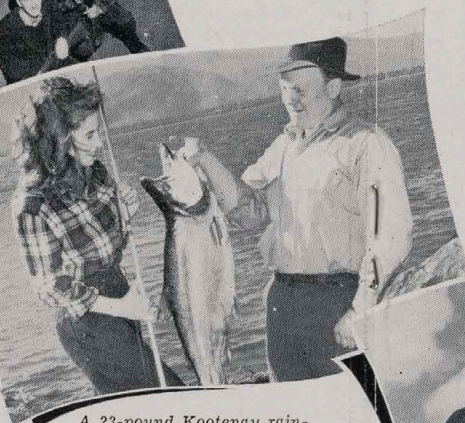
Lake Pend Oreille, in the green forested Cabinet mountains in northern Idaho, is nearly 50 miles long with 500 miles of shoreline.



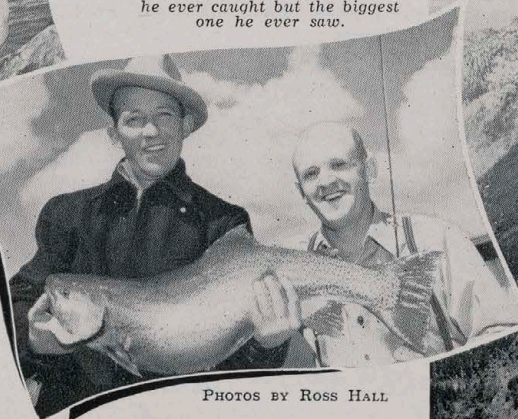
Chimney Rock, one of many spectacular views in the mountain country ringing Lake Pend Oreille.

Rocky points along the shores of Lake Pend Oreille provide vantage points for many fishermen.

When crooner Bing Crosby landed this 15 $\frac{3}{4}$ -pound rainbow trout he told Mayor L. G. Moon (right) of Sandpoint it was not only the biggest one he ever caught but the biggest one he ever saw.



A 23-pound Kootenay rainbow trout.



Lake Pend Oreille's shoreline is dotted with many picturesque spots like this one at Whiskey Rock bay.



PHOTOS BY ROSS HALL

THE PEND OREILLE

(Continued from page 9)

ounce Kootenays in the summer of 1945. Prior to that time, a 26½-pound rainbow had stood number one in the official records.

According to Jim Parsons, secretary-manager of the Lake Pend Oreille Club, starting in September the famous big Kamloops or Kootenay rainbow trout will be rarin' to battle all comers, with the fishing becoming progressively better until the season ends on November 30. Professional fishing guides will practically guarantee a big rainbow any day during the latter part of October or November.

Since the opening of the 1946 fishing season on May 1, catches of rainbows weighing from 15 to 27 pounds have been almost daily occurrences, except during July and August, when the trout seek deeper water. During the month of May several rainbow weighing from 20 to 27 pounds were landed.

Ten-day fishing permits for visitors are made available at \$2.00. Small boats with outboard motors can be had at most of the resorts on the lake at an average charge of \$6.00 per day. Fishing cruisers with a guide-operator average \$2.00 per hour.

To fish for the big rainbows it is recommended that fishermen have a good trolling rod, a star drag reel and 500 to 1,000 feet of 18 to 35-pound test line. The trout will "hit" any proven lake lure.

Also to be found in the Pend Oreille region is good small and big game hunting. The hunting season for deer, all bear, except grizzly, and mountain goats is from November 1 to 30, inclusive. Chinese pheasants, October 26 to November 11, inclusive. The season for ducks and geese, which is set by the Federal government, has not yet been

Ten

announced. Blacktail and whitetail deer are numerous throughout the North Idaho forests. The 1946 open season on mountain goats is the first in many years in the two northernmost counties of the state. The herd ranges the mountains near the headwaters of Upper Pack River which flows into the Pend Oreille.

Twenty-two caliber rifles cannot be used in Idaho for hunting game birds or big game.

With limited hotel and cabin accommodations in the Pend Oreille area it is urged that reservations be made as far in advance as possible. The Lake Pend Oreille Club, Sandpoint, Idaho, will furnish descriptive material, with complete information concerning hotels, resorts and boat facilities, upon request and will assist without charge in making any arrangements desired for special lake, pack or other trips.

G. N. Train Schedule Changes

Effective Sunday, September 15, westbound Empire Builder, train No. 1, will leave Shelby at 10:35 am, instead of 10:30 am; Cut Bank at 11:15 am, instead of 11:08 am. Eastbound Empire Builder train No. 2 will leave Shelby at 8:40 pm, instead of 8:43 pm.

Trains 42 and 43 will be discontinued between Shelby and Glacier Park effective September 15. The Omaha-Shelby sleeping car will be handled to and from Glacier Park until September 15. Stops for the Empire Builder, west and eastbound at Glacier Park and Belton will be discontinued after September 15, that being the last date for the 1946 season that trains will stop at those stations.



Goat GAIIETIES...

By A Nose

Dumm: Say, when you sleep do your eyes come together?

Mumm: Of course!

Dumm: Mine don't. My nose is in the way.

* * *

Clean Camp

Major Jack (after a lecture on keeping camp clean): As you look around the camp, what do you see on every hand?

Pvt. Mack: Gloves.

* * *

What's The Use?

A very small boy came home dejectedly from his first day at school.

"Ain't goin' tomorra," he sputtered.

"And why not?" his mother asked.

"Well, I can't read and I can't write and they won't let me talk, so what's the use?"

* * *

This Is Tearable

It happened in the lobby of a New York theatre. A man kept coming back to the box office to buy another ticket after getting one a few minutes before. He did this a number of times. Finally a man who had been watching stopped him.

"Look," he said, "it's none of my business, but I hate to see you wasting your money like that. All you need is one ticket."

"I know," cried the man piteously, "but can I help it if that jerk over there at the door keeps tearing them up?"

Suggestion

Hubby: "No matter what I do I can't seem to make you as happy as your first husband did."

Wifey: "You could, if you want to."

Hubby: "How?"

* * *

Mopping Up

Caller: "What is that noise going on upstairs?"

Mary: "That's nothing, ma is dragging pa's pants around the floor."

Caller: "That shouldn't make so much noise."

Mary: "It should, too, pa's in 'em."

* * *

Believe It Or Not

Wife: "My husband is the only one who has ever kissed me."

Friend: "Are you bragging or complaining?"

* * *

Just Fish

A lady was shopping at the local fish market. She poked her finger into a succulent flounder and asked, "How much is this fish?"

"Seventy cents," answered the merchant.

"How much does it weigh?" she asked.

"I haven't the faintest idea," said the fish man, "but it will cost you seventy cents."

"Haven't you got a scale?" persisted the shopper.

"Lady," said the fish man, "I don't sell any scales. You gotta buy the whole fish."

Eleven

SOON... A COMPLETELY NEW EMPIRE BUILDER

SOON... A COMPLETELY NEW EMPIRE BUILDER

General Agent



Mr. Knocke

Mr. Knocke joined the railway in 1936 as chief clerk in the general agent's office in Cincinnati. He became traveling passenger agent in 1942 and since 1944 has been traveling freight agent with headquarters in that city.

New G. N. Oregon Book

Great Northern's department of agricultural and mineral development has published a new booklet describing the resources and outlining opportunities for the farmer, businessman, industrialist and homeseeker in the state of Oregon, in territory served by the railway.

The booklet is profusely illustrated and includes a map showing principal agricultural areas, irrigation projects, dams and hydro-electric power plants.

Copies can be secured by writing to E. B. Duncan, director, department of agricultural and mineral development, Great Northern Railway Company, St. Paul 1, Minnesota.

Eat some potatoes every day. Wise cooks serve potatoes prepared with milk or cheese or both at least two or three times a week. One average 5-ounce serving of white potato supplies as much vitamin B as two slices of genuine whole wheat bread.

Twelve

Columbia Sheep Show

The third National Show and Sale of registered Columbia sheep will be held at Minot, N. D., on October 15th and 16th. Last year, this event attracted sheep breeders from all sections of the United States and it is expected that there will be an even greater attendance at Minot this fall, according to directors of the Columbia Sheep Breeders' Association of America, sponsors of the show and sale.

Over 300 purebred Columbia rams and ewes from some of the finest flocks in the nation will be shown and sold. Only registered animals will be entered.

Breeders in all areas are turning to Columbias because of their (1) greater size, (2) earlier maturity, (3) freedom from wool blindness, (4) more pounds of lamb weaned, and (5) greater fleece weight, lighter shrinking fleece—greater net value.

Paradise Inn To Stay Open

Paradise Inn and other facilities in Rainier National Park will remain open after Labor Day for the first time in a number of years, according to announcement by Paul H. Sceva, president and general manager.

After Labor Day, Paradise Inn will be operated on the European instead of the American plan. Paradise Lodge will be open only to serve meals. National Park Inn at Longmire remains open, as always, the year around. Only the public camp ground will remain open at Sunrise Lodge after Labor Day.

As long as the facilities remain open, daily motor coach service to the park will be available from both Seattle and Tacoma.

Shortages of materials and other production difficulties have made deliveries of new cars difficult this year.

G. N. Boxcar Facts

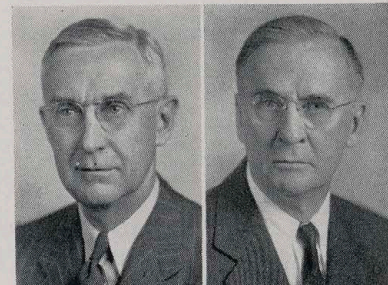
In a recent statement made by F. J. Gavin, president of the Great Northern railway, he said that real and lasting improvement in easing the nation-wide boxcar shortage will not come until materials are obtainable for building the thousands of new cars the railways have on order, and when this would occur he could not predict.

Tremendous demand existing throughout the country for boxcars to transport freight is contributing to Great Northern's inability to provide enough such equipment for quick movement of the 1946 grain crop and other Northwest commodities. Great Northern owns 24,632 boxcars, but has on its lines less than 15,000 belonging to itself and other railways. This reduced number of available cars plus lack of materials for building new cars and repairing war-worn equipment has prevented resumption by Great Northern of boxcar service on a pre-war standard.

Other factors contributing to the current situation are an increase in less-than-carload movements of lighter loads, which requires more cars; shorter average hauls of other types of freight, thus lengthening turn-around time, and the five-day week in many industries, which halts car unloading although railway operations are on a seven-day basis.

Steps have been taken in an effort to improve the situation. However, Great Northern's management believes that a real, lasting improvement will begin only when individual roads and car-building concerns are able to obtain adequate materials to build the thousands of new boxcars now on order.

Mehls Retires



Mr. Rice

Mr. Mehls

Retirement of Herman Mehls, chief clerk in Great Northern's freight traffic department, St. Paul, Minnesota, since October, 1923, and the appointment of James M. Rice, clerk in that department since July, 1922, to succeed Mr. Mehls, is announced by Geo. F. Hardy, general freight traffic manager.

Mr. Mehls began employment with the railway April, 1904, as a stenographer, in the freight department. Mr. Rice has been with the Great Northern since June, 1913, his first position with the company being clerk in the freight claim department. He is a veteran of World War I.

Winnipeg Train Service

Flag stops for Great Northern's Winnipeg Limited, trains 7 and 8, at St. Norbert, Cartier, Union Point, Swains and Christie, Manitoba, have been discontinued as of September 8, 1946. Trains 7 and 8 will stop to discharge revenue passengers and on flag to pick up revenue passengers at Silver Plains, St. Agathe and Glenlea.

Thirteen

SOON... A COMPLETELY NEW EMPIRE BUILDER

SOON... A COMPLETELY NEW EMPIRE BUILDER

Agricultural Development Agent



Mr. Thomas

Appointment of Everett H. Thomas, as agricultural development agent, with headquarters in Spokane, Washington, is announced by E. B. Duncan, Great Northern's director, department of agricultural and mineral development, St. Paul, Minnesota.

Mr. Thomas attended Walla Walla, Washington, county grade and high schools and received his degree in agricultural engineering from Washington State College in 1938. He was an inspector and fieldman for the Walla Walla Production Credit Association from 1939 until 1941 when he was appointed assistant manager of that organization in that county, which position he held until 1944. Prior to joining the Great Northern railway, Mr. Thomas was secretary-treasurer and manager of the Interstate Production Credit Association serving 14 counties in northeastern Washington and northern Idaho.

The average load per car is less than a year ago, the average haul is shorter, and the average turn-around time is longer. One cause of this is that a much greater proportion of boxcars is being used for less-than-carload freight this year, partly due to pressure for deliveries which cannot be made in carload lots because of production difficulties. Another cause is the shorter work week in industry, with fewer loading and unloading days, and slower handling of cars.

Fourteen

SOON...A COMPLETELY NEW EMPIRE BUILDER

New Empire Builder Pullmans

The first sleeping cars built by the Pullman-Standard Car Manufacturing Company since the war are being constructed for the Great Northern and Burlington. The new cars are part of a lot of 25 sleeping cars of the most modern design for Empire Builder trains.

They will go into service late this year between Chicago, St. Paul, Minneapolis and the Pacific Northwest.

The equipment will incorporate a wide variety of sleeping accommodations featuring largely the single occupancy roomette design. Twenty of the cars will be all-sleeper while five will be a combination of sleeping facilities with buffet-lounge-observation ends.

Redwood Empire Meeting

The 26th annual convention of the Redwood Empire Association will be held October 10, 11 and 12 at Hoberg's and adjacent resorts in Lake County, California.

Many subjects of importance to the Empire and the Pacific Coast will be considered during the two-and-a-half day convention, among which are ways and means of meeting heavy and increasing national competition for vacation and tourist traffic and the attraction of permanent and future settlers.

The convention is expected to be the largest in the Redwood Empire Association's 26 years of operation, and the public of the entire Redwood Empire has been invited to participate in this first full postwar convention of the association.

New West Coast Industry

Beginning operations at Everett, Washington, on March 1 of this year the Island Sea Food Company recently shipped the first carload of frozen seafood cocktails ever to be sent to New York from the West Coast. Consisting of 6,300 packages of crab, shrimp and oyster cocktails, frozen fresh, enough to serve 18,900 persons, the car was routed over the Great Northern and was re-iced every 24 hours en route to insure perfect condition on arrival in New York.

The new enterprise has created national interest in its products and a heavy demand for the table delicacies. At the present time the bulk of the shellfish used are obtainable mainly from Canada. The opening of the crab fishing season in local waters is expected to double the output of the plant.

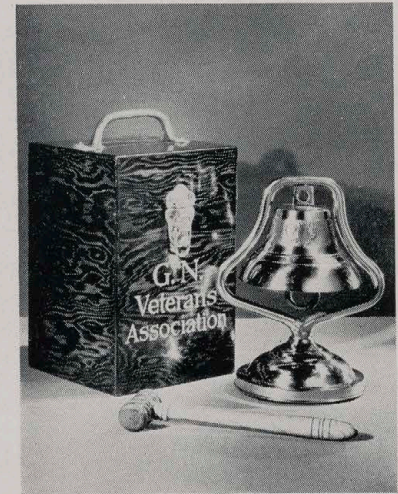
The capacity of the plant, controlled by the supply, is approximately 600 pounds per day but is expected to reach 1,000 pounds as local fishing opens.

In addition to spreading the fame of the Dungeness crab, the Puget Sound shrimp and the oyster to the far corners of the world, the Island Sea Food Company will revive shrimp fishing out of the port at Everett.

C. M. Cass is president and general manager of the concern, George Schmidt, vice president and production manager, and Art M. Hagen, plant manager.

Steamship Sailing

The American President Lines announce the sailing of the SS General Gordon from San Francisco, California, to Shanghai, Hongkong and Manila, on September 20.



Made of brass the bell is 3 1/2 inches high and 5 inches in diameter

"Taps" For Deceased G. N. Veterans

While serving as a member of the Russian Railway Service Corps during World War I, Charles E. Hornbeck, present president of the Veterans' Association of the Great Northern railway, was presented with a small brass bell by a priest of one of thirteen Greek Orthodox churches in the city of Nova Nicholiask, capital of Siberia, as an expression of friendship and good will.

Mr. Hornbeck recently donated the bell to the Veterans' Association to be used at annual meetings of the organization for sounding "taps" for deceased veterans.

Henry Yoerg Dies

Henry Yoerg, Great Northern's general superintendent of motive power prior to his retirement in 1942, died on September 4, at the age of 75 years.

Fifteen

SOON...A COMPLETELY NEW EMPIRE BUILDER



● You'll always remember the enjoyment of a business or vacation trip on this famous train. The EMPIRE BUILDER, west and eastbound, follows historical trails across the Great Plains, through the Montana Rockies, along the southern border of Glacier National Park, the fir-clad Cascades in Washington and along the shore of Puget Sound.

GREAT NORTHERN RAILWAY

BETWEEN CHICAGO, ST. PAUL, MINNEAPOLIS, SPOKANE, SEATTLE, TACOMA, PORTLAND

SOON...A COMPLETELY NEW EMPIRE BUILDER

IF YOU HAVE A SHIPPING PROBLEM . . . write or consult your nearest Great Northern Railway freight representative. He can help you.

the
GREAT NORTHERN COAT



**OCTOBER
1946**



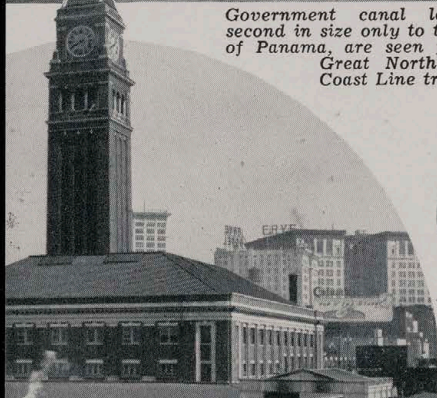
Government canal locks, second in size only to those of Panama, are seen from Great Northern's Coast Line trains.



The route between Seattle and Vancouver, B. C., follows nearly every indentation of Puget Sound for a distance of seventy-five miles.

Great Northern's Coast Line

The route of Great Northern's Coast Line trains winds along the shore of Puget Sound, with water on one side and high green bluffs on the other.



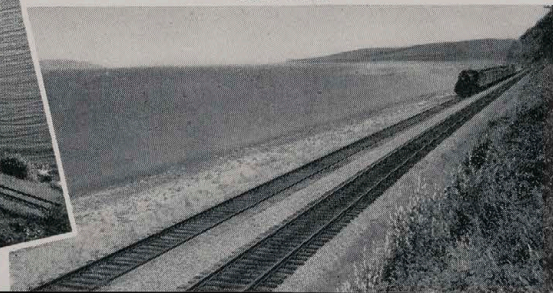
Leaving King Street Station Vancouver-bound trains burrough nearly a mile under metropolitan Seattle before emerging on the colorful Elliott Bay waterfront.



Dependable motive power speeds trains over smooth, rock-ballasted, water-grade, heavy double steel rails.



Coast Line trains skirt the mountains south of Bellingham by following the shoreline of Chuckanut Bay, a beautiful ride along salt water.



Seventy-Five Miles Along Puget Sound

More than a year before the Great Northern railway was hewn through the Cascade Mountains to Seattle, that lusty inland seaport was linked by rail with its Canadian neighbors to the north.

Fifty-five years ago this month—at 12:56 p.m. on the crisp autumn

day of October 12, 1891—the last length of rail was spiked to the crossties at a point between Stanwood and Silvana, Washington. A month later a gala inaugural train, decked with evergreens and chrysanthemums and festoons of red, white and blue, chuffed out of Seattle on the first passenger run to South New Westminster, British Columbia. Regular service began December 7, of that year, and in time the bridging of the mighty Fraser River made Vancouver, B. C., the northern terminal of the coast line.

As a freight artery this 154-mile branch of the Great Northern has played an integral role in the growth and development of the northern Puget Sound country. Six fast passenger trains, including the morning and afternoon Puget Sounders, plying daily between Seattle and Vancouver attest to the railway's continued popularity as a passenger route. Indeed, few stretches of rail in the nation introduce the traveler to so varied a scene over so short a distance.

For 75 miles the coast line hugs

the tide-smoothed shore of Puget Sound, great inland sea of the Pacific Northwest. Here the gleaming rails dip beneath a city; there they penetrate a state park, cross an international boundary; again they traverse some of the richest delta land in the world. Companions of the coast

line are two ranges of snow-clad mountains and five mountain-born rivers—rivers with such poetic names as the Snohomish, the Stillaguamish, the Skagit and the Nooksack.

Gliding out of King Street Station the Vancouver-bound train burroughs nearly a mile under metropolitan Seattle before emerging on the colorful Elliott Bay waterfront. From the bascule draw-bridge across the salt water segment of the Lake Washington ship

canal passengers look out on massive government locks connecting the sea with Salmon Bay, Lake Union and Lake Washington—all fresh water. From this point to the teeming port of Everett the train winds along the shore of Puget Sound, salt water on one side, high green bluffs on the other. Mingling with the clouds to the west are the ever-snowy peaks of the Olympics.

At Marysville the rails leave the water, and from Silvana to Stanwood, Mt. Vernon, Burlington and Blanchard they traverse some of the finest farm land. Rising to the east are the Cascades, their evergreen

(Continued on page 6)

Three



Chuckanut Bay and Dot Island, near Bellingham, as seen from Great Northern's coast line trains.

SOON...A COMPLETELY NEW EMPIRE BUILDER



VOL. 16 OCTOBER, 1946 No. 10

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

IVAN A. COPPE, Editor

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

About Our Railroads

"During the war, high earnings enabled many railroads to reduce their bonded indebtedness. But in recent months prosperity has given place to deficits. * * * The reasons are: rising prices, three wage increases in recent years with virtually no compensatory increase in freight rates, and decreasing traffic. While it is a condition of the times which cannot, perhaps, be wholly averted, the splendid war record of the railroads, and the abundant proof that the nation depends on them perhaps more than on any other single factor for its economic welfare and military security, suggests that the rails must not be permitted to drift back again to economic instability."

Boston, Mass., *Christian Science Monitor*, August 9, 1946.

Four

Railroads Are Your Partners

The success of almost any enterprise you can name—plant, store, farm, or home—depends in a very large measure upon the nation's railroads. With their active partnership, American enterprise has made possible a standard of living unmatched in the history of the world.

And this partnership of the American railroads with the American people is fundamentally a home-town affair. For the railroads themselves are a local, home-town business in every community they serve. They employ local people, buy supplies locally, own local property and pay local taxes on it.

These taxes aren't spent for the benefit of the railroads. They are the same kind of taxes you pay—taxes that go to help support schools, public health, and many other local government services.

The Goat's Cover



When you go out Hal-lo we'enin' better look what your about, cause the gob-el-ins'll getcha if you don't watch out!

Empire Builder Traveler

Thirteen year old Joe Gardner of Portland, Oregon, recently traveled East on Great Northern's Empire Builder. On his return home, young Joe, who is a contributor to the column "Young Oregonians" published in the Portland Oregonian, described his rail journey in the column:

"I took the train to Seattle where I boarded the Empire Builder.

I awoke to the sun beating down upon the colorless, dry plateau of eastern Washington. The scene was unchanging as the train sped by miles and miles of semiarid country dotted with rocks, a few trees clustered around a lone farmhouse, and dried-out river beds. When we passed through Spokane, we entered a forested region. Soon mountains loomed up and before we knew it, we were in Idaho.

The scene was beautiful; towering mountains, fields of waving grass, prosperous farms and here and there a herd of cattle, lazily munching the grass.

A lovely green river appeared from nowhere and for miles the train followed the river as it wound among the mountains. As it churned and rushed down the canyon, forming cataracts and rapids, it sparkled in the sun like a precious emerald. The two companions, the river and the train, rushed on; through valleys, twisting and turning through mountain gorges, winding around, in and out among the majestic mountains. Together the two went on; one the beautiful handiwork of God, the other, a device of man. Through northern Idaho and into Montana the two went until finally they parted to go separately on their continual journeys; the train to Glacier National Park and east, the river disappearing into the forested hills and the wild, rugged beauty of the west."



Ticket Agent Wyatt

G. N. Depot Ticket Agent

Many women are employed as stenographers, clerks and telegraphers in Great Northern railway freight and passenger stations but there is only one at present with the title of ticket agent in a passenger station. She is Katherine M. Wyatt of Minot, North Dakota.

Mrs. Wyatt's employment with the Great Northern began in December, 1912, as a stenographer in the Minot freight depot. In June, 1915, she became telegraph-operator and ticket clerk in the Minot passenger station. During the period August, 1931, to April, 1933, she was agent-operator at Hamlet, Lone Tree and Coulee, all in North Dakota. She returned to the Minot passenger station as a telegrapher in December, 1933, and became depot ticket agent and telegrapher in May of this year.

Railroads used 116 pounds of coal to move 1,000 tons of freight and equipment one mile in 1945, a saving of 28 per cent compared with 1921 when 162 pounds were required to perform the same service.

Five

SOON... A COMPLETELY NEW EMPIRE BUILDER

SOON... A COMPLETELY NEW EMPIRE BUILDER

The Puget Sounders

To signalize faster schedules, new names have been given Great Northern's principal morning and afternoon trains between Seattle, Washington, and Vancouver, British Columbia. The train formerly known as the Canadian is now the morning Puget Sounder and the International Limited is now the afternoon Puget Sounder.

Completely new and even faster streamlined trains are now being built for this service and will be christened "Puget Sounders."

Dude Ranchers Meeting

The twenty-first annual convention of The Dude Ranchers' Association will be held at Casper, Wyoming, October 27 to 30, inclusive. Great Northern railway will be represented at the convention by W. A. Wilson, assistant general passenger agent, St. Paul.

PUGET SOUND

(Continued from page 3)

foothills dominated first by Mt. Pilchuck, then by lofty Mt. Baker.

From the fertile flats the train returns to the Sound, skirting the mountains south of Bellingham by following the shoreline of lovely Chuckanut Bay, where Larrabee State Park is being developed. At Bellingham, gateway to the Mt. Baker area, the tracks cut inland again, then return to the coast at Blaine, Wash., the international boundary town, and White Rock, B. C., in Canada. From the Fraser River town of New Westminster it is a cross-country run of only 20 minutes into Vancouver, the Dominion's finest seaport and biggest Canadian city in the West.

Six

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

The rotating plan of operation of St. Paul - Minneapolis - Moorhead - Fargo sleeping car service, between the Northern Pacific and Great Northern railways, will be continued for a period of four months. Starting October 1, this sleeping car service will be operated by the Northern Pacific on its trains Nos. 3 and 4.

There will be no set-out St. Paul-Minneapolis-Fargo sleeping car operated by the Great Northern during the months of October, November, December and January. Great Northern will, however, operate a Pullman standard sleeping car between St. Paul, Minneapolis and Grand Forks, N. Dak., on trains Nos. 29 and 4.

First-class tickets, one-way and round-trip, reading via the Great Northern railway between St. Paul, Minneapolis and Moorhead or Fargo, and points beyond, will be honored by the Northern Pacific in its Twin Cities-Fargo sleeping car.

G. N. Trains Album

The editors of Trains magazine, published by the Kalmbach Publishing Co., Milwaukee, Wis., have issued their book number fifteen in a series of Trains Albums of Railroad Photographs. The album contains a selected collection of photographs of Great Northern railway trains printed with special methods upon paper stock which reproduces as nearly as possible the effect of an original photograph.

Copies of the album can be obtained by writing to the Kalmbach Publishing Co., 1027 N. Seventh St., Milwaukee 3, Wis., at cost of \$1.00 each.



Goat

CLEANINGS

Most common gossip along Ticket Row in New Orleans is "what happened to President Noel Spicuzza's gavel at the conclusion of the last after-meeting-get-together of the New Orleans Passenger Club."

* * *

Cashmere, Washington, is now a flag-stop for Great Northern train No. 28.

* * *

Reserved seat coach service between Portland and Seaside on Spokane, Portland & Seattle Railway trains Nos. 21 and 22 has been discontinued.

* * *

Fred L. Haefner, chief clerk in Great Northern's auditor of freight receipts department, St. Paul, Minn., has retired after more than 44 years of service.

* * *

Great Northern's traffic offices in Kansas City, Mo., will be located at 814-815 Dwight Building, effective November 1.

* * *

United Nations Week will be observed October 20 to 26, when delegates from the 51-member nations will be welcomed to the United Nations General Assembly meeting in New York City opening on October 23.

Sleeping cars on Empire Builder trains from Chicago are now ready for occupancy at 10:00 p.m. instead of 9:30 p.m. as heretofore.

* * *

Members of the Veterans' Association of the Great Northern railway reported deceased during September, 1946, are, Alexander D. MacCharles, assistant roundhouse foreman, Great Falls, Mont.; Henry Yoerg, general superintendent of motive power, St. Paul, Minn.; Frank E. Hall, conductor, Sweet Grass, Mont.; Rollo M. Haseltine, engineer, Austin, Minn.; Albert F. Schlegel, brakeman, Spokane, Wash.; James E. Gorman, trainmaster, Minneapolis, Minn.; Earl W. Heacock, agent-operator, Comstock, Minn.; George A. Withey, engineer, Willow City, N. Dak.; Robert M. Rathbone, conductor, Portland, Oregon; Amos W. Thompson, switch foreman, Sioux City, Ia.

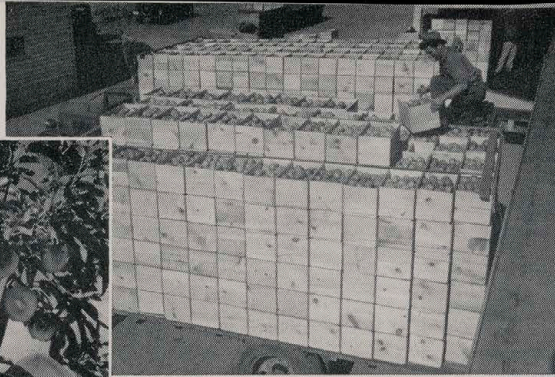
Members pensioned during September, 1946, are, Chester A. Fisher, master mechanic, Superior, Wis.; Albert J. Dickinson, passenger traffic manager, St. Paul, Minn.; Fred P. Fischer, clerk, Whitefish, Mont.; Arthur G. Mullen, conductor, Willmar, Minn.; Otto Wm. Posther, steamfitter, St. Paul, Minn.; Clifford V. Coe, clerk, Whitefish, Mont.; John S. Mosby, car foreman, Williston, N. Dak.; Newton L. Greer, trainmaster, Grand Forks, N. Dak.

Seven

SOON...A COMPLETELY NEW EMPIRE BUILDER

SOON...A COMPLETELY NEW EMPIRE BUILDER

K. J. Boender, assistant manager, Washington State Apple Commission, samples a big, juicy, crisp "Delicious" apple, for which the Wenatchee district is world-famous.



Apples are delivered to processing plants for cleaning, sorting, packing and shipping.

Big washing machines using hot and then cold water remove spray and dirt.



Wenatchee apples are graded and wrapped individually for packing in boxes.

Great Northern's big refrigerator cars hold nearly 800 boxes, about 80,000 apples, per car.



Wenatchee's FAMOUS MAGIC VALLEY PRODUCES BUMPER APPLE CROP

The Magic Valley of Wenatchee, transformed by water from a desert to a veritable Garden of Eden, is girded for what is indicated to be the heaviest apple harvest in its recent history.

Not since depression days have the orchards of North Central Washington State, in the counties of Chelan, Douglas, Grant and Okanogan, produced so mightily. Crisp nights and warm days, so essential to the proper maturing of the luscious fruit, have painted the apples a lipstick red. Sturdy boughs, which only a few short months ago danced with a myriad of pink blossoms, now are weighted so heavily that they must be given a "lift" with props to save them from splitting.

The exacting schedule of the harvest, which led off in September with the picking of the Winter Bananas, the McIntosh and the Jonathans, is rapidly mounting

(Continued on page 10)

Thousands of tons of ice are required for pre-cooling of refrigerator cars before loading apples to insure arrival at markets in prime condition.



Wenatchee, in Washington's scenic Cascade country, is the "Apple Capital of the World"

WENATCHEE APPLES

(Continued from page 9)

to a climax. Appropriately, National Apple Week has been proclaimed to coincide with this period of peak activity and it will be observed across the nation from October 26 to November 2, inclusive.

The sheer magnitude of the apple harvest defies description in terms of statistics and adjectives. Nowhere else in the world is so valuable a crop raised in a section so small. The extent to which National Apple Week is a salute to this region is revealed by the fact that 28 out of every 100 apples in the United States this year are hanging on a Washington tree and that 18 or 19 of every hundred are in Chelan, Douglas and Okanogan counties. During the 1945-46 season 16,215 carloads were shipped from the Wenatchee-Okanogan district. According to the conservative prediction of the Wenatchee Valley Traffic Association 19,425 cars, or enough "reefers" to the 1946-47 season will produce make up a train extending right over the Cascade mountains from Wenatchee to Seattle!

But among the growers themselves the achievement that arouses the most pride is the quality of this year's harvest. Improved spraying practices and ideal weather have combined to make the crop one of the cleanest on record.

Only choice Wenatchee apples go to the world-market in original form. Last year 50,000 tons of other grades were converted into such bi-products as juice, sauce, concentrates, jelly, jam, vinegar, apple butter and confections. Also, apples are being quick-frozen and dehydrated in increasing quantities. Much of this processing is done locally, bringing vital new industries to the Wenatchee area.

This is the 44th year that apples have been shipped from Wenatchee,

and harvest techniques have been revolutionized in that period. In the founding days of the industry, individual growers had individual packing sheds and the family unit did most of the sorting and packing. Today, huge centrally-located warehouses and packing plants handle the bulk of the crop. This year it is estimated that itinerant harvest help will swell the population of the area by ten to twelve thousand persons. Some of these nomads move up from the southern hop fields, some migrate from the grain fields. Many are vacationists out to turn a quick dollar.

Cold storage plants, operated in conjunction with the packing houses, are probably the most important single factor in keeping apples fresh and crisp after the picking and packing. During the heavy shipping season apples stay in these plants just long enough to become chilled, then are rolled into refrigerator cars for their trip to market. To take care of the refrigeration of the railroad cars alone, large ice-making plants have been built and in the two months of heaviest shipping they work on a 24-hour schedule to keep up with car demand. In normal seasons over 100 "reefers" daily go out of the valley.

Wenatchee is served exclusively by the Great Northern railway which has encouraged and aided founders of the valley's apple industry through the years.

G. N. Chief Rate Clerk Dies

Dean F. Brill, chief rate clerk in Great Northern's passenger traffic department since 1920, died on September 28, following a prolonged illness. Prior to joining the Great Northern in March, 1907, Mr. Brill worked several years for the Omaha railway.



Goat GAITIES...

Strong Stuff

Two Georgia moonshiners were taking their first train trip. They had heard of soda pop, but neither had ever tasted any, so when the vendor came through the car they each bought a bottle.

The first moonshiner took a long drink—just as the train entered a tunnel.

"How d'you like it, Jed?" asked his companion in the darkness.

"Don't tetch that stuff, Lem, I been struck blind!"

* * *

The Question Is!

Young Johnny was inclined to be rather frivolous and irresponsible, and his father decided to have a serious talk with him.

"Johnny," he said, "you're a big boy now and it's time you took things more seriously. Just supposing I were to die suddenly, where would you be?"

"I'd be here," replied Johnny. "The question is, where would you be?"

* * *

Sing Sister!

The famous Maestro couldn't decide whether to marry a very beautiful, but stupid girl or a gosh-awful looking female who was blessed with a beautiful voice. Finally—he decided to marry the soprano. The morning after the ceremony, he woke up, took one look at his bride, and shrieked, "For Gawd's sake, SING!"

Just Trinket!

Mr. Lazarus was discussing his daughter's impending graduation. "Choo-Choo," he said paternally to her, "if you come out foist in de whole cless, I'm goink to give you a prasent."

"What kind prasent, papa?" asked Choo-Choo.

"A prasent," said her papa.

"What kind of prasent?"

"Well," he said, "a trinket."

"What kind of a trinket?"

"A trinket, that's all."

She said, "Show me!" So Lazarus gave it to her. "Why, papa," she said, "That's a bottle of Coca-Cola."

"So," Lazarus answered, "trinket."

* * *

How About Before Dinner?

Jake: "I can't smoke before breakfast."

Mike: "Why not?"

Jake: "I never get up in time."

* * *

It's Mutiny!

Wife: "Don't you think I look as nice as those movie stars?"

Hubby: "You put that chair down and I'll answer that!"

* * *

100 Proof!

Mrs. Babble: "Did that medicine straighten your husband out satisfactorily?"

Mrs. Dabble: "Yes, we buried him two days ago."

* * *

They Repeat

Rudy: How much is one rabbit and one rabbit?

Pinky: Two—but not for long!

Eleven

Bird Shooting In Oregon

By HALE SCARBROUGH, Herald & News, Klamath Falls, Oregon

The government foreshortened duck and goose season, a time when there are almost more visitors in the Klamath and Tulelake country in the state of Oregon, than there are residents, starts officially October 26.

But the ducks and geese don't know that. They started arriving in the middle of August and by the latter part of September the flocks were a mighty temptation to hunters, and a mighty problem to farmers.

The shotgun-armed visitors won't arrive in town until the weekend the season starts, but for weeks and months ahead hotels and rooming houses were receiving telephone, telegraph and special delivery complaints, "Please save me a room for the first week of the duck season".

By the last week in August birds were so thick in the rich Tulelake grain areas that some farmers were hiring stalkers and airplanes to shoot the fowl out of their barley fields. The early-arriving ducks and geese, pushed down from Canada by early cold weather, weren't waiting to take second table after the grain was harvested, and there were so many of them farmers were beginning to wonder if there wasn't something haywire about the department of the interior's gloomy announcement that the bird population was down.

That announcement (the figure was 80 million ducks) was a fore-runner of the "cutdown" season of 45 days instead of 80, and of the seven-bag limit instead of ten. The estimate was based on drought conditions in the prairie provinces of Western Canada, where the birds spend their summer and raise families, but the drought was caught by June rains which filled up the pot-holes and sloughs and undoubtedly saved the lives of countless thousands, probably millions, of young

birds. Saved them to grow up and follow the flyways south mapped out by their ancestors before they were born.

The Pacific slope flyway leads through the Klamath-Tulelake region, ducks and geese stop off to rest and feed in the grain fields and makes one of the best wildfowl hunting spots in the world.

Mallards—plenty tasty after a session in the oven—greenwing and bluewing teal and widgeons, with a sprinkling of wood duck, are what the hunters have to choose from here, and in geese there are the big honkers, smaller cacklers and specklebreasts. You'll find them in the cut-over grain fields and around water holes early in the frosty mornings until the winter storms come in.

Then the birds, like millionaires, head for Southern California.

Redwood Empire to Raise Advertising Fund

A \$250,000 budget to publicize the attractions and advantages of San Francisco and northbay counties and the Golden Gate Bridge has been set as the goal for 1946-47 of the Redwood Empire Association. Eight counties in the Redwood Empire will participate in the fund raising campaign.

Personal property valued at \$125,000, ranging from glass eyes to alarm clocks and wallets, left behind by forgetful passengers, is recovered annually by the Pullman Company's Lost and Found Department.

G. N. Awarded "Oscar" For Best Annual Report

An "Oscar of Industry" award was made in New York on October 4 to Great Northern railway for the best 1945 annual report to stockholders published by lines in the Northwest group.

The award was made by Financial World, a national business publication. Great Northern's 1945 report was judged best in its field by a committee of five financial writers and editors.

Great Northern's annual reports to stockholders are prepared by V. P. Turnburke of St. Paul, vice president, executive department.

N. W. Shippers Advisory Board Meeting

The 78th regular meeting of the Northwest Shippers Advisory Board will be held in Fargo, N. D., on Thursday, October 31, 1946, with General Chairman George H. Shafer presiding. Chester C. Thompson, president of the American Waterways Operators, will be the principal speaker at a luncheon meeting, sponsored by the Fargo Traffic Club of the Fargo Chamber of Commerce, on October 31. He will talk about the National Transportation Inquiry and suggestions made by industrial and agricultural leaders of the nation in connection with the general transportation policy to be followed by Congress in establishing rules and regulations governing all means of transportation in the United States.

All the 1,750,000 freight cars owned by Class 1 railroads, if placed on a single track, would make a train approximately 14,000 miles long.



Left to right: C. T. Lockwood, Treasurer, Mrs. Inez Lockwood, Secretary, Miss Maxine McAllister, Vice-President, M. L. Thomson, President, Harry Shields, GPA., SP&S Ry.

Portland Rails Picnic

In a spirit reminiscent of pre-war days, members of the Portland railroad fraternity and their families, 600 strong, boarded a Spokane, Portland & Seattle Railway special excursion train recently for a carefree holiday on the beach at Seaside, Oregon.

Sponsored by the Portland Rails Club, the invitation list included the Portland Passenger Association, Transportation Club, Junior Traffic Club, and others directly connected with the rail lines.

The special, consisting of twelve coaches and a baggage car for refreshments, left Portland at 7:30 A.M. The weather was perfect, the water fine, and the tired but happy gang didn't roll back into the home town until 9:30 that evening.

The Portland Rails Club, affiliated with the Transportation Club of that city, was organized during the war. It brings together men and women from all railways either serving Portland direct or maintaining representatives there.

Conquering A Mountain

By HARRIET GEITHMANN

(Concluded from September Goat)

After signing his name on the register and tucking it back in the tube of the rocky cairn, there is the long series of gay glissades down, down, down over the snowy slopes to the evergreen valley below. There is a thrill in every step whether the climber stands as he leans on his alpenstock or ice-axe or rests on the nearest rock.

The leaders of these expeditions are mountaineers of long experience in rockcraft and snowcraft, men who know that every party is as strong as its weakest link. They aim to get their group to the top, 100% strong in physical condition as well as in numbers, instead of dragging them up on schedule time half dead. These leaders plan their campaigns like military generals, studying maps, camping sites, weather conditions and mountain moods. They practice eternal vigilance for the safety of their parties, which means that they must possess an exact knowledge of all their own resources, scouts or gallant pathfinders, ropes, ice-axes, commissary, etc.

Every climber, whether he be a leader or a follower, experienced or inexperienced in mountain-craft, should be in good physical trim before he attempts to climb a mountain. Once there, his ideas and his muscles must be kept eternally on the alert. He must have a keen eye and a steady nerve. His handholds and his footholds must be directed by a good level head. He must be constantly aware of himself, of the climber ahead and the climber behind. With a faithful heart, head, hands and feet the climber swings skyward with his entire body re-

sponding rhythmically. Getting up and down a mountain with safety is an art as every cautious climber knows from experience. He also knows that once his feet are on a mountain trail, that his lungs, heart and muscles will almost automatically help him to meet every emergency. That is one of the surprising secrets of mountaineering. Another secret of all mountaineering, according to a famous Western guide, is the alpine theory that it takes 75% will power and 25% physical power to conquer a mountain.

Thus in the Pacific Northwest, mountaineering, one of the noblest of sports, has come into its own, both because of the mountains worth climbing and men and women to climb them, men and women whose pulses dance with the joy of hiking through the clouds toward the stars if not among the stars where every day is an ecstasy from reveille to taps.

As we enter the second year after the close of hostilities in our latest war, the railroads are no longer moving the tremendous torrents of traffic which rolled over their rails a year ago. But they still are moving more than was ever carried in peacetime—and in some classes of traffic, such as coal, more than was ever moved before whether in peace or in war. Taking all freight, however, as measured in tons moved one mile, the latest reports (July) show traffic currently about 14 per cent below the same time last year, while passenger traffic is down nearly 30 per cent.

Railroads Propose New Plan for Purchase of Rail Transportation

More than twenty thousand business firms throughout the country are being polled by the Railroad Passenger Interterritorial Committee, representing all passenger carrying railroads in the United States, to determine which of three proposed plans for the buying of rail transportation for business travel will best meet the needs of business concerns and their representatives.

The poll will provide the railroads with information which will enable them to formulate a program that will simplify the purchase of tickets and provide the most convenient, efficient rail and Pullman ticket service possible to business concerns.

The three plans are (a) the rail-

roads to supply travelers, accredited by business firms, with identification cards, similar to department store credit plates; (b) pocket checks, similar to travelers' checks, to be signed by an authorized official of a company and its representative purchasing rail tickets; (c) purchase of rail and Pullman tickets through a universal travel credit system offered by the Commercial Travel Credit System of Chicago, a private company in which the railroads have no direct or indirect interest.

Upon completion of the poll and careful study of the data collected, definite plans for a new system for buying rail transportation will be developed.

Rainier National Park

Plans for the Fall season, now in effect, as announced by the Rainier National Park Company provide keeping National Park Inn, Longmire, open the year around with room and meal service only. Paradise Inn and Paradise Lodge have been closed.

Daily motor coach service from Tacoma to Rainier National Park is maintained leaving Tacoma at 9:30 am, arriving Longmire at 11:45 am; leave Longmire at 12:45 pm, arrive Paradise at 1:45 pm. Returning leave Paradise at 3:30 pm, arriving Tacoma at 6:15 pm. Motor coach service from Seattle has been discontinued.

G. N. Sleeping Car Changes

Summer line standard sleeping car service on Empire Builder trains between Chicago and Portland has been discontinued. Summer line tourist sleeping car service on Empire Builder trains between Chicago and Seattle has also been discontinued.

Railroad Retirement Board Offices

The St. Paul District Office of the Railroad Retirement Board is now located in the general office building of the Great Northern railway. The office staff consists of H. D. McHugh, district manager; A. N. Theisen, field representative in charge; R. F. Bowe, J. L. Smith and D. F. Beulke, field representatives, and G. D. Wilcox.

Retirement Board offices at points served by the Great Northern railway include, Minneapolis, Minn., Duluth, Minn., Fargo, N. Dak., Aberdeen, S. Dak., Billings, Mont., Great Falls, Mont., Spokane, Wash., Seattle, Wash., and Portland, Oregon.

Nearly 2,000 new coaches, sleeping cars and other passenger carrying rail equipment were on order on August 1, 1946.

TRANSCONTINENTAL FREIGHT SERVICE



**Great Northern provides fast,
direct and dependable freight
service to and from the Pacific
Northwest and California—
an important transportation
fact to keep in mind.**

Route of the EMPIRE BUILDER



SOON... A COMPLETELY NEW EMPIRE BUILDER

the
GREAT NORTHERN GOAT



NOVEMBER
1946

Montana Produces 90% of Nation's Mustard Supply

When Amil Kleinert, farmer and pioneer mustard grower of Sunburst, Montana, first started raising this highly specialized crop, his neighbors thought he was developing another type of noxious weed which would infest wheat fields in the area. Recalling some of his early experiences, Kleinert remembers it was not safe for him to go out-of-doors after dark when neighbors learned that he had started raising mustard. Cultivated mustard will not survive over the winter in the soil and is not a threat to succeeding crops.

Since 1930, Kleinert has raised mustard every year and has never had a complete failure. This year, he and a son, had a yield of 690-pounds per acre of the yellow variety and 930-pounds per acre of the Oriental variety, from 550 acres.

"Montana produces 90 per cent of our nation's mustard supply in a few counties in the north central part of the state," according to E. B. Duncan, Director of Great Northern railway's Department of Agricultural and Mineral Development. "While mustard was not a war baby, a 'triangle' area north of Great Falls to the Canadian border did keep us supplied with mustard when imports were cut off during the war. Now we're ready to export mustard because of a few farsighted and persistent Montanans."

Sunburst, Sweet Grass, Cut Bank and Conrad are some of the Montana towns where elevators this fall are crammed with bright yellow mustard seed. The state has produced mustard commercially for only 14 years yet 90,000 acres have this year produced 45,000,000 pounds, almost twice our nation's annual consumption.

The majority of Montana's mustard seed is delivered to local elevators where it is cleaned, sacked and loaded in Great Northern cars for shipment to eastern processing companies. In addition to making prepared mustard it is used in a variety of foods, pickles, dressings and spices to whet American appetites.

The instigator of mustard production in Montana was the Barke-meyer Seed Company of Great Falls, but it is now "big business" for six more firms and cooperatives. About half the acreage was contracted this year at 9 cents per pound for the yellow variety and 5 cents for the brown and Oriental types. A year ago farmers who did not contract received as high as 20 cents for part of their crop.

Another large-scale grower, B. L. McVey of Sweet Grass, had 800 acres of mustard this year. He believes the high mineral content of the dark loam prairie soils have an important bearing on successful mustard production. Elmo Barke-meyer attributes the area's success to the summer fallow program where two years' moisture is saved for one year's crop and which also keeps the crop free of weeds. Mr. Kleinert plants mustard only on summer fallow and rotates with spring wheat every fourth or fifth crop.

Even when other countries get back to mustard production, Montana will be competing for the world markets. Cool nights, cool days, adequate moisture, rich soils, weed control and mechanized production—all are favorable for efficient, low-cost, mustard production in Montana.

Next time you "pep up" a hot dog—remember—Montana cuts the mustard!

Montana Cuts the Mustard

1. A 1200-acre mustard field in bloom near Cut Bank, Montana.

2. Amil Kleinert, pioneer grower in Toole county, Montana, near the Canadian border, in his field of Oriental mustard, which yielded about 930 pounds of seed per acre in 1946.

3. Combining in a portion of 550 acres of mustard in Montana.

4. Mustard is unloaded into elevator at Sunburst.

5. 100-pound bags of cleaned mustard seed are loaded into Great Northern cars at Sunburst consigned to eastern processors.

SOON... A COMPLETELY NEW EMPIRE BUILDER



VOL. 16 November, 1946 No. 11

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

IVAN A. COPPE, Editor

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

About Our Railroads

"Railroads are, and for the foreseeable future will continue to be, the basic and essential transportation agency in the United States.

This does not mean that railroads are entitled to, or should have, special or preferential treatment. The inherent efficiency of the rail method of moving persons and property in trains of cars on tracks is so great that no such treatment is necessary. It does mean, however, that in doing their essential work the railroads should not be handicapped by unnecessary or artificial restrictions, and that their strength should not be sapped and their usefulness impaired by special preferential treatment for other carriers."

Four

SOON... A COMPLETELY NEW EMPIRE BUILDER

Thanksgiving Day

This is the feast-time of the year,
When plenty pours her wine of cheer,

And even humble boards may spare
To poorer poor a kindly share.

While bursting barns and granaries know

A richer, fuller overflow,
And they who dwell in golden ease
Bless without toil, yet toil to please.

This is the feast-time of the year,
The blessed advent draweth near;
Let rich and poor together break
The bread of love for Christ's sweet sake,

Against the time when rich and poor
Must ope for Him a common door,
Who comes a guest, yet makes a feast,

And bids the greatest and the least.

Our Holidays in Poetry

Your purchase of Christmas Seals may help buy an X-ray unit, train a nurse, finance the rehabilitation of a patient or underwrite laboratory research. Nowhere else can you "buy" a greater gift for the greatest number.

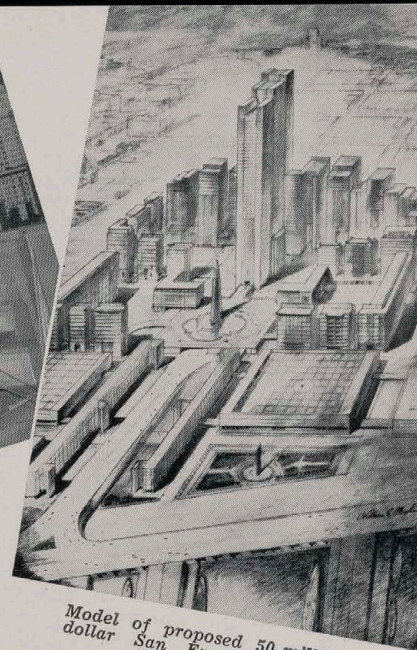
The Goat's Cover



Along the Great Northern railway in western Washington. Mount Index, one of the scenic spectacles of the Cascade Mountains. Photo by Pickett.



Matthew C. Carberry, president of the San Francisco Junior Chamber of Commerce, explains features of World Trade Center to Mayor Roger C. Lapham.



Model of proposed 50-million dollar San Francisco World Trade Center.

San Francisco Plans World Trade Center

A recommendation by a group of fifteen San Francisco businessmen, headed by O. C. Hansen, importer and exporter, that the city's produce market be moved to another location, has developed plans for the construction of a great world trade center for San Francisco.

A non-profit corporation, World Trade Center, Inc., has been formed under the sponsorship of the San Francisco Chamber of Commerce and the San Francisco Foreign Trade Association, to exploit the possibilities of the construction of a group of buildings dedicated to the purpose of accelerating world trade for California and the West through the Port of San Francisco. More than fifty California Chambers of Commerce and business organizations have endorsed the plan.

Surveys are now being made to determine the cost, location, tenancy and financial returns of such a project on the San Francisco waterfront, to be submitted to the state legislature next January.

While the San Francisco World Trade Center will promote all California, notably the Great Central Valley, other western cities will be invited to participate. Every important Pacific Coast port city will also be urged to develop its own foreign trade center.

Sponsors of the World Trade Center claim that San Francisco with one of the world's greatest natural harbors will develop the commerce and industrialization of the entire West.

Five

SOON... A COMPLETELY NEW EMPIRE BUILDER



Appleyard Hotel

G. N. Opens New Hotel For Train Crews

To provide housing and restaurant facilities for firemen, engineers, conductors and brakemen whose east and west runs terminate at its Appleyard, Washington, terminal, Great Northern railway recently opened its new \$125,000 Appleyard hotel.

The new hotel of colonial design, located across the highway from, and south of the railway's stores and electrical shop building at Appleyard, has 56-single and 6-double rooms, a lobby, dining room, kitchen and the most modern cold-storage facilities in the area.

Operated by the Addison-Miller Company, under the management of William Tjaden and a staff of 21 employees, Appleyard hotel is open to male railway employees only and does not afford accommodations or meal service for the general public. It is planned to provide bus service for the railway's employees to and from the hotel, and recreational facilities for the trainmen during off-duty hours.

Similar hotels for crew members are operated by Great Northern at Walton and Blackfoot, Montana, under contract with the Addison-Miller Company.

Six

Mt. Baker Prepares for Winter Sports Season

Appointment of Max Sarchett, well-known Northwest skier and sportsman, as manager for the coming winter season, is announced by John C. Skally and Reeves Talbot, operators of Mount Baker lodge.

Renovation of housing facilities for skiers is now under way. Surveys are being conducted to determine proper location for a chair lift. The U. S. Forest Service is cooperating in the selection of an appropriate aerial tramway and if present plans can be carried out it will be constructed next summer for use at the opening of the 1947-48 winter season and also throughout the summer months.

New developments include a new ski-tow to be located in Austin Pass. Its base will be near Terminal Lake and the top will be located well above Austin Pass. Two other tows will be in operation, one at Bagley Lake and another for novice skiers. Mt. Baker Lodge will remain open throughout the Fall season. Beginning November 1, reservations and information concerning the winter season will be handled at the Mount Baker desk in the Roosevelt Hotel in Seattle.

Dining Car Service Restored On Gopher

Dining car service on Great Northern's Gopher between St. Paul-Minneapolis and Superior-Duluth, has been restored. The dining cars were removed temporarily in June to help handle the heavy summer travel between Chicago, St. Paul, Minneapolis and the Pacific Northwest.



Goat

GLEANINGS

Cliff T. Alsop, Great Northern's city passenger agent, at Winnipeg, Manitoba, was elected president of the passenger club of Winnipeg at the annual meeting held on October 15.

* * *

Auto Interurban Bus Company buses 501 and 506 now operate only as far as Northport, Washington, leaving Spokane daily at 8:15 am, arriving Northport at 11:40 am. Returning, leave Northport at 2:55 pm, arriving Spokane at 6:45 pm. Former bus service operated between Spokane and Nelson, B. C., has been curtailed because of the highway bridge at Northport being closed to traffic for an indefinite period. An additional bus has been placed in operation from Spokane to Nelson via Newport and Metaline Falls, leaving Spokane at 8:15 am, arriving Nelson at 2:40 pm; returning, leave Nelson at 12 o'clock noon, arriving Spokane at 5:50 pm. Only through rail tickets, reading Great Northern railway, Spokane to Nelson, will be honored on the latter buses.

* * *

Steelways of New England, by Alvin F. Harlow, and Headlights and Markers, by Frank P. Donovan and Robert Selph Henry, are the titles of two new books recently published by Creative Age Press, Inc., 11 East 44th St., New York, N. Y., in its The Railroads of America Series.

* * *

Members of the Veterans' Association of the Great Northern rail-

way reported deceased during October, 1946, are, Dean F. Brill, chief rate clerk, passenger traffic department, St. Paul, Minn.; Thomas J. Mungavin, assistant chief clerk, Superior, Wis.; William F. Hall, engineer, Melrose, Minn.

Members pensioned during October, 1946, are, Luke LeForce, engineer, St. Paul, Minn.; Frank Reitterberger, section stockman, St. Paul, Minn.; Oluf Eggen, machinist, Great Falls, Mont.; Martin Matson, B&B Foreman, Havre, Mont.; Ralph R. Davis, engineer, St. Paul, Minn.; Jaul J. Schnable, truck repairer, St. Paul, Minn.; Frank C. Gorman, switchman, Minneapolis, Minn.; John G. Koelz, agent, Cottonwood, Minn.; Henry A. Peterson, locomotive foreman, St. Cloud, Minn.; Reuben A. Walch, switchman, Superior, Wis.; Edwin Peterson, clerk, St. Paul, Minn.; Arthur Graham, engineer, St. Paul, Minn.

* * *

Joseph H. Finn, prominent advertising executive, and chairman of the executive committee of Reincke, Meyer & Finn, Inc., Chicago, Ill., Great Northern's advertising agency, died suddenly on October 18. Before engaging in the advertising agency business in 1908, "Joe" Finn, as he was affectionately known to many, was associated with several Chicago newspapers as reporter, political editor, city editor and managing editor. Agencies with which he has been associated have handled Great Northern's media advertising account for the past 36 years.

Seven

SOON...A COMPLETELY NEW EMPIRE BUILDER

SOON...A COMPLETELY NEW EMPIRE BUILDER



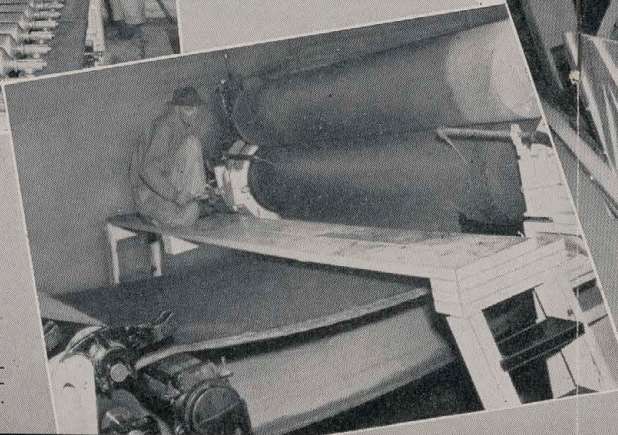
A hydraulic pressure hose forces the wet peat from the bog and down a sluice.



Wet peat is pumped through 800-feet of eight inch pipe into a screening room where all debris is removed.

From the screening room the wet peat flows onto a conveyor forming a sheet one-half inch thick.

Large rollers remove moisture and press the peat before it enters drying ovens.



Emerging from the drying ovens the peat fibre is conveyed to the shredding and baling room.

MINNESOTA Peat Processing PLANT

Through the inventive genius of two businessmen from the Pacific Coast and the cooperation of the state of Minnesota's Iron Range Resources and Rehabilitation Commission, soggy peat which for years has been a bane to farmers in most of Northern Minnesota is being manufactured into peat moss which florists, nurserymen, poultrymen and garden-

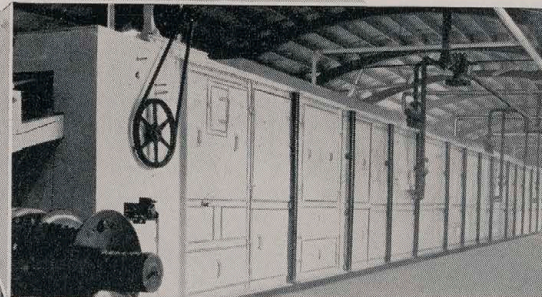
ers throughout the country are very much in need of.

Minnesota, with the largest peat bog area in the world, next to Russia, 900-square miles of which are located in northern St. Louis county, may well become the nation's leading peat moss producing state.

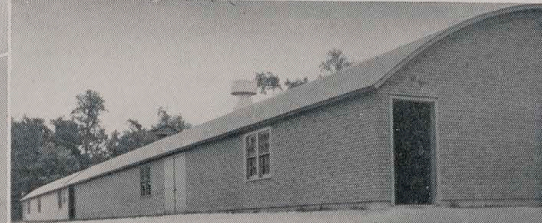
A short distance from Floodwood, Minnesota, served by the Great Northern railway, the state of Minnesota, under the direction of Robert E. Wilson, commissioner of Iron Range Resources and Rehabilitation, has con-

(Continued on page 10)

Huge ovens 135-feet long and containing 17,000-feet of 1½-inch heating coils draws out moisture and dries the peat.



The Peat Moss Pilot plant is housed in a 235-foot long building located 4½-miles from Floodwood, Minnesota.



Robert E. Wilson



J. E. Whitney



Russell Lawson



Left to right: J. M. Budd, executive officer; A. W. Campbell, commanding officer, and John D. Lamey, sergeant-major, of the 704th Railway Grand Division.

—St. Paul Dispatch Photo

G. N. Army Rail Vets Hold Reunion

Some sixty members of the Great Northern railway sponsored 704th Railway Grand Division who operated railroads in Africa, Italy, France and Germany during World War II, held their first reunion at St. Paul on October 18 and 19. With Col. A. W. Campbell, Great Northern's assistant general superintendent of transportation, St. Paul, as toastmaster, the former GI railroaders reminisced over experiences of the division during the war.

A permanent organization was formed to be known as the 704th Railway Grand Division Veterans with Wm. P. Arksey, water service, engineering department, St. Paul, as president, and Wm. D. O'Neil, roadmaster's office, Willmar Division, secretary-treasurer, for the coming year. The next annual reunion will be held at Spokane, Wash., during the third week in October, 1947.

Ten

MINNESOTA PEAT PROCESSING PLANT

(Continued from page 9)

structed a peat moss pilot plant where, by the newly invented method of processing peat, the moss is removed from the bog and dried in one operation, under one roof.

The operation at Floodwood was developed by Russell Lawson, Seattle businessman, and his engineer J. E. Whitney, under the direction of commissioner Wilson. The plant represents a total investment of \$250,000, of which \$85,000 is invested by the state of Minnesota. The machinery, the property of Mr. Lawson, is deeded to the state, until the commercial feasibility is proved, with the option to repurchase the complete plant at the end of six months of continuous operation.

The pilot plant has a production capacity of 750 bales a day, weighing 80 to 100 pounds per bale. Present plans call for around-the-clock operation to meet the demand for peat moss for horticultural purposes and for poultry and stable litters. The new plant will provide year 'round employment for about 40 persons residing in Floodwood and vicinity. Research work is being continually carried on by the operators to develop other useful products from soggy peat.

1947 Olympic Jump Trials

The Seattle Ski Club has been awarded the Olympic Games jumping trials which will be held on March 22 and 23 of next year. The Pacific Northwest Ski Association landed three of the four championship events for the Pacific Northwest.



Goat

GAIETIES...

An Idea!

Tired after a hard day, a distinguished congressman in Washington handed the menu back to the waiter and said: "Just bring me a good meal."

A good meal was served and the congressman gave the waiter a generous tip.

"Thank you, suh," the waiter said, "and if you got any friends what can't read, yo' jus' send 'em to me."

* * *

Not To Die!

Australian (entering hospital): "Ullow, Bill."

"Ullow, Steve."

"Come in to die?"

"No, yesterdye."

* * *

Thoughtful Cuss

The moron was watching his cousin breathing his last, and suddenly darted from the room. He came back carrying a dining-room chair.

"What's that for?" asked the doctor.

"That," said the moron, "is for Rigor Mortis to set in."

* * *

Let There Be Light

The stingy farmer was scoring the hired man for carrying a lighted lantern to call on his best girl.

"The idea," he exclaimed. "When I was courtin' I never carried no lantern; I went in the dark."

"Yes," said the hired man sadly, "and look what you got."

The Man Said!

A boarder bought some sausages and asked his landlady to cook them for his breakfast.

"How'll I cook them?" she asked.

"Just fry 'em like fish," replied the lodger.

The next morning, when the landlady served them, she remarked: "I hope you'll enjoy your breakfast, sir, but there's not much in these things when they're cleaned out."

* * *

No Bargain Fares

A fellow comes up to the ticket window and asks how much is a ticket for Chicago. The ticket seller said, "Thirty-seven dollars and fifty cents." The man said, "I'll give you twenty."

"No," said the ticket man, "It's one price, thirty-seven fifty."

"Thirty-seven fifty? No, I'll give you thirty dollars, my last price."

"Can't do it," said the ticket man.

"All right, I'll walk," and he starts walking down the track. The train in a short while comes along, and the whistle starts blowing. The man turned around and said, "Whistle, all you like, I'll never come back."

* * *

Lone Ranger!

Woman Customer (in bank): "I would like to make a loan."

Bank Official: "You'll have to see the loan arranger."

Woman: "Who?"

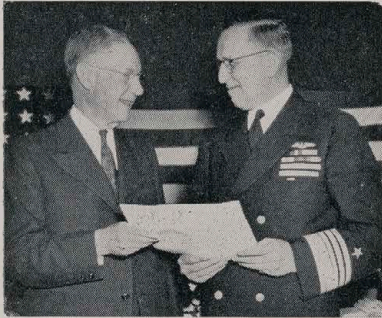
Official: "The loan arranger! The loan arranger!"

Woman: "Oh, you mean the one who says, 'Hi Silver?'"

Eleven

SOON... A COMPLETELY NEW EMPIRE BUILDER

SOON... A COMPLETELY NEW EMPIRE BUILDER



Admiral Denfeld presents certificate of achievement and citation to C. O. Jenks.

G. N. Cited For War Work

In recognition of its participation in the tremendous transportation job which America's railroads were called upon to do during World War II and the demobilization period, in moving millions of Naval personnel, Great Northern railway has been awarded a certificate of achievement and citation for "outstanding service to naval personnel", the Navy Department's Bureau of Naval Personnel highest award to any individual or organization not affiliated with the Navy.

The award, presented by Admiral Louis Denfeld, chief of Navy Personnel, who will assume command of the Pacific fleet next January, was received by C. O. Jenks, the railway's vice president in charge of operations.

Record Potato Yield

What is believed to be one of the highest potato yields on record has been reported by Art Nelson, farmer, in the Northwood, N. D., area, on Great Northern's Vance-Larimore line. From a recently picked 143-acre field, Nelson reported a total yield of 60,000 bushels, approximately 420 bushels to the acre.

Twelve

Train Schedule Changes

Eastbound Empire Builder trains (No. 2) now arrive New Rockford at 12:17 pm, instead of 12:32 pm; leave New Rockford at 12:22 pm instead of 12:37 pm; leave Hannaford (flag-stop) at 1:17 pm, instead of 1:39 pm; arrive Fargo at 2:55 pm, instead of 3:20 pm; leave Fargo at 3:00 pm, instead of 3:25 pm; leave Moorhead at 3:03 pm, instead of 3:28 pm, 25 minutes earlier than heretofore; arrive Breckenridge at 4:30 pm, instead of 4:35 pm; leave Breckenridge at 4:40 pm, the same time as heretofore.

Westbound train No. 27, The Fast Mail, now arrives Fargo at 2:35 pm, same time as heretofore, but leaves Fargo at 2:45 pm, instead of 2:40 pm.

Eastbound train No. 11, The Alexandrian, now leaves Moorhead at 3:03 pm, instead of 3:00 pm, arrives Fargo at 3:08 pm, instead of 3:05 pm; leave Fargo at 4:00 pm, same time as heretofore.

Effective November 10, Seattle-Portland pool train No. 458 will leave Seattle at 3:50 pm; Tacoma at 5:05 pm; arrive Vancouver, Wash., at 8:22 pm; Portland at 8:50 pm. Train No. 457 will leave Portland at 8:30 pm; Vancouver, Wash., at 8:58 pm; arrive Tacoma at 12:40 pm; Seattle at 2:15 pm. Conditional stops remain as heretofore. Corresponding changes in schedules for intermediate points.

SOON... A COMPLETELY NEW EMPIRE BUILDER



Grand Champion pen of ewes consigned by Mark Bradford, Spanish Forks, Utah (left) W. A. Denecke, president, Columbia Sheep Breeders Association of America (right)

A. W. Powell (left) Sisseton, S. D., consignor, and Joe Hooten, Bordulac, N. D., purchaser, with Grand Champion Ram

Mr. Denecke with Grand Champion Ewe

National Columbia Sheep Show and Sale

Two new highs were established at the third Annual Columbia Sheep Show and Sale held at Minot, North Dakota, October 15-16, when the Grand Champion ram sold for \$2,750 and the Grand Champion ewe for \$1,000. The ewe, a three-year-old, consigned by Ernest White, veteran Columbia sheep breeder, Kalispell, Montana, was purchased by E. B. Thompson, Milan, Missouri, and the ram, a yearling, consigned by A. W. Powell of Sisseton, was purchased by Hooten Stock Farm, Bordulac, North Dakota. These are believed to be the highest prices ever paid for a pure bred ram and ewe in the United States.

The show and sale was sponsored by the Columbia Sheep Breeders

Association of America, in cooperation with the North Dakota State Fair Association, North Dakota Agricultural College and Extension Service and the Minot Association of Commerce.

The sale average for all sheep sold at the show was \$163.50, an increase of approximately \$20 per head for similar sales at the 1945 show. An average of \$151 per head was paid for 221 ewes, and \$213 per head for 63 rams.

Consignors and buyers from more than a dozen states from coast to coast attended this year's sale and show. The sales committee was composed of P. E. R. Abrahamson, Devils

(Continued on page 14)

Thirteen

SOON... A COMPLETELY NEW EMPIRE BUILDER



Here is reproduction of the "Oscar of Industry" awarded the Great Northern railway by Financial World, a national business publication, for the best 1945 annual report to stockholders published by lines in the Northwest group. Great Northern's annual reports to stockholders are prepared by V. P. Turnburke, St. Paul, vice president, executive department.

COLUMBIA SHEEP

(Continued from page 13)

Lake, N. D., U. S. Archibald, Savage-town, Wyoming, and E. M. Gregory, Great Northern's agricultural development agent, Fargo, N. D., who also acted as sales manager. The judges were M. L. Buchanan, North Dakota Agricultural College, and Dewie Janz, Iowa State Agricultural Department. The auctioneer was Fred E. Chandler, Chariton, Iowa.

Minot was again selected as headquarters for the 1947 show and sale.

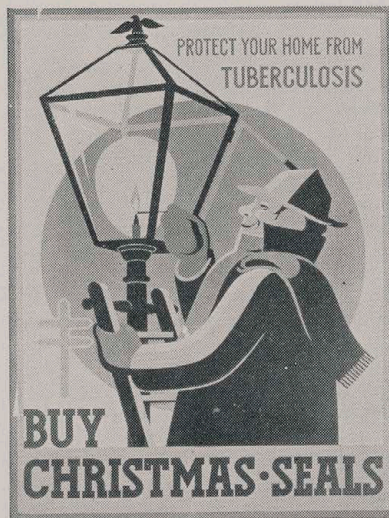
Fourteen

International Livestock Exposition

After a wartime lapse of five years the International Livestock Exposition and Horse Show, the country's largest agricultural show, will be held in the International Amphitheatre at the Chicago Stock Yards, November 30 to December 7.

Early entries are reported to be the heaviest in the 46-year history of this event, and it is predicted that more than 12,000 head of cattle, horses, sheep and swine will be registered for the Victory show.

One of the big features of the exposition will be the International Junior Livestock Feeding Contest in which farm boys and girls will exhibit upward of 1,500 steers, lambs and hogs of their own raising. This event, limited to exhibitors between 10 and 21 years of age, will be held on the opening day, Saturday, November 30.



Drawn by Wes Herwig, New Britain, Conn., published in the October number of Tracks magazine.

"I'M SURE I'VE SEEN HIM ON THE GREAT NORTHERN"

Grand Coulee Dam

Marking the fifth anniversary of operation by the world's largest generators at the Grand Coulee Dam, power output has reached 20-billion kilowatt hours, which is equal to the work performed by a million men laboring 8 hours daily, every day of the year, for 79 years.

Today, with Pacific Northwest homes and industries calling for more power, the "Shasta" generators are being transferred to Shasta

Dam and the installation of three new 108,000-kilowatt generators in the West Powerhouse at Grand Coulee is being rapidly completed.

Upon completion of the three new units, the West Powerhouse will have an installed rated capacity of 992,000-kilowatts, compared with 818,000 in the war years when the powerhouse, in one month, set a world's record of 621,119,000-kilowatt hours.

Fifteen

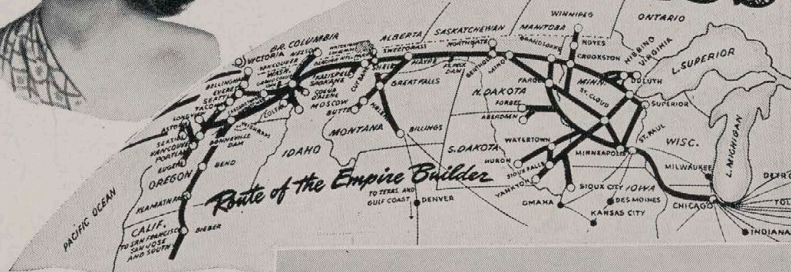
SOON...A COMPLETELY NEW EMPIRE BUILDER

SOON...A COMPLETELY NEW EMPIRE BUILDER



... serves gateways
to the

East Indies



Java, Sumatra, Borneo and other islands of the East Indies will play an important part in future international trade. They contain a major portion of the world's rubber, tin, oil and other raw materials.

Normal production cannot be resumed until areas devastated during the war are rebuilt. Great Northern railway's Foreign Department is informed that many hundred million dollars will be spent to do this job.

It will require huge quantities of machinery and supplies — many of which will be bought in the U. S. A.

Much future commerce with the East Indies will flow through ports of the Pacific Northwest and California. These gateways to the Orient are served with dependable transportation by Great Northern railway, an "old hand" in Pacific trade.

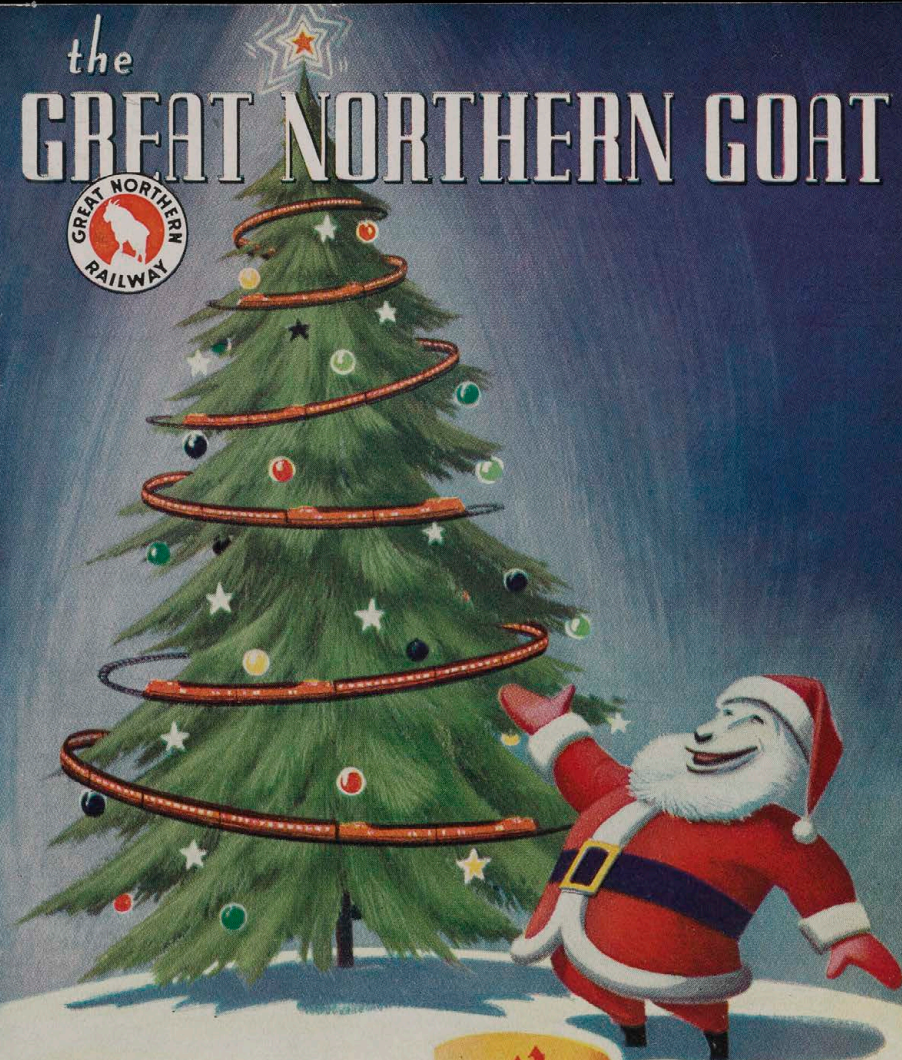


Jinrikishas and American automobiles meet in the shopping district of Medan, a city of over 75,000 population in Sumatra — a major island of the East Indies. Sumatra exports rubber, oil, coffee, tea, spices and other valuable commodities.

GREAT NORTHERN RAILWAY

Between Great Lakes, Pacific Northwest and California Ports

the
GREAT NORTHERN GOAT



Greetings of the Season

DECEMBER 1946

WS

G. N. Supervisors and Dock Crews Praised for Efficiency

The following article appeared in the Digester published monthly by the Powell River Company Limited, Vancouver, British Columbia, manufacturers of newsprint, pulp and paper products, and is reprinted with the permission of the publishers.

Almost daily two covered Kingcome Navigation weatherproof barges pull away from the wharf of the Powell River Company Limited at Powell River, British Columbia. Their destination is the Great Northern Railway docks in Vancouver, B. C. Thousands of tons of Powell River pulp and paper are shipped through the railway's wharf sheds annually. From this Vancouver beach-head Powell River Company's pulp and paper is routed to all corners of the United States.

The Great Northern dock staff are experienced in the handling of pulp and paper and the railway company has installed modern equipment on their docks. Deliveries are made on time and in first-class condition.

During the war, men and equipment were subjected to a heavy strain. The almost complete abolition of peace-time shipping could without the cooperation of the rail-

roads have been a severe handicap to Powell River as a large proportion of the mill's output is normally carried across blue water. This involved the expanded utilization of rail traffic, already groaning beneath the weight of war demands.

Great Northern withstood the test. Powell River paper was moved and shipped regularly. The Powell River Company is proud of the fact that never once in those difficult years did the company slip up on a commitment, and in this achievement the Great Northern were stout partners. Now, with the war strain only partially relieved, Great Northern is still carrying on at the old stand with smoothness, certainty and dispatch.

Photographs from which illustrations on opposite page were made were furnished through courtesy of Oswald Crawford, traffic manager of the Powell River Sales Company Limited, Vancouver, B. C.

Grand Coulee Dam

Keeping pace with the rapidly growing power demands of the Pacific Northwest, the Bureau of Reclamation has awarded contracts covering three new 108,000-kilowatt generating units for the now-vacant East Powerhouse at the Grand Coulee Dam.

Completion of the three new units, plus operation of three other units

being built for the companion West Powerhouse on the Columbia River, will bring the total installed capacity at the Grand Coulee Dam to 1,316,000 kilowatts, or nearly double its present rated capacity of 668,000 kilowatts. Present capacity is provided by six 108,000-kilowatt units, the world's largest, and two 10,000-kilowatt station-service generators.

Three

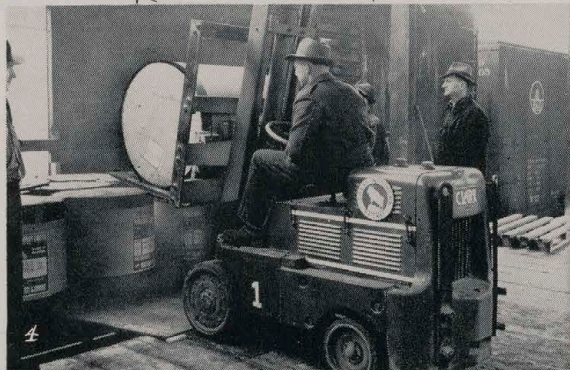
SERVES THE BEST OF THE GREAT NORTHWEST

1. Great Northern railway supervisors and dock crews handle big percentage of Powell River Company's newsprint and pulp at railway's docks at Vancouver, B. C.

2. Rolls of Powell River newsprint ready for loading into freight cars.

3. Powell River wharf employees, like Great Northern dock crews, are expert paper handlers.

4. A Great Northern jeep loads paper into freight cars.



4



2

3

*Pulp and Paper
Shipping Specialists*



VOL. 16 DECEMBER, 1946 No. 12

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

IVAN A. COPPE, Editor

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

Appreciation and Good Wishes

Our sincere appreciation for the cooperation of our many friends. A Merry Christmas and a Happy New Year to everyone.

Four

SERVES THE BEST OF THE GREAT NORTHWEST

The Wassail Song

Here we come a-wassailing
Among the leaves so green,
Here we come a-wandering
So fair to be seen.

Love and joy come to you
And to your wassail too,
And God bless you, and send you
A happy New Year.

We are not daily beggars
That beg from door to door,
But we are neighbours' children
That you have seen before.

Good Master and good Mistress,
As you sit by the fire,
Pray think of us poor children
Who are wandering in the mire.

Bring us out a table
And spread it with a cloth;
Bring us out a mouldy cheese
And some of your Christmas loaf.

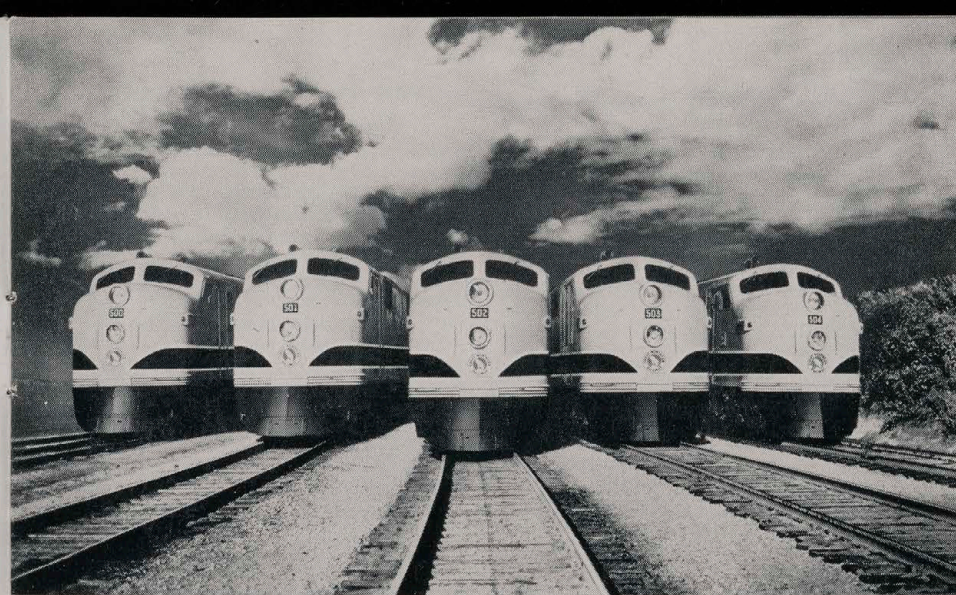
God bless the master of this house,
Likewise the mistress too;
And all the little children
That round the table go.

Old Devonshire Carol

The Goat's Cover



Great Northern in 1947 will introduce the first streamlined transcontinental sleeping car-coach train to be built since the war on the Chicago-to-the-Pacific Northwest route.



Great Northern's streamlined Empire Builders will be powered by two-unit twin-cab 4,000 horsepower diesel locomotives.

The New Empire Builders

America's first postwar fleet of transcontinental streamlined trains, Great Northern Railway's new Empire Builders, will go into daily service soon after January 1.

The diesel-powered streamliners will clip 13½ hours from the present schedules of passenger trains over northern lines between Chicago and Pacific Northwest cities, said V. J. Kenny, Great Northern's passenger traffic manager in St. Paul, Minnesota. The new Empire Builders will make the 2,214-mile run from Chicago to Seattle in 45 hours. The streamliner will leave Chicago's Union Station at 1 P. M. daily.

The new 7-million-dollar Empire Builder fleet will consist of five 12-

car trains, said Mr. Kenny. Four of the trains were purchased by Great Northern and the fifth was constructed for the Burlington Lines. Each train will include a mail-baggage car, a 60-seat coach, three 48-seat coaches, a coffee shop car, diner, four sleeping cars and an observation-lounge.

"Great Northern's streamliner will be the first train equipped with the new-style leg rest for coach passengers," Mr. Kenny disclosed. "The leg rest folds into the seat ahead, and its use provides a comfortable coach for the passenger." All seats in the luxurious coaches will be reclining type.

(Continued on page 6)

Five

SERVES THE BEST OF THE GREAT NORTHWEST

G. N. Stationmaster Retires



Mr. Carter, completing 41 years of service, began employment with the Great Northern in September, 1905, as a mail clerk. He was promoted to gateman in September, 1907, and has been a passenger agent, custodian and stationmaster since March, 1925.

Seattle Passenger Club Elections

Two Great Northern men were elected to offices of the Seattle Passenger Club when that organization held its first post-war election meeting in November at the New Washington Hotel.

The complete slate of officers are, President — Jack Givens, Northern Pacific; Vice-president—Harry Pugh, Union Pacific; Secretary-treasurer — Kent Van Wyck, Great Northern.

New directors are, Rails—Marion Miller, Great Northern; Air—Bud Dunbar, Northwest Airlines; Bus—George Carroll, Washington Motor Coach; Steamship—E. H. Gordon, Cunard Lines.

Serving as directors-at-large are: Paul Griffin, Union Pacific; Warren Averill, United Air Lines; Jack De-Feu, Alaska Steamship Company.

Six

SERVES THE BEST OF THE GREAT NORTHWEST

NEW EMPIRE BUILDERS

(Continued from page 5)

The new Empire Builder sleeping cars are the first constructed since the beginning of the war. Two of the sleeping cars on each train will have eight duplex roomettes, four double bedrooms and four open sections each. The other two sleepers will have sixteen duplex roomettes and four double bedrooms each. The observation-lounge car will have a drawing room and two double bedrooms. The train will accommodate 307 passengers.

The beauty of the recreational and scenic Northwest will be reflected in the interior decoration of the train. Dining car draperies will be of the blues and greens found in the lakes of Glacier National Park, combined with the tans and darker hues of the Rocky Mountains. The colors of the natural flowers found in this country will be expressed in the car interiors and throughout the entire train will run the motif of the Blackfoot Indians.

Murals reproduced from original portraits of the Blackfoot Indians by Winold Reiss will make up the panels of the observation-lounge car. The decor of this car also will include reproductions of Indian pictures by the late Charles M. Russell, famed Montana cowboy artist.

The streamlined exterior of the train will have a background of olive green. A broad window band of brilliant orange and a narrower band of the same color edged in yellow below the windows will offer a striking contrast which will be set off with a stripe of silver at the car bottom.

The Pullman-Standard Car Manufacturing Company is builder of the streamliners, each of which will be powered by a two-unit 4,000-horsepower diesel locomotive constructed by the Electro-Motive Division of General Motors Corporation.



GOAT CLEANINGS...

At the annual election and banquet of the Railroad Passenger Traffic Club of Memphis, held at Hotel Gayoso in Memphis, Tenn., in October, J. E. (Jimmy) Rose, traveling passenger agent, Illinois Central System, was elected president; John Mabile, Frisco Lines, vice-president, and Bill Ferguson of the NC&StL, secretary-treasurer. Named to the board of directors were Jesse Holde-man of the L&N, L. O. McClelland of Central Station, C. F. Schoening of Union Pacific, C. L. Schraudt of New York Central and W. D. Hartley of Missouri Pacific. Elected to the advisory board were Frank Boone and F. R. Bottenfield, both of Southern Railway, P. J. Harkness of NYNH&H, J. G. McKinnon of StL&SW and L. J. Williams of Pullman Co. L. C. Pollard, city ticket agent, L&N-NC&StL-StLSW Lines was the retiring president. Capt. Joe Curtis, staff writer for the Memphis Commercial Appeal was the guest of honor.

* * *

Southern Pacific Company has discontinued operation of its train 17 and 18 the "Oregonian" between Oakland and Portland. Consists of the "Cascade", "Beaver" and "Klamath" have been adjusted to accommodate traffic previously moving on the "Oregonian."

Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1946, are, Gustaf Larson, assistant car foreman, Minneapolis, Minn.; Frank H. May, stores attendant, St. Cloud, Minn.; Herbert E. Newland, agent express company, Minneapolis, Minn.; Thomas J. Cleary, conductor, Breckenridge, Minn.; John A. Rasmussen, machinist helper, Willmar, Minn.; George W. Rist, conductor, Havre, Mont.

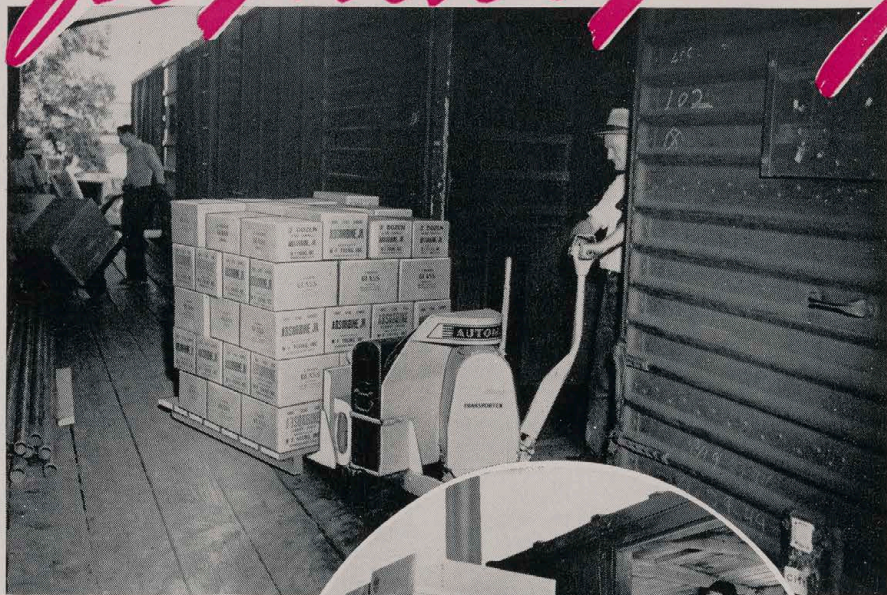
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Members pensioned during November, 1946, are, Willis F. Greely, switch foreman, Superior, Wis.; Edward A. Sorenson, car distributor, Grand Forks, N. D.; Karl Koehn, assistant to assistant general freight agent, St. Paul, Minn.; Fred L. Haefner, chief clerk, auditor freight receipts, St. Paul, Minn.; George Fisher, agent and operator, Nashua, Mont.; Martin J. Hansen, engineer, St. Cloud, Minn.; Harry B. McKenney, conductor, Minneapolis, Minn.; Russell A. Thornton, warehouseman, Benson, Minn.; William H. Jensen, traveling auditor, Darwin, Minn.; Nicholas Schwartz, engineer, St. Paul, Minn.; J. A. Pogreba, engineer, Great Falls, Mont.; Emil L. Lee, conductor, Whitefish, Mont.; Albert H. Hargadine, conductor, Great Falls, Mont.; J. Sherman Lowe, train dispatcher, Minot, N. D.

Seven

SERVES THE BEST OF THE GREAT NORTHWEST

for Faster Freight Handling



Palletizing is most effective for shipments of uniform size. Loading is quick and easy with mechanical transporters.



Unloading time is reduced by palletizing of shipments and handling by fork truck.

● Great Northern now is conducting experiments in some of its major freight terminals on the pallet principle of loading and unloading cars.

Certain types of freight can be loaded on pallets—strong, wooden platforms—and moved quickly, easily to and from docks and cars by brawny fork trucks and mechanical transporters. Palletizing also reduces damage to shipments.

Palletizing of freight is *not yet* standard procedure on Great Northern. But, the current experiments are additional evidence of the railway's progressive leadership in using every possible means to provide better, faster and *still more* dependable freight service.



Serves the Best of the Great Northwest

G. N. Traffic Department Appointments



Mr. McBride



Mr. Pravitz

Appointment of H. T. McBride as Great Northern's traveling freight agent in Dallas, Texas, and Donald R. Pravitz as city freight agent, Tacoma, Wash., is announced by Geo. F. Hardy, general freight traffic manager, St. Paul.

Mr. McBride, whose employment with the company began in September, 1921, was in the operating department at various points on the West Coast until May, 1935, when he became chief clerk in the general agent's office in Tacoma. He was city freight agent in that city at the time of his promotion to traveling freight agent.

Mr. Pravitz started employment with the Great Northern in November, 1936, at New Westminster, B. C. He was chief clerk in the general agent's office at Tacoma at the time of his promotion to city freight agent.

Every day have an apple, a potato, a carrot, and drink milk at meals. A bowl of soup with whole wheat bread is better than a sandwich and a glass of soda.

Ten

SERVES THE BEST OF THE GREAT NORTHWEST

Appointment of Russell C. Wentz as Great Northern's industrial agent, with headquarters in St. Paul, Minn., is announced by Geo. F. Hardy, general freight traffic manager. He is in the department headed by M. M. Scanlan, general industrial agent.



Mr. Wentz

Mr. Wentz, who is a native of Grand Forks, N. D., joined the Great Northern there as clerk in 1929. He was city freight agent in Grand Forks from 1941 to 1945, when he was promoted to traveling freight agent at Dallas, Texas, which position he held until his recent appointment.

National Parks Study

A group of four consultants, composed of highly qualified, public spirited persons and guided by the public interest, appointed by the Secretary of the Interior at the request of the Director of the National Park Service, is meeting in Washington, D. C., to study various aspects of park concessions.

Two major objectives are sought by the National Park Service through this study; first, formulating useful suggestions for improvement of concession services in national park areas; second, to provide the public and the Congress with a dispassionate appraisal of all features of these operations.



GOAT GAETIES...

Relative-ly Speaking

A young man and his wife, only recently married, had a spat while driving along the country road. Neither spoke, until a mule brayed. "One of your relatives?" he asked. "Yes," snapped his wife, "by marriage."

* * *

Confirming Message

An individual approached the girl at the desk in the telegraph office and asked:

"My name is Epstein; do you have a message for me?"

The girl replied that no message had been received for him. He went outside and walked nervously up and down the street for a few minutes and then returned to the telegraph office to ask:

"Do you have a message for me?"

The answer was the same and the procedure was repeated. After a short time he again returned to the office, and on asking once again for a message was told that a telegram was there for him. He hurriedly tore open the envelope and exclaimed:

"Oh, my gosh, my store burned down."

* * *

Literally

They laid him out on the station house floor, and the doctor examined him, while the cop who had brought him in stood by. The doctor finished and rose. "That man's been drugged." The cop went white and shivered. He said: "That's right, sir. It's my fault. I drug him six blocks."

Brutally Frank

They were walking arm and arm. "Darling," she said coily, "which do you like better, a homely woman with great intelligence or a pretty girl without brains?" "Honestly, sweet," he replied, "I prefer you to either."

* * *

The Doctor Always Cuts Twice

A man phoned his doctor. "Come quick!" he pleaded. "My wife has appendicitis!"

The doctor gave a telephone double take. "Huh! I took out your wife's appendix three years ago and I never heard of anyone having a second appendix."

"Doctor," replied the anxious husband, "have you ever heard of anyone having a second wife?"

* * *

It Depends On!

"In the army, they say they'll send you abroad six months after you join up." "Oh, yeah? I know a sergeant who's been in three years and hasn't seen a woman yet."

* * *

Breath Taking

"You bad boy, don't you try to kiss me again." "I won't. I was just trying to find out who had the bourbon."

* * *

True Hospitality

Two calves frisked up to a cow who was standing in a pasture. One said, "Can my friend stay for dinner, Ma?"

Eleven

SERVES THE BEST OF THE GREAT NORTHWEST

What Is A Customer?

A Customer is the most important person ever in this office—in person, by mail, or by telephone.

A Customer is not dependent on us—we are dependent on him.

A Customer is not an interruption of our work—he is the purpose of it. We are not doing him a favor by serving him—he is doing us a favor by giving us the opportunity to do so.

A Customer is not an outsider to our business—he is part of it.

A Customer is not a cold statistic—he is a flesh-and-blood human being with feelings and emotions like your own, and with biases and prejudices.

A Customer is not someone to argue or match wits with. Nobody ever won an argument with a customer.

A Customer is a person who brings us his wants. It is our job to handle them profitably to him and to ourselves.

by Paul Talbot

United Business Service

1946 Travel To Rainier

A recent report from the superintendent of Rainier National Park shows that during the first travel year after World War II, travel to Mount Rainier surpassed all existing records. From October 1, 1945, to September 30, 1946, 758,504 persons visited this year 'round recreational area.

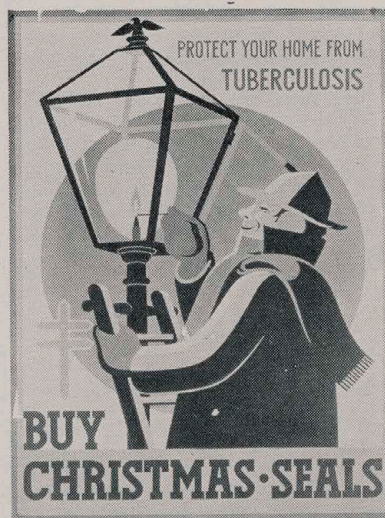
Twelve

SERVES THE BEST OF THE GREAT NORTHWEST

New Railroad Book

Railroading from the Rear End is the title of a new book by S. Kip Farrington, Jr., recently released by Coward-McCann, the publishers. This excellent volume is a companion book to Mr. Farrington's well known work *Railroading from the Head End*, and is comparable to his *Railroads at War*, that highly acclaimed volume which contains the finest of railroad photographs. *Railroading from the Rear End* is a book of modern railroading, its practices and operations; it is not another review of railroad history. It deals with operations from the end of the war to date.

Railroading from the Rear End contains numerous Great Northern illustrations and information concerning the railway's operations. Copies can be purchased from or ordered through local book dealers.



ST. PAUL DISPATCH PHOTO

G. N. Traffic Chiefs Meet

A four-day conference of Great Northern Railway freight traffic representatives from throughout the United States and several cities in Canada was held in Hotel Saint Paul, St. Paul, Minnesota, November 7 to 10, inclusive. Among the 75 officials attending the conference were left to right, W. B. Hartz, eastern traffic manager, New York; C. E. Finley, vice president in charge of traffic, St. Paul; Geo. F. Hardy, general freight traffic manager, St. Paul, and R. P. Starr, western traffic manager, Seattle.

Following the freight traffic representatives' conference, a two-day meeting of passenger traffic representatives, in several cities in the United States and Canada, was held on November 11 and 12, which was presided over by V. J. Kenny, passenger traffic manager, St. Paul.

About Our Railroads

Railroad mail is dependable. And it's economical, too, with first-class mail carried by rail providing the surplus revenues which help support other valuable postal services.

But carrying more than 90 per cent of this country's mail is only part of the public service rendered by the railroads. In every community they serve, railroads have an equally personal relationship with local business—a partnership in which the railroads supply the ef-

ficient and dependable transportation which makes possible America's vast productive capacity.

And these railroads are hometown partners of yours. They employ local people, buy supplies locally, own local property and pay local taxes on it. As responsible local citizens, railroads neither ask nor expect financial aid from other taxpayers.

Instead, their taxes—like yours—go to make your town a better place in which to live.

Thirteen

SERVES THE BEST OF THE GREAT NORTHWEST

Wheat Stem Sawfly Control In Montana

Northern Montana wheat ranchers acclaimed the Great Northern Railway, for helping them reduce the inroads of the ravaging wheat stem sawfly.

At a dinner held in Havre, Montana, recently, sponsored by the grateful growers themselves, the tale was told of an increase in available seed of the appropriately-named new "Rescue" wheat seed in 24 months from one bushel to the 60,000 bushels harvested this year and now awaiting planting next spring.

Great Northern assisted in expediting transportation of the expanding quantity of seed in its travels between Montana and Arizona and through the activities of the railway's Department of Agricultural and Mineral Development.

Montana wheat growers looked northward across the international boundary when the sawfly, which cuts hollow wheat stems and kills the plants, became serious in their fields in 1941 and a major pest by 1943.

Rescue, known until this year as "S.C.4188" and having a solid stem, was the answer. It originated at the Dominion Experiment Station at Swift Current, Sask., where the first cross-breeding in search of a resistant type came, in 1937-38.

Quick action was essential in Montana because the sawfly had developed from an almost unknown insect to the major insect pest of spring wheat in the state in less than five years.

One bushel of Rescue, bred and tested in Canada and then tested in Montana, came from Swift Current to the Montana Agricultural Experiment Station at Bozeman in October, 1944. This bushel went quickly to the Arizona Agricultural Experiment Station for planting that

fall, and in May, 1945, 35 bushels were returned to Montana. In Montana soil, the 35 bushels returned 877 in September, 1945. Of this, 100 bushels went to Arizona for another planting, while the rest was retained for planting locally.

From Arizona 3,870 bushels arrived in northeastern Montana counties in May and June of 1946 and was planted immediately. This final progressive production from one bushel of seed to 60,000 in two years "means that from 10 to 15 years' time has been gained in fighting the sawfly," according to the Montana station and extension service, which had prominent parts in the venture.

"It also means," these agencies assert, "that in 1947, instead of 7,000 acres which would have been a maximum number planted under the ordinary method of increase, there will be closer to 100,000 acres of Rescue wheat planted in Montana and next fall, just 36 months after starting this program, there should be harvested enough Rescue wheat to seed every sawfly infested acre in Montana.

"Such a program has not given the wheat kernels much rest between harvest, planting and harvest, but it has come through magnificently."

They estimate the possible wheat loss reduction due to use of Rescue at 416,350 bushels in 1947 and 2,562,000 bushels in 1948.

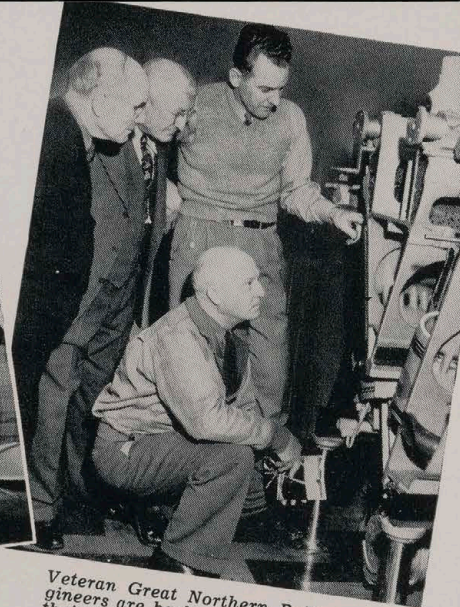
Rescue, these agencies say, has yielded almost equal to recommended varieties in Montana tests where no sawfly damage was evident, and "under conditions of medium to severe sawfly damage Rescue might easily outyield any of the susceptible varieties."

Fourteen

SERVES THE BEST OF THE GREAT NORTHWEST



Lectures and instruction are conducted in a modern air-conditioned school on wheels with a seating capacity of 38 persons.



Veteran Great Northern Railway engineers are back at school to increase their knowledge of Diesel locomotives. ST. PAUL DISPATCH PHOTO

G. N. Employees Study Diesel Locomotives

A traveling Diesel Locomotive Instruction Car is now touring the Great Northern Railway system affording personnel, which operates and maintains the railway's diesel locomotives, an opportunity to increase their technical knowledge of General Motors diesel locomotives and proficiency in the operation and maintenance of this type of motive power.

The mobile Instruction Car, the property of the Electro-Motive Division of General Motors Corporation, builder of diesel locomotives, is modern and air-conditioned. It seats 38 persons and is equipped with motion picture and slide-film pro-

jectors, illustrated charts, black-board diagrams, cut-away cross sections of various diesel locomotive equipment and other educational aids.

Two separate types of instruction are offered, one for operating and one for maintenance employees, each in four class periods totaling ten hours. Lectures are conducted by diesel specialists from the Electro-Motive Plant.

The tour of the Instruction Car over the Great Northern Railway system began in St. Paul, Minn., on November 11, and will end on the west coast in March of next year.

Fifteen

SERVES THE BEST OF THE GREAT NORTHWEST



Soon—a fleet of brand new
EMPIRE BUILDERS

Great Northern Railway's fleet of *New EMPIRE BUILDERS* will go into service soon after January 1.

A new generation of long famous transcontinental trains, the *New EMPIRE BUILDERS* are America's *first* post-war sleeping car and coach trains. They will inaugurate the *first* streamliner service over the northern route between Chicago and the Pacific Northwest on a *daily 45-hour schedule*.

The *New EMPIRE BUILDER* will leave Chicago at 1 P.M. daily from Union Station, over the Burlington Route.



Serves the Best of the Great Northwest