

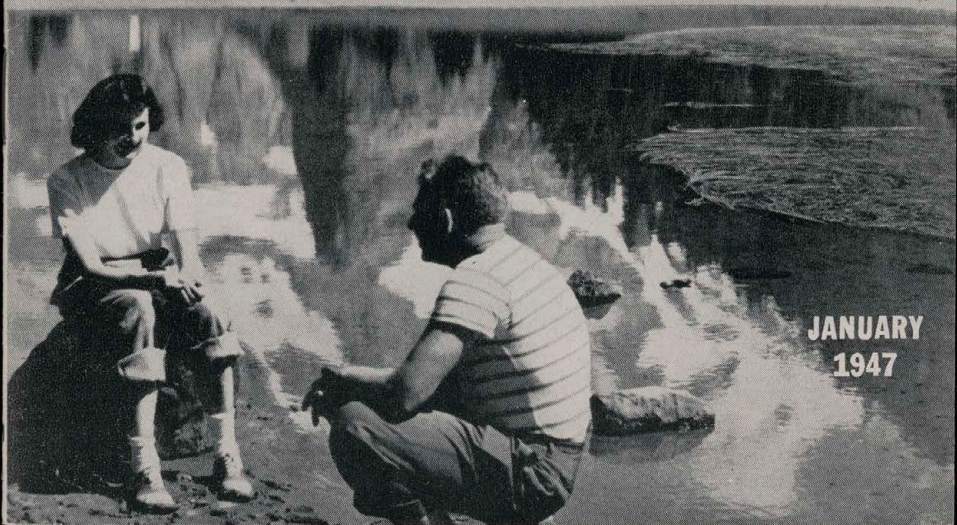


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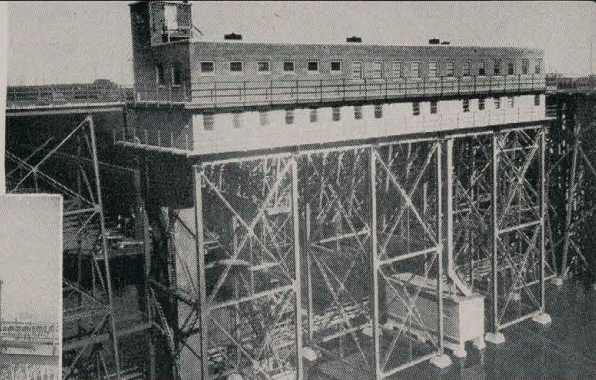
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the
GREAT NORTHERN GOAT

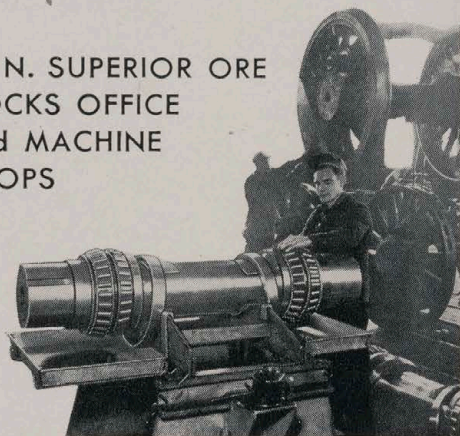


JANUARY
1947

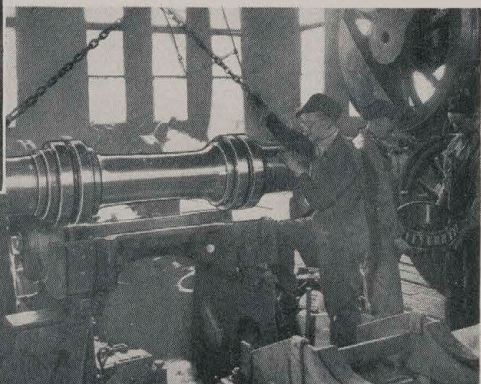
A modern two-story structure situated high above the ground level is the nerve center for all operations at Great Northern's Allouez ore docks at Superior, Wisconsin.



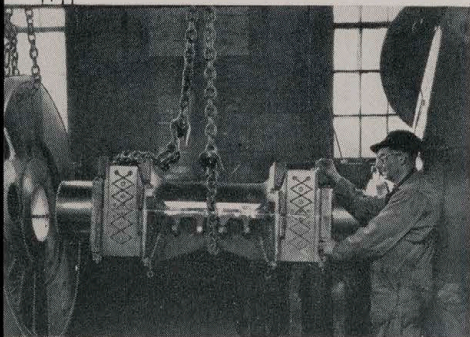
G. N. SUPERIOR ORE DOCKS OFFICE and MACHINE SHOPS



Modern and completely equipped machine shops at Superior keep motive power at peak efficiency for movement of iron ore from mines to docks.



A second floor catwalk 78½ feet above the water level provides a complete view of operations at all four docks.



Workmen in the Superior machine shops are all experts in their individual trades.

Many locomotive parts are machined in the Superior shops.

Traffic Control at World's Largest Ore Docks

Situated high above the level of Lake Superior at Great Northern Railway's Allouez Ore Docks at Superior, Wisconsin, is the recently completed modern, two-story office and general service building, of brick and concrete on steel towers, from which all the railway company's ore dock operations, including the routing of incoming boats to the docks, are controlled.

A complete view of all operations at Great Northern's four large docks is provided from the second floor, which is on a level with the upper ore dock platforms and tracks, 78 feet above the water.

The new building is 127 feet long, 30 feet wide, and 27 feet in height, and is supported on structural steel girders and columns resting on concrete footings supported by many wood piles driven 60 feet into the bottom of the bay.

A modern, automatic 10-passenger elevator transports personnel, boat captains and others, from the lower ground level to the upper floor of the building. The elevator shaft, which is 100 feet high, is covered with heavy asbestos sheets, making it completely enclosed and fireproof.

Located on the second floor is the telegraph room, which contains the most important facilities in the new building. Here, through what is known as a "carrier system" and a direct line to the Iron Range, plus a Western Union feeder line, Great Northern personnel has constant communication facilities for conduct of ore, rail and water traffic. There is also a direct telephone and telegraph line to Kelly Lake, Minnesota, Great Northern's main yarding point for all ore shipments from the Mesabi

Iron Range. The Western Union feeder line enables operators to send and receive messages from any point necessary, including communication with any Great Lakes port to obtain and control information on boat traffic.

Personnel in the new building controls the traffic of the largest four ore docks in the world, having a total ore capacity, with pockets full, of 440,000 tons. One of Superior's oldest industries, the ore docks began operation in 1892, handling 4,245 tons of ore with one dock. In 1942, with four docks operating, the peak was reached when 28,717,289 tons were shipped out, consisting of 462,244 loaded cars and handled by 2,813 boats.

Transportation of ore from Minnesota's Mesabi Iron Range to the Allouez Docks is dependent upon the efficiency and amount of motive power available for rail movement. In Great Northern's machine shops at Superior, Wisconsin, where workmen expert in their individual trades can build a complete locomotive, the huge Great Northern mallets are maintained at peak efficiency at all times.

Great Northern's machine shops are equipped to handle repair work on both ore and passenger trains. Many locomotive parts are also machined in these shops. Illustrations on the opposite page show workmen applying pressure on a locomotive axle to hold the roller bearings in place, and guiding a completed axle, with roller bearings and housing, into the wheel which is also done with pressure.

T. J. Greene is superintendent of Great Northern's Ore Docks with headquarters at Allouez.

Three

SERVES THE BEST OF THE GREAT NORTHWEST



VOL. 17 January, 1947 No. 1

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 of the United States in 1946 handled the greatest volume of traffic of any peacetime year but their net earnings were little better than those of the depression years that preceded World War II.

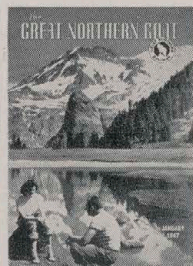
Because of sharply increased wage rates and prices of fuel and supplies, the relative spread between railroad expenses and revenues in the year 1946 was the smallest since 1920. The ratio of expenses to revenues in 1946 exceeded eighty per cent. In the past fifty-seven years, there have been only four other years, 1918-

1921, inclusive, in which such a high ratio has been experienced.

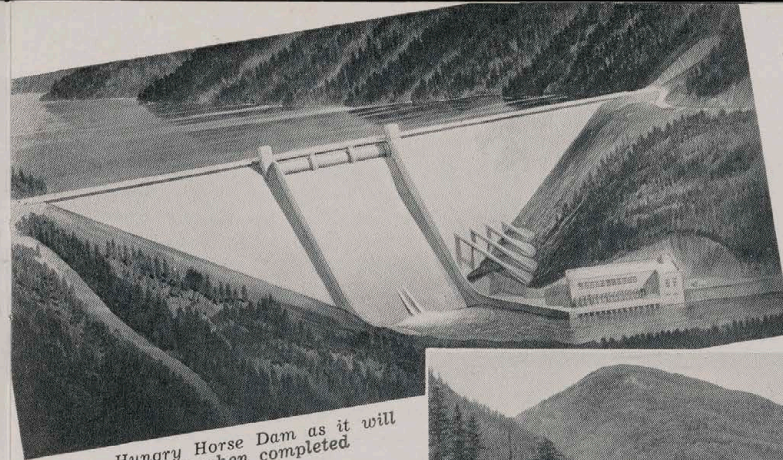
Increases in wage rates, as well as higher prices of fuel, materials and supplies since 1939 have increased rail operating expenses annually by approximately \$2,100,000,000. More than \$900,000,000 of that increase took place in 1946.

The Interstate Commerce Commission on December 5, 1946, authorized the railroads to make increases in freight rates averaging approximately 17.6 per cent and to continue in effect the ten per cent increase in passenger fares authorized in 1942. At the same time, the interim freight rate increases in effect since July 1, 1946, were cancelled. The rates which became effective on January 1, 1947, will increase rail revenues by about \$970,000,000 annually. Since the cancelled interim rates produced about \$170,000,000 in the last half of 1946, the net increase in freight revenues in 1947 over 1946 will approximate \$800,000,000, assuming the same level of traffic in the two years.

The Goat's Cover



Hikers in Mount Rainier National Park pause beside a pool in the Klapatche Park camping area on the west side of the famous Washington State Park.



Hungry Horse Dam as it will appear when completed

The site of the huge multiple-purpose dam on the South Fork of the Flathead River in northwestern Montana



Hungry Horse Dam in Northwestern Montana

On the south fork of the Flathead river, near Kalispell, Montana, pre-construction work is going full speed ahead on multiple-purpose Hungry Horse dam, a key link in the chain of projects that make up a comprehensive, long-range program to bring about full utilization of the waters of the Columbia river and its tributaries.

Work on contracts totaling more than two million dollars is opening the way for construction of the dam itself. It is hoped that this work will progress to the point where bids can be called for on the dam by July 1, 1947, if appropriations are made available.

Preliminary studies predict that the dam will be between 340 and 500 feet high and will contain between two and three million cubic yards of concrete. It will store between 1,000,000 and 3,500,000 acre feet of water, depending upon the height of the dam, and support a total power installation at the site of between 179,000 and 286,000 kilowatts.

Charles S. Hazen, Reclamation Bureau Project Planning Engineer, says that preliminary studies by his staff indicate that increased yields of agricultural products resulting from irrigation will amount to about two million dollars annually in the Flat-

(Continued on page 6)



Mr. Meenach

Mr. Dale

G. N. Foreign Department

Retirement of W. R. Dale, Great Northern's foreign freight agent, Seattle, Wash., and the appointment of William R. Meenach, to succeed him, is announced by H. G. Dow, vice-president of the railway's foreign department, New York City.

Mr. Dale, whose service with the company dates back to January, 1903, was foreign freight agent, with headquarters at Seattle, since July, 1945. Mr. Meenach, assistant foreign freight agent, Seattle, since April, 1945, began employment with the Great Northern in January, 1915. He is a veteran of World War I.

W. E. Murray, city freight agent, Portland, Oregon, succeeds Mr. Meenach as assistant foreign freight agent, with headquarters at Seattle. He served in the U. S. Navy in World War II.

North Dakota Wins Four Championships

North Dakota won championships and reserves in barley, flax, Bromes grass and large yellow field peas at the International Hay and Grain Show, held in Chicago in December.

Six

HUNGRY HORSE DAM

(Continued from page 5)

head area. There are about 85,000 acres of potentially irrigable land that may be served by the project. Other benefits will include stream regulation, flood control, navigation, and additional farm electricity.

Construction of the dam and power facilities will require between four and six years, depending upon appropriations made available. Employment will be provided for between 2,000 and 3,000 persons, most of whom are expected to be World War II veterans.

Five big jobs are currently underway. One contractor is building a four mile access road from U. S. Highway #2 to the dam. Another is constructing pre-fabricated houses in the government town of Hungry Horse. Near this townsite other crews are busily engaged in putting up 25 new five-room duplexes. Work on curbs, gutters, sewers, water lines and paved streets for the government town also is progressing.

In spite of warnings by the Kalispell Chamber of Commerce and the Bureau of Reclamation that construction on the dam itself is not yet started, new residents have already started moving into the area, creating five new boom towns. Living conditions in most of these towns are not of the best. There are few sidewalks and the streets are of dirt. Modern conveniences are scarce and most of the dwellings provide little more than shelter, and range from small trailers to pre-fabricated houses.

Passenger traffic in 1946 was 32 per cent below the war peak of 1944 but 39 per cent above the former peacetime peak of 1920.



Goat

GLEANNINGS

The International Evergreen Playground Association recently held its 23rd annual meeting at Vancouver, B. C. The only international group of its kind, sponsored by the chambers of commerce of Seattle, Tacoma, the Vancouver Tourist Association, and the Victoria and Island Publicity Bureau, set a budget of \$30,000 to promote travel to the area bounded by the member cities in 1947. Leo Sweeney, retiring president of the Vancouver Tourist Association, was elected president of the Evergreen Playground Association, David Whitcomb, past president of the Seattle Chamber of Commerce, one of the vice-presidents, and Karl Krogstad, manager of the Seattle Chamber's Tourist and Convention Department, secretary-treasurer.

* * *

J. Herndon Kirkland, president of Kirkland DeLuxe Travel Service, St. Louis, Mo., was host to 700 persons, including many railroad representatives, at a first Reunion Dinner-Dance held recently in the Gold Room of the Hotel Jefferson.

* * *

The Passenger Club of St. Louis at its annual election held in December at the York Hotel, chose Roy Fischer, GM&O-Alton, as president, Ed Tenholder, B&O, 1st vice president, Ed McNamee, C&EI, 2nd vice president, Fred Laskwitz, Mo. Pac., 3rd vice president, Bob Noble, FEC, secretary, and Harold Hale, C&O, treasurer.

Members of the Veterans' Association of the Great Northern Railway reported deceased during December, 1946, are George H. Schreiber, boilermaker, Spokane, Wash.; Otto Weygand, agent, Browns Valley, Minn.; Casper F. Weisbecker, dispatcher, Grand Forks, N. D.; Martin Pederson, engineer, Spokane, Wash.; Harry H. Dean, engineer, Spokane, Wash.; John Knapp, section laborer, Melrose, Minn.; Harvey F. Hamilton, assistant to chief engineer, St. Paul, Minn.; John J. O'Brien, conductor, Superior, Wis.; Ben A. E. Johnson, engineer, Stillwater, Minn.; Carl Carlson, chief clerk, Minot, N. D.; Joseph Weiks, car repairer, St. Cloud, Minn.

Members pensioned during December, 1946, are Albert W. Callon, boilermaker, Willmar, Minn.; Michael B. Carter, stationmaster, Minneapolis, Minn.; Joseph W. Hamil, engineer, Whitefish, Mont.; J. Sherman Lowe, train dispatcher, Minot, N. D.; James H. Thomas, conductor, Breckenridge, Minn.; Floyd B. Greenough, engineer, Crookston, Minn.; James D. Davis, locomotive foreman, Hillyard, Wash.; Thomas J. Mason, trainmaster, Bemidji, Minn.; Harry F. Walker, switch foreman, Fargo, N. D.; Arthur L. Eide, conductor, Willmar, Minn.; Harvey A. Rowe, engineer, St. Paul, Minn.

Seven

SERVES THE BEST OF THE GREAT NORTHWEST

SERVES THE BEST OF THE GREAT NORTHWEST



Sheriff Thomas J. Gibbons of Saint Paul, ruler of the 1946 carnival.

Saint Paul Winter Carnival

Staged for the first time in 1886 "to counteract the impression prevalent in the East that Minnesota winters are too rigorous for enjoyment," the Saint Paul Winter Carnival has developed into one of the outstanding community festivals in the United States.

Gorgeous pageantry and parades of floats and wintergarbed marching units combine with an extensive program of winter sports events in a week-long carnival which is the largest seasonal presentation of its type.

To complete the broad picture of outdoor activity and frolic the sports program each year presents some of the greatest competitions available in winter sports. Robert E. Albrecht, has been named Boreas X, ruler of the 1947 winter carnival.

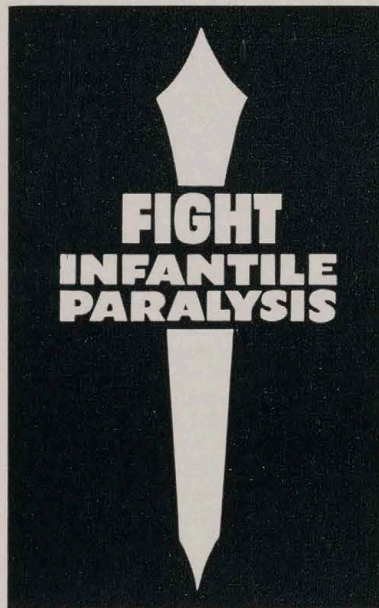
Eight

SERVES THE BEST OF THE GREAT NORTHWEST

GNDA Names Additional Directors

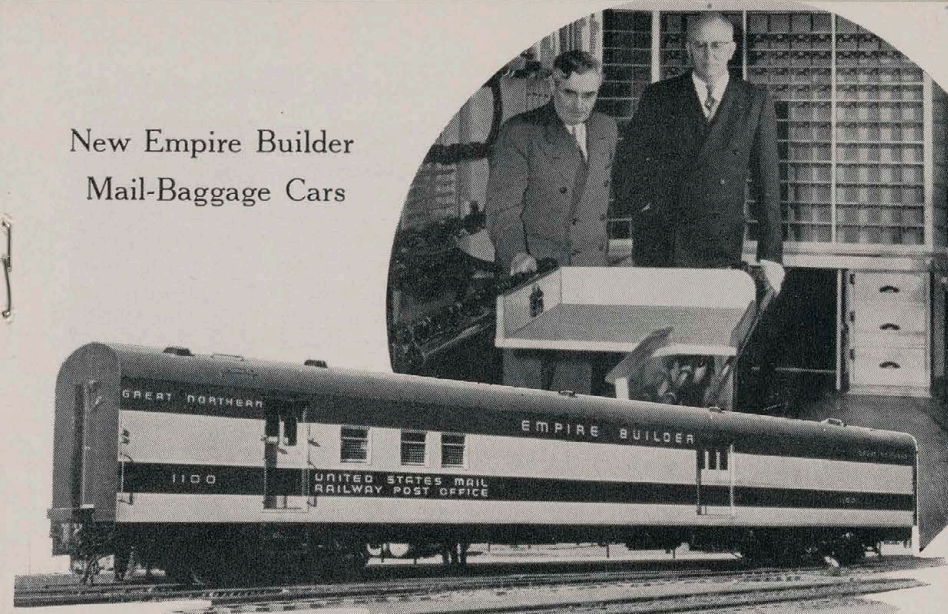
One of the first actions in the recent reorganization of the Greater North Dakota Association for its expanding program of state development work was the appointment of five new members to its board of directors. Appointed by President R. J. Hughes were Howard Maher, Devils Lake; Edward J. Franta, Langdon; H. H. Westlie, Minot; A. C. Idsvoog, Graf-ton; and J. I. Rovig, Mandan.

The first patent on a refrigerator car was issued in 1867.



**JOIN THE MARCH OF DIMES
JANUARY 15-30**

New Empire Builder Mail-Baggage Cars



Examining the mail section of one of the new mail-baggage cars to be operated in Great Northern's new streamlined Empire Builders between Chicago, Minneapolis, St. Paul and the Pacific Northwest are left, A. L. Aldrich, mail and baggage traffic manager for the Great Northern, and A. F. Palmquist, general superintendent of the federal Railway Mail Service, tenth division, which covers five states. The two, both from St. Paul, are examining the latest and most modern equipment in mobile post-offices.

Winter Recreation in West Coast National Parks

Greatly curtailed during the war years, winter use of national parks in the West Coast region is being resumed. With funds made available for snow removal on certain roads leading to the high snow country and for parking areas and Park Service personnel augmented by returning war veterans visitors can again enjoy the national parks in winter time.

Since campgrounds are not usable and many lodge and cabin installations are not accessible in winter,

accommodations in the parks are limited. Visitors should determine in advance of their trip just what accommodations can be obtained and what facilities are available. In many cases accommodations at hotels and resorts outside the parks and within easy driving distance are available.

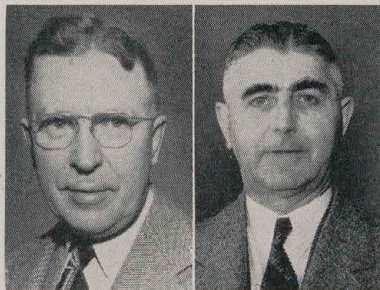
In Mount Rainier National Park the road to Paradise Valley is being kept open and parking areas are provided. Cafeteria meal service

(Continued on page 14)

Nine

SERVES THE BEST OF THE GREAT NORTHWEST

Glacier Park Appointment



Mr. Jeffries

Mr. Aszmann

Retirement of A. A. Aszmann as manager and appointment of J. S. Jeffries to succeed him, is announced by the Glacier Park Company.

A subsidiary of the Great Northern Railway, the Glacier Park Company operates hotels, chalets and camps in Glacier National Park in Montana and adjoining Waterton Lakes Park in Canada.

Mr. Aszmann, whose service began with the Great Northern in 1898, joined the Glacier Park Company in 1919, and was appointed manager in 1934.

Mr. Jeffries began employment with the railway company in 1910, and has been with the Glacier Park Company since 1920. He was appointed assistant manager in 1940.

When we speak of "full employment", alone, we are omitting a most important word. The word which spells the difference between individual and national prosperity, and depression. That word is **PRODUCTIVE**. It is only when we produce usable goods or render valuable services that the words "full employment" have any real meaning.

Ten

SERVES THE BEST OF THE GREAT NORTHWEST

Chicago Passenger Club

The 31st annual election of the Chicago Passenger Club, held at the Germania Club in Chicago in early December, elected F. Earl Gottner, CPA., CRI&P Ry. president, Walter J. Johnson, CPA., CRI&P Ry., 1st vice-president, N. J. McGarr, special service representative, New York Central Lines, 2nd vice-president, and Francis M. Hayes, general passenger office representative, Santa Fe Lines, secretary-treasurer. The Chicago Passenger Club has a membership of approximately 700.



Mr. Gottner

Sailings to Australia

The Matson Lines announce sailings of the S. S. Marine Phoenix leaving San Francisco, January 31 and March 20, arriving Auckland, New Zealand, February 17 and April 7, and Sydney, Australia, February 21 and April 11. Information regarding fares, reservations and travel documents may be obtained by writing to Matson Line offices at 215 Market St., San Francisco, 327 S. W. Pine St., Portland, Oregon, or 814 Second Avenue, Seattle, Wash.

The Dakotan

Great Northern trains numbers 3 and 4, operating daily between St. Paul, Minneapolis, Fargo, Grand Forks and Minot, and daily except Sunday between Minot and Williston, have been named the "Dakotan".



Goat

GAIETIES...

The Thinker

"I'll bet you think twice before leaving that wife of yours alone for an evening."

"Yep. First I think of an excuse for going out, then I think up a reason why she can't come along."

* * *

Ladies, Be Seated!

Two glamor girls boarded a crowded streetcar, and one of them whispered to the other: "Watch me embarrass a seat from one of the men!"

Pushing her way thru the standees, she bore down on a gentleman who looked substantial and embarrassing.

"My dear Mr. Brown," she gushed loudly. "Fancy meeting you on the car. Am I glad to see you. Why you're almost a stranger. My I'm tired!"

The sedate gent looked up at the girl, whom he'd never seen in his life before, and as he rose, said pleasantly and for all to hear: "Sit down, Bertha, my girl. Don't often see you out on washday. No wonder you're tired. By the way, don't deliver the washing till Wednesday. My wife is going to the district attorney's office to see whether she can get your husband out of jail!"

* * *

Let This Be a Lesson!

Sales Manager: "What's this big item on your expense account?"

Traveling Salesman: "Oh, that's my hotel bill."

Sales Manager: "Well, don't buy any more hotels."

He Didn't Have a Chance

A husband and wife wouldn't speak to each other except in sign language. One night when the husband came home rather late the wife let him have it, raging anger with her fingers a mile a minute. Just as he raised his hands to answer, she turned out the light.

* * *

The Heat's On!

Prof: "The young man in the back of the room, what was the date of the signing of the Declaration of Independence?"

"Dunno."

Prof: "Let's try another. Who was Tom Paine?"

"Dunno."

Prof: "Can you tell me the date that the UNO was formed?"

"Dunno."

Prof: "Well, well. I assigned these questions last Thursday. What were you doing last night?"

"Drinking beer with some of the boys."

Prof: "You mean to stand there and tell me that. How do you expect to pass this term?"

"I dunno, bud. I just come to fix the steam pipes."

* * *

Button, Button!

A fat lady wedged herself in the bus, and fumbled for her purse in her coat pocket to pay her fare. She struggled and struggled. A man standing next to her suddenly handed her a nickel. "Take this lady," he said unhappily, "and pay your fare. I'm getting tired of your buttoning and unbuttoning my suspenders."

Eleven

SERVES THE BEST OF THE GREAT NORTHWEST



S. S. Camosun

Steamship Service to Alaska

Glistening in her new white hull, the S.S. "Camosun", new coastal liner of Union Steamships Limited, now provides weekly service between Vancouver, B. C. and Ketchikan, Alaska, with way calls at Ocean Falls and Prince Rupert, B. C.

The S.S. "Camosun," inaugurated the new service on November 20. The weekly schedule provides for departure from Union Pier, Vancouver, every Wednesday at 9:00 pm; arriving Ocean Falls at 9:00 pm on Thursdays; leaves Ocean Falls at 11:00 pm on Thursdays, arriving Prince Rupert at 3:00 pm on Fridays; leaves Prince Rupert at midnight on Fridays; arriving Ketchikan at 9:00 am on Saturdays. Southbound, leaves Ketchikan at 11:30 am on Saturdays; arrive Prince Rupert at 7:00 pm on Saturdays; leave Prince Rupert at 9:15 pm on Saturdays; arrive Ocean Falls 12:30 pm on Sundays; leave Ocean Falls at 1:30 pm on Sundays; arrive Vancouver at 3:30 pm on Mondays. Direct connection is made with Great Northern trains operating between Vancouver and Seattle.

The S.S. "Camosun" and her sister ships, the S.S. "Coquitlam" and S.S. "Chilcotin" have a length of 252 feet overall, with a beam of 36 feet, and are powered with their original Naval Single-Crew Engines of 2,750 horsepower. The "Camosun" has ac-

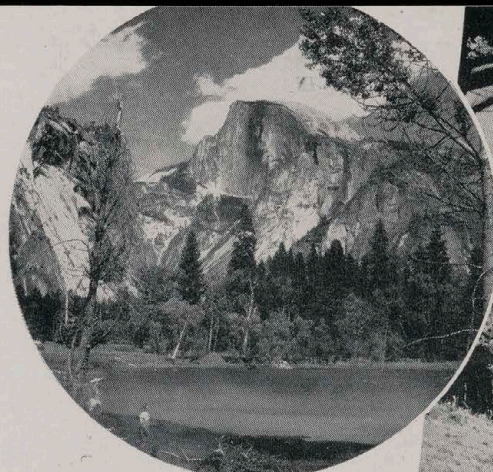
commodations for 100 first-class passengers in 48 staterooms, 25 special rooms on the Upper Deck and 23 standard rooms on the Main Deck. A spacious and well-appointed dining room seats 64 persons. This new service will afford an attractive 5-day side-trip and cruise to Alaska for summer travelers to the Pacific Northwest.

The Union Steamship Company, founded in 1889, is one of the oldest lines operating on the West Coast, and today is one of the most modern equipped in Canada. In addition to its Northern services the company offers a series of short trips and day-light excursions between Vancouver, Bowen Island, Howe Sound and other local Canadian Resorts during the summer travel season. Requests for reservations and rates should be addressed to G. A. Ruston, traffic manager, Union Steamships Limited, Union Pier, Foot of Carrall Street, Vancouver, B. C.

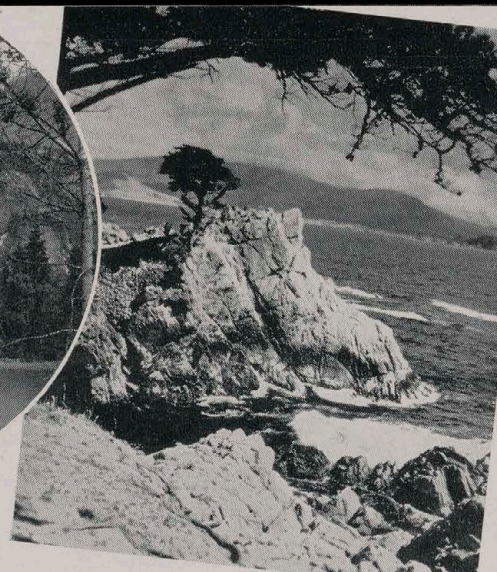
Skiing In Mount Baker National Forest

Heather Meadows Winter Sports area in Mount Baker National Forest in Washington, has long been famous for its diversified terrain for all skiers from novice to expert. Located 59 miles east of Bellingham, on Great Northern's Seattle-Vancouver line, visitors are transported to and from the area by Mount Baker Lodge Company bus.

Accommodations are available at Shuksan Arms Lodge with 21 rooms, all with bath. There is a coffee shop in connection with the Lodge. Cabins nearby can accommodate 120 persons. Mount Baker Inn, 22 miles from Bellingham, has rooms and dormitory space. Heather Inn dormitory has sleeping accommodations for 200 persons. There is a cafeteria and ski shop in connection with the Inn.



Mountain scene in Yosemite National Park.



Cypress Point, along the world-famous 17-mile drive near Monterey, California.

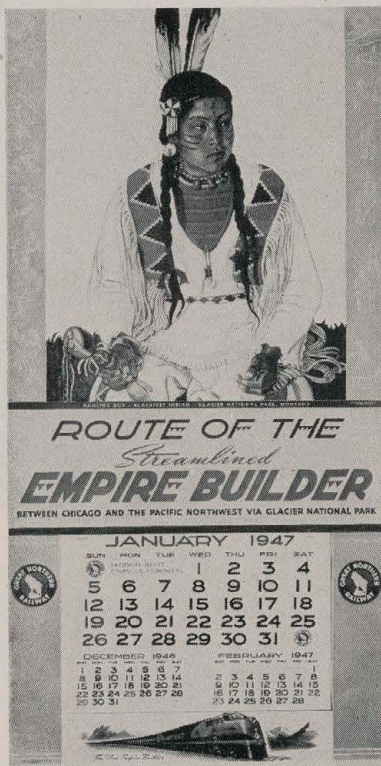
The Romantic Road to California's Yesterdays

Los Angeles and San Francisco are the largest and two of many interesting cities on the Pacific Coast. Along the scenic and storied highway which connects the two cities are to be found scenes and places which have played a historic and romantic part in the building of the West.

Travelers arriving in California by train can view much of the scenery and visit many of the interesting cities and historical places by taking the California Parlor Car Tour operated north from Los Angeles and south from San Francisco. The tours, which cover over five hundred miles, are operated on an all-expenses-paid plan, the one cost covering transportation, all side trips, living expenses and the complete privacy of independent travel. The entire tour is

made in the same deluxe motor coach without frequent changes. Overnight stops are made at Santa Barbara and Monterey where accommodations are provided at leading hotels. All meals are taken at hotels, excepting two luncheons at Inns en route. Experienced and courteous conductors, qualified to impart valuable information and describe the many places visited, are in charge of each tour. Travelers desiring to spend additional time at Santa Barbara and Monterey can so arrange and continue the tour on any following schedule within final limit of tickets.

Tours are operated by California Parlor Car Tours, Carl J. Sundberg, general manager, 201 Pine Street, San Francisco, California.



Great Northern's 1947 Indian art calendar carries a colored portrait of another of Winold Reiss' Blackfeet Indian paintings. The subject is "Dancing Boy—A Full Blooded Blackfeet Indian". The most accomplished young dancer among the Blackfeet, Dancing Boy is remembered by thousands of visitors to Glacier National Park in Montana. His family name is Calvin Last Star, son of Chief Theodore and Emma Last Star.

The demand for the 1947 calendar indicates it is one of the most popular issued by the Great Northern in its Blackfeet series.

Fourteen

SERVES THE BEST OF THE GREAT NORTHWEST

WINTER RECREATION

(Continued from page 9)

and overnight accommodations are available during week ends and holidays at Paradise Lodge and in the Government ski dormitory. During the remainder of the time accommodations can be obtained at National Park Inn at Longmire. Rope tows are available at Paradise Valley.

Olympic National Park has no organized winter program, but every effort is made to keep the road open to Deer Park so that this area may be enjoyed during the more favorable winter periods.

The road in Crater National Park is being kept open to the South Rim of the lake and parking areas are provided at that point. Lunch service is available in the Park Service mess-hall at Munson Valley. Overnight accommodations can be obtained in Klamath Falls or Medford and at resorts along the approach roads.

In Lassen Volcanic National Park the road is being kept open and parking space provided in the Sulphur Works area on the south side of the Park. The warming hut is being rebuilt and improved and an 800-foot rope tow will be in operation. Hot lunches, ski rental and other incidentals are available. There are no overnight accommodations in the Park but may be secured at Mineral and at various points along the Park approach roads.

The Badger Pass area in Yosemite National Park is accessible via both the Yosemite Valley and Warona approaches. A new ski lift is being installed at Badger Pass.

The National Park Service encourages the use and enjoyment of the national parks in winter. Informal skiing, ice skating, snowshoeing and other forms of snow play in which all visitors may participate whether they are skilled or unskilled are especially invited.



Left to right: P. F. Connelly, C. A. Rand, C. C. Thompson, A. F. Nikolai, M. M. Johnston, J. P. Wallace.

G. N. Kansas City Offices in New Location

After occupying offices in the Railway Exchange Building for the past 30 years, Great Northern's Kansas City, Missouri, traffic department has moved to 814-815 Dwight Building.

The offices, divided into one large general room and two private offices, cover an area of 853 square feet. The new offices have a sound absorbing ceiling of Celetex mosaic blocks with 14 lights of 100-watt capacity each. The offices have been com-

pletely redecorated and refurnished. Great Northern has maintained traffic offices in Kansas City since 1915.

Personnel consists of C. C. Thompson, general agent freight department, C. A. Rand, general agent passenger department, Phil F. Connelly, traveling freight agent, A. F. Nikolai, traveling freight agent, Matt M. Johnston, office assistant, and John P. Wallace, chief clerk.

G. N. Seattle-Vancouver Train Service

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."

Fifteen

SERVES THE BEST OF THE GREAT NORTHWEST



the *New* Empire Builder

custom-built for pleasant, faster travel

A new generation of a long-distinguished fleet of transcontinental trains—Great Northern's New Empire Builders. The first modern, sleeping car-coach trains built since the war, the New Empire Builders inaugurate the first streamliner service between Chicago and the Pacific Northwest on a daily 45-hour schedule. These sleek, colorful, diesel-drawn trains are custom-built for comfortable, refreshing travel. New style coaches... duplex roomettes... spacious bedrooms... cheerful lounges... gay coffee shops... and charming dining cars with Great Northern's famous food service. The New Empire Builders—modern trains for modern travelers.



New design duplex roomettes... ideal for the passenger who desires complete privacy and comfort.



New style Day-Nite coaches... more room for each passenger, more comfort and convenience.



Serves the Best of the Great Northwest

the
GREAT NORTHERN GOAT

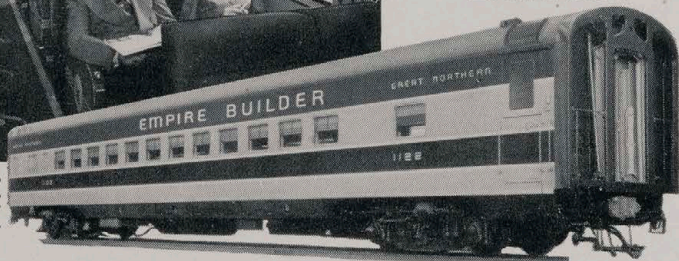


**FEBRUARY
1947**

**Great Northern Railway's fleet of NEW Empire Builders
will inaugurate daily 45-hour service between Chicago
and the Pacific Northwest on February 23, 1947.**

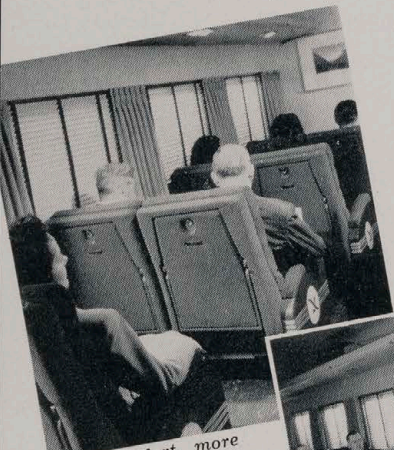


Reclining seats, fully rotating, provide 25% more space for each passenger.



Each Empire Builder has three 48-passenger Day-Nite coaches.

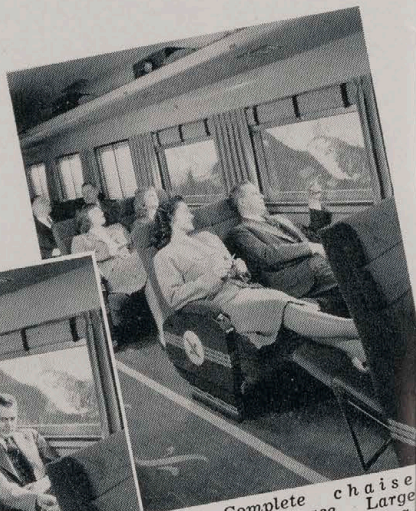
Luxury Day-Nite Coaches



More comfort, more convenience for long distance travelers.



Individual leg rests fold down easily from back of seats ahead.



Complete chaise longue ease. Large double-paned, fog-proof windows at every seat.

the *New* Empire Builder

New Empire Builders To Begin Daily Service

February 23, 1947

Two complete new streamlined trains, one rolling westward out of Chicago via the Burlington Route and the Twin Cities, and the other eastward out of Seattle, will inaugurate daily 45-hour service of the Great Northern Railway's \$7,000,000 fleet of Empire Builders, on February 23, 1947.

By the end of the third day all five new trains of the bright orange and green fleet will be speeding between Lake Michigan and Puget Sound, clipping 13½-hours from present passenger train schedules over the northern lines between these two terminals.

The New Empire Builders are America's first postwar fleet of sleeping car-coach streamliners, offering many innovations in modern rail travel, with a total capacity of 307 passengers. Each train of twelve cars is powered by two-unit 4,000 horsepower diesel locomotives.

The head-end car is a combination Railway Post Office and baggage unit. The second car is a smart, modern coach, finished in pastel blue, with individual reclining seats and footrests, accommodating 60 passengers. It is planned primarily for the convenience of intermediate passengers between Chicago, Spokane and Seattle. Seats will not be reserved.

Following the 60-passenger non-reserved coach, are three new-type reserved seat Day-Nite Coaches, each accommodating 48 passengers. These coaches are designed to provide more comfort and more convenience for long distance travelers. Reclining and adjustable seats with individual leg rests that pull out easily from the seat ahead provide 25% more space for each passenger than in 60 passenger coaches. Two of these coaches will operate between Chicago and Seattle; one be-

tween Chicago and Portland (via SP&S Ry. between Spokane and Portland). Day-Nite Coaches are finished in three different pastel color schemes. Total number of coach seats (one 60-passenger and three 48-seat coaches) 204.

All seats in the three 48-passenger Day-Nite Coaches *must be reserved in advance* in the same manner as now followed in reserving Pullman sleeping car space. Ticket sellers when requesting space in these coaches should furnish rail ticket number or office code, so that such number may be inserted in coach diagrams by reservation clerk. Passengers should be given Form CR, "the Universal Form", filled out to show reserve seat coach space assigned, date and train, and passengers will deliver form to the train conductor with rail tickets when boarding train. *There will be no extra charge for reserved Day-Nite Coach seats on the New Empire Builders.*

Coaches are equipped with large and well-lighted dressing rooms, and complete toilet facilities.

Following the three 48 reserved seat Day-Nite Coaches, is the gay and colorful Coffee Shop Car, available to coach and sleeping car passengers. It contains the latest and most efficient equipment for the preparation of foods and beverages, served at economical prices, with quick service. Ten persons can be seated at the food-counter, and there are ten additional seats in the lounge-end of the car. Designs from the Blackfeet Indians, colors from Glacier National Park in Montana, and from Hudson Bay blankets, combine to make the Coffee Shop Car bright and friendly.

Following the Coffee Shop Car, is the beautiful dining car, a symphony

(Continued on page 10)

Three

SERVES THE BEST OF THE GREAT NORTHWEST



VOL. 17 February, 1947 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.

Abraham Lincoln

He was not an average American; he was an extraordinary man. He built from a hard life; he had immense ambition; his patience was endless. All who knew Abraham Lincoln knew that he cared passionately for freedom; that he understood that the price for freedom can never be too high; that he wanted an America in which humble folks found happiness; that he wanted courts of law to be temples of justice; that he thought it wrong that anyone, whatever their creed or color, should be hungry or illiterate or miserable. They knew that for Lincoln right was right and wrong was wrong.

Lincoln is America and America is democracy. The aspirations of millions are voiced in the living words and deeds of the Great Emancipator.

Four

SERVES THE BEST OF THE GREAT NORTHWEST

Railroads Are Your Partners

Holders of millions of life insurance policies are especially interested in railroads because about one-fourth of all outstanding railroad bonds are owned by insurance companies.

Depositors in savings banks are interested, too, for these banks are also large owners of railroad securities. And, in addition, about a million individuals are direct investors in railroad securities.

The ability of the railroads to earn enough to pay interest on their bonds, and dividends on their stock, affects the welfare of the great mass of thrifty people everywhere. The railroads are home-town partners of every business, but in a special sense, they are partners of those who are providing for the future through insurance policies, savings accounts, and careful investment.

Railroad securities outstanding in the hands of the public on January 1, 1946, amounted to \$15,667,000,000 as against a total investment in railroad property, after allowing for depreciation, of \$22,585,000,000.

The Goat's Cover



Carol Reilly, freight traffic department employe, was Great Northern Railway's 1947 Saint Paul Winter Carnival Princess.



Sam Parker



Potato field on the Sam Parker farm in the Upper Flathead Valley, Montana.



Harvesting potatoes on the Sam Parker farm.

Successful Farming In Montana

The Parker farm in the Big Fork area of the Upper Flathead Valley in Montana, served by the Great Northern Railway, has a long list of "firsts."

An outstanding grass seed farm in the area, the Parkers were one of the original growers of crested wheat grass seed in Montana, and had the first field of Ladino clover registered by the U. S. Department of Agriculture. They pioneered in the production of grass and clover seeds, including Alta fescue and Strain No. 2 of Cumberland Red Clover, and the Aberystwyth strain of orchard grass. The Parkers were the first farmers in the Upper Flathead Valley to use Ames-Perfo-Rain sprinkler irrigation.

The Parker farm is ideally located for irrigating its own land, with an

abundant supply of spring water which is easily dammed and held in a pond. The spring and dam furnish all the water for the farm, the power for irrigation during the summer and electricity during the winter. During the peak of irrigation operations REA power is used for electricity for the home. The pond formed by the dam is stocked with fish which provides recreation as well as food.

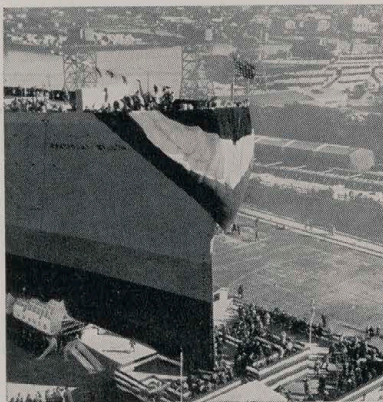
Parker has 30 acres under sprinkler-irrigation, 20 acres of which is in seed potatoes. The sprinkler system can handle 40 acres of potatoes but was held to 20 acres last year because of the shortage of labor. Parker plans to enlarge the system to handle 80 acres in 1947.

Irrigation operations consist of 400 feet of spray or spreader line capable

(Continued on page 6)

Five

SERVES THE BEST OF THE GREAT NORTHWEST



SS President Wilson launched in November of last year.

New Ships For Pacific And 'Round-The-World

American President Lines' two main trade routes, Trans-Pacific and 'Round-the-world, will be serviced by a fleet of fine new luxury liners and combination passenger-cargo ships which, from the standpoint of passenger comforts and safety and modern cargo facilities, will be second to no ships in the world.

The company recently launched two 22,900-ton luxury liners, the President Cleveland and the President Wilson, the largest commercial ships ever constructed on the Pacific Coast. They will ply between the California ports of Los Angeles and San Francisco, and Manila via Honolulu, Japanese ports (when opened), Shanghai and Hong Kong.

American President Lines is meeting post-war emergency shipping and travel with a fleet of ships chartered from the U. S. Government, plus two vessels of its pre-war fleet which were returned by the Navy, and six new freighters built by the U. S. Maritime Commission.

Six

SERVES THE BEST OF THE GREAT NORTHWEST

Fargo-Moorhead Sleeping Car

Pullman standard sleeping car between St. Paul-Minneapolis and Fargo-Moorhead, which alternates every four months between the Great Northern and Northern Pacific Railways, is now operated on Great Northern trains Nos. 3 and 4 and will continue through May 31, 1947. Twin Cities-Fargo-Moorhead sleeping car on Northern Pacific trains Nos. 3 and 4 has been discontinued during this period.

First-class one-way and round-trip tickets reading via Great Northern or Northern Pacific will be honored in this sleeping car. Northern Pacific tickets will not be optionally honored in Great Northern's St. Paul - Minneapolis - Grand Forks sleeping car (No. 11) should all space in the Fargo-Moorhead sleeping car (No. 70) be sold out.

Effective February 23, 1947, Great Northern trains Nos. 3 and 4, will be designated as trains Nos. 9 and 10.

PARKER FARM

(Continued from page 5)

of irrigating 2½ to 3 acres per day.

Seed potatoes grown on good land in the Upper Flathead area that is not irrigated average about 4 tons per acre. The same land when sprinkler-irrigated yields an average of 14 tons per acre.

The Parker farm covers 480 acres, 200 of which are in crops. A rotation plan, mostly grain, potatoes and grasses, with some peas, is followed. Ten acres are in Ranger alfalfa. There are 15 head of dairy cows and it is planned to add some purebred Red Polls to the herd in 1947.

The farm was originally operated by Neil and Sam Parker on a partnership basis. Since 1944, when Neil Parker passed away, the farm has been operated by Sam Parker.



Goat

GLEANINGS

Great Northern trains 47 and 48, operating between Morris and Browns Valley, Minn., have been withdrawn from service. Trains 49 and 50, operating on this branch line, will continue to provide service as in the past.

Trains Nos. 254 and 253, between Wenatchee and Oroville, Washington, now operate on a turn-around schedule No. 254 leaving Wenatchee 7:00 am., arriving Oroville 12:15 pm.; No. 253 leaving Oroville 3:00 pm. arriving Wenatchee 8:00 pm. Service is operated daily except Sunday.

* * *

The second annual Rail Transportation Institute will be offered by the American University, in cooperation with the Association of American Railroads, in Washington, D. C., March 4 to April 2, 1947. The purpose of the Institute is to provide young men and women who wish to grow into executive positions in the railroad field with an over-all view of the transportation industry and to broaden their understanding of the general railroad problems by relating the activities of the individual railroad departments to a pattern of efficient transportation service. Application for admission and requests for information should be sent to Dr. L. M. Homberger, The American University, School of Social Sciences and Public Affairs, 1901 F Street, NW., Washington 6, D. C.

Members of the Veterans' Association of the Great Northern Railway reported deceased during January, 1947, are, John V. Langer, foreman, Upholstery Shop, St. Paul, Minn.; Fred H. Jones, operator, Moorhead, Minn.; Stephen S. Nash, roundhouse laborer, Great Falls, Mont.; Chauncey W. Barden, machinist, Minneapolis, Minn.; Frank W. Annan, yardmaster, Minot, N. D.; Marvin J. Bush, special agent, Portland, Ore.; Chris Sorenson, agent, Fergus Falls, Minn.; Mrs. Clara Hill Lindley, honorary member, New York, N. Y.; Rudolph D. Funk, agent-operator, Hills, Minn.; Wm. G. Kern, section foreman, Bellingham, Minn.

Members pensioned during January, 1947, are, Hugh Francis Conroy, telephone inspector, Whitefish, Mont.; Charles H. Porter, agent-operator, Choteau, Mont.; Patrick Vegas, engineer, Great Falls, Mont.; John H. Molitor, engineer, Devils Lake, N. D.; Sivert Lund, road master, Rugby, N. D.; Wm. A. Brusewitz, agent, Chinook, Mont.; Joseph E. Brown, yard foreman, Minneapolis, Minn.; Felix D. Crossen, train dispatcher, Grand Forks, N. D.; John F. Bunting, machinist helper, Hillyard, Wash.

* * *

The name of Walton station, Flathead County, Montana, on the Great Northern Railway, has been changed to Essex.

Seven

SERVES THE BEST OF THE GREAT NORTHWEST

Streamlined 60-Seat
Coaches on the

New Empire Builder

An easily ad-
justed footrest
for added com-
fort for each
passenger.

FOR FINER...FASTER TRAVEL

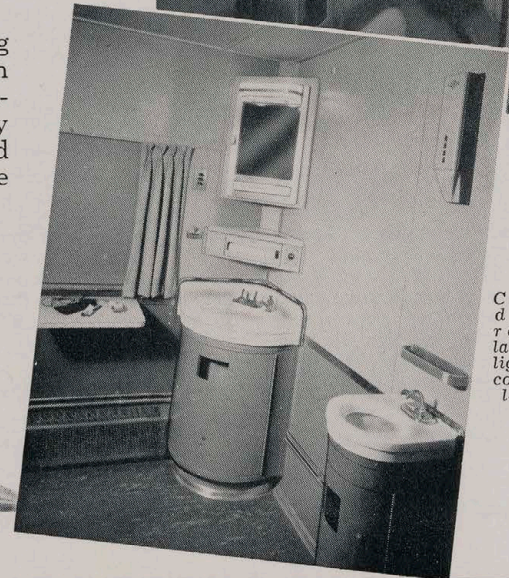
Included in the wide choice of accommodations offered by Great Northern's *New Empire Builders*, between Chicago and the Pacific Northwest on a daily 45-hour schedule, effective February 23, 1947, are the smart, modern 60-seat passenger coaches. Each *New Empire Builder* will carry one of these coaches, providing 60 *unreserved seats* for scheduled stops between Chicago, Spokane and Seattle.

Each car is equipped with individual reclining seats with an easily adjusted footrest for each passenger. Large double-paned, fog-proof windows provide an unusually spacious view at every seat. Dressing rooms in coaches, for men and women, are large and well lighted, with complete toilet facilities.

Five complete *New Empire Builders* with twelve cars each will provide daily 45-hour service between Chicago and the Pacific Northwest.

Smart, modern 60-passenger coaches provide restful and relaxed travel comfort for intermediate passengers.

Each coach is equipped with individual reclining seats.



Coach car dressing rooms are large and well lighted, with complete toilet facilities.

NEW EMPIRE BUILDERS

(Continued from page 3)

of harmonious colors. The gorgeous wild flowers of Glacier National Park inspired the decor of the dining cars. Pier panels and window drapes reflect gay tones of wild asters, foxglove, pasque flower, bluebell, and Indian paint brush. Cuisine and service shall equal or excel pre-war Empire Builder standards of excellence. The dining car seats 36 persons.

Sleeping cars, following the dining car, offer a full variety of modern, first-class sleeping car accommodations. Four Pullman standard sleeping cars in each new Empire Builder provide 48—single duplex roomettes, 18—double bedrooms, one drawing room and 8—open sections. Total sleeping car capacity is 103.

The first two sleeping cars each have 8—duplex roomettes, 4—double bedrooms and 4—open sections. The next two cars each have 16—duplex roomettes and 4—double bedrooms.

Through sleeping car service between Chicago and Portland (via SP&S Ry. between Spokane and Portland) is provided in one of the 8—duplex roomette, 4—double bedroom and 4—open section cars.

The last car, the observation-lounge, includes 2—double bedrooms and one drawing room providing sleeping accommodations for 7 persons. The observation lounge seats 27 persons. The car is for the use of sleeping car passengers and seats will not be reserved or sold.

Murals reproduced from original portraits of Blackfeet Indians by Winold Reiss make up the panels in the observation-lounge cars. A dramatic mural, a reproduction of a painting by the late Charles Russell, celebrated cowboy artist of Montana, decorates the bulkhead in each car.

For the information of ticket sellers specifically, who may not be

familiar with the duplex roomette arrangement, and passengers, the difference between a Pullman "roomette" and "duplex roomette" is that the roomettes are all on one floor level while in the duplex roomette sleeping cars the rooms are arranged on two levels. Duplex roomettes cost less than roomettes, but are approximately 10% higher than a standard Pullman lower berth. Rates are shown in Pullman tariffs.

Duplex roomettes provide single occupancy and embody all the comforts and conveniences afforded in other Pullman private room accommodations.

Car-building engineers of the Pullman-Standard Car Manufacturing Company have incorporated the latest features of modern design and mechanics in the New Empire Builder streamliners, resulting in a degree of smooth riding quality and safety which will make history in rail travel. Electrically controlled brakes give graduated maximum braking at all speeds and eliminate wheel sliding. A red oscillating light on the rear of each train will be automatically activated as speed falls below a specified figure or when the train is standing still. This light, visible at great distances, describes a figure eight with its protective beams.

New Empire Builders are equipped with a modern public address system, with outlets in all but the Pullman sleeping cars of each train. Utilizing the public address system will be a new member of each New Empire Builder crew, who will announce important train information and call attention to points of scenic and historic interest along the route. Primary function of the passenger representative will be to assist travelers.

New Empire Builders are not scheduled to stop at Glacier Park

(Continued on page 12)



Goat GAIETIES...

Winter Vacation

Pat went to pay his respects to his friend Mike who had passed away suddenly. Standing at the head of the casket, with Mike's widow alongside, Pat remarked "doesn't he look wonderful!" "Why not?" said the widow with a shrug "he was in Miami all winter!"

* * *

Just To Be Sure

"Doc," said Bill, as he caught up with Doc on the way back to camp, "are all the rest of the boys out of the woods yet?" "Yes," said Doc. "All six of them?" asked Bill. "Yep," answered Doc, "they're all safe." "Then," said Bill, his chest swelling, "I've shot a deer."

* * *

Near-Sighted

Said one moron to the other, "Gee, I can't sleep at all." "Why don't you count sheep?" suggested his friend. "I can't count sheep," confessed the complaining one, "I'm near-sighted, I have to count elephants."

* * *

Double Purpose

Jack: "I saw Mike take his girl friend into a pawnshop yesterday."

Bob: "Into a pawnshop? I wonder what for?"

Jack: "To get her 'a loan', silly!"

* * *

Good Advice

"Is it unlucky to postpone a wedding?" asked Harry.

"Not if you keep on postponing it!" replied John.

Agreeable

Mrs. Jones was on a vacation and one day telephoned her husband: "Darling, this is wonderful! I've been here exactly four weeks and I've lost half my weight! May I stay a little longer?" Replied the husband, "Sure, stay four weeks more!"

* * *

Just Substi-Toots!

One day a wife overheard her husband telephoning his office. "Yes, Toots, don't worry, Toots," he said. "Everything will be all right. Toots, yes, Toots, okay, Toots, all right, Toots, good-bye Toots." After he hung up, his wife sauntered into the room. "What goes on?" she asked. "I was calling the office," he explained. "After all these years you're suddenly calling your stenographer Molly, 'Toots'?" she asked frigidly. "No," informed the husband, "I say 'Toots' for short. Molly is on her vacation. This is a substi-'toots'!"

* * *

Friendly Evidence

One night Joe came home with lipstick on his collar. "Where did you get that?" demanded his wife, "from my maid?" "No," Joe replied. "From the governess?" she snapped. "No," repeated Joe, adding indignantly, "Don't you think I have my own friends?"

* * *

Good Reason

Wife: "I don't want to see you stagger out of a bar again!"

Hubby: "Well, I can't stay in all my life!"

Eleven

SERVES THE BEST OF THE GREAT NORTHWEST

SERVES THE BEST OF THE GREAT NORTHWEST

NEW EMPIRE BUILDERS

(Continued from page 10)

Station or Belton, Montana, gateways to Glacier National Park.

Mail-baggage cars on New Empire Builders can handle only a limited amount of baggage. The Great Northern Railway, therefore, reserves the privilege of handling baggage on its other trains and will endeavor to forward it so as to reach destinations as near as possible to schedules of New Empire Builders.

All one-way and round-trip tickets will be honored on New Empire Builder trains except those endorsed Clergy, Charity, Employee, D.V.S., V.A.H., Blind and Attendant, Blind and Guide Dog, Furlough, Dischargee, Drivers, Circus or Show, Caretakers, and Livestock Contracts, which will not be honored.

With the inaugural of the New Empire Builders on February 23, 1947, Great Northern will continue the former Empire Builders in service between Chicago and the Pacific

Northwest under the grand old name Oriental Limited. Trains will operate as Nos. 3 and 4, on approximately the same schedule as the old Empire Builder. The Oriental Limited schedule calls for many more stops than the New Empire Builder including both Glacier Park Station and Belton, Montana, during the Glacier National Park season, June 15 to September 15.

The Oriental Limited will carry through coaches, tourist and standard Pullman sleeping cars between Chicago and Pacific Northwest points, in addition to dining car, club-observation car and other facilities. Operation of the New Empire Builder and the Oriental Limited will afford transcontinental travelers on the Great Northern their choice of two daily departures for Pacific Northwest points for the first time since 1932.

Following are condensed schedules for the New Empire Builder and the Oriental Limited, effective February 23, 1947, subject to change.

WEST—Read Down			EAST—Read Up		
Oriental Limited	Empire Builder		Empire Builder	Oriental Limited	
3 Daily	1 Daily	Central Time Burlington Route	2 Daily	4 Daily	
10 45	1 00	Lv Chicago.....Ar	2 00	8 25	
8 15	7 45	Ar St. Paul.....Lv	7 15	11 45	
		Great Northern Ry.			
8 50	8 00	Lv St. Paul.....Ar	7 00	11 20	
9 20	8 25	Ar Minneapolis.....Lv	6 35	10 55	
9 25	8 30	Lv Minneapolis.....Ar	6 30	10 50	
11 30	10 05	" Willmar.....Lv	4 46	8 35	
12 11	—	" Benson....."	—	7 52	
12 45	—	" Morris....."	—	7 23	
2 03	—	" Breckenridge....."	—	6 20	
3 10	—	" Moorhead....."	—	5 05	
3 15	12 55	Ar Fargo....."	2 00	5 00	
3 25	1 00	Lv Fargo.....Ar	1 55	4 55	
4 24	—	" Hillsboro.....Lv	—	3 48	
5 15	—	Ar Grand Forks.....Lv	—	2 50	

(Continued on page 13)

Twelve

SERVES THE BEST OF THE GREAT NORTHWEST

(Continued from page 12)

WEST—Read Down			EAST—Read Up		
Oriental Limited	Empire Builder		Empire Builder	Oriental Limited	
3 Daily	1 Daily	Central Time Great Northern Ry.	2 Daily	4 Daily	
5 25	—	Lv Grand Forks.....Ar	—	2 40	
7 01	—	" Lakota.....Lv	—	1 12	
7 47	—	" Devils Lake....."	—	12 37	
9 13	—	" Rugby....."	—	11 11	
10 45	—	Ar Minot.....Lv	—	9 45	
3 25	1 00	Lv Fargo.....Ar	1 55	4 55	
10 45	4 50	Ar Minot....."	10 00	9 45	
10 50	4 55	Lv Minot....."	9 55	9 35	
12 10	—	" Stanley.....Lv	—	8 25	
1 50	7 20	Ar Williston....."	7 40	7 00	
		Mountain Time			
12 55	6 20	Lv Williston.....Ar	6 40	5 55	
f 2 03	—	" Culbertson.....Lv	—	f 4 42	
f 2 42	—	" Poplar....."	—	f 4 02	
f 3 10	—	" Wolf Point....."	—	f 3 35	
4 30	① 9 10	" Glasgow....."	① 3 45	2 30	
f 5 20	—	" Saco....."	—	f 1 26	
f 5 55	—	" Malta....."	—	f12 50	
f 7 27	—	" Chinook....."	—	f11 37	
8 00	12 05	Ar Havre.....Lv	12 55	11 10	
235 Daily	237 ②		238 ②	236 Daily	
8 20	1 15	Lv Havre.....Ar	11 45	10 35	
9 09	2 00	" Big Sandy.....Lv	11 00	9 48	
10 23	3 02	" Ft. Benton....."	9 58	8 38	
11 30	4 00	Ar Great Falls.....Lv	9 00	7 30	
3 Daily	1 Daily		2 Daily	4 Daily	
8 10	12 05	Lv Havre.....Ar	12 55	10 55	
f 9 30	—	" Chester.....Lv	—	f9 36	
10 30	③ 2 10	" Shelby....."	③ 10 45	8 35	
11 10	③ 2 45	" Cut Bank....."	③ 10 16	7 54	
④ 12 05	—	" Browning....."	—	④ 7 09	
④ 12 32	—	" Glacier Park....."	—	④ 6 45	
④ 2 18	—	" Belton....."	—	④ 4 40	
2 45	—	" Columbia Falls....."	—	4 15	
3 10	6 15	" Whitefish....."	6 50	4 00	
f 6 00	—	" Libby....."	—	f12 55	
		Pacific Time			
5 35	—	" Troy....."	—	12 25	
9 15	11 30	Ar Spokane.....Lv	11 15	7 30	

(Continued on page 14)

Thirteen

SERVES THE BEST OF THE GREAT NORTHWEST

(Continued from page 13)

WEST—Read Down			EAST—Read Up		
Oriental Limited	Empire Builder		Empire Builder	Oriental Limited	
3 Daily	1 Daily	Pacific Time Great Northern Ry.	2 Daily	Daily	
9 35	11 45	Lv Spokane.....Ar	11 00	7 00	
12 33	—	" Ephrata.....Lv	—	4 08	
2 00	3 30	" Wenatchee....."	7 30	2 35	
5 00	—	" Skykomish....."	—	12 05	
6 28	7 10	" Everett....."	3 58	10 34	
7 30	8 00	Ar Seattle....."	3 00	9 30	
No. 3 Daily	No. 1 Daily	Spokane, Portland & Seattle Ry.	No. 2 Daily	No. 4 Daily	
9 45	12 01	Lv Spokane.....Ar	10 55	6 50	
7 35	8 00	Ar Portland.....Lv	3 00	8 45	

- ①The New Empire Builder, No. 1 westbound, will stop at Glasgow to discharge revenue passengers from Fargo and east, and to receive revenue passengers destined to Spokane and west, No. 2 eastbound will stop to discharge revenue passengers from Spokane and west, and to receive revenue passengers destined to Fargo and east.
- ②Trains Nos. 237 and 238, between Havre and Great Falls, will begin daily service on February 24, 1947.
- ③The New Empire Builder, No.1 westbound, will stop at Shelby and Cut Bank to discharge revenue passengers from Williston and east, and to receive revenue passengers destined to Spokane and west. No. 2 eastbound will stop at Cut Bank and Shelby to discharge revenue passengers from Spokane and west, and to receive revenue passengers destined to Williston and east.
- ④The Oriental Limited, No. 3 westbound, will stop at Browning, Glacier Park and Belton to receive revenue passengers destined to Spokane and west where No. 3 is scheduled to stop, and to discharge revenue passengers from points south of Shelby and east of Williston. No. 4 eastbound will stop to discharge revenue passengers from Spokane and west, and to receive revenue passengers destined to points south of Shelby and east of Havre, where No. 4 is scheduled to stop.
- Trains Nos. 3 and 4, The Oriental Limited, WILL STOP at Glacier Park Station and Belton, gateways to Glacier National Park in Montana, daily during the Park season, June 15 to September 15.
- The New Empire Builders, trains Nos. 1 and 2, WILL NOT STOP at Glacier National Park.
- f—Flag stops for revenue passengers.
- Time from 12:01 midnight to 12:00 noon shown in light face type; time from 12:01 noon to 12:00 midnight shown in heavy face type.

New Empire Builder Exhibition Train

Beginning with public exhibitions at the Union Station, Chicago, and the Union Depot, St. Paul, on February 7, the first of the completely New Empire Builders started a 13-day exhibition tour embracing six states and British Columbia. Stops

scheduled are Minneapolis, Feb. 8; Duluth-Superior, Feb. 9; Fargo and Minot, Feb. 10; Great Falls and Whitefish, Feb. 11; Spokane, Feb. 12; Portland, Feb. 14; Tacoma, Feb. 15; Seattle, Feb. 16; Wenatchee and Everett, Feb. 17; Vancouver, B. C., Feb. 18; Bellingham, Feb. 19.

Fourteen

SERVES THE BEST OF THE GREAT NORTHWEST

Passenger Club Elections

The New York City Association of Passenger and Ticket Agents at its annual meeting held at the Pennsylvania Hotel in January, elected C. A. Charmoille, CPA, Union Pacific R. R., president; Walter J. Hageney, TA, Consolidated Ticket Office, Brooklyn, first vice-president; Edwin D. Jaycox, CPA, Burlington Lines, second vice-president; John M. Moler, TA, Rock Island Lines, secretary, and Robert J. Anderson, Southern Railway, treasurer, for the year 1947.

Oliver R. (Ollie) Anderson, general agent, Milwaukee Road, was chosen president of the St. Paul Passenger Club at its annual meeting held in January. Other officers elected were, E. J. Trettal, NP, vice-president; Walter Borland, Burlington Lines, treasurer, and E. C. Melander, C&NW, secretary. Named to the board of directors were, E. H. Beckford, GN, C. E. Birdsell, CB&Q, Tom Clohessy, Santa Fe, Frank Hovey, St. Paul Union Depot, H. C. Northern, Pennsylvania Lines, and William McGuire, Pullman Co.

The Passenger Club of New Orleans, La., at its annual banquet, installed Carlos J. Indest, Jr., T&P Lines, as president for the year 1947, Russell T. Martin, New York Central System, vice-president, Roderick H. Teal, Burlington Lines, secretary-treasurer. Members of the Advisory Board are Noel J. Spicuzza, Southern Ry., Chairman, Merlyn G. Bel, Nickel Plate Road, J. D. Benda, Union Pacific R. R., Thomas J. Dugan, Pennsylvania R. R., Byrd D. Fowler, Jr., Southern Pacific Lines, and Wm. J. Rainey, L&N R. R.



St. Paul Pioneer Press Photo.

G. N. Indian Princess

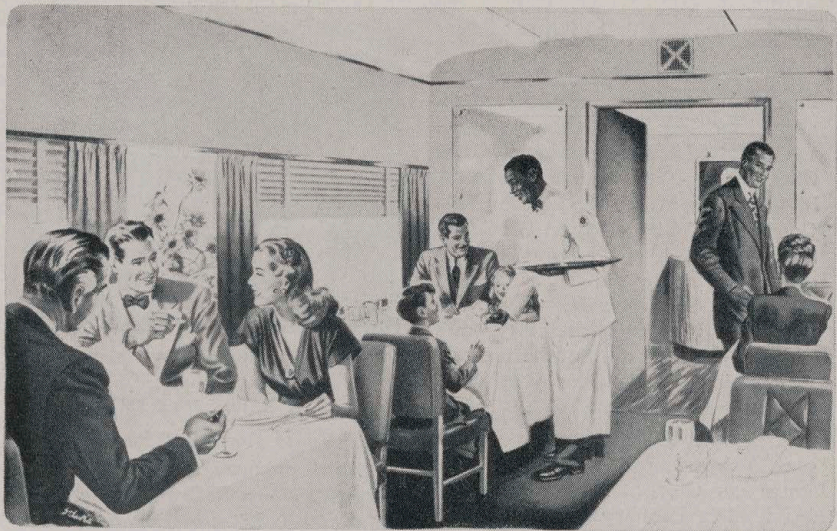
Aspirants for Saint Paul Winter Carnival princess to represent the Great Northern Railway in the 1947 Saint Paul Winter Carnival hobnobbed with a one-time Great Northern Indian princess who, with her rancher husband, recently visited in St. Paul. Seated, third from the left, she is Princess Guiding Star, now Mrs. Wright Haggerty of Browning, Montana. Shown with her, left to right, are Betty Everling, Eileen Deery, Betty Lou Emerson, standing, Great Northern 1946 winter carnival princess, Carol Reilly, 1947 princess of the Glacier Park Marching Club, and Margaret Dolan.

North Dakota

The 22nd annual economic review of the Greater North Dakota Association places the state's gross farm income at \$587,694,577, in 1946, the greatest dollar value production in history. North Dakota was fourth in the nation in total harvested acres.

Fifteen

SERVES THE BEST OF THE GREAT NORTHWEST

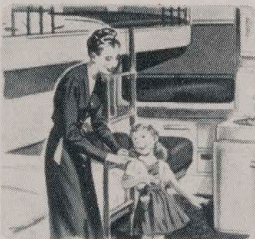


the *New* Empire Builder — a very nice way to travel

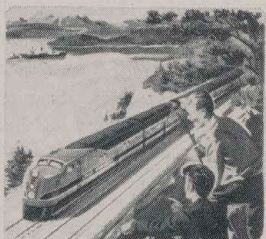
You'll find many attractive features to enjoy on Great Northern's New Empire Builders—the first fleet of sleeping car-coach trains built since the war . . .

Charming, modern dining cars serving distinctive food. New style Day-Nite coaches. Colorful coffee shops. New design duplex roomettes. Improved bedrooms and drawing rooms. Pleasant observation lounges. More luxury and more comfort in every type of accommodation.

The New Empire Builders slash one whole night from the schedule of their famous predecessors between Chicago and Pacific Northwest.



New, improved bedrooms give you the finest accommodation for restful, refreshing travel.



Along Puget Sound. Dependable diesel power cuts travel time, increases travel comfort.



Serves the Best of the Great Northwest

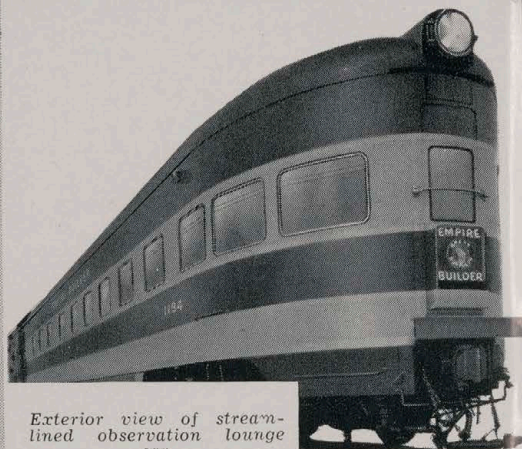
the
GREAT NORTHERN GOAT



**MARCH
1947**

the *New* Empire Builder

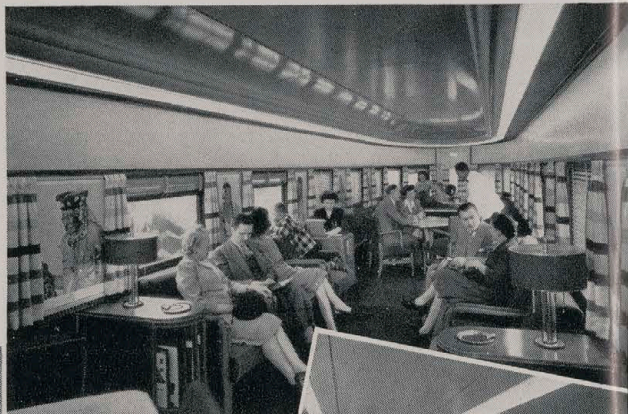
SETS THE PACE
FOR POSTWAR
RAILWAY TRAVEL
AT NO EXTRA COST



Exterior view of stream-lined observation lounge car.

Observation lounge car provides comfort and recreation, with lounging space for 27 passengers.

Twenty persons can be accommodated in the colorful coffee shop car, ten at the counter and ten in the comfortable lounge section.



Incorporating all the newest innovations, the roomy dining car seats 36 persons.

Two G. N. Trains Provide Daily Transcontinental Service

For the first time since 1931, transcontinental travelers on the Great Northern Railway have the choice of two daily departures from Chicago, St. Paul-Minneapolis to the Pacific Northwest and eastbound from Seattle, Portland and Spokane.

With the inauguration of the smartly styled New Empire Builders on February 23, 1947, daily through service between Chicago, the Twin Cities and Seattle and Portland on a 45-hour schedule, two nights enroute, provides luxury travel at no extra fare.

New Empire Builders offer 60-seat coaches, with footrests, for short journeys, modern deluxe 48-seat coaches, with specially designed individual leg rests, for longer trips; Pullman-serviced sleeping cars with duplex-roomettes, bedrooms, drawing rooms and open sections. Luxurious dining car, coffee shop car and observation lounge car for meals, refreshment and recreation. All seats in 60 and 48-passenger coaches are reserved and reservations must be made before passengers board train.

New Empire Builders leave Chicago Union Station at 1:00 p.m. daily; St. Paul at 8:00 p.m.; Minneapolis at 8:30 p.m.; arriving at Seattle at 8:00 o'clock the morning of the third day; also 8:00 o'clock the morning of the third day at Portland. Eastbound Empire Builders leave Seattle and Portland at 3:00 p.m. (Pacific Time) daily, arriving Minneapolis at 6:30 a.m., St. Paul at 7:00 a.m. and Chicago at 2:00 p. m. of the third day.

The route between Chicago and St. Paul-Minneapolis is that of the Burlington lines; between St. Paul-Minneapolis and Seattle that of the Great Northern; between Spokane and Portland that of the Spokane, Portland & Seattle Railway. Two

through cars on the New Empire Builder—one 48-passenger Day-Nite coach and one bedroom, duplex roomette, open section sleeping car—are set out at Spokane for movement to Portland and are returned to Spokane from Portland to rejoin the streamliner for the east-bound trip.

The Oriental Limited provides daily westbound and eastbound service on convenient schedules leaving Chicago daily at 10:45 p.m., St. Paul at 8:50 a.m., Minneapolis at 9:25 a.m., arriving Seattle at 7:30 a.m., Portland at 7:35 a.m. Eastbound leave Seattle at 9:30 p.m., Portland at 8:45 p.m., arriving Minneapolis at 10:50 p.m., St. Paul at 11:20 p.m., Chicago at 8:25 a.m. Equipment consists of economical comfortable coaches and tourist sleeping cars, standard Pullman sleeping cars, observation lounge car and dining car.

The Oriental Limited which operates westbound and eastbound via Fargo, Grand Forks, Devils Lake and Minot, rather than via New Rockford, provides many more stops than the New Empire Builders, including Glacier Park Station and Belton, Montana, gateways to Glacier and Waterton Lakes National Parks, during the Park season, June 15 to September 15.

Current revival of the Oriental Limited marks the third time a fleet of Great Northern trains have carried this name. The first began service between St. Paul-Minneapolis and the Pacific Northwest in 1905, and in 1909 service was extended to Chicago. In 1924, came the inaugural of the New Oriental Limited, and five years later another fleet of new trains, the Empire Builders, were placed in service.

Three

**THE NEW EMPIRE BUILDER - RESERVED SEAT DAY-NITE COACHES
AT NO EXTRA CHARGE**



Vol. 17 March, 1947 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.

About Our Railroads

When you plan your next vacation or business trip remember that the day-and-night, all-weather regularity and dependability of the railroads can help make your holiday or journey the best you've ever known.

It will start the moment you board your train. You'll begin to shed tension as you watch a continuous moving picture unroll beyond your window, in natural color and featuring close-ups of the world's most satisfying scenery. You can relax in your comfortable seat. You'll enjoy plenty of space to move around in. And all the while—as you read or rest or sleep—your train will be taking you easily, smoothly, dependably wherever in all America you want to go.

Four

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

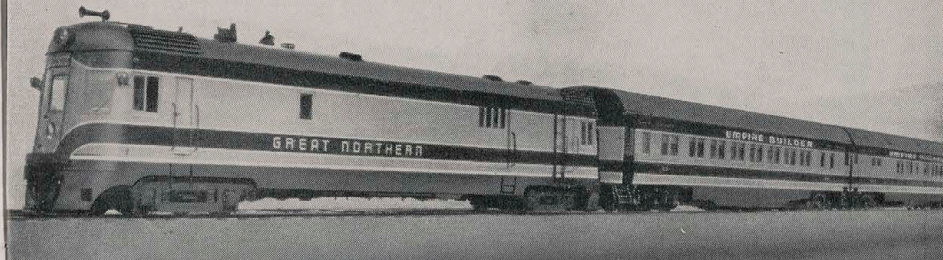


In peace, as in war, the American Red Cross carries on its various activities for human happiness and welfare all over the world. During the 1945-46 fiscal year, the American Red Cross spent more than \$1,500,000 in disaster relief alone, which, as of December 10, 1946, numbered 205 and occurred in every state in the nation, the District of Columbia and Hawaii. This is just one of numerous humanitarian services rendered by your American Red Cross.

The Goat's Cover



Powered by two-unit 4,000 horsepower Diesel locomotives New Empire Builders have reduced the running time between Chicago and the Pacific Northwest by 13½ hours.



Diesel-powered three-car streamliner.

New G. N. Great Falls-Havre Streamliner

A new three-car diesel-powered streamliner now provides fast daily service between Great Falls and Havre, Montana.

The streamliner, train No. 238, leaves Great Falls at 8:30 a.m., Fort Benton at 9:37 a.m., Big Sandy at 10:54 a.m., arriving at Havre at 11:45 a.m., making connections with westbound Empire Builders leaving Havre at 12:05 p.m., and eastbound at 12:55 p.m.

Southbound, train No. 237 leaves Havre at 1:15 p.m., connecting with westbound and eastbound New Empire Builders, Big Sandy at 2:05 p.m., Fort Benton at 3:20 p.m., arriving at Great Falls at 4:30 p.m.

The three-car train, constructed in Great Northern's shops at St. Paul, has the same exterior color as the New Empire Builders, and its cars bear the Empire Builder name on the outside. The interior decorative scheme is in colors found in some cars of the Empire Builder.

Diesel equipment, providing the

motive power, and a mail-baggage room are in the first car of the three-car train. The two Diesel engines develop a total of 500 horsepower, or 250 each. At each end of this unit is a cab from which it can be operated.

Second, is an air-conditioned coach seating 52 persons. Third, is an air-conditioned cafe-parlor car, seating 16 persons at four tables in the cafe, and having 24 chairs in the parlor-observation section at the rear.

The cafe-parlor-observation car is named for the late Robert S. Ford, pioneer Montana cattleman and banker, father of Lee M. Ford, president of the Great Falls National Bank. The car bears his name on the outside and inside the car is a plaque containing the pioneer's picture and a brief biography of his life.

In addition to trains 237-238, Great Northern Railway provides daily service between Great Falls and Havre with trains 221-222 and 235-236.

Five

THE NEW EMPIRE BUILDER - RESERVED SEAT DAY-NITE COACHES AT NO EXTRA CHARGE



Col. Frazer with trophy taken on Kodiak Island, Alaska.

PNW Travel Counselors

A new departure in travel agency activity opened recently in Seattle, when Lou Herron Associates inaugurated a Hunting and Fishing Department for the guidance of sportsmen. Under the personal direction of Colonel W. D. Frazer, this division was added to the conventional travel bureau in January and already is filling a long-felt need in the industry.

This new installation will prove a boon to many sportsmen since, in addition to big-game hunts, authoritative and timely information will be on tap for the individual or party wishing to engage equipment for fishing in Puget Sound or the many lakes and streams of the northwest, Canada and Alaska. Reservations are being filed now for summer activity and particularly for the salmon fishing on the Columbia River in August and September. Arrangements for this event include housing, guides

Six

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

and boats for four-day trips. Also available now are openings for spring and fall hunting in Alaska and British Columbia.

Colonel Frazer, who has hunted big game in many lands, is a nationally known author and an authority on arms. He has a personal knowledge of conditions, where the best hunting and fishing can be found, equipment required, reliable guides, outfitters and detailed information concerning hunting in various regions.

The staff of Lou Herron Associates are specialists in the fields of foreign and domestic travel. The bureau is located at 600 University Building, 1305 3rd Avenue, Seattle. Lou Richardson, formerly supervisor of Great Northern's reservation bureau in Seattle, is one of the organizers and a member of the staff of the bureau.

Canadian Pacific Steamships

The following schedules for the "SS Charlotte" and "SS Kathleen", providing direct overnight service between Vancouver, B. C., and Seattle, Wash., and daylight service via Victoria, B. C., effective June 22, 1947, are announced by the Canadian Pacific Steamships:

Lv. Seattle	11:00 PM	8:30 AM
Ar. Victoria	12:30 PM
Lv. Victoria	1:20 PM
Ar. Vancouver	8:00 AM	5:35 PM
Lv. Vancouver	10:45 PM	10:30 AM
Ar. Victoria	3:30 PM
Lv. Victoria	4:30 PM
Ar. Seattle	7:00 AM	9:30 PM

Shippers and receivers are urged in their own self-interest to step-up their unloading operations, and where cars are available for unloading on Saturday and even on Sunday to authorize necessary forces to work.



Goat

GLEANINGS

Atilio Cappa, chief engineer of the Argentine State Railways, recently consulted with H. J. Seyton, Great Northern's chief engineer, and others in St. Paul, concerning tunnel construction. Following further consultation with the company's engineers in Seattle, Mr. Cappa visited the railway's 7.79 Cascade mountain tunnel in western Washington, longest in the western hemisphere, and other structures in that area. A member of the Argentine-Chilean International Commission, he is in the United States to study railway tunnels preparatory to construction of one at the base of the Andes, connecting Chile and Argentina.

* * *

E. W. Bergstrom, Great Northern's general freight agent, St. Paul, was recently elected second-vice president of the Transportation Club of St. Paul.

* * *

James H. Aydelott, general manager, CB&Q RR., Chicago, has been elected vice president, Operations and Maintenance Department of the Association of American Railroads, succeeding Clark Hungerford who resigned January 1, to become president of the St. Louis-San Francisco Railway.

* * *

Pullman Sleeping Car G-7 between the Twin Cities and Great Falls is now operated on trains 3-235 from St. Paul to Great Falls, and on trains 236-4, Great Falls to St. Paul.

Members of the Veterans' Association of the Great Northern Railway reported deceased during February, 1947, are Frederic A. Larson, district roadmaster, Wenatchee, Wash.; Albert M. Tittle, brakeman, Grand Forks, N. D.; Fred Feldton, section foreman, Vienna, S. D.; James D. Conroy, conductor, Superior, Wis.; Soren E. Larson, carman, Willmar, Minn.; Charles J. Peterson, steam shovel fireman, St. Paul, Minn.; Thomas J. Mason, trainmaster, Bemidji, Minn.; Walter W. Wolhowe, agent-operator, Northgate, N. D.; Albert H. Nelson, telegrapher, Sandpoint, Idaho; Reginald S. Bennett, engineer, Grand Forks, N. D.; James Stoddart, land agent, White Bear, Minn.; Clyde Malmquist, electrical foreman, St. Paul, Minn.

Members pensioned during February, 1947, are Tage Holmberg, painter, St. Paul, Minn.; E. E. Swearingen, brakeman, Havre, Mont.; Edward F. Corrigan, chief clerk, Engineering Department, St. Paul, Minn.; Andrew E. Hickey, assistant general yardmaster, Minneapolis, Minn.; Harry W. Howard, agent-telegrapher, Bonners Ferry, Idaho; George Rutledge, engineer, Minneapolis, Minn.; W. S. Chemidlin, district claim agent, Seattle, Wash.

* * *

Appointment of Claude E. Greider as supervisor of Coulee Dam Recreational Area, State of Washington, is announced by Newton B. Drury, director of the National Park Service.

Seven

THE NEW EMPIRE BUILDER - RESERVED SEAT DAY-NITE COACHES AT NO EXTRA CHARGE

the *New* Empire Builder

Offers a Choice of Drawing Rooms, Bedrooms, Duplex Roomettes, Sections

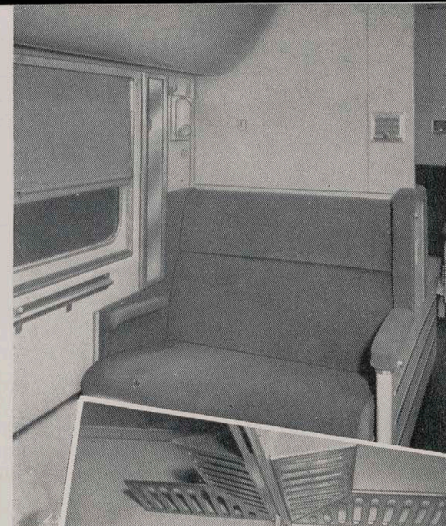
A restful sofa affords comfortable daytime travel in new type duplex roomettes.

A table that folds against the wall may be used for writing, serving meals and other purposes in duplex roomettes.

A variety of modern first-class sleeping car accommodations are offered travelers on Great Northern's New Empire Builders—open sections, duplex roomettes, bedrooms and drawing rooms. Each type of accommodation has been given extended research and embodies all the postwar innovations that make travel more comfortable, more convenient, more enjoyable . . . at no extra cost.

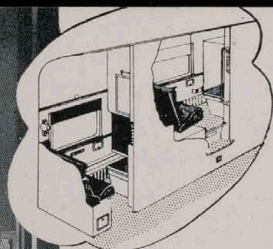
New Empire Builder sleeping cars are the first to utilize the duplex roomette, except for one experimental car built by Pullman-Standard before the war and thoroughly tested in wartime service. Duplex roomettes are single rooms and are intended for occupancy by one adult passenger only, although an adult and a small child will find

(Continued on page 10)



Latest type upper and lower berths are available for travelers who prefer open section sleeping car accommodations.

Bedrooms are equipped with concealed toilet facilities, wash-basin, and controls for regulating room temperature.

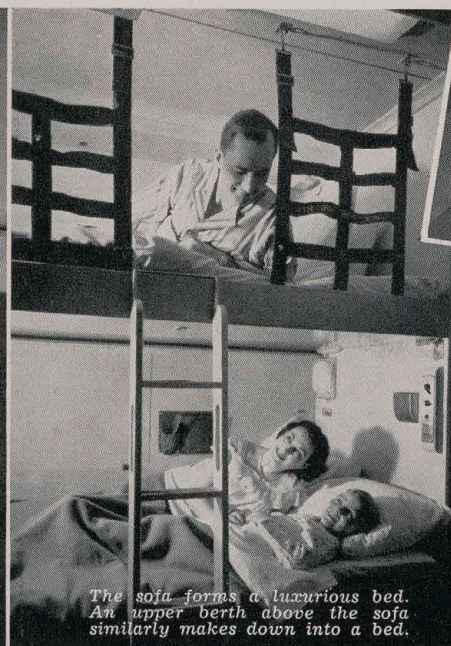


By night as by day duplex roomettes provide a private room.

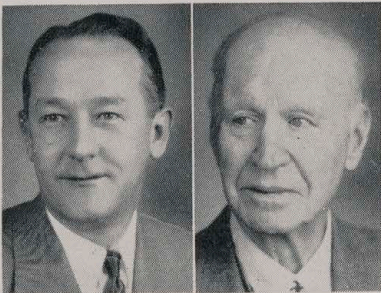
At night the sofa in duplex roomettes becomes a sleep-inviting bed.



Improved bedrooms are spacious and complete, with a wide sofa for daytime travel.



The sofa forms a luxurious bed. An upper berth above the sofa similarly makes down into a bed.



Mr. Anderson

Mr. Ridler

Ridler Retires

Retirement of James Ridler, manager of gift shops in hotels and chalets in Glacier and Waterton Lakes National Parks since 1917, and appointment of L. E. Anderson to succeed him, is announced by the Glacier Park Company.

Mr. Ridler, who was born in Gloucestershire, England, ruled as Boreas II of the 1917 St. Paul Winter Sports Carnival and is the oldest living carnival king. Mr. Anderson has been with the Glacier Park Company, a Great Northern subsidiary, since 1940.

NEW EMPIRE BUILDER

(Continued from page 9)

the accommodations very comfortable.

An ingenious staggering of the duplex roomettes on two levels of sleeping cars, described as an "upstairs and downstairs" arrangement, they afford passengers private-room accommodations at only slightly more (10%) than the cost of a Standard lower berth. For example, the cost of a single duplex roomette from Chicago to Seattle or Portland is \$20.10 (plus tax), as compared with \$18.25 (plus tax), for a Standard lower berth between the same points.

For daytime travel duplex roomettes provide a roomy sofa, with

armrests folding into the back of the sofa which, at night becomes a sleep inviting bed. Individual toilet facilities, folding washstands and cabinets, with toilet accessories, large mirrors, individual control of air-conditioning apparatus and lighting, and space for luggage are part of the accommodations provided in duplex roomettes. There is a table that folds against the wall which may be used for writing, serving meals and other purposes. There are 48 single duplex roomettes in each New Empire Builder train. Rates for duplex roomettes are shown in Pullman Company tariffs.

The New Empire Builder is the first postwar train that provides travelers with a new and improved type of bedroom with many innovations that make travel more pleasant, comfortable and restful. Individual bedrooms are so located in the car that adjoining units may be opened to provide a large, comfortable room especially convenient for family groups.

For daytime travel there is a specially designed sofa affording roomy comfort and relaxation. For nighttime use the wide sofa is converted into a bed. Above the sofa is an upper berth which similarly makes down into a bed. A fixed washstand with a tilt-top becomes a useful table when the top is down; a wardrobe at the aisle side of the car for hanging clothes, etc.

Each lounge-observation car on the New Empire Builder has one drawing room and two bedrooms in addition to lounging space for 27 passengers.

There are open sections in two of the sleeping cars for travelers desiring low-cost accommodations.

Whatever space the traveler occupies on the New Empire Builder he will find the newest appointments, comfort, convenience and relaxation . . . and AT NO EXTRA COST.



Goat

GAIETIES...

Carry On!

"My overdraft at the bank goes to my wife—she can explain it; my equity in my car goes to my son—he will then have to go to work to keep up the payments. Give my good will to the supply houses—they took some awful chances on me and are entitled to something. My equipment you can give to the junk man—he has had his eye on it for several years. I would like six of my creditors to be pallbearers—they have carried me so long they might as well finish the job."

* * *

Believe It or Not!

"My, how on earth did you come to get so completely intoxicated?" asked the judge.

"I got in bad company, Your Honor. You see, there were four of us. I had a bottle of whiskey and the other three didn't touch the stuff."

* * *

Life Begins . . .

The crystal gazer was addressing one of his clients: "You will be poor and unhappy until you are forty."

"And after that?"

"You'll get used to it."

* * *

Just Lonesome

He had been courting the girl for ten years, calling on her every Wednesday and Saturday night. "Why," someone asked him, "don't you marry her?"

"If I did," he answered, "I wouldn't have anywhere to go those evenings."

Hot Foot

She was a hillbilly woman and had never worn shoes. Now she was lying in front of the fireplace, her feet toward the fire.

"Hey, maw," cried her eldest son, "ef ya got the energy, ye might move yer foot a mite, it's restin' on a red-hot coal."

"Thanks, son. Which foot?"

"Yer left."

"Well, yer closest to it son. Ef ya come by sometime ye might move it fer yer pore ole maw."

* * *

Going Up!

A lawyer whose office was on the twelfth floor was expecting a client of his from the country. The door opened and the client entered, puffing violently.

"Some walk up those twelve flights," he panted.

"But why didn't you take the elevator?" asked the attorney.

"I meant to," replied the client, "but I missed the darn thing."

* * *

From Brooklyn

The man from the Bronx was wandering on the Sahara desert, clad only in his underpants, when he met an Arab striding along in great haste.

"Where," asked the Arab, "might you be going?"

"For a swim," said the Bronxite.

"A swim, effendi?" was the astonished reply. "Why, the ocean is 800 miles from here."

The man from the Bronx blinked. "800 miles! Wow! is dis a beach!"

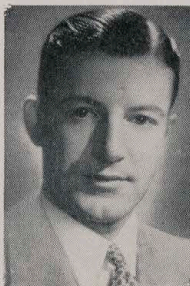
Eleven

Ten

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

THE NEW EMPIRE BUILDER - RESERVED SEAT DAY-NITE COACHES AT NO EXTRA CHARGE

Great Northern Appointments



Mr. Murray

W. R. Meenach, recently appointed foreign freight agent, Seattle, Wash., upon the retirement of W. R. Dale, has been in the railway's employ since January, 1938, when he was a clerk in the traffic department, Portland, Oregon. From 1942 until 1946, Mr. Murray served as yeoman in the U. S. Navy. Following his discharge last January, he was appointed chief clerk to the assistant general freight agent in Portland, and up to the time of his recent appointment, was city freight agent in that city.

New Empire Builder

More than 74,000 persons viewed Great Northern's new streamlined Empire Builder on its 13-day exhibition tour which ended at Bellingham, Wash., on February 19. The twelve car train, powered by a two-unit diesel locomotive, started its public exhibition run in St. Paul on February 7, and visited 16 cities in Minnesota, Wisconsin, North Dakota, Montana, Oregon, Washington and British Columbia. In Chicago and nearby cities, where the Burlington-Great Northern Empire Builder was on exhibition, more than 17,000 persons passed through the new streamliner.

Twelve

THE NEW EMPIRE BUILDER-DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

Appointment of William E. Murray as assistant foreign freight agent with headquarters in Seattle, Wash., is announced by H. G. Dow, Great Northern's vice president, foreign department, New York City.

Mr. Murray, who succeeds

Recently announced by V. J. Kenny, passenger traffic manager, St. Paul, and N. D. Keller, general passenger agent, Seattle, is the appointment of Albert L. Paeper, passenger representative, as city passenger agent in Great Northern Railway's Portland, Oregon, passenger traffic department, and W. C. Hageman, as passenger representative, to succeed Mr. Paeper.



Mr. Paeper

Mr. Paeper, whose employment began with the railway company in May, 1926, as stenographer clerk in the Spokane City Ticket Office, succeeds R. L. Eaton, who resigned recently to become associated with Barclay's Inc. in Portland.

Mr. Hageman, whose employment with the Great Northern started in the auditor of passenger receipts office in November, 1941, and in the passenger traffic department in St. Paul, in 1942, is a veteran of World War II. He served in the South Pacific with the 98th Bomber Squadron of the 7th Air Force and was discharged from military service in December, 1945, with the rank of first lieutenant. Prior to his recent transfer to Portland, Mr. Hageman was employed in the company's city ticket office and freight traffic department in Spokane.

All seats in 60 and 48-passenger coaches on New Empire Builders are now reserved and reservations must be made before passengers board train. There is no extra charge for reserved coach seats.



Mon. C. Wallgren, Governor of the State of Washington, and Royal Daffodil Queen and Court.

One of the larger fields of daffodils in the Puyallup Valley under the shadow of Mount Rainier.

One of the many colorful daffodil floats that will participate in the festival parade.

Pacific Northwest Daffodil Festival

Back in full stride for the first time since the war, the annual Puyallup Valley Daffodil Festival will again thrill citizens of the Pacific Northwest, and an ever increasing number of visitors from all parts of the country.

The 1947 festival dates are April 6 to 13, with a mammoth floral parade scheduled on April 12 which, as before the war, will form in Tacoma and then proceed out through the valley cities of Puyallup and Sumner.

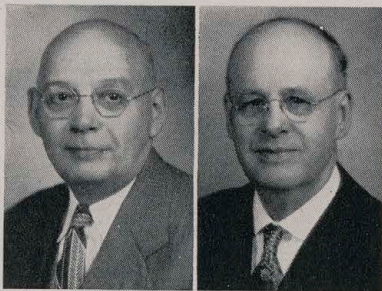
Over 500 different varieties of daf-

fodils will be displayed by growers in the Pacific Northwest at the Daffodil Show, to be held in the Sumner High School gymnasium, on April 12 and 13. Many varieties of daffodils that have never been displayed at past shows have been entered for the 1947 festival.

Other events during the festival week include sailing races on Puget Sound and skiing events at Mount Rainier National Park. The Puyallup Valley Daffodil Festival is one of the outstanding spectacles of the Pacific Northwest.

Thirteen

THE NEW EMPIRE BUILDER - RESERVED SEAT DAY-NITE COACHES AT NO EXTRA CHARGE



Mr. Mumm

Mr. Smith

L. R. Smith Retires

Completing more than 50 years of service with the Great Northern Railway, retirement of L. R. Smith, auditor of station accounts, is announced by J. A. Tauer, comptroller. He is succeeded by C. J. Mumm, chief clerk in that department, since June, 1936.

Mr. Smith, who was born in Plainview, Minn., began employment with the Great Northern in October, 1893, as agent-operator at Black Eagle and Glyndon. After serving in various positions at points along the line and in the general offices in St. Paul, he was appointed to the position he held at the time of his retirement in September, 1917. Mr. Mumm, who was born in Montrose, Minn., started working for the company in January, 1902, as a student in his home town. He served in various capacities at stations on the railway and at headquarters in St. Paul up to the time he became chief clerk. Mr. Mumm is succeeded by Ludwig B. Carlson, whose employment with the Great Northern began in September, 1909.

The Wenatchee Apple Blossom Festival will be held this year from May 1 to 3, inclusive.

Fourteen

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

New Travel Charge-It Plan

Beginning April 1, 1947, the Great Northern Railway, in participation with 44 other leading railroads, will offer travelers a new service for the purchase of rail, parlor and sleeping car tickets, as well as for baggage charges, on a charge-it plan. Travelers using this service will carry just one credit card which will be honored by all participating railroads for any travel originating on their respective lines.

Any company or individual, with proper credit rating, can use this service, for a minimum charge-it of \$1.00. There will be no deposit requirement nor service charge. Applications will be cleared through and credit cards issued by the Rail Travel Credit Agency, Room 436, Union Station, Chicago 6, Illinois.

Great Northern will also honor rail travel credit cards for a minimum charge of \$1.00 in its dining cars. Additional detailed information can be obtained from any Great Northern traffic representative.

Seattle-Portland Service

Great Northern Railway will take over the operation of pool trains 401 and 402, between Seattle, Wash., and Portland, Oregon, beginning April 1, 1947. Trains will operate into and out of King Station, Seattle, instead of the Union Station.

Schedule, effective April 1, will be as follows:

TRAIN 402 Daily		TRAIN 401 Daily	
11:30 PM	Lv Seattle (King St. Sta.)	Ar	6:45 AM
①11:54 PM	Lv ②Kent	Ar	6:13 AM
12:02 AM	Lv ②Auburn	Ar	6:01 AM
12:12 AM	Lv ②Sumner	Ar	5:48 AM
12:20 AM	Lv ②Puyallup	Ar	5:40 AM
1:00 AM	Lv Tacoma	Ar	5:00 AM
6:45 AM	Ar Portland (Union Sta.)	Lv	11:30 PM

- ①Stops on flag to receive revenue passengers for Tacoma and south.
f Flag stop.
②Great Northern-Northern Pacific Station.



Scenes combined with wildflowers in Glacier National Park are reproduced in New Empire Builder chinaware.



New Empire Builder Dining Car Table Service

A completely new and distinctive china service, depicting scenes in Glacier National Park combined with reproductions of wildflowers in natural colors native to the Park, has been provided in each dining car on Great Northern's new streamlined Empire Builders.

Designed especially for the Great Northern Railway, the Syracuse China service, as it is known, was manufactured by the Onondaga Pottery Company of Syracuse, N. Y. To produce patterns combining pictorial views and wildflowers, it

was necessary to follow an entirely new type of decorating technique which, according to the manufacturers, has never before been used on china. Wildflowers reproduced are the Wild Columbine, Wild Spring Beauty and the Globe Flower.

All new Empire Builder dining cars have also been furnished with new silverware, by International Silver, glassware by Libbey, linen from William Liddell, and kitchen equipment, at a cost of \$10,000 for each car.

Coulee Dam Recreational Development

Public facilities for swimming, boating and fishing in 151-mile-long Lake Roosevelt, the reservoir formed by Grand Coulee Dam, and for

camping and picnicking on its scenic shores will be developed by the National Park Service as rapidly as funds are made available.

Fifteen

THE NEW EMPIRE BUILDER - RESERVED SEAT DAY-NITE COACHES AT NO EXTRA CHARGE

the *New* Empire Builder

a faster, daily, luxury train



Great Northern's sleek streamlined *New* EMPIRE BUILDERS set new highs in fast, daily train service—45 hours between Chicago and the Pacific Northwest.

You'll enjoy the many luxurious features of these *first* postwar sleeping car-coach trains. Glamorous observation lounges . . . colorful coffee shop cars . . . delightful dining cars . . . superb food and service.

You'll find new luxury in the *New* EMPIRE BUILDERS' sleeping accommodations—especially in duplex roomettes, bedrooms and drawing rooms. New Day-Nite coaches set a new standard for travel economy.



At night or in the day time, you'll find more relaxing comfort in the luxurious privacy of new style duplex roomettes

GREAT NORTHERN RAILWAY

Between Great Lakes, Pacific Northwest and California Ports

the
GREAT NORTHERN GOAT



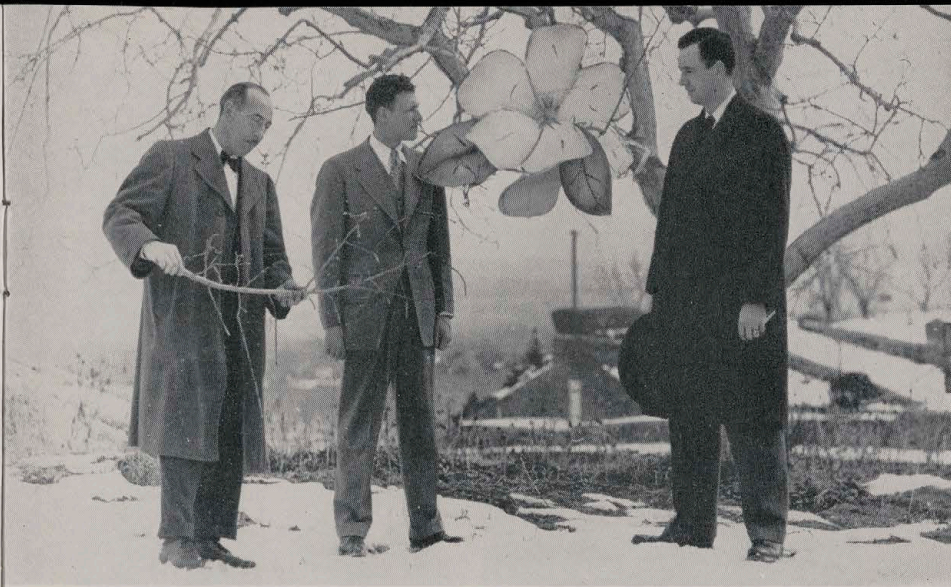
**APRIL
1947**



"LET'S JUST ROUTE HIM GREAT NORTHERN..
IN ONE OF THEIR OWN BOXCARS!"

Two

**THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN
CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE**



General Director Al Roth, Jr., Assistant Directors R. Neil Gellatly and S. A. DiGiorgio, three leaders of the Washington State Apple Blossom Festival, inspect a soon-to-bud apple branch in a Wenatchee valley orchard and envision apple blossoms of the size of the one shown above to keep pace with the plans they have for the festival.

G. N. Employees' Daughter Will Rule Wenatchee Apple Blossom Festival

Three local "prophets", referred to by their friends as the "three wise-men", met in one of the apple orchards in the famous Wenatchee Valley in Washington and after inspecting soon-to-bud apple tree branches, forecast that May 1, 2 and 3, will find the apple orchards in the valley at peak bloom. Accordingly, these are the dates on which the celebration of the 28th annual Wenatchee Apple Blossom Festival will be held.

The 1947 festival promises to surpass all previous fetes. Apple Blossom Queen Jean Marie and her princesses, Patricia Sugg and Lois Banghart, all members of the senior class of the Wenatchee High School, cho-

sen to reign over this year's fete, will travel throughout the state of Washington publicizing the festival. Fifty-six cities in North Central and Eastern Washington have been invited to send princesses and floats to participate in the celebration. Highlighting the fete will be a gigantic pageant parade and a queen's ball.

Queen Jean Marie Olson, 18, is the daughter of Stanley E. Olson, fireman on one of Great Northern's giant locomotives that haul Wenatchee apples eastward, and her mother, Lida Emma Olson, is a clerk in the railway's electric shop at Appleyard. She is an accomplished singer and pianist.

Three

**THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED
AT NO EXTRA CHARGE**



Vol. 17 April, 1947 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.

Easter

*The barrier stone has rolled away,
And loud the angels sing;
The Christ comes forth this blessed day
To reign, a deathless king.
For shall we not believe He lives
Through such awakening?
Behold, how God each April gives
The miracle of Spring.*

Edwin L. Sabin

Four

THE NEW EMPIRE BUILDER-DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

Perfect Shipping and Careful Handling

The nation's shippers together with all the railroads are conducting their 11th annual campaign for Perfect Shipping and Careful Handling during the month of April.

Shippers and railroads have joined in a campaign to stop the heavy toll exacted by carelessness, rough handling and other improper practices which drain off so much of the profits and wastes so much of industry's hard-earned production.

Those who actually handle the freight and cars containing freight working together with managements of shipping companies and the railroads can insure careful handling and proper loading in freight houses and safe practices in yards and terminals and assist in greatly reducing claims for loss and damage to freight.

All seats in coaches on New Empire Builder trains are reserved in advance at no extra charge. Coach passengers must purchase tickets and receive seat assignment before boarding train.

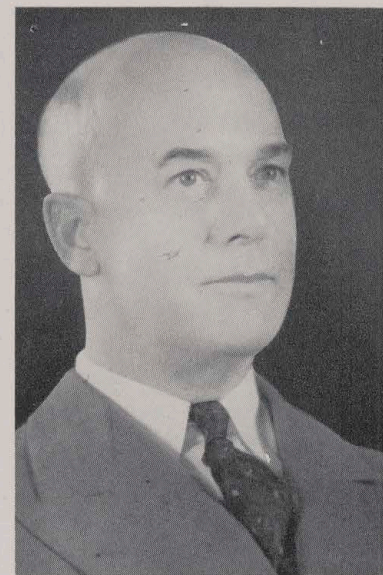
The Goat's Cover



Queen Jean Marie, whose father and mother are Great Northern Railway employees, will rule over Washington State's 28th Annual Apple Blossom Festival May 1 to 3.



Mr. Jenks



Mr. Dixon

G. N. Vice President Retires

Retirement of Charles O. Jenks, operating vice president of the Great Northern Railway, effective March 31, 1947, concluding nearly 56 years association with the system, is announced by F. J. Gavin, president.

Mr. Jenks' successor, with headquarters in St. Paul, is Thomas F. Dixon of Portland, Oregon. Mr. Dixon began his railroad career with the Great Northern, and since late 1943 has been vice-president and general manager of the Spokane, Portland & Seattle Railway, a Great Northern affiliate, with headquarters at Portland.

Mr. Jenks, regarded as one of the top-ranking and most successful operating officers in the railway industry, was 17 years old and a

student in the University of North Dakota when he began work for the Great Northern as a clerk in 1891. He successively held the positions of chief clerk, trainmaster, assistant superintendent, and superintendent before he was 35. In 1912, Mr. Jenks was advanced to general superintendent in Superior, Wisconsin, and three years later became general manager of the Spokane, Portland & Seattle Railway. His election as operating vice president of the Great Northern came on March 1, 1920.

Outstanding among Mr. Jenks' many achievements as an operating officer was his direction of the building of Great Northern's Cascade tunnel through the Cascade mountain range in Washington. The 7.79

(Continued on page 6)

Five

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Mr. Seery

Mr. Rohmer

Passenger Club Elects

The Philadelphia Passenger Association at its recent annual election of officers, held at the Sheraton Hotel, chose T. A. Seery, Reading Co., as president. Other officers elected were L. J. McKernan, Union Pacific RR., first vice-president; E. B. Saltmer, B&O RR., second vice-president; A. E. Rohmer, Great Northern Railway, treasurer; L. H. Dahms, Rock Island Lines, secretary; and H. R. Scott, Pennsylvania RR., historian.

Elected directors for a term of one year were, H. V. Chamberlin, CB&Q RR.; C. J. Christman, B&O RR.; R. E. Dunn, Penna. RR.; P. J. Logan, Penna. RR.; F. B. Powell, B&O RR.; P. C. Servino, ACL Ry.; J. C. White, C&NW Ry.; A. W. KUSHMORE, Reading Co.; W. P. Walker, C&O RR.; M. F. X. Ivers, Santa Fe, retiring president, was named to the board of governors.

The New Empire Builder offers a choice of Drawing Rooms, Bedrooms, Duplex Roomettes and Sections.

Six

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

C. O. JENKS

(Continued from page 5)

mile tunnel, longest in the Western Hemisphere, was completed in 1929.

Mr. Dixon was 18 years old when he began his railroad career. He started as a Great Northern call boy in Superior, Wisconsin. He advanced gradually in the operating department and, in 1917, became trainmaster in Great Falls, Montana. From that time through early 1942, Mr. Dixon held many important operating department posts on the railway in Montana, Washington, and Oregon.

In January, 1942, Mr. Dixon was appointed general manager of Great Northern's western district, with headquarters in Seattle, and on October 1, 1943, became vice president and general manager of the Spokane, Portland and Seattle Railway.

New Refrigerator Car

A new experimental lightweight refrigerator car with aluminum alloy superstructure was displayed in St. Paul and Minneapolis recently under sponsorship of the Great Northern and Burlington railways.

Weight is 50,600 pounds or 7,000 less than a conventional refrigerator car of the same 40-ton load capacity.

Many built-in improvements in design and construction are based on findings in a car-testing laboratory at Alexandria, Va., and experience in use of refrigerator cars. Through one device inside temperatures can be read from the outside by plugging into a connection on the exterior.

The car was developed and built by the Fruit Growers Express Company and the affiliated Western Fruit Express Company and Burlington Refrigerator Express Company.



Goat

GLEANNINGS

H. S. Loeffler, assistant chief engineer, Great Northern Railway, St. Paul, Minn., was elected a director of the American Railway Engineering Association, at its annual three-day meeting held in Chicago recently.

* * *

E. C. Grayson has been appointed general agent, Western Fruit Express Company, with headquarters in the Great Northern Railway general office building in St. Paul, succeeding O. P. Nelson, who has been assigned to other duties.

* * *

American President Lines has opened ultra-modern streamlined passenger offices at 152 Geary Street in San Francisco, just off Union Square, and at 514 West Sixth Street in Los Angeles.

* * *

Walter C. Olin, formerly chief clerk, refrigeration section, freight traffic department, St. Paul, Minn., is now assistant general agent, express traffic, St. Paul. M. V. Schoonover, formerly traveling freight agent, Klamath Falls, Oregon, has succeeded Mr. Olin. Don Gough, rate clerk, freight traffic department, Helena, Montana, has been transferred to a similar position in Great Northern's Chicago freight traffic department. Erl Rustad is now city freight agent in Great Northern's city freight office, St. Paul.

Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1947, are, Michael J. McMahon, engineer, Havre, Montana; Frank Reiterberger, section stockman, St. Paul, Minn.; John A. Blanchard, conductor, Moorhead, Minn.; Paul Bley, machinist, St. Paul, Minn.; L. E. Imhoff, instrumentman, Whitefish, Mont.; Edgar J. Ogle, agent, Mentor, Minn.; George Bradford, machinist, Everett, Wash.; L. W. Woodrow, general yardmaster, Delta, Wash.; Joseph B. Walsh, brakeman, Nattona City, Calif.; Ernest W. Mattison, conductor, Alexandria, Minn.

Members pensioned during March, 1947, are, C. O. Jenks, vice-president-operations, St. Paul, Minn.; Leroy R. Smith, auditor station accounts, St. Paul, Minn.; Walter J. Bennett, assistant bridge engineer, St. Paul, Minn.; Robert H. Stead, conductor, Great Falls, Mont.; George Hunkins, janitor and baggageman, Breckenridge, Minn.; C. W. Berquist, engineer, Crookston, Minn.; Jos. F. E. Riddell, agent & operator, Robbinsdale, Minn.; Oliver N. Ekberg, conductor, passenger depot, St. Paul, Minn.; Mike Freemark, brakeman, Breckenridge, Minn.; James E. Govett, tool room foreman, Hillyard, Wash.; A. L. Buckley, yardmaster, Willmar, Minn.; E. A. Shannon, joint train baggageman, St. Paul, Minn.; Michael E. Dowd, engineer, Superior, Wisc.; W. J. Saver, conductor, Crookston, Minn.; John E. Connelly, express messenger, Havre, Mont.; Carl B. Johnson, conductor, Sandstone, Minn.

Seven

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Mr. Loughney

Mr. Maher

General Agent Retires

Retirement of John C. Maher, Great Northern's general agent at Wenatchee, Wash., after 52 years of service, and the appointment of Frank J. Loughney of Seattle, to succeed him is announced by R. P. Starr, western traffic manager, Seattle, and George F. Hardy, general freight traffic manager, St. Paul.

Mr. Maher's career with the Great Northern began in the railway's accounting department in St. Paul in 1895. He transferred to Spokane as a rate clerk in 1902 and shortly thereafter became city freight agent there. In 1909, he was sent to Seattle as traveling freight agent, which position he held until 1918 when he became district freight agent at Butte. Two years later Mr. Maher was appointed general agent at Wenatchee, which position he held for 27 years and until the time of his recent retirement.

Mr. Loughney began employment with the Great Northern in 1923 and after holding various positions in the operating and traffic departments he became chief clerk to the general agent in Seattle in 1937. In 1941, he was appointed city freight agent and since 1944 has been traveling freight agent out of Wenatchee.

Eight

THE NEW EMPIRE BUILDER—DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

Inland Empire Lilac Festival

Dates for the 1947 Spokane Lilac Festival have been officially set for the eight-day period of May 14 to 21, inclusive. A popular civic fete for several consecutive years prior to the war, the lilac festival was re-introduced to the Inland Empire in 1946 by the Associated Garden Clubs, original sponsors of the event.

To formulate and develop plans to make the lilac festival an annual event of nation-wide importance and interest, the Spokane Lilac Festival Association was organized following the 1946 show and the festival will hereafter be sponsored by that organization.

The highlight of the 1947 festival will be an elaborate display of lilacs in downtown Spokane, which will include a lavish display of more than 600 lilac blooms, comprising about 50 different species, in the Marie Antoinette Room of the Davenport Hotel. More than 150 prizes and awards will be offered. Lilac growers throughout the Inland Empire are being encouraged to participate in the competitions.

Spokane and the Inland Empire adopted the lilac as its popular bloom not only because it thrives in this particular climate but also because it offers abundant delights to the amateur grower, as well as a wide assortment of types and varieties to the most advanced horticulturist. Free distributions of lilac shoots are made to the public semi-annually by the Lilac Association as part of a long-range program to make the city of Spokane and its neighboring communities the undisputed lilac center of the nation.

The New Empire Builder—a faster, daily, luxury train at no extra cost.



Montana Landmark and C. A. Christensen, its owner and operator.

Diversified Farming Brings Success to Montana Farmer

Near Sun River, Montana, on the Great Northern Railway, there is a stone barn topped by a life-size iron horse that has been a familiar landmark to four generations of ranchers and farmers. Known as the old J. C. Adams ranch, this highly productive 5,200-acre farm is now owned and operated by C. A. Christensen, whose visible assets in 1931 were a few head of Holsteins and three horses. In addition, however, he possessed a thorough knowledge of irrigation and dairy farming, a willingness and capacity for hard work and eleven very capable partners, his wife, four daughters and six sons.

Christensen, a native of Denmark, came to the United States at the age

of 13. After working at many jobs he began farming in Utah in 1907. It was not until 1931, when the Great Northern Railway, through its agricultural development department, began seeking experienced irrigation farmers for a colonization project known as the Campbell ranch, that Christensen became interested in Montana. He leased 360 acres on that ranch which he later increased to 840 acres, half of which was irrigated. Most of his crop land was in sugar beets, alfalfa and grain. After being hailed out the first two years, Christensen and his two sons worked the land until 1942, when they moved to the farm with the

(Continued on page 10)

Nine

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

Low Cost Private Room Accommodations

The New Empire Builder is the first post-war train to provide the IMPROVED DUPLEX ROOMETTE, a private room accommodation affording convenience and comfort for day and night travel for one adult passenger only, at cost of only 10% more than that of a Pullman standard lower berth. Duplex roomettes should not be confused with the roomette, which is larger and more costly.

Duplex roomettes are arranged on each side of the center aisle in sleeping cars with so-called "downstairs rooms" at aisle level and "upstairs rooms" reached by two steps off the aisle.

Every duplex roomette has an adjustable seat with a sponge rubber back and seat cushion and the latest body-fitting contour, adjacent to a solarium-sized window. They are equipped with complete toilet facilities, a comfortable full-length bed, 6-feet 5-inches long, individual control of heat, light and air-conditioning. Modern lighting facilities provide for general illumination and reading lights for seat and bed.

The beds in duplex roomettes are made ready for night occupancy prior to train departures. The beds in the aisle level or "downstairs rooms", when not in use, slide under the floor of the "upstairs rooms" and are easily pulled out over the seat for night use. In the "upstairs rooms" the beds are of the fold-in-the-wall type. When the occupant is ready to retire he lowers the folding bed; returns it to its niche in the wall on arising. These operations can be performed without the aid of the porter. Beds are equipped with automatic locks in both day and night positions as a safeguard.

Ten

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

MONTANA LANDMARK

(Continued from page 9)

iron horse, which he had purchased in 1939.

Operations on the Adams ranch were begun with 50 head of Holsteins and 100 head of range cattle, mostly Herefords and Shorthorns. In addition to his own 5,200 acres, Christensen rented an adjoining 800-acre farm. The first two years he summer-fallowed all of his own crop land, to eliminate noxious weeds, and produced his crops on the rented land. Normally, he plants about 40 acres of sugar beets and the balance of his 277 irrigated acres on the home ranch is in grain, grasses and alfalfa hay. He obtains his water from the Sun River Valley Ditch Company, a private irrigation company serving about 3,500 acres between Sun River and Vaughn, Montana. He now has 65 head of high grade Holstein cows, most of them purebred, and 300 beef cows including 50 head of purebred Herefords, 35 of which are registered.

At 66, Christensen is still actively managing his farm and five sons are working the land. Two of the boys were in military service in World War II, serving in the Pacific area.

According to Fred Sanborn, Great Northern's agricultural development agent at Great Falls, Montana, the important factors in Christensen's success are good management and an ideally diversified farming operation. Christensen firmly believes that dairying and sugar beets are a perfect combination. Beets are an excellent cash crop and also furnish feed for cows. They are an essential part of proper crop rotation under irrigation, especially in combination with dairying. He is a strong advocate of diversified farming, using crop rotation with beets, grain and hay in conjunction with beef and dairy cattle operations.



Goat GAIETIES...

She Found Out

Two women previously unacquainted were conversing at a reception. After a few conventional remarks the younger woman exclaimed, "I can't understand what has upset that tall man over there. He was most attentive to me and now he won't even glance at me."

"Perhaps he saw me come in" said the other woman. "He's my husband."

* * *

Poor Fish

"Where's your husband?" asked a friend who dropped by.

"Just walk down to the bridge," the wife replied caustically, "and look around until you find a pole with a worm on each end."

* * *

Ethyl, the Old Red

The Club bore was boasting of his ability to distinguish between different beverages. Finally one of the listeners took a flask from his pocket and asked the connoisseur to taste it and tell him what it was. The man tasted a mouthful and promptly spat it out. "Great Scott," he cried. "That's gasoline!"

"I know," came the bland reply. "But what brand?"

* * *

Slight Difference

"So you and your wife have been fighting again, have you, O'Malley?" asked the judge. "Liquor?"

"No, sir," replied O'Malley. "This time she won the fight."

To Kiss or Say Goodbye

A musician married a terribly ugly woman for her money. Every where he went, he would take her with him. When a friend said to him, "I can understand your marrying her for her money, but why do you have to take her with you every time you go out?" The musician explained, "It's easier than kissing her good-bye."

* * *

Get Down!

Jerk: "How do you get down from an elephant, Berk?"

Berk: "I dunno. How do you get down from an elephant?"

Jerk: "You don't! You get down from a duck!"

* * *

Straight and Narrow

Counsel and police witness were having a battle of words. Finally counsel turned to the policeman and said: "But if a man is on his hands and knees in the middle of the road, surely that is no proof that he is drunk?"

"Probably not, sir," replied the policeman. "But this one was trying to roll up the white line!"

* * *

You're Right, Son!

"When I was a young man," said a father to his indolent son, "I worked twelve hours a day."

"I admire your youthful energy, Dad," said the boy, "But I admire still more the mature wisdom that led you to stop it."

Eleven

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

Glacier Park Motor Coach Tours

The following rates for the one, two and three day all-expense stop-off and other motor coach tours in Glacier National Park are announced for the 1947 season.

Tour No.	Tour Cost	Transp. Tax	Total Cost
1 W-1-E	\$20.50	\$1.76	\$22.26
2 W-2 E	31.50	2.47	33.97
3 W-3 E	47.00	3.56	50.56
4 W-4 E	46.00	2.62	48.62
5 W-5 E	65.00	4.02	69.02
3 N { 1 person to room }	43.00	2.75	45.75
{ 2 persons to room }	40.00	2.75	42.75
3 S { 1 person to room }	46.00	2.75	48.75
{ 2 persons to room }	43.00	2.75	45.75

Rates are for rooms without bath. Itineraries for scheduled all-expense tours in the Park during the 1947 season will be the same as shown in 1946-Tariff of Charges in Glacier and Waterton Lakes National Parks. The slight increase in cost of tours is due to rise in meal prices.

The five-day restriction limiting the stay of guests at hotels in Glacier National Park and other National Parks has been removed by the National Park Service. This will permit guests to stay at hotels in Glacier Park for any length of time desired during the 1947 season.

Cascade Division to be Re-established

Re-establishment of the Cascade Division of the Great Northern Railway, with headquarters in Seattle, Wash., on July 1, is announced by I. E. Manion, general manager of lines west. The historic Cascade Division, which was consolidated with the Spokane Division in 1931, will embrace Great Northern territory west of Wenatchee, north to Vancouver, B. C., and south on the pool line to Portland.

Construction of a second story addition to Great Northern's King Street freight house, in Seattle, at a cost of \$80,000, already is under way and will provide modern office space for a personnel expansion of about 25 persons, most of whom will be transferred from Spokane. Making their headquarters in Seattle will be

a division superintendent, master mechanic and division roadmaster, whose appointments will be announced at a later date.

Contributing to the re-establishment of the division, was increased business west of the mountains and Great Northern's faith in the future expansion of industry and population in the Pacific Northwest area. History of the Cascade Division dates back to 1893, when the building of the Great Northern gave Seattle a direct rail link with the east. Division headquarters originally were in Everett. Depression-year economy measures led to the merger of the Cascade and Spokane Divisions in 1931, with headquarters located in Spokane.

Twelve

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE



Flower-covered floats will highlight the Rose Festival Grand Floral Parade.



The Queen of Rosaria and her Royal Court will reign during Rose Festival week.

Portland Rose Festival

The 1947 Rose Festival will be held in the City of Roses June 9 to 15. Highlighting this outstanding event of the Pacific Northwest will be the Grand Floral Parade in which fifty flower-covered floats depicting a "Vacation in the Oregon Country" will participate.

Coronation of the Queen of Rosaria will take place on June 10 in Multnomah Civic Stadium. The internationally famous Rose Show is scheduled for June 11 and 12, and the Airmail Rose Show, sponsored

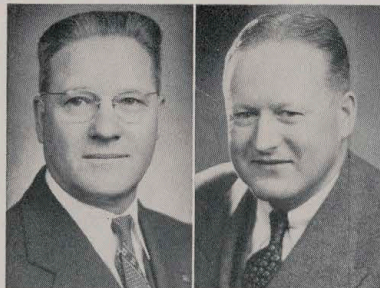
by Portland Postal Employees, will also be staged on June 11 and 12.

The morning of June 14, some 8,000 Portland grade school children will stage the Junior Rose Festival parade. Pictorial exhibits of the many and varied vacation areas in the Pacific Northwest will be on display during the rose festival.

The annual Golden Rose Ski meet, the last ski tournament of the season, will take place on June 15 on Mount Hood, an hour and a half drive from the city blooming with roses.

Thirteen

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Mr. Hoelscher

Mr. Karschnia

Anniversary

Great Northern Railway's Clerks Credit Union recently celebrated its 20th anniversary. With a membership of 846 employees, the credit union has granted 9,325 loans totaling more than \$1,500,000 during its twenty years of service to employees and its assets have grown to over \$255,000. The credit union has never paid less than 3% on shares and 2% on deposits annually. The organization is the largest credit union of railway employees in the area north of Chicago and west of the Great Lakes.

Officers are Louis B. Hoelscher, president, J. M. Rice, vice-president, M. J. Gillespie, vice-president and secretary and P. T. Karschnia, treasurer.

G. N. Turkey Bulletin

An illustrated bulletin on turkey production and management is now being distributed by the Agricultural and Mineral Development Department of the Great Northern Railway. Copies of the bulletin, which summarizes current government and state college information on good management practices for Northwestern states, can be had by writing to E. B. Duncan, director, Agricultural and Mineral Development Department, Great Northern Railway, St. Paul 1, Minnesota.

Fourteen

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

New York City Ticket Office in New Location

On and after April 28, Great Northern's city ticket office in New York City will be located at 630 Fifth Avenue, Room 264, Mezzanine, Rockefeller Center. Until further advice, the telephone numbers will remain as at present, Volunteer 5-0144-5-6. The new offices are being completely remodeled, redecorated and refurbished. Personnel in Great Northern's New York City ticket office under Frank M. Schnell, general agent, consists of H. Deissler, district passenger agent, S. A. Dougan and J. E. O'Connell, city passenger agents, Miss M. A. Beechman, ticket agent, and H. W. Heyer, assistant ticket agent.

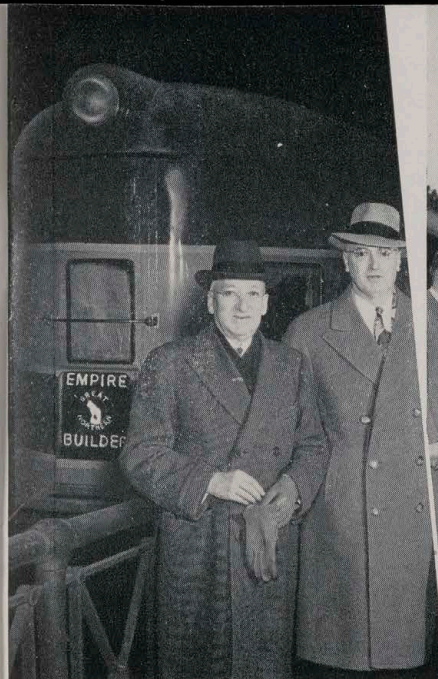
Flying Frozen Fish

Great Northern Roadmaster Ole Melting recently took a snow-plow and crew up into Canada to help dig out the branch line of the Canadian National, which connects with the Crosby-Northgate branch of the Great Northern, and over which there is normally heavy oil traffic.

While bucking snow he found a three inch muskie minnow, frozen stiff in the snow. He put it in a fruit jar of water and it came to life. He brought it home with him and it is now swimming contentedly in a fruit jar at the G. N. depot at Berthold, N. D.

Roadmaster Melting says that the people up there say that during a blizzard in February the wind was so terrific that it blew water and fish out of the lakes and sprinkled them around the country.

(Reprinted from Berthold Tribune March 27, 1947)



Photos by Standard Oil Co. of California

Great Northern and Burlington officials participated in inaugural ceremonies for the New Empire Builders prior to the first eastbound and westbound runs of the streamliners on February 23.

In Seattle F. J. Gavin, Great Northern president, and Mayor William F. Devin christened the diesel locomotive of the first eastbound Empire Builder at a somewhat showery ceremony, pictured above at the right.

Mayor Devin christened the train with a bottle of Puget Sound water and ducked the spray. President Gavin swung a bottle of Mississippi River water . . . but didn't mind the resultant shower. Watching the Seattle ceremony at the left is Michael Dederer, vice-president of the Seattle Chamber of Commerce. In a brief address, Mr. Dederer congratulated Great Northern on providing Seattle its first streamlined train service.

In Chicago for the inauguration of the first westbound run of the New Empire Builder were Ralph Budd, Burlington president, and C. E. Finley, Great Northern's traffic vice-president, who appear in the picture above at the left. Mr. Budd is at the left and Mr. Finley at the right.

Fifteen

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

POST-WAR VACATION



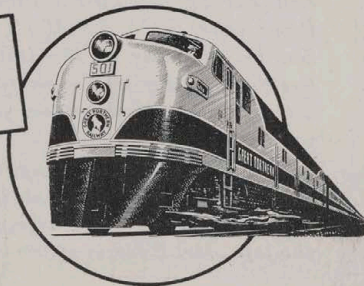
The New EMPIRE BUILDER includes modern reserved seat coaches at no extra fare.



You enjoy privacy in luxurious post-war rooms on the New EMPIRE BUILDER.

This year visit the Pacific Northwest and California to your heart's content. Travel on the *first* and *finest* post-war transcontinental train. Diesel powered, this green and orange superliner streaks along the smoothest roadbed in the Northwest. Inside there's more color, more comfort, more convenience than you'd have thought possible before the war. Come aboard soon!

This is the year
and this the right train



**the New Empire Builder
of the GREAT NORTHERN RAILWAY**

Serves The Best of the Great Northwest

the
GREAT NORTHERN GOAT



**MAY
1947**

Fun ON A DUDE RANCH



Horseback riding is the principal diversion on a Western dude ranch.



Rides in the moonlight in the ranch surrey.



Ranch guests can wade right into ranch activities.



Each guest is assigned a horse and saddle for his or her exclusive use while a guest on the ranch.



Dude ranch guests occupy comfortable and commodious cabins.



Rail-birds sit on the top corral pole watching the branding.



Comfort and friendliness are predominant characteristics of Western dude ranches.

Western Dude Ranches Offer Varied Vacations

There is no better place than a western dude ranch for a truly different vacation, where guests can break-out of metropolitan routine, don ranch clothes and soak up sturdy living in the mountains or wide-open spaces. Most all of the time is spent out-of-doors in health-giving, warm, sunshiny days and cool, crisp nights.

Many of the west's finest dude ranches are in territory tributary to the Great Northern Railway in Montana, Idaho, Washington, Oregon, Alberta and British Columbia. Montana dude ranches afford an added attraction in just a visit, or a few days, in Glacier National Park which is easily reached from many of the ranches.

While the whole dude ranch concept is built around horseback riding, there is hiking, swimming, fishing, boating, tennis, horseshoe, pack-trips and, if they wish, guests help with everything from branding cattle to pitching hay and shoeing horses. Or, always there is the opportunity to be just lazy, relax and enjoy the vast magnificent scenic environs of the ranches.

Rates at dude ranches in Great Northern territory are in most instances all-inclusive and include cabin, meals, saddle-horse and all the other things which a ranch provides to make the stay of its guests interesting, enjoyable and comfortable.

Celebrating its twenty-third sea-

son is Shining Mountain Ranch Camp For Girls, reached from Marion, Montana. Under the direction of Florence Rogers Cassill, who has conducted Shining Mountain since its beginning, girls are offered the experience of living on a real western ranch. There is no set daily routine. Each girl is assigned a fine Western riding-horse which is hers

for the entire stay at the ranch. There is swimming, crafts, games, pack trips, rodeos and trips to Glacier National Park. Personal equipment is simple. The girls live in comfortable log cabins. There are adequate center shower houses. The drinking water comes from a dozen or more hidden mountain springs. The food is hearty and well balanced.



Florence Cassill Rogers, director of Shining Mountain and her favorite horse.

Shining Mountain is open for a period of ten weeks, beginning June 24. The first period, four weeks, is from June 24 to July 21; the second period, four weeks from July 21 to August 17; the third period, two weeks, August 17 to August 31, is open only to "former" campers and girls of college age. The capacity of the camp is limited to 45 girls. Groups leaving for camp vacations from the East and West are chaperoned by members of the camp staff.

Mrs. Cassill is a graduate of the University of Washington, a member of the American Camping Association and the Dude Ranchers Association.

Three

**THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED
AT NO EXTRA CHARGE**



Vol. 17 May, 1947 No. 5

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

IVAN A. COPPE, Editor

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

Great Northern Reports

A reduction of nearly 57 per cent in annual interest charges on Great Northern's funded debt in the past 12 years was reported to stockholders by F. J. Gavin, president of the railway, at the company's annual meeting held in St. Paul, May 8.

Interest on funded debt was reduced more than 10 1/2 million dollars from 1935 through 1946, said Mr. Gavin, by refunding operations and other redemptions. Funded debt interest at the end of 1946 was \$8,120,262 as compared with \$18,755,665 at the close of the railway's operations in 1935.

Four

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

The Great Northern president observed at the meeting that "while the recent increase in freight rates should add substantially to the company's revenues in 1947, it is estimated that the railway's income this year will not be sufficient to earn a fair return on the investment in the company's properties.

"Contrary to general belief that railways are wallowing in profits is this fact: they earned an average of only 2 3/4 per cent on investment in 1946," Mr. Gavin added. Great Northern's return on investment was 3 1/2 per cent last year.

Mr. Gavin pointed out that railway wages have risen more than 52 per cent and costs of materials, fuel and supplies have increased 61 1/2 per cent since 1939.

"Railways need and consistently must have at least a 6 per cent return on investment to continue production, maintenance and improvement of their services, and to further encourage investors," he asserted.

Great Northern stockholders were advised that although the company's gross revenue of almost 167 1/2 millions in 1946 was the greatest of any peacetime year, the net income of nearly 23 1/2 millions was 2 millions less than in 1928 and 1929.

"The main reason for this situation was the higher wage bill in 1946—approximately 83 1/2 millions as compared with 48 1/2 millions in 1928 and 1929," reported Mr. Gavin. "However, the company's revenues were 41 millions higher and fixed charges 10 millions less in 1946 than for either 1928 or 1929."

Approximately 420 new industries were established on Great Northern property in 1946, while many others were located on privately-owned sites served by the railway.



Superintendent Bisbee checks Great Northern's New Empire Builder on arrival at King Street Station.

Seattle King Street Station Superintendent Retires

The shrill whistle of a steam locomotive along Seattle's waterfront drifts out across Elliott Bay. At his home over on historic Alki Point, Frank E. Bisbee peers over his evening paper at Mrs. Bisbee and says, "Well, Mama, the Oriental Limited is out on time."

Before his retirement on April 30, the orderly arrival and departure of Great Northern and Northern Pacific passenger trains at Seattle's big King Street Station was almost as much a part of Frank Bisbee's life as eating and sleeping. He had been superintendent of the station for the past 20 of his 34 years there, having been promoted from yardmaster in 1927.

Bisbee began his railroading career on the Pennsylvania in 1902, first as brakeman and then as conductor. Later as operator on a dumper at the great Ashtabula, Ohio, iron ore and coal docks he broke all then existing records by loading 6000 tons of coal in 6 hours.

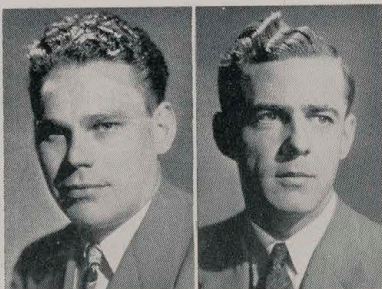
In 1909 Bisbee went to the west coast on a visit, and liked the country so well that he stayed. After a period as a grocer and commercial traveler the "railroad bug" got him again and in 1913 he went to work at King Street Station.

Bisbee has seen a continuing cross-section of life in his years at King

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Five

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Mr. Hoffman

Mr. Casey

Traveling Freight Agent

The appointment of Walter F. Hoffman as Great Northern traveling freight agent at Wenatchee, Wash., is announced by R. P. Starr, western traffic manager, Seattle, and Geo. F. Hardy, general freight traffic manager, St. Paul. Mr. Hoffman's successor as express traffic representative at Seattle is John E. Casey, formerly chief clerk in the company's Portland, Oregon, freight traffic department.

Mr. Hoffman began employment with the Great Northern as office boy, in 1939, and was express traffic representative at Seattle since 1945. Mr. Casey, who joined the Great Northern in 1935 in the freight traffic department, St. Paul, was a sergeant in the First Marine Division. He was discharged in February, 1946, after three years' service, returning to his position in the general offices in St. Paul. Five months later he was appointed chief clerk in the freight traffic department at Portland.

The U. S. Naval Reserve now needs men of most trades and skills; men who are, and want to remain civilians, but who also want to keep in touch with the Navy and want to take advantage of educational opportunities.

Six

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

BISBEE RETIRES

(Continued from page 5)

Street. The "toughest" period he recalls was during the great holiday jam of December, 1945, when 500 to 600 furloughed service men slept nights on the station floor, with no place else to go. His longest unbroken stretch at King Street was during a storm period, when he didn't leave the station for 8 days and nights, grabbing "cat-naps" on a cot in his office.

At his home on Alki Point, Bisbee will pursue his hobby of gardening, interspersed with a little fishing. But it's a safe bet that through the years of his retirement "the Sup" will keep at least one ear tuned to the whistles across the bay which mean that all is well at King Street Station.

C. A. Manthe, Great Northern trainmaster at Seattle since 1940, has been named to succeed Mr. Bisbee as superintendent of King Street Station.

Each year during the week of Memorial Day, the Veterans of Foreign Wars of the U. S. conduct their National Sale of Buddy Poppies.

The Goat's Cover



hot wire on a dude ranch in Montana.

Hard on the hat, but strictly fashionable in young dudette circles is a brand on a ten-gallon western chapeau. A new hat is getting the works from a red-



Goat

GLEANINGS

A testimonial dinner was tendered John C. Maher, who recently retired as Great Northern's general agent at Wenatchee, Wash., by his railway associates on March 31. Mr. Maher was presented with an easy chair and a radio. R. P. Starr, the railway's western traffic manager, acted as toastmaster. The Wenatchee Valley Traffic Association also honored Mr. Maher on his retirement by proclaiming April 7 as "John Maher Day," as an expression of appreciation of his long and valued service as Great Northern general agent in that city.

* * *

K. E. Soder, assistant director in Great Northern's Department of Agricultural and Mineral Development, St. Paul, has resigned to accept position of Director of the Texas-Oklahoma Wheat Improvement Association with headquarters at Oklahoma City, Okla.

* * *

George B. Burpee, general passenger agent for the Canadian Pacific Railway at Vancouver, B. C., since 1937, died April 1, after several weeks illness.

* * *

Bellingham, Washington, will hold its 1947 Northwest Blossomtime Festival May 20-24, inclusive. A number of nearby community bands and drill teams will participate in the event which in previous years was known as the Spring Festival.

Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1947, are, Fred C. Beese, master carpenter, Willmar, Minn.; John P. Stodolka, engineer, St. Paul, Minn.; Harry Bray, machinist, Minot, N. D.; John P. Hill, engineer, Barnesville, Minn.; Mrs. Mary Hill, honorary member, New York, N. Y.; John W. Shaw, engineer, Minot, N. D.; Reece J. Davis, engineer, Preston, Idaho; Leo H. Murry, conductor, St. Paul, Minn.

Members pensioned during April, 1947, are, Russell J. Ayotte, engineer, Whitefish, Mont.; Albert Spinner, engineer, Watertown, S. D.; Burnie G. Olson, yard-clerk, Minot, N. D.; John A. Roberts, boilermaker, Williston, N. D.; Orrin L. Whitlock, wire chief, St. Paul, Minn.; Charles E. Andrews, engineer, Interbay, Wash.; Carl C. Gray, electric welding foreman, Minot, N. D.; Albert K. Green, fireman, Great Falls, Mont.; Otto E. Bodin, conductor, Minneapolis, Minn.

* * *

Southern Pacific's "Golden State Limited" has been changed to "Golden State."

* * *

Charles H. Hofer, car distributor in Great Northern's superintendent of transportation office, St. Paul, died April 19 following a two-week illness. Mr. Hofer began employment with the company in October, 1897.

* * *

The Veterans' Association of the Great Northern Railway will hold its annual meeting at Hibbing, Minnesota, June 7.

Seven

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Sperry Chalet, headquarters for glacier-exploring vacationists.



Glacier Park Hotel at eastern rail entrance to Glacier National Park.



Lake McDonald Hotel near the western rail entrance to Glacier National Park.



Many-Glacier Hotel on Swiftcurrent Lake is nearest the center of Glacier Park.

Glacier National Park

WILL OPEN FOR THE 1947 SEASON

**June
15TH**



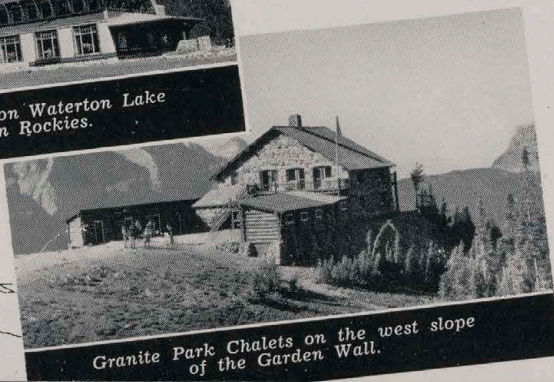
Indications are that Glacier National Park in the Montana Rockies and Waterton Lakes National Park in the adjoining Canadian Rockies will be host to more visitors during the 1947 season than ever before.

Welcome signs are being readied at hotels and chalets; the colorful red sight-seeing busses are being "shined up" for the resumption of their routes over mountain highways on the one, two, three, four and five-day low-cost all-expense tours; lake launches will be waiting to take park visitors for rides on Two Medicine, Lake McDonald, Swiftcurrent, Josephine and Waterton Lakes; saddle-horse trips will again be available over the Park's 1,000 miles of trails from Glacier Park Hotel, Many-Glacier, Lake McDonald and Prince of Wales Hotels; and Two Medicine Chalets; Wilderness Trail hiking and camping trips are being organized, the first 8-day trip scheduled to leave Belton on July 1; Blackfeet Indians will be in their summer lodges ready to welcome visitors; Great Northern's Oriental Limited will stop daily from June 15 to September 15, at Glacier Park Station, east-

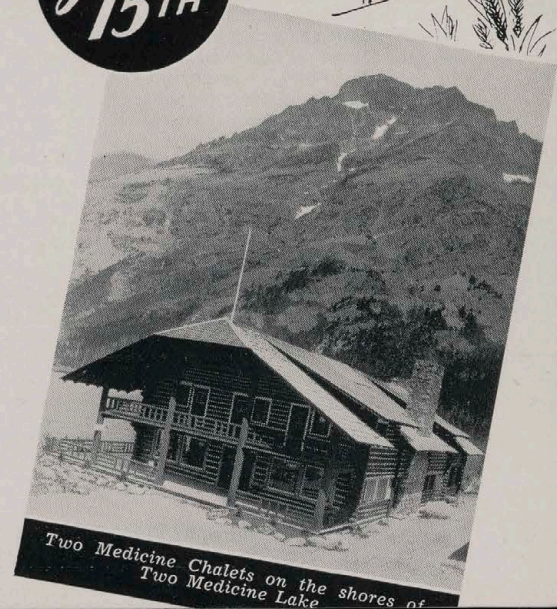
(Continued on page 10)



Prince of Wales Hotel on Waterton Lake in the Canadian Rockies.



Granite Park Chalets on the west slope of the Garden Wall.



Two Medicine Chalets on the shores of Two Medicine Lake



Mr. Spaniol

Mr. Whitlock

Relay Manager Retires

Completing almost 45 years of service in Great Northern's telegraph department, which began in December, 1902, as an operator in the relay office at Minot, N. D., Orrin L. Whitlock, manager of the St. Paul relay office, retired on March 8. Prior to his transfer to St. Paul, Mr. Whitlock was manager of the relay office at Havre, Montana.

Succeeding Mr. Whitlock as manager of the St. Paul relay office, is John T. Spaniol, whose employment with the Great Northern began in August, 1906, as an operator on the Mesabi Division. He was transferred to the relay office at Superior, Wisc., in July, 1911, and became wire chief in the St. Paul relay office in February, 1924.

Texas Club Elects

The Passenger, Ticket and Freight Agents Association of Texas, at its 40th Annual Meeting held at Galveston, elected Charles Sorg, Jr., GA., NP Ry., Dallas, president; J. V. Colley, GAPD., NYC Lines, Houston, first vice-president; J. Y. Cassell, AGFA, AC&Y-NO Railroads, Dallas, second vice-president; J. G. Hatcher, GA., CMS&P&P RR, Dallas, secretary-treasurer.

Ten

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

GLACIER PARK

(Continued from page 9)

ern entrance, and Belton, western rail gateway, to receive and discharge Park visitors.

Beginning June 15, Glacier Park's over 1,500 square miles of the finest mountain country in America, with 60 glaciers nestled among the Park's higher peaks, and 200 beautiful lakes, plus 225 square miles of scenic grandeur in adjoining Waterton Lakes Park, will be ready and waiting to provide adventure and recreation for thousands of vacationists.

Glacier National Park fits perfectly into any vacation plan that includes Pacific Northwest, California or Canadian Rockies. It is the only National Park in the United States on the main line of a transcontinental railway—the Great Northern.

Seattle Gray Line Tours

Seattle's famed cruise steamer, the "Sightseer," will be "standing by" on the morning of June 14, to take aboard her first load of 1947 summer tourists.

Twice daily until September 14, the "Sightseer," operated by Gray Line Motor Tours, will ply her unique route from the fresh water of beautiful Lake Washington to the salt water of Elliott Bay, on Puget Sound.

The combination trip will begin at 9 a.m. with a scenic motor tour of the city in Gray Line's "View-Master" sightseeing coaches. At 10:30 passengers board the "Sightseer" at Leschi Park on Lake Washington for a 2½ hour cruise which takes them past the famous Floating Bridge, through 8 miles of canal connecting Lake Washington and Lake Union, near the city's geographical center, and finally from Shilshole Bay on Puget Sound around to Seattle's waterfront on Elliott Bay.



Goat

GAIETIES...

We Try

The one who thinks our jokes are poor,

Would straightway change his views,

Could he compare the jokes we print

With those we couldn't use.

Watch It Boys!

Old Robinson (inspecting young R.'s "personal-expense" account for last term)—"What do you mean by \$40 for tennis?"

Young R. (easily)—"Oh! that's for a couple of rackets I had to have."

Old gentleman (severely)—"Yes, I understand, but I think we used to call them bats."

Time-Piece Work

A negro called upon an old friend, who received him in a rocking chair. The visitor observed not only that his host did not rise, but that he continued to rock himself to and fro in a most curious way.

"Yo ain't sick, is yo, Harrison?" asked the caller, anxiously.

"No, I ain't sick, Mose," said Harrison.

There was a moment's silence, during which the caller gazed wide-eyed at the rocking figure.

"Den," continued Mose, "why does you rock yo'self day way all de time?"

Harrison explained: "Yo know Bill Blott? Well, he sold me a silver watch cheap, an' if I stops moving like dis, dat watch don't go."

He Asked For It

A fellow with a big red nose went into a beauty shop. "Have you got some makeup that I can use to cover my nose?" he asked. "Goodness, no!" replied the shocked beautician. "I've never seen a nose like that before; do you do a lot of drinking?" "No," he replied, "I never drink." "Pardon me for asking, but how in the world did you ever get a big red nose like that?" "When they were giving out noses," he explained, "I thought they said 'roses' and I said, 'give me a big red one!'"

He Had To Be

Wife (after a spat)—"When I married you I didn't know you were a coward. I thought you were a brave man."

Husband—"So did everybody else."

Cold Feet Too!

Wife: What! Bathing your feet with your socks on?

Husband: Absolutely necessary, my dear—the water's so cold.

Hold Everything

The telephone operator was new on the job and the superintendent was listening to her conversations. When the superintendent had finished testing the operator, she called her in for further instructions.

"Dearie," said the superintendent, "you're doing okay, but I think it might be better if you were to say 'One moment please' instead of 'Hold on to your pants, Mister'."

Eleven

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

G. N. Passenger Train Schedule Changes

The following changes in Great Northern Railway passenger train schedules were made effective, Sunday, May 4:

Trains Nos. 3 and 4, The Oriental Limited, now stop regularly at Benson, Minn. Bonners Ferry, Sandpoint and Newport are flag stops to discharge and receive revenue passengers destined to points where 3 and 4 are scheduled to stop.

Train No. 9 now leaves St. Paul daily at 9:15 pm; Minneapolis at 10:05 pm; Litchfield at 11:50 pm; Willmar at 12:45 am; Benson at 1:40 am; Morris at 2:32 am; Breckenridge at 4:20 am; Wahpeton at 4:25 am; Moorhead at 5:40 am; arrives Fargo at 5:45 am; leaves Fargo at 6:05 am. No changes in schedules west of Fargo.

Train No. 10, no change in schedule, except that trains Nos. 9 and 10 make all local stops, including stations between Willmar and Fargo.

Train No. 185 now leaves Benson, daily except Sunday, at 12:20 pm; Watertown at 3:40 pm; arrives Huron at 6:10 pm.

Train No. 186 now leaves Huron daily except Sunday, at 11:55 am; Watertown at 2:30 pm; South Shore at 3:10 pm; Bellingham at 4:14 pm; arrives Benson at 5:30 pm.

Trains Nos. 185 and 186 have been discontinued between Benson and Willmar.

Train No. 337 now leaves Rutland

at 7:40 am, daily except Sunday, arriving Forbes at 10:25 am. Train No. 338 now leaves Forbes at 10:40 am, daily except Sunday; arriving Rutland at 1:25 pm.

Train No. 203 now leaves Devils Lake, daily except Sunday, at 7:00 am, arriving Hansboro at 11:00 am. Train No. 204 now leaves Hansboro, daily except Sunday, at 11:30 am; arriving Devils Lake at 4:00 pm.

Train No. 212-207 now leaves Devils Lake, daily except Sunday, at 9:10 am; Lakota at 10:30 am, arriving Sarles at 1:35 pm. Train No. 208-211 now leaves Sarles, daily except Sunday, at 1:45 pm; Lakota at 4:22 pm; arriving Devils Lake at 5:05 pm.

Train No. 213 now leaves Rugby, daily except Sunday, at 3:30 pm; arriving Antler at 6:50 pm. Train No. 353 now leaves York, daily except Sunday, at 4:05 pm; arriving Dunseith at 6:25 pm. Train No. 351 now leaves Towner, daily except Sunday, at 2:50 pm; arriving Maxbass at 5:00 pm.

Trains Nos. 261 and 262, between Havre and Cut Bank, and trains Nos. 263 and 264 between Bonners Ferry and Spokane now operate daily except Sunday.

The Aberdeen line train between Breckenridge and Fargo has been discontinued and schedule in effect prior to April 6 has been restored, which is as follows:

No. 191		No. 192
Except Sundays		Except Sundays
4:30 AM Lv:	Breckenridge	Ar: 12:30 AM
6:07 AM "	Hankinson	Lv: 11:02 PM
6:32 AM "	Lidgerwood	" 10:35 PM
7:10 AM "	Rutland	" 9:58 PM
9:10 AM Ar:	Aberdeen	" 8:00 PM

Twelve

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE



Lamb feeding demonstrations were conducted on Jake Reidel (upper picture) and Axel Danielson farms near Sidney, Montana.

Montana Livestock Feeder Tours

That 1947 marks the sixteenth year Montana has had livestock feeding tours has no little bearing on the fact that lamb feeding alone has grown to a three-million-dollar annual industry in the Lower Yellowstone Valley.

The idea of conducting livestock feeder tours in Montana was carried out for the first time in January, 1931, under the joint sponsorship of the Livestock Department of the Montana State College Extension Service, sugar beet companies, business men, and the Agricultural Development Department of the Great Northern Railway. Each year since, these tours have been held regularly

in January at Sidney, Chinook, and Great Falls. In some years additional tours are held at other points, such as Conrad, Malta, and Glasgow. Attendance has grown from about 50 to more than 500 during this time, and has included interested groups and individuals from surrounding counties and states.

The purpose of the tours is to demonstrate better methods of feeding, and the use of better equipment, to bring about more efficient results. On each tour there are at least two stops at lamb feeding lots and two at cattle feeding lots. There is also a lamb grading demonstration which

(Continued on page 14)

Thirteen

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

FEEDER TOURS

(Continued from page 13)

gives the members of the tour an opportunity to learn how to grade lambs by handling them, so that they can determine when their own lambs are finished and ready for market. After the tour there is a meeting at which livestock specialists provide information about rations, efficiency gains, the type of carcass the market is looking for, and other helpful data. Most of the tours are climaxed with banquets at which businessmen and feeders have an opportunity to get acquainted.

This year a group of 50 bankers and farmers from the Red River Valley in North Dakota attended the Great Falls and Chinook tours. Hal Stephenson, Cass County Agricultural Agent, who made arrangements for the five-day tour in two special Great Northern sleeping cars, and was in charge of the North Dakota group, had this to say about the trip. "The areas we visited in Montana are similar to the Red River Valley except for irrigation, and all of us brought back some good ideas which can be adapted to our own conditions. The trip also stimulated interest in having a tour in our Valley next year, and we are now planning to have one."

According to Nels Bach, one of the largest operators in the Lower Yellowstone Valley, in addition to the direct benefits derived from the three-million-dollar lamb feeding industry in the Valley, there are important indirect benefits which include increased sugar beet acreage and the greatly increased yield per ton through feeding, which he estimated have a value of about a million dollars annually. He stated the Val-

ley can handle a maximum of 200,000 to 225,000 lambs.

Feeding lambs is a sideline with most irrigated farm operators. By using a feeding program they dispose of all their surplus feeds at a higher price than they could by any other means. Feed consists of sugar beet tops, beet pulp, corn, oats, barley, and alfalfa. The feeding program also provides two cash crops annually—sugar beets and small grains during the summer and lambs during the winter—and it provides valuable fertilizer.

Carl Lundhagen, Great Northern's traveling freight agent at Sidney, in cooperation with lamb shippers in the Sidney area, pioneered these lamb feeder tours and has been instrumental in making them an annual event.

The practice of conducting feeder tours has always paid dividends, according to Mr. Lundhagen, as they not only give feeders attending them new ideas for their own operations and help them increase their own efficiency, but they also stimulate increased interest in lamb feeding among farmers who do not have a program of feeding but who could materially increase their income and stabilize their farm operations with a feeding program. Mr. Lundhagen acted as toastmaster at the 1947 feeder tour banquet.

The Railroad YMCA, founded in April, 1872, is celebrating its 75th anniversary, with 125,000 registered members and serving an additional 250,000 other railroaders on a non-membership basis, the total representing one-third of the 1,375,000 railroad men who serve the transportation demands of the country.

Fourteen

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE



Front row (left to right): Dorothy Rombach, June Petersen, Jean Tester, Gloria Malstedt, Mary Pihaly. Rear row: Lillian Mullencamp, Dorothy Hanson, Laura McAndrews, Dorothy Zechmeister, Edna Lindstrom and Zelma Heins.

Great Northern Girl Drum Corps

The 1949 Women's International Bowling Congress was the prize "scalp" sought by a colorful group of Indians who teamed up with 35 delegates of the St. Paul Women's Bowling Association to the 1947 tourney at Grand Rapids, Michigan.

Bedecked in Indian costumes, the 11-girl special Great Northern Railway drum corps beat the tom-toms—drums, that is—to reinforce St. Paul's bid for the big bowling meet two years hence.

St. Paul-Minneapolis-Jasper Park-Vancouver, B. C. Sleeping Car Service

The first standard summer-line sleeping car between St. Paul-Minneapolis and Jasper Park-Vancouver, B. C., on Great Northern trains Nos. 7 and 8, The Winnipeg Limited, in connection with Canadian Nation-

al trains Nos. 3 and 2, will leave St. Paul-Minneapolis on June 27, the last car on August 29. The first sleeping car will leave Vancouver, B. C. on June 30, the last car on September 1.

Fifteen

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

TWO FINE TRAINS

No Extra Fare

IN DAILY TRANSCONTINENTAL SERVICE

THE NEW EMPIRE BUILDER

These superliners provide daily service between Chicago and the Pacific Northwest on a 45-hour schedule. Modern reserved seat coaches, Pullman-serviced sleeping cars with duplex roomettes, double bedrooms, drawing rooms and open sections. Luxurious facilities for recreation and refreshment.



Observation Lounge Car of the
New Empire Builder.

THE ORIENTAL LIMITED

Daily eastbound and westbound service on convenient schedules. Economical, comfortable coaches and tourist sleeping cars. Standard Pullmans. Observation-lounge car and dining car. This fine, dependable train will serve Glacier National Park during the season, June 15 to Sept. 15.



Club-Observation Car of the
Oriental Limited.



GREAT NORTHERN RAILWAY

Serves the Best of the Great Northwest

the GREAT NORTHERN GOAT



JUNE
1947

Mt. Vernon, Washington

VEGETABLE SEED CAPITAL OF THE NORTHWEST

Northwest Agricultural Laboratory of the State College of Washington



Turnip seed field in bloom prior to harvest



Cabbage fields in the rich tide flats of Skagit County

LECKENBY SEED CO. PHOTO



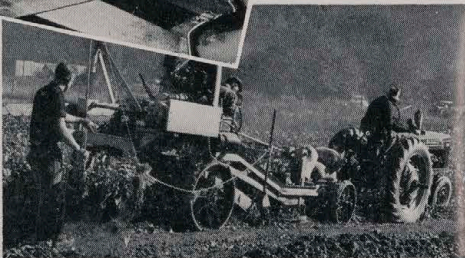
A "patchwork quilt" of seed crops in blossom

Beet bulb trencher

LECKENBY SEED CO. PHOTO



Spinach planting



Million Dollar Pacific Northwest Industry

As most any backyard gardener can readily tell you, that succulent, leafy vegetable which contributes so much zest and aroma to a steaming plate of corned beef and cabbage is grown from seed about the size and shape of bird shot. Furthermore, the seed comes in a brightly illustrated package which sells for a dime and averages probably a quarter-ounce in weight.

Up in Mt. Vernon, Washington, in the lush northwest corner of the United States, they talk about cabbage seed in real Paul Bunyan language—not ounces, but tons; not dimes, but many thousands of dollars. For this bustling Puget Sound community, mid-way between Seattle and Vancouver, B. C., on Great Northern's coast line, is without dispute the "Cabbage Seed Capital" of the nation.

As a matter of fact that accolade can be broadened to "Vegetable Seed Capital," for Mt. Vernon's seed industry, which spells nearly a million dollars annual income to farmers in the district, embraces not only the cabbage, but turnips, table beets, spinach, rutabagas, chard, mangels, kale and Brussels sprouts.

But it's the proletariat of the garden plot, cabbage, which has contributed principally to Mt. Vernon's fame and fortune. About 500,000 lbs. of cabbage seed are sowed annually over a million and a half acres across the nation, and 90% of this seed has been grown, processed and sacked in the Mt. Vernon area.

Producing a seed crop is a mighty ticklish business, calling for a variety of special skills. Or as one seed man put it, "We don't consider it so much a business as a profession."

Actually, seed production is a tripartite affair. On one end are the big wholesale and retail seed houses,

at the other end the farmer. In the middle is the production man. Often a single company will perform both the sales and production functions and even do its own breeding.

The acreage to be planted each year is determined when the sales company communicates its needs to the production man. The production man in turn makes his contracts with various farmers for the raising of the seed at so much per pound. Under the contract the production man furnishes the stock, supervises the raising, and cleans and makes marketable the harvested seed.

In Mt. Vernon you don't shake your head sadly when a production man asks blankly what year it is, for the production man's calendar is always dated a few years ahead. Already he has made his sales against 1948 production. To appreciate this you must realize that nearly all of the vegetable seed crops grown on a commercial scale in this area are biennials. The single exception is spinach, which is planted from late March to mid-April and harvested in mid-August of the same year.

Cabbage stock is sowed in June, in plant beds, and transplanted anywhere from late July to mid-September; but it isn't until around early August of the following year that the seed finally is harvested.

Table beets, another leading seed crop, also are sowed in June, but from that point the routine is considerably different than in the case of cabbage. Along about mid-October the beets are dug up and "pitted," or laid in trenches and covered. Then along in late March of the following year the roots are exhumed and transplanted in seed fields. Harvest follows in late August.

Eight major seed companies have seed handling facilities in and around

(Continued on page 6)

Three

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Vol. 17 June, 1947 No. 6

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

IVAN A. COPPE, Editor

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

Why Aren't Railroads Making More Money?

Railroads are busy these days—as busy as they were during the war.

They are hauling more freight than ever before in peacetime—a volume of traffic equivalent to moving a million tons a mile every minute.

With all this traffic, it's no wonder some people think railroads are making lots of money.

But they are not. In 1946, they made only 2¾% on their net investment in the cars and engines, the tracks and terminals, the shops and signal systems, and all the other

Four

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

things which railroads have to provide and maintain in order to serve you. And this year, even with the new freight rates which went into effect January 1, 1947, they won't make much, if any, more.

Why?

Simply because the cost of producing rail transportation has gone up so much faster and farther than the price at which it is sold.

The average cost of materials, supplies, and fuel is up more than 60% since 1939.

Wages are up more than 50%.

But the average revenue the railroads receive for hauling a ton of freight one mile is less than 15% higher now than it was in 1939, before the war. And it's nearly 20% lower than it was in 1921.

The result is that—even if the record-breaking peacetime traffic continues—the railroads in 1947 will earn only about 3%. That's only half of the 6% which nine people out of ten think would be no more than a fair profit—and which is necessary if railroads are to keep on investing in better plant and equipment for better service.

The Goat's Cover



Glacier National Park will welcome tourists for its 37th year when the opening of hotels and chalets on June 15 signals the advent of the 1947 season.



Mr. McDonough

Mr. Welsh

Mr. Cameron

Mr. Jerrow

Mr. Percival

G. N. General Manager Retires

Retirement of Christopher McDonough as Great Northern Railway's general manager of lines east of Williston, N. D., and appointment of M. J. Welsh of Willmar as his successor is announced by T. F. Dixon, operations vice president. The change is effective June 1.

Mr. McDonough, who on May 19 completed 55 years with Great Northern, has been general manager of lines east since 1936, with headquarters in Duluth.

Mr. Welsh, superintendent of the railway's Willmar division since 1938 with headquarters in Willmar, Minn., has been with Great Northern 43 years.

Other appointments announced by Mr. Dixon, also effective June 1, are, J. P. Cameron of Grand Forks, N. D., superintendent of the Dakota division since 1943, as superintendent of the Willmar division, succeeding Mr. Welsh. T. A. Jerrow, superintendent of the Klamath division since 1945 with headquarters in Klamath Falls, Ore., as superintendent of the Dakota division at Grand Forks, succeeded-

ing Mr. Cameron. F. V. Percival, since 1943 assistant superintendent of the Spokane division with headquarters in Seattle, Wash., as Klamath division superintendent succeeding Mr. Jerrow.

Mr. McDonough rose to the general managership of lines east after starting in 1892 as a laborer at St. Cloud, Minn. He held a number of positions on the system in the intervening years, and for five years prior to 1936 was superintendent of the Spokane division.

Mr. Welsh's railroading career began as a clerk at Havre in 1904. He became assistant superintendent of the Minneapolis passenger station in 1928, assistant superintendent of the St. Cloud division in 1929, and superintendent of the St. Cloud division in 1930, remaining in the latter position until going to Willmar in 1938.

A testimonial dinner honoring Mr. McDonough upon his retirement was tendered by railway associates and friends at the Kitchi Gammi Club, Duluth, Minnesota, May 31.

Five

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

Employment Agent Retires



Mr. Van Camp

Beginning his employment with the Great Northern Railway as assistant superintendent's clerk, Melrose, Minn., in October, 1903, Lloyd H. (Bert) Van Camp, employment agent in the railway's employment bureau in St. Paul, retired on April 30. Mr. Van Camp was transferred to St. Paul in October, 1907, and held the position of employment agent from May, 1916.

Oregon Offers Wide Choice of Attractions

More than one hundred events, ranging from festivals and bathing beauty contests to round-ups and historic pageants, are included in Oregon's 1947 entertainment program. Events are scheduled through December and cover every section of the state.

Oregonians and out-of-state visitors have a wide choice of attractions from which to supplement sight-seeing and other vacation activities in Oregon's cool, green vacationlands, from the seashore to eastern Oregon and from the Columbia river to the California state line.

Included among major events is Portland's famous Rose Festival, opening June 9 for one week, and ending with the Golden Rose ski tournament on the slopes of Mount Hood, on June 15.

Six

THE NEW EMPIRE BUILDER-DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

MILLION DOLLAR INDUSTRY

(Continued from page 3)

Mt. Vernon. Actually, the seed acreage contributory to these facilities extends into five counties—Skagit, of which Mt. Vernon is county seat, Snohomish, San Juan, Whatcom and Island. Here is found the climate and rich soil ideally suited to the types of seeds grown in this district.

To modify the hazards of seed production and to improve these crops in both quality and quantity, the Northwest Agricultural Laboratory of the State College of Washington was established near Mount Vernon in 1943. On the laboratory staff are a pathologist, a horticulturist and an entomologist, working cooperatively on problems vital to the seed industry.

One production man testifies that as a result of following the laboratory's recommendations on the control of mosaic infestation he was able to increase his yield of cabbage seed per acre from 298 lbs. in 1943 to 583 lbs. in 1946! The State College reports that this infestation was reduced from 60 per cent to 3 per cent.

So wherever bigger and better cabbage heads are found—and the same goes, too, for a variety of your other favorite garden vegetables—it's a safe bet that most of them can trace their immediate ancestry to the rich seed fields of northwestern Washington State, where Mt. Vernon is "capital."

Glacier is the only National Park directly on the mainline of a transcontinental railway, and Great Northern has scheduled daily passenger service to both Glacier Park Station and Belton, east and west entrances to the park, via the Oriental Limited.



Goat

GLEANINGS

A. M. Brandvik, Great Northern's general agent at Fargo, N. D., was recently elected president of the Fargo Rotary Club.

* * *

A summer line of 10-section 2-compartment 1-drawing room standard sleeping cars will be operated between Cody, Wyo., and Glacier Park, Montana, on CB&Q trains Nos. 28-23 and 24-27 between Cody and Billings, and Great Northern trains Nos. 43 and 42 between Billings and Glacier Park. First sleeping car will leave Cody, July 1; last sleeping car leaving Cody, August 31. First sleeping car will leave Glacier Park, July 2, and the last sleeping car, September 1.

Present Omaha-Shelby 10-section observation car will be extended to operate to and from Glacier Park during the period June 15 to September 15.

Trains Nos. 43 and 42 will be operated daily between Billings and Glacier Park, June 15 to September 15, on the same schedule as last year. No. 43 will leave Shelby daily 10:20 am; arrive Glacier Park 12:15 pm; No. 42 will leave Glacier Park 6:55 pm; arrive Shelby 8:35 pm. A stub train will be operated daily except Sunday between Shelby and Sweet Grass during the same period. No. 41 will leave Shelby daily except Sunday 10:40 am; arrive Sweet Grass 12:10 pm. No. 40 will leave Sweet Grass daily except Sunday 6:30 pm; arrive Shelby 8:00 pm.

Appointment of Wilfred C. Hageman as Portland city freight agent for the Great Northern Railway, is announced by R. P. Starr, western traffic manager, Seattle, Wash. He succeeds John E. Casey, recently transferred to Seattle as express traffic representative. E. M. Brady of St. Paul, a passenger representative on Great Northern's new Empire Builder, succeeds Hageman as passenger representative in the railway's Portland passenger department.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1947, are, Martin Matson, B&B foreman, San Diego, Calif.; Jonathon L. Dowling, clerk, Lyn Haven, Florida; Robert C. Minor, private car steward, St. Paul, Minn.; Herman C. Roehnisch, foreman, St. Paul, Minn.; Henry W. Nicklay, engineer, Barnesville, Minn.; John F. Burke, locomotive engineer, Spokane, Wash.

Members pensioned during May, 1947, are, Patrick J. Foley, engineer, Breckenridge, Minn.; Charles J. Roehrenback, carman, St. Paul, Minn.; Raymond G. Stone, engineer, Great Falls, Mont.; Timothy C. McCarty, engineer, Havre, Mont.; Hachig Melican, section laborer, Tioga, N. D.; Earl F. Emerson, engineer, St. Paul, Minn.; Hagbert Weberg, section laborer, Rugby, N. D.

Seven

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Glacier National Park in Montana



Waterton Lakes Park, Canada



Banff National Park, Canada



Jasper National Park, Canada



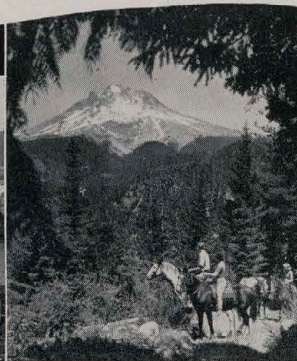
Los Angeles, California



San Francisco, California



Portland, Oregon



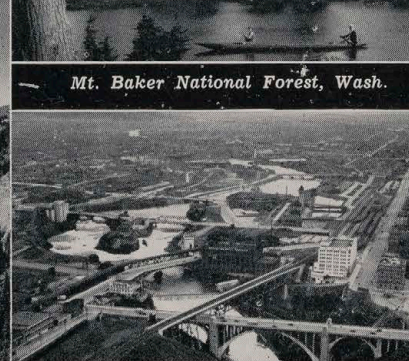
Mt. Hood, Oregon



Tacoma, Washington



Rainier National Park, Wash.



Spokane, Washington

From GLACIER NATIONAL PARK to California

VIA CANADIAN ROCKIES AND PACIFIC NORTHWEST

Montana's Glacier National Park is the perfect spot to start a vacation that includes Pacific Northwest, California or Canadian Rockies. For it is the only National Park in the United States on the main line of a transcontinental railway—the Great Northern. Similarly, Glacier National Park fits perfectly into any vacation plan from California East via the Pacific Northwest.

From June 15 through September 15, vacationists can start their holidaying from either Glacier Park Station, eastern rail entrance, or Belton, western rail gateway, to Glacier National Park. Big, comfortable sightseeing buses transport travelers to Prince of Wales Hotel in Waterton Lakes National Park in Canada, from where motor-coach service is main-

(Continued on page 10)



Seattle, Washington



Mt. Baker National Forest, Wash.



Vancouver, B. C.



Victoria, B. C.

GLACIER PARK AND PACIFIC NORTHWEST

(Continued from page 9)

tained to Banff, Lake Louise and Jasper National Park in the Canadian Rockies. East and west rail connections are made at Jasper Station.

Westbound travelers can visit Victoria and Vancouver, British Columbia, Seattle, the Olympics, Tacoma, Mount Baker, Spokane, Mount Rainier, Grand Coulee Dam, Portland, Mount Hood, the Columbia River Gorge. Then, San Francisco, the Redwoods, Yosemite, Los Angeles and Southern California.

The Pacific Northwest, stretching from the Continental Divide to Puget Sound, offers a variety of recreation that can be found in few other regions. Immense wilderness areas,

extending across lofty mountain ranges and dense forests, countless lakes and streams, National Parks and National Forests, and ocean shore combine to provide the utmost in outdoor recreation and scenic grandeur.

The Puget Sound region provides mountain climbing, hiking, bathing and water sports. Salmon, steelhead and other fish abound in streams and lakes.

Northward are Vancouver, Canada's third largest city, and Victoria, on Vancouver Island, with its distinctly English air. A journey through Oregon, Washington and the western part of Canada presents a multitude of scenic glories.

Ten

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE



Goat GAIETIES...

"Longed" for Kiss

"He is such a runt and she is so tall. Must be funny to see them kiss each other goodbye."

"They don't. He just looks up at her and sighs, 'So long.'"

How Could He!

Little Bessie, in town with her mother, caught sight of a bald-headed man.

"Oh, mother," she exclaimed, "just see that man! He hasn't a hair on his head!"

"Hush!" replied her mother. "He will hear you."

"Oh!" said Bessie, in subdued tones, "doesn't he know it?"

Barefoot Boy

Hotel Clerk: Why don't you scrape the mud off your shoes before you come in?

Backwoodsman: What shoes?

Bedtime Story

The old man had been trying for hours to get to sleep. It was almost two o'clock in the morning, but still the cooing voices from the darkened parlor below. Daughter and the boy friend were in a huddle.

"Whose little bittie boy is Harry?" came out of the darkness.

"Yours, sweetheart," was the ardent reply.

"Ooo are mama's Harry-boy?"

"Daughter!" came a roar from the stairway. "Send that young man home to get a shave so I can go to sleep!"

Blinded

"Help! I can't see you! I can't see you!"

"Do you need glasses?"

"No! Just a haircut."

Television?

Aggressive wife (to meek little husband, whom she had just raked over the coals for making a fool of himself at a party): And don't be sitting there making fists at me in your pockets, either!

Just Lazy!

"Oh, Maw, there's a fly in my coffee."

"Oh, Paw! don't be selfish. How much coffee can a little fly drink."

Ben was "Hur"

"What's the cat's name?"

"Ben Hur."

"How'd you happen to choose that name?"

"We called him Ben till he had kittens."

Just Thirsty!

"I wish I had my wife back."

"Where is she?"

"I sold her for a bottle of Scotch."

"So you found out you really love her?"

"No, I'm thirsty again!"

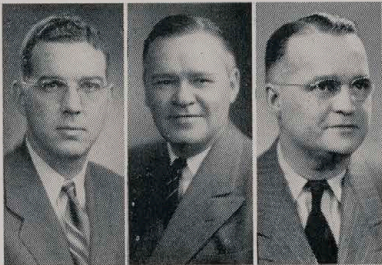
Good Reason

Waiter: "You're not eating your fish. What's wrong with it?"

Diner: "Long time no sea."

Eleven

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Schoonover Connelly Perusse

Traffic Department Appointments

Appointment of M. V. Schoonover as Great Northern's general agent at Klamath Falls, Oregon, is announced by R. P. Starr, western traffic manager, Seattle, and G. F. Hardy, general freight traffic manager, St. Paul.

Also announced is the appointment of P. F. Connelly, traveling freight agent, Kansas City, Mo., as chief clerk, refrigeration section, freight traffic department, St. Paul, the position formerly held by Mr. Schoonover. J. C. Perusse, city freight agent, Fargo, N. D., succeeds Mr. Connelly as traveling freight agent, Kansas City. H. D. Hanscom, general agent at Klamath Falls since July, 1946, has been assigned to other duties on the eastern portion of the railway.

Mr. Schoonover began employment with the Great Northern in June, 1939, as stenographer in the San Francisco general agent's office, and in October, 1943, was appointed city freight agent, Oakland, Calif. He was transferred to Klamath Falls, Oregon, as traveling freight agent, in October, 1945, and in March, 1947, was named chief clerk, refrigeration section, with headquarters in St. Paul.

Twelve

**THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN
CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE**

Washington Motor Coach Tours

A two-day all-expense Olympic National Park Loop tour will be operated by the Washington Motor Coach System, Seattle, during the 1947 travel season.

Tours will leave Seattle Central Bus Terminal, 8th and Stewart Streets, at 8:15 am each Monday, Wednesday and Friday, beginning July 7, and continuing through July and August, only. The tour, after proceeding to Edmonds and boarding ferry for Port Ludlow, will follow along the shore of the north Peninsula with stops at Port Angeles, Lake Crescent, Lake Quinault, through primitive forests and past the Pacific Ocean, to Bremerton via Hood Canal. Overnight stop will be made at Quinault Hotel.

A one-day sightseeing trip around Hood Canal leaving the bus terminal at 8:30 am on Tuesdays, Thursdays, Saturdays and Sundays, beginning July 8 and continuing through August 31, will also be offered travelers to the Pacific Northwest. Regular trips to Grand Coulee Dam and other scenic tours in and around Seattle will be available during the 1947 travel season.

Hiking In Glacier Park

Four all-expense 8-day and three 10-day hiking trips limited to 25-guests each, will be operated in Glacier National Park during the 1947 season by Wilderness Trail Trips.

Scheduled dates for 8-day trips, which will leave Belton, Montana, western rail entrance to Glacier Park, are July 1-9, July 9-17, July 17-25, July 25-August 2; 10-day trips August 2-12, August 12-22, August 22-September 1.

New Motive Power and Freight Equipment

Purchase of new motive power and freight equipment costing more than 9 million dollars was authorized by Great Northern Railway directors following the company's annual stockholders' meeting held in St. Paul, Minn., May 8.

New equipment will include nine 4,500-horsepower diesel locomotives for freight and passenger service, 500 boxcars and 400 refrigerator cars. The boxcars will be built in the railway's shops in Superior, Wis., and St. Cloud, Minn. The refrigerator cars will be built for Western Fruit Express, a Great Northern subsidiary. Delivery of the diesels is expected late this year.

Saddle Horse Trips In Glacier Park

Local rides and saddle-horse trips from Glacier Park, Many Glacier and Lake McDonald Hotels, and from Two Medicine Chalets in Glacier National Park, will be conducted by Lewis Diamond L. Horses during the 1947 season. Scheduled saddle-horse trips will extend from half a day to two days. Some of the trips will be available from June 15 to September 15; others from July 1 to August 31.

Similar trips from Prince of Wales Hotel in Waterton Lakes National Park, Canada, will also be available from June 15 to September 14.

Private or independent camping trips of ten days or more, or for trips of less than ten days, can be made by special arrangement.

Westbound *Oriental Limited*, train No. 3, will make a 15-minute stop at Glacier Park Station, June 15 through September 15.

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AT NO EXTRA CHARGE**

John Budd Leaves G. N.



Mr. Budd

John M. Budd, assistant general manager of Great Northern Railway's lines east of Williston, N. D., has been named president of the Chicago & Eastern Illinois Railroad, with headquarters in Chicago.

Mr. Budd, whose employment with the Great Northern began in 1926, has seen service across the entire system in engineering and transportation work. He reported to the 704th Railway Grand Division, MRS, in November, 1942. He was promoted to Lieutenant Colonel in June, 1943, and in February, 1945, he joined the 727th Railway Operating Battalion as commanding officer, railway superintendent. He was discharged from military service in December, 1945, when he returned to the Great Northern and the position he held at the time of leaving the company. He is the son of Ralph Budd, president of the Burlington railroad.

Thirteen

Montana Celebration

In preparation for a ten day observance of one of the West's most unusual and colorful events to be staged this year, citizens of Havre, Montana, are already appearing in the business section of this thriving Great Northern community wearing 10-gallon hats, colorful shirts, Levis, high-heeled boots and other paraphernalia characteristic of the West.

Sponsored by the Havre Chamber of Commerce and its Jaycee members, "Rawhide Days" has been selected as the official name of the celebration from approximately 1,000 entries in a naming contest conducted for the event. The celebration, which will have a wild-west theme, will be staged August 3 through 13.

Hitching rails and water troughs will be erected in downtown streets. There will be mock stage "hold-ups" and cattle thief hangings, rodeos and riding contests. The Hill County Fair and Rodeo will bring some of the finest riders to Havre in an extravaganza of rugged men and good horseflesh. The Havre Saddle Club, under the direction of its president J. K. (Duke) Gustafson, also president of the Montana State Palomino Association, in full cowboy regalia will meet Great Northern trains on arrival at Havre and transport passengers from the depot to hotels by stage coach during the celebration. Danny O'Neill is chairman of Havre's first annual Rawhide Days celebration.

The International Peace Arch celebration will be held at Blaine, Washington, September 26.

Fourteen

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

Fargo-Moorhead Sleeping Car Service

Operation of standard sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead, has been taken over by the Northern Pacific Railway on its trains Nos. 3 and 4, for a period of four months, beginning June 1, 1947, under rotating plan between that company and the Great Northern Railway.

There will be no set-out Twin Cities-Fargo sleeping car operated by Great Northern during the four month period. Great Northern will, however, operate a standard sleeping car between St. Paul-Minneapolis and Grand Forks, N. D., on its trains Nos. 29 and 10.

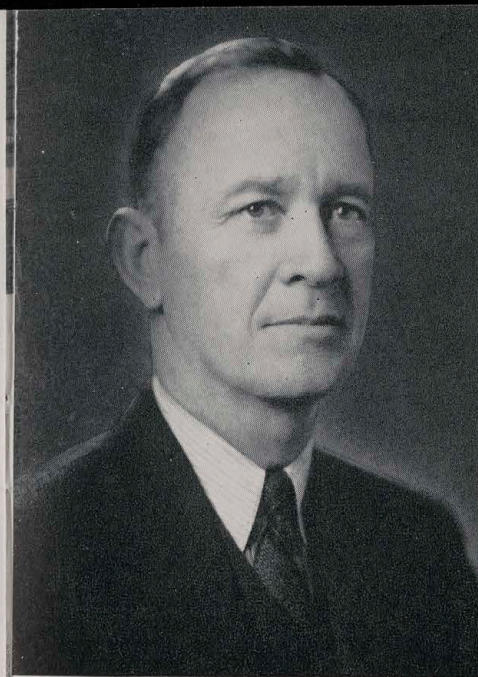
Rail-Water Tour

The Pacific Great Eastern Railway is offering a reasonably priced all-expense combination rail-water trip through Central British Columbia during the 1947 season.

Tours leave Union Steamship Dock, Vancouver, B. C., at 9:00 am each Monday, Wednesday and Friday, June 2 to September 29, inclusive. The trip is by water from Vancouver, B. C., to Squamish Dock, B. C., and by Pacific Great Eastern Railway to Quesnel, old frontier town and present northern terminal of the railway, and return to Vancouver.

Glacier Park

Morris Lanpher will be the passenger reservation clerk at Glacier Park Hotel and Wilbur R. Pownall will be at Lake McDonald Hotel during the 1947 Glacier Park season. W. J. Garrity, TF&PA, Helena, will be in charge of the reservation bureau at Glacier Park Hotel.



Mr. White



expresses its appreciation for patriotic service in a position of trust and responsibility

to

ERNEST R. WHITE
Agent
Great Northern Railway Co.

Washington, D. C.

Edmond H. Leavey
Major General
Chief of Transportation

December 1946

RLS P. Pitt
Secretary of War

War Department Citation

G. N. Agent Cited By War Department

Ernest R. White, Great Northern's agent at Havre, Montana, was recently awarded the War Department's Certificate of Appreciation for "patriotic service in a position of trust and responsibility" during the war years.

Accompanying the citation was a letter from Major General Edmond H. Leavey, Chief of Transportation, War Department, Washington, reading: "In behalf of the War Department, I wish to express appreciation for the services you performed from January 1943, through January, 1946, in supervising the segregation and consolidation of shipments of

material from the Eastern Consolidating Stations. Your outstanding devotion to duty, the long hours of constant personal supervision, and your sincere, patriotic determination, were largely responsible for the high degree of efficiency that was attained in the accomplishment of this mission."

Major General Leavey's statement referred to the transferring of freight from eastern War Department Consolidating Stations at Havre, Montana, from consolidated carloads into straight carloads for the four Freight Distributing Agencies at Seattle, Tacoma, Spokane and Portland.

Fifteen

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

Stop off in **GLACIER NATIONAL PARK**



See More This Way

Nowhere else is there so much to see and do. Whether you go West or East this year travel by way of Glacier National Park in Montana and the Pacific Northwest. Visit Spokane, Seattle, Portland to or from California.

Great Northern's famous Oriental Limited stops in Glacier Park daily, June 15 through September 15. Plan to take a one, two or three-day all-expense tour through the Park. Combine Glacier Park, Pacific Northwest and California in one grand tour.



GREAT NORTHERN RAILWAY
Serves the Best of the Great Northwest

the
GREAT NORTHERN COAT



JULY
1947

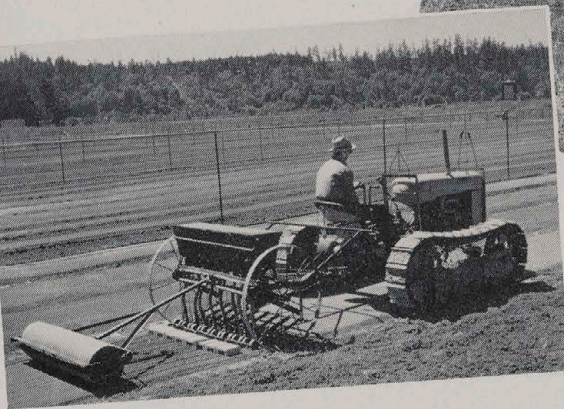


Reforestation in the PACIFIC NORTHWEST

▲ Planting crews set out Douglas fir seedlings in private industry reforestation program in Western Washington. ➤



◀ A forest industry tree nursery owned and operated by loggers and lumbermen in Oregon-Washington. Weeding and thinning young Douglas fir seedlings from "tree buggies". ▼



Reforested area west of Mount Rainier National Park. ▼



Tree Growing In Oregon-Washington

A record planting of 12,000,000 commercial tree seeds was recently completed at the Forest Industries Tree Nursery in Western Washington by loggers and lumbermen of the Douglas fir region of Oregon and Washington.

By fall the nursery will have produced an estimated 8,000,000 seedlings, largest crop in the six-year history of the nursery. The seedlings are to be planted on privately-owned areas in Washington and Oregon which have been denuded by fire. Ninety per cent of the seeds were Douglas fir, the remainder being divided among spruce, Port Orford cedar, Noble fir, Silver fir and Shasta fir. The seedlings will be

sufficient to plant 15,000 to 20,000 acres of land, owned by both lumber and pulp companies which because of repeated burnings has failed to restock naturally.

More than 90 per cent of cut-over timber land in the Douglas fir region restocks naturally and hand-planting is necessary only in rare instances. The seedlings will be lifted from the nursery beds and planted beginning next November. Five hundred or more seedlings are planted to the acre, and of these approximately 150 reach saw timber size in a minimum of 60 years. Approximately 10,000 man-days of work will be required in the planting of the 8,000,000 seedlings.

New Dude Ranches In G. N. Territory

Since publication of Great Northern's 1947 Dude Ranch Vacation leaflet, information concerning additional ranches in the railway's territory that are in operation during the 1947 season, has been received from operators.

Sunny M Ranch, located at the head of the Methow Valley in North Central Washington, near Lake Chelan, provides accommodations in a main lodge and individual cottages. Rates: \$11.50 to \$18.00 per day; \$70.00 to \$105.00 per week, depending upon accommodations desired and number of persons in party; includes use of horses, instructions in riding, skiing and other sports; guides for regularly scheduled trips; all meals at main lodge. Ranch is reached by bus from Wenatchee, Wash., on Great Northern Railway. Further detailed information can be obtained by writing to Bob and Hattie Lee, managers, Sunny M Ranch, Winthrop, Wash.

Tamarack Lodge, on the west shore of Flathead Lake, 25 miles south of Belton, Montana, western rail en-

trance to Glacier Park, has accommodations for 36 guests. Altitude 3,400 ft. Main lodge and two-room cabins with bath. Rates: \$10.00 to \$12.00 per day per person; \$70.00 to \$75.00 per week; two persons \$20.00 to \$25.00 per day; \$140.00 to \$150.00 per week; children under 12 years of age ¾'s of regular adult rate; under two years of age, no charge. Reasonable charge for horses.

Ranch bus meets guests at Kalispell, Montana. Transportation charge \$7.50 for round trip from Kalispell to lodge. Further detailed information can be obtained by writing to C. E. Cunningham, Tamarack Lodge, Somers, Montana.

Sunset Ranch, four miles south of Belton, Montana, western rail entrance to Glacier Park. Season: June 7 to September 15, for dude ranch guests; also operates during big game hunting season and maintains separate camp for this purpose. Present accommodations for from 14 to 16 guests. Ranch car meets Great Northern trains at Belton through-

(Continued on page 6)

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IVAN A. COPPE, Editor

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

Train Schedule Changes

With the re-establishment of Great Northern's Cascade Division on July 1, 1947, The Empire Builder, train No. 2, now leaves Everett 3:55 pm., Skykomish 5:13 pm.

The Cascadian, train No. 5, now leaves Tonga 3:20 pm., Skykomish 3:37 pm., Grotto 3:43 pm., Baring 3:48 pm., Index 3:59 pm., Reiter 4:08 pm., Gold Bar 4:28 pm., Sultan 4:36 pm., Monroe 4:48 pm., Snohomish 4:58 pm.

Train No. 253, daily except Sunday, leaves Oroville 2:00 pm., arrives Wenatchee 7:00 pm., connecting with eastbound Empire Builder, train No. 2, at 7:30 pm.

Four

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

Dinner-By-Reservation

Passengers on Great Northern's all-new Empire Builder no longer have to stand in line for dinner. A dinner-by-reservation plan has been inaugurated in dining cars on the streamliner whereby travelers have the choice of five one-hour dinner periods.

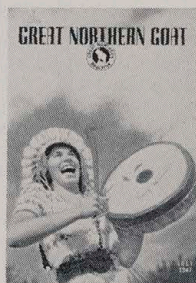
The plan, applicable only to the evening meal, provides dinner periods beginning at 5 pm., with the last one served at 9:15 pm. Reservation cards are provided Pullman and coach passengers for their choice of a dinner hour.

Oregon Holds Host Schools

To make Oregon the outstanding hospitality state in the Union, something new—tourist host schools—has been added to the 1947 vacation picture.

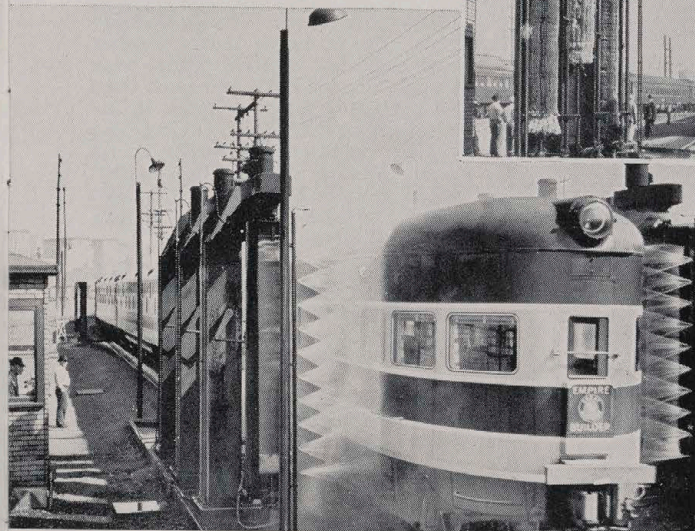
Under the aegis of the Oregon Advertising Club, the travel information department of the Oregon State Highway Commission and chambers of commerce, about 25 schools are in operation to encourage Oregonians coming in contact with out-of-state visitors to make them "feel at home".

The Goat's Cover



Welcome! To Glacier National Park in the Montana Rockies, Land of Shining Mountains.

Empire Builder entering washer.



Trains come through washer spotlessly clean.

Empire Builders Get Shower Bath

A conditioning treatment which includes just about everything but a Swedish massage awaits Great Northern's New Streamlined Empire Builder when it glides into King Street Station in Seattle at the end of its 2211-mile run from Chicago.

Most recent addition to the King Street car servicing plant, is a "Paul Bunyon shower bath", an ingenious mechanical car washer which can cleanse a train at the rate of about 1 minute, 15 seconds per car. The Empire Builder emerges from the giant whirling brushes and powerful sprays in about 15 minutes, glistening like the day it left Pullman-Standard.

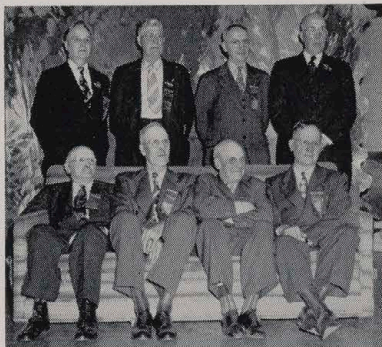
A 2000-foot spur with an underground drainage system was built to accommodate the washer, which was manufactured by the Whiting Corporation and installed at a cost of \$85,000. Alongside the spur is a control shack, replete with valves, switches and instruments of measurement and control.

In passing through the washer a car is first sprayed with oxalic acid. Then while jets of water play on the exterior surfaces the big vertical brushes give them a vigorous scrubbing. On a quick return trip through the washer each car gets a final rinse.

An average of 150 cars daily now pass through the King Street washer.

Five

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Back row, left to right, J. H. Hoelscher, E. J. Stone, J. H. Marthaler, R. B. Ortt; front row, left to right, M. E. Mayer, L. W. Scott, C. E. Hornbeck, A. K. Engel.

G. N. Vets' Officers

The Veterans' Association of the Great Northern Railway at its recent annual meeting held at Hibbing, Minnesota, elected Edward J. Stone, a retired locomotive engineer, St. Paul, president, succeeding Charles E. Hornbeck.

Other officers elected were, J. H. Marthaler, St. Paul, vice president, J. Henry Hoelscher, St. Paul, secretary-treasurer, A. K. Engel, Seattle, R. B. Ortt, St. Paul and Mr. Stone, directors.

Members of the Veterans' Association reported deceased during June, 1947, are Edward S. Betts, brakeman, Minneapolis, Minn.; Ernest G. Powers, conductor, Kalispell, Mont.; James G. Webber, conductor, Sioux City, Ia.; Oscar W. Nelson, switchman, St. Paul, Minn.; Perry H. Milender, conductor, Breckenridge, Minn.; August E. Anderson, section foreman, Cottonwood, Minn.; Hartwell L. Edridge, engineer, Minneapolis, Minn.; Joseph Japp, engineer, Spokane, Wash.; Elroy W. Hultman, cashier, Los Angeles, Calif.; Walter Clarke, chief clerk, general manager, Long Beach, Calif.

(Continued on page 14)

DUDE RANCHES

(Continued from page 8)

out season. Rates: Ranch House, private room with bath, \$75.00 per week; \$300.00 per month. Cabins, with private bath, \$70.00 per week; \$280.00 per month. Rates include meals, use of horse and all other ranch facilities. Station wagon trips through Glacier Park and pack trips into primitive areas. Ranch is installing equipment for a ski run and plans to operate as a winter sports resort. Further detailed information can be obtained by writing to Mr. & Mrs. Darrel Evans, Sunset Ranch, Belton, Montana.

It is suggested that prospective guests to any of the ranches in Great Northern territory communicate first with operators for complete details as to accommodations, rates, etc.

West's Mightiest Falls

Fed by the Nation's foremost power stream, the West's mightiest falls at the Grand Coulee Dam again are putting on their world-famed show for thousands of visitors. The spectacle of millions of gallons of water plunging down the spillway of man's biggest concrete dam will continue for several months.

An average of 267,000 cubic feet of Columbia River water per second (2,002,000 gallons) race over the eleven 135-foot-wide control gates and takes a 320-foot drop down the spillway. The plunge is twice the height of Niagara.

The falls are five city blocks wide and as high as a 32-story building. They cover a 15-acre expanse and their roar can be heard for miles. A curtain of spray 50 to 100 feet high is formed near the base of the dam by the racing waters. On clear days a brilliant rainbow always is visible in the spray near the east shore.



Goat

GLEANNINGS

The Oriental Limited (CB&Q No. 53-GN No. 3) now leaves Chicago daily at 11:15 pm, arriving St. Paul at 8:30 am, Minneapolis at 9:15 am, Glacier Park at 12:35 pm, Belton at 2:20 pm. Eastbound Oriental Limited (GN No. 4-CB&Q No. 54) leaves Belton at 4:40 pm, Glacier Park at 6:45 pm, arriving Minneapolis at 10:50 pm, St. Paul at 11:20 pm, Chicago at 8:55 am.

* * *

The Fourth National Convention of the Holy Name Society, the fourth of its kind in over 75 years of Holy Name History in the United States, will be held in Boston, Mass., October 1 to 5, 1947.

* * *

The highest honor the Motion Picture Industry can bestow upon any one individual on this Continent for the finest and most consistent exploitation campaign throughout the year 1946, was recently awarded to Ivan Ackery, manager of the Orpheum Theatre in Vancouver, B. C. Theatrical men in the United States, Canada, South America, England, New Zealand, Belgium and Cuba participated in the competition. This is the first time the award has been won by a Canadian. A silver plaque was presented to Mr. Ackery at a dinner in his honor held in New York City.

* * *

L. L. LaFountaine is now trainmaster at Great Falls, Montana.

Miss Jean Downhour, daughter of C. F. Downhour, Great Northern's agent at Benchland, Montana, recently was named the national winner in an essay contest sponsored by the National Association of Physicians and Surgeons on the subject of socialized medicine.

* * *

"The Road of the Century", The Story of the New York Central, is the title of the second volume in a series the "Railroads of America" published by Creative Age Press, Inc., New York, N. Y.

* * *

The title of P. S. Proulx, traveling chief dispatcher, has been changed to chief rules examiner, with headquarters at St. Paul. C. J. Evey has been appointed rules examiner, Lines West, with headquarters at Spokane, Wash.

* * *

The new peat plant at Floodwood, Minnesota, which, according to Robert E. Wilson, Iron Range resources rehabilitation commissioner for the State of Minnesota, is the first automatic peat plant in the world, is now operating on full-scale production with three shifts daily.

* * *

Newport, Wash., is now a flag stop instead of regular stop for west-bound Oriental Limited, train No. 3, to discharge revenue passengers from Fargo and east.

Seven

Six

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE



Small Colorado Blue Spruce flanked by phlox form a border on the west side of station grounds.



Great Northern Station Grounds

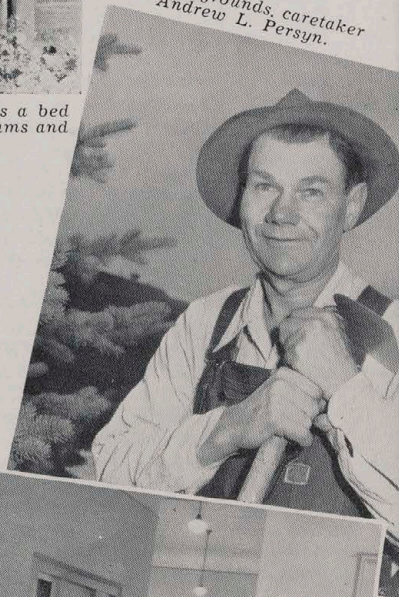


Evergreens form a background for aster beds.



Agent P. T. Peach admires a bed of white asters, red geraniums and white petunias.

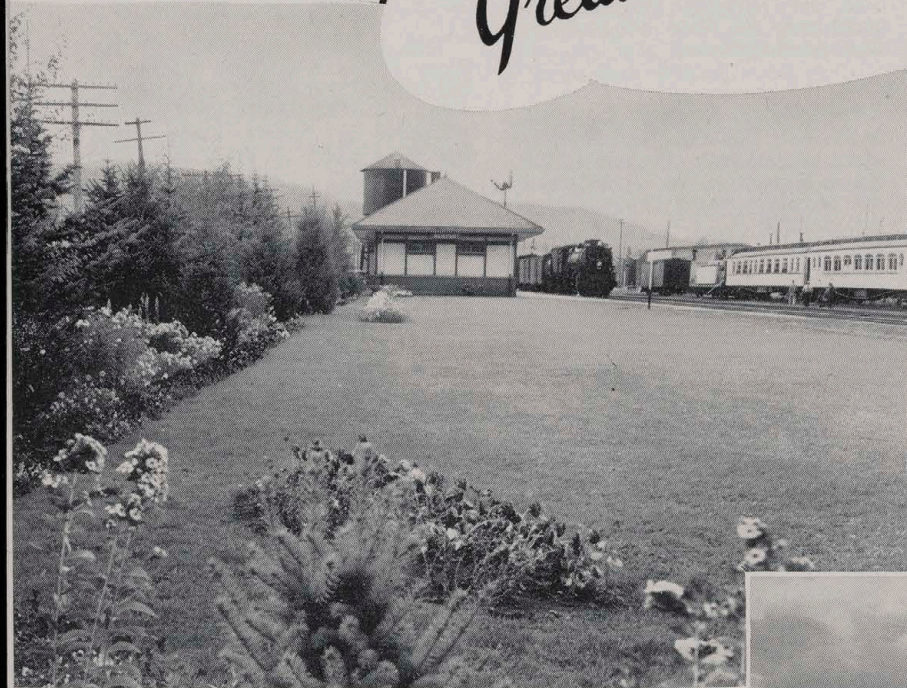
Station grounds caretaker Andrew L. Persyn.



Newport, Washington

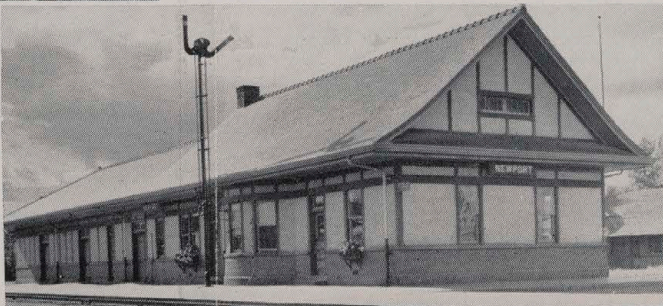
In 1939 the station grounds at Newport, Washington, on Great Northern's main line to and from the Pacific Northwest, were just another patch of weeds and cinders. Today, through the skill and planning of A. DeRooy, Great Northern's Supervisor of Parks, and Andrew L. Persyn, who handled the original planting and has cared for the grounds since the beginning, Newport is justly proud of its station grounds which are one of the beauty spots along the railway.

(Continued on page 10)

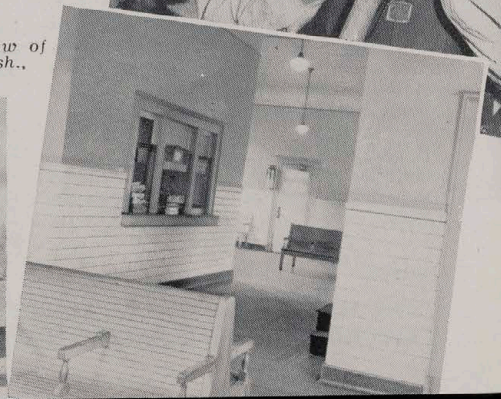


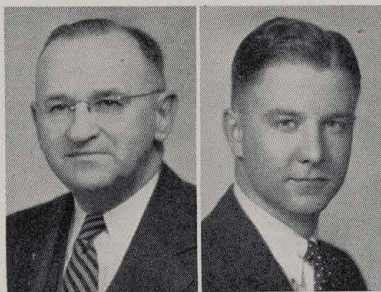
Beds of asters, American Beauty variety, against a background of Colorado Blue Spruce, Koster variety, and native junipers.

Window flower boxes add to the beauty of station grounds



Interior view of Newport, Wash., station.





Mr. Clary

Mr. Jenks

Division Superintendents

Appointment of I. E. Clary as superintendent of the re-established Cascade division, and D. B. Jenks as superintendent of the Spokane division, is announced by T. F. Dixon, Great Northern's vice president, operating department.

Mr. Clary, who has been superintendent of the big Spokane division since 1943, will have jurisdiction over Great Northern territory west of Wenatchee, north to Vancouver, B. C. and south on the pool-line to Portland. His headquarters will be at Seattle.

Mr. Jenks, trainmaster for the railway at Minneapolis since 1945, will supervise territory from Wenatchee eastward, to Coeur D'Alene, Idaho, north to Nelson, B. C., and south to Moscow, Idaho. He will headquarter at Spokane.

Great Northern service of Mr. Clary began in 1899. He was call boy and clerk at Melrose, Minn., before going to the old Cascade division in 1908. There he was brakeman, timekeeper and conductor before becoming trainmaster on the Spokane division in 1909, which position he held until his appointment as superintendent of that division in 1943.

(Continued on page 14)

STATION GROUNDS

(Continued from page 9)

Between the trees and a velvety, well kept lawn is a border of pansies extending the entire length of the lawn. Flower beds of red and white asters, red geraniums, white petunias and other plants, supplied by Great Northern's greenhouses at Monroe, Washington, are artistically arranged and present a mass of color.

Symmetrical silver and Colorado Blue Spruce mingled with red and white birch, a juniper, weeping willows and other trees form a border along the west side of the station grounds. A hedge of Barberry and Koster's Colorado Blue Spruce provide a permanent background for the green lawn and flowers.

PHOTOS APPEARING IN THIS ARTICLE ARE BY ROSS HALL, SANDPOINT, IDAHO.

Missouri River Basin

Great Northern's Agricultural and Mineral Development Department, St. Paul, has published a colorful folder describing the many benefits to be realized through development of the Missouri River Basin.

The Missouri Basin development will mean irrigation for more than 4,000,000 acres of fertile land, generation of 4,000,000,000 kilowatts of power annually for domestic, commercial and industrial uses, reduce flood hazards to the minimum, furnish municipal water supplies and add to recreational facilities and wild life resources.

Basin development will also make possible 53,000 new farm units, while production and buying power of these farms in turn will make possible a livelihood for more than 100,000 additional town and city families.



Goat GAJETIES...

Good Will Agent

First salesman: Gee, Bill, I had a marvelous day; made lots of friends for the company.

Second salesman: Me, too, George. I didn't sell anything either.

Out From Under

A fugitive scientist dreamed up a serum that would bring inanimate objects to life. He surreptitiously tried it out on the statue of a great general in Central Park. Sure enough, the statue gave a quiver and a moment later the general, creaking a bit in the joints, climbed down from his pedestal. The scientist was overjoyed. "I have given you life," he exulted. "Now tell me, General, what is the first thing you are going to do with it?"

"That's easy," rasped the general, ripping a gun from his holster. "I'm going to shoot about two million of those damn pigeons."

Diplomat

The young married man was telling his little wife about an incident at the previous night's lodge meeting: "The president offered a new hat to any member who could soberly declare that during his married life he had never kissed any woman but his own wife, and do you know not a man stood up!" "Why didn't you?" demanded his wife. "Why, darling!" he exclaimed "You know I look lousy in a silk hat."

On Second Thought . . .

Medical Student: "I want to change the death certificate I gave you yesterday."

Professor: "What's wrong?"

Med. Stud.: "I signed my own name in the space marked 'Cause of Death'."

Halleluiah!

A drunk was weaving his way down the street one winter day. He was cold and staggered into a church to get warm. It happened that funeral services were being conducted but this didn't stop our plastered friend. He found a seat down front and remained perfectly quiet during most of the service.

At one point in the proceedings the preacher eulogized: "The Lord giveth and the Lord taketh away—"

With this the drunk staggered to his feet, turned and addressed the audience: "If that ain't a square deal," he shouted, "I'll buy you a new hat."

Discovery

Landlady: "You've been here two years and never complained. Why are you leaving now?"

Boarder: "I just found out you ain't got no bathtub."

Welcome, Limited

A man with a little black bag knocked at the front door.

"Come in, sir, come in," said the father of fourteen children, "and I hope to goodness you're a piano tuner."

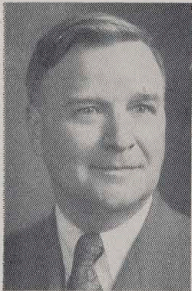
Eleven

Ten

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

Great Northern Appointments



Mr. Hoelscher



Mr. Simon

Retirement of A. R. Simon, joint facility accountant of the Great Northern Railway since March, 1920, and appointment of J. Henry Hoelscher, chief clerk to joint facility accountant since June, 1920, as his successor, is announced by J. A. Tauer, the railway's comptroller.

Mr. Simon, whose railway employment began in December, 1906, has been with the Great Northern since August, 1914. He held several positions in the railway's accounting division until his appointment as joint facility accountant.

Mr. Hoelscher started working for the company in March, 1907, as an office boy, and has been in the accounting division continually since that time. He is secretary-treasurer of the Veterans' Association of the Great Northern Railway.

Transfer of Wm. Leo Tilton, city freight agent in Great Northern's freight traffic department, Duluth, Minn., to Grand Forks, N. D., as traveling freight agent, and appointment of John P. Wallace, chief clerk in the railway's Kansas City, Mo., freight office, to succeed Mr. Tilton, is announced by Geo. F. Hardy, general freight traffic manager, St. Paul.

Twelve

THE NEW EMPIRE BUILDER - DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

John T. Burns, traveling freight agent, Grand Forks, has been appointed agent at St. Cloud, Minn., succeeding John C. Ryan who has retired.

Mr. Ryan, whose employment began in December, 1908, as agent at Neilsville, Minn., served in a similar capacity at several stations until December, 1927, when he was appointed agent at St. Cloud.

Mr. Tilton has been with the company since 1922 and served in the U. S. Navy in World War II from March, 1942, to September, 1944. Mr. Wallace joined the railway in April, 1938, as a stenographer in the freight department, Kansas City, Mo. Mr. Burns' first position with the company was as a clerk at Breckenridge, Minn., in August, 1913. He has been traveling freight agent, with headquarters at Grand Forks, since May, 1938.

MRS Vets Reunion

A reunion of all veterans of the Military Railway Service will be held in Chicago, Ill., on Saturday, September 27, 1947. Registration will be held in the Red Lacquer Room of the Palmer House Hotel, between 9 am. and 11 am.

Immediately following the registration, the meeting will be opened by General Carl R. Gray, Jr., and will be followed by a luncheon and a baseball game between the Chicago Cubs and St. Louis Cardinals. A dinner and smoker will conclude the day's entertainment.

Reservations for baseball tickets will open on August 1, and should be arranged with S. R. Truesdell, treasurer, 400 West Madison St., Room 1421, Chicago 6, Ill.

Rail-Auto Service

A combination of railway and automobile service known as the Rail-Auto plan is now available in certain cities served by the principal railroads of the country through arrangements with the Hertz Drive-yourself System and local drive-yourself companies.

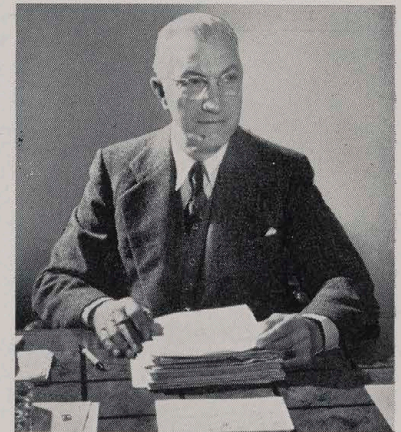
Rail-Auto service is available in approximately 250 of the largest cities in the United States and Canada and it is planned to extend the service to 500 cities before the end of the year.

Train travelers may make arrangements for the use of personal automobile service when arranging for railroad tickets. A reasonable rental is charged by the drive-yourself organization for the use of automobiles which includes gasoline, oil, maintenance and protective insurance. Rate charged is the same whether one or five persons ride in the rented car. Week-day rates average about \$5.00 per day, plus about 7¢ per mile and will vary in cities providing Rail-Auto service.

Cities served by Great Northern Railway offering Rail-Auto service are Vancouver, B. C., Winnipeg, Man., Chicago, Ill., Sioux City, Ia., Duluth, Minn., East Grand Forks, Minn., Minneapolis, Minn., St. Paul, Minn., Billings, Mont., Great Falls, Mont., Portland, Oregon, Seattle and Spokane, Wash.

Glacier National Park

Lengthy stays in Montana's Glacier National Park during the 1947 season are the choice of many who have made advance reservations. There is no limit this year on the period hotel, chalet and cabin camp guests may remain. The five-day limitation



Mr. Manthe

Station Superintendent

Charles A. Manthe, whose appointment as superintendent of Seattle's King Street Station was recently announced, is a veteran of 44 years' service with the Great Northern Railway. He began his career as stenographer-clerk in the railway's general manager's office in St. Paul, Minn., in 1903.

Mr. Manthe after serving in various capacities at many points along railway became superintendent of terminals in Seattle in 1934 and has been located there since that time. He succeeds Frank E. Bisbee who retired on April 30, of this year.

on stay in effect during 1946 has been abolished.

Daily railway service to and from the park on Great Northern's Oriental Limited will continue through the park season.

Thirteen

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

Alaska Sailings Resumed

Resumption of private operation of steamship service between Seattle and Alaska is announced by the Alaska Steamship Company and the Northland Transportation Company.

The SS Aleutian and SS Barinoff of the Alaska Steamship Company fleet now provide alternate sailings from Seattle every Saturday, to Ketchikan, Juneau, Cordova, Valdez and Seward, making the round trip in about 12 days. The SS Denali made its first sailing from Seattle on June 26, and is scheduled to sail every three weeks thereafter calling at Ketchikan, Kodiak, Seldovia and Seward. Reservation requests should be sent to K. A. Cross, AGPA., Alaska Steamship Co., Pier 51, Seattle 4, Wash., giving full names of passengers, destination, preferred sailing date and type of accommodations desired. No accommodations are available for party business.

The Northland Transportation Company returned to normal operation with the sailing of the SS Alaska from Seattle on June 17, and regular sailings will be made every second Tuesday thereafter, calling at Ketchikan, Wrangell, Petersburg, Juneau, Haines and Skagway.

G. N. VETS

(Continued from page 6)

Members pensioned during June, 1947, are Michael Dowd, engineer, Superior, Wis.; Earl F. Emerson, engineer, St. Paul, Minn.; Russell G. Elliott, cashier, St. Paul, Minn.; William J. Goerger, carman, St. Cloud, Minn.; Alex E. Hed, carman, Willmar, Minn.; Roy B. Mullen, conductor, Minneapolis, Minn.; C. McDonough, general manager, lines east, Duluth, Minn.; Lloyd H. Van Camp, employment agent, St. Paul, Minn.; and Roy C. Woodruff, telegrapher, Los Angeles, Calif.

Fourteen

THE NEW EMPIRE BUILDER-DAILY 45-HOUR SERVICE BETWEEN CHICAGO AND THE PACIFIC NORTHWEST AT NO EXTRA FARE

Seattle-Vancouver Summer Steamship Service

Canadian Pacific Steamships announce the following schedules for summer steamship service between Seattle, Victoria and Vancouver:

Lv. Seattle	8:30AM
Ar. Victoria	12:25PM
Ar. Vancouver	5:30PM
Lv. Vancouver	10:30AM
Ar. Victoria	3:30PM
Ar. Seattle	9:30PM

Night Service—Direct run between Seattle and Vancouver.

Lv. Seattle	11:00PM
Ar. Vancouver	8:00AM
Lv. Vancouver	10:45PM
Ar. Seattle	7:00AM

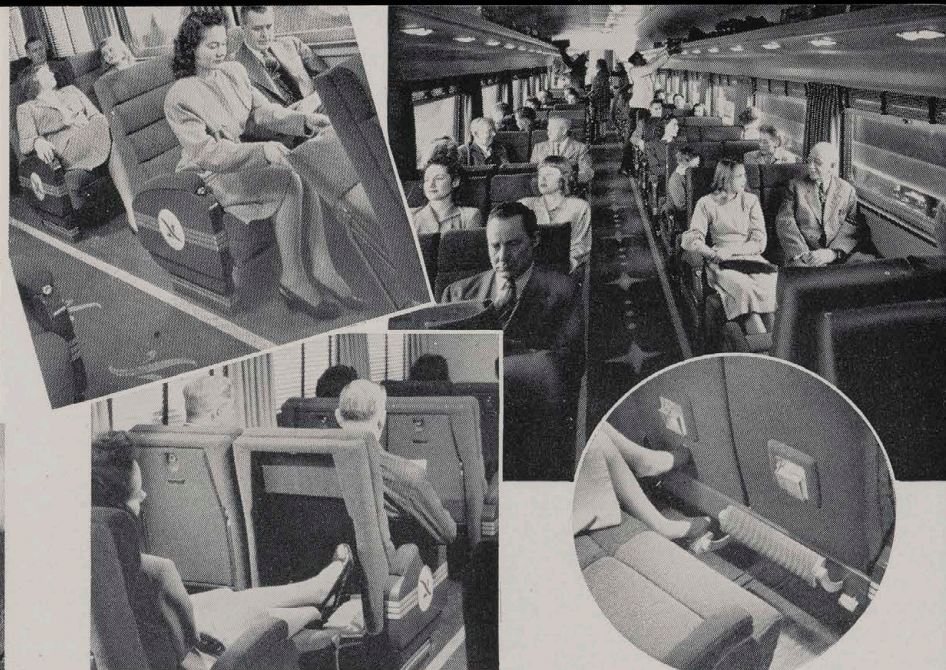
Appointment

Appointment of Willard H. Lamphere as assistant director of Great Northern Railway's Department of Agricultural and Mineral Development, is announced by E. B. Duncan, department director.

SUPERINTENDENTS

(Continued from page 10)

After serving with the Pennsylvania Railroad in 1937-1938, Mr. Jenks joined the Great Northern as division engineer at Klamath Falls, Oregon. He then was successively trainmaster on the Klamath, Kalispell, Spokane and Mesabi divisions. He joined the 704th Railway Grand Division of the Military Railway Service in 1942 and upon his discharge in November, 1945, as a lieutenant-colonel, he rejoined the railway as trainmaster at Minneapolis. He is the son of C. O. Jenks, former operating vice president of the Great Northern who retired April 1, 1947.



Individual leg-rests provide 25% more space for each passenger in 48-passenger coaches.

Easily adjusted foot-rests for restful and relaxed travel comfort in 60-passenger coaches.

Reserved Coach Seats At No Extra Cost On The All-New Empire Builder

Coach tickets on Great Northern's new Empire Builder entitle passengers to a reserved seat in 48-passenger Day-Nite coaches for long-distance travel and in modern 60-passenger coaches for short trips AT NO EXTRA COST.

Coach tickets are purchased in advance of boarding the train at which time a reserved seat is assigned passengers.

New-type coaches on the Empire

Builder provide more privacy, more room, more comfort and convenience than ever before at the low coach fare. Coaches are equipped with no-glare ceiling lights, controlled reading lights and public address system for announcing stops, meal service and brief description of points of interest along the route.

Large dressing rooms and complete toilet facilities for men and women.

Fifteen

THE NEW EMPIRE BUILDER - ALL COACH SEATS RESERVED AT NO EXTRA CHARGE

LOW
COST

All-Expense

GLACIER PARK STOP-OFF TOURS

Tours May Begin at Either East or West Railway Entrances

ONE-DAY TOUR

Daily June 15 to Sept. 14

All Expense \$22.26

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.

TWO-DAY TOUR

Daily June 15 to Sept. 13

All Expense \$33.97

Including Tax

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.

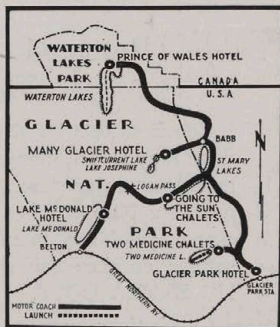
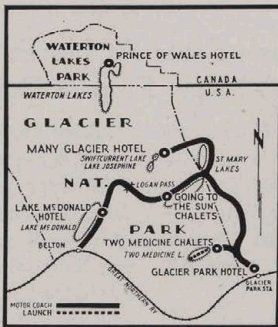
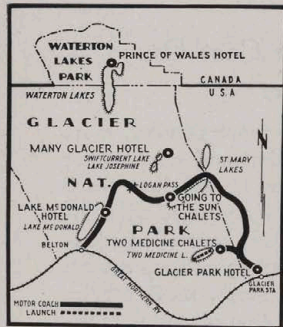
THREE-DAY TOUR

Daily June 15 to Sept. 12

All Expense \$50.56

Including Tax

TOUR INCLUDES motor coach transportation, launch fare (Two Medicine Lake only), hotel accommodations in rooms without bath in Glacier Park, Lake McDonald, Many Glacier Hotels; with bath in Prince of Wales Hotel, Canada. Rooms with bath may be obtained if reserved in advance, or if available after arrival, upon payment of the difference in rates.



The Oriental Limited stops in Glacier National Park
June 15 through September 15

GREAT NORTHERN RAILWAY
Serves the Best of the Great Northwest

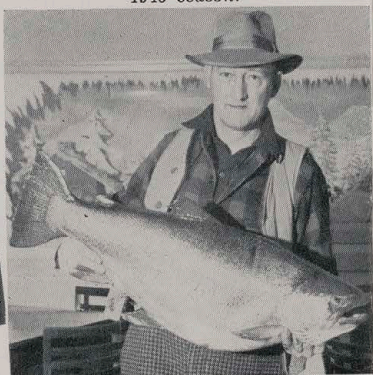
the
GREAT NORTHERN GOAT



**AUGUST
1947**



This 31½-pound Kootenay rainbow was the largest trout caught in Lake Pend Oreille during the 1946 season.

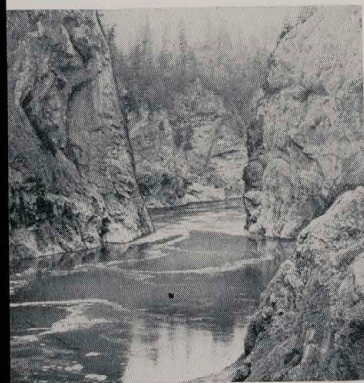


Approximately 300 pounds of Kootenay rainbow trout caught in Lake Pend Oreille during the closing days of the 1946 season.

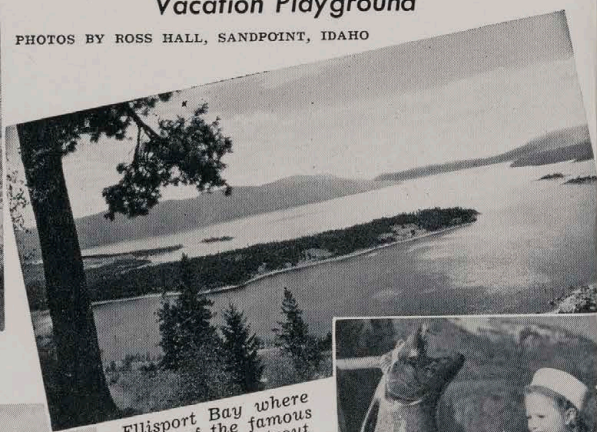
Lake Pend Oreille

North Idaho's Year 'Round Vacation Playground

PHOTOS BY ROSS HALL, SANDPOINT, IDAHO



Spectacular Z-Canyon on the Pend Oreille River.



Ellisport Bay where many of the famous big Kootenay trout are caught.



The Clarksford River near where it empties into Lake Pend Oreille.



This little lady's grandfather caught this 25-pound-7-ounce Kootenay rainbow in Lake Pend Oreille.

Lake Pend Oreille The Nation's Rainbow Trout Capital

The hitherto little known Lake Pend Oreille country, in Idaho's Panhandle 50 miles south of the Canadian border and on the main transcontinental line of the Great Northern Railway, is rapidly beginning to attract sportsmen and vacationists from all over the country as an all-season recreational area offering year 'round fishing, hunting in season, skiing and snowshoeing, from fall through to the early summer months.

Lake Pend Oreille is estimated to have 150 miles of shoreline, ranging in depth up to 2,500 feet near the south end. The so-called "big lake," or central section, averages more than 1,000 feet in depth. Three mountain ranges cradle the lake which contains five islands, four of them grouped closely together in the Hope area.

The story of the planting and growth of the big rainbows in Lake Pend Oreille is the story of one of the most phenomenally successful fish cultural projects ever to be undertaken. The eggs from which they were hatched were obtained by local sportsmen in British Columbia, in 1941. They were hatched and reared in Idaho hatcheries and the first plantings made in the fall of 1942. Favorable conditions, particularly the presence of large quantities of blueback salmon for feed, contributed to the spectacular growth of the rainbows.

It was not until two years ago, when a local fisherman brought in a giant 31 pound Kamloops, (local name for the oversized rainbow trout) that anglers from hundreds of miles away began converging upon Lake Pend Oreille. The largest rainbow was caught during the 1945 season. It weighed 32½ pounds and still holds the record.

Fifty-nine rainbows, each weighing more than 25 pounds, were brought in during the 1946 season. The largest weighed 31½ pounds. So far this season more than 200 Kamloops, averaging 22 pounds, have been hauled out of Lake Pend Oreille.

For the short time the rainbows have been in the lake some fairly definite patterns have been established.

Starting in September, rainbow trout fishing improves steadily until the season ends November 30. Professional fishing guides, in fact, almost guarantee a fish during the last half of October and in November, when the rainbows are full of fight and ready to take on all comers. Whether or not this summer produces another world's record fish, many fishermen fully expect that the fall months will.

And for the sportsmen who like both hunting and fishing, November is the year's jack pot. Not only is rainbow fishing at its best but that month will be open season on deer and all bear except grizzly.

Native cutthroats, Dolly Vardens, blueback (landlocked sockeye) salmon, bass, perch, crappies, bluegill, bullhead, catfish and whitefish are also to be found in Lake Pend Oreille. Cutthroats, Dolly Vardens and rainbows are also to be found in the numerous streams and lakes in the region.

Pend Oreille Lodge, newest of the regions resorts, located on Contest Point 2 miles by water, 6 miles by highway from Sandpoint, opened for business in July.

Detailed information about accommodations, rates, guides, etc., can be obtained by writing to the Sandpoint Chamber of Commerce, Sandpoint, Idaho.

Three

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



Vol. 17 August, 1947 No. 8

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

IVAN A. COPPE, Editor

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

Your Railroads

AMERICA'S PRODUCTION curve has climbed to an all-time peacetime peak!

Keeping pace with this performance has kept the railroads coming and going: coming to factory and mill with the raw materials industry needs; going to market with the finished products.

Add to this industrial production peak a record-breaking performance by the American farmer and you get a measure of the job the railroads are doing. During the first six months of this year, your railroads

Four

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

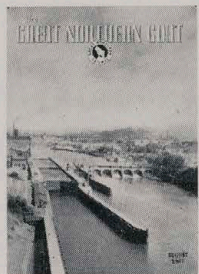
hauled more tons more miles than ever before in peacetime!

When the war ended, the railroads had on order 35,000 new freight cars. Since that time, these cars—plus another 40,000—have been built, and the railroads have ordered *still another* 105,000. But it has not been possible to get these cars built fast enough to replace those worn out in wartime service. As a result, today the railroads are hauling this biggest peacetime traffic in history with fewer cars than they had on V-J Day.

More cars are on the way. Until they arrive, however, railroads must do the best they can with what they have and can get. There are bound to be some delays in furnishing all the cars needed by American industry today. But you can be absolutely certain that the railroads—with the continued help of the shippers—will keep on doing their level best to speed these products to the market places of the nation.

AMERICAN RAILROADS THE NATION'S BASIC TRANSPORTATION

The Goat's Cover



Looking eastward from the Great Northern Railway Bridge over the grounds, locks and spillway of the Government Locks at the Lake Washington Ship Canal.

G. N. President Completes Fifty Years

Beginning his railroad career in 1897, as office-boy-ticket-sorter in the Passenger Receipts Department of the railway, Frank J. Gavin, Great Northern's President, completed fifty years of service with the company on July 19.

Following three years spent in the Traffic Department, much of Mr. Gavin's early railway experience was in the Operating Department on the west end of the system. The portion of his career as a major executive of the Great Northern began in 1916, less than twenty years after his first job, when he was made division superintendent in Spokane. He rose from one responsible position to another until 1936, when he was elected assistant to the president, and in September, 1939, became president.



Mr. Gavin

Mr. Gavin's formula for getting along is, "doing each job you are assigned to do as well as you can and not being afraid to tackle the one just ahead".

Honoring Rail Tickets Between Glacier Park and Belton

Eastbound passengers on Great Northern's Oriental Limited planning stop-off motor tours through Glacier National Park starting from Belton, and upon arrival finding no hotel accommodations available there, can journey on to Glacier Park Station, starting tours from that point and entraining at Belton for continuation of trip east, without additional cost.

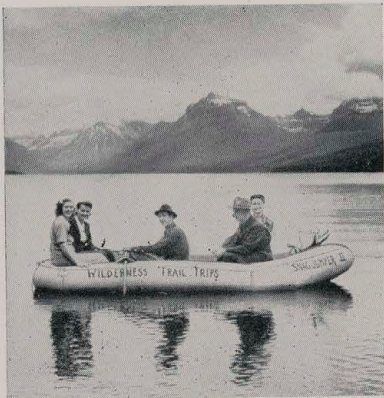
Likewise, westbound passengers

planning to start tours from Glacier Park Station and upon arrival finding no hotel accommodations available there, can journey on to Belton, starting tours from that point and entraining at Glacier Park Station for continuation of trip west.

Individual tickets as well as tour company tickets will again be honored between Belton and Glacier Park Station in either direction.

Five

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Snagjumper II on its first trip.

Life Rafts For River Trips In Glacier Park

Life rafts are being used by Wilderness Trails Trips, operators of hiking trips in Glacier National Park, in glacial streams in the park and to run the North Fork of the famous Flathead River, western boundary of the park.

The first of six of these inflated craft, christened "Snagjumper II" on the opening day of the 1947 season, is named for the raft of John Muir, the famous naturalist, who floated from the Yosemite country to the seas. These maneuverable boats of shallow draught are ideal for skimming the swift, glacial waters that race through the forested valleys of the park. Float trips are made in connection with hiking trips conducted in the park.

Wilderness Trail Trips originate at Panorama Ranch, Polebridge, Montana, reached from Belton, western rail entrance to Glacier Park. Parties are conducted on eight and ten-day hiking trips by Frank Evans, widely known naturalist, assisted by his wife, Edna Evans.

Six

G. N. Train Schedule Changes

The Empire Builder, trains 1 and 2, now stop at Glasgow, Montana, westbound to discharge revenue passengers from Minot and east and to receive revenue passengers destined Spokane and west; eastbound, to discharge revenue passengers from Spokane and west, and to receive revenue passengers destined Minot and east.

The Fast Mail, train 27, now arrives Minot 7:05 pm., leaves 7:15 pm., 5 minutes earlier than heretofore.

Train 9 now leaves St. Paul 9:00 pm., Minneapolis 9:55 pm., 15 minutes earlier than heretofore, arriving Breckenridge 4:30 am., 15 minutes later than heretofore.

Train 192, daily except Sunday, now leaves Aberdeen, S. D. 6:30 pm., instead of 8:00 pm. as heretofore, arriving Breckenridge 11:00 pm., instead of 12:30 pm., making transfer to train 28 at Breckenridge instead of Campbell.

Train 219 now leaves Minot 3:45 pm., 5 minutes later than heretofore. Train 212, daily except Sunday, now leaves Devils Lake 9:25 am. instead of 9:10 am. Train 208, daily except Sunday, now leaves Sarsles 2:00 pm., instead of 1:45 pm. arriving Devils Lake 5:30 pm. instead of 5:05 pm.

Rainier National Park

Facilities for the summer season in Mount Rainier National Park will be open to September 1. American and European plan accommodations are available at Paradise while at Sunrise there is cafeteria style meal service but no overnight facilities.



Goat

GLEANINGS

Seattle-Spokane tourist sleeping car on Great Northern's Oriental Limited, trains 3 and 4, has been discontinued, the last cars leaving Spokane and Seattle on July 31.

* * *

F. A. Irish, treasurer of the Greater North Dakota Association, has been renamed a member of the agricultural department committee of the Chamber of Commerce of the United States.

* * *

"Whistle in the Night" is the title of a two-reel documentary RKO-Pathe film, in its "This is America" series, which has just been released for showing in more than 9,000 theatres all over the country. The film tells a behind-the-scenes story of what railroads do, how it is done, what they have meant to America's development and continue to mean to the nation's economic and social life.

* * *

A reunion of all veterans of the Military Railway Service will be held at the Palmer House Hotel in Chicago on September 27, 1947.

* * *

Pillow service is now available to coach passengers on Great Northern Empire Builder trains, at rate of 25¢ per pillow.

* * *

Members of the Veterans' Association of the Great Northern Rail-

way reported deceased during July, 1947, are, H. E. Watkins, general agent, Toronto, Ont.; Lake Headley, engineer, Breckenridge, Minn.; George Green, conductor, Willmar, Minn.; Edwin W. Fairburn, engineer, Spokane, Wash.; Lorin G. Hull, conductor, Whitefish, Mont.; George Turgeon, agent, Superior, Wisc.; Peter Wallinder, machinist, Havre, Mont.; Steve Miller, engineer, Superior, Wisc.; Albert Newman, engineer, Minneapolis, Minn.; Patrick McMahon, boilermaker, St. Paul, Minn.; Edwin Peterson, clerk, St. Paul, Minn.

Members pensioned during July, 1947, are, John Hymer, engineer, Glasgow, Mont.; Frank V. Rose, switchman, Minneapolis, Minn.; George F. McCarthy, switch foreman, Minneapolis, Minn.; William F. Burger, agent, Pateros, Wash.; Frank G. Hein, conductor, Glasgow, Mont.; Frank Sobkoviak, gang foreman, St. Cloud, Minn.; Robert B. Ortt, engineer, St. Paul, Minn.; William F. Howe, claim agent, St. Paul, Minn.; Almon R. Simon, joint facility accountant, St. Paul, Minn.; Herbert F. Harmer, interline clerk, auditor freight receipts, St. Paul, Minn.; Clifford Wilkinson, brakeman, Seattle, Wash.; Meador Gilboe, conductor, Grand Rapids, Minn.

* * *

Ross S. Hubley, engineer wood preservation, engineering department, Great Northern Railway, St. Paul, died on June 27, 1947, after a short illness.

Seven

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

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Seattle, Washington, a major United States seaport and gateway to the Pacific



Administration Building overlooking the activities of the Lake Washington Ship Canal



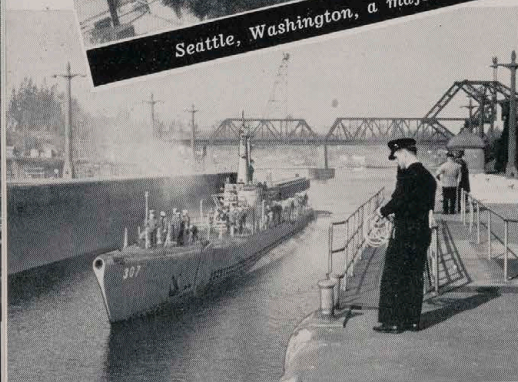
Raft of logs being towed through the larger of the locks

The Canal that Cooperation Built

By HARRIET GEITHMANN

From deep water to deep water, from salt water to fresh water, from Puget Sound, the largest land-locked body of water in the U.S.A., to Lake Washington, sprawling for 19 miles along the eastern boundary of Seattle, lies the Lake Washington Canal, approximately 8 miles long. This canal with its double locks, upper and lower, emergency or spillway dam and salmon ladder or fishway is a revelation from beginning to end in engineering as well as cooperation between man and man

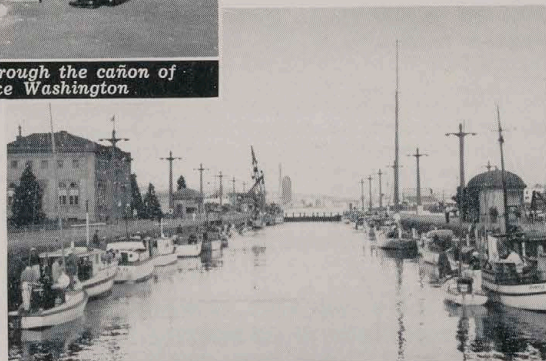
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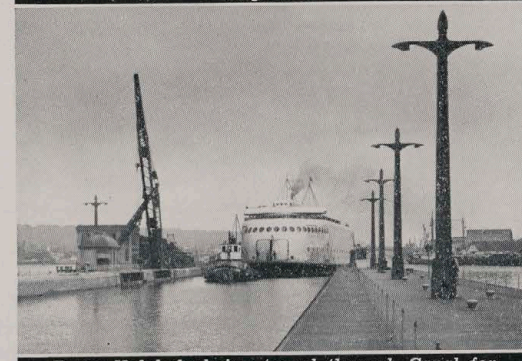
The U.S.S. Tilefish sailing through the cañon of concrete enroute to Lake Washington



Motor Ship Imperial and tugs being raised in large lock



Fleet of pleasure craft returning to a snug harbor in Lake Washington



Ferry Kalakala being towed through Canal for excursion on waters of Puget Sound

(Photos courtesy Seattle District Engineer, Col. L. H. Hewitt, Corps of Engineers)

Railroads Offer Travel Installment Plan

All Western railroads and most of the Eastern lines will offer traveling Americans the trips they want on a convenient monthly payment plan under a new Railroad Travel Installment Plan to become effective on September 1, 1947.

Installment buying of railway transportation will be offered through cooperation with local banks in most cities in Eastern and Western territories. Liberal credit arrangements will also provide for other expenses of travel.

Prospective users of the installment plan go to the ticket office of any cooperative railway, or to a travel agent, and make application for credit in the amount of the cost of a proposed trip or tour. If routine credit inquiry shows that they are able to meet monthly payments, travelers will be notified that tickets are ready for delivery.

The Travel Installment Plan requires no collateral, no down payment. Interest rate will be the usual rate charged by local banks for consumer credit loans. The plan is entirely separate and distinct from the credit card arrangement of the Rail Travel Credit Agency.

New Portland Ticket Office

Great Northern and Northern Pacific Railways have leased ground floor space in the new Equitable Building on Southwest Sixth Avenue in Portland and will open separate ticket offices about December 1.

The new offices will replace the present NP, GN, SP&S Consolidated Ticket Office at Southwest Morrison and Broadway. Both parent lines will serve SP&S patrons, as well as their own, in the new ticket offices.

Ten

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

LAKE WASHINGTON CANAL

(Continued from page 9)

and man and nature. This magic waterway extends from Puget Sound through Shilshole Bay into Salmon Bay, an estuary of Puget Sound, on into Lake Union, the sparkling heart of Seattle and from thence into Lake Washington.

To loiter for a moment on the brink of this cañon of concrete, the larger of the two locks, any Sunday morn in summer, is to see tourists from all over the world gazing at the man-made cañon. There the glaucous-winged gulls, citizens of the Puget Sound country, are sunning themselves on the banks of the cañon, poising first on one foot and then on the other, gazing at the tourists gazing at the cañon.

There you see Mr. McGee's "smart people" the shining schools of salmon, silver, sockeye and steelhead, rushing into the locks with the opening of the lower gates and rushing on into Lake Union with the opening of the upper gates. From salt water to fresh water, armies of them swim bravely forth in search of the streams of their youth, ready and eager to spawn and die. In the locks they find their journey safer and swifter than when they climb the fish ladder built for their convenience where they have to jump up one concrete step at a time, one pool at a time, five pools in all. From September to October silver hordes of fingerlings swim out to sea via locks and ladders and there are times when the large salmon are returning home that special lock-ages are made to accommodate them as they strive to swim back the same way they came out as wee ones.

(To be continued)



Goat GAIETIES...

It's Life-Boy

Judge: "Lady, what are your grounds for divorce?"

Lady: "My husband always makes me wash his back on Saturday."

Judge: "Sorry, but that isn't grounds for divorce."

Lady: "But Judge, last Saturday his back was already washed."

Clear Track

Girl—Do you have any green lipstick?

Druggist—Green lipstick?

Girl—Yes, a railroad man is calling on me tonight!

A Dry Joke

A preacher was lecturing his Sunday-school class of boys on "Thirsting After Righteousness". After a half hour's work trying to put across the idea to his pupils, the preacher summed up: "Some men thirst after knowledge, some fame, some money. Now, what do you boys thirst after?" An eager lad piped up, "I always thirst after salted peanuts!"

Step by Step

A young girl, seeing names like "Surrender" and "My Sin" on the perfume counter, timidly asked, "Don't you have anything for a beginner?"

Horse Laugh

A motorist in Vermont noticed that a farmer was having trouble with his horse. The nag would start, trot sadly for a few yards, stop, start again, go for a few yards, then stop again.

The farmer then would have to speak sharply to the poor horse, which seemed reluctant to go again.

The motorist finally pulled up alongside and asked: "What's the matter, mister, your horse sick?"

"No, he hain't, stranger."

"Is he balky?"

"He hain't that neither. It's jest that he's afeered I'll say 'Whoa' and he won't hear me. So he stops every few yards to listen."

Experience

Mac: "They say brunettes have sweeter dispositions than blondes."

Sak: "Well, my wife has been both and I can't see any difference."

Now! Please!

Teacher: Jimmy, what's a Grecian urn?

Jimmy: That depends on what he does.

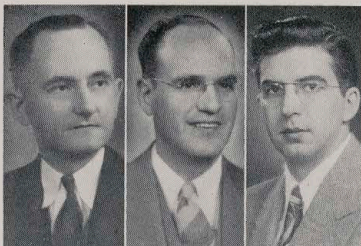
Surprise Yarns

Salesman: "Madam, I represent the Darnit Woolen Mills. Would you be interested in some coarse yarns?"

Madam: "Well, I'm a little pressed for time. Are they long ones?"

Eleven

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Meyers DuBois Inhofer

Paul Meyers to Tacoma

Appointment of Paul Meyers of Tacoma as traveling passenger agent for the Great Northern in Spokane is announced by N. D. Keller, general passenger agent, Seattle, and V. J. Kenny, passenger traffic manager, St. Paul.

Succeeding Mr. Meyers as passenger representative in Tacoma, is Ray L. DuBois. Raymond J. Inhofer has been named to succeed Mr. DuBois as city ticket agent in Tacoma.

Mr. Meyers, a 30-year veteran of Great Northern service, joined the railway in Vancouver, B. C., in 1917, and has held positions in the traffic department in Seattle, Klamath Falls, Wenatchee and Spokane. He has been Great Northern's passenger representative in Tacoma since 1942.

Mr. DuBois began service with the company in 1937, as a stenographer-clerk in the Spokane city ticket office. He has been in Tacoma office since 1941.

Mr. Inhofer joined the Great Northern in 1942 as a clerk in the traffic department in St. Paul. He was in the U. S. Army from 1943 until 1946, when he returned to the position he held in the traffic department. He has been a train passenger representative on the new Empire Builder since February, 1947.

Twelve

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

No Hay Fever In Glacier Park

The superiority of Glacier National Park as a refuge for hay fever victims in late summer and early fall has been established by a scientific pollen survey conducted in the Montana park from June through September in 1946 by O. C. Durham of Chicago, technical director, National Pollen Survey Committee of the American Academy of Allergy.

The survey shows that if the total amount of ragweed pollen found during the entire season in Glacier Park had occurred on one day, the degree of pollen contamination would have been negligible. The Durham survey developed that no ragweeds grow in Glacier, and that analysis of air samples taken there last summer show that more than 80 per cent of the air was entirely free of ragweed, sagebrush and related pollens.

Mr. Durham's survey of Glacier Park was sponsored jointly by the National Park Service and the Great Northern Railway.

Dinner-By-Reservation On The Oriental Limited

Pullman sleeping car passengers on Great Northern's Oriental Limited trains can now make dining car dinner reservations the same as on the Empire Builders. Dinner hour service begins at 5:00 pm., with servings at 6:00 pm., 7:15 pm., 8:15 pm., and 9:15 pm., if necessary.

Train passenger representatives have been assigned to the Oriental Limited between St. Paul, Minneapolis and Spokane to expedite the handling of dining car patrons during the summer travel season.



Giant streamlined all-electric locomotives augment Great Northern motive power.

All-Electric Locomotives for Mountain Service

The world's two largest single-cab all-electric locomotives, Great Northern Railway's new giants, now are moving passenger and freight trains over the system's 73-mile electrified section.

Designed primarily for heavy mountain service, each locomotive is 101 feet long, weighs 720,000 pounds, has a continuous rating of 5,000 horsepower and pulls 2,000-ton trains without helper service over the maximum 2.2 per cent grade on the railway's transcontinental line.

Electrification extends from Wenatchee to Skykomish, Wash., in the

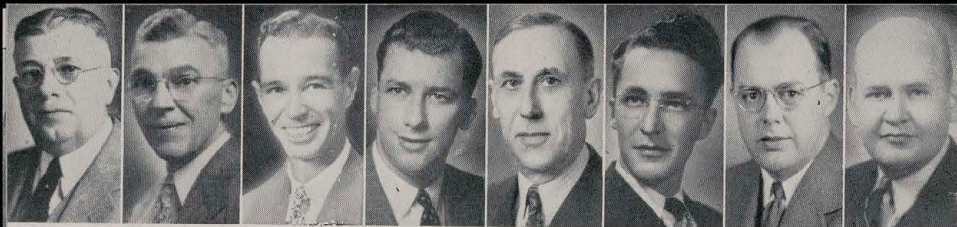
Cascade Mountains, and includes the railway's 7.79 mile Cascade Tunnel, longest in the Western Hemisphere.

The sleek, streamlined locomotives were built by General Electric Company. They are of welded steel construction, are operated from either end, and may be used in tandem for multiple operation. On each, two-traction-motor-generator sets take power from the 11,000-volt overhead electric line and deliver power to 12-traction motors.

The two locomotives augment the railway's fleet of other all-electrics on its electrified segment.

Thirteen

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Watkins Geff Smith McKenzie Yates Roy Smith Burns Tilton Wallace

Traffic Department Appointments

Widely known in railway traffic circles in Canada and the United States for many years, Harry Ellsworth Watkins, Great Northern's general agent in Toronto, Ontario, passed away suddenly on July 2.

Beginning his service with the company in 1900, as chief clerk in the Toronto office, Mr. Watkins held various positions in the railway's traffic department in Detroit, Buffalo and Vancouver, B. C., until 1920, when he was appointed general agent in Toronto, the position he held at the time of his death. He had completed 47 years of service and was looked upon as the dean of the railway colony in Ontario that represented various U.S.A. railroads.

Succeeding Mr. Watkins as general agent in Toronto, is G. F. Smith, former traveling freight and passenger agent in the railway's office in Winnipeg.

Alexander S. McKenzie, former city freight agent in the railway's Vancouver, B. C., office, has been appointed to succeed Mr. Smith as traveling freight and passenger agent in Winnipeg. Stanley V. Yates, chief clerk in the general agent's office in Vancouver, B. C., since early this year, has been appointed city freight agent in that city to succeed Mr. McKenzie.

Roy M. Smith, veteran of 46 years' service with the Great Northern, retired June 30, as city freight and

passenger agent in Bellingham, Wash. Succeeding him is Joseph E. Burns, chief clerk to the general agent in Wenatchee, Wash.

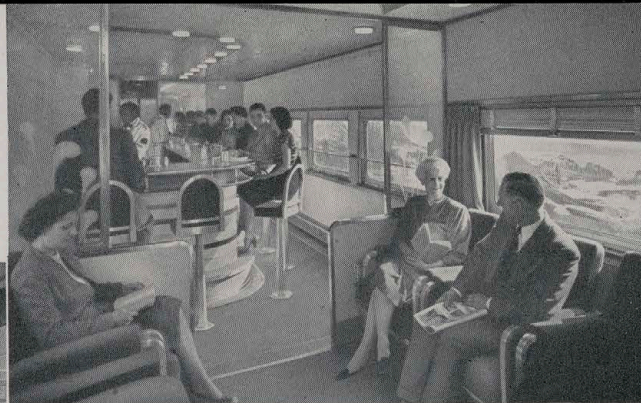
Mr. Smith began his long career with the Great Northern in 1902, as a clerk in Everett. In 1906 he was transferred to Bellingham as clerk in the city office and, with the exception of a year spent in Everett as city ticket agent there, he had been in the railway's offices in Bellingham ever since. In 1917, Mr. Smith became ticket clerk in the Bellingham passenger depot, and in 1923 was promoted to city passenger agent. He had been city freight and passenger agent since 1937.

W. Leo Tilton, former city freight agent in Duluth, Minn., is now traveling freight agent under J. J. Dempsey, division freight agent, Grand Forks, N. D., with headquarters in Minot, N. D.

John P. Wallace, former chief clerk to the general agent in Kansas City, Mo., who was transferred to Duluth early this year to succeed Mr. Tilton as city freight agent there, has been appointed city freight agent in Fargo, N. D.

Fred D. House, who has been in Great Northern's freight traffic department in Duluth since 1937, as stenographer, clerk and rate clerk, prior to becoming chief clerk in 1944, has been appointed city freight agent in Duluth, to succeed Mr. Wallace.

The brightly decorated coffee shop car seats 10 persons at the lunch counter with 10 additional seats in the lounge section of the car.



Snacks and refreshments are served in the coffee shop car.

Empire Builder Coffee Shop Cars

Beautiful as well as functional aptly describes the smart coffee shop cars on Great Northern's completely new Empire Builders. Providing good food at economical prices with quick service, a snack and refreshment, these cars contain the latest and most efficient equipment for the preparation of foods and beverages.

The food counter seats ten persons and there are ten additional seats in

the lounge end of the car. Coffee shop cars are bright and gay and friendly. Primitive designs and bright colors handed down through untold generations of Blackfoot Indian tribes, combine with nature's most delicate hues and color tone contrasts from Glacier National Park in Montana, to provide an atmosphere of distinctive and refreshing charm.

Saint Paul Rodeo

Gene Autry, "King of the Cowboys," and his famed horse "Champion" will headline the 1947 St. Paul World Championship Rodeo, sponsored by the Retail Merchants of the

city and to be presented in the St. Paul Auditorium, September 13 to 21.

More than 150 ace cowboys will compete for \$13,000 in cash prizes.

Fourteen

Fifteen

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ALL-NEW EMPIRE BUILDER**

COMPLETELY NEW
NO EXTRA FARE



Great Northern's Streamlined **EMPIRE BUILDER**

New from diesel to observation car! This is the *first* and only *all-new* postwar transcontinental train—*first* 45-hour train over any northern route—*first* two-nighter between Chicago and Seattle-Portland via St. Paul, Minneapolis and Spokane—*first* through train with improved duplex roomettes—*first* with Day-Nite coaches in which every seat is reserved at no additional charge.

The *New* EMPIRE BUILDER is America's most colorful, most comfortable, long distance train. Its meals are a joy. No standing in line—dinner by reservation. You will like traveling on the *All-New* EMPIRE BUILDER.

For your next trip be sure to specify the *New* EMPIRE BUILDER. For reservations consult your travel agent.



GREAT NORTHERN RAILWAY

Serves the Best of the Great Northwest

Form 6009—8-47

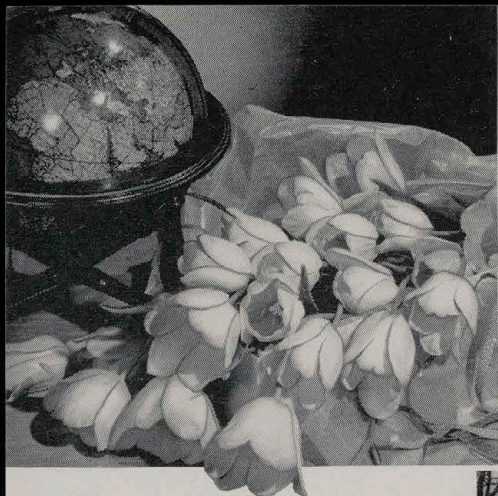
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the
GREAT NORTHERN GOAT



SEPTEMBER
1947

Bulb Growing IN THE PACIFIC NORTHWEST



Cool grown Washington Tulips enjoy a premium position with America's greenhouse men



Field of Croft Lilies in bloom along sea-coast in Southern Oregon



Mount Rainier forms a natural backdrop for field of glowing Yellow Daffodils



Modern equipment is used in bulb growing near Tacoma, Washington



A field of giant Dutch Iris varieties near Mt. Vernon, Washington



Tulips near Monroe, Washington

PHOTOS COURTESY CAMERON & COMPANY, SEATTLE, WASH.

Million Dollar Northwest Industry

Production of bulb items in Western Washington and Oregon has shown a spectacular growth in the past seven years. With the advent of the war, little merchandise, if any, was imported from such key producing foreign countries as Holland, France, Japan and others. The supply spotlight became focused on the Northwest and the end of the war has not dimmed it. Rather, there has been a very active increase in production in key crop items such as Daffodils, Narcissi, Tulips, Bulbous Irises and Lilies.

One of the most spectacular instances of rapid production has been in the Easter lily market. Started from small plantings in the last decade along the southern coast of Oregon, large plantings soon mushroomed into being from northern coastal California up through Oregon into Washington. The Croft Lily, a short stemmed white species especially suited for pots for Easter trade, became in a brief time the Easter lily. Demand was accentuated because the normal supplier, Japan, was off the market. It is problematical just how far Japan will come back into the picture with private trade again resumed, but present indications are that less than a million lily bulbs of both the greenhouse and the garden types will come in from that country this fall. Albeit, the Northwest grown Easter lily bulbs, which are terrific propagators, have established a place in the trade hard to displace. Indications are that current Northwest production is considerably ahead of Southern states, mainly Louisiana and Florida, which produce the long-stemmed type of Easter lily used for cutting purposes. There is rich ma-

terial for several books in the dramatic saga of Croft lily production in Southern Oregon, small fortunes having been made during a war market, and lost during the price break in the fall of 1946. Bulbs today are bringing a fraction of their wartime price and the market is going through a painful process of price readjustment which is expected to level off in a few years. Estimated production should run about three to four million bulbs this year.

Another lily bulb well worth watching is the Estate, a taller Easter type lily suitable both for the greenhouse and garden trade. As soon as more is known of its cultural reactions in various parts of the United States, it may possibly be grown in considerably larger quantities. There are numerous other Easter type lilies grown in the Northwest, such as the Ace, Pride of Oregon, Kenyon-Davidson. All play their parts in the scheme of merchandising because of certain particular characteristics they possess.

In daffodils (a sub-type of Narcissi, of which there are some ten or so class divisions), the emphasis in both Oregon and Washington has been on producing varieties suitable for greenhouse forcing. Forcing is the term used to denote production of bulbs under glass through controlled higher temperatures so as to produce flowers during winter and early spring when flowers are not in bloom out-of-doors. Most of the 1200-or-so-odd acres in these two states are devoted to the yellow trumpet variety, King Alfred. Many growers say "it is hard to beat the perfect daffodil," and King Alfred is a heavy favorite both with greenhouses and the garden trade. By

(Continued on page 12)

Three

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ALL-NEW EMPIRE BUILDER**



Vol. 17 September, 1947 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.

Your Railroads

American wheat feeds more than America. It helps feed hungry children—and their hungry parents—all over the world!

This year, of all years, our farmers have grown more wheat than ever before—almost a billion and a half bushels of the precious grain!

To move this enormous harvest to elevators, to flour mills and to ship-side is one of the biggest, most important jobs the railroads have ever faced.

AMERICAN RAILROADS ARE THE NATION'S BASIC TRANSPORTATION.

Four

WHAT EVER YOU SHIP—BIG OR SMALL—SHIP IT GREAT NORTHERN

Autumn

Autumn, the season between summer and winter, witnesses the sun's southward passage across the equator. It is normally a long and for the most part one of the most enjoyable seasons of the year. The days grow shorter; the evenings cool and invigorating.

As one delightful day follows another, the sumac, later the maples and ashes, glow through the landscape.

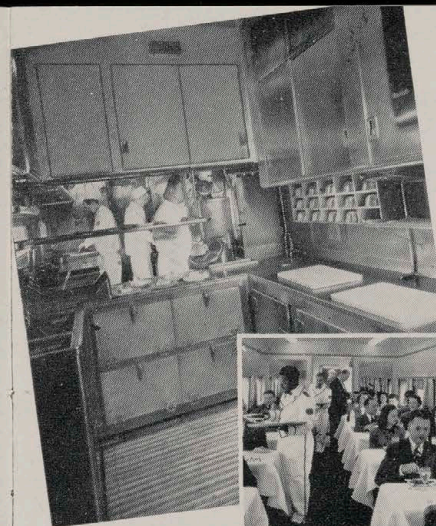
Autumn is many things to many persons. For some it is a time for relaxing; for others it affords varied pastime; for most of us it is a time for planning and preparing for the long winter ahead.

Fires are the greatest menace to our forests. Over 172,000 forest fires occur annually. Over 20,691,000 acres of forest land are burned annually. The latest figure on direct forest fire loss is \$32,694,000 annually with far greater indirect loss from watershed destruction. The careless smoker is the greatest source of forest fires.

The Goat's Cover



Robin Cameron holds a giant Am-aryllis Hybrid cut from outside planting last spring. Robin is the daughter of Mr. Warren Cameron, owner of Cameron & Company, wholesalers of bulbs, Seattle, Wash.



Stainless steel kitchens.



For finer food and service.



Dining car seats 36 persons.

The Quality of Its Meals Is The Most Important Thing About A Dining Car

That is what travelers on Great Northern's completely new Empire Builder have in mind when they say "the meals couldn't be better," which is assurance that this modern streamliner is living up to its old-time reputation for finer food and service.

The interior of the dining car presents a symphony of harmonious colors. The gorgeous wildflowers of Glacier National Park in Montana inspired the decor of new Empire Builder dining cars. Panels and window drapes reflect gay tones of

such beauties as wild asters, foxglove, pasque flower, bluebell and Indian paint brush.

Table service is individually designed . . . the chinaware by Onondago Pottery; glassware by Libbey; flatware by International Silver, and imported Irish table linen from William Liddell. The most modern equipment has been installed in the stainless steel kitchen, including a deep-freeze unit and automatic dishwasher. There is no standing in line. Reservations are made for dinner service.

Five

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



Mr. Lamphere

Mr. Alexander

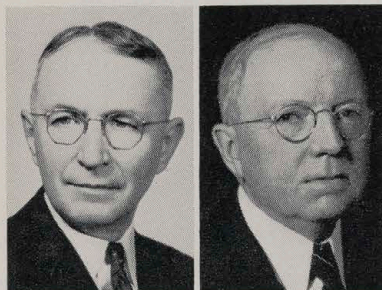
Agricultural Department Appointment

Appointment of Willard H. Lamphere as assistant director of Great Northern's department of agricultural and mineral development was recently announced by E. B. Duncan, department director.

Lamphere comes to the railway from the information section of the United States Department of Agriculture where, since 1939, he has been assistant director, and director, of information for the Agricultural Adjustment Agency and the Production and Marketing Administration, in Washington, D. C.

Charles G. Alexander, until recently traveling passenger agent in Great Northern's San Francisco ticket office, is now district passenger agent in Oakland, Calif. Mr. Alexander started his railway career as a clerk with the SP&S Ry., in Portland, Oregon, in April, 1930. He joined the Great Northern's traffic department in Portland in February, 1934, as stenographer to the assistant general freight agent, and in January, 1938, was transferred to the passenger department. He was appointed traveling passenger agent in San Francisco in April, 1944.

Six



Mr. Marthaler

Mr. Fox

Employment Bureau Head Retires

Retirement of Charles T. Fox as superintendent of Great Northern Railway's employment bureau in St. Paul, Minn., and appointment of Jacob H. Marthaler to that post, is announced by F. J. Gavin, president.

Mr. Fox concluded nearly 49 years' service with Great Northern. He began work for the railway as a clerk in the Car Accounts office in 1899, entered the employment bureau in 1903, and after several advancements became superintendent in 1940. He served as secretary of the Great Northern Railway Men's Club in 1924.

Mr. Marthaler began work in the Great Northern employment bureau as an office boy in 1904. He became chief clerk in 1940. He is a director of the Veterans' Association of Great Northern Railway.

October is Community Chest campaign time across the nation. In St. Paul the Greater Community Chest campaign will be held October 6-21.



Goat

GLEANINGS

National observance of National Bible Week will be held October 20 to 26.

* * *

Rail-auto service is now available in Tacoma, Wash., on a week-day ten hour daytime basis.

* * *

The telephone numbers of Great Northern's traffic offices in Oakland, Calif., now are TEmplebar 2-7672-73.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1947, are, Patrick Vegas, engineer, Great Falls, Mont.; A. Jay Laird, engineer, Minot, N. D.; Charles O. Dunham, superintendent, signal system, St. Paul, Minn.; James P. Johnson, brakeman, Seattle, Wash.; George Sanderson, brakeman, Minneapolis, Minn.; Wm. L. McLaughlin, passenger agent, Minneapolis, Minn.; Robert E. Ellett, machinist, Great Falls, Mont.; Robert M. Carter, brakeman, St. Paul, Minn.; Joseph E. Cleary, conductor, Willmar, Minn.

Members pensioned during August, 1947, are William Hoelscher, clerk, St. Paul, Minn.; Alvin A. Barke, yardmaster, Williston, N. D.; Frank H. Lawrence, engineer, Grand Forks, N. D.; Mark Carey, engineer, Interbay, Wash.; Edward L. Lenz, engineer, Hillyard, Wash.; Robert Curtis, brakeman, Great Falls, Mont.; Alois H. Pelle, engineer, St. Cloud, Minn.; Edward W. Schaefer, engineer, Rutland, N. D.; Harper E. Lacy,

conductor, Sioux Falls, S. D.; Thomas J. Cosgrove, machinist helper, St. Cloud, Minn.

* * *

George Killion, a former finance director of the State of California, was recently elected President of the American President Lines, to succeed Henry F. Grady, who retired in April of this year to become the first United States Ambassador to India.

* * *

James Ridler, who recently retired as superintendent of stores of the Glacier Park Company, Great Northern Railway subsidiary, died on August 17, after a short illness.

* * *

National Apple Week this year will be observed during the period October 25 to November 1, inclusive. October 31 has been designated as National Apple Day.

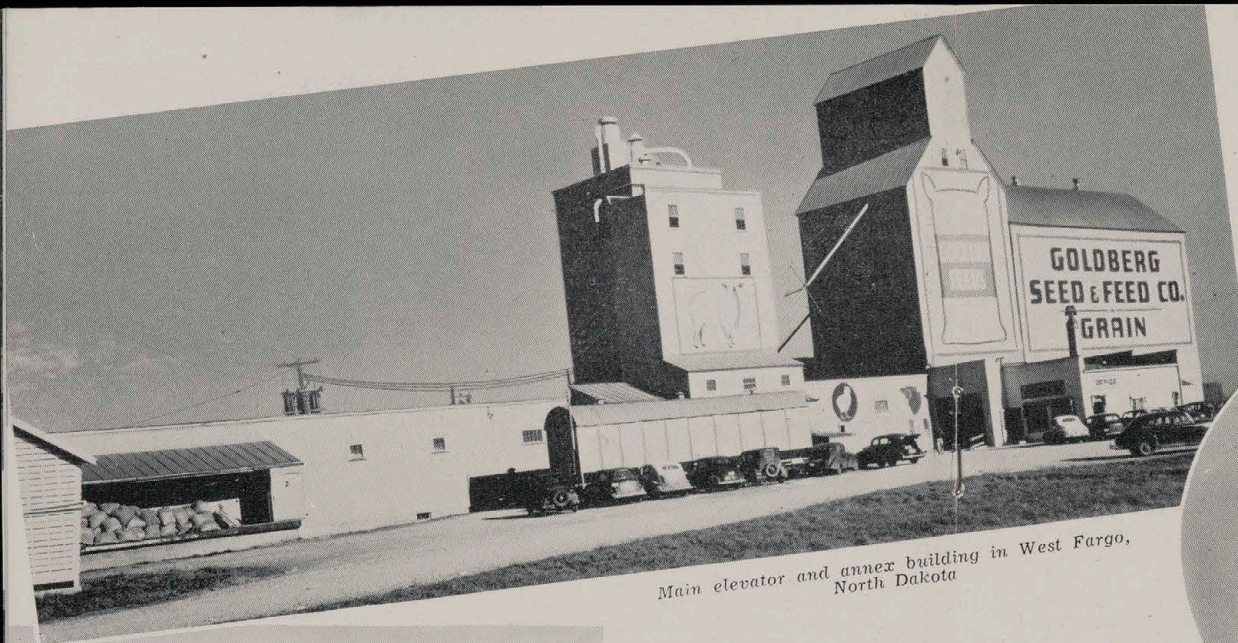
* * *

The National Firearms Act requires that fully automatic firearms be registered with the Federal Government. The purpose of the law is to prevent weapons of this type, many of which are war trophies, from getting into the hands of criminals and to protect lawful holders. Registration can be made at no cost. Write the Commissioner of Internal Revenue, Washington 25, D. C., for full information as to procedure for registering firearms of all descriptions.

Seven

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



Main elevator and annex building in West Fargo, North Dakota

Corn Processing

While the Northwest 1947 corn crop remains a question mark at this time, preparations are going ahead to handle the yield whatever the final results may be.

One of the oldest established and successful seed and feed elevator operators serving the Northwest is the Goldberg Seed & Feed Company located on Great Northern trackage

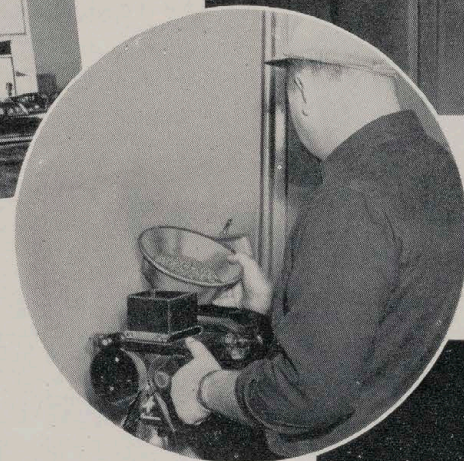
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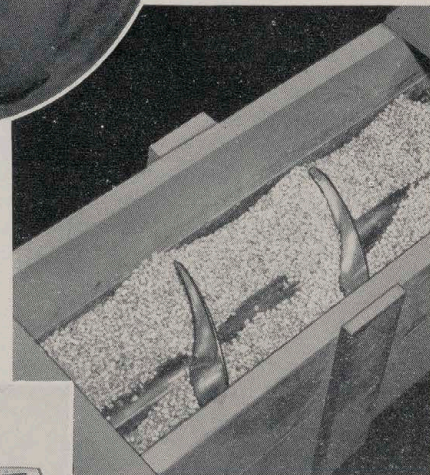
Power conveyors unload eared corn from trucks into cribs each holding 600 bushels



A power lift carries shelled corn from bins to top of elevator where a long chute takes it to drying plant

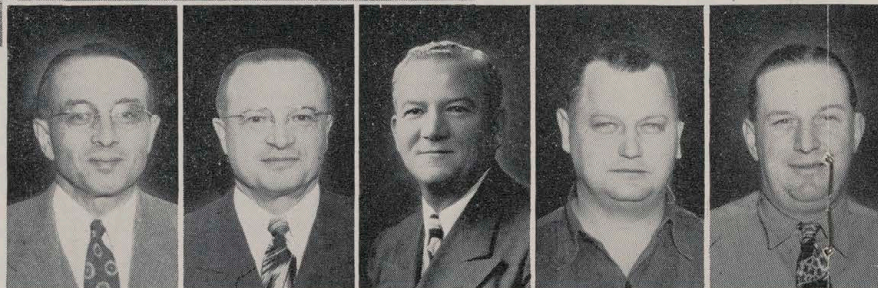


Each load of corn is tested for moisture content



An 85 foot long auger type power conveyor carries shelled corn from drying plant back to main elevator

Stock feeds and mineral products are shipped to many points throughout the Northwest



Louis P. Goldberg
Co-owner

Max Goldberg
Co-owner

J. H. Goldberg
Manager

Howard Emerson
manager
grain section

Alvin T. Hong
office manager





For heavy duty unloading of freight.

Giant Crane

The "big muscle" at Great Northern's King Street freight house in Seattle is the gantry-type electric crane, which will hoist a 25-ton cargo without straining a rivet.

Used for the heavy-duty unloading of freight from flatcars and gondolas, the \$35,000 giant is a four-motor traveling crane of latest design. It replaces an aged predecessor, which was dismantled earlier this year after spanning tracks 10 and 11 at King Street since 1912.

A special feature of the new gantry, which has a span of over 42 feet and a lift of 22½ feet, is an auxiliary 5-ton hoist for rapid movement of lighter loads. The main hoist will lift up to 25 tons.

Ten

CORN PROCESSING

(Continued from page 9)

in West Fargo, North Dakota. This concern has for many years specialized in high quality stock feeds and mineral products. With its headquarters and largest operation located in Fargo and West Fargo, the Goldberg Seed & Feed Company also operates elevators at several points in Minnesota, North Dakota and Montana served by the Great Northern Railway.

Corn processing or drying operations normally begin around October 15 each year. Farmers in a radius of 100 miles of Fargo haul their corn, either on the ear or shelled, to the West Fargo elevator, where average daily deliveries are around 4,000 bushels with the high running around 7,000 bushels. The main elevator has a capacity of 175,000 bushels.

Each load as it arrives at the elevator is weighed and tested for moisture content. Shelled corn is unloaded into bins each of which holds from 4,000 to 5,300 bushels.

Eared corn brought into the elevator, after weighing and testing, is unloaded by power conveyors into 76 huge cribs each with a capacity of approximately 600 bushels.

The processing or drying plant, which is located in an annex building, is equipped with large fans operated by automatic controlled oil-burners blowing hot and cold air to produce the proper moisture content. Approximately 100 bushels of corn is processed per hour.

While this article deals primarily with the drying or processing of corn, the Goldberg Seed & Feed Company carries on similar operations in wheat, oats, barley, rye, flax and soy-beans, which are manufactured into prepared stock feeds and minerals and shipped to points throughout the Northwest.



Goat GAIETIES...

Old Optimists

Seventy-five-year-old: "When I die I'd like to do it in a car crash doing 80 miles an hour."

Eighty-five-year-old: "I'd like my finish in a 400 m.p.h. plane."

Ninety-five-year-old: "I'd like to be shot by a jealous husband."

Forgive Me!

"Hey, Pop, the old goat just ate my rabbit!"

"Gad! Another hare in the butter."

Forewarned

Jones: "I'd like to stop off and have a drink with you, but I have to go home and explain to the wife."

Smith: "Explain what?"

Jones: "How do I know? I'm not home yet!"

Comparative Recognition

Customer with hangover: "Give me something for the shakes."

Bartender: "What do you want?"

Sufferer: "Something tall, cold and full of gin."

Bystander: "Sir, you are speaking of the woman I love."

They Never Give Up

Two spinsters were discussing men. "Which would you desire most in a husband," asked one, "Brains, wealth or appearance?"

"Appearance," snapped the other, "and the sooner the better."

Plug for Pop

A pretty woman moved into the empty house down the street. "I'm very busy and I need something at the grocer's. Do you suppose you could go for me?" she asked a little boy.

"No, but I heard my pop say he could," was the answer.

When the Cat's Away

McGuire: California has given me some of the happiest moments of my life.

O'Brien: But you've never been to California.

McGuire: No, but my wife has.

He Wished It Hadn't

John: "Have any of your childhood dreams been realized?"

Bill: "One of them. When my mother combed my hair I used to wish I didn't have any."

A Regular Girl

He: "I'd like to propose a little toast."

She: "Nothin' doin' kid; I want a regular meal."

Eleven

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WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN



Left to right: Carol Lockwood, President, NP Terminal Co., E. F. Ghormley, AGPA, SP Co., A. C. Stickley, GAPD, NP Ry., H. D. Mudgett, Mgr., NP Terminal Co., C. J. Livingston, DPA, SP&S Ry.

Portland Rails Excursion

More than 625 members, railway employees and their families, journeyed to Seaside, Oregon, the forepart of August, via special train for the Portland, Oregon, Rails Club annual excursion. The special train was arranged by H. W. Shields, GPA, SP&S Ry., Portland.

MILLION DOLLAR INDUSTRY

(Continued from page 3)

early digging and early delivery. Northwest daffodils have established themselves at a premium over the later arriving Holland stock.

The story repeats itself in bulbous Iris. Most Oregon and Washington growers stick to Wedgewood, a large blue Iris well suited for early forcing. This is the variety so frequently seen in florists' windows during the winter. In quality and early delivery, the Northwest grown bulbous Iris command the domestic market and bring a premium over imported stock.

Twelve

Montana Dude Ranches Open For Hunting Season

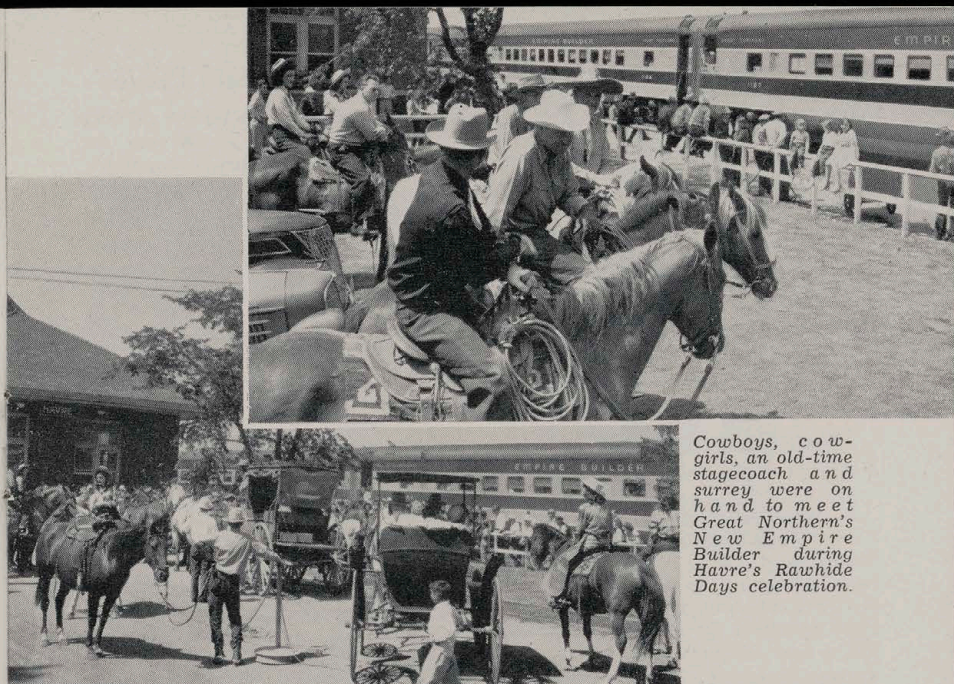
Many of the dude ranches in Montana served by the Great Northern Railway remain open for the hunting season and cater to hunting parties.

Chief Mountain Guest Ranch, Babb, Montana, operated by Ray Siers, and Rising Wolf Ranch, Glacier Park, Montana, operated by Dale Pierce, offer fishing in nearby lakes, duck and goose shooting, elk and bear hunting, in season. Chief Mountain Ranch is located 44 miles north of Glacier Park Station, 6 miles from the Canadian boundary, and 4 miles from the east boundary of Glacier National Park. Rising Wolf Ranch is located eight miles south of Glacier Park Station on the south fork of Two Medicine River in the Lewis and Clark National Forest.

Information about rates, accommodations, guides, etc., can be obtained promptly by writing to Ray Siers, Babb, Mont., and Dale R. Pierce, P. O. Box 612, Glacier Park, Mont.

Redwood Empire Association

An estimated attendance of 1,200 delegates and guests is anticipated for the 27th annual convention of the Redwood Empire Association to be held at Hoberg's in the mineral springs resort area of Lake County, California, from October 15 to 17, inclusive. One of the major topics to be discussed at the convention will be a program for expanded publicity and travel promotion designed to attract more vacationists and prospective settlers to California.



Cowboys, cowgirls, an old-time stagecoach and surrey were on hand to meet Great Northern's New Empire Builder during Havre's Rawhide Days celebration.

Montana Celebration Attracts Many Visitors

Havre's First Annual Rawhide Days' celebration was one of Montana's outstanding events to be held this year. Residents joined with hundreds of visitors in an 11-day program packed with action and thrills of the old western days.

Visitors arriving in Havre on Great Northern's Empire Builder and Oriental Limited during the celebration were met at the G. N. station by the old Henderson coach, the last stage operated between Malta and Zortman, and by Havre's Jaycee surrey and mounted escort, consisting of members of the Havre Saddle Club, and transported to the city's hotels and homes.

Outstanding among the numerous events staged during the celebration was the Sagebrush Derby from Chinook to Havre in which thirteen horses participated. LeRoy Longknife, a Fort Belknap Indian youth, was the winner covering the 23-mile course in 1-hour 12-minutes and 48-seconds.

Miss Rickie Allen, representing Havre Elks Lodge 1201, was chosen the first Rawhide Day Queen. Tom Troy was general chairman of the celebration, assisted by Jack Vickery. The Jaycee committee was headed by Danny O'Neill. It is planned to make Rawhide Days an annual celebration in Havre.

Thirteen

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FFA boys start work of cleaning up Montana campsite.

Campsite for Montana Future Farmers of America

A five acre tract on an island in Flathead Lake, south of Kalispell, Montana, on the Great Northern, has been presented to Montana Future Farmers of America for a permanent campsite by Ernest and Thane White of Dayton, Montana, well known breeders of Columbia sheep.

One hundred FFA boys held their first camp on the island during July of this year when the work of cleaning up the site got under way. During intervals between organization programs the boys constructed a boat dock and cleared the beach for swimming. An electric generating plant and a pressure pump for a water system will be installed.

Each FFA chapter in Montana plans to build its own cabin on the island which will be located and constructed in accordance with a general plan of development. Future plans include a central lodge and landscaping. State and local health authorities, engineers and landscaping experts are working together in planning the development of the island campsite.

Fourteen

New G. N. Diesel Power

A new 2,000-horsepower diesel locomotive is now in service on Great Northern Railway passenger trains 29 and 30, The Red River Limited, between St. Paul, Minneapolis and Grand Forks, N. D.

When the completely new five-car streamlined Red River Limited goes into operation between the Twin Cities and Grand Forks, via St. Cloud and Fargo, the diesel will provide the motive power.

Two new 2,000-horsepower diesels are now providing the motive power for trains 42 and 43, between Billings, Great Falls and Glacier Park, Montana, and will continue to operate on those trains until delivery is made of two 1,500-horsepower diesels expected in October of this year. When the 1500s are received the 2000s, now operating on trains 42 and 43, will be placed in service on Great Northern's Puget Sounders between Seattle and Vancouver, B. C.

Delay in the construction of new streamlined equipment for the Red River Limited and Puget Sounders, due to steel and other shortages affecting the builders, has deferred inauguration of the new trains until about mid-1948.

Silver Anniversary

The Minneapolis Passenger Traffic Club is this year celebrating its twenty-fifth anniversary. A group of between 30 and 40 passenger men organized the club in 1922.

Dinner by reservation on the Oriental Limited, Great Northern trains 3 and 4, has been discontinued.

Noted Indian Story Writer Dies

James Willard Schultz, one of the last of the old-time frontiersmen and known throughout the United States for his thrilling tales of life with the Blackfeet Indians of Montana, died recently in Wyoming, at the age of 87.

Mr. Schultz became a member of the Blackfeet Indian tribe in 1877, and was named Ap-i-kun-i, meaning "far off white robe." He roamed the buffalo plains of Montana and Alberta with the Indians, slept in their tepees, ate their pemmican, went on their hunting parties and even followed them on the warpath, studying their language and customs.

In the 1880s, Mr. Schultz explored the wilderness of what is now Glacier National Park in the Montana Rockies. Through his many published articles he was instrumental in interesting Dr. George Bird Grinnell, writer, explorer and big game hunter, to come to Montana to hunt and explore the region.

Many of the mountain peaks in Glacier National Park, including Red Eagle, Going-to-the-Sun, Grinnell Glacier and Grinnell Mountain, were named by Mr. Schultz. In collaboration with Grinnell, he named Almost-A-Dog and Little Chief Mountains. Apikunny Mountain, his Indian name mis-spelled, was named for Schultz.



James Willard Schultz

Among his many books written for children and adults are "My Life As An Indian," "Bird Woman, the "Life of Sacajawea," "Blackfeet Tales of Glacier National Park," "Signposts of Adventure," "Rising Wolf" and "The White Beaver."

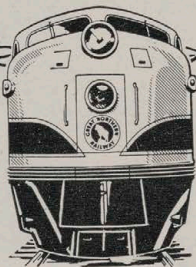
Mr. Schultz was buried in an ancient burial ground of the Blackfeet Indians near Browning, Montana, beside his old warrior friends and relatives. The old tribal ceremony was conducted by Chief Bull (Dick Sanderville) Indian interpreter, Chewing Black Bones and Three Calves, Blackfeet Indian medicine men, and Jim White Calf, all of whom had known Schultz since he became a member of the tribe.

Fifteen

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ALL-NEW EMPIRE BUILDER**

What They're Saying About the All-New EMPIRE BUILDER



"I liked the easy starting and stopping, and the smooth riding."



"The smoothest riding train I've ever been on. It's great!"



"This was the smoothest of 12 trips taken in two years."

"It's beautiful, and riding is so restful."



"Best train I've ever been on, and I travel a lot."



"I make this trip twice a year, and this is the finest train yet."



Voluntary comments by recent passengers on Great Northern's All-New EMPIRE BUILDER. For information about this finer, faster train

between Chicago, and Seattle-Portland via St. Paul, Minneapolis and Spokane, see your Great Northern or local travel agent.



GREAT NORTHERN RAILWAY

Serves the Best of the Great Northwest

the
GREAT NORTHERN GOAT



OCTOBER
1947

Wenatchee Apples

A general view of the Wenatchee apple district in Washington.



Wenatchee apples are carefully picked.

Apples are thoroughly washed in hot and then cold water.



Refrigerator cars are pre-cooled to insure apples arriving at markets in prime condition.



Wenatchee apples are graded and wrapped individually.

National Apple Week 1947

Throughout the United States and Canada, tribute will be paid the Apple, King of Fruits, the week of October 25 to November 1, inclusive, with October 31, Halloween, designated as National Apple Day.

Radio and press, retailers and jobbers, chambers of commerce, augmented by window displays, colorful posters, special apple menus in hotels, restaurants and on railroad dining cars, school programs and other media, will cooperate in heralding the delights of the apple, its many and varied uses and its importance in the diet, across the nation.

National Apple Week 1947, sponsored jointly by Apple Institutes, Apple Commissions, Horticultural Societies and the International Apple Association, is a concentrated effort to widen the distribution and use of apples not only during National Apple Week but also throughout the year.

The Wenatchee-Okanogan district, which comprises the counties of Chelan, Douglas, Grant and Okanogan in Washington state, is served exclusively by Great Northern Railway which has encouraged and aided founders of the district's apple industry through the years.

What is today Wenatchee's foremost industry had its beginning in 1872, when Philip Miller, a pioneer with vision, brought the first apple trees into the valley, on horseback. The progress of the industry in the Wenatchee-Okanogan district over a period of 45 years is best exemplified by the increased carload shipments, which began with two carloads in 1902 and grown to 589,280 cars through August 31 of this year, routed Great Northern to fresh-fruit-markets across the nation.

According to Indian legend, Wenatchee means "Place of the Rainbow." To reach the Wenatchee valley, the first of the valleys of Central Washington to be organized, settlers had to travel on horseback over Indian trails. The first wagons that came in had to be lowered down the mountain sides by means of rope.

The theme of the early history of the Wenatchee-Okanogan district is described in the title "The Miracle of Changing Water Into Gold." Without man's ingenuity in diverting the life-giving waters of the mighty Columbia River to the thirsty roots of fruit trees, the valley might well have remained in one of its two brief periods of early history, the colorful but limited mining days or, the free "elbow-room" days of the cattlemen. As early as 1891, there were two or three successful small irrigation projects in operation. As the settlement grew and the demand for water increased, men gave of their time and money in getting the High-Line Canal built. This irrigation project and a climate ideally suited to the raising of fruit made large scale orchards possible.

In the early days of the industry, individual orchardists had individual packing sheds. They and their families did most of the sorting and packing. Today the harvest has been speeded. Handling methods have been improved and huge centrally located warehouses and packing plants take care of the bulk of the crop.

Transporting freight and passengers was by steamboat on the Columbia River until 1892, when Great Northern built its main line into Wenatchee.

Three

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IVAN A. COPPE, Editor

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What They're Saying About the Empire Builder

Among the many commendations by travelers on Great Northern's new Empire Builder, Mr. O. T. Copeland, Allison Park, Pennsylvania, writes "This summer I took my wife and three young daughters on a circle tour of the West Coast. We had the pleasure of being passengers from Seattle to Chicago on one of your new Empire Builders. May I congratulate you on the train, the courteous services of the crew and the excellent meals. My youngsters were fascinated with their duplex roomettes."

**AMERICAN RAILROADS ARE
THE NATION'S BASIC TRANSPORTATION.**

Four

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

There's No Such Animal!

I am on another big research . . . trying to discover why sauce for one outfit is not sauce for the other, like everybody knows it is for the goose and the gander. I got in mind how a town will tax its citizens down to the quick, to match an equal amount donated by the Government to build an airport, but would lock up a guy if he would suggest that the community build a new roundhouse, a depot, or spur track for the railroad. And the town itself, until the railroad came, it was a patch of weeds or maybe a pee-wee trading-post.

And the money donated by the Government, it is our own income tax dinero, and the "matching" money that some club or other wrangles from the town or county commissioners, you will find that right there, each year, in the tax statement covering your house and lot. And for poor reading matter, the tax statement is champion . . . and the most head-achy kind.

Free money from the Government, sisters and brethren, there is no such animal!

(Reprint of Jo Serra's editorial in the September number of Industrial News Review, published by E. Hofer & Sons, Portland, Oregon)

The Goat's Cover



Wenatchee apple growers take pride in the quality of their product and only choice apples go to the world-market.

Noted Blackfeet Indian Chief Dies

Wades-In-The-Water, one of the last leaders of the Blackfeet nation, which lives on a vast reservation adjoining Glacier National Park in Montana, died on September 20. He was 76 years of age.

A picturesque figure, Wades-In-The-Water long had been one of the most popular chiefs among the several Blackfeet families who live in summer in Glacier National Park. Although he spoke little English, the old Chief was one of the tribe's sign language experts, and an accomplished dancer.

He had his first and only war experience at the age of 14, when he scalped another Indian. In his early twenties, he became an Indian policeman and helped capture two bandits who had robbed a Great Northern train. He held the position of Indian Police Chief for 26 years.

As a leader in the Blackfeet Tribal Council, Wades-In-The-Water made several trips to Washington to represent his people. Throughout his life, he maintained an active interest in the old Blackfeet ceremonies, notably the Sun Dance.

He was the son of Running Crane, who was elected a Blackfeet chief in 1875. At the time of his father's death, Wades-In-The-Water became the head of the Blackfeet tribe. He is survived by his wife, Julia, and two stepchildren.

The 1945 edition in Great Northern Railway's celebrated series of Indian calendars carried a portrait by Winold Reiss of Chief Wades-In-The-Water.



Chief Wades-In-The-Water

Chicago Stock Show

The 25th anniversary celebration of the International Grain and Hay Show will be held in connection with the International Live Stock Exposition at the Chicago Union Stock Yards, November 29 to December 6.

Entry of more than one thousand steers is anticipated in the junior feeding steer contest on the opening day of the show. The event will feature beeves, lambs and hogs that are exhibited by farm boys and girls enrolled in 4-H or Vocational Agricultural work.

Cash prizes totaling \$100,000 will be offered at the 1947 International.

Five

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Bereavements



Mr. Dow

Harry G. Dow of New York City, Great Northern Railway vice president in charge of its foreign department, died in New York City on September 19, following an operation.

Mr. Dow, with Great Northern since 1897 when he became contracting freight agent at New York, served the railway at Buffalo and Pittsburgh before returning to New York City in 1920, as assistant general freight agent. He became eastern traffic manager for the company in 1928, with headquarters in New York, and vice president, foreign department, there in 1945.

Nicholas Terhune, who retired in 1938 as vice president of the Great Northern Railway with headquarters in New York City, died on September 25, at the age of 87. He entered the service of the St. Paul, Minneapolis & Manitoba Railroad, predecessor of the Great Northern, in 1887, and was associated with James J. Hill in the building and expansion of the railway.

Hungry Horse Dam

Hungry Horse Dam, a concrete structure, will be the third or fourth highest dam in the world. To be constructed on the South Fork of the Flathead River near Kalispell, Montana, the dam will provide storage for power production at the site and firming the output of downstream plants, including Grand Coulee, and create flood control, navigation, and irrigation benefits.

Star

America's Freedom Train

The longest train tour in American railroad history began when the American Heritage Foundation's Freedom Train left Philadelphia on September 17, on its 33,000-mile-year-long trip around the country. The trip represents an unparalleled cooperative plan on the part of 52 railroads, which have contributed not only the various component parts of the train but also the intricate routing that is necessary.

The Freedom Train, operated at all times as a "special," carries more than 100 of the nation's most priceless historic documents such as the Bill of Rights, the Declaration of Independence and an early draft of the United States Constitution. The purpose of the tour is to inspire in Americans a greater awareness of the principles that gave the United States its freedom and independence, and to stimulate a more active participation in national, state and local government and community life to protect these liberties.

The Freedom Train will arrive in Great Northern Railway territory on March 27, 1948, at Seattle. Complete itinerary will be published in a forthcoming number of The Goat.

CP Steamship Service

Boat service between Seattle, Washington, and Vancouver, B. C., on Canadian Pacific Steamship Company SS Princess Charlotte and SS Princess Kathleen, is now operated on the following schedule:

READ DOWN		READ UP	
10:30 AM	Lv. Vancouver	Ar. 6:35 PM	
3:30 PM	Ar. Victoria	Lv. 1:35 PM	
4:30 PM	Lv. Victoria	Ar. 12:50 PM	
9:30 PM	Ar. Seattle	Lv. 7:50 AM	

Overnight service between Vancouver, B. C., and Seattle has been discontinued.



Goat

GLEANNINGS

A testimonial dinner was tendered Mr. Andrew Barnett by the St. Louis Local Passenger Committee at Hotel Statler in St. Louis on September 15, on his retirement as general passenger and ticket agent of the Terminal Railroad Association, after 57 years of service. Clyde Jinks succeeds Mr. Barnett and Frank Donnelly has been appointed chief clerk to succeed Mr. Jinks.

* * *

The 1948 Portland Rose Festival will be held at Portland, Oregon, June 8 to 13.

* * *

More than 320,000 persons visited Glacier National Park in Montana during the 1947 season, according to figures released by the Park superintendent. The number of visitors in 1946 was 201,145 and 210,000 in 1936, the two previous best years in Glacier Park history.

* * *

Revival of the famous Western States Turkey Show, the Redwood Empire's pre-Thanksgiving event, to be held at Boyes Hot Springs, California, Valley of the Moon, on November 15 and 16, is attracting entries from all sections of the West. Turkey breeders from all sections of California, Oregon and other western states will exhibit live and dressed birds in competition for cash prizes, special awards and trophies.

* * *

The Dude Ranchers' Association will hold its 1947 meeting at Bozeman, Montana, October 27 to 29, inclusive.

Members of the Veterans' Association of the Great Northern Railway reported deceased during September, 1947, are Russell A. Thornton, warehouseman, Benson, Minn.; Oliver N. Ekberg, conductor, Minneapolis, Minn.; Francis C. Ash, agent, Cold Spring, Minn.; Alfred Nord, engineer, Breckenridge, Minn.; Russell J. Cadotte, fireman, Superior, Wis.; Martin Narnst, engineer, Whitefish, Mont.; Lee E. Estes, conductor, Willmar, Minn.

Members pensioned during September, 1947, are Ray S. Cornell, conductor, Rugby, N. Dak.; Thomas J. Cosgrove, machinist helper, St. Cloud, Minn.; Adolph K. Engel, auditor, Seattle, Wash.; Harper E. Lacy, conductor, Sioux Falls, S. D.; Carl G. Pfefferle, machinist, St. Cloud, Minn.; Charles T. Fox, superintendent, employment bureau, St. Paul, Minn.; Robert J. White, conductor, Williston, N. Dak.; Alma L. Wilbur, operator, Havre, Mont.; George C. Williams, steward, Minneapolis, Minn.

* * *

Trains 42 and 43 have been discontinued between Shelby and Glacier Park. Train 42 now leaves Shelby daily 8:45 pm, arriving Great Falls 11:30 pm; leave Great Falls 11:50 pm, arriving Billings 6:55 am. Train 43 leaves Billings daily 11:30 pm, arriving Great Falls 6:45 am; leave Great Falls 7:15 am, arriving Shelby 10:15 am.

Seven

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER

Fresh Frozen Peas

FROM POD TO PACKAGE

The Great Northern Goat presents a picture story of the harvesting and processing of America's favorite frozen food, peas.

The photographs appearing in these pages were made during the peak of the 1947 season in Washington State, which together with Oregon, produced last year more than half of the nation's giant 140,600,000-pound pack of the tasty legume.

(Continued on page 10)

"PHOTOS COURTESY PICTSWEET FOODS, INC., MT. VERNON, WASHINGTON."



Aerial view of the Pictsweet frozen food plant at Stanwood, Washington, on Great Northern's coast line between Seattle and Vancouver, B. C.



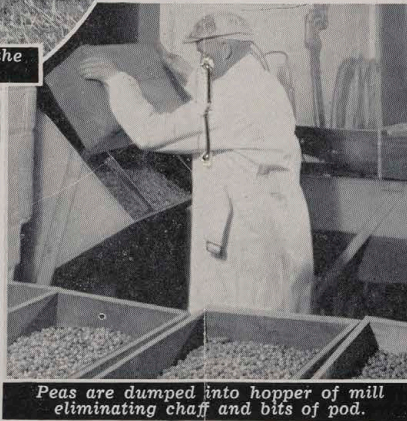
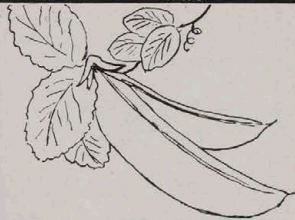
Mechanical loader scoops up windrows.



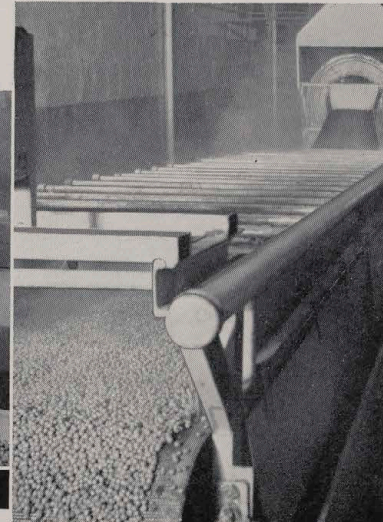
Swather cuts and windrows the pea vines.



Mechanical viners separate pods from vines and peas from pods.



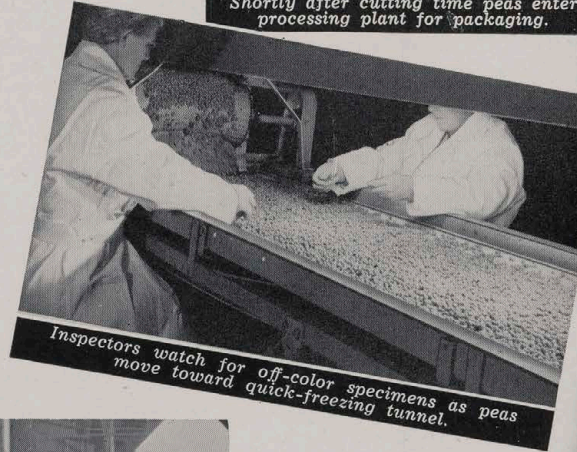
Peas are dumped into hopper of mill eliminating chaff and bits of pod.



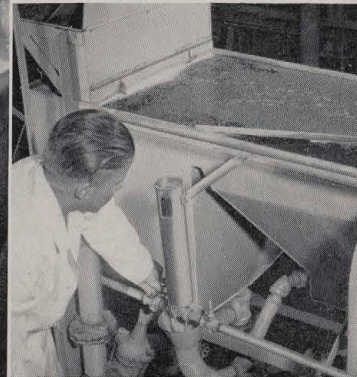
Peas pass through spray cooler after emerging from precooker.



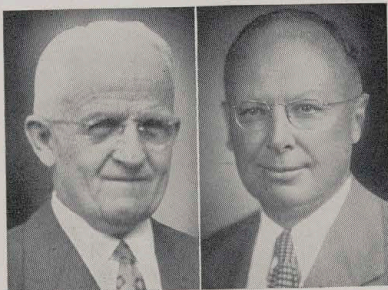
Shortly after cutting time peas enter processing plant for packaging.



Inspectors watch for off-color specimens as peas move toward quick-freezing tunnel.



Hard peas are separated from tender peas in controlled salt brine.



Mr. Schoettler

Mr. Garing

Tax Commissioner Retires

Retirement of W. L. Schoettler, Great Northern Railway Right of Way, Land and Tax Commissioner, St. Paul, and appointment of John Garing to succeed him, is announced by Edwin C. Matthias, vice-president and general counsel.

Also announced are the appointments of M. E. Frey, right of way and tax agent at Seattle since 1939, as assistant commissioner at St. Paul, succeeding Mr. Garing, and Adolph J. Johnson, tax agent at St. Paul, to succeed Mr. Frey at Seattle.

Mr. Schoettler began employment with the Great Northern 41 years ago as a draftsman. He became tax agent in 1911, assistant right of way, land and tax commissioner in 1925, and in 1941 was appointed to the position he held at his retirement.

Mr. Garing, with the railway since 1912, was stenographer, tax clerk, tax agent, right of way and tax agent and assistant commissioner, prior to his new appointment.

Out of each dollar of operating revenues in 1946, Class I railroads, after paying operating expenses and taxes, had only 8-1/10 cents left as net railway operating income before fixed charges, which was less than in any year since 1920.

Ten

FROM POD TO PACKAGE

(Continued from page 9)

Washington's share of the record-breaking 1946 pack was 60,827,304 pounds, while Oregon's contribution was 19,803,610 pounds, a grand total of more than 40,315 tons of fresh frozen peas!

Present indications are that the 1947 pack will fall short of last year's record-breaker, but processors say that they have made sacrifices in quantity in order to achieve a new high in quality. To the consumer this means that the peas were harvested for processing at the peak of their greatest tenderness rather than later in the season when they had reached their greatest bulk.

The Pictsweet frozen food plant is located at Stanwood, Washington. A spur track to Great Northern's coast line between Seattle, Washington, and Vancouver, British Columbia, serves the plant.

Fargo-Moorhead Sleeping Car Service

The standard sleeping car between St. Paul-Minneapolis and Fargo-Moorhead, which is operated "alternately" between Great Northern and Northern Pacific, will be taken over by Great Northern for a four month period beginning October 1, on its trains 9 and 10. There will be no set-out Twin Cities-Fargo sleeping car operated by Northern Pacific during this period.

During Great Northern's operation of "alternating" sleeping car, first-class tickets only, reading via Northern Pacific between St. Paul-Minneapolis and Moorhead-Fargo and points beyond, will be honored in this sleeping car. Northern Pacific tickets will not be optionally honored in Great Northern's Grand Forks-St. Paul sleeping car.



Goat GAIETIES...

He Just Fiddles

The occasion was an amateur musicale. The kind-hearted hostess spied a lonely-looking little man huddled in a corner of the room, and paused to make conversation.

"Tell me," she finally asked, "do you play any musical instrument?"

"Not away from home," the little man replied.

"How peculiar," remarked the hostess. "What instrument do you play at home?"

"Second fiddle," the little man replied.

Rag Chewers

"Insects can talk to each other."

"You're nuts!"

"Sure they can. Aren't moths always chewing the rag?"

It's As Easy As That!

A farmer who had spent his life in the country, retired and moved to the city. On the first morning in their new home, his wife said: "Well, Pa, it's about time you started the fire."

"Not me!" he replied, nestling down deeper in bed. "We might as well start right now getting used to all the city conveniences. Call the fire department!"

Of All Things

Hubby: "Ouch! I bumped my crazy bone."

Wife: "Wear your hat and the bump won't show."

School Daze

Tommy had been away from school for some days and returned with his throat bound in red flannel. He presented a note:

"Please do not let Tommy learn any more French. His throat is so sore that he can hardly speak English."

Cold Cold Ground

A grave digger absorbed in his thoughts, dug a grave so deep he couldn't get out. As the chilly night came on he became more and more uncomfortable, and started shouting for help. At length a passing inebriated gent, attracted by his cries, staggered over to investigate.

"Get me out of here," shouted the grave digger. "I'm cold."

The inebriated gent regarded him with surprise. "No wonder you're cold," he answered, "they forgot to put any dirt on you."

Embarrassing Ain't It!

"So you met your wife at a dance, did you? Gosh, that must have been romantic."

"Naw, embarrassing. I thought she was home taking care of the kids."

Advertising Pays Off

"I hear you advertised for a wife. Any replies?"

"Sure. Hundreds."

"Good. What did they say?"

"They all said: 'You can have mine.'"

Eleven

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

GN Sets New Record For Grain Movement

Great Northern Railway loaded and transported more grain last month than in any September in the 19-year period starting in 1929, according to F. J. Gavin, president.

Total for the month was 20,542 carloads of wheat, barley, oats, rye, corn and flax. This compares with 18,158 in the same month a year ago, which was the previous top September in the period.

Mr. Gavin reported that the record movement was accomplished "with a minimum of switching and unloading difficulties in terminal grain markets served by the railway."

"Combining of grain in the railway's territory contributed to the blocking of many elevators before the harvest was in full swing," Mr. Gavin continued. "On September 1, there were 388 blocked elevators along Great Northern. The number of blocked elevators had dropped to 119 by October 1, and a substantial reduction in that figure is anticipated by November 1, because of the improved boxcar supply and the now-diminishing volume of grain moving from farms and ranches."

Great Northern, one of the nation's chief grain hauling railways, had on its line on September 1, the equivalent of 67 per cent of the number of boxcars it owns, and on October 1, the equivalent of 112 per cent.

The Great Northern president said that meeting the requirements for moving the 1947 grain crop "appeared insurmountable to many observers" just before the harvest began, and pointed to the record of achievement as the answer.

He credited "unbeatable teamwork" for meeting the situation, citing as the railway's partners in the accomplishment the Car Service Di-

vision of the Association of American Railroads for helping provide adequate equipment, and shippers and receivers of grain for "equally superb cooperation in quick loading and unloading of cars."

Gifts for Glacier National Park Land Acquisition

Cash donations of \$3,000, from Mrs. Frank R. Oastler, of New York, in memory of her husband, Dr. Frank Richard Oastler, who was an ardent conservationist, and \$500 from Dr. George C. Ruhle, former Glacier National Park naturalist, have been received by the Glacier Natural History Association for the purpose of acquiring privately owned land within Glacier National Park, Montana, for eventual transfer to the Federal Government.

The Glacier Natural History Association, incorporated as a non-profit organization in December, 1946, has for its principal purpose cooperation with the National Park Service in the development of the educational activities of Glacier National Park through such media as museums, wayside exhibits, libraries, and through publishing popular bulletins on the natural and human history of the area. The Association is also sponsoring a program of acquiring parcels of privately owned land within the Park for eventual transfer of title to the Federal Government.

Westbound Oriental Limited, Great Northern train 3, leaves Chicago daily 11:15 pm., the same as heretofore, but arrives St. Paul 8:15 am, instead of 8:30 am. Eastbound, The Oriental Limited, Great Northern train 4, leaves St. Paul 10 minutes earlier than heretofore, 11:45 pm., arriving Chicago 8:50 am instead of 8:55 am.



Apple Yard Terminal, Wenatchee, Washington.

Washington State Apples from Wenatchee go to the Nation

Great Northern Railway's Apple Yard terminal at Wenatchee, Washington, where cars of apples are concentrated, iced and made up into long trains to be sped to eastern markets. An estimated 21,615 carloads of famous Wenatchee Delicious, Jonathan, Winesap and other varieties of Washington state apples will this fall begin moving across the nation from Apple Yard.

Wenatchee apples must pass a rigid standard for cleanliness, freedom from spray, size and color. Apples are individually wrapped and

strongly boxed. Before boxes are loaded into refrigerator cars, they go through a cold-room which helps keep the fruit at proper temperature while in transit. Loading refrigerator cars is a "team" job and the work is carried on with great rapidity.

The 10,000th trainload of Wenatchee apples is scheduled to leave Apple Yard during the month of October. Plans are being formulated to celebrate the event in Wenatchee and many communities along Great Northern's route.

Thirteen

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

Million Dollar Northwest Industry

(Continued from September Goat)

Washington with approximately five hundred acres is far out in front in Tulip production. The cool Puget Sound atmosphere, plus an abundance of fit soil, lend themselves perfectly to top quality tulip production. Here again the principal varieties grown in quantity are those for the greenhouse forcing trade. Such red shades as William Pitt and Bartigon, Albino, a white, Princess Elizabeth and Rose Copeland in pink, and William Copeland in lavender, command good premium prices because they go to market early and produce very satisfactory flowers. A limited number of garden varieties, such as Inglescombe Yellow, Clara Butt, a heavy favorite in salmon pink, and a dozen or so others are grown in considerable quantity. The production this season is estimated at about fifteen million bulbs, probably all of which will channel into the early markets and be well sold by the time Holland bulbs are well in distribution. The factors of prompt, early shipments arriving at customer's destination without the numerous delays and rehandling experienced in imported bulbs, mean bulbs arriving in the prime of condition. This is of particular importance to greenhouse forcers.

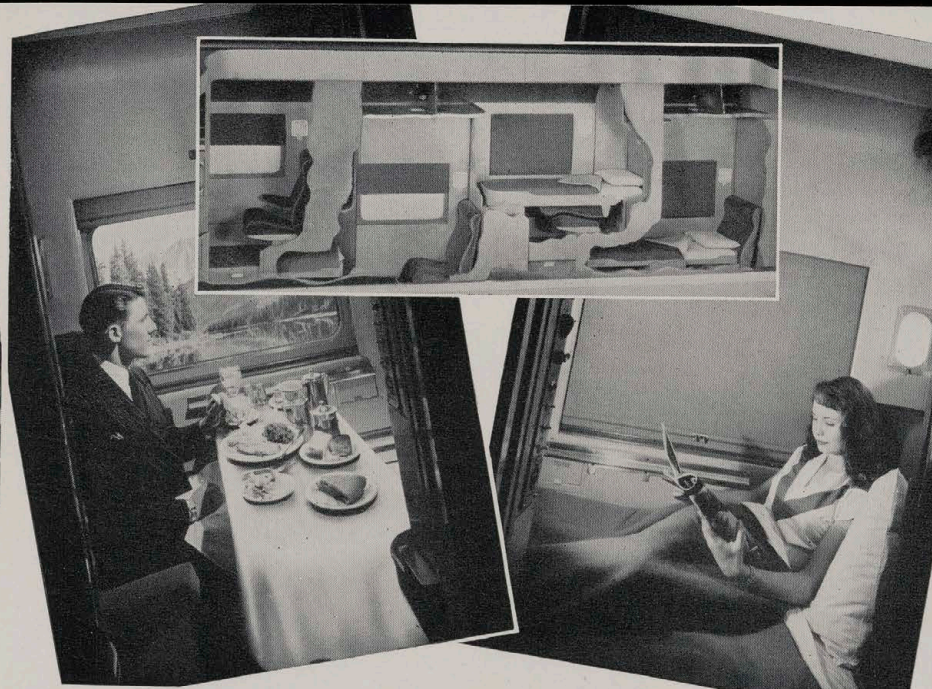
Scattered throughout the Northwest are various plantings of miscellaneous bulbs, such as crocuses, muscari, scilla and hardy garden lilies. Of these garden lilies, substantially the key item is the Regale, a white variety with wine markings. These are produced in volume in and near the Portland, Oregon, area and also in a growing belt south and west of Eugene, Oregon. From a garden standpoint, the Regale is America's most popular lily. It is

suitable both for the garden and for greenhouse forcing. Many thousands of bulbs move out from Oregon over the entire country from November on.

The Northwest area with its maritime atmosphere is one of nature's choicest spots for the production of lilies. Several years ago excellent plantings of the Madonna lily, a popular garden variety, were able to get started in islands of the Puget Sound. The first major crop went to market this summer and in time it is believed that domestic stocks of the Madonna, nurtured under perfect growing conditions on comparatively disease-free islands, will be the equal of or better than stocks now being imported from France, with the additional advantage of going to market almost a month earlier.

In a decade the Northwest has emerged as a serious contender in the world market for top honors in certain bulb items. The dollar volume now runs into the millions. Native American ingenuity, in developing time saving machinery, is helping to cut production costs. Few areas in the world have the maritime atmosphere, the cool, even climate, and the wealth of suitable land for increased production as do Western Washington and Oregon.

The Old World has been producing bulbs for three hundred years or more. The Johnny-Come-Lately Northwest has made seven-league strides in thirty years. Who is to say that in far less than three hundred years its rich valleys and islands may not be a blanket of flowers (and bulbs) that the Old World never dreamed of? It's part of the American make-up to do things like that!



A private room, office or dining room for day-time travel

A comfortable bed, with all-private conveniences, for night-time

Low Cost Private Room Travel in Duplex Roomettes

Improved duplex roomettes on Great Northern's new streamlined Empire Builder provide private room travel for less than the cost of the conventional type roomette, or bedroom, and at only 10% more than the cost of a standard Pullman lower berth.

Empire Builder duplex roomettes are built on two levels . . . one at aisle level . . . the other only two steps above the aisle. In the aisle-level duplex roomette the ready-made bed slides out of the wall . . . like a drawer. In the duplex roomette above the aisle, the bed folds

down from the wall, where it is concealed by day.

Each duplex roomette has its own lavatory and toilet; heat, light and air controls; generous, well-lighted mirrors; ice-water on tap and other features that afford convenient and comfortable day and night travel for one adult passenger.

Ticket sellers are cautioned to consult Pullman Company tariffs for correct charges for Empire Builder duplex roomettes, which should not be confused with the conventional type roomette sleeping car accommodation which is larger and costs more.

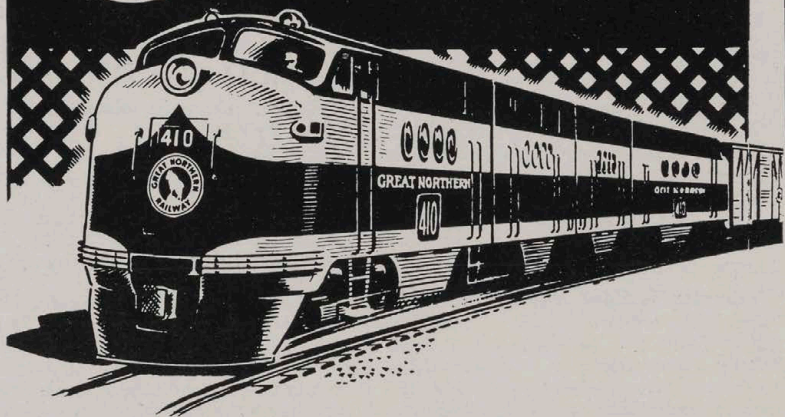
**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

GREAT NORTHERN RAILWAY—

AN "OLD HAND" AT DELIVERING
THE GOODS



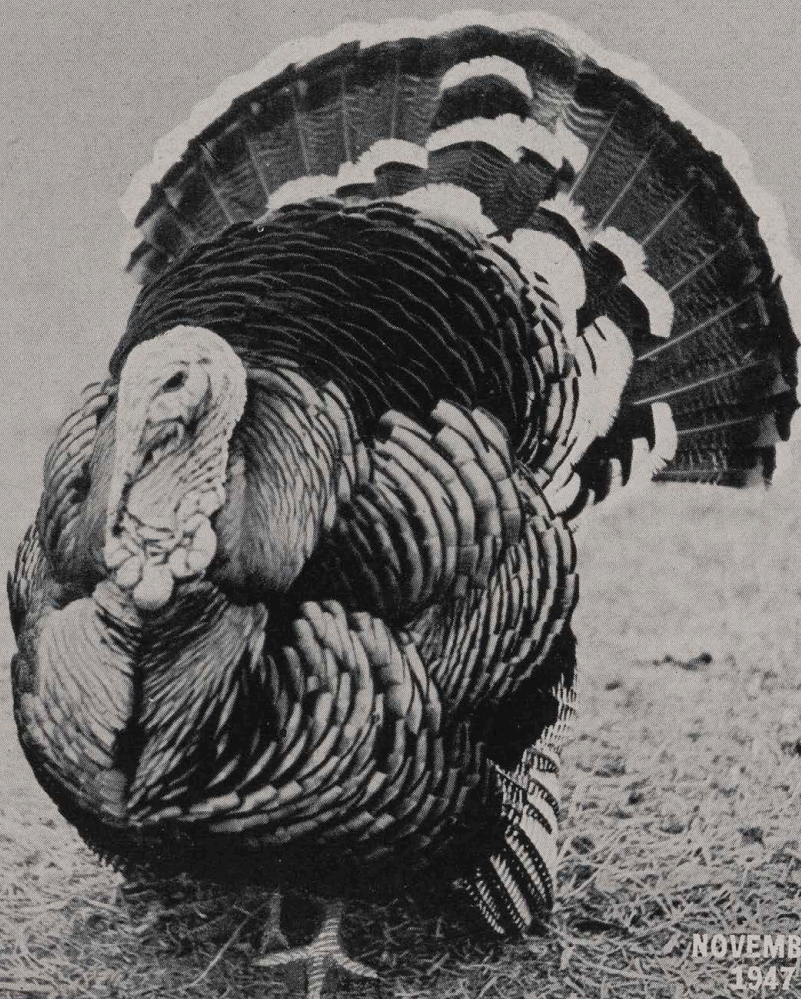
*Serves the Best
of the
Great Northwest*



GREAT NORTHERN RAILWAY

Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT

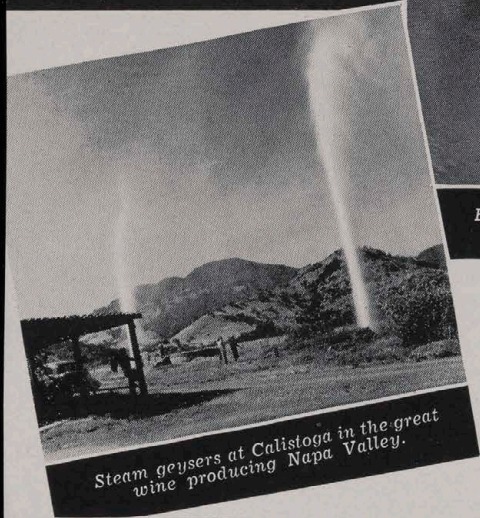


NOVEMBER
1947

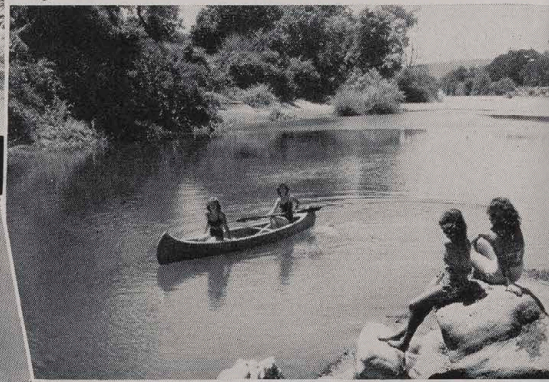
The REDWOOD EMPIRE of California



Giant Redwoods attain maximum heights of 364 feet.



Steam geysers at Calistoga in the great wine producing Napa Valley.



Boating in the Russian River, famous playground area.



Famed Market Street in San Francisco.



Clear Lake, largest body of fresh water wholly within California.

Indian Summer in the Redwood Empire

Indian Summer has come to the Redwood Empire and Mother Nature has put on her brightest dress in all nine counties of that richly beautiful area. From the tall hills of San Francisco to the Marble Caves of Oregon near Grants Pass in Josephine County, the Empire is a pageant of purple and gold, crimson and red. In the wine counties, the vineyards carry their banners up the slopes; along the coast the green forests are glowingly spotted with the fall color of the maples; in the redwood groves the vines trail magnificently against the rich brown-red of the great sequoia trunks.

This is the season of the year after hosts of vacationists and tourists who prize these months above all others are visiting the Redwood Empire. Schools may be open and the children may be back in them, but their fathers and mothers and uncles and aunts are enjoying the carnival of color in the Empire, riding horseback through the pine or redwood forests and talking adult talk in hunting and fishing camps and at many a delightful resort.

Autumn came early this year and there is high color wherever the traveler goes, when he leaves San Francisco by the famous Golden Gate Bridge painted an "International Orange". The tawny hills of Marin contrast strikingly with the green woods of that county, the autumn colors are gloriously fair in the Russian River playground area, and in the Napa Valley or in Sonoma and Mendocino there is a riot of crimson and yellow and orange, lovely to the eye, exciting to the spirit.

In all this area the great madrones that Bret Harte once called the

captains of the western wood strike the eye with their rich red trunks and crimson berries. And on every mountain road from Napa and Sonoma to Crescent City and Grants Pass in Oregon one meets the dogwood with its autumn coloring of reds and yellows.

In Lake County the redbuds that blazed in June are garbed in leaf-color again and so are the azalea and rhododendron in Mendocino and Humboldt and Del Norte. Leaves of the wild grape have turned from green to bronze and yellow, the vining maple of the northern counties is a brilliant red, while the larger maple is golden. Climbing vines are brilliant red and orange against the warm color of the great redwoods, and mountain ash and elderberry and man-tall ferns of rich green make an avenue of color of the Redwood Highway.

The Smith River Canyon out of Crescent City and over the Oregon Mountain is gay with dogwood and maple, wild grape and madrone. In Josephine County the land is splashed with vivid red and yellow of the maple, the golden seed pods of the incense cedar, the red berries of the bane, the purple scales of the western dogwood.

The Redwood Empire Association recommends that travelers load their cameras with color film and make sure that both rod and gun are in their baggage. The deer season has opened in the northern counties, the steelhead and salmon are running in the Eel, the Klamath, the Smith, the Rogue and the other famous rivers; and there is good fishing in the lakes and lagoons and the coastal waters, in this Indian Summer season of the Redwood Empire.

Three

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



VOL. 17 November, 1947 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.

What They're Saying About the Empire Builder

"May I say how splendid I think the new train is? I have made 35 trips to the West Coast by Great Northern, always by Pullman until this time, and must say I found the Day-Nite coaches (seats have individual leg rests) much more comfortable by day and surprisingly good at night. One misses only the privacy of a berth." Mrs. Walter C. Wagner, Ardmore, Pennsylvania.

Four

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

Thanksgiving 1947

Thanksgiving has varied meanings to different persons, but to everyone, as to the original Pilgrim Fathers, this uniquely American tradition of public thanksgiving is a day set apart for religious and patriotic consecration; a day of gratitude for the blessings of the past, the opportunities of the present and the hopes for the future.

We Americans are keenly aware that our country is one of the few in which the Four Freedoms—freedom of speech and expression, freedom of worship, freedom from want and freedom from fear—have any real meaning. We are aware too, that despite housing shortages, food shortages and high prices, our lot is far better than that of inhabitants of other parts of the world.

So, let us rededicate and pledge to our beloved country, through our manhood and womanhood, the best that is in us.

The Goat's Cover



How bless'd,
how envied,
were our life,
Could we but
scape the
poulter-
er's knife,
But man,
curs'd man,
on turkeys
preys,
And Thanks-
giving short-
ens all our days:
Sometimes with oysters we com-
bine,
Sometimes assist the savoury
chine;
From the low peasant to the lord,
The turkey smokes on every
board. (Photo by L. C. Williams)



Appleland Princess Lois Banghart (left) watches while Barbara Waddell makes work more pleasant for Mechanic William Smith by handing him an apple, as the giant Great Northern locomotive leaves Wenatchee with the 10,000th trainload of apples.

10,000th Trainload of Washington State Apples

A milestone in the colorful history of Appleland was reached October 18, when the 85-car-10,000th trainload of Washington State Apples left Great Northern's loading docks at Wenatchee, Washington, to speed across the nation to eastern markets.

Value of the apple cargo aboard the train was placed at more than a quarter of a million dollars by industry representatives in Wenatchee.

From one carload in 1901, the Wenatchee-Okanogan district has developed to where it now tops other sections of the world in apple production, with 30% of the entire nation's production coming from the "Apple Capital of the World."

Ceremonies commemorating the event preceded the departure of the train.

Five

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
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ALL-NEW EMPIRE BUILDER**



U. S. and Canadian officials dedicate peace cairns.

Symbol of Peace

Hundreds of visitors from the United States and Canada witnessed the recent dedication of two peace cairns in the Waterton-Glacier International Peace Park on Chief Mountain highway on the International Boundary. The cairns, erected on each side of the boundary, are identically inscribed symbolizing the friendship and mutual respect of Canada and the United States. Erection of the cairns was sponsored by Rotary International.

Dignitaries from both countries participating in the joint ceremonies included Archdeacon S. H. Middleton, of Cardston, chairman and director of the program, Rt. Rev. H. R. Ragg, bishop of Calgary; Lt. Gov. Ernest T. Eaton of Montana; J. C. Bowen, lieutenant governor of Alberta; H. A. DeWeber, superintendent of Waterton Lakes Park; J. W. Emmert, superintendent of Glacier National Park; Laurence C. Merriam, regional director of parks, Omaha, Nebr.; J. Smart, controller of the national parks branch, Ottawa; Tom J. Davis, Butte, past president of Rotary International; Mrs. T. H. McCready, Lethbridge; Sen. W. A. Buchanan, Lethbridge.

Six

More GN Diesel Power

Great Northern's line between Great Falls and Butte is now completely dieselized and that between Great Falls and Havre very largely so, according to T. F. Dixon, operations vice-president.

Two new 3,000-horsepower diesel freight locomotives are now in service between Havre and Great Falls. Built by Electro-Motive Division of General Motors Corporation, LaGrange, Ill., each locomotive consists of two units developing 1,500 horsepower apiece. A 3,000-horsepower freight diesel is now being operated between Great Falls and Butte. Four single-unit 1,500-horsepower passenger diesels are now in service on passenger trains 235 and 236, between Butte and Havre, and trains 42 and 43 between Billings and Sweet Grass. Two new diesels which were in temporary service on trains 42 and 43, in August, have been shifted to Pacific Coast service.

The addition of these locomotives completes Great Northern's gradual transition from all-steam to all-diesel on the Great Falls-Butte line, including movement of freight and passenger trains and switching operations. Some steam motive-power will remain on the Great Falls-Havre line.

Also now in service are two 3,000-horsepower passenger diesels, each of two units, on Great Northern's Winnipeg Limited, passenger trains 7 and 8, operating between St. Paul, Minneapolis and Winnipeg.

Nine 4,500-horsepower three-unit passenger diesels for service between St. Paul, Minneapolis and Wenatchee on the transcontinental Oriental Limited and Fast Mail, are scheduled for delivery by the end of the year.



Goat

GLEANINGS

National Flower Week will be celebrated by florists and flower lovers throughout the nation, in tribute to flowers for their beauty and the important part they play in our lives, from November 2 through November 9.

* * *

The Passenger Club of New Orleans is this year celebrating its Twentieth Anniversary.

* * *

The annual gathering of the Western Beet Growers Association will be held at Havre, Montana, beginning November 20.

* * *

Hugh Gibson has been appointed city ticket agent and Jack Sullivan, ticket clerk, in Great Northern's Minneapolis city ticket office. Sullivan has been transferred from the St. Paul city ticket office.

* * *

Great Northern is organizing a Special Train Party from points in Montana, North Dakota, South Dakota and Minnesota to the International Live Stock Exposition in Chicago, November 29 to December 6. Great Northern is reserving a limited number of rooms in Chicago hotels to accommodate members of the party.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during October, 1947, are Halvor O. Kleiv, conductor, address unknown; Clyde E. Bartlett, conductor, Kelly Lake,

Minn.; Albert C. Hanson, engineer, Sioux City, Ia.; Henry A. Peterson, locomotive foreman, St. Cloud, Minn.; Ralph J. Peterson, towerman, St. Paul, Minn.; Andrew L. Gilmore, contracting freight agent, Spokane, Wash.; Nicholas Terhune, vice-president, New York, N. Y.; Frank J. McKennett, conductor, Minot, N. D.

Members reported pensioned during October, 1947, are John B. Amble, engineer, Minneapolis, Minn.; Robert Crohn, engineer, Minneapolis, Minn.; Paul Crosier, conductor, Crookston, Minn.; Clyde Dawson, station agent, Thompson, N. D.; Jerry Donovan, engineer, Willmar, Minn.; Llewellyn F. Kinney, machinist federal inspector, St. Paul, Minn.; John L. Munson, engineer, Great Falls, Mont.; Fred McKinnis, agent & operator, Puyallup, Wash.; Peter E. Peterson, baggage man, St. Paul, Minn.; George J. Reieux, conductor, Pelican Rapids, Minn.; Enoch Samuelson, engineer, Minot, N. D.; Wm. L. Schoettler, right-of-way-land and tax commissioner, St. Paul, Minn.; Joseph C. Thorne, engineer, Minneapolis, Minn.; Leonard Verkinnes, brakeman, St. Cloud, Minn.; Otto Wagner, conductor, Grand Forks, N. D.

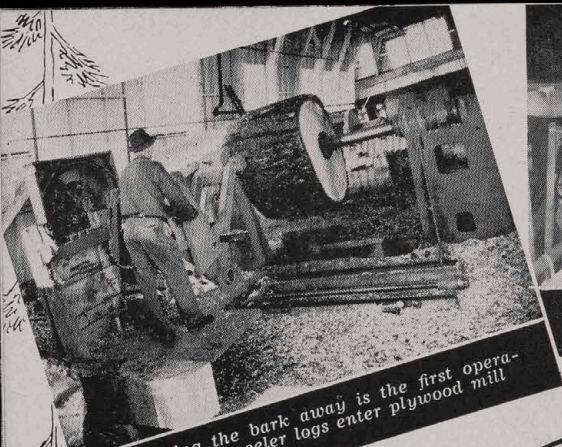
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Walter M. Holmes, Jr., passenger and assistant city ticket agent for the Southern Pacific Lines in New Orleans was elected president of the American Association of Railroad Ticket Agents at the association's annual convention in Cleveland, Ohio, in September.

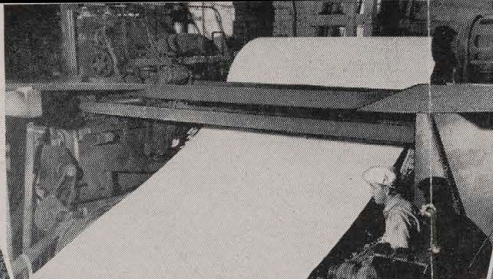
Seven

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN



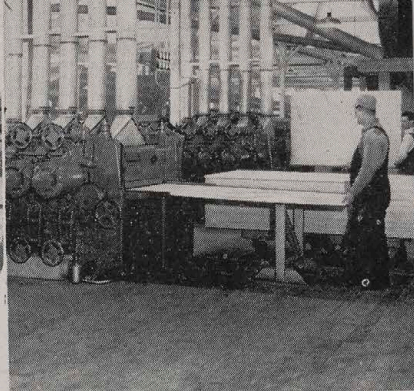
Stripping the bark away is the first operation after peeler logs enter plywood mill



Giant lathes peel veneer from fine knot-free Douglas fir used in the making of fir plywood



Carefully controlled gluing is important in the making of plywood. Veneer sheets are fed through giant rollers



Most grades of plywood are sanded to satin smoothness by giant power sanders, before they leave the mill

Plywood

THE MIRACLE WOOD OF THE PACIFIC NORTHWEST

There's romance, it's true, in conversion of the stately Douglas fir trees of the far Pacific Northwest into plywood, the miracle wood.

For the trees from which the panels are produced grow in merchantable stands only in a relatively small area—west of

the Cascade mountains in Oregon, Washington, northern California and British Columbia. Actually, the tree is neither a true fir nor a pine, as often called. But it is a separate species named for the Scottish botanist David Douglas who first identified it in 1823.

(Continued on page 10)



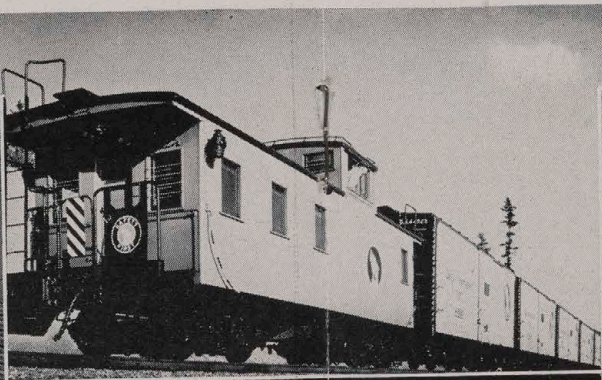
Pre-built plywood farm structures are one of the recent important developments in the building industry



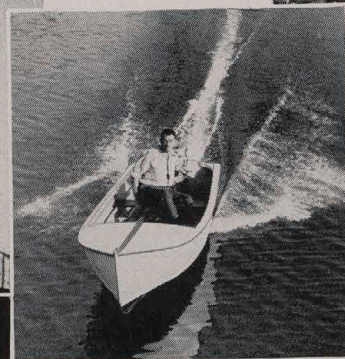
Newest product of fir plywood mills is Exterior (waterproof) type plywood



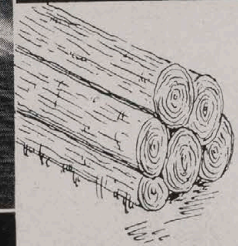
Basement recreation room finished with fir plywood



Sturdy plywood and steel boxcars built by Great Northern Railway



Light out-board boats for all-around utility, made of plywood





Jack Dempsey, the old "Manassa Mauler" demonstrates one of his famous left hooks on the chin of Jack Mayfield, who once helped Dempsey train for a fight. Great Northern's Jack Dempsey is in the center. Grand Forks Herald photo.

Dempsey Meets Dempsey

In this corner, Jack Dempsey, the former world's heavyweight boxing champion! In the opposite corner, Jack Dempsey, Great Northern's division freight agent at Grand Forks, N. D.!

But nary a blow was struck when the two Dempseys met recently in Grand Forks. The "Manassa Mauler", looking nearly as fit as in the days when he was champion, recently visited Grand Forks where he delivered a series of radio talks, refereed a wrestling match and attended a dinner honoring Grand Forks Herald carriers.

PLYWOOD

(Continued from page 9)

The forests of Douglas fir trees constitute the nation's most valuable timber crop; the trees provide one of the two strongest structural woods known.

And when these forest giants are harvested, only the finest are selected for plywood manufacture;

trees that are hundreds of years old, that often have towered 200 feet or more into the air, that have trunks three to eight feet in diameter and larger.

Fir plywood is the low-cost, all-purpose material among the plywoods, and the factories in the far northwest produce two thirds of all the panels made in the nation.

Plywood has earned its place as a basic building commodity not because of the magic of its manufacture but because of its utility and performance.

The panels help build stronger, tighter, more livable homes. Architects, builders and owners alike recognize plywood's usefulness for outer and inner walls and for such hidden parts of the home as sheathing, sub-flooring and roof decking.

Farmers use fir plywood for everything from chicken brooders to barns. Amateur and professional boat builders alike look to plywood to simplify the building job and provide sturdier craft.

Outdoor signs and highway markers are plywood; furniture manufacturers and door makers use a huge amount of it. Home craftsmen build toys, novelties and furniture of plywood. In industry, the panels are used for patterns, templates, bins, work surfaces and for shipping containers.

Railroads, too, long ago recognized the capabilities of fir plywood and began building boxcars and refrigerator cars out of it. Upwards of 50,000 cars have been constructed entirely or partly of plywood by more than 25 different lines. Outstanding among such cars are the 2,000 plywood-steel boxcars built by Great Northern during the past two and a half years.



Goat GAIETIES...

Deuces Wild

The kindly old lady stopped before the blind man on the corner, fumbled in her purse and then gave him a two-dollar bill.

"Lady," said the blind man, "two dollar bills is bad luck. Ain't yuh got two ones?"

"Mercy, how did you know it was a two-dollar bill is you're blind?"

"I ain't blind, lady. It's my partner that's blind. Dis is his day off an' he's at de movies . . . Me, I'm a deaf mute."

No Control!

"What a vicious look that woman has we passed just now in the corridor. Is she dangerous?"

"Yes, at times," replied the superintendent evasively.

"But why do you allow her such freedom?"

"I can't help it."

"But isn't she an inmate and under your control?"

"No, she's neither under my control, nor an inmate. She's my wife."

Oh, Yes!

Betty: "Did you hear about the man who sat up all night trying to figure where the sun went when it went down?"

Olive: "No, what happened?"

Betty: "It finally dawned on him."

You Too?

Jones: "How do you spend your income?"

Smith: "About thirty percent for shelter, thirty percent for clothing, forty percent for food and twenty percent for amusement."

Jones: "But that adds up to 120 percent."

Smith: "That's right."

Relative-ly Speaking

A woman arrived for the wedding late. As she came rushing up to the door, an usher approached her for her invitation.

"I have none," she snapped.

"Are you a friend of the groom?" asked the usher.

"Certainly not!" the woman replied. "I'm the bride's mother."

Who Umpired, Sonny?

"Well, Johnny, how did you get along in school today?"

"Okay, Mother, but that new teacher is always asking us some fool question. Today she asked everybody where they were born."

"Well you certainly knew the answer to that—the Woman's Hospital."

"Betcha life I knew! But I didn't want the whole class to think I was a sissy. I said the Yankee Stadium."

Just Hops

Wife: "You say you only attended a frog leg supper, yet I smell liquor on your breath."

Hub: "Not liquor, dear—hops."

Eleven

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER



Mr. Hartz Mr. Burns Mr. Engelhart Mr. Quigley Mr. Hughes Mr. Gruetzman

GN Traffic Department Appointments

W. B. Hartz, Great Northern Railway's eastern traffic manager, has also been appointed foreign traffic manager, with headquarters in New York City, according to an announcement by G. F. Hardy, general freight traffic manager.

The additional duties assigned Mr. Hartz, who has been eastern traffic manager since 1945, give him jurisdiction over all matters pertaining to foreign freight.

Other appointments announced by Mr. Hardy are, J. F. Burns, general agent freight department, New York City since 1945, as general eastern agent in the railway's New York freight traffic department; A. H. Engelhart, commercial agent, Chicago, as assistant general freight agent, St. Paul, to succeed J. S. Bock, who died suddenly on September 27; E. H. Quigley, city freight agent, Chicago, as commercial agent, succeeding Mr. Engelhart; A. A. Hughes, as city freight agent to succeed Mr. Quigley, and Ernest H. Gruetzman as commercial agent, St. Paul.

Mr. Hartz and Mr. Burns have been with Great Northern since 1920. Mr. Engelhart held various positions with the railway before becoming

commercial agent in Chicago in 1945. Mr. Quigley served in the freight traffic department at Duluth before going to Chicago in 1944, as city freight agent. Mr. Hughes has been in the railway's Chicago city ticket office since June, 1933, with the exception of the period May, 1942 to August, 1944, during which he served with the U. S. Army in the Pacific area. He was traveling passenger agent at Chicago until the time of his transfer to the freight traffic department.

Mr. Gruetzman, who has been with Great Northern in St. Paul since 1928, and city freight agent since 1943, will continue in his former assignment as the railway's freight representative in the Midway district of St. Paul.

Mr. Bock, who began employment with the Great Northern as general agent at Great Falls, Montana, in February, 1922, was transferred to St. Paul in a similar capacity in October, 1925, and was assistant general freight agent, with headquarters in that city, since September, 1932, the position he occupied at the time of his death.



Grand Forks is the center of a great turkey growing area.

Turkey Growing is Important North Dakota Industry

North Dakota's grain fields immediately attract the attention of strangers who cross her borders. They should, for North Dakota is primarily a grain growing state, but in the background of that vast industry, many other branches of farming are being carried on, all of which fit into the state's rapidly expanding diversification program.

The turkey industry in North Dakota while given a lesser place in the farming picture, a study of facts and figures reveals it is an \$8,000,000 annual business.

True, there has been a drop in turkey production in North Dakota, brought on during the war years

because of the high grain prices which caused farmers to turn to that form of operations and sidetrack, temporarily, the turkey business. But while turkey production over the nation dropped from 44,221,000 birds in 1945, to 40,859,000 in 1946, North Dakota actually increased production from 842,000 birds in 1945, to 968,000 last year. The state's figures on turkeys for the good-grain years have been lower than in years before the war, and it is only natural to contemplate a steady increase in turkeys as grain prices recede.

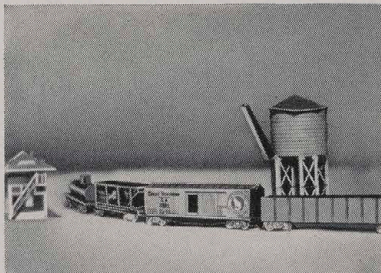
Only a few years ago North Dakota was second only to Texas in turkey

(Continued on page 14)

Thirteen

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN



Most of the 16 different Kix boxes carry between two and three different railroad pieces.

Model Railroad Cutouts

As a salute to America's railroads, General Mills is featuring authentic scaled model railroad cutouts in full color on the inside and outside of one of its well known cereal products, Kix. When cut out and assembled, these pieces become authentic three dimensional models of familiar railroad equipment.

Altogether, 35 models representing 15 railroads and companies are printed on 16 different Kix packages including one of a Great Northern boxcar.

GN Sioux City Office

Establishment of a Great Northern Railway traffic department office at 518 Benson Building, Sioux City, Iowa, effective November 1, is announced by Geo. F. Hardy, general freight traffic manager, and V. J. Kenny, passenger traffic manager.

In charge of the office, as general agent, is A. L. Lauser, who has been agent for both Great Northern and Burlington Lines in the joint Sioux City office previously maintained at 400 Commerce Building.

The new office will handle freight and passenger service.

Fourteen

TURKEY GROWING

(Continued from page 13)

production, and it still holds an important place in the spotlight as a turkey growing state.

Conditions in North Dakota generally are excellent for turkey production. Weather is ideal for development of poults, and since turkeys are considered range birds, the state has endless opportunities for that operation.

The largest exclusive turkey raising farm in the state, and one of the largest in the entire Northwest, is The Myra Turkey Farm located 16 miles west of Grank Forks. In a group of new buildings, all having the most modern equipment, 15,000 turkeys are hatched and developed to market stage annually. One building is devoted exclusively to incubation. From there the poults are placed in a large two-story brooder house equipped with heating apparatus, which can be adjusted to any desired temperature. When the birds are old enough to be outside, they are divided into lots of 275 each and placed in numerous smaller houses which surround the main farm buildings. Each lot can go from the shelter house to a fenced-in area and there become gradually accustomed to the weather.

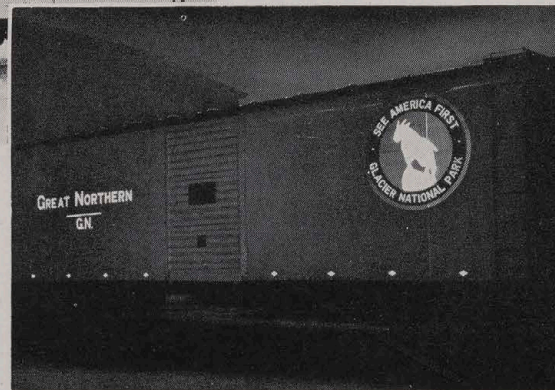
Feed for the turkeys is grown on the farm. A special mill and elevator plant on the farm grinds, mixes and stores the feed on which the birds are raised.

With plans under way for development of the state's water supply, it is expected that turkey raising will soon become an important industry of Western North Dakota where conditions, except for water, already are ideal. For years North Dakota has been an important turkey state and there is every reason to believe that the nation will continue to look to the state for a generous portion of its holiday dinners.



Daytime.

GN recently completed construction of 500 additional plywood-steel boxcars in its shops at St. Cloud, Minn., all of which are reflectorized.



Nighttime.

New GN Boxcars are "Scotchlighted" for Safety

The Great Northern's goat gets lit up every night, but it's all in the interest of safety, and the effect is not achieved by the consumption of strong liquids.

This sober old animal's glow is provided by "Scotchlite", a highly reflective material developed by the Minnesota Mining & Manufacturing Co., St. Paul. Turned out in tough, flexible sheets composed of more than 50,000 glass beads per square inch, "Scotchlite" throws light back to its source. Thus when a motorist approaches a grade crossing at night, the goat emblem, along with other lettering and trim on the new Great Northern boxcars, leaps into brilliant color and warns the driver that a train is in his path.

A little more than two years ago

Great Northern, aided by field engineers from the 3M Company, trimmed 25 cars with "Scotchlite" as an experiment. When the material passed its performance tests under actual railroad operating conditions, plans were laid to make its application a regular part of production line work.

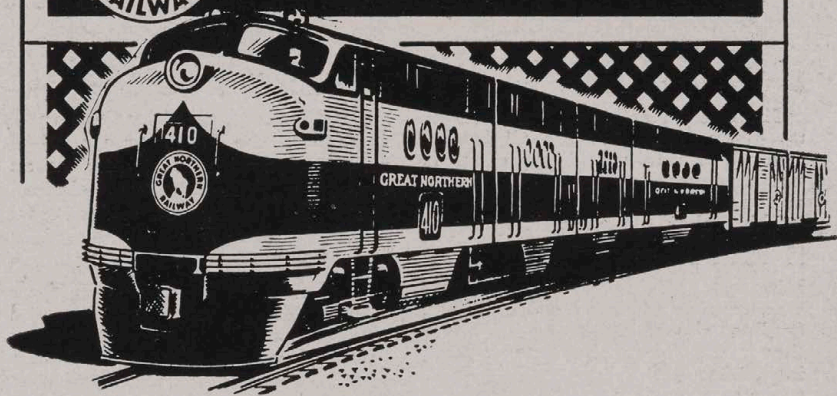
Now a 4-man crew applies a total of more than 1,200 pieces of the safety sheeting each day to eight new cars. A special liquid adhesive is first sprayed through a stencil on the side of the car. This also marks clearly the positions of the emblem and letters, so that the pre-cut pieces of material can be applied quickly. The final step is to press the surface with a roller.

Fifteen

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
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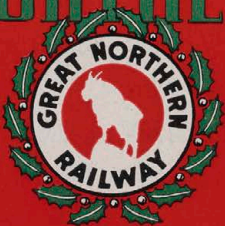
**"THE ROUTE OF THE EMPIRE
BUILDER IS THE ROUTE OF
DEPENDABLE FREIGHT
SERVICE, TOO"**



GREAT NORTHERN RAILWAY

Serves the Best of the Great Northwest

the
GREAT NORTHERN GOAT

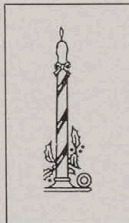


DECEMBER 1947

Candlelight at Christmastime

Candles twinkling on a gaily decorated tree, or shedding soft light from snow-framed windows, are tokens of Christmas rejoicing—symbolic of the friendliness and good will that the season brings.

Candles have been associated with Christmas since the day first was observed, according to tradition, about 98 A.D.



But it was not until nearly 250 years later that December 25 was established as the birthday of the Christ Child. On that date the Romans celebrated the feast of Saturn, when candles were exchanged as tokens of friendship. In Palestine the "Feast of Lights" also was celebrated on December 25. So it is probable that thousands of candles were burning through-

out the land when the Christ Child was born.

Origin of the candle is uncertain. Torches, braziers and oil lamps were used hundreds of years before candles, which are believed to have made their appearance a century or two before the Nativity.

Many legends and customs associated with the Christmas candle have been handed down for generations in different lands. In some counties of Ireland candles burn in cottage windows Christmas Eve to invite all who, like Joseph and Mary on that Holy Night, may be wandering in search of lodgings. In the windows of Czecho-Slovakian villages, too, candles burn to light the way for departed relatives to return to the Christmas festivities.

Engineer Cares Not a 'Toot' for Arguments

The Seattle Post-Intelligencer graciously has permitted reproduction in The Goat of Mr. C. Douglass Welch's following story on "toots". Mr. Welch frequently writes on "toots" for Saturday Evening Post, but the hero of those pieces is a photographer, not a railway locomotive.

And now, kiddies, if you'll pull up your chairs and gather around in a circle and listen attentively, and not pop your bubble gum or pinch one another for laughs, the old story-book man will tell you what the choo-choo says when it goes "toot toot."

This story has no beginning and no end, and nothing much happens in the middle, either. And some of you are going to think your old story-book man is telling you a great big fib, or that he's been smoking reefers, when he tells you he was out at the Great Northern round house the other day and had a long talk with a great big grandfather locomotive. But that's exactly what happened, honestly, and the locomotive, Togo, told the story-book man exactly what choo choos say when they toot.

This locomotive, moreover, spoke with a slight Japanese accent, and the reason he is called Togo is because he's a Mikado-type locomotive with two wheels on the engine truck, eight drivers, and two wheels on the trailing truck. The reason they call him a Mikado is because his type was first developed for use on the Japanese National Railways. When American railroads saw what a stout and hard-working fellow he was, they ordered many like him, too. During the war some people pretended he wasn't a Japanese at all, and they called him a MacArthur, but the name didn't stick.

All you kiddies who have ever heard a choo choo go "toot toot," raise your hands. Gracious, we've all heard choo-choos talk, haven't we? Bessie, and Marybeth, and Charley, and Jimmy, and Dickie, and Gale.

Even little Cappy. Oh, no . . . Cappy raised his hand because he wants to leave the room a moment. All right, Cappy, but when you come back, tiptoe quietly.

Well, we all know that when the choo-choo toots two long ones, and then a short one, and then a long one it means he's approaching a grade crossing and is telling everybody to get out of the way. "Here I come," he says, "and don't give me no arguments."

Just what does he say when he toots just one short blast? He means he is going to apply his brakes and stop, or test his air. And when he toots twice and short he means he is going to release his brakes. This is his way of talking to the conductor back in the train.

When he blows his whistle three short times, and he is standing still, it means he is going to back up. When he toots three short ones while he is running it means he is going to stop at the next station. When he whistles one long and three short it means he wants the rear brakeman or flagman to start walking back to protect him.

Aren't we all having the greatest fun, though? Aren't you having fun, Charlie? No, Charlie isn't. Charlie says, the hell with it, he wants to hear about Cinderella and how she went to the ball, and got herself loaded, and came home in a pumpkin.

Well, when the choo choo whistles four long ones, or five long ones, it means he wants the flagman to come

(Continued on page 8)

Three

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
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VOL. 17 December, 1947 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.

What They're Saying About the New Empire Builder

"Having had the pleasure of riding the Great Northern's new Empire Builder several times since its inaugural run, which, incidentally, I also had the pleasure of riding from St. Paul to Everett, I am more than ever convinced that the Great Northern is being just a little shy in its advertising of the new Empire Builder. It shouldn't be, because it really is something to cheer about. The writer has, on numerous occasions, enjoyed the many little refinements and niceties which distinguish the service which patrons of the Great Northern receive on its trains."

Albert Conant Wise
Everett, Washington

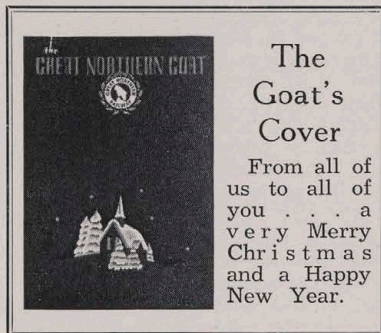
Four

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

Your Railroads

Railroad earnings all remain in the stream of business and economic activity. The greater part of what railroads take in is immediately paid out in wages, both to those who work for the railroads directly and those who work at making all the scores of thousands of different things which railroads buy and use. A large part is paid in taxes, spent for the general public service and benefit in cities, counties and states all over the country. A smaller portion goes to service the obligations of the railroads, so largely held by insurance companies and other trustees of public funds as well as by individual investors. This money, too, continues to flow in the main stream of business. Another portion of railroad earnings, provided that earnings are adequate, is spent for improvements in transportation which not only represent additions to general purchasing power, but make possible better service at lower real cost.

All in all, no better investment can be made in the future of agriculture, industry, and commerce in the United States than rail earnings which make possible continued investment in more adequate and more efficient railroads.



From all of us to all of you . . . a very Merry Christmas and a Happy New Year.



Chicago's railway passenger fraternity turned out 135 strong the night of December 1, to honor Edwin H. Moot and participate in his golden anniversary with Great Northern Railway. Hugh W. Siddall, left, chairman of the Transcontinental Passenger Association, headed the anniversary committee. Mr. Moot, center, Great Northern's General Passenger Agent in Chicago, hears a pre-dinner story from Arthur L. Johnston, right, Great Northern General Passenger Agent in St. Paul.

Fiftieth Anniversary

In recognition of his 50 years of service with the Great Northern Railway, Edwin H. Moot, the railway's General Passenger Agent in Chicago, was honored by a group of Chicago railway and businessmen at a dinner at Eitel's Yankee Grill, Field Building, on December 1. Peter D. Walsh, General Traffic Manager, Celotex Corporation, presided as toastmaster.

Mr. Moot's railway career began in Great Northern's Freight Department in December, 1897, as a messenger boy. He transferred to the

Emigration Division of the Chicago Passenger Department as a clerk in February, 1900, and was named City Passenger and Ticket Agent in October, 1903. Three years later he was advanced to District Passenger Agent.

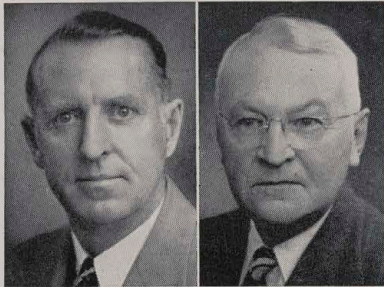
During World War I, Mr. Moot served in the Chicago Consolidated Ticket Office and shortly after the Government relinquished control of the railways in 1920, he became Great Northern's General Agent, Passenger Department in Chicago.

(Continued on page 6)

Five

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Murray Succeeds Sturner



Mr. Murray

Mr. Sturner

Retirement of H. J. Sturner as auditor of disbursements for the Great Northern Railway and appointment of J. J. Murray to succeed him is announced by J. A. Tauer, comptroller.

Mr. Sturner, who has served the railway for nearly 48 years since starting as a clerk in 1900, has been auditor of disbursements since 1921. He was chief clerk in that office from 1913 to 1916, and train statistics accountant from 1916 to 1921.

Affiliated with Great Northern since 1914, Mr. Murray was a clerk prior to being named traveling auditor in 1921. He became assistant special accountant in the comptroller's office in 1927 and has been chief clerk in the office of auditor of disbursements since 1934.

Passenger Club Election

The Railroad Passenger Traffic Club of Memphis, Tenn., at its annual election and dinner held at Hotel Peabody, elected John Mabile, Frisco Lines, President, Bill Ferguson, NC&STL, Vice-President, and Joe Hampton, L&N, secretary-treasurer, for the ensuing year.

Six

GN Puget Sounders Now Diesel Powered

Two new 2,000-horsepower diesel locomotives now power Great Northern Railway's daily morning and afternoon Puget Sounders, trains 359 and 360, and 355 and 358, between Seattle, Wash. and Vancouver, B. C.

No reduction in the present 4½-hour schedule of the Puget Sounders is contemplated before delivery of the two, five-car streamliners which Great Northern hopes will be in service on the coast line sometime during 1948.

Delivery of the new streamliners depends entirely upon the ability of car manufacturers to produce, in the face of continuing materials shortages and related difficulties which are now and may be expected to continue curtailing construction of such equipment.

MOOT

(Continued from page 5)

He has been General Passenger Agent since January 1, 1946.

Mr. Moot is a past president of the American Association Passenger Traffic Agents and the General Agents' Association of Chicago. He is also a member of the American Association of Railway Ticket Agents and the Chicago Passenger Club.

He was presented with a gold watch at the anniversary dinner. The Veterans Association of the Great Northern Railway, of which he is also a member, presented him with its silver button in recognition of his many years of service.

Members of the anniversary committee, headed by H. W. Siddall, were A. Cotsworth, Jr., J. J. McQueen, F. Earl Gottner, Geo. C. Clegg, J. Stuart Rotchford, Norm Nelson and F. G. Scott, secretary.



Goat

GLEANINGS

The 1948 Portland Rose Festival will be held at Portland, Oregon, June 8 to 13.

* * *

Seattle recently celebrated its 96th anniversary commemorating the landing of the good ship Exact, on November 11, 1851, and honoring the descendants of those who arrived there at that time.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1947, are, Emanuel Wicklung, B&B Foreman, Superior, Wis.; John O. Nelson, engineer, Seattle, Wash.; Hans J. Erickson, blacksmith, Devils Lake, N. D.; Edward G. Nowlan, engineer, Minot, N. D.; John Branley, district roadmaster, Minneapolis, Minn.; William A. Gibbs, conductor, Great Falls, Mont.; Michael Younick, engineer, Delano, Minn.; George P. Sater, section foreman, Moorhead, Minn.; Harry F. Wetherby, telegrapher, St. Paul, Minn.; Carl G. Palmgren, clerk, St. Paul, Minn.; Anton Knops, section foreman, Melrose, Minn.; Fred J. Rowley, general foreman, St. Paul, Minn.

Members pensioned during November, 1947, are, Charles N. Blodgett, cashier, Virginia, Minn.; William O. Engel, agent and operator, Graceville, Minn.; Roy J. Faulkner, conductor, Kettle Falls, Wash.; James W. Fiala, engineer,

St. Cloud, Minn.; Walter S. Foster, agent, Wenatchee, Wash.; Albert J. Haglund, section laborer, Holt, Minn.; Jacob F. Klassen, engineer, St. Cloud, Minn.; Peter C. Lenger, car repairer, St. Cloud, Minn.; Louis L. Livingston, conductor, Los Angeles, Calif.; Herbert G. Lyke, conductor, Klamath Falls, Oregon; John H. McKinney, engineer, Superior, Wis.; Edith Rice, comptometer operator, St. Paul, Minn.; Ernest F. C. Teske, machinist, St. Paul, Minn.; Carl W. Wilson, express messenger, St. Paul, Minn.; Basil W. Whereatt, labor foreman, St. Paul, Minn.; Jule E. Reisgard, agent, Hallock, Minn.; Seitaro Akiyama, section foreman, Lewistown, Mont.; John Robert Bailey, car foreman, Willmar, Minn.; Thomas F. Dawson, conductor, Glasgow, Mont.; John Ewinski, fireman, Great Falls, Mont.; Ray H. Ford, brakeman, Great Falls, Mont.; Robert K. Holt, conductor, Great Falls, Mont.; Einer Johnson, signal maintainer, Malta, Mont.; Rosencar T. Johnson, engineer, Minneapolis, Minn.; Russell S. Lovely, locomotive engineer, Minot, N. D.; John H. McKinney, engineer, Superior, Wis.; John J. Nickley, conductor, Barnesville, Minn.; Adolph G. Oswald, switch foreman, St. Paul, Minn.; Lewis H. Schuster, station agent, Rutland, N. D.; Norman O. Stadum, agent, Warren, Minn.; John T. Wondra, baggageman, St. Paul, Minn.

Seven

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

Curtis to Billings



Mr. Curtis
of D. C. Bates, general agent.

Mr. Curtis, prior to his transfer to Dallas, was in the railway's freight traffic department in St. Paul since 1936, except for the period of his army service during the war.

GN New Equipment and Rail Program

Construction of 500 steel-sheathed boxcars and the purchase of 200 gondolas, 75 covered hopper cars, four lightweight, steel baggage cars and 50,000 tons of new rail and necessary fastenings, at cost of \$7,600,000, has been authorized by Great Northern Railway directors. The new rail will be laid in 1948.

Great Northern's President Gavin reported completion of 500 new boxcars in the railway's St. Cloud, Minnesota, shops, and that the company is awaiting delivery of materials to begin work on an additional 500 cars, authorized several months ago. The new lot of 500 cars will be constructed in Great Northern shops in St. Cloud and Superior, Wis.

Eight

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

TOOT TOOT

(Continued from page 3)

back to the train. He whistles four long ones when the flagman must come in from the west or south, and five long ones when he must return from the east or north. The same whistles apply if the headend brakeman is flag-going out in front of the train. They bring him in, too.

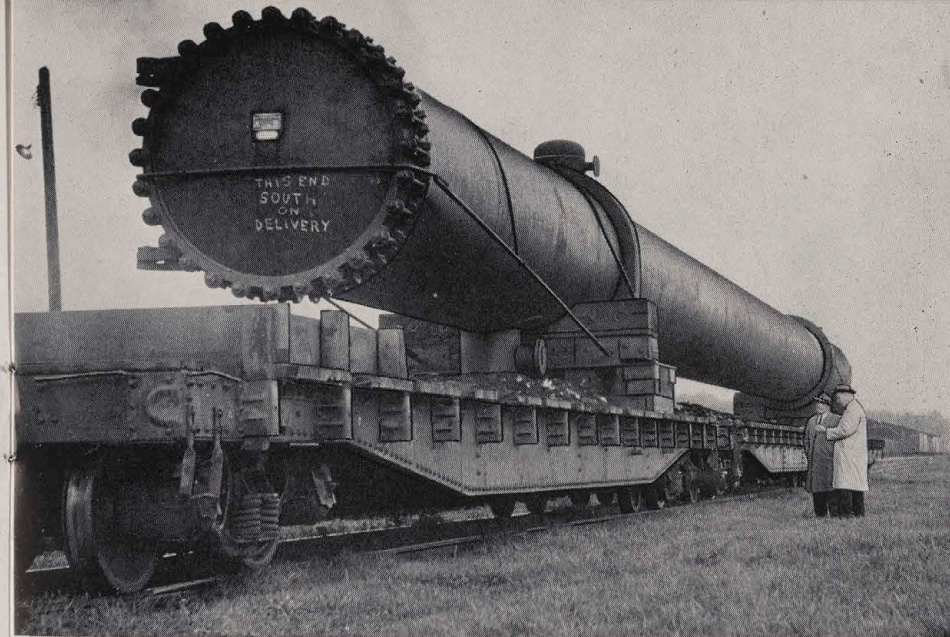
What does a choo-choo say when it whistles one long and two short? It generally does this at another locomotive, and what it is saying is this:

"Look at me. I am carrying green flags or lights, and that means there is another train behind me. You won't forget that, will you?"

So the other locomotive knows he must not pull out of the siding and get onto the main line until the second train goes by. Locomotives are sometimes forgetful, and it was nice of the first locomotive to warn the other locomotive that another train was coming along right behind, wasn't it?

What does a choo-choo say when it blows two long and one short? It means "I'm approaching a place where I am going to meet another train." And what does it mean when a choo-choo blows a short and a long? It means "I don't feel good. Somebody had better get out and look at my train (air) line for a leak or something." And four short whistles? They mean "I am uncertain about what I should do. I want signals."

Well, that's about all, kiddies. The man in the white coat has come to take the old story-book man back to his nice padded cell. But there is one thing more we want to tell you. If you ever hear a choo-choo running through the country just tooting its whistle every which way, it means the engineer is drunker than a skunk.



Three flatcars were required to transport huge 126,180-pound steel cylinder.

GN Transports Giant Shipment

One of the largest pieces of freight ever handled by Great Northern Railway recently left St. Paul in a freight train destined for the West Coast.

The big load consisted of a huge steel vacuum pressure creosoting cylinder, measuring 135-feet-7-inches in length and weighing 126,180-pounds, which was mounted on pivoted platforms set on two flatcars with an idler flatcar in between. Diameter of the cylinder is 7-feet-6-inches; height above rail 14-feet-9¾-inches.

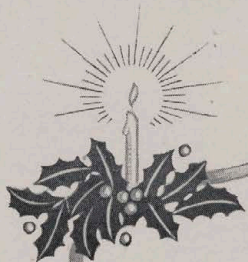
The cylinder, one of two manufactured by the Chicago Bridge &

Iron Company, for the American Lumber & Treating Company, Everett, Wash., is for its new creosoting plant, located adjacent to the Weyerhaeuser Timber Company's Everett mill.

Chemical processing facilities are provided by American Lumber & Treating Company for the Weyerhaeuser mill and others in the Pacific Northwest lumber industry to conserve wood by chemical treatment which is a major part of the lumber industry's effort to protect and develop the timber crop. It is expected that the creosoting plant will chemically process more than one million board feet of lumber per month.

Nine

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



Christmas Bells

*I heard the bells on Christmas Day
Their old familiar carols play
And loud and sweet the words repeat
Of Peace on Earth Good Will to Men.*

— Longfellow

*As Christmas Chimes ring out their message
Of Peace and Good Will may you find life's
choicest blessings yours in abundance
May Your New Year be happy and prosperous*



MRS Vets Reunion



Left to Right: Sgt. Thompson, Major General Gray, Major Hatley, Lt. Col. Buford.

At the First Annual Reunion of the Military Railway Service Veterans Association held at the Palmer House in Chicago, officers elected for the year 1948 were, Major General Carl R. Gray, Jr., vice-president, C&NW Railway System, formerly Director General, Military Railway Service, European Theater, and recently appointed Veterans' Administrator, Honorary Life Director General, Major Lloyd E. Hatley (retired), formerly of the MP Railroad and Commanding Officer of the 761st Separate Transportation Company, European Theater, Director General, Lt. Col. Jack W. Buford, assistant district engineer, Pennsylvania Railroad, and formerly Commanding Officer of the 716th Railway Operating Battalion, Deputy Director General, and former Sgt. W. S. (Stu) Thompson, of the 750th Railway Operating Battalion, secretary-treasurer.

Representatives from nearly every unit of MRS were among the 610 registrants. The Second Annual Reunion of MRS Vets will be held at St. Louis, Mo., September 25, 1948.

Twelve

GN Diesel Power

Great Northern Railway passenger trains in through service between St. Paul-Minneapolis and the West Coast are now powered by diesel-electric locomotives.

Nine new 4,500-horsepower locomotives, each having three units, now operate the Oriental Limited, trains 3 and 4, and the Fast Mail, trains 27 and 28, over the 1,628 miles between St. Paul-Minneapolis and Wenatchee, Wash. On the remaining 156 miles, between Wenatchee and Seattle, these trains will continue to use electric locomotives for 75 miles through the Cascade mountains and steam-power the balance of the distance.

The new streamlined Empire Builder has had diesel power throughout its transcontinental run since the train's inaugural last February, except for an electric locomotive on the 75 miles of electrified line in the Cascade mountains in Washington.

Addition of the nine brings to 29 the number of new diesels delivered to Great Northern during 1947 for passenger and freight trains and switching service, and expands the diesel fleet to 145 locomotives.

GN Portland Ticket Office

Effective December 16, and until further notice, Great Northern's city ticket office in Portland, Oregon, will be temporarily located at 530 American Bank Building, the offices of the railway's passenger department. Unforeseen delays have postponed the moving of the company's city ticket office to new quarters in the Equitable Savings & Loan Building at 607 Southwest Washington St.



Goat

GAJETIES...

Big Change

"What a change has come over your husband Zeke since we persuaded him to join the church," exulted a preacher in the hill-billy country. "Have you noticed it?"

"Sure have," agreed Zeke's wife. "Before, when he went visitin' on Sundays he carried his jug o' corn whiskey on his shoulders. Now he hides it under his coat."

It Does Make a Difference

"Drinking makes you beautiful, he cried."

"But I haven't been drinking," she cooed back.

"No—but I have!"

Confusing

An old judge who was known for the remarkable speed with which he disposed of his cases, was asked by a friend to explain it.

"I always listen to the plaintiff, and then I make my decision."

"Never to the defendant?"

"Well, I did at first, but I found that it confused me."

How It Started

All the lights in the house suddenly went out, so Ma and Pa went down to the cellar to investigate. "Put your hand on this wire, Maw," ordered Pa, "and tell me if you feel anything."

"Nothin' at all," reported Ma.

"Good," said Pa. "Now jist don't touch the other one, or ye'll most likely drop dead."

Just for a Change

There was a great commotion at Hollywood and Vine. A well-dressed man was running down the street shouting, "No NO NO; I don't like it. No, no, NO!" over and over again.

Finally a policeman came up and said, "Here, here, what's going on?" "It's all right, officer," said the man. "I'm a Yes-man on a holiday!"

One Way

"I finally broke my husband of biting his nails."

"You did! How?"

"I hid his teeth."

It Depends

The Higgintwiddles had just moved to the country from the big city in the same state. Mr. H. wanted to vote in the coming election, so one day he stopped the Town Clerk and asked: "How long must a person reside in this town before he can vote?"

"What ticket?" asked the clerk.

Pie Alamo

A New York boy went to live in Texas. One day in school the teacher asked him to tell about the Alamo. "That's pie with ice cream on it," he said.

Scotch Underground

Mac's wife was ill, and Mac was running for the undertaker.

"But," remonstrated a friend who met him, "it's no undertaker you want. It's a doctor."

"Nay, nay," was Mac's reply, "I canna afford to deal wi' middlemen."

Thirteen

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

AAR Appointment



Mr. Henry

Robert S. Henry, of Alexandria, Va., assistant to the president of the Association of American Railroads, was recently elected to the newly created post of vice president in charge of the Public Relations Department of the AAR. Albert R. Beatty, of Washington, D. C., manager of the Press and Radio Section of the AAR., was named assistant vice president.

Mr. Henry has been in railroad service for the past 26 years, and has been affiliated with the Association of American Railroads since 1934. Mr. Beatty has been with the AAR for more than 10 years.

Railway Grade Crossings Warning

Icy and snowy highways are an extra reason for motor vehicle driver caution in approaching railway grade crossings. T. F. Dixon, Great Northern Railway operating vice president, warns in seeking motorist cooperation in averting accidents.

The safest approach to a grade crossing when roads are icy is in second or low gear and at a reduced speed. In the lower gears motor vehicles are easier to control. Extreme caution by drivers in approaching grade crossings, particularly during the winter months, will save many lives, avert damage to motor vehicles and railway cars, and prevent many train derailments at crossings.

Fourteen

Dude Ranchers Elect

The Dude Ranchers Association concluded its 22nd annual convention, held at Bozeman, Montana, with the re-election of all of its 1947 officers, for the coming year.

Re-elected by the board of directors were President Charles C. Moore, proprietor of the C-M ranch, Dubois, Wyo.; Paul Van Cleve, Jr., operator of the Lazy K Bar ranch, Big Timber, vice president; Dave Branger, T-O Bar ranch, Roscoe, secretary-treasurer to the board of directors, and Walter C. Nye, Billings, executive secretary.

Newly elected directors are Stan Decker, GP Bar ranch, Cora, Wyo., and J. S. McFarland, Quarter Circle MC ranch, Polebridge. They succeed Frank Galey of Moose, Wyo., and O. W. Potter, Jr., Greenough. Re-elected to the board, in addition to Moore, Van Cleve and Branger, were A. R. Alderson, Bones Bros. ranch, Birney; Mrs. Ralph Allan, K-L ranch, Augusta; P a u l Christensen, 63 ranch, Livingston; B i l l Eaton, Eaton's ranch, Wolf, Wyo.; Reed A. Higby, Sky Meadows ranch, Encampment, Wyo.; I. H. Larom, Valley ranch, Valley, Wyo.; Ernest Miller, Elkhorn ranch, Bozeman; Don Snyder, Sunlight ranch, Cody, Wyo.; Paul Spaeth, Methow Valley ranch, Winthrop, Wash., and the following honorary directors: Harry Hart, TS Dot ranch, Big Timber; J. H. Howell, Holm Lodge, Cody, and Dick Randall, Livingston.

Steamship Sailings

Canadian National Steamships' SS "Prince Rupert," now in her 37th year of service in British Columbia and Alaskan waters, makes weekly round trips between Vancouver, B. C. and Ketchikan, Alaska, calling at Westview (Powell River), Ocean Falls and Prince Rupert.

Departing from Vancouver, B. C. at 9:00 pm Mondays, the "Prince Rupert", with accommodations for 200 first-class passengers, returns to her home port at 2:00 pm on Saturdays.

Canadian National Steamships now has under construction a new 3-million-dollar vessel, TSS "Prince George", which will accommodate 322 passengers. It is expected the new ship will be ready for cruise service to northern British Columbia and Alaska in the spring of 1948.

Sailings from Seattle for principal southeastern and southwestern Alaska ports, Ketchikan, Juneau, Cordova, Valdez and Seward, are made each Saturday morning at 9:00 am by Alaska Steamship Company. A sailing every three weeks is made for the Kodiak Island, Cook Inlet area. Sailings are made from Pier 42 in Seattle. Sailing schedules for 1948 will be announced after January 1.

The maiden voyage of American President Lines, "President Cleveland", has been set for December 27, when the 23,000-ton ship will sail from San Francisco to Hawaii and the Orient. The "President Cleveland" will have a passenger capacity of 550, with modern facilities for the transportation of almost 300,000-cubic feet of express and refrigerated cargo.

Cunard White Star Line has re-established offices at 1910 Exchange Building in Seattle, with jurisdiction over the states of Washington, Ore-

(Continued on page 18)



"please!"

Join the
MARCH
OF DIMES

JANUARY 15-30

FIGHT
INFANTILE
PARALYSIS

THE NATIONAL FOUNDATION FOR INFANTILE PARALYSIS
FRANKLIN D. ROOSEVELT, FOUNDER

GN Line Change Nears Completion

With the recent placing of a 90-ton steel span, a \$300,000 line change project on the Great Northern Railway three miles west of Buhl, Minnesota, will be completed.

The new Great Northern overpass will provide a two-level effect in railway crossings over highway 169 at this point, for below the new structure another overpass carries tracks of the Oliver Iron Mining Company.

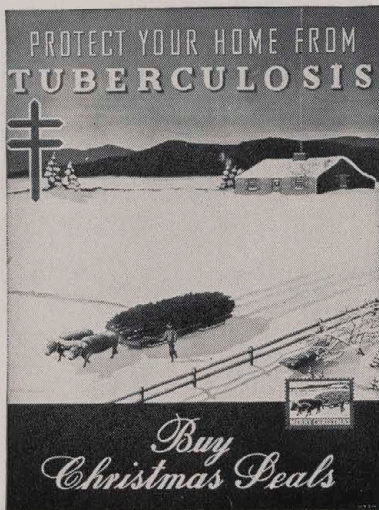
The steel span, 100-feet in length, was placed into position by two large cranes working from the two ends of the new Great Northern tracks at the site and two cranes on the Oliver Mining Company tracks below.

The new overhead structure is part of a 2.2-mile line change by Great Northern.

Fifteen

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



You Can Help

Your local Christmas Seal organization in cooperation with the National Tuberculosis Association has been fighting tuberculosis for over 40 years. It promotes a continuous health education program through lectures, literature, movies, radio, and health projects. It provides free tuberculin testing and mass chest X-ray service for your community. It contributes to medical research in the field of tuberculosis and provides medical social workers to safeguard the health of former TB patients. Your Association also works to improve treatment facilities and to aid in the rehabilitation of patients.

You can help win this fight against tuberculosis if you buy and use Christmas Seals, those little premiums that mean insurance on your health.

Sixteen

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

1948 Winter Carnival

The trumpets of King Boreas are already sounding for the 1948 Saint Paul Winter Carnival, one of America's outstanding winter spectacles. Dates for the big snow fiesta have been set for January 31 through February 8, and plans already under way forecast the biggest celebration in the city's history.

Highlights of the winter carnival next year will include the opening day Grand Parade on Saturday, January 31, with 20,000 uniformed marchers, 60 crack drum corps and some 35 floats, the 1948 Queen of the Snows coronation pageant, a drum majorette contest in which the prettiest and most expert twirlers from all parts of the nation will participate, a gigantic Torchlight parade with illuminated floats, ski-jumping championships, dog-sled races, curling bonspiels, hockey meets, bowling sweepstakes, skating races and a parade of other outstanding events.

The Saint Paul Winter Carnival was first staged in 1886 and is now an annual event.

U. S. Travel Division

J. Lee Bossemeyer of Fayetteville, Ark., has been appointed chief of the U. S. Travel Division, which has been re-established as a unit of the National Park Service. Mr. Bossemeyer formerly headed the San Francisco field office of the U. S. Travel Bureau, which was suspended during the war. The Division's headquarters will be in the department of the Interior Building in Washington, D. C., where the director's office of the National Park Service is located.



Natchee "delivers" a bundle of newspapers tossed to her by trainmen on Great Northern's Cascadian to her mistress, Mrs. L. H. Barnhart.



Natchee quivers with all of the excitement of a new adventure when passenger trains approach her Nason Creek home.

Natchee of Nason Creek

By Byron Fish, Feature Writer, Seattle Times, Seattle, Washington. Reprinted with permission of North American Newspaper Alliance.

"We recently interviewed a dog that meets Great Northern passenger trains to get the latest newspapers and magazines.

This is not a rumor. We personally spoke to this dog after seeing her meet a moving train and pick up the paper that was tossed to her.

You've heard about dogs that go down to train depots to get a bone from the dining car chef or to bite the conductor, and cats that have waved at the engineer every day for four years. Maybe you even heard about the cow that, influenced by life in a pasture next to a grade

crossing, never crossed a cattle guard without mooing two long and two shorts. The story is unconfirmed.

There is nothing unconfirmed about Natchee, a Cocker Spaniel belonging to Mr. and Mrs. Lester Barnhart, who live near Nason Creek, Washington. Each day, during daylight hours, there is one eastbound and one westbound Great Northern passenger train running through the mountains past the Barnhart cabin. The story was that the dog had, for seven years, been waiting daily beside the track for the conductor to throw her a newspaper or magazine.

(Continued on page 18)

Seventeen

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

GN Director

T. L. Daniels, Minneapolis, was elected to the Great Northern Railway board of directors at a board meeting held in St. Paul, on December 12.

Mr. Daniels, president of Archer-Daniels-Midland Company, will complete the unexpired term of S. M. Archer, Minneapolis, who died on November 10. The term continues until May 12, 1949.

Mr. Archer, president and chairman of the board of Archer-Daniels-Midland Company at the time of his death, had been a Great Northern director since 1932.

F. Peavey Heffelfinger, Minneapolis, director since 1938, was elected to the board's executive committee to complete the unexpired term of Mr. Archer.

SAILINGS

(Continued from page 15)

gon, Idaho and Montana. E. H. Gordon, previously the Lines' representative in Seattle, has been reappointed Passenger Manager.

Union Steamships Limited has extended its Alaska service to include Petersburg and Wrangell, leaving Vancouver, B. C. at 9:00 pm Wednesdays, arriving Wrangell at 2:30 pm Saturdays. Southbound ships leave Wrangell at 3:30 pm Saturdays, arriving Vancouver at 6:45 am Tuesdays. The SS "Camosun" or her sister ship SS "Chilcotin", modern streamlined additions to the Union fleet in 1946, leave Union Pier, Vancouver, B. C. on the six-day round trips.

NATCHEE

(Continued from page 17)

This the conductor never failed to do, much to the gratification of passengers and travel-tired children.

Eighteen

Natchee did not read these publications herself. She just took them across the road to her owners.

I went to investigate. You may be sure I was virtually holding my breath for fear the tale would turn out to be just another talking-dog rumor. As I said before, I beheld this spectacle with my very own eyes. However, in so doing I uncovered something that promised to be a bad state of affairs.

One train, going through on Tuesdays and Fridays, apparently had a new crew. They failed to deliver Natchee a paper. The dog was very disappointed and puzzled.

This business all started years ago when the Barnharts escaped their office and school-teaching jobs to build a home in the mountains. They were far enough in the wilderness that they had no electricity, radio, newspapers and no R.F.D. mail.

One day when Barnhart boarded the G. N. train at the Nason Creek flag stop, the conductor remarked on their isolation. "Wouldn't you like a paper?" he asked. Barnhart said they would. After that the conductor picked up whatever abandoned publications were handiest and tossed them off in front of the Barnhart cabin. Natchee, following her master to pick them up, caught on immediately and took over the job herself.

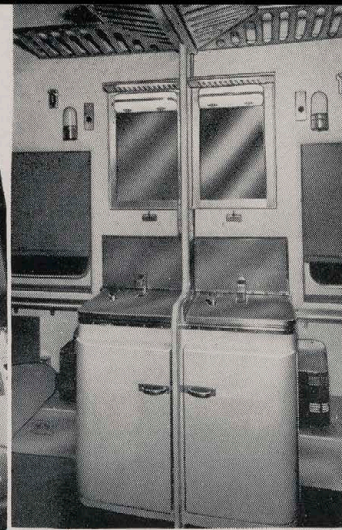
Natchee never bothers with freights, but long before the Barnharts can hear one of her passenger-train friends, Natchee scratches on the door to get out and at her paper route.

The interview itself was pretty one-sided. I asked all the questions and Natchee (short for "Wenatchee") merely wagged her tail.

I promised to come back and interview Natchee again when she learns to deliver her paper route on a bicycle."



Restful travel by night.



Fixed wash stands and many other improved conveniences.



Complete privacy by day.

Empire Builders Offer Improved Bedrooms

Each train in the new streamlined Empire Builder fleet offers a full variety of ultra-modern first class sleeping car accommodations—open sections, low-cost duplex roomettes, designed for single occupancy, bedrooms and drawing rooms—plus reserved seat coaches—at no extra fare—and three cars available for pleasant relaxation, dining and refreshment.

Larger and improved private bedrooms are designed primarily for two adult passengers. They are so arranged that adjoining units may be opened to form a large, comfortable room for playing cards, dining or just restful lounging.

Bedrooms provide privacy and

quiet during both day and night—for the busy man with work to do enroute—for large groups and for those traveling with children—for those who wish to enjoy the ever-changing panorama from large, clear-vision windows while completely relaxed.

Improved bedroom facilities include large cushioned sofas with adjustable arm-rests, controlled lighting, heating and ventilation, concealed toilet and fixed wash stands.

Each type of accommodation on the new Empire Builders is the result of extended, painstaking research to make it more comfortable, convenient and attractive for travelers—and at no extra fare.

Nineteen

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

3 ways to ride in style and comfort on the New Empire Builder



1 EXECUTIVE STYLE at only 10% more than a lower: privacy of Great Northern's new DUPLEX-ROOMETTES. (A) Big 6'5" bed. (B) Choice of soft or firm pillows. By day, your office

or private room with restful sofa and (C) wide window. Toilet and heat, light and air control. Dine here if you wish, or dinner by reservation in dining car.



2 THRIFTY STYLE at no extra cost: reserved seat on Empire Builder's DAY-NITE coach. (D) 20% more leg room. (E) New leg rests. Thrifty meals in gay coffee shop car.



3 FAMILY STYLE: adjacent bedrooms, each sleeping two. Partition (F) opens up to form one spacious livingroom. (G) Dressing table, wash stand, toilet.

Great Northern's Greatest Train

No Extra Fare—Every Day Each Way