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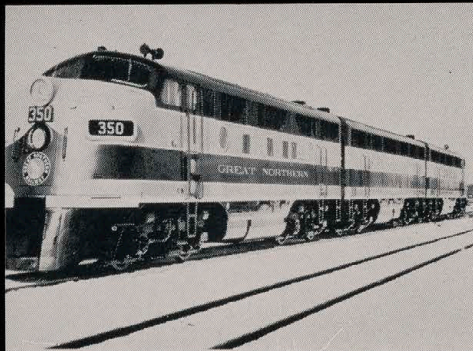
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the
GREAT NORTHERN GOAT



**JANUARY
1948**



Three-unit 4,500-horsepower diesel-electric locomotive.



Single-unit 1,500-horsepower diesel-electric locomotive.

New GN Diesel Power



Two-unit 3,000-horsepower diesel-electric passenger locomotive.



Single-unit 2,000-horsepower diesel-electric locomotive.



Two-unit 3,000-horsepower diesel-electric freight locomotive.



1,500-horsepower diesel locomotive for road work at various points on GN.

GN Expands Diesel Fleet

To provide better service for shippers and travelers, Great Northern Railway added 29 diesel-electric locomotives in 1947, expanding its diesel fleet to 145 locomotives.

Nine 4,500-horsepower diesel-electric locomotives now power Great Northern's Oriental Limited and the Fast Mail over the 1,628 miles between St. Paul, Minneapolis and Wenatchee, Wash. Each locomotive has three units developing 1,500-horsepower apiece. Electric locomotives are used on these trains for the 75 miles through the Cascade Mountains and steampower for the balance of the distance between Wenatchee and Seattle.

Two 2,000-horsepower single unit diesel-electric locomotives are now in use between Seattle and Vancouver, B. C., on Great Northern's Morning and Afternoon Puget Sounders.

A 2,000-horsepower single unit diesel locomotive is also in use between St. Paul, Minneapolis and Grand Forks, N. D., on the Red River Limited.

Great Northern's Winnipeg Limited between St. Paul, Minneapolis and Winnipeg is now powered by

3,000-horsepower two-unit diesel-electric locomotives.

Single-unit 1,500-horsepower diesel-electric locomotives are in operation in Montana on passenger trains 235-236 between Havre and Butte and 42-43 between Billings and Sweet Grass.

In addition to these passenger train locomotives, Great Northern has expanded its fleet of diesels in freight service with three new 3,000-horsepower two-unit locomotives in service on the Butte Division in Montana. Eight 1,500-horsepower locomotives were also added in 1947 for expediting the movement of shipments at freight depots, terminals and for road work.

The streamlined Empire Builder has had diesel power throughout its transcontinental run since the train's inaugural in February, 1947, except for an electric locomotive on the 75 miles of electrified line in the Cascade Mountains in Washington.

Three complete new streamlined trains are on order, two for operation between Seattle and Vancouver, B. C., to replace the present Morning and Afternoon Puget Sounders, and one between St. Paul, Minneapolis and Grand Forks.

Baggage Handling in Chicago

Passengers holding through tickets and having not less than three hours between arrival and departure of trains who may wish to visit in Chicago may, upon arrival in that city deliver their hand baggage to Parmelee Company's agent and obtain claim check for it. Hand baggage will be transferred to the parcel room of the station from which train departure will be made and will be

available upon presentation of claim check.

If time between arrival and departure of trains in Chicago is less than three hours or trains arrive late, it is suggested that passengers proceed immediately upon arrival in Parmelee Transfer vehicle to station from which departure is to be made, taking their hand baggage with them.

Three

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



VOL. 18 January, 1948 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.

What They're Saying About The New Empire Builder

"We cannot say enough for that lovely trip made possible by the wonderful service given by the employees of your road. The service throughout was superb. Courtesy of porters, waiters and all was without fault, and the food was just wonderful, so tasty and in range of anyones pocket book. We were so pleasantly surprised and delighted with it every mile of the way. The day-night coach was so comfortable and we rested and were never tired a minute."

Mr. & Mrs. Leon I. Tuttle
Aurora, Illinois.

Four

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

Your Railroads


More research projects are now being carried on by the Association of American Railroads than at any other time in its history. These projects deal with practically every phase of railroads and railroading, and have as their objective the improvement of railroad operations, service, efficiency, economy and safety.

During the past year, research activities have ranged from such things as the determination of the cost of stopping a train to the counterbalancing of giant locomotives for high-speed service. Among the numerous studies made were those pertaining to radio communication, radar and electronics, centralized traffic control, hotbox alarm devices, lightweight freight cars, refrigerator cars and motive power.

The reports constitute the most comprehensive survey of railroad problems and activities that has ever been undertaken and demonstrates that the railroad industry is alert to its obligations and opportunities.

Research will be carried on with greater vigor, in more directions, on a broader front and with more promising possibilities than ever before during 1948.

The Goat's Cover



Chimney of the famous Timberline Lodge rest house at the top of the chair lift. Mount Hood in background.

Photo by
Larry McKinnis

GN Report for 1947

Great Northern's most important progressive activity in 1947 was placing in service a fleet of five completely new, streamlined Empire Builder trains. F. J. Gavin, Great Northern's president, observed at the close of 1947.

"We are well pleased with the patronage and acceptance accorded these trains which, in conjunction with the Burlington Lines, are operated on a 45-hour schedule between Chicago and Seattle-Portland," said Mr. Gavin. More than 125,000 revenue passengers were carried by the streamliners in the first ten months of operation.

"Three more streamliners are on order, two for operation between Seattle and Vancouver, B. C., and one between St. Paul and Grand Forks, N. D.

"Addition of 29 diesel-electric locomotives in 1947 enlarged our fleet to 145. Most Great Northern trains now are diesel-powered, both transcontinental and on shorter runs. Use of diesels in freight service also has been expanded.

"Despite materials shortages, 500 boxcars were built during the year. The company hopes to build 1,000 more in 1948, and has ordered 200 gondolas, 75 covered hopper cars and four lightweight baggage cars for delivery in the year."

"The company expanded use of commodity-handling equipment at freight depots to facilitate movement of shipments. The policy of track improvement was continued.

"Many new industries of various types located in the railway's territory during 1947. Further development of the area Great Northern serves is indicated by the volume of industrial inquiries.



Mr. Gavin

"Plans for 1948 include placing 50,000 tons of new, heavier rail on various parts of the system and starting work on a \$1,000,000 line relocation project in the Cascade mountains of Washington state. These improvements fit into the railway's continuing program of improving its properties to expedite traffic."

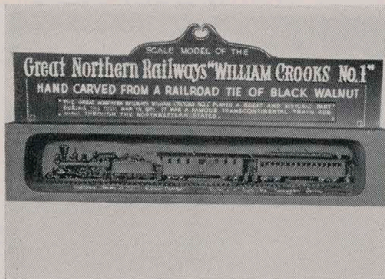
Minnesota Sends First Wheat to Europe

Rural folks in Hallock, Minnesota, have the distinction of giving the first carload of Minnesota wheat for overseas relief. Contributed through the Christian Rural Overseas program, the wheat will be distributed in Europe by Church World Service and Lutheran World Relief.

The wheat was transported by Great Northern from Hallock to Minneapolis without charge.

Five

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



Scale model of historic William Crooks.

GN "One Spot" Model Carved from Railroad Tie

Unusual miniatures have an un-failing attraction for Horace A. Cusson of Providence, Rhode Island. As a result of this interest he recently came into possession of an exceptionally fine example of wood carving. It is a scale-model reproduction of "The William Crooks", Great Northern's first train. The miniature, 1/48th the original size, is hand-carved from a railroad tie of black walnut.

The model was made by Floyd L. Stollsmith, a World War I disabled veteran of Dubuque, Iowa, who began work on it while confined in a veterans' hospital. It took him two years to complete the model. It was awarded the grand prize in the Tri-State Hobby Show for Illinois, Wisconsin and Iowa.

The black walnut tie, acquired by Mr. Stollsmith sometime before he had thought of carving "The William Crooks", originally came from the Burlington Lines' tracks near East Dubuque, Ill.

Six

GN Rules Board to Conduct Examinations

Biennial examinations for Great Northern Railway train, engine and yard men, also train dispatchers and operators, covering the company's operating rules, will be conducted by the railway's examining board headed by Peter S. Proulx, chief rules examiner, beginning at Bend, Oregon, on January 17.

The board will conduct examinations at various points along the railway ending at Superior, Wisc., on April 29.

Other members of the board are, R. H. Hemmesch, rules examiner, lines east; C. J. Evey, rules examiner, lines west; D. W. Hartung, train dispatcher, Willmar. Ernie R. Swanson will serve as secretary of the board.

Greater North Dakota Unit Reelects Chief

R. J. Hughes of Wahpeton, N. D., was reelected president of the Greater North Dakota Association at the group's recent annual meeting held in Fargo. Herman Stern, Fargo, was renamed honorary president. Vice presidents chosen were F. L. Conklin, Bismarck; A. M. Christensen, Minot; F. P. Whitney, Dickinson, and F. A. Foley, Rolla.

B. E. Groom was named chairman of the board; LeRoy Pease, secretary; M. J. Connolly, assistant secretary; H. D. Lohse, agricultural agent, and W. P. Sebens and Neal Tracy, field representatives. A budget of \$85,000 was adopted to carry on a program of statewide soil conservation service, pasture and hay improvement, development of natural resources, state advertising and tourist promotion in 1948.



Goat

GLEANINGS

Kyle M. Walker of Kingsport, Tenn., is the new field director and field publicity representative for the North Idaho Scenic-Land Assn., Inc., Sandpoint, Idaho, a travel promotion agency for the ten northern counties of Idaho.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during December, 1947, are John V. Hurley, express messenger, St. Paul, Minn.; Harry Hynes, conductor, Robbinsdale, Minn.; Rosincar T. Johnson, engineer, Willmar, Minn.; John L. Hampson, engineer, Kelly Lake, Minn.; John H. Field, cashier and operator, Adrian, Wash.; John H. Fiege, switchman, Superior, Wisc.; Frederick J. Lanigan, brakeman, Spokane, Wash.; Fred C. Hanne-man, roadmaster, Spokane, Wash.; George J. Reiox, conductor, Pelican Rapids, Minn.; John H. Turner, general freight station clerk, Everett, Wash.; John A. Lundeen, engineer, Rush City, Minn.

Members pensioned during December, 1947, are Wyatt R. Eddy, conductor, Spokane, Wash.; Hugo J. Sturner, auditor disbursements, St. Paul, Minn.; Hans M. Frederiksen, engineer, Interbay, Wash.; James C. LaDuke, engineer, Kelly Lake, Minn.; Charles Halajian, section foreman, Huron, S. D.; James B. Hunt, conductor, Minot, N. D.; Axel F. Hjort, section foreman, Saco, Mont.; John Halownia, blacksmith, St. Cloud, Minn.; Peter Sundell, conductor, St. Paul, Minn.; John G. Ryan, agent, St. Cloud, Minn.

Roland M. Rice, of Kensington, Md., has been appointed assistant general counsel of the Association of American Railroads. The Association also announces the retirement of A. F. Cleveland of Washington, D. C., as vice president in charge of the Traffic Department. Walter J. Kelly of Washington, D. C., who has served as assistant to the vice president in charge of the Traffic Department, has been named to the newly created post of traffic officer to head the Traffic Department of the Association. Also announced by the Association is the appointment of Joseph L. Baldwin, of Glencoe, Ill., as eastern counsel with headquarters in Washington, D. C., succeeding Melvin H. Coulston who has retired. Mr. Baldwin was previously assistant western counsel of the Patent Division of the Association.

* * *

The United States Marine Corps is currently conducting an intensive program designed to enroll 100,000 men in the new Citizen Marine Corps Reserve.

* * *

When you get to the top of the ladder of success, don't forget that there are a lot of other people holding the ladder up.

* * *

The American Red Cross fund campaign for 1948 will be held during March.

* * *

Albert Beecher of Clearlake Highlands, California, succeeds George Hoberg as president of the Redwood Empire Association.

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

Red River Valley Potato Growers Attend Chicago Market Clinic

A group of potato growers from the Red River Valley made the Annual International Livestock Exposition held at Chicago in December, something more than a livestock show. They added a "potato market day" to their program to increase their knowledge and understanding of potato marketing problems.

The two-day Potato Marketing Clinic, sponsored and conducted by the Red River Valley Potato Growers Association and the North Dakota and Minnesota Agricultural Colleges, held at East Grand Forks in November, started a discussion about potato marketing which resulted in William Case, secretary of the Red River Valley Potato Growers Association, arranging for potato growers to spend a day studying carlot wholesale and retail potato markets at Chicago. A group of 185 North Dakota and Minnesota farmers traveled to Chicago to attend the livestock exposition and study potato marketing aboard Great Northern's Oriental Limited.

Starting from their hotel early one morning during their stay in Chicago, the group visited the South Water Street wholesale market where they talked with wholesalers and saw potatoes being prepared for retailers who came daily to purchase supplies. They visited the Wood-street Terminal where carload lots of potatoes are received. They saw potatoes from 22 states, affording the group an opportunity to compare various methods of loading cars, the effect of use of new sacks and a clean product, in the sale of potatoes.

Three retail stores were visited to get a first-hand glimpse as to how

city consumers purchase potatoes. Managers of the retail stores were very cooperative in answering questions asked by the group. Particular emphasis was made by retailers that they desire to handle the kind of product that housewives purchase, which are clean, graded and well-packaged potatoes.

Western Centennials

Territorial centennial events will highlight Oregon's travel season during 1948 when the beaver state will observe a century of far-western progress.

One hundred years ago next August 14, the territory of Oregon was established by Congress, adding more than 250,000 square miles to the United States. Originally the territory included Idaho and Washington, plus portions of Montana and Wyoming, comprising the entire Pacific Northwest.

The actual date of territorial enactment is tentatively scheduled for observance in Portland on August 14, during the national convention of the American Pioneer Trails Association. No elaborate plans for a single celebration to climax the centennial year are being considered at this time. Various cities and towns throughout Oregon are being urged to plan and stage their own programs.

Plans to celebrate the centennial of California's historic beginnings are also getting under way. Many communities are arranging programs to include historic pageants depicting dramatic events of a hundred years ago, rodeos, boat races, athletic contests, etc. All organizations in the community of Eureka and Humboldt County, California, will participate in a huge Redwood Empire Centennial Exposition.



GN Traffic Officers Chart 1948 Vacation Travel Plans

Prospects for summer vacation travel to Glacier National Park, the Pacific Northwest and other western areas were discussed at a two-day conference held at the Hotel Saint Paul in St. Paul, Minn., January 5 and 6, between Great Northern traffic officials and the railway's passenger representatives in six major cities. Participating in the conference was the group pictured above. Seated, left to right are: N. D. Keller, general passenger agent, Seattle; V. J. Kenny, passenger traffic manager, St. Paul; C. E. Finley, vice-president of traffic, St. Paul; E. H. Moot, general passenger agent, Chicago. Standing, left to right: F. M. Schnell, general agent passenger department, New York; W. J. Rintoul, district passenger agent, Detroit; A. L. Harrison Scott, general agent passenger department, San Francisco; J. S. Jeffries, manager, Glacier Park Co., St. Paul; C. A. Rand, general agent passenger department, Kansas City; S. M. Farrell, recently appointed assistant general passenger agent, St. Paul, formerly, general agent passenger department, Chicago. St. Paul Pioneer Press Photo.

Eight

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

Nine

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

GN Passenger Train Schedule Changes

The following adjustments were made in Great Northern passenger train schedules effective January 11, 1948.

Train No. 197 leaves Breckenridge at 5:01 AM, 16 minutes later; Wahpeton 5:04 AM; Dwight 5:20 AM; Galchutt 5:34 AM; Pitcairn 5:40 AM; Colfax 5:47 AM; Walcott 5:59 AM; Kindred 6:15 AM; Davenport 6:26 AM; Addison 6:34 AM; Durbin 6:43 AM; Everest 6:50 AM; Casselton 6:59 AM; Amenia 7:12 AM; Vance 7:25 AM. No change beyond Vance.

Train No. 199 leaves Fargo at 6:40 AM, 20 minutes earlier; Pinkham (f) 6:55 AM; Prosper (f) 7:08 AM; Vance (f) 7:30 AM; Mason (f) 7:40 AM; Nolan 8:05 AM; Walden 8:15 AM; Pillsbury 8:30 AM; Luverne 8:45 AM; Karnak 8:59 AM; Hannaford 9:20 AM; Revere 9:38 AM; Sutton 9:50 AM; Glenfield 10:05 AM;

Juanita 10:20 AM; Grace City 10:35 AM; Brantford 10:50 AM; Dundas (f) 11:01 AM; arrives New Rockford 11:15 AM. No changes west of New Rockford.

Train No. 209 leaves Fargo at 6:30 AM; arrives Vance 7:20 AM, same as heretofore; Amenia 7:27 AM; Casselton 7:45 AM; Absaraka 8:01 AM; Nolan 8:30 AM; Page 8:45 AM; Colgate 9:01 AM; Hope 9:20 AM; Blabon 9:35 AM; Picket (f) 9:41 AM; Finley 10:00 AM; Sharon 10:20 AM; Aneta 10:40 AM; Klotten 10:55 AM; McVilleville 11:12 AM; Pekin 11:28 AM; Tolna 11:44 AM; Hamar 11:59 AM; Warwick 12:15 PM; Tokio 12:32 PM; Fort Totten 12:53 PM; arrives Devils Lake 1:05 PM. No change beyond Devils Lake.

Mail-passenger train service between Williston, N. D., and Scobey, Mont., is provided daily except Sunday, on the following schedules:

No. 289		No. 290	
9:00 am	Lv..... Williston	Ar.	6:50 pm
9:15 am	Lv..... Trenton	Lv.	6:30 pm
9:25 am	Lv..... Ft. Buford	Lv.	6:21 pm
9:31 am	Lv..... Snowden	Lv.	6:15 pm
9:37 am	Lv..... Lakeside	Lv.	6:08 pm
9:50 am	Ar..... Bainville	Lv.	6:00 pm
10:10 am	Lv..... Bainville	Ar.	5:58 pm
10:31 am	Lv..... McCabe	Lv.	5:33 pm
10:49 am	Lv..... Froid	Lv.	5:15 pm
11:02 am	Lv..... Homestead	Lv.	5:00 pm
11:14 am	Lv..... Medicine Lake	Lv.	4:45 pm
11:30 am	Lv..... Reserve	Lv.	4:25 pm
11:43 am	Lv..... Antelope	Lv.	4:12 pm
12:01 pm	Lv..... Plentywood	Lv.	3:55 pm
12:14 pm	Lv..... Midby	Lv.	3:38 pm
12:28 pm	Lv..... Archer	Lv.	3:24 pm
12:42 pm	Lv..... Redstone	Lv.	3:10 pm
12:56 pm	Lv..... Navajo	Lv.	2:57 pm
1:07 pm	Lv..... Flaxville	Lv.	2:46 pm
1:18 pm	Lv..... Madoc	Lv.	2:35 pm
1:35 pm	Ar..... Scobey	Lv.	2:20 pm

(Continued on page 22)



Goat GAJETIES...

Potato Pancakes Plenty

A dejected looking old soul walked into the psychiatrist's office and complained: "Doctor, my family thinks I'm mentally unbalanced, simply because I'm very fond of potato pancakes."

"I can see nothing wrong with that," said the understanding doctor. "In fact," he added, "I'm crazy about potato pancakes myself!"

"Oh, are you?" shouted the old soul gleefully. "You must come over some time. I have twelve trunkfuls in my attic."

Change Partners!

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 if 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."

Who Isn't?

When I first fell in love with my little woman—I'd go to her place—lean over the fence in front of her house—gaze at her shadow on the curtain—afraid to go in.

I'm the same way now!

Identical

After two years in the Pittsburgh office of a big organization, a girl was transferred to the New York headquarters. The morning she reported at her new post, the big chief called her into his sanctum and said, "I hope you'll be happy here. The work will be practically the same as you were doing in the Pittsburgh office." "Okay," she replied. "Kiss me, and let's get to work."

Still A Minor

Two small Negro boys were loitering on a street corner when one said to the other:

"How old is you?"

"Five," came the reply. "How old is you?"

"Ah don't know," said the first.

"You don't know how old you is?"

"Nope."

"Does women botha' you?"

"Nope."

"You's fo'."

Finished

Two old miners, bachelors, sat in the backwoods. The conversation drifted around, covered politics, and finally reached cooking.

"I got me one a' them thar cook books once, but I never could do anything with it."

"Too much fancy stuff, eh?"

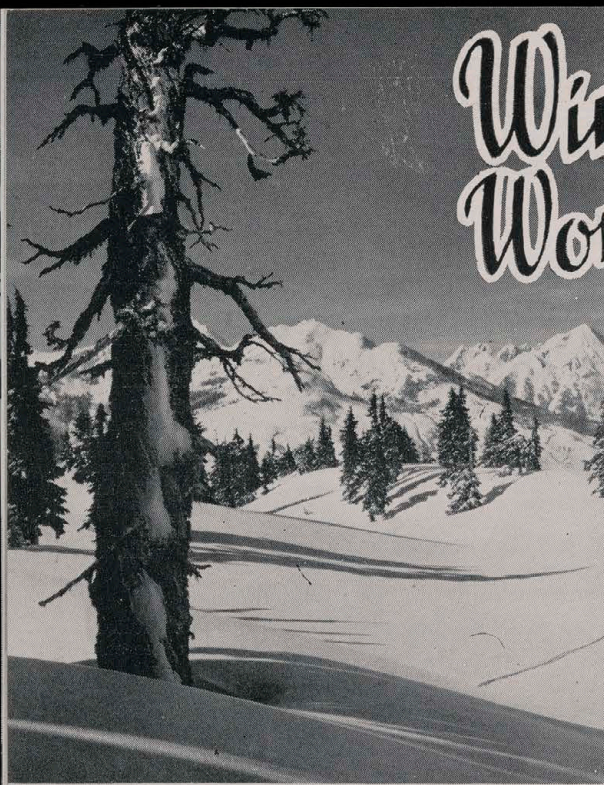
"Thar shor was! Every one o' them recipes started out the same way. 'Take a clean dish'—and that finished me right thar."

Winter Wonderland

Skiers' Paradise

In the Pacific Northwest and California, where the mountains are high enough to catch the early snows and to hold them, the winter sports season is well underway. With altitude the number one requirement for an assured early snow supply skiers will find exciting sport in this winter wonderland. The variety and extent of the slopes, free from obstructions and covered with deep layers of "powder snow"

(Continued on page 14)



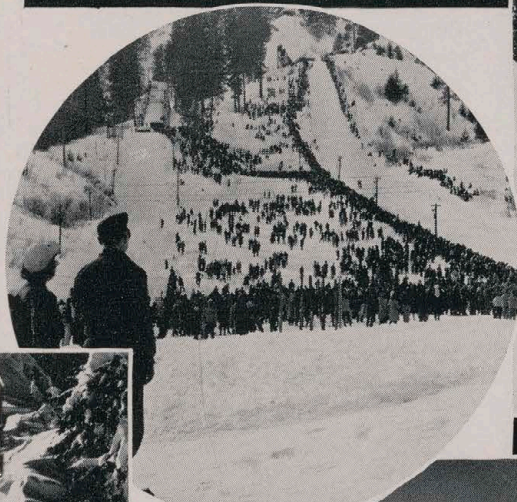
Mount Baker National Forest in Washington.



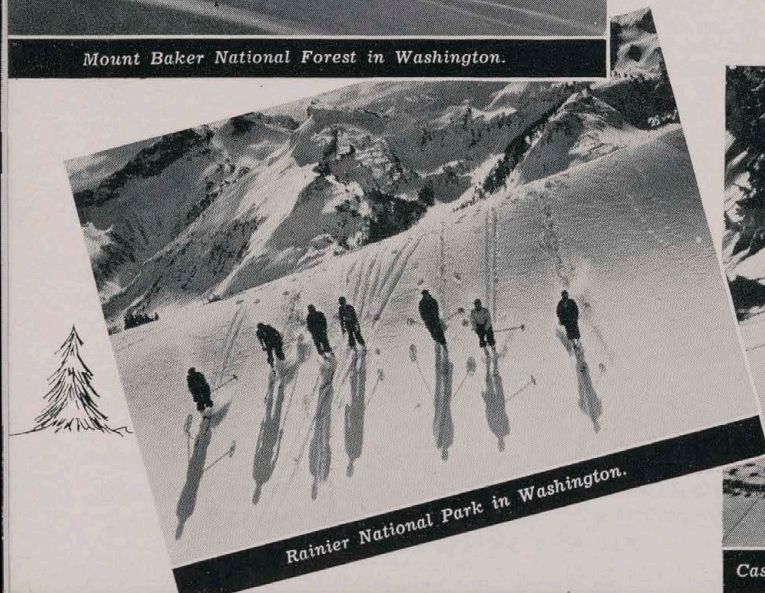
Stevens Pass in the Cascade Mountains.



Mount Hood National Forest in Oregon.



California's Sequoia National Park.



Rainier National Park in Washington.



Cascade Mountains near Wenatchee.

Leavenworth, Washington.



Timberline Lodge and Government Camp in Oregon.

WINTER WONDERLAND

(Continued from page 13)

from November to May, provides a veritable skiers' paradise.

MOUNT BAKER NATIONAL FOREST—59 miles east of Bellingham, Wash. Center of Heather Meadows Winter Sports area. Transportation by private car and Mount Baker Lodge Company bus from Bellingham. Diversified terrain for all skiers from novice to expert. Three ski tows, 1,030, 800 and 600 feet. Good snow near lodge for 6 or 7 months, with year-around skiing at higher elevations. Good trails and runs for experts to points Austin Pass, Mount Herman Saddle and Shuksan Arm. Best known course down Panorama Dome. Mount Baker Lodge has 23 rooms, all with bath. Dining room. Cabins nearby will accommodate about 225 persons. Cabins are leased for winter season. Heather Inn Dormitory will accommodate 260 persons. Cafeteria and ski shop in connection. Mount Baker Inn, 22 miles from Bellingham, provides rooms and dormitory sleeping accommodations. Further detailed information can be obtained by writing to the Mount Baker Lodge Company, or the Chamber of Commerce, Bellingham, Wash.

RAINIER NATIONAL PARK—Paradise Valley on slope of Mount Rainier, 74 miles from Tacoma, Wash., through Longmire entrance. Transportation by private car or Rainier National Park Company busses, by advance arrangements only. Fine snow usually found at Paradise and adjacent terrain from November through May. Higher elevation offers some of the finest spring skiing on granular snow and provides unique snow for summer enthusiasts, making Rainier National Park a year-around mecca. One short tow for public at Paradise op-

Fourteen

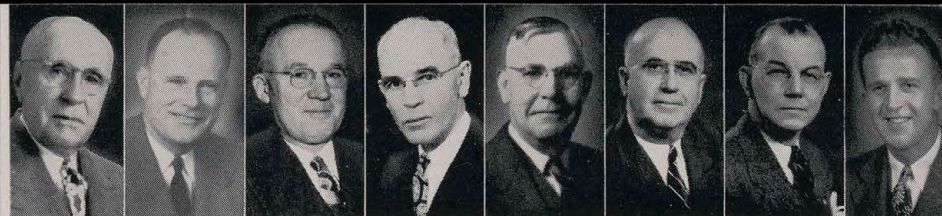
erated by Ski Lifts, Inc. Scenic trails to other points such as Panorama Point, Sugar Loaf and Camp Muir high on the side of Mount Rainier. Area offers some of the most diversified and beautiful terrain in the world. Paradise Lodge is open continuously from December 26 through April 26. Meals available during the week and week ends. National Park Service Dormitory at Paradise Valley open week ends and during holiday periods only. National Park Inn, Longmire, has facilities for accommodating 35 persons; cottage rooms, hotel service and restaurant available. Further detailed information can be obtained by writing to Rainier National Park Company, Tacoma, Wash.

OLYMPIC NATIONAL PARK—Deer Park located in the northeast corner of Olympic National Park. Elevation 5,400 feet. Dry powder snow most of the season. The ski center is 24 miles from Port Angeles and 46 miles west of the ferry landing at Port Ludlow. Ski lodge at Deer Park includes dormitory facilities and meals for 45 persons. Ski lifts operate on week ends. Further information can be obtained by writing the Superintendent, Olympic National Park, Deer Park, Wash.

SNOQUALMIE PASS—50 miles east of Seattle in Snoqualmie National Forest. Elevation 3,004 feet. Principal terrain at summit provides light slopes for beginners and steeper hills for intermediate skiers. Six lifts are available at summit, 1,200, 1,000, 700, 2 of 600, and 1 of 400 feet. Forest Service provides warming lodge and waxing room. Summit Inn has dining room and ski shop in connection. Highway Department maintains excellent rest rooms. Overnight accommodations at Keechelus Inn and Sunset Inn, east of

(Continued on page 16)

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN



Engel Loughney Levitte Peterson Christopherson Ramsey Elsing Osterbeck

GN Freight Traffic Appointments

Retirement of F. P. Engel, Great Northern's general agent at Cleveland, Ohio, and appointment of F. J. Loughney of Wenatchee, Wash., to succeed him is announced by the railway's traffic department in St. Paul, Minn.

Also announced is the retirement of C. N. Christopherson, general agent at Bellingham, Wash., and appointment of R. C. Ramsey, traveling freight agent at Spokane, as his successor.

Mr. Engel, who has been general agent at Cleveland since 1920, started his service with Great Northern as traveling freight agent at Pittsburgh in 1906.

Mr. Loughney, with the railway since 1923, served at Tacoma and Seattle before going to Wenatchee in April, 1947. He was city freight agent in Seattle for six years prior to his transfer to Wenatchee.

Also announced is the appointment of L. G. Levitte, traveling freight and passenger agent at Lewistown, Mont., since 1937, to succeed Mr. Loughney as general agent at Wenatchee. Mr. Levitte began employment with the company at Great Falls, Mont., in 1918. R. L. Peterson, city freight agent at Great Falls, Mont., since 1940, succeeds Mr. Levitte as traveling freight and passenger agent at Lewistown. Mr. Peterson has been with Great Northern since 1913.

Mr. Christopherson, who joined Great Northern in 1913, has been general agent at Bellingham since 1938. He was city freight and passenger agent at Vancouver, Wash., and traveling freight agent there before going to Klamath Falls, Oregon, as general agent, in 1927, where he was stationed until his transfer to Bellingham.

Mr. Ramsey began employment with the railway as a clerk in the general agent's office at Spokane in 1914. He served as chief clerk there from 1916 to 1920, when he became traveling freight agent. M. W. Elsing, city freight agent at Spokane since 1943, succeeds Mr. Ramsey as traveling freight agent. He joined the railway in 1927.

H. K. Osterbeck, chief clerk in the railway's general agent's office at Detroit, Michigan, since 1936, has been appointed traveling freight agent at Milwaukee, Wisc. Prior to joining Great Northern in 1936, Mr. Osterbeck was clerk and city freight agent for the New York Central at Detroit.

Rail Travel Service

Individual series Rail Travel Cards for 1947 have been extended for use in 1948. Series "A" cards do not bear an expiration date and will be honored during 1948.

Fifteen

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WINTER WONDERLAND

(Continued from page 14)

summit. There are small tows and ski lifts at these Inns. Further detailed information can be obtained by writing the Seattle Chamber of Commerce, Seattle, Wash.

MOUNT HOOD NATIONAL FOREST—Timberline Lodge, the million dollar hostelry 6,000 feet up the slopes of Oregon's famous Mount Hood, is located approximately 65 miles from Portland. More chairs have been added to the mile-long chair lift, three tows are in operation and the Snow Cruisers are used for towing skiers outside the range of the lift and tows. One of the biggest races of the year, The Golden Rose, is held the second week in June each year, during Portland's Rose Festival week. Accommodations are available at Timberline Lodge or at cabins and resorts located at Government Dam, 7 miles below the lodge.

One of the many reasons Mount Hood is so popular is the wide open slopes that even a beginner can handle. The "Magic Mile" run that begins at the top of the chair lift and drops one thousand feet can be made the "Magic" two or three mile run for those who would rather take their runs a little slower.

For those who prefer trail running, Timberline denies them nothing. Ranging from wide swathes cut through the forest with plenty of turning room for the less experienced skier, to the narrower, fast, twisting runs for the expert, five trails begin at the Lodge and end up three miles below at Government Camp. Here, busses wait to return the skiers to the Lodge for another run. Those with strong skiing legs start at the 9,500-foot level of Crater Rock and ski down to Government Camp, a seven mile run with a drop

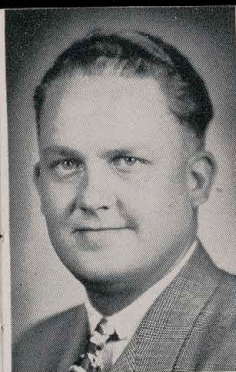
Sixteen

of over 5,000 feet. Further detailed information can be obtained by writing Portland Chamber of Commerce, Portland, Oregon.

STEVENS PASS—located at summit of Cascade Mountain range, about 60 miles from Wenatchee, Wash., 70 miles east of Everett and 40 miles west of Leavenworth. The skiing area, at an elevation of 4,061 feet, offers four major ski slopes and a great variety of other slopes for all types of skiers. Snow conditions in the area are considered excellent. Six rope tows, varying in length from 300 to 500 feet, with several designed especially for beginners and intermediate skiers, and a T-bar lift, an aerial escalator almost a mile in length, carry the skiers to their favorite hills. Stevens Pass Ski Lodge can provide sleeping accommodations for 70 persons. All reservations are handled by mail and should be addressed to Roy Weckwerth, Manager, Stevens Pass Lodge, Star Route, Leavenworth, Wash. The Lodge serves lunches and Sunday morning breakfast, with Summit Inn near by serving meals at all hours. Ski equipment may be purchased or rented at Ski-Shop in the Lodge. There are 7 cabins in connection with Summit Inn accommodating from 4 to 6 persons each. For reservations write Jesse Madux, Summit Inn, Star Route, Leavenworth, Wash. The Pacific Northwest Ski Association is sponsoring a tournament every two weeks for Class B and Class C and for Junior skiers off Barrier Ridge on a set course for the 1947-48 season. Future plans for Stevens Pass include the construction of a new inn with chalet type sleeping quarters.

LEAVENWORTH, WASHINGTON—Ski area located at the base of the eastern slopes of the Cascades in Wenatchee National Forest, one mile

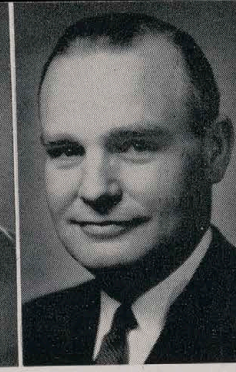
(Continued on page 18)



Knos



Biesterfeldt



Sundberg



Tierney

Passenger and Transportation Club Elections

The Passenger Club of New Orleans at its annual meeting held at the New Orleans Athletic Club in December, elected Russell T. Martin, New York Central System, president; Marcel J. Bertin, MK&T Railroad, vice-president and Eldon J. Weiskopf, T&P-MP Lines, secretary-treasurer, for 1948.

Elected to the Advisory Board were Carlos J. Indest, T&P-MP Lines, chairman; A. E. Jackson, L&N RR.; R. R. Penney, RI RR.; Lester Muller, KCS Lines; Joseph Wedemeyer, Santa Fe RR., and E. W. Burnett, Erie RR. Installation of officers will be held at the annual banquet in January.

The Southern California Passenger Association at its annual election party held at the Elk's Club in Los Angeles, on December 9, elected Ray Kluseman, DPA., MP Lines, president; Doug Seaman, DPA, Pennsylvania RR., first vice-president; Harry Fehner, Santa Fe RR., second vice-president and Claude Mathews, SP Lines, secretary-treasurer. Elected to the Board of Governors were Harold Weeks, CPA, Canadian National Rys., chairman; O. V. Howard, DF&PA., D&GW Ry.;

Roy Baumruker, CPA., Pennsylvania RR.; Frank Hanniver, Mgr., Cunard Lines and George Couch, SP Lines.

At an election of officers for the Buffalo Transportation Club, held at the Elks' Club in Buffalo, N. Y., on December 10, Malcolm A. Knos, Great Northern's general agent at Buffalo; Harry F. Rose, Canadian National; James L. Rick, Associated Transport; John K. Ryan, Remington Rand; Jack Collins, P. J. Garvey Carting & Storage and U. C. Fischer, Dunlop Fire & Rubber, were chosen directors for the year 1948.

The Minneapolis Passenger Traffic Club at its annual election of officers, held on December 10, chose, H. J. Biesterfeldt, DPA., IC Railway, president; J. B. Nugent, GAPD., Canadian National Railways, vice-president; A. E. Born, DPA., Canada SS Lines, treasurer, and Jas. L. Wiggins, PR., C&EIRy., secretary, for 1948. N. E. Ambli, PR., Milwaukee RR. and T. B. Dove, NWPA., B&O RR., were elected to the Executive Committee.

The Passenger Club of San Francisco at its recent annual meeting elected Carl J. Sundberg, general

(Continued on page 21)

Seventeen

**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

WINTER WONDERLAND

(Continued from page 16)

north of the city of Leavenworth and about 25 miles from Wenatchee. Offers good skiing terrain and three excellent jumps; one ski-tow and three short slalom runs.

Winter snows vary up to 5 feet over a period from January 1 to March 15. Jumping hills for A, B and C class skiers and for the amateur skier. The Class A jumping hill, developed by the Leavenworth Ski Club, is one of the finest in the country and is modeled after the famous Lake Placid Hill in New York. A new tow has recently been installed. The U. S. Forest Service maintains a warming hut for public use. Meals and lunches served during ski season. There are no overnight accommodations in skiing area. Limited accommodations are available in Leavenworth. Further detailed information can be obtained by writing to the Leavenworth Ski Club, Leavenworth, Wash.

LAKE WENATCHEE—in North Central Washington. A popular summer resort area which is being developed as a winter sports playground. Pole Ridge, as the skiing area is called, is on the north shore of Lake Wenatchee, one-half mile from the main road at the south end of the lake, approximately 50 miles from the city of Wenatchee. A new 940-foot ski lift rising to 700 feet with three tows is ready for skiers this winter. Snowfall in the area averages three to seven feet from December 1 to March 15. Further detailed information can be obtained by writing to the Wenatchee Chamber of Commerce, Wenatchee, Wash.

Eighteen

Other skiing locations in North Central Washington are near the city of Waterville where there is a good natural hill with several gentle slopes, and one or two ski tows are in operation. At Brief, in the Entiat Valley, there is a tow and good skiing. Excellent skiing can be had near Winthrop in the Methow Valley where several tows are in operation and at the Loup-Loup Summit, a few miles east of Twisp, Wash., where an 1,800-foot tow is in operation in a good skiing location. These areas are served by busses on convenient daily schedules from Wenatchee. Further detailed information can be obtained by writing to the Wenatchee Chamber of Commerce, Wenatchee, Wash.

CALIFORNIA—Lassen Volcanic, Yosemite, Sequoia and King's Canyon are some of the National Park areas in California affording good skiing. Rope tows and ski lifts, with limited sleeping accommodations and meals, are available in some of the winter sports areas. Tobogganing and ice skating are also available in most of the areas. Further information about skiing and accommodations in Pacific Coast National Parks can be obtained by writing to O. A. Tomlinson, Regional Director, National Park Service, 601 Sheldon Building, San Francisco 5, California.

The February number of The Great Northern Goat will feature winter sports in the Mount Spokane area, Whitefish, Montana, the Pend Oreille area in Idaho and other skiing regions in Great Northern Railway territory.



Red River Valley farmers inspect feed lot equipment near Chinook, Montana.

Montana farmers saw lambs and feeding practices near Fargo, N. D.

North Dakota-Minnesota delegation to Western Beet Growers Meeting inspect cattle on feed near Sidney, Montana.



Neighborly Visits Prove Profitable to Farmers

Farmers in the Red River Valley and their neighbors in Montana paid each other visits during November and December of 1947 for study and observation of farming and livestock feeding operations "away from home".

A group of 52 Red River Valley sugar-beet growers, traveling on Great Northern's Oriental Limited, attended the annual meeting of the Western Beet Growers Association held at Havre, Montana, in November, where they participated in talks and discussions on sugar-beet legislation, mechanization of beet production, utilization of beet-tops and

beet-pulp in livestock fattening and other subjects of interest to sugar-beet growers.

The group visited the expanded and improved sugar factory of the Utah-Idaho Sugar Company at Chinook, Mont., where they viewed a newly completed beet pulp drying plant in operation which makes it possible for farmers throughout the factory district to use beet-pulp as a livestock feed.

Several farms in the Milk River Valley were visited and on the return trip the group spent one day in the vicinity of Fairview and Sidney,

(Continued on page 20)

Nineteen

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**



Wilson

Farrell

Sam Farrell Appointed GN Assistant General Passenger Agent

Resignation of W. A. Wilson, as Great Northern's assistant general passenger agent, with headquarters in St. Paul, and appointment of S. M. Farrell of Chicago to succeed him, is announced by V. J. Kenny, passenger traffic manager.

Mr. Wilson, who is leaving the railway because of ill health, has held this position since 1927. He joined the company as a telephone operator at St. Cloud, Minn., in 1912 and from 1917 to 1927 was at Duluth, Minn., as operator-stenographer, ticket seller, city passenger agent and district passenger agent.

Mr. Farrell has been with Great Northern in Chicago as traveling passenger agent, assistant general agent, district passenger agent and, since January, 1946, general agent passenger department.

By improving the present method of attaching rails to cross-ties, now being studied, railroads hope to increase the life of cross-ties, which is now about 25 years, by approximately 15 years.

Twenty

NEIGHBORLY VISITS

(Continued from page 19)

Mont., where they exchanged experiences with Montana farmers on sugar-beet harvesting, lamb and cattle fattening and other subjects of mutual interest. Participation of the Havre Association of Commerce and businessmen of Sidney and Williston helped make the trip successful.

In December, 45 farmers, ranchers, county extension agents and businessmen from Great Falls, Fairfield, Chinook, Harlem, Havre, Malta, Glasgow and Sidney, aboard Great Northern's Oriental Limited, visited Fargo, where they met with a group of businessmen and livestock feeders. They inspected lamb feeding in the Fargo area, studied lamb grading and slaughtering operations at West Fargo.

The Montana group found a number of improved methods in use for fattening lambs and observed lamb carcasses in the Armour & Company plant at West Fargo, illustrating the difference between well finished fat lambs and those only partially fattened.

These neighborly visits are examples of how modern and progressive farmers travel to learn new and improved methods to make their operations at home more efficient and profitable. Farmers and ranchers in Great Northern territory are well known for their activities in this particular type of agricultural education.

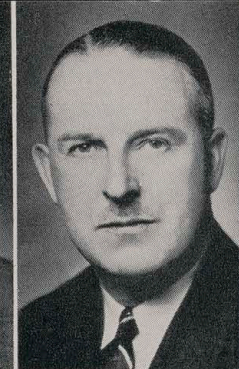
The average capacity of freight cars used by American railroads is now 51-3/10 tons, there having been a constant increase in capacity each year since 1902 when it was only 28-1/10 tons.



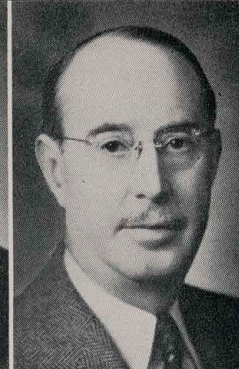
Holmes



Orchard



Clark



Herbert

GN Passenger Traffic Appointments

Appointment of Percy G. Holmes to the newly created position of assistant to the passenger traffic manager of Great Northern Railway, is announced by V. J. Kenny, passenger traffic manager.

Also announced by N. D. Keller, the railway's general passenger agent at Seattle, is the promotion of T. K. Orchard to the position of general agent passenger department at Seattle, advancement of Harry Clark to general agent passenger department at Vancouver, B. C., and Frank P. Herbert to general agent passenger department at Tacoma, Wash.

Mr. Holmes, district passenger agent since 1940, with headquarters in St. Paul, began employment with the Great Northern in 1911, as agent at Auburn, N. D. He was cashier at Moorhead, Minn., and agent at Edmore, Lawton and Brocket, all in North Dakota, prior to becoming ticket agent at Grand Forks in 1927. He came to St. Paul as traveling passenger agent in 1928.

Mr. Orchard, who has been district passenger agent at Seattle since 1940, joined Great Northern there in 1934.

He had previously been at King Street Station in Seattle, where he began service in 1923. He was made Great Northern assistant city passenger agent in 1934, and traveling passenger agent in 1936.

Mr. Clark has been Great Northern city passenger and ticket agent at Vancouver, B. C., since 1935. He began employment with the railway in 1928, as clerk at Victoria, B. C., and in 1931 became agent at Victoria, serving there until going to Vancouver.

Mr. Herbert began employment with the Great Northern in 1909, and has been city passenger agent at Tacoma since 1920.

PASSENGER CLUB ELECTIONS

(Continued from page 17)

manager, California Parlor Car Tours, president; Joseph L. Tierney, GN's city passenger agent, first vice-president; James Hubbard, retired, American Express Co., second vice-president; William P. Morton, city passenger agent, Milwaukee RR., third vice-president, and Robert Simmons, Canadian National Railway, secretary-treasurer.

Twenty-One

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**

TRAIN SCHEDULE CHANGES

(Continued from page 10)

Train No. 238 now leaves Great Falls 9:00 AM; Fort Benton 9:58 AM; Big Sandy 11:00 AM; arrives Havre 11:45 AM.

Train No. 237 leaves Havre 1:15 PM; Big Sandy 1:58 PM; Fort Benton 2:58 PM; arrives Great Falls 4:00 PM.

Train No. 235 stops on flag at Virgelle 9:30 AM; Chappell 9:58 AM. No other changes.

Trains Nos. 371-372 now operate as a mixed train between Williston and Opheim carrying a coach for passengers but do not handle mail or express between Williston and Scooby.

Train 27 now leaves Havre daily at 3:30 am.; Cut Bank 7:20 am.; arriving Whitefish 11:25 am.; leave Whitefish 11:30 am.; arrive Troy 3:05 pm., Mountain Time; leave Troy 2:10 pm., Pacific Time; arrive Spokane 6:20 pm.

Train 28 now leaves Spokane 10:00 pm.; arrive Troy 2:10 pm., Pacific Time; leave Troy 3:15 pm., Mountain Time; arrive Whitefish 7:10 pm.; leave Whitefish 7:25 pm.; leave Cut Bank 11:40 pm.; arrive Havre 3:35 am. Corresponding changes at intermediate points between Havre and Spokane.

Trains 261 and 262 between Havre and Shelby have been discontinued. Intermediate stations between Havre and Shelby are now served by trains 27 and 28, on following schedules:

No. 27 Daily

3:30 am	Lv.....	Havre	Ar.....
.....	Lv.....	Burnham	Lv.....
.....	Lv.....	Fresno	Lv.....
f4:02 am	Lv.....	Kremlin	Lv.....
f4:19 am	Lv.....	Gildford	Lv.....
f4:30 am	Lv.....	Hingham	Lv.....
f4:41 am	Lv.....	Rudyard	Lv.....
f4:52 am	Lv.....	Inverness	Lv.....
f4:58 am	Lv.....	Joplin	Lv.....
5:15 am	Lv.....	Chester	Lv.....
f5:36 am	Lv.....	Lothair	Lv.....
f5:46 am	Lv.....	Galata	Lv.....
f5:57 am	Lv.....	Devon	Lv.....
f6:11 am	Lv.....	Dunkirk	Lv.....
6:35 am	Lv.....	Shelby	Lv.....

No. 28 Daily

3:35 am	Ar.....
f3:17 am	Lv.....
f3:08 am	Lv.....
f2:59 am	Lv.....
f2:43 am	Lv.....
f2:31 am	Lv.....
f2:19 am	Lv.....
f2:07 am	Lv.....
f2:00 am	Lv.....
1:42 am	Lv.....
f1:19 am	Lv.....
f1:07 am	Lv.....
f12:55 am	Lv.....
f12:40 am	Lv.....
12:25 am	Lv.....

Lake Pend Oreille Fishing Derby

Three hundred and sixty-six rainbows, ranging in weight from two to 37 pounds, were entered for awards during the 1947 Kamloops rainbow trout fishing season at North Idaho's big Lake Pend Oreille. Their gross weight was 8,165 pounds for an average of 22½ pounds per fish.

To insure a continuing supply of the gamy rainbows for anglers, the Idaho State Fish & Game Department inaugurated a substantial planting program in 1947. In addition to heavier plantings, the Kamloops supply in the big lake is augmented by natural propagation.

Twenty-Two

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN



Lounging space for 27 passengers.

For rest, relaxation and refreshments.



New Empire Builder Observation-Lounge Cars

Artistic use of designs, decorations and colors, characteristic of the country Great Northern's new streamlined Empire Builder traverses, is made throughout this first modern transcontinental train.

The last car on the Empire Builder, the luxurious observation-lounge, provides lounging space for 27 passengers, a modern drawing room and two bedrooms accommodating 7 persons.

Artcraft designs of the Blackfoot Indians are used as the color scheme of the observation-lounge car. Full-

color reproductions of Winold Reiss' famous paintings of Blackfoot braves are used to embellish the car's pier panels. Their dominant colors are repeated in furniture, fittings, curtains and carpets.

A reproduction of a painting by the late Charlie Russell, celebrated artist of Montana, decorates the bulkhead.

In this delightful atmosphere passengers can visit, watch scenery through clear vision windows, read, play cards, write letters at convenient desks and order refreshments from the car's well-stocked buffet.

Twenty-Three

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

GREAT! Duplex-Roomettes on the New Empire Builder



ONLY 10% MORE THAN
LOWER BERTH for the
luxury of your own room on
the Empire Builder. (A) Priv-

ate office when work can't wait.
(B) Restful seats. (C) Wide
view windows. Meals in room
or, by reservation, in diner.



DAYTIME CONVENIENCE

(D) Heat, light, air controls.
(E) Ice water on tap. Generous
mirrors. Shaver outlet.



NIGHTTIME COMFORT

(F) Roomy bed. Always, superb
service, down to (G) choice of
soft or firm pillows!

GREAT NORTHERN'S GREATEST TRAIN

No Extra Fare - Every Day Each Way

BETWEEN CHICAGO SEATTLE-PORTLAND AND SPOKANE VIA ST. PAUL-MINNEAPOLIS

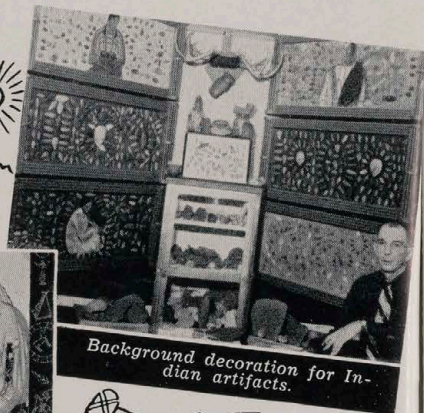
the
GREAT NORTHERN GOAT



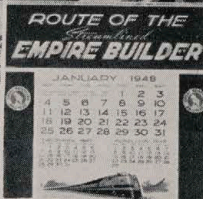
**FEBRUARY
1948**

GN INDIAN CALENDAR

PORTRAITS USED FOR MANY PURPOSES



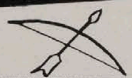
Background decoration for Indian artifacts.



GN 1948 Indian calendar.



Seattle PI artists caricature staff members.



Cozy coffee nook in Seattle rug store.



A popular Seattle "coffee" rendezvous.



"Dancing Boy" traveled to far-off China.



GN Indian Calendars Present Colorful Portraits of Blackfeet Braves

Glamour girls, wild-life, and scenic beauty are subjects for the majority of calendar illustrations printed in recent years. They come in with each new year filled with eye-catching appeal but when December rolls around eager hands reach out to snatch these antique images from the wall.

Such is not the unhappy fate of the true-to-life pictures of Blackfeet Indians featured on Great Northern Railway calendars since 1933. These colorful portraits by Winold Reiss, celebrated painter of North American Indians, serve many a purpose other than as an annual calendar for decoration and collectors. Some even find their way to distant lands around the world.

Paul Chin, one of six young Chinese engineers, sent by his government to the U. S. in 1945, to study American railroading, saw one of Great Northern's Indian calendars while stationed at the railway's headquarters in St. Paul. He was so fascinated with the portraits he sent one to his family in China. That started Paul collecting Great Northern Indian calendars and many of his friends in China now are doing likewise. A recent photograph sent by Chin to one of his Great Northern acquaintances shows several of the Indian portraits displayed on the walls of his home in Peiping. What must old "Sundance" think as he sits in far-off China wondering what goes on with his paleface brethren!

In Seattle, Washington, Frank L. Pitzer's rug establishment has a cozy coffee nook named "The Indian Room" where salesmen and rug manufacturers from all parts of the country gather for hot, steaming

java. Daily callers have individual cups with their names inscribed on them. Somberly looking-on this informal business scene are many framed portraits of Blackfeet Indians taken from Great Northern calendars.

The Byles-Coleman Lumber Company, Omak, Washington, solved an office decorating problem by letting Great Northern do the job. They simply framed the pictures from the Indian calendars and hung them on the walls which gives the offices a colorful, primitive touch.

In the art department of the Seattle Post-Intelligencer the Indian calendars are given an entirely different twist. The artists after carefully working over such Indian faces as "Dancing Boy", "Julia-Wades-In-The-Water" and "Chief Wades-In-The-Water", create resemblances of various members of the staff. Whoever thought "Chief Wades-In-The-Water" and some of his friends would turn into newspapermen!

Down Texas way, Cotton Belt Brakeman J. N. Hewitt of Tyler, casts the calendar Indians in a hobby role. Hewitt collects Indian pottery, battle-axes, tomahawks, and arrow-heads. He uses the GN Indian portraits for background color on his mounting boards. Hewitt is a lover of Indian history and very well informed on the lives and habits of the Redmen who live in his part of the country.

Who are some of the copper skinned natives that have adorned GN calendars? In 1942, it was "Sundance", an old warrior whose life has covered the span from buffalo herds to the development of

(Continued on page 18)

Three

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



VOL. 18 February, 1948 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.

What They're Saying About The Empire Builder

"I wish to compliment your railroad. Your trains, 'The Empire Builder' and 'The Oriental Limited' are tops in their class. The Empire Builder needs no praise. It is the train of the world. The Oriental Limited has atmosphere and very courteous service.

For the past four years I have been crossing the country twice a year, first to prep school and now to college, from Vancouver, B. C., to the East Coast. May you have great success in the future."

Rhys Williams
Canton, New York

Four

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

First Anniversary

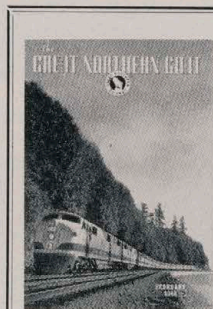
The streamlined Empire Builder fleet, which will complete a full year's operation on February 22, thus far has turned in a 98-percent-on-time terminal arrival performance.

The diesel-powered-five-train fleet will have traveled 1,300,487 miles between Chicago and Seattle-Portland during the year.

Great Northern traffic records show that 152,045 revenue passengers were carried on the Empire Builders during the first 11 months of operation.

The 7-million-dollar streamliners, which still are the only completely new transcontinental trains between Chicago and the Pacific Northwest, operate on a 45-hour daily schedule for the 2,211-mile run.

The Empire Builders are operated by Burlington Lines between Chicago and St. Paul-Minneapolis, and Great Northern between the Twin Cities and Seattle. Two cars of the westbound Empire Builders are transferred to the Spokane, Portland & Seattle Railway at Spokane, for Portland, and rejoin the streamliners at Spokane on the eastbound run.



The Goat's Cover

The streamlined Empire Builder along Puget Sound between Seattle and Everett, Washington.



Attending the GN luncheon for visiting snow queens during the recent St. Paul Winter Carnival were, left to right, V. P. Turnburke, vice president, executive department, Great Northern Ry.; Darlene Rose DeCory, snow queen from Aberdeen, S. D.; Great Northern's princess, Virginia Horswell; H. E. Schell, lord high chamberlain of the Winter Carnival association, and C. E. Finley, Great Northern vice president of traffic. Saint Paul Pioneer Press Photo.

GN Cities Represented at St. Paul Winter Carnival

Visiting Snow Queens and Fire Queens participating in the 1948 St. Paul Winter Carnival from 100 Northwest cities and towns were guests of Great Northern Railway at noon luncheons at the Hotel Saint Paul during carnival week. Entertainment at the luncheons included music by the Great Northern girls'

vocal sextet, under the direction of Miss Ethel Anderson, and baton twirling exhibitions by Miss Jeanne Tester, Great Northern drum and bugle corps majorette and winner of many carnival and Minneapolis Aquatennial majorette contests.

(Continued on page 6)

Five

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**

GN Passenger Train Schedule Changes

The westbound Empire Builder, Great Northern train No. 1, now leaves Spokane at 11:59 pm., instead of 12:01 am. There is no change in the arrival time of train No. 1 at Spokane, which is 11:30 pm., nor in the departure time of SP&S train No. 1, the Empire Builder, to Portland which leaves Spokane at 12:06 am.

The eastbound Empire Builder, Great Northern train No. 2, now leaves Ephrata at 8:35 pm. instead of 8:38 pm.

Running time of the eastbound Oriental Limited, Great Northern train No. 4, between Seattle and Minneapolis-St. Paul, has been reduced 50 minutes. Train No. 4 leaves Spokane at 7:30 am, same as heretofore, arriving Minneapolis at 10:00 pm., St. Paul at 10:30 pm., providing connections with trains to or via Kansas City and Omaha.

The eastbound Burlington Lines operated Oriental Limited leaves Minneapolis at 10:05 pm., St. Paul at 11:15 pm., 30 minutes earlier than heretofore, arriving Chicago at 8:45 am.

The changes in passenger train schedules affect many points between Spokane and the Twin Cities, and connecting Great Northern trains, too numerous to detail in The Goat. Full information can be obtained by writing to the Passenger Traffic Department, Great Northern Railway, St. Paul 1, Minnesota, or your nearest Great Northern Railway passenger representative.

Six

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

WINTER CARNIVAL

(Continued from page 5)

Snow Queens attending the luncheons from Great Northern cities and towns were, Darlene Rose DeCory, Aberdeen, S. D.; Esther Lee Holt, Alexandria, Minn.; Alice Larson, Anoka, Minn.; Ardis Jennie, Bemidji, Minn.; Rosita Ellingson, Crookston, Minn.; Bonny Lou Jones, Duluth, Minn.; Corene Billings, Fargo, N. D.; Joyce Hagge, Fergus Falls, Minn.; Ilene Graff, Grand Forks, N. D.; Nancy Jo Jenkins, Hibbing, Minn.; Patty McLane, Minneapolis Aquatennial Queen; Joyce Rosenberger, St. Cloud, Minn.; Joyce Bannister, Seattle, Wash.; Carol Jean Quinn, Sioux Falls, S. D.; Elizabeth Dwyer, Virginia, Minn.; Joan Hathaway, Willmar, Minn.; Sheila Smith, Winnipeg, Manitoba.

Fire Queen guests were, Corrine Spoonheim, daughter of T. L. Spoonheim, Great Northern's agent, Breckenridge, Minn.; Eleanor Crosby, Cavalier, N. D.; Joan Onkka, Cokato, Minn.; Beverly Sell, Delano, Minn.; Mildred Hackenmueller, Elk River, Minn.; Glennis Reid, Hinckley, Minn.; Doris Lorence, Hutchinson, Minn.; Irene Anderson, Litchfield, Minn.; Janet Jensen, Long Prairie, Minn.; Florence Kluempke, Melrose, Minn.; Gladys Johnson, Milaca, Minn.; Beverly Conlin, Monticello, Minn.; Jean Kellenberger, Morris, Minn.; Darlene Flynn, Osakis, Minn.; Ramona Brick, Paynesville, Minn.; Catherine Duchscher, Rugby, N. D.; Patti Chase, Walker, Minn.; who was crowned Fire Queen of the carnival.

Among the guests at the luncheon for the Fire Queens were Mr. and Mrs. Douglass C. Welch of Seattle. Mr. Welch is a special writer for the Seattle Post-Intelligencer and is nationally known as the writer of the Digby stories published in the Saturday Evening Post.



Goat

GLEANINGS

San Francisco will be the mecca for hundreds of thousands of visitors between October 9 and 24, when the famous Portola Festival and Pageant is revived in the city by the Golden Gate.

* * *

Minnesota will launch its biggest promotion in 1949, when the state will celebrate its 100th birthday. Each of Minnesota's 87 counties will play a major part in celebrating the event.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during January, 1948, are, Peter B. Foley, district claim agent, Great Falls, Mont.; Theobald Matthews, engineer, Wenatchee, Wash.; Henry Wagner, section foreman, Van Nuys, Calif.; George G. Hunt, agent-operator, Nelson, Minn.; Marion White, chief clerk, REA., Everett, Wash.; Walter N. Elliott, trainmaster, Spokane, Wash.; Louis H. Warnholtz, car inspector, Sioux City, Iowa; William H. Hall, agent, Seattle, Wash.; Floyd B. Greenough, engineer, Crookston, Minn.; Edward W. Zamzow, agent, Ada, Minn.

Members reported pensioned during January, 1948, are, Charles H. Hoffman, joint train baggageman, St. Paul, Minn.; Peter Erickson, engineer, Fargo, N. D.; Clarence N. Getz, machinist, Grand Forks, N. D.; Raymond J. Milner, machinist, Williston, N. D.; Benjamin F. Baker, agent,

Herman, Minn.; William L. Clift, attorney, Great Falls, Mont.; Otto Zarling, engineer, Breckenridge, Minn.; Nels P. Nelson, B&B foreman, Willmar, Minn.

* * *

Bemidji's Paul Bunyan Water Carnival will be held July 17-18 with the Aquatennial Canoe Derby to be staged on July 14.

* * *

Richard M. Einar, Sr., is now general agent for the Railway Express Agency, Inc., at Seattle, Wash., succeeding H. J. Shannon who has been transferred to New Orleans, as superintendent.

* * *

Global Travel Service has opened offices in the lobby of the Davenport Hotel, Spokane, Wash., under the management of James E. Corrigan. The bureau specializes in arranging details of business trips.

* * *

Each and every passenger and train crew member traveling east on Great Northern's Empire Builder during the month of January, was presented with a huge red Delicious Wenatchee apple, crisp and cold and ready to eat, by representatives of the Wenatchee Junior Chamber of Commerce who boarded the Empire Builder during its 10 minute stop in Wenatchee. Bags of apples were given to mothers with children and to servicemen aboard the train.

Seven

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



Powers

Whitacre

Petrick

Wallace

Clark

GN Freight Traffic Department

Appointment of John C. Powers of Duluth, Minn., as Great Northern Railway general agent at Wenatchee, Wash., is announced by R. P. Starr of Seattle, western traffic manager. He succeeds L. G. Levitte, who became general agent on January 1, but due to illness and at his own request has returned to Lewistown, Montana, as traveling freight and passenger agent.

Mr. Powers has been commercial agent for Great Northern at Duluth since 1946. He joined the railway in 1918 as stenographer in the freight traffic department in St. Paul, and in 1921 became clerk-stenographer in Duluth. He was named contracting freight agent in 1927, and traveling freight agent in 1937, serving in

the latter capacity until becoming commercial agent.

Four personnel changes in the freight traffic department are also announced by George F. Hardy, general freight traffic manager, St. Paul. E. C. Whitacre, traveling freight agent, Duluth, Minn., has been appointed commercial agent, Duluth, succeeding Mr. Powers. J. W. Petrick, commercial agent, Superior, Wisc., succeeds Mr. Whitacre as traveling freight agent, Duluth. J. P. Wallace, city freight agent, Fargo, N. D., succeeds Mr. Petrick as commercial agent, Superior, Wisc., and Victor Z. Clark, rate clerk in Great Northern's freight traffic department, Helena, Montana, succeeds Mr. Wallace as city freight agent, Fargo, N. D.

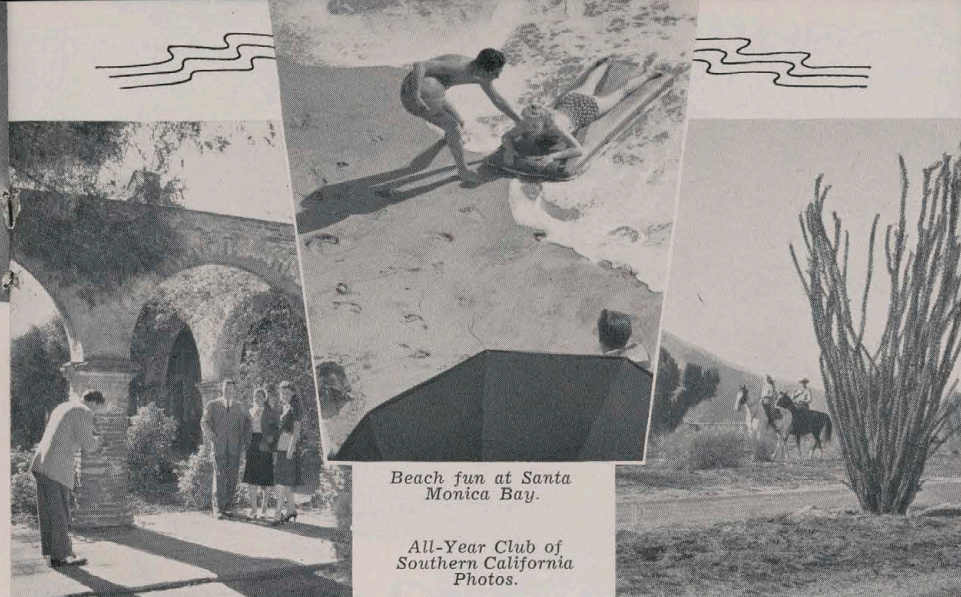
America's Freedom Train

The gleaming red, white and blue Freedom Train is scheduled to begin its tour in Great Northern Railway territory on April 1, when it will be on exhibition at Tacoma. The train, carrying more than one hundred of the nation's priceless historic documents such as the Bill of Rights, the Declaration of Independence and an

Eight

early draft of the United States Constitution, will be at Seattle, April 2, Wenatchee, April 3, Spokane, April 4, Butte, Montana, April 8, Helena, April 9, Great Falls, April 10 and Billings, April 11. Additional schedule information in Great Northern territory will be published in the March number of the Goat.

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN



San Juan Capistrano Mission, where orange groves dip down to the sea in Orange County.

Beach fun at Santa Monica Bay.

All-Year Club of Southern California Photos.

The Ocotillo grows in picturesque wand-like forests in Imperial Valley of Southern California.

California's Four Vacation Seasons

Ocean, desert, mountains, valleys . . . only in Southern California do you find them all with a favorite recreational season and each with its own beauty, its own interesting activities.

In spring the landscape is fresh and green. There are orange blossoms against a backdrop of snow-capped mountain peaks. It is wild flower time. It is a time to hunt or take long drives to such points of interest as the Santa Barbara Mission, the orchards of Beaumont and Banning and the sportsman's paradise that is the coast from Palos Verdes to Point Fermin.

Summer is a time for the mountains—hiking, driving, riding, sight-

seeing in San Bernardino mountains, the San Jacintos, the San Diego back country, among the big trees, waterfalls and meadows of the high Sierra.

It is also fiesta time—"Old Spanish Days" and "Semana Nautica" at Santa Barbara, "The Mission Play" at San Gabriel, "Symphonies Under the Stars" in the Hollywood Bowl, "Festival of the Arts" at Laguna Beach and "Tournament of Lights" at Newport-Balboa.

Fall is a good time to visit the old Missions, slumbering under that warm sun. This is the season of harvest, featuring Southern California's own unique brand of crop gatherings. Dates are ripening in the

(Continued on page 17)

Nine

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



Ski fields in Mount Spokane State Park, Washington, winter sports area.



Ski lift running up toward the summit and lodge at Mount Spokane.



Rime covered evergreens in Idaho's Pend Oreille area.



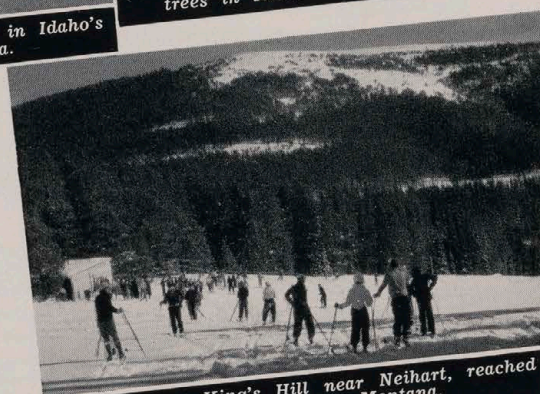
A slalom turn through ice covered trees in Idaho's Cabinet mountains.

Winter Wonderland

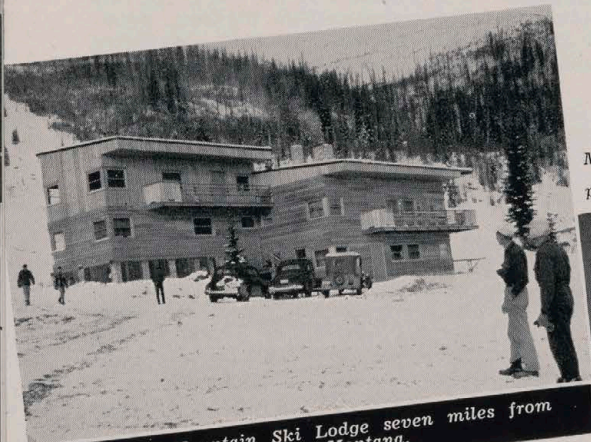
MOUNT SPOKANE

With more than 800 acres of open snowfields, a wide range of slopes and great variety of terrain to challenge their ability, skiers who have visited the Mount Spokane State Park area acclaim it one of the best winter sports playgrounds in the nation.

Extensive improvements have been made at Mount Spokane
(Continued on page 12)



Skiing on King's Hill near Neihart, reached from Armington, Montana.

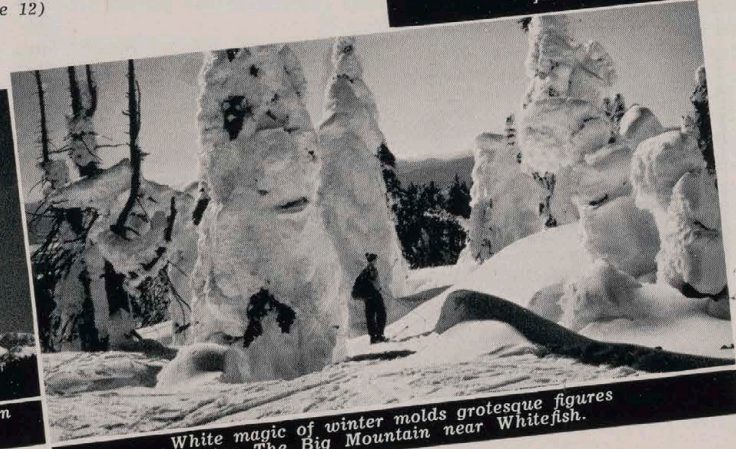


The Big Mountain Ski Lodge seven miles from Whitefish, Montana.

Big Mountain photos by Lacy, Whitefish, Montana.
Pend Oreille photos by Ross Hall, Sandpoint, Idaho.



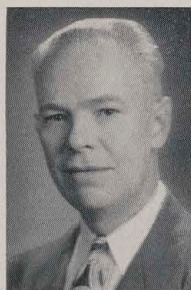
Open slopes on The Big Mountain in Montana provide excellent skiing.



White magic of winter molds grotesque figures atop The Big Mountain near Whitefish.



Appointment



Sandstrom

He was city passenger agent in the railway's San Francisco ticket office prior to his appointment as traveling passenger agent, Seattle, in April, 1943.

Twin Cities-Fargo Sleeping Car Service

The Standard sleeping car between St. Paul-Minneapolis and Moorhead-Fargo, the operation of which alternates between Great Northern and Northern Pacific every four months, is now operated by Northern Pacific on its trains Nos. 3 and 4.

There is no set out Twin Cities-Fargo sleeping car operated by Great Northern during this period. However, a standard sleeping car between St. Paul-Minneapolis and Grand Forks, N. D., is operated by Great Northern on its trains Nos. 29 and 10.

First-class tickets, one-way or round-trip, reading via Great Northern between St. Paul-Minneapolis and Moorhead-Fargo, and points beyond, will be honored by Northern Pacific in its Twin Cities-Fargo sleeping car.

Twelve

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN

WINTER WONDERLAND

(Continued from page 11)

during the last two years to facilitate winter sports activities.

Located 34 miles north of Spokane, Washington. Snow season from late November to well into April. Dry powder snow most of the time. Terrain suitable for downhill, slalom and cross-country skiing. Three large tows, including a new 3,300-foot chair lift. A downhill run of 1.6 miles with a drop of 2,600 feet. Several areas close by provide variety for skiers on the mountain.

A state-owned lodge of highest quality and maintenance, has coffee-shop and separate dormitories for men and women providing limited overnight accommodations over week ends only. Meals are available every day. Further detailed information can be obtained by writing to the Spokane Chamber of Commerce, Spokane, Washington.

THE BIG MOUNTAIN

With the Whitefish Lake Ski Club as host, The Big Mountain Ski area, Montana's first major ski development and what may in future years become the center of the biggest winter sports development in the Northwest, was formally and officially opened to the public on January 31.

Sponsored by Winter Sports, Inc., a corporation of the State of Montana, formed by local civic groups and individuals, has as its primary purpose the development of skiing facilities best suited to serve the area with both recreational and competitive skiing. The development represents an initial investment of approximately \$60,000. The planning and operation of The Big Mountain

(Continued on page 14)



Goat GAIETIES...

Dead End Sitter

More: "Well, honey, I must be going now. I hope I haven't bored you too much."

Girl: "Not at all. I was an undertaker's assistant once and I'm used to sitting up with the dead."

Fish To Fit Your Frying Pan

A young lady fishing off the pier in Florida caught a beautiful fish—and all the old fishermen gasped as she threw it back.

A few minutes later she caught another—even larger than the first. This fish she threw back also.

After half an hour she caught a very small fish. With a sigh of satisfaction she packed up her equipment and prepared to leave.

At this, one old fisherman could contain himself no longer.

"What kind of fishin' is that?" he demanded. "Throwing back the good fish and keepin' that there puny one?"

The young lady smiled at him sweetly. "I have a very small frying pan."

Evolution

Judge: "What's your profession?"

Witness: "Agricultural expert."

Judge: "What was your father?"

Witness: "A farmer."

Judge: "And your grandfather?"

Witness: "A peasant."

How True!

"Daddy, my teacher wants me to prove that the white man is superior to the Indian," said Johnny. "Can you help me?"

"Don't think so, son," replied Daddy. "When the white man took over the country the Indians were running it. There were no taxes. There was no debt. The women did all the work. How could they improve on a system like that?"

Wrong Way Work Up

Boss: You can't ask for a raise like that. You must work yourself up.

Employee: I did; I'm trembling all over.

Patience Please!

A pink elephant, a green rat and a yellow snake entered a cocktail bar.

"You're a little early, boys," said the bartender. He ain't here yet."

Bouncing Bulls Eyes

Rifle Instructor: "How come you got five bulls eyes? The range is 600 yards but your sights are set for 300 yards."

Mountaineer Rookie: "See that rock halfway down there? I'm bouncing them off that."

Down Is Up

Lady Shopper: Isn't that rather expensive for a pillow?

Clerk: Well, madam, down is up.

Thirteen

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
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ALL-NEW EMPIRE BUILDER**

WINTER WONDERLAND

(Continued from page 12)

project is under the supervision of George Prentice and Ed Schenck, both of whom are Montana skiers of many years experience.

The Big Mountain of the Whitefish Range rises from the shores of Whitefish Lake, 3,030 feet, to an elevation of 6,885 feet. From atop the mountain can be seen Montana's scenic Flathead Valley and many of the valley's nearby towns, the alpine mountains of Glacier National Park and the rugged peaks of Waterton Lakes Park in Canada. From mid-November to mid-May The Big Mountain is capped white with snow that averages six feet in depth, with conditions on its vast slopes and wide variety of trail terrain ideal for excellent skiing.

While the greater portion of the area is vast open snowfields, the lower slopes offer excellent trail skiing through wooded areas. The Big Mountain as now developed embraces not only the Hell Roaring ski slopes but a vast amount of new ski terrain. Spring skiing during late March, April and May is considered the finest in the state. Skiers of all grades of skill can find their choice of terrain.

Open slopes on The Big Mountain are, Whitefish Bowl, 3,300 feet long with a vertical drop of 1,050 feet; Kanonen Schuss, 2,700 feet long with a drop of 1,600 feet; Suntan Ridge, 4,000 feet long with a drop of 410 feet and Practice Slope, 800 feet long with a drop of 150 feet.

Trails are, The Big Ravine, 5,000 feet long with a vertical drop of 1,100 feet; The Slalom, one mile long with a drop of 1,600 feet; the Trail, 2½ miles long with a drop of 1,650 feet and Hell Roaring Downhill, 2 miles long with a drop of 2,645 feet. Satan's Descent, an excellent down-

hill run through an open slope and trail course, is 1½ miles long with a 2,085 foot vertical drop. It is the only ski area in the Pacific Northwest where all facilities are in daily operation, with night skiing every Wednesday and Friday.

A Constam T-Bar ski lift 3,220 feet long with a vertical rise of 1,024 feet takes skiers to the top of a shoulder of The Big Mountain. It has a capacity of approximately 300 people per hour and takes 6¼ minutes for the ride. Its erected cost is approximately \$30,000, and is the first to be installed in Montana. It is planned to install chairs for summer use of vacationists so that they may view the surrounding area from atop the mountain. Plans are also being made for further improvements next summer. Present slopes are to be smoothed and enlarged, new trails are to be cut and present trails improved. New beginners slopes with rope tows will also be added.

The Big Mountain Ski Lodge, located in the immediate vicinity of the parking area and the lower terminal of the T-Bar lift, provides warming space for skiers, meals and other facilities. A spacious lounge with a huge fire-place of native stone, three sides of solid windows looking out over the ski-slopes, a dining room and snack-bar, are located on the main floor of the lodge. A ski repairing, ski rental service, waxing, first-aid and rest rooms are located on the ground floor. The second floor is occupied by the Whitefish Lake Ski Club. It is planned to conduct a ski school with certified instructors for beginners, intermediate and advanced ski lessons.

The Big Mountain Ski Lodge is located 7 miles from Whitefish,

(Continued on page 16)



Inspecting choice potatoes are, left to right, W. J. Hickey, acting president of Saintpaulites, Inc.; T. F. Dixon, operations vice-president, Great Northern Railway; Queen Eleanor; Queen Virginia Horswell of the Great Northern Railway, and Ross A. Page of Cavalier, N. D., a director of the potato growers group.

Red River Valley Fire Queen

When Fire Queen Eleanor Crosby of Cavalier, N. D., stepped off a Great Northern train in St. Paul to participate in the 1948 St. Paul Winter Carnival, she brought with her 50 boxes of choice Red River Valley potatoes.

At a noon luncheon for visiting Fire Queens given by the Great Northern Railway at Hotel Saint

Paul, Queen Eleanor presented the potatoes, in behalf of the Red River Valley Potato Growers Association, to Saintpaulites, Inc., sponsors of the winter carnival. The latter group in turn distributed the potatoes to charitable institutions in St. Paul.

Queen Eleanor was sponsored by the Pembina County Memorial Hospital.

GN Portland Ticket Office

Great Northern's city ticket office in Portland, Oregon, is now located in the new Equitable Building at 607 Southwest Washington Street. The

telephone number of the new office is BEacon 7273, the same as it was in the old location.

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
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WINTER WONDERLAND

(Continued from page 14)

Montana, on Great Northern's main transcontinental line. Skiers can get from Whitefish to the lodge by taxi or private automobile. Lodging accommodations for skiers are available at lake resorts located on the shores of Whitefish Lake and at hotels in Whitefish. Accommodations are also available at nearby Kalispell, Columbia Falls, Belton and other towns in the Flathead Valley.

The National Downhill and Slalom championship races will be held in The Big Mountain ski area in March, 1949, over a course approximately 1½ miles long with a vertical drop of 2,200 feet.

Officers of Winter Sports, Inc., are George Prentice, president; Shirley Lincoln, vice-president; R. W. Brumwell, secretary-treasurer, and Ed Schenck, general manager.

Further detailed information about The Big Mountain ski area, accommodations, rates, etc., can be obtained by writing to the Whitefish Chamber of Commerce, Whitefish, Montana.

NORTHERN IDAHO

With deepening snows at higher elevations in the mountains of North Idaho, winter recreation areas are playing host to the largest crowds of skiers, snowshoe fans and other winter sports enthusiasts in history. The general season extends into April.

Largest and best known of North Idaho's ski areas is the Idaho Ski Club's Lookout Summit course on the Idaho-Montana divide at an elevation of 4,725 feet. Besides a U. S. Forest Service lodge which serves lunches on Wednesdays, Saturdays

and Sundays, the course's operating days, the club maintains two new gasoline-powered rope tows and one electric rope tow. Their total length is 2,400 feet with a vertical rise of 800 feet. Trails and the general area have been cleared to provide a variety of terrain suitable for the novice or expert. There are cross-country, and slalom courses and a downhill course approximately ¾ of a mile long.

In the Lake Pend Oreille region, Talache Lodge has reopened the U. S. Forest Service two and one-half mile long course on Butler mountain. Uphill transportation is provided by a ski-mobile. There are a number of cross-country trails in the area which afford excellent panoramic views of the lake, largest body of fresh water in the Pacific Northwest. The Lodge and course are located 12 miles from Sandpoint, Idaho, on Great Northern's main transcontinental line.

Roads are open all winter to these winter recreation areas, and accommodations for skiers are available either at the sites or at nearby towns.

Further detailed information concerning these areas may be obtained by writing the North Idaho Scenic-Land Association, Sandpoint, Idaho.

At Belton, Montana, on Great Northern's main line, the Glacier Ski club is operating two tows. Snow conditions are reported to be good on the slope and it offers facilities for beginners as well as advanced skiers.

There are numerous points along the Great Northern Railway where skiing, snow-shoeing and other winter sports are available on a limited scale.

"Hobo" Rides GN Trains

A "hobo" is now riding Great Northern trains and is not being tossed off for trespassing. In fact this special transient, making a long tour in behalf of the March of Dimes, is being welcomed and is a carefully shepherded guest over the railway's lines from Duluth westward to Spokane, Wash.

Three Southern Railway freight clerks at Birmingham, Alabama, conceived the idea of sending a "hobo basket" around the country to give traveling railroaders, notably train crews, opportunity to contribute to the March of Dimes.

Inside the covered basket are scrolls for contributors' signatures as the "hobo" is handed from crew to crew in working its way along.

Routes of 19 railways will be traveled before the basket gets back to Birmingham.

CALIFORNIA

(Continued from page 9)

palm gardens of the Arabia of America in Coachella Valley. The grape harvest is rich in colors. You can visit a winery and watch the juice come from the crushers in a stream longer than a garden hose.

Winter is either balmy or tropic, as you like it. Los Angeles' winters are cool but comfortable. The desert attracts those who are seeking warmer weather. The oasis resorts with their palm-shaded swimming pools, the cactus and Joshua forests, the Border country, are part of the winter season picture. At Lake Arrowhead in the San Bernardino mountains there is snow for any winter sport.

All the world is hearing this story of Southern California and the four recreational seasons which are its heritage.

Election

Frank L. O'Neill, general traffic manager of the Minnesota Mining & Manufacturing Co., was elected president of the Transportation Club of St. Paul, at its recent annual meeting.

Other officers chosen for the year 1948 were, E. W. Bergstrom, general freight agent, Great Northern Railway, first vice-president; Charles A. Liggett, assistant traffic director, Saint Paul Association of Commerce, second vice-president and secretary; Guy E. Dailey, vice president, American National Bank, treasurer; and Michael Murphy, Gateway City Transfer Co., M. F. Boozier, assistant traffic manager, National Battery Co. and Kenneth J. Fishleigh, traffic manager, Seeger Refrigerator Co., directors. Saint Paul Pioneer Press Photo.

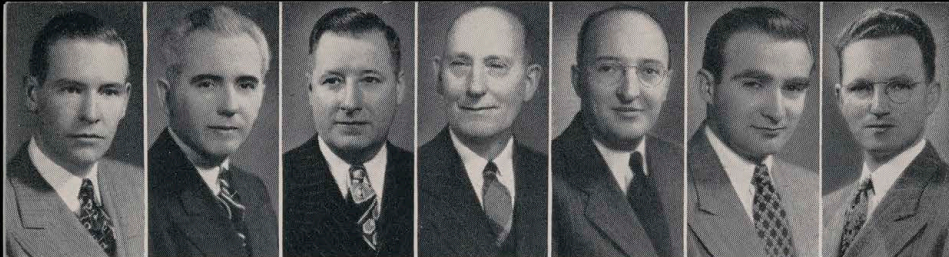


O'Neill

American Red Cross

Red Cross beneficiaries in 1947 were legion. Nearly 100,000 persons received emergency help and rehabilitation following disasters of the past fiscal year. Financial assistance to veterans, servicemen, and their dependents totaled \$11,944,365 for the year. Numberless persons were served by Volunteer Special Services workers.

Events of the year 1948 are uncertain and unpredictable. Standing by, ready for emergency, is the Red Cross with millions of organized workers to carry on its manifold services. Remember, this year, greater gifts are needed for an equal job.



Hughes Schwehm Thomann Bruyn Whittemore Buster Ivory

GN Chicago City Ticket Office

Succeeding S. M. Farrell as general agent passenger department in Great Northern's city ticket office in Chicago, is A. A. Hughes, who has been in the railway's passenger department in that city for 15 years.

Beginning his employment as a stenographer, Mr. Hughes successively was stenographer-clerk, passenger clerk, city ticket agent and traveling passenger agent. He served with the U. S. Army in the Pacific area from May, 1942, to August, 1944. Mr. Farrell was recently appointed

assistant general passenger agent with headquarters in St. Paul.

Other members of Great Northern's city ticket office staff in Chicago are R. F. Schwehm and J. F. Thomann, district passenger agents, S. T. Bruyn and E. D. Whittemore, city passenger agents, Raymond J. Buster, city ticket agent, and Paul C. Ivory, assistant ticket agent.

Mr. E. H. Moot is general passenger agent with headquarters in Chicago.

GN INDIAN CALENDAR

(Continued from page 3)

peaceful and prosperous ranch life. Another highlight was the 1944 calendar featuring "Mountain Flower, Blackfeet Indian Maiden." This gal's beauty caused many a young brave's heart to quiver. Last year "Dancing Boy", the Fred Astaire of the Blackfeet, took the spotlight. This lad is a favorite with visitors to Glacier National Park.

For 1948, Great Northern presents "Lazy Boy, Blackfeet Indian Medicine Man." Our friend "Lazy Boy," a kid of some ninety years, was a roaring young brave and a horse thief delux by his own admission. The pictographs on each side of the picture represent some of the cut-ups and pranks this lad performed when he was a brave. The "Boy" played a little rougher than most

kids in those days and many people will agree that hunting buffalo with a bow and arrow from a speeding horse and warring with neighboring tribes are not exactly parlor games.

Now "Lazy Boy" has only memories as he sits in his multi-colored garb and watches the months pass by.

When you look at a Great Northern Indian calendar, you get more than the day, date, month and year. You see before you a vivid picture of a great American race.

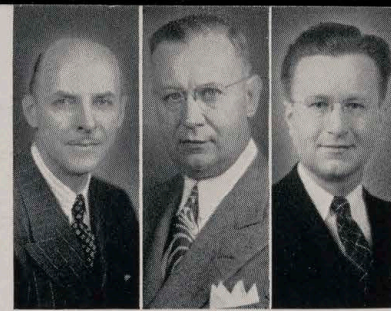
Editor's note: Great Northern Indian as well as wall calendars are distributed through the railway's traffic offices located in most of the larger cities throughout the U. S. and Canada.

Eighteen

WHAT EVER YOU SHIP - BIG OR SMALL - SHIP IT GREAT NORTHERN



Photo by George Dorrell.



Rohmer Conradi Alexander

Passenger Club Elections

New officers of the Passenger Club of St. Louis, Mo., pictured above are, front row left to right, Chester L. Voss, NYC., first vice president; Roy J. Fischer, GM&O., retiring president, congratulates Mark A. Renick, IC., president elect; Ray A. Bayens, L&N., third vice-president. Back row, William T. Koch, Wabash, secretary; John F. Gaffney, NYC., Headlight editor; Walter H. Bange, CB&Q., Headlight art editor; Lou E. Weiss, B&O., treasurer. Russell Schneider, Frisco Lines, elected second vice-president was not present at time photograph was made.

The Newark, New Jersey, Railroad Club at its annual meeting on January 12, elected L. F. Jacobs, DPA., Penn. RR., president; W. J. Donsbach, DFA., LVRR., vice-president; J. C. Heck, CA., Erie RR., secretary-treasurer.

The St. Paul Passenger Association at its annual meeting elected E. J. Trettel, NP., president; S. O. Anderson, Soo Line, vice president; H. L. Nebel, C&NW., secretary, and M. Skogmo, Union Depot Co., treasurer. W. E. Wais, CMSIP&P., R. J. Steiner, C&NW., W. J. Power, Twin City Motor Bus, H. J. Biesterfeldt, IC., J. H. Linstad, CB&Q., and P. G. Holmes, GN., were elected directors.

The Philadelphia Passenger Association at its annual meeting held February 2, elected L. J. McKernan, UP., president; E. B. Saltmer, B&O., first vice-president; A. E. Rohmer, GN., second vice-president; J. J. Collins, CB&Q., secretary; W. L. Huntzinger, Penn. RR., treasurer; H. R. Scott, Penn. RR., historian. Mr. Rohmer's selection as an officer of the Philadelphia Passenger Association, follows by a few weeks his election as president of Lu Lu Temple Shrine's Mounted Guard, Philadelphia, the oldest mounted unit of any Shrine Temple in North America.

The Denver Off-Line Rail Service Club at its recent annual election chose Tom P. Hegler, GAPD., NYC., president; Vern J. Tannlund, GA., CGWRY., vice-president; Carl C. Conradi, GA., GN., secretary-treasurer.

The Oakland, California, Passenger Club at its annual meeting held on January 22, elected Winston Schmidt, CPA., UP., president; George Loebbecke, PR., SP., vice-president; Charles G. Alexander, DPA., GN., secretary-treasurer.

Nineteen

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



GREAT NORTHERN'S FLEET OF NEW EMPIRE BUILDERS

February 23, at the end of a full year of service, the streamlined EMPIRE BUILDER, Great Northern's Greatest Train, still is the only *completely new* transcontinental train between Chicago and the Pacific Northwest.

In the first 10 months 139,310 persons bought tickets to ride the EMPIRE BUILDER. The 2,211-mile journey between Chicago

and Seattle-Portland requires only two nights of travel.

Duplex-Roomettes are among the five Pullman-serviced accommodations on the new EMPIRE BUILDER.

Day-Nite coaches are another economical feature, with foam rubber reclining seats and extra leg room.

All Seats Reserved...No Extra Fare...Every Day—Each Way
Between Chicago and Spokane-Seattle-Portland via St. Paul-Minneapolis

GREAT NORTHERN



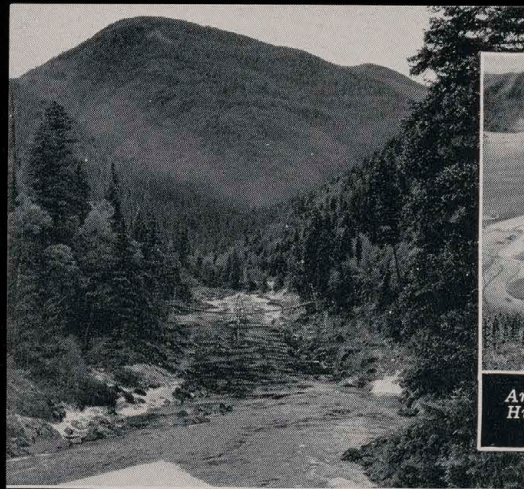
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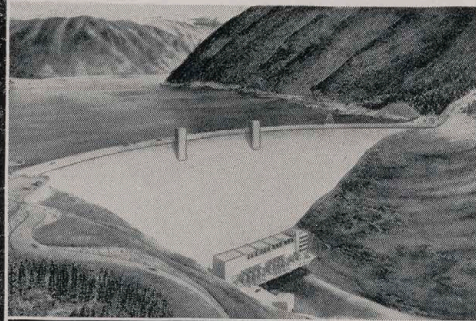
the
GREAT NORTHERN GOAT



**MARCH
1948**



Site of Hungry Horse Dam, fourth largest concrete dam in the world, on the South Fork of the Flathead River in Northwestern Montana.



Artist's conception of the 2,900,000 cubic yard Hungry Horse Dam as it will appear when completed.

Hungry Horse Dam



Hungry Horse Village, new government town 4 miles from damsite, which is 9 miles south-east of Columbia Falls, Montana.



Wagon drill crews drill powder holes into rock, largest winter-time job at Hungry Horse Dam.



Outlet of 1,100 foot long, 36-foot in diameter tunnel through which south fork of Flathead River will flow while dam is being built.

Fourth Largest Concrete Dam in the World to be Built in Montana

By Melvin Ruder, editor and publisher, Hungry Horse News, Columbia Falls, Montana.

Bids will be opened on April 1, at Hungry Horse village near Columbia Falls, Montana, on Great Northern's main transcontinental line, for the building of the largest post-war Bureau of Reclamation project, the \$100,000,000 Hungry Horse Dam in Northwestern Montana.

When completed, Hungry Horse Dam with its four 75,000 kilowatt generators and four 105,000-horse-power hydroelectric turbines, will provide cheap and abundant power to the 400-square mile Flathead Valley, flood control, irrigation water for western Montana lands and stream regulation for the Columbia River which will increase firm power capacities of existing plants. Power produced at Hungry Horse will be integrated with the Bonneville and Grand Coulee systems and other plants of the Northwest power pool.

Hungry Horse, which will be an arch-type concrete dam, will back up 3,500,000-acre feet of the south fork of the Flathead River. It will be 520 feet high, 2,115 feet long, with an arch radius of 1,200 feet, and will be the world's fourth largest concrete dam exceeded in height only by Hoover (Boulder), Grand Coulee and Shasta dams.

Hungry Horse will require approximately 3 million cubic yards of concrete for the dam and appurtenant structures. By comparison, Hoover Dam contains 3,251,137 cubic yards of concrete.

It is estimated that more than 12,000 fifty-ton freight carloads of cement and over 200 cars of reinforcing steel will be required to build the new dam. The rail-head for transportation of supplies and

materials to the damsite will be located at Columbia Falls, 7 miles east of Hungry Horse Village, and Coram, Montana, 3 miles from the damsite, served exclusively by Great Northern.

With bid awarding expected in late April or early May, the Flathead Valley is looking forward to a busy summer and fall. New life has already come to the doubled-in-size older communities of Coram and Columbia Falls. A community of 500 persons, now two years old, is Martin City, largest of the new towns.

Pre-construction employment on Hungry Horse Dam reached its peak last September when 489 men were at work. This year should see 1000 men at work by fall, with the 1949 employment figure likely to exceed 2,000. A peak employment of 4,000 men in 1950 or 1951 is predicted, with an average monthly payroll of \$600,000. The contractor will be allowed 2,000 days to complete the job.

The dam will be located about eight miles south of Glacier National Park in Montana which is served exclusively by Great Northern's Oriental Limited during the park season, June 15 to September 15. The Flathead Valley, adjacent to the park, is one of Montana's leading lumbering and agricultural areas.

When completed, Hungry Horse Dam is expected to increase the manufacture of timber products, result in more ranch irrigation and make the Flathead Valley a more pleasant place to live for 10,000 additional people.

Photos of village, drill crew and tunnel, shown on opposite page, by Mel Ruder.

Three

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



VOL. 18 March, 1948 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.

Your Railroads

In 1947 the railroads hauled—for you—more tons of freight more miles than ever before in time of peace. They actually moved more carloads than in the peak year of the war.

The dollars you paid the railroads for this service have had to do a lot of stretching, trying to cover increased wages, higher prices, more taxes—and to leave enough of a return on the money now invested in railroads to attract the further investment necessary to provide still better facilities.

With the greatest peacetime traffic in history, the railroads earned in 1947 only a little more than half the return they need to attract this investment.

Four

Why? Because since 1939 railroad wage rates and pay roll taxes—and the prices of fuel and materials—had gone up almost three times as much as the prices railroads are permitted to charge.

But with faith in the future, railroads are going ahead with their postwar improvement plans. They are buying all the new freight and passenger cars, all the rail, all of many other essential items they can get.

Everybody looks forward to the better service of the future—but tomorrow's railroads depend upon today's earnings.

To make sure that railroads keep abreast of the nation's needs, they must be permitted to charge prices in line with the cost of providing their essential services.

On St. Patrick's Day

Sure and it's a pleasure
On this good St. Patrick's Day
To be sending you a greeting
In the good old Irish way—
For sure and it's a pleasure
And it always will be, too,
Any day or anywhere
To greet the likes of you.

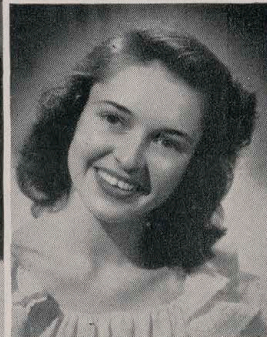
The Goat's Cover



Eighteen-year-old Lila Lee Hatley, a senior at Wenatchee High School, will reign as queen of Washington's 1948 Apple Blossom Festival.



The "Three Wise Men," who traditionally set Washington Apple Blossom Festival dates, pack up their crystal ball after predicting the time when the apple blossoms will be most beautiful in the Wenatchee Valley. They are, left to right, F. L. Overly, superintendent, State College Tree Fruits Branch Experiment Station; Dr. A. H. Thompson, U. S. Department of Agriculture regional laboratory and Dr. Robert Lindner, also of the State College Experiment Station. Wenatchee World Photo.



Apple Blossom Festival Princesses Joyce Potter (above) and Joanne Gahringer (below). Portraits by Parsons, Wenatchee.

Washington State Apple Blossom Festival

The traditional ritual of Wenatchee's "Three Wise Men," who annually make the hazardous prediction as to the time when the apple blossoms will be at their peak, marks the beginning of plans for the celebration of the Washington State Apple Blossom Festival.

Based upon the prediction of these horticultural oracles, the Washington State Apple Blossom Festival, which has the distinction of being the first of its kind in the United States, will

this year be celebrated throughout the state April 1 to May 1, reaching its climax with a three-day festival at Wenatchee on April 29, 30 and May 1.

The legend of the festival is that Peter Pan visits the Wenatchee Valley in the springtime and sweeps the entire area clean, thus preparing it for the apple blossoms. The first Apple Blossom Festival was held in 1920, when Mrs. E. Wagner, who still

(Continued on page 6)

Five

**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

New GN Boxcars

First new boxcars among 1,000 to be built by Great Northern Railway by July 1, at a total cost of \$4,500,-000, are rolling out of its shops at the rate of sixteen a day.

Steel underframes constructed at Superior, Wis., are taken to the St. Cloud, Minn., shops where the remainder of the work is done on an assembly line basis.

These are 40 foot cars of 50 ton load capacity, with exterior sheathing of steel.

Empire Builder Anniversary Cacheted Covers

Over ten thousand requests were received by Great Northern Railway for special cacheted cover envelope issued in commemoration of the first anniversary of The Empire Builder from every section of the United States and from some foreign countries.

Precancelled stamped cacheted cover envelopes are still available to collectors and can be obtained by writing either to, Public Relations Department, Great Northern Ry., 175 East 4th St., St. Paul 1, Minn., or, Public Relations Department, Great Northern Railway, G.N. Ry. Building, 4th & Union Sts., Seattle 1, Wash.

Kiddies Ride GN

Of some 50 kiddies of pre-school age from Snohomish, Washington, who recently rode a Great Northern train from Everett to Snohomish, only eight had ever previously ridden on a train.

Six

APPLE BLOSSOM FESTIVAL

(Continued from page 5)

resides in Wenatchee, suggested it would be proper and fitting for the area to stage a celebration for the coming of the apple blossoms, as was customary in her native New Zealand. Since the first Apple Blossom Festival celebration held at the Wenatchee Memorial Park in 1920, the event has been sponsored annually by the Wenatchee Chamber of Commerce.

Reigning over festivities of the 29th annual Apple Blossom Festival will be Queen Lila Lee Hatley and Princesses Joanne Gahringer and Joyce Potter, chosen from the senior class of the Wenatchee High School on the basis of scholarship, attractiveness and general appearance, and a royal court of sixty princesses representing communities throughout the Pacific Northwest and Canada. Princess Joanne Gahringer is the daughter of Al Winter, and Mrs. Winter, electrical clerk for Great Northern's superintendent of electrical operations at Wenatchee, where he has been employed for the past 19 years.

Festivities at Wenatchee will open with the coronation ceremonies followed by the Queen's Ball and a huge grand parade of floats and bands.

The celebration of the coming of the apple blossoms each year, symbolic of the great industry which has made Wenatchee the "Apple Capital of the World," has spread the story of Washington State apples across the nation. From its humble beginnings in 1920, the Washington State Apple Blossom Festival has assumed a position of national prominence along with such well-known events as the Mardi Gras, Tournament of Roses, Portland Rose Festival, Minneapolis Aquatennial and Saint Paul Winter Sports Carnival.



Goat

GLEANINGS

Great Northern train No. 9 now stops regularly at Waverly, Minnesota.

* * *

The Kensington Runestone, which for half a century has made Minnesota the center of research concerning Scandinavian exploration in America 130 years before Columbus, has been presented to the Smithsonian Institute in Washington, D. C., by the Alexandria Chamber of Commerce, Alexandria, Minnesota. The stone was found accidentally in 1898 by a farmer, Olof Ohman, near Kensington, a small village in the Alexandria area.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during February, 1948, are, Nels P. Nelson, B&B foreman, Willmar, Minn.; William E. Deverell, dispatcher, St. Paul, Minn.; John A. Smith, B&B foreman, Breckenridge Minn.; Thomas W. Sutton, engineer, Great Falls, Mont.; Olaf Quarnstrom, gang foreman, Minneapolis, Minn.; Thomas J. Grant, engineer, Seattle, Wash.; James Landis, conductor, St. Paul, Minn.; William McDonald, carpenter foreman, Great Falls, Mont.; Roger B. Whitaker, telegrapher, Litchfield, Minn.; Robert C. Geer, operator, Noyes, Minn.; George C. Berthianune, B&B foreman, Grand Forks, N. D.; Charles T. Walters, general foreman shops, St. Paul, Minn.; William K. Ratliff, engineer, Willis-ton, N. D.; Martin Doyle, engineer.

Grand Forks, N. D.; John M. Pitman, foreman, St. Paul, Minn.; Wm. E. Ketchum, agent, Colville, Wash.; Joseph F. Happ, B&B foreman, Litchfield, Minn.

Members reported pensioned during February, 1948, are, William Conroy, lineman, Minneapolis, Minn.; Enoch Dahling, bill clerk, Fergus Falls, Minn.; William T. Hiatt, chief dispatcher, Minot, N. D.; Orva G. Pryne, engineer, Minot, N. D.; Willis A. Wilson, assistant general passenger agent, St. Paul, Minn.

* * *

The Davenport Hotel in Spokane, Wash., recently opened 16 new rooms on its 14th floor which were occupied for the first time by guests attending the Western Retail Lumbersmen's Association convention. Built as a penthouse floor with the side walls of glass, guests get a magnificent view of the city and its encircling mountains.

* * *

Omer Hall, Great Northern's ticket agent at Grand Forks, N. D., completed 45 years of service with the railway on February 22, 1948.

* * *

North Dakota's agriculture brought a billion dollars of new wealth to the nation in 1947, according to the 23rd annual economic review of the Greater North Dakota Association, which includes \$125 million representing feed fed to livestock.

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

Alsike Clover Seed Growing in Oregon

KLAMATH BASIN LEADS NATION IN GROWING AND SHIPPING ALSIKE CLOVER SEED

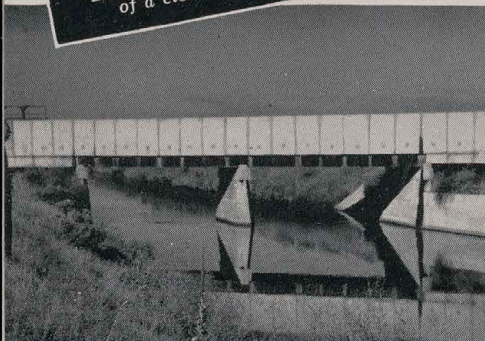
Being "in the clover" at harvest time is no mere figure of speech for farmers in south-central Oregon's rich Klamath Basin country, served

by Great Northern Railway's Bend, Oregon-Bieber, California line.

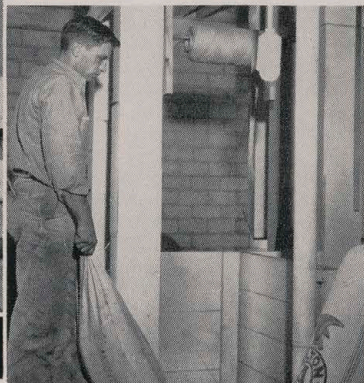
In the springtime thousands of acres of their fertile farmland are

(Continued on page 10)

"Daddy's little helper" gets an early lesson in the operation of a clover seed combine near Klamath Falls, Oregon.



A concrete irrigation aqueduct spanning a drainage channel in the Klamath Basin area.



Brought in from field to cleaning plant in seamless sacks, the clover seed is dumped into a hopper.



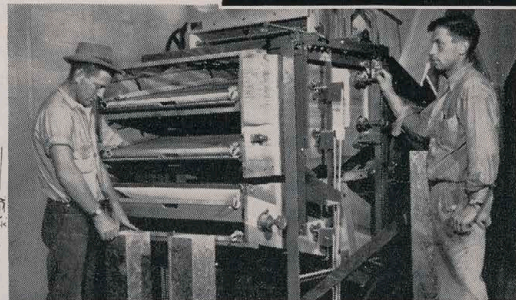
As many as 50 different types of screens may be used in the clover seed cleaning process.



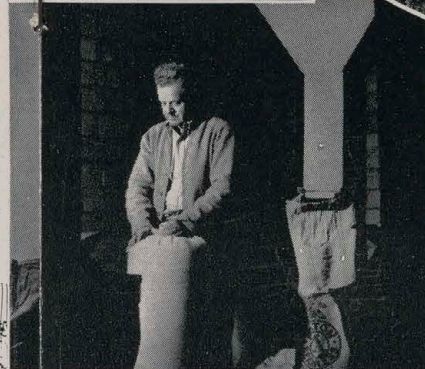
Left is sample of alsike clover seed from combine; right sample from cleaner.



E. O. "Clover" Adams, veteran seed shipper, checks a sample of cleaned seed.



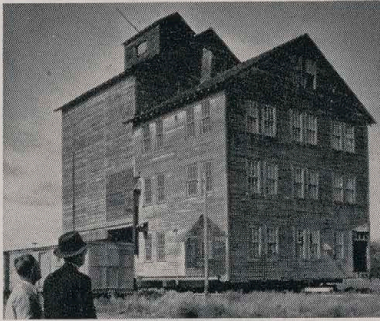
Clover seed is transported from hopper through chutes to mechanical seed cleaner which eliminates weed seeds, dirt and chaff.



Processed clover seed is returned through chutes to the ground floor of cleaning plant where it is sacked and weighed.



Clover seed, in seamless sacks averaging 160 lbs. in weight, is stacked in warehouse for shipment to eastern markets.



Mountain to Mahomet

Originally built and operated as a flour mill, the big, 300-ton structure shown above was for many years a familiar landmark near the center of town in Malin, Oregon.

Purchased by E. O. Adams and Jack Thompson, the building recently was moved, inches at a time, for a distance of half-a-mile to its new track-side location on Great Northern's Bend, Oregon-Bieber, California, line.

Following renovation, the mill, with an elevator capacity of 65,000 bushels, will be used for the cleaning and storage of grain, principally the famous brewing barley grown in the Klamath Basin.

ALSIKE CLOVER SEED

(Continued from page 9)

fragrant with pinkish Alsike flowers. At harvest the miniscule seeds of this plant cascade from the combines in a production which this season might well total 3,000,000 lbs.

Alsike (or trifolium hybridum to the botanist) is a clover particularly suited for wet land plantings, and in the growing and shipping of Alsike clover seed Klamath Basin leads the nation, producing nearly a fifth of

the annual U. S. consumption of 18,000,000 lbs.

It is seemingly anomalous that this high (4100 ft. above sea level) and semi-dry (annual rainfall 10 to 12 in.) region should be ideally suited for the growing of a wet-land clover seed. The answer is in itself somewhat of an anomaly, for the production of Alsike seed in the Klamath Basin is keyed to both drainage and irrigation.

Most of the Klamath Basin is rich lake bottom soil, reclaimed by extensive drainage projects. To give this soil productivity, irrigation was introduced. It's not an uncommon sight in the basin to see a full drainage channel spanned by a full irrigation aqueduct, for during irrigation the water table of the land is a scant six inches below the surface of the ground.

Aside from the necessary feature of controlled water, other elements which favor the basin for the raising of Alsike seed are its climate, its altitude, its soil, its relative freedom from weeds and the fact that Alsike fits so well into the crop rotation program.

An Alsike crop is sowed, as a rule, after June 1 and up until about August 20, although the heat of July ordinarily precludes a planting in that month. In early plantings a grain, such as barley, and Alsike are frequently sowed together, the grain being drilled and the clover broadcast. The more quickly maturing grain is cut just above the level of the clover, which is not harvested until a year after planting. Late seedings of Alsike are made right in grain stubble.

In 1946 Alsike covered 7500 acres in Klamath County, with an average return of 310 lbs. of seed to the acre—as contrasted to the average U. S.

(Continued on page 12)



Goat GAIETIES...

A Woman's Prerogative

Throughout the evening meal neither had spoken. But as soon as the dishes had been cleared away and they were seated before the fire, the husband's face lost some of its hardness.

"You know, dear," he said, breaking the long silence, "I've been thinking over our argument."

"Well!" she snapped, without looking up from her sewing.

"Yes, dear, I've decided to agree with you after all," he said meekly.

"That won't do any good," she sniffed. "I've changed my mind."

Ticklish?

"Do you know how to drive a baby buggy?"

"Naw. How?"

"Tickle its feet."

Tain't The Way I Heer'd It!

An elderly man had become hard of hearing and was constantly worried lest the affliction progress to total deafness. Seated one day on a park bench, he noted that another man on the same bench was talking rapidly, but he could not hear a sound. He groaned aloud, "I'm deaf at last! I can see you've been talking all along, but I haven't heard a word."

But the other just grinned and said, "Ain't been a talkin', just a-chewing."

Agreed!

An attractive girl and a plain, middle-aged spinster were waiting for a bus.

"Have a cigarette?" asked the girl, opening her case.

"What! Smoke in public," exclaimed the woman, shocked to her depths. "Why, I'd sooner kiss the first man who came down the street!"

"So would I," retorted the girl. "But have a cigarette while you're waiting!"

Dieting?

Teacher: "And what do two ducks and a cow remind you of?"

Little Boy: "Quackers and milk."

Saving Son

Little Johnny's mother had just presented the family with twins and the household was in a state of excitement. Father beamed with pride as he took Johnny to one side. "If you tell your teacher about it, I'm sure she'll give you a holiday."

That afternoon Johnny came home. "I don't have to go to school tomorrow," he said proudly.

"Did you tell your teacher about the twins?" asked his father.

"No, I just told her I had a baby sister; I'm saving the other one for next week."

Eleven

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
TWO NIGHTS TO SEATTLE-PORTLAND ON THE
ALL-NEW EMPIRE BUILDER**



Passenger Club Election

New officers for the year 1948 of the Washington Passenger Association were installed at the annual banquet held recently at the Mayflower Hotel. Shown above, seated, left to right, are H. C. Clayton, Penn. RR., elected secretary-treasurer; E. K. Kremer, NP., president; R. W. Bashor, NYC., first vice-president; E. W. Hase, ACL., second vice-president. Standing, left to right, P. L. Shank, N&W., J. L. Henning, D&RGW., and E. H. Whitlock, Great Northern's general agent passenger department, Washington, D. C., who were elected to the Association's executive committee.

Freedom Train

The schedule for America's Freedom Train in Great Northern Railway territory has been set ahead from dates previously announced. The tentative schedule now is, Tacoma, Wash., April 8; Seattle, April 9-10; Wenatchee, April 11; Spokane, April 13; Butte, Mont., April 16; Helena, April 17; Great Falls, April 18; Billings, April 20.

Definite dates on which the Freedom Train will visit other cities in Great Northern territory will be announced as soon as information is made available.

Twelve

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
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ALSIKE CLOVER SEED

(Continued from page 10)

yield on this crop of 90 lbs. per acre! Harvests running as high as 500-700 lbs. per acre are not unusual in the fertile basin country.

The Alsike seed crop ordinarily is combined direct, like grain, and is trucked from field to nearby cleaning plants. Pictured in this issue of the GOAT is a typical seed cleaning operation on the Great Northern Railway at Malin, 25 miles south of Klamath Falls. Owner and operator of the plant is E. O. "Clover" Adams, veteran seed man.

At the plant the unprocessed seed is fed into "Rube Goldbergian" seed cleaning machines where foreign matter is eliminated variously by controlled air blast or suction, by gravity and by perforated and wire mesh screens. Oregon is the only state in the union selling Alsike clover on a clean seed basis, and at the Adams plant the seed is cleaned to a purity of 99%.

Cleaning is important not only from a quality standpoint but for the reason that all states have seed laws prohibiting the sale of seed containing over a very small amount of noxious weeds.

From the local cleaning plant the Alsike seed, in big seamless bags, is shipped east in carload lots to re-processors, where it is bulked and given a finished cleaning and blending before going on the retail market.

The heaviest importers of Alsike seed are Iowa, New York, Pennsylvania and Indiana. Here the choice clover may be used as a pasture plant, as a source of hay or as a cover crop in rotation farming, in which it excels as a soil builder.

Railroads replaced in 1946 about 38 million cross-ties at a cost of more than \$83,000,000.



Upper right: First customer to be served on opening of GN's new city ticket office in Portland was Miss Elma Brougell, secretary, Edward Hines Lumber Co., who was greeted by N. D. Keller (left) and A. W. Gusey (right) GN's general passenger agent, Seattle, and general agent passenger department, respectively.



Interior views of GN's new Portland city ticket office.

New GN Ticket Office in Portland, Oregon

Great Northern became the fourth tenant to occupy ground floor quarters in Portland's ultra-modern New Equitable Building with the opening on February 16 of the railway's new city ticket office at 607 South-west Washington Street.

Tickets and transportation details for the Spokane, Portland & Seattle Railway also are handled in the bright green and yellow pastel travel office which is headquarters for Great Northern's passenger department in the "City of Roses."

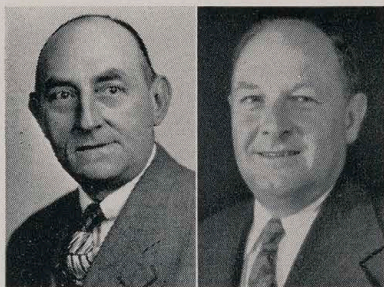
Decoration and appointments of the new office follow the modern trend of the 12-story, aluminum-

sheathed Equitable Building, Portland's first post-war office structure, and include air-conditioning, acoustical ceilings and fluorescent lighting. Of special interest to passenger men is a formica-covered ticket counter with complete facilities built into a single, curved unit.

Members of Great Northern's Portland city ticket office staff are, A. L. Gusey, general agent passenger department; C. L. Bischoff, traveling passenger agent; A. L. Paeper, city passenger agent; E. M. Brady, John Connolly and Carrol D. Peret, passenger representatives and A. E. Freeman, stenographer-clerk.

Thirteen

**ONE NIGHT FROM CHICAGO-ST. PAUL-MINNEAPOLIS TO SPOKANE,
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Schuette

Hegler

Traffic Club Elections

The Traffic Club of Detroit, at its recent annual meeting, elected H. G. Schuette, Great Northern's general agent, Detroit, Michigan, as its president for the year 1948. Other officers chosen were H. J. Commes, traffic manager, Nash-Kelvinator Corporation, vice-president; W. A. Warburton, commercial agent, Cotton Belt Route, secretary-treasurer. Six new members elected to the Board of Governors were, John A. Wallace, director traffic, Ford Motor Co.; John W. Craig, secretary-treasurer, Brada Cartage Co.; James A. Lister, GTF., Bohn Aluminum & Brass Corp.; J. C. Harms, FTM., C&O Ry.; Nathan Rumney, DTM., Consolidated Freight Co.; and W. J. Siering, ATM., Missouri Pacific Lines.

The Denver Off-Line Rail Service Club at its annual meeting elected Tom P. Hegler, GAPD., NYC., as its president for 1948.

Of the 384,000 miles of track operated by Class I railroads, approximately 59,000 miles, or nearly one out of every six miles, are required for yard switching operations.

Fourteen

Glacier Park All-Expense Motor Coach Tours

Rates for all-expense stop-over motor-coach tours in Glacier and Waterton Lakes Parks for the 1948 season will be as follows, including tax:

Tour 1-E-1-W	\$23.76
Tour 2-E-2-W	36.72
Tour 3-E-3-W	54.56
Tour 4-E-4-W	53.87
Tour 5-E-5-W	75.52
Tour 3-N (one person)	49.25
Tour 3-S (one person)	52.50

GN Line Relocation Project

As a part of Great Northern's continuing program of improving its lines to expedite traffic, the Morrison-Knudsen Co., Inc., of Seattle, Wash., has been awarded a contract to do the bulk of the work in a line relocation project in the Cascade mountains 46 miles west of Wenatchee, Wash.

Estimated cost is placed at nearly \$1,000,000 for the entire project, which involves construction of 4,331 feet of new line, including a 700-foot tunnel and a 650-foot bridge across Nason Creek.

The new line segment will be 302 feet shorter than the old. It will have only one curve of four degrees compared with six having a total of 220 degrees of curvature. Grade will be 2.09 percent as compared with the present 2.2 percent. It is estimated that it will require two years to complete the work which is located four miles west of Merritt station on the railway.

There are in the United States 191,779 railroad bridges, which if placed end to end, would extend nearly 4,000 miles.

Pacific Northwest Festivals

Committees of the Tacoma, Puyallup and Sumner, Washington, chambers of commerce, are preparing an elaborate program for the Puyallup Valley Daffodil Festival to be held March 29 to April 4, with the annual parade, forming in Tacoma and continuing through Puyallup and Sumner.

Highlighting the 1948 festival is the announcement by famous tulip growers of the Puyallup valley that they are forcing their blooms so that tulips will be added to the more than 300 daffodil varieties to be displayed.

Daffodil time marks the formal transition of winter into spring in the valley.

The Spokane Lilac Association has chosen May 9 to 15, inclusive, as Lilac Festival Week. Plans now being formulated call for many events during the week with one outstanding attraction each day. A lilac queen and her princesses will be chosen to reign over the festival. A big lilac parade is planned in which it is expected that communities throughout the Inland Empire will participate.

The Portland Rose Festival will be held June 8 to 13.

Sparked by the Puget Sounders, a civic development organization at Bremerton, Wash., representatives of all counties on the Olympic Peninsula have joined in planning one of the most ambitious rhododendron festivals yet staged in Kitsap county, Washington. More than 60 civic leaders from all sections of the peninsula attended an all-county conference. Dates for the festival have not yet been announced.

Steam and electric railroads handle approximately 68 per cent of the total volume of inter-city traffic, including express and mail.



Doreen Moody, Sumner, Washington, High School Junior, will reign as 1948 queen of the Puyallup Valley Daffodil Festival. Seattle PI Photo by John M. (Hack) Miller.

Anacortes, Washington, is planning a Mariner's Pageant to be staged July 22 to 25.

The Brewster Derby Day Association, Brewster, Wash., has set August 7 and 8, for a two-day celebration which will include racing, a rodeo, parade, river Derby contest, and Junior King and Queen contest. Proceeds from the event will be given to the Community Hospital.

Longview, Washington, will celebrate its silver jubilee on August 9-15. A nation-wide program is planned to call attention to the 25th anniversary of establishment of Longview as the Northwest's planned lumber center.

Sodium dichromate, when added to brine drippings from refrigerator cars, has been found to give effective protection against corrosive action of brine on car, track and bridge structures.

Fifteen

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go Oriental Limited

CHICAGO
via Minneapolis-St. Paul
SEATTLE-PORTLAND
via Spokane



GREAT for service

YOU'RE AMONG FRIENDS on the air-conditioned Oriental Limited. Great Northern folk try to make your trip a pleasant one, whether it's purely for pleasure or strictly for business. You'll feel at home in restful coaches and Pullman-serviced sleeping cars. There's *great* Great Northern food, too! And, a big, comfortable lounge car. Oriental Limited schedules are convenient—every day, each way. It's *great* for service.

Great Northern's Vacation Train

the
GREAT NORTHERN GOAT



**APRIL
1948**

SCRAP METAL IS PRECIOUS METAL

Railroads must have more iron and steel for cars, rails, castings, parts.

Foundries and steel mills need more scrap to make the steel the nation needs.

Railroads are the nation's best source of scrap metal...

So — *Everybody* Gather it up..
Get it in.. NOW.
and get it all

Association of
AMERICAN RAILROADS

Two

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

Seattle-Portland Passenger Train Service

Passenger train service between Seattle and Portland is now operated daily on the following schedules:

Southbound				Northbound				
460	408	458	402	457	407	459	401	
8:20am	12:25pm	4:00pm	11:30pm...	Seattle ...	2:00pm	4:10pm	9:00pm	6:45am
9:35am	1:19pm	5:10pm	1:00am...	Tacoma ...	12:45pm	3:15pm	8:00pm	5:20am
	2:03pm	5:59pm	1:51am...	E. Olympia ...	11:40am	c2:24pm		
10:55am	2:30pm	6:28pm	2:53am...	Centralia ...	11:10am	2:00pm	6:37pm	2:55am
11:08am	c2:38pm	6:37pm	3:05am...	Chehalis ...	10:58am	c1:50pm	6:27pm	2:43am
12:20pm	3:24pm	7:30pm	4:35am...	Kelso-Longview ...	9:56am	1:05pm	5:40pm	1:22am
1:20pm	4:10pm	8:17pm	6:10am...	Vancouver ...	8:58am	12:22pm	4:55pm	11:57pm
1:50pm	4:35pm	8:45pm	6:45am...	Portland ...	8:30am	12:01pm	4:30pm	11:30pm

Corresponding changes have been made in schedules affecting intermediate stations. (f) Flag stop. (c) Conditional stop.

Pool line trains Nos. 401 and 402 are now operated between Seattle and Portland by Northern Pacific for period of one year.

Jasper Park-Vancouver, B. C., Passenger Train Service

Great Northern will establish standard summer-line sleeping car service between St. Paul-Minneapolis and Jasper Park-Vancouver, B. C., on the Winnipeg Limited, the railway's trains Nos. 7 and 8, in connection with Canadian National trains Nos. 3 and 2, on schedule shown below.

Example	GN No. 7		GN No. 8	Example
Mon.	8:02 PM	Lv..... St. Paul	Ar. 8:00 AM	Thurs.
Mon.	8:32 PM	Lv.... Minneapolis ...	Ar. 7:30 AM	Thurs.
Tues.	9:00 AM	Ar..... Winnipeg	Lv. 7:00 PM	Wed.
	CN No. 3		CN No. 2	
Tues.	10:15 AM	Lv..... Winnipeg	Ar. 6:00 PM	Wed.
Wed.	1:20 PM (MT)	Ar..... Jasper	Lv. 2:25 PM (MT)	Tues.
Wed.	12:55 PM (PT)	Lv..... Jasper	Ar. 12:55 PM (PT)	Tues.
Thurs.	8:45 AM	Ar... Vancouver, B. C. ...	Lv. 7:15 PM	Mon.

First car will leave St. Paul-Minneapolis on June 25, and the last car September 3. First car to leave Vancouver, B. C., will be on June 28, and the last car on September 6.

GN Resumes Tourist Sleeping Car Service Between Spokane and Portland

A line of 16-section tourist sleeping cars now operate between Spokane and Portland on SP&S trains Nos. 3 and 4, connecting at Spokane with Great Northern's Oriental Limited, trains Nos. 3 and 4.

This service enables tourist sleeping car passengers to purchase

through sleeping car accommodations on the Oriental Limited between Chicago, St. Paul, Minneapolis, Portland and intermediate points by occupying space in the Chicago-Seattle tourist sleeping car to or from Spokane with a convenient car-to-car transfer at Spokane en route to or from Portland.

Three

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN



Vol. 18 April, 1948 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.

The Danmark

The "Danmark", sailing under the flag of Denmark, was skippered into Seattle on December 20, 1946, by Captain Knud L. Hansen. Long famous for its seamen, the square rigger, 188 feet long and carrying 17,000 square feet of sail, was manned by 116 Danish merchant marine cadets and 16 officers.

The ship is used by Denmark to train its marine cadets and youths, 16 to 25 years of age, who must spend four years aboard ships, half of that time under sail, before attending officers' school for a period of three years.

Four

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Travel In 1948

While there may be every indication for a good summer travel business in 1948, there are definite omens that more intensive salesmanship and promotion are needed this year.

With the increased living and other costs, the talked about surplus of dollars in the pockets of a still travel hungry public can be over-estimated and result in over-optimism and self-complacency among those engaged in selling travel.

It may not be so easy to sell persons on the idea of taking a trip just for the sake of going somewhere, as has been the case the past few years.

Everyone in the travel industry should carefully appraise the situation as it exists in his own organization and promptly apply whatever remedies may be necessary to eliminate any possible loopholes through which business might disappear.

Travel prospects are not going to walk into your office unsolicited. You will have to go after them and keep after them.

The Goat's Cover



The Danish ship "Danmark" as it sailed down Puget Sound to Seattle in December, 1946. Photo by Larry McKinnis, Seattle, Wash.

America's Freedom Train

The American Heritage Foundation's Freedom Train is scheduled for exhibition in Great Northern territory during the latter part of April and forepart of May, as follows:

April 24 Aberdeen, S. D.
April 27 Minot, N. D.
April 29 Fargo, N. D.
April 30 Grand Forks, N. D.
May 1 Duluth, Minn.
May 2 Superior, Wisc.
May 3-4 St. Paul, Minn.
May 5-6 Minneapolis, Minn.
May 8 St. Cloud, Minn.
May 9 Willmar, Minn.
May 11 Waterton, S. D.
May 12 Sioux Falls, S. D.
May 13 Sioux City, Iowa

A Mayor's Committee has been established in each city where the Freedom Train will be on exhibition and groups planning to view the train, particularly from towns outside those where the train will be exhibited, should contact such committees to ascertain when it will be most opportune to see the train. Normal hours of exhibition are from 10:00 a.m. to 10:00 p.m.

Perfect Shipping 1948

This year marks the twelfth consecutive observance of Perfect Shipping Month by American carriers and shippers under the sponsorship of Shippers Advisory Boards to reduce loss and damage to freight in transit.

Traffic clubs and Regional Advisory Boards the country over will stage Perfect Shipping programs to discuss and demonstrate newer and better methods of packing, marking and stowing for safe shipment and urge closer cooperation between shippers and carriers to reduce huge economic waste through improper packing, shipping and handling.



Portrait of Lazy Boy from original painting by Winold Reiss.

Blackfeet Indian Patriarch Dies

Lazy Boy, one of the oldest chiefs on the Blackfeet Indian Reservation in Montana, adjoining Glacier National Park, died on March 23, at Browning at the age of 95.

He was an authority on Blackfeet Indian traditional history and gave instructions in the intricacies of the Sun Dance and other tribal ceremonies to younger tribesmen in recent years. He was well known to thousands of visitors at Glacier Park where he often participated in entertainment for tourists at Glacier Park Hotel. A portrait of Lazy Boy by Winold Reiss, appears on Great Northern's Indian calendar for 1948.

Five

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN



Nicholson Engelhart Greenleaf

GN Freight Traffic Appointments

Transfer of M. H. Greenleaf to St. Paul and appointment of W. E. Nicholson of Minneapolis to succeed him as Great Northern's general freight agent, Seattle, is announced by George F. Hardy, general freight traffic manager, St. Paul, and R. P. Starr, western traffic manager, Seattle.

Also announced is the appointment of A. H. Engelhart to succeed Mr. Nicholson as the railway's assistant general freight agent, Minneapolis.

Mr. Nicholson, who joined the Great Northern in 1928, has been in Minneapolis since 1941. He served at Kansas City, Sioux City and Spokane before going to Minneapolis. He is a director of the Minneapolis Traffic Club.

Mr. Greenleaf has been in Seattle since mid-1946, after five years with the railway in Spokane.

Mr. Engelhart has been assistant general freight agent, St. Paul, since October, 1947, having previously served in various positions with the company in Chicago, since 1945.

New GN Building

Formal opening of Great Northern's new \$215,000 division headquarters and depot building in Willmar, Minnesota, took place on April 6, with local organizations and citizens joining in observing "Great Northern Day".

In addition to providing passenger facilities serving the community, the new structure houses the nerve center of the railway's Willmar division, which includes 1,109 miles of railroad in Minnesota, the Dakotas and Iowa.

Speaker at a joint noon meeting of the Kiwanis and Lions clubs was Z. G. Hopkins, Chicago, representing the Western Association of Railway Executives. Edwin C. Matthias, Great Northern's vice president and general counsel, St. Paul, spoke at an evening dinner sponsored by the Willmar Chamber of Commerce and the Junior Chamber of Commerce.

The recently completed brick and tile structure is 38 by 210 feet in size and has two stories and basement. The first floor passenger waiting room, newly furnished, is 36 by 40 feet in size. Facilities in the building include a locker and lunch room for employes and a conference room seating 300, for personnel meetings.

Railroad Scrap Collection

American railroads have mobilized their forces for an intensive drive during April to clean up every bit of iron and steel scrap from along their lines. As soon as it has been collected, the scrap will be shipped to foundries and steel mills in an effort to relieve the present critical shortage and bring about an increase in steel production.



Goat

GLEANINGS

More than 150 entertainment events ranging from territorial centennial celebrations and beauty pageants to round-ups and fishing derbies are scheduled during Oregon's 1948 travel season. Through the cooperation of the Oregon state highway commission, chambers of commerce and kindred groups, events have been listed covering every section of the state.

* * *

"Suilenroc" spelled backwards identifies the "Talking Man" of the Minneapolis Passenger Traffic Club for the month of March.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1948, are, Edward T. Brown, brakeman, St. Paul, Minn.; William M. Lamey, towerman, St. Paul, Minn.; Martin Martinson, carman, Minneapolis, Minn.; Robert Steel, storekeeper, Great Falls, Mont.; Charles Budlong, passenger car inspector, Portland, Oregon; Robert E. Amason, B&B foreman, Burlington, Wash.; Fred Bourbeau, yard clerk, Minneapolis, Minn.; Timothy W. Flynn, switchman, Superior, Wisc.; Hans M. Fredericksen, engineer, Seattle, Wash.; Robert Harvie, engineer, Bellingham, Wash.; Max J. Wegener, chief special agent, St. Paul, Minn.

Members reported pensioned during March, 1948, are, Casper Christopherson, agent-operator, Mukilteo,

Wash.; John F. Dahlin, B&B carpenter, Superior, Wisc.; Earl S. Duncan, conductor, Interbay, Wash.; Charles W. Geldner, B&B foreman, Malta, Mont.; Agnes G. Golisch, clerk, auditor passenger receipts, St. Paul, Minn.; Eli H. Greenlee, agent, Michigan, N. D.; Arthur C. Hume, engineer, Walton, Mont.; James Johnson, engineer, Breckenridge, Minn.; George F. Martin, box-packer, Williston, N. D.; Frank Mokler, engineer, Fargo, N. D.; Charles C. Roscoe, sheet metal worker, St. Paul, Minn.; Jesse E. Scovill, conductor, Willmar, Minn.; Willmar Twyman, machinist, Minot, N. D.

* * *

Participating in the annual three-day convention of the American Railway Engineering Association held at the Palmer House in Chicago in March, was H. S. Loeffler, Great Northern's assistant chief engineer, St. Paul, who is a director of the association. The association carries on a wide range of research work to produce better roadway and other elements of the "fixed" plant of the railroads.

* * *

The American Legion national convention will be held at Miami, Florida, October 17-21, 1948.

* * *

Max J. Wegener, Great Northern's chief special agent, St. Paul, Minn., died suddenly on March 28, 1948. He joined Great Northern in 1915 and became chief special agent in 1938.

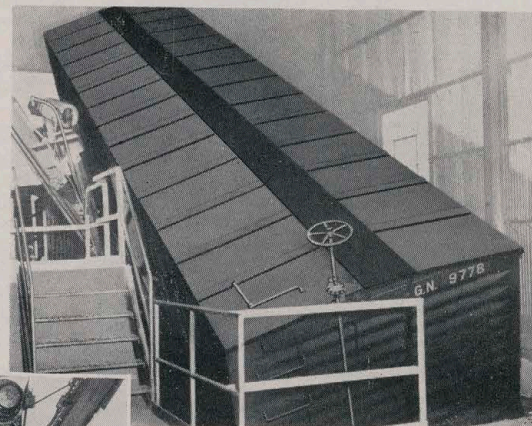
GN Speeds Unloading of Grain Cars

Great Northern's 1,250,000 bushel grain elevator "X" at Superior, Wisconsin.

Cars of grain arriving at Great Northern's Elevator X at Superior, Wisconsin, are being unloaded at the rate of from eight to ten cars per hour.

A Link-Belt Grain Car Unloader, recently installed at Elevator X, handles a standard 85,000-pound loaded car of grain and empties it in from three to four min-

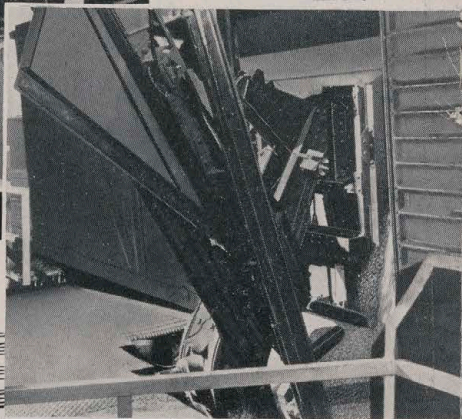
(Continued on page 10)



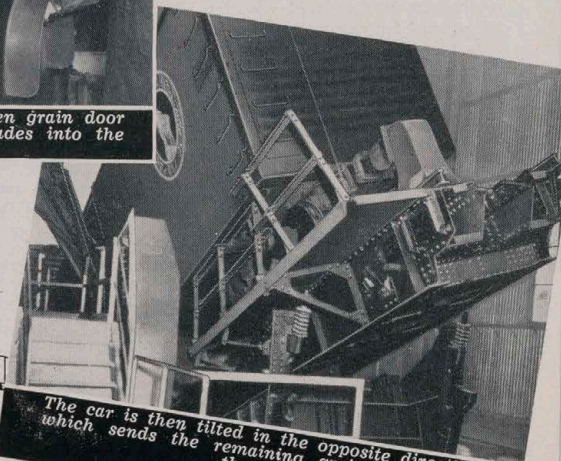
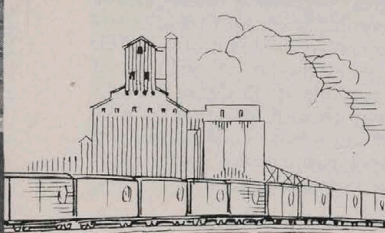
The flow of grain swells in volume as the car reaches a 45-degree angle or half way standing on end position.



As the metallic arm grips the wooden grain door and pushes it back into the car, the grain cascades into the pit below.

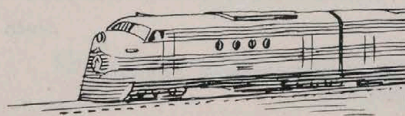


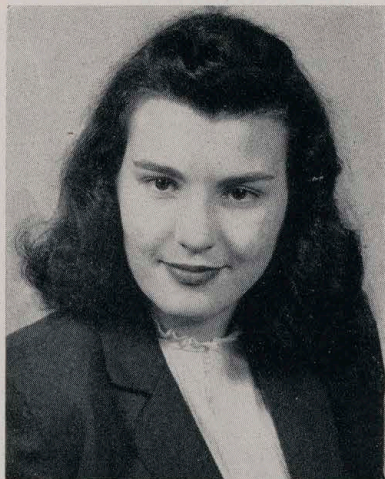
As the car begins to tilt forward the grain door is pushed back into the car by a metallic arm which rises from the operator's platform.



The car is then tilted in the opposite direction which sends the remaining grain down into the pit.

A car clamp rises from each end of platform firmly clamping the car coupling. The car is automatically centered by the two clamps.





Glenda Jean Bergen, Miss Spokane for 1948.

Spokane Chooses Official Hostess For '48

Glenda Jean Bergen, daughter of George B. Bergen, a locomotive engineer on Great Northern's Spokane Division, and Mrs. Bergen, has been chosen as Miss Spokane for 1948. As the city's official hostess, she will represent the Inland Empire city in its official functions and exemplify the spirit of Spokane's friendliness.

Miss Bergen is a graduate of John Rogers high school and Washington State college, and is presently employed in the public relations department of the Pacific Telephone and Telegraph company.

The 1948 Miss Spokane will be inaugurated in a ceremony May 14, in connection with the lilac festival, and at the same time will be crowned queen of the festival. She will also represent Spokane at the Wenatchee Apple Blossom festival to be held the latter part of April.

Ten

UNLOADING BOXCARS

(Continued from page 9)

utes. The car is left clean as a hound's tooth by the simple process of tipping it on its side and ends and rocking it back and forth a few times. The unloader is operated by four electric motors, ranging up to 30 horsepower, and a crew of three men.

Cars are brought to the unloader and spotted on the platform by means of an electric powered car-puller. The electrically controlled operation begins with a car-clamp rising from each end of the platform and coming up against the car firmly clamping the car coupling. The car is automatically centered by the set of clamps.

As one edge of the platform rises and the car begins to tilt toward its open door, the grain door is pushed back into the car by a metallic arm which rises from the operator's platform. The spikes on the arm grip the wooden grain door and pushes it back, without damage, as the car rolls toward the door opening at a 20 degree angle. With the door out of the way, the grain cascades into the pit below. As the grain flows by gravity in a relatively shallow stream, the quality of the grain can be inspected and "plugged cars" detected.

A second movement of the platform follows quickly as the car is tilted to the south end and as it rises higher and higher, a steel frame work, resembling a half drum, is revealed beneath the platform. The flow of grain swells in volume as the car reaches a 45-degree angle, or half-way toward standing on end. The third movement calls for the car to be tilted toward the north end.

(Continued on page 12)



Goat

GAIETIES...

Easy Existence

Visitor: You don't mean to tell me that you have lived in this out-of-the-way place for more than thirty years?

Citizen: Yep, I have.

Visitor: But, really, I cannot see what you can find to keep you busy.

Citizen: Neither can I—that's why I like it.

Mastery

Golf Pro: Now just go through the motions without driving the ball.

Beginner: That's precisely the trouble I'm trying to overcome.

No Risks

Two men were discussing the morals of their respective parish priests.

"Our clergyman," said one, "is so strict that he won't even perform a marriage ceremony."

"Goodness," replied the other, "what has that got to do with his morals?"

"He says his conscience will not allow him to participate in any game of chance!"

Quiet Please!

It was the morning after a wild, wet night, and the convention delegate staggered down to the hotel restaurant and asked for a big glass of tomato juice.

"May I fix you a Bromo-Seltzer?" asked the waitress, immediately diagnosing the greenness about the delegate's gills.

"Ye gods, no!" exploded the delegate. "I couldn't stand the noise!"

Proper Prayer

Johnny came rushing in one afternoon and told his father that he had seen two lions and a tiger fighting in the street.

After several futile attempts to get Johnny to change the story his father finally said, "Johnny, you know you are fibbing and I want you to kneel down and tell God your story and ask him to forgive you."

When the boy had finished his father asked him what God had said. "He said, 'That's alright Johnny'," the boy replied, "Those big dogs had me fooled at first, too."

At Night They Part

"I was so cold last night I couldn't sleep."

"And did your teeth chatter?"

"I don't know, we don't sleep together."

Good Girl!

Lucy: "Nobody will ever care for me."

Jack: "Don't say that, Lucy. After all, in this world there's a man for every woman. It's a wonderful arrangement."

Lucy: "I don't want to change it—I just want to get in on it."

Amateurs!

"What did you think of the big prize fight last night?"

"Say, if the missus and me put on a show like that the kids would have booed us!"

Eleven

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S GREATEST TRAIN



Seated, left to right, T. H. Hibbitt; Roy L. Wyatt. Standing, left to right, A. M. Larson, Carl W. Rexroad, M. H. Pasley, Elmer A. Alexy.

Transportation Club Officers

The Spokane Transportation Club at its recent annual meeting elected T. H. Hibbitt, a partner in the Kirk Hibbitt Grain Company, as its president for 1948-49.

Other officers chosen were Roy L. Wyatt, Great Northern's assistant general freight agent, Spokane, first vice-president; A. M. Larson, Spokane Paper & Stationery Company, second vice-president; Elmer A. Alexy, M&StL Ry., third vice-president; C. W. Rexroad, UP., secretary-treasurer, and M. H. Pasley, club manager.

Lake Pend Oreille

The seven-month special season for fishing for Lake Pend Oreille's big Kamloops rainbow trout will begin on May 1, 1948. The two largest resorts on the lake, Pend Oreille Lodge and Tulache Lodge, reached from Sandpoint, Idaho, on Great Northern's main transcontinental line, are now open for the season.

Twelve

UNLOADING BOXCARS

(Continued from page 10)

With one end of the car completely free of grain, an automatic deflector is thrust across the floor. The fourth and final tilt of the car sends the remaining grain against the long blade of the deflector and down into the pit.

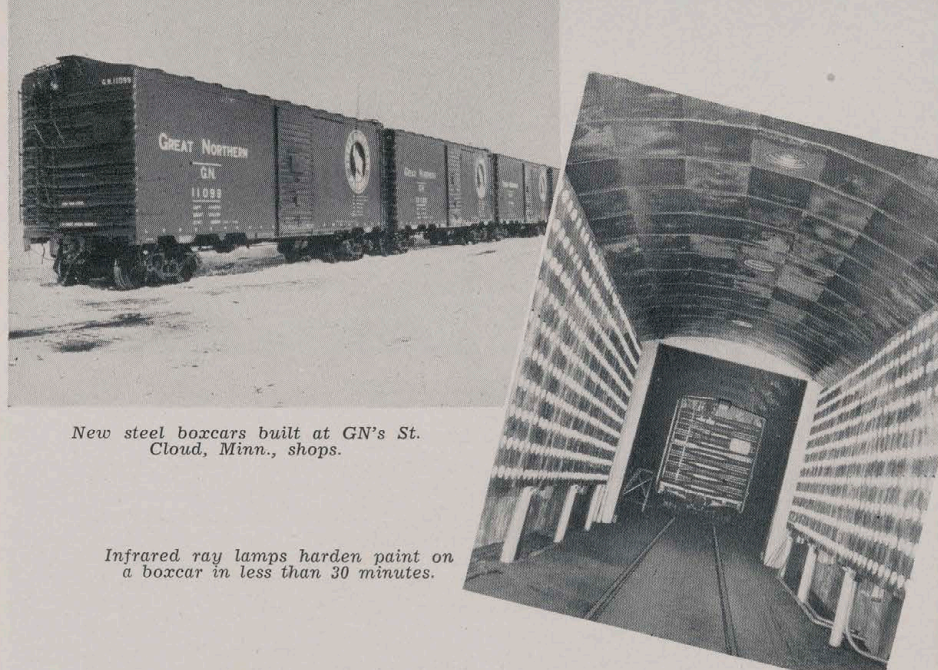
It is estimated that the first side-way tilt of the car dump empties approximately 20 percent of the grain, the second tilt to one end pours out 50 percent of the load, the third movement to the other end unloads 25 percent and the final move with the help of the deflector the last 5 percent.

When idle the deck of the unloader is clear, the car lock recesses are covered and the pit is fully guarded to insure safety.

Great Northern's Elevator X was constructed and the Grain Car Unloader installed by the James Stewart Corporation of Chicago.

Transportation Institute

The American University, recognizing the leading role which the United States will play in foreign transportation and trade during the period of large relief shipments and increasing export and import requirements, will conduct the Second Annual Foreign Transportation Institute from April 27 to May 26, 1948. Applications for admission and requests for information should be addressed to Dr. L. M. Homberger, The American University, School of Social Sciences and Public Affairs, 1901 F Street, N.W., Washington 6, D. C. Last registration day will be April 21, 1948.



New steel boxcars built at GN's St. Cloud, Minn., shops.

Infrared ray lamps harden paint on a boxcar in less than 30 minutes.

GN St. Cloud Shops Turn Out 16 New Boxcars Daily

Sixteen new steel boxcars are being built daily at Great Northern's shops at St. Cloud, Minnesota, fastest schedule ever reached by the railway in producing such equipment. Five hundred cars have already been completed and construction of an additional 500 will start with arrival of necessary material.

In use for the first time at the St. Cloud shops is a new drying room, in which the exterior side paint on each car is hardened in 30 minutes by banks of infrared electric lamps which stretch the full length of the 40-foot car.

These 1,000 are light-weight cars, weighing 40,800 pounds and of 50-ton

load capacity. Underframes are of welded steel, while the steel sheathing is riveted. Wheels are of steel. Cost of the 1,000 cars is \$4,500,000. Steel underframes are assembled at the railway's Superior, Wisc., shops and the balance of the work is done at St. Cloud.

To promote safety and ease in reading car numbers and other designations, "Scotchlite" reflective material is used for the railway's monogram, large lettering and numbering, and a row of small circles along the bottom of the car sides. At night these reflective areas are brightly visible when automobile or other lights shine on them.

Thirteen



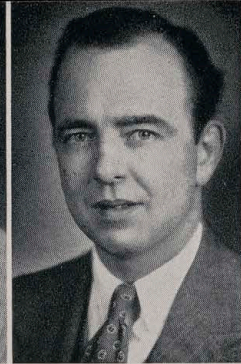
Thorson



Brady



Inhofer



Johnson

GN Passenger Traffic Appointments

Three Great Northern Railway passenger department appointments affecting St. Paul, Spokane, Tacoma and Portland, are announced by V. J. Kenny, passenger traffic manager, St. Paul, Minn., and N. D. Keller, general passenger agent, Seattle, Wash.

Stanley T. Thorson, who joined Great Northern at Seattle in 1935, and has been city passenger agent at Spokane since 1940, has been appointed district passenger agent with headquarters at St. Paul. He also served the railway at Oakland, Calif.,

and Tacoma, Wash., before being transferred to Spokane.

Mr. Thorson's successor as city passenger agent at Spokane, is E. M. Brady, who was passenger representative in Great Northern's passenger department at Portland. R. J. Inhofer, city ticket agent at Tacoma, has been assigned to the Portland office as passenger representative succeeding Mr. Brady. C. Edward Johnson, who has been a passenger representative on the streamlined Empire Builder, succeeds Mr. Inhofer as city ticket agent at Tacoma.

Real Dope on Bunyan

From the Mailbag, Seattle Post Intelligencer, October 20, 1947.

"Let's get this straight re Paul Bunyan. Paul was born in Bemidji, Minn., where they have erected a monument of Paul and his blue ox, Babe, 12 feet high in their beautiful park. They hold a Paul Bunyan Day; everyone lets his hair and whiskers grow. It's a big day in Bemidji.

Now, when Paul had finished his work in Minnesota he went west and logged off North Dakota, then west again and dug Puget Sound. Then he returned to Minnesota, where he

married Kate Laboon. They had a baby two years old when it was born and with four gold teeth.

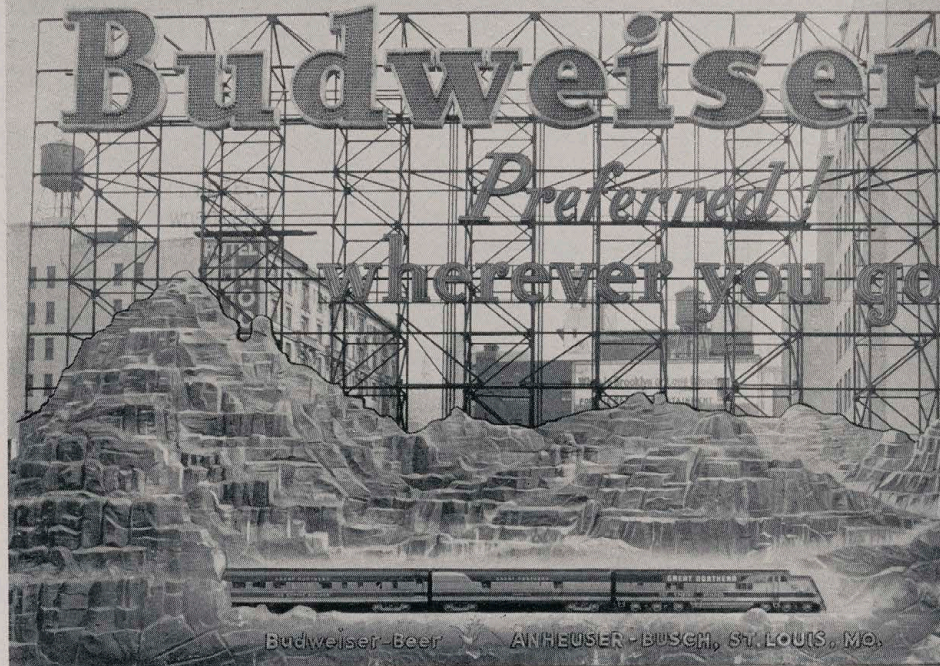
Paul caught the epizooty from Babe, the blue ox, and he died at Ten Strike, 12 miles north of Bemidji. Babe mourned the loss of Paul and had to be shot with 10 steel rails borrowed from the Great Northern Railway. Remains shipped to Armour's Packing Company."

A. C. HUYCKE.

Editor's Note: It was 8 instead of 10 rails.

Fourteen

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S GREATEST TRAIN



New York City "Great White Way" Spectacular Display features new Empire Builder.

Budweiser Spectacular Electric Display Features GN Empire Builder

The biggest electric spectacular display on Broadway in New York City now features Great Northern's streamlined Empire Builder.

The huge man-made canyon of light dominating Broadway is the dramatic Anheuser-Busch "Budweiser Beer" presentation on the southeast corner of 43rd street, the most heavily traveled block on The Great White Way. It is 75 by 100 feet over all and weighs 600 tons.

It contains 2,500 feet of fluorescent tubing and 7,500 lamps.

The display is of five plane, three dimensional construction, and the action involves a streamlined train—The Empire Builder—speeding across the Great American Empire, disappearing into a tunnel and returning to view. Construction of the canyons and mountains consumed 35 tons of a special formula composition.

Fifteen

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN



Glacier National Park

America's Greatest Summer Vacation Land



MANY GLACIER HOTEL, in the heart of Glacier National Park.

SEE THIS VACATION WONDERLAND VIA GREAT NORTHERN

Awaiting you in the Rocky Mountains of Montana, a thrill-packed vacation among 1785 square miles of scenic wilderness—land of rugged mountain peaks, colorful lakes and streams, ancient glaciers, Blackfeet Indians and wild animals. Stay in marvelous hotels—eat marvelous meals—have a marvelous time!

All-Expense Park Tours of 1, 2, 3 or More Days—Via motor coaches daily, June 15 through September 15, from either of Great Northern's two entrances to Glacier Park.

Great Way to go—



Oriental Limited
Great Northern's Vacation Train

Form 6009 4-48

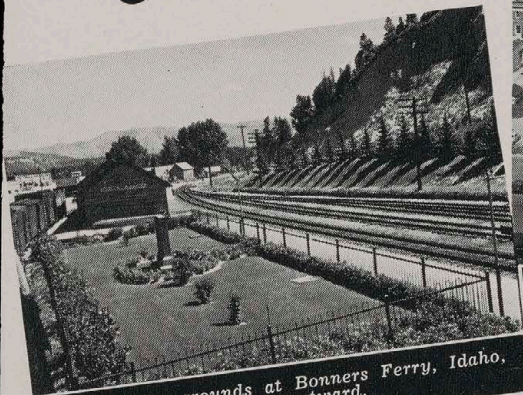
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the
GREAT NORTHERN GOAT



MAY
1948

GN Station Grounds



GN station grounds at Bonners Ferry, Idaho, looking eastward.



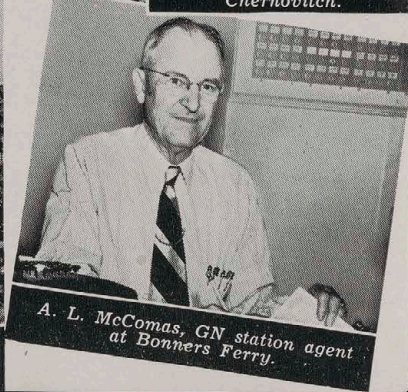
Main street of Bonners Ferry overlooking bridge across the Kootenai river.



Caretaker of GN's station grounds is Mike Chernovitch.



David Thompson historical monument commemorating the first route of travel and trade across the state of Idaho.



A. L. McComas, GN station agent at Bonners Ferry.

Bonners Ferry Station Grounds Attract GN Train Travelers

Perseverance, hard work and a love for flowers and plants have paid off in a big way for Mike Chernovitch, caretaker of Great Northern's station grounds at Bonners Ferry, Idaho.

Mike started work with the Great Northern in 1914, as a section laborer. In 1926, when the David Thompson monument commemorating the first route of travel and trade across what is now the state of Idaho was erected, Mike was assigned the job of looking after the station grounds. He was given a day now and then to mow the grass but somehow or other always seemed to find time to do a little extra work to improve and beautify the grounds. It has taken quite a while to carry out all of his plans but today Mike has one of the show-places along Great Northern's main transcontinental line.

A velvety well kept lawn with artistically arranged flower beds, which include tulips, geraniums, dahlias, petunias of the celestial rose variety and gladioli, first attract the eye of the visitor.

On the hillside along the right-of-way as trains approach the station grounds a row of Koster blue spruce trees form a background or screen for the station. The trees, which were two feet high when planted in 1939, are now over fifteen feet in height.

Tulips which bloom around June 1, form a border around the David Thompson monument. They are followed with plantings of geraniums

which come into bloom in midsummer. Dahlias line the outer edge of the station grounds.

Dahlias and a 350-foot long bed of dwarf petunias, with a sprinkling of gladioli, are planted along the south side of the track.

Plants for Bonners Ferry, as well as all other Great Northern station grounds, are furnished by the railway's greenhouses at Monroe, Washington, and are under the supervision of Andy DeRooy, supervisor of parks.

The inscription on the monument reads "1808-1926—To commemorate the first route of travel and trade across what is now the state of Idaho. David Thompson, Finnan MacDonald, James McMillan, William Kittson, Sir George Simpson, Red River Emigrants, Peter Skene Ogden, Warre and Vavasour, Father DeSmet."

The station grounds at Bonners Ferry are admired by thousands of Great Northern train travelers and Mike Chernovitch, who has planted and cared for the grounds from their inception, can rightfully take pride in his handiwork.

GN Chicago Freight Department in New Location

Great Northern's freight traffic department in Chicago is now located at 1535 Utilities Building, 327 South LaSalle Street.

Photos on opposite page by Ross Hall, Sandpoint, Idaho.

Three

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**



VOL. 18 May, 1948 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.

Memorial Day

Memorial Day was started in 1863 by Gen. John A. Logan, commander-in-chief of the Grand Army of the Republic (the Northern army during the Civil War).

Gen. Logan ordered then that "every post of the Grand Army should hold suitable exercises and decorate the graves of the dead comrades with flowers."

He closed the order with these words: "Let no ravages of time testify to coming generations that we have forgotten as a people the cost of a free and undivided Republic."

Four

Your Railroads

Railroad school taxes alone pay all the costs of keeping a million children in school every year!

And other railroad taxes help to protect the health of communities, provide police and fire protection, build roads, airports, and waterways, all over America.

An industry whose tax contribution amounts to more than \$900,000,000 a year is a vastly important factor in the economy of every state, and of thousands of towns and cities, by virtue of its tax payments alone.

But that isn't all. Railroads in 1947 spent two and a half billion dollars for materials, supplies and equipment which were bought in five out of every six counties in the country. And the four billion dollars which the railroads pay to their employees in wages help make business better everywhere.

So it is easy to see that—over and above the essential transportation service they provide—railroads are hometown partners of each of the communities they serve.

The Goat's Cover



Many Glacier Hotel on Swift-current Lake from which many points of extraordinary scenic splendor are easily reached.



"Gertie" turns on her charm for Glacier Park motorists.

"Gertie" Qualifies as Glacier Park Animal of the Year

"Animal of 1947" in Glacier National Park was Gertie, blonde beauty of beardom. Week after week during the summer, Gertie made the front page of the Columbia Falls, Montana, Hungry Horse News.

"Gertie Charms Park Visitors"

"Gertie Enjoys Photos; Hasn't Bitten Anyone Yet"

"Whortle-berries Woo Gertie"

"Gertie Picks Spot Where Travelers Slow Down":

Glacier National Park rangers were concerned. Gertie, the honey-colored two-year-old cinnamon bear, again caused up to 30 traffic jams

a day on Going-to-the-Sun highway, and appropriated the only spot in 33 miles between the west entrance and Logan pass where red flags are used to indicate a dip in the road.

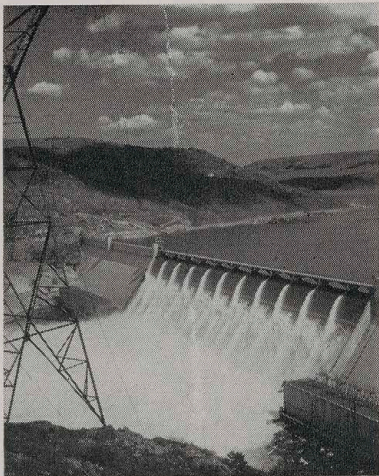
Travelers saw the red flags and then Gertie. Most of them stopped. Many vacationers believe the red flags are National Park Service markers to indicate the favored spot of Glacier's best "bum" bear of 1947.

Meanwhile the rangers are waiting for the day when a vacationer reports that "naughty" Gertie doesn't know where chocolate ends and flesh begins. Rangers already know that Gertie doesn't care.

Five

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Grand Coulee Dam "cornerstone" of the Columbia River Irrigation Project.

Columbia Basin Jubilee

A virtual monopoly on the cream of Washington State pulchritude has been assured the city of Ephrata for the four days of its second annual Columbia Basin Jubilee, slated this year for June 24-27.

Highlight of the Jubilee will be a "Miss Washington Pageant," with the selection and coronation of that state's most beautiful and talented young woman. Twenty-one communities, representing 90% of the state's population, will send contestants to Ephrata where they will vie for the honor of representing Washington in the annual finals of the "Miss America Pageant" in Atlantic City, N. J.

An added bonus for the winner of the Miss Washington award will be a \$1,000 scholarship, according to Gray Graham, manager of the Eph-

rata Chamber of Commerce. The Chamber this year holds the Washington State franchise for the "Miss America Pageant."

Other headline events of the Jubilee will be a mammoth parade depicting the growth and progress of the Basin, a barbecue for 3,000 people, and an old-fashioned non-partisan political rally. Additional events will round out nearly every hour of the four days.

Purpose of the Jubilee is to focus attention on the Columbia Basin Project and the permanency of the cities growing within the Basin.

Ephrata, "capital" of the Project and mainline stopping point for Great Northern's streamlined Empire Builder and Oriental Limited, has been harrassed by a great deal of "boom town" publicity. Actually this community of 3,600, irrigation headquarters for the Columbia Basin Project, has built solidly for its bright future illustrated by the fact that Ephrata's per capita investment in public utilities is one of the largest in the U. S., and its indebtedness one of the smallest.

Also reflecting careful community planning are Ephrata's water system and new sewage disposal plant, both adequate to serve a population of 10,000.

Rangers Prepare for 1948 Glacier Park Season

Glacier National Park rangers held their spring conference at Belton, Montana, in April. The park's 20 rangers, in preparation for the 1948 park season, took part in discussions covering 27 topics, ranging from accounting to trails, and trail signs to checking stations, new developments in fire fighting and communications.



Goat

GLEANINGS

The province of British Columbia, including Vancouver and Victoria, has adopted daylight saving time from April 25 to September 26, inclusive.

* * *

The second annual North Dakota State Dairy Show, will be held September 15 to 18, inclusive, at Jamestown, N. D.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1948, are, Raymond G. Stone, traveling engineer, Great Falls, Mont.; James M. Payne, conductor, Havre, Mont.; William P. Shields, yardmaster, Minneapolis, Minn.; John F. Etter, engineer, Morris, Minn.; Albert W. Sleight, switch foreman, Havre, Mont.; Ernest L. Neikirk, agent-operator, Bainville, Mont.; John Wm. Johnson, engineer, Kelly Lake, Minn.; Abram A. Piper, agent, Wenatchee, Wash.; John E. LaValle, clerk, St. Paul, Minn.

Members reported pensioned during April, 1948, are, Albert H. Albrecht, engineer, Williston, N. D.; Richard R. Meacham, section foreman, Greenacres, Wash.; Manfred Olson, section foreman, Foley, Minn.; Herbert I. Pierce, engineer, Great Falls, Mont.; Joseph C. Shaffer, general dock foreman, Seattle, Wash.

* * *

The Veterans' Association of the Great Northern Railway will hold its annual meeting at Great Falls, Montana, on June 5.

The newly formed Global Travel Service recently opened a travel bureau in the lobby of the Davenport Hotel in Spokane, Wash. The bureau specializes in arranging details of business trips.

* * *

T. D. Slattery of the Associated British & Irish Railways, Inc., New York City, announces the opening of a Canadian Office at Toronto, Ontario, which will be under the direction of S. G. Clarke. Also announced by Mr. Slattery is the appointment of Edward Lynch as manager of the Middle Western Office of British and Irish Railways at 39 South LaSalle Street in Chicago, Ill.

* * *

The Toledo, Peoria & Western Railroad recently reopened its office in Portland, Oregon, with W. G. McLaren in charge as general agent.

* * *

Railroads in the past 25 years have spent more than 13½ billion dollars for improved freight and passenger cars and locomotives and for improved plant and other facilities.

* * *

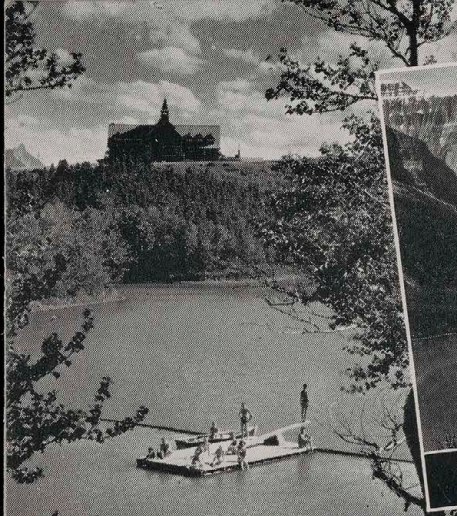
More than 150 entertainment events ranging from territorial centennial celebrations and beauty pageants to round-ups and fishing derbies are scheduled during Oregon's 1948 tourist season. The nationally famous Pendleton round-up will take place September 15 to 18.

Seven

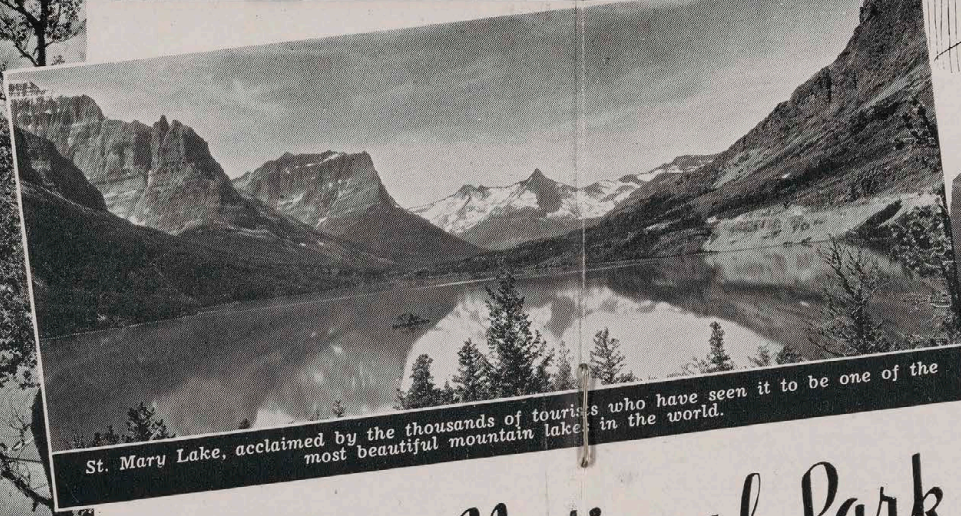
Six

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



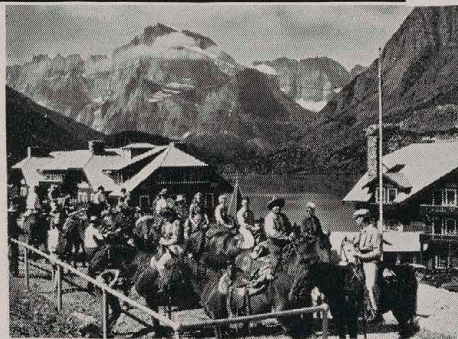
Prince of Wales Hotel in adjoining Waterton Lakes Park in Canada.



St. Mary Lake, acclaimed by the thousands of tourists who have seen it to be one of the most beautiful mountain lakes in the world.



Colorful Blackfoot Indians greet visitors to Glacier Park.



Many-Glacier Hotel on Swiftcurrent Lake is the starting point for hiking and pack trips.

Glacier National Park

IN THE MONTANA ROCKIES

Hotels and chalets in Glacier National Park in Montana, America's second largest national Park, will open June 15 for the thirty-third season. The park season extends through September 15. Great Northern's vacation train, the Oriental Limited, will begin service to the park on June 15, stopping at Glacier Park station, eastern rail entrance,

and Belton, western rail gateway, throughout the park season.

Inquiries concerning travel this summer in Glacier and Waterton Lakes Parks in the adjoining Canadian Rockies, indicate an upswing in the popularity of all-expense tours and stop-over motor coach trips. All-expense stop-over tours of one,

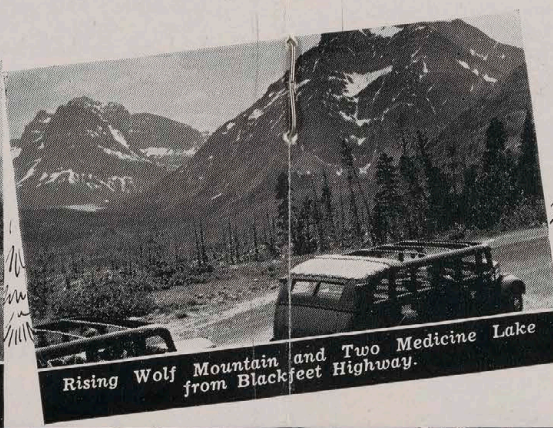
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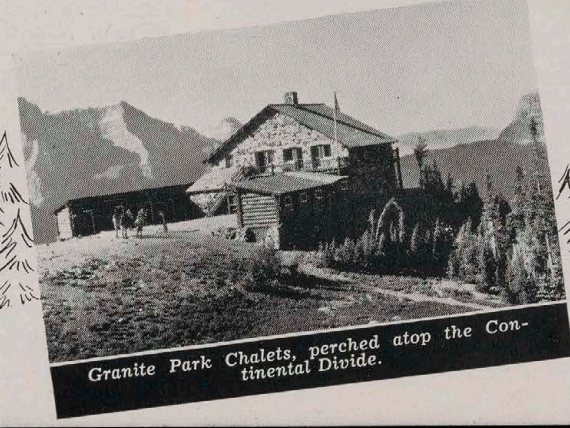
Rest House and Mount Clements at the crest of Logan Pass.



Glacier Park Hotel, eastern starting point for all-expense motor coach tours.



Rising Wolf Mountain and Two Medicine Lake from Blackfeet Highway.



Granite Park Chalets, perched atop the Continental Divide.

Wear a BUDDY POPPY



**Veterans of Foreign Wars
of the United States**

Honor The Dead . . . Help The Living

One of the most poignant-meaning of the flowers that bloom in May is the Buddy Poppy which is fashioned by disabled ex-service men patients in government hospitals. The entire proceeds from their sale are used by the Veterans of Foreign Wars to raise relief work funds.

The VFW conducts the Buddy Poppy Sale nationally each year during the week of Memorial Day. The funds are used to alleviate conditions of distress among veterans and their families. An allotment is also included to the VFW National Home for Widows and Orphans of Ex-Service men in Eaton Rapids, Michigan.

Ten

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

GLACIER PARK

(Continued from page 9)

two, three days or more, which include both parks, may be arranged to fit travel schedules of individuals or groups arriving by train at either the western or eastern rail entrances.

Only national Park on the main line of a transcontinental railway, Glacier is a magnificent mountain wonderland of more than 1,500 square miles in northwestern Montana. Named for 60 glaciers cradled by its skyscraping peaks, the park is a land of rugged, colorful mountains of distinctive shapes; deep, ice-carved valleys; 200 beautiful lakes and hundreds of trout-filled streams. It can be seen afoot, on horseback, by launches on several of its lakes, and from comfortable sight-seeing coaches, each form of transportation having its own exclusive scenery, its own exclusive experiences, thrills and charms.

One of North America's largest wild life preserves, Glacier is the home of several varieties of big game animals, notably the Rocky Mountain goat. There are more of the famed, gymnastic goats here than in any other area on the North American continent. The Montana park also is noted for its brilliant floral display.

Glacier Park has modern, picturesque hotels and mountain chalets, while in Waterton Lakes Park is the Prince of Wales Hotel. There are also 1,000 miles of superbly scenic trails for hikers and saddle horses.

Glacier Park once was the exclusive hunting domain of the Blackfeet Indians, who now live on a reservation adjoining the park. The Blackfeet are a traditional part of the Western atmosphere at Glacier Park Hotel during the vacation season.



Goat

GAIETIES . .

Shattered Dreams

A BLONDE *femme* swaggered into the parlor of a local fortune teller to inquire into her future.

"You will," droned the mystic "very shortly meet a tall dark man who will sweep you off your feet. He will shower you with gifts and take you to breathtaking night spots and just the two of you will drink a toast to everlasting love!"

"Has he got a lot of money?" asked the girl excitedly.

"He is president of a large concern and heir to a \$900,000.42 estate!"

"Gosh," stammered the girl. "Now just tell me one more thing."

"What is it, dear?" asked the soothsayer, as he visualized many pieces of silver crossing his palm.

"How do I get rid of my husband and the three kids?"

* * *

Chastisement

Mom: "Come, Johnny, kiss your Aunt Jane."

Son: "Why, Ma, I ain't done nothing."

* * *

Planned Comfort

He (at movies): Can you see all right?

She: Yes.

He: Is there a draft on you?

She: No.

He: Seat comfortable?

She: Yes.

He: Mind changing places?

Family Cooperation

Back from his day in the office father asked of his children whether they had been good.

"Oh yes," said his little daughter, "I washed the tea-things."

His small son added: "And I wiped them dry."

Turning to the youngest of the trio, he asked: "And what did you do, Margaret?"

In high glee she reported: "I picked up the pieces."

* * *

Would You!

"Should I marry a man who lies to me?"

"Lady, do you want to be an old maid?"

* * *

Supply and Demand

Shopper (at butcher's counter): How much are pork chops?

Butcher: Fifty cents a pound.

Shopper: Why, the shop across the street sells them for 40 cents a pound.

Butcher: Why didn't you buy them there then?

Shopper: He didn't have any today.

Butcher: Oh, well, when I don't have any I sell them at 20 cents a pound.

Eleven

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**

GN Appointments



Murray

R. J. Murray, who has been Great Northern's special agent at Willmar, Minnesota, since 1931, has been appointed chief special agent with headquarters in St. Paul, succeeding M. J. Wegener who died March 28.

Mr. Murray's earliest connection with the railway was as a section worker and towerman. He was a county deputy sheriff at Moorhead, Minn., from 1918 to 1922, prior to becoming Great Northern watchman there in 1924.

He was roundsman at Minneapolis in 1926, assistant special agent at St. Cloud from 1926 to 1928, special agent at Willmar from 1928 to 1931, and special agent for a short period at Great Falls, Montana, before returning to Willmar late in 1931.

GN Freight Traffic Meeting

Freight traffic representatives of Great Northern Railway, from throughout the United States and Canada, held a three-day conference at the railway's headquarters in St. Paul, Minn., on April 15, 16 and 17.

Discussions pertaining to freight traffic matters affecting the railway were conducted by C. E. Finley, traffic vice president and George F. Hardy, general freight traffic manager.

Twelve

Appointment of Gerald D. Johnson to succeed John W. Bourke as Great Northern general agent freight department in Seattle, Wash., is announced by George F. Hardy, general freight traffic manager, St. Paul, and R. P. Starr, the railway's western traffic manager.



Johnson

Mr. Bourke, who joined the Great Northern in 1917, and had been general agent freight department in Seattle since 1946, resigned to enter government service with the Department of Agriculture.

Mr. Johnson joined Great Northern in August, 1919, as tariff clerk in the Freight Traffic Department, St. Paul, and in January, 1937, became chief clerk in the railway's Milwaukee, Wisconsin, office. He subsequently held positions in Los Angeles and San Francisco, where he was traveling freight agent from December, 1946, to April 1, of this year.

R. L. Lamb, city freight agent, Oakland, Calif., has been promoted to traveling freight agent with headquarters in San Francisco, succeeding Mr. Johnson.

Ralph Merklin, assistant chief clerk in Great Northern's traffic department, Portland, has been appointed city freight agent, Portland, succeeding Robert West, recently named general agent, SP&S Railway, Portland.



Grand Floral Parade, highlight of the Portland Rose Festival, will feature more than 50 flower-covered entries.



Theme of the 1948 Portland Rose Festival will be the "Story of the Rose."

Portland Rose Festival

Portland's mythical realm of Rosaria will again hold sway from June 9 to 13, during the 40th annual Portland Rose Festival.

Highlighting the Festival will be the Grand Floral Parade, June 12, with a program of colorful events during the festival period revolving about the theme "Fables in Flowers" and the "Story of the Rose," depicting legends and narratives associated with the "fabulous" Oregon country, and designed to beckon visitors away from the work-a-day world.

There will be coronations, pageants,

junior activities and night shows with all Portland becoming a bit of the land of make believe.

Nightly stadium attractions will include displays of fireworks commemorating the Centennial of the Oregon Territory, a salute to the admission of the territory to the American Union in 1848.

Climaxing festival activities, June 13, will be the annual Golden Rose Ski Tournament on the high slopes of Mount Hood at Timberline Lodge, attracting outstanding racers from all parts of the country.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN



More than 200 mountain sheep live among the cliffs and crags in Glacier Park.

Mountain Sheep in Glacier Park

A band of 38 mountain sheep was reported near Many-Glacier Hotel in Glacier National Park during the past winter by a park ranger.

Glacier Park's bighorn sheep, of which there are more than 200, faced extinction in 1936, by a threatened lung disease. The herds have dwindled in other national park areas but are now reported to be slowly increasing. A big-horn ram weighs up to 400 pounds.

While park rangers sometimes see the mountain sheep in winter, they seldom report on the estimated 866 Rocky mountain goats in the park.

Name Origin

Glacier National Park is so named because in the hollow of its rugged mountain tops lie more than 60 small glaciers, the remainders of ancient monsters which once covered all but the highest mountain peaks. It is richly colored in gigantic cirques, ruggedly modeled mountains, and hundreds of lakes of unusual romantic beauty.

Fourteen

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S GREATEST TRAIN

Saddle Horse Facilities in Glacier Park

Glacier National Park, America's foremost trail park, will have added pack and saddle horse facilities for 1948 visitors to the park.

National Park Service headquarters at Belton, Montana, recently completed arrangements for 1948 saddle horse concessions in Glacier Park with Mrs. Berenice Lewis of the Lewis Diamond L Ranch, north of Browning, Montana, and Ernest K. C. Foster, providing for saddle horses at Many Glacier Hotel. Bryant Graves will have the saddle horse concession at Glacier Park Hotel, eastern rail entrance to Glacier Park, and at Lake McDonald, Roy Wessels of the River Bend Ranch, Belton, western rail entrance, will have strings of saddle and pack horses.

Stork Interrupts Service at Glacier Park Lookouts

An active stork is interfering with the forest fire lookout situation in Glacier National Park.

Young married couples are preferred for the lonesome mountain jobs in summertime. Four eyes are better than two. And if a fire starts near the lookout, the husband can get to the blaze in a hurry, leaving his wife on the job at the station.

Of the eight married couples who had lookout jobs last season, six now have additions to the family, and the park service says it's not feasible to take children to mountain tops.

Due to improvements which have been made in construction, the average road freight locomotive now uses approximately 113 pounds of fuel to form 1,000 gross ton-miles of service, compared with 140 pounds in 1925.

GN Report for 1947

The "increasing burden" of railway payroll taxes as compared with those paid by other industries is emphasized in Great Northern Railway's annual report for 1947 to stockholders.

The railway's owners are advised by F. J. Gavin, Great Northern president, that the company's 1947 payroll taxes of nearly 7½ million dollars almost equalled fixed charges and were greater than interest on funded debt.

Payroll taxes have been an increasing burden on Great Northern's earnings, not only because of the larger payroll base to which the tax is applied, but more importantly, the huge increase in rates from 1 per cent in 1936 (when this form of taxation was started) to 6½ per cent in 1946 and 8¾ per cent in 1947. The increase in payroll taxes in 1947 over 1946 was more than 2¼ million dollars.

No other industry carries a Social Security burden as heavy as that imposed on the railways by the Crosser Act, which was enacted in 1946. The tax rate of 8¾ per cent is applied on compensation up to \$300 per employee per month as compared with 2.7 per cent on compensation up to \$250 per month, generally levied on employers in other industries.

Great Northern's operating revenue in 1947 was more than 193¾ millions—a record except for the three war years of 1943 through 1945, and only 7 per cent below the company's all-time peak of approximately 207¾ millions in 1944. However, operating expenses last year were 8 per cent greater than in 1944, reflecting higher wage and materials costs.

Although the railway's fixed charges were reduced 1 million dollars in 1947—to less than 7¾ millions, lowest in 50 years—last year's net income of 22½ millions was nearly 1 million less than in 1946. In addition to a 13½ million dollar increase in taxes, other factors adversely affecting 1947 net income were wage and fuel increases of 5¾ and 3½ millions, respectively.

Mr. Gavin also reported "enthusiastic endorsement" by the traveling public of the streamlined Empire Builder fleet. Inauguration of this service resulted in an increase in passenger revenues from civilian business in spite of the almost complete elimination of military travel. Great Northern's passenger revenues in 1947 declined 18 per cent from 1946 figures, reflecting the sharp drop in military personnel travel. However, passenger revenues of all other lines in the Western district decreased 32 per cent last year.

Movement of freight traffic over Great Northern in 1947 exceeded any previous peacetime year and produced nearly 165 millions in revenue. A total of 202 million bushels of grain were loaded at the railway's stations last year, as compared with 206 million bushels in 1946. Lumber, fruit and copper movements were heavier than in 1946, although less livestock was handled in 1947 than in the preceding year.

An early start of the 1947 iron ore shipping season gave Great Northern an increase of nearly 6 million long tons over 1946. More than 23 million long tons of iron ore were handled at the railway's docks in Superior, Wis., last year.

Approximately 380 new industries were located on Great Northern lines in 1947.

Fifteen

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN



***GREAT** for food*

• EAT HEARTILY on the Oriental Limited. *They all do!* Your appetite's whetted by a clean, fresh, air-conditioned ride. You sit down to a savory roast, perhaps, or crisp bacon and fresh eggs, fragrant coffee. Mmm! That *great* Great Northern food! The *same* good food is available to *all* Oriental Limited patrons. On the Oriental Limited, everything's planned for *your* pleasure. It's *great* for comfort, *great* for food!



Great Northern's Vacation Train

Form 6009 5-48

PRINTED IN U. S. A.

the
GREAT NORTHERN GOAT



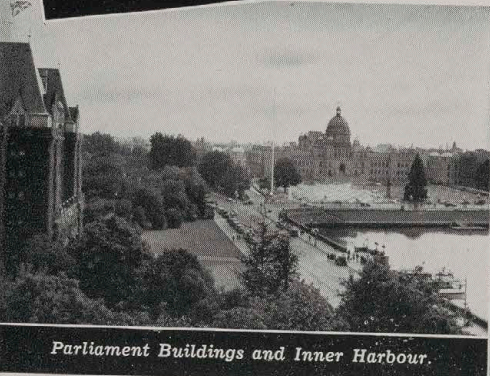
**JUNE
1948**

Victoria

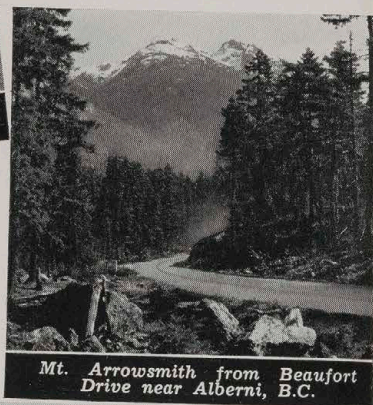
The Capital of
British Columbia



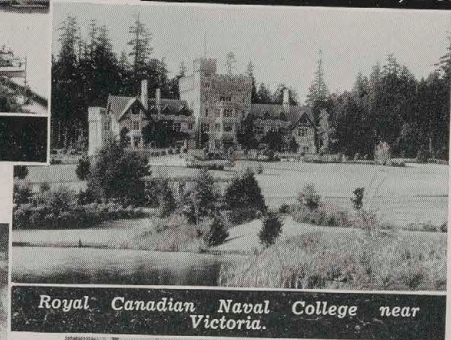
Streamlined steamers transport passengers between Victoria and mainland.



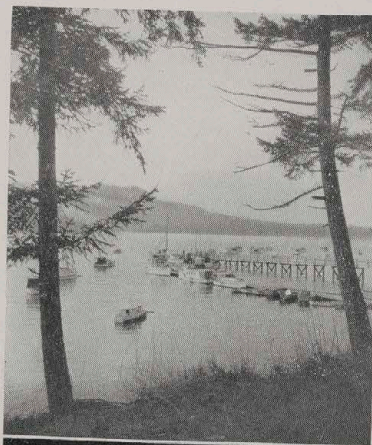
Parliament Buildings and Inner Harbour.



Mt. Arrowsmith from Beaufort Drive near Alberni, B.C.



Royal Canadian Naval College near Victoria.



Brentwood Bay, year 'round grilse and salmon fishing ground.



British Columbia Indian Totem poles in Thunderbird Park.

A Bit of Old England on the Pacific

Whether sportsman, nature lover, or sightseer, the vacationist finds innumerable attractions in Victoria, the capital city of British Columbia. The city is unusually favored in the scenic beauty of its location, in having a temperate year 'round climate, and natural facilities for all varieties of outdoor recreation.

The late Arthur Brisbane, famous American columnist, after a visit to Victoria wrote "Victoria is as British as Basingstoke and as beautiful in scenery, luxuriant growth of flowers and peaceful quiet as any place on earth . . ." However, it is not only for its old world charm that Victoria is famous. Year 'round fishing in one of the finest sport salmon fishing areas on the continent, golf in every season on ever-green courses bordering the sea, a temperate winter and summer climate, yachting, tennis, swimming in season, fine shops featuring imported goods, and scenic drives in every direction.

The city is bounded on almost three sides by the Pacific Ocean, and to the south and east the Olympic range of mountains, in the state of Washington, are visible while to the west the blue-tinted Sooke Hills of Vancouver Island rise. A city of tree-shaded streets, winding boulevards, fine homes and beautiful gardens, Victoria's leisurely tempo is a striking contrast to the hustle and bustle usually noticeable in a world port. Hanging flower baskets containing floral varieties are suspended from street lamp posts in spring and summer, and add a charmingly non-commercial aspect to the city's business section.

Victoria's Inner Harbour, where the visitor coming directly from the mainland steps ashore, is considered one of the most beautiful water ap-

proaches to any city in the world. It is flanked by the stately Parliament Buildings, housing the Legislative Assembly and government offices of the province of British Columbia, a territory larger than the combined areas of Washington, Oregon, and California. The ivy-covered Empress Hotel also faces Victoria's Inner Harbour, both edifices set in landscaped grounds of vivid lawns and brilliant flower beds.

For the sightseer there are innumerable scenic drives and points of interest to visit. Just a step from the harbour, the Parliament Buildings may be explored, of which the Provincial Library, Museum and archive is of particular interest. Within walking distance is Thunderbird Park, with an exceptionally fine collection of Indian carved totem poles, gathered from the various Indian tribes of British Columbia, and Beacon Hill, principal city park. Butchart's sunken gardens, one of the most famous gardens of their kind, are just 12 miles from the city. Victoria's Crystal Garden, containing a swimming pool 150 feet in length, is the largest warm salt water pool under glass on the continent. In summer there is swimming at ocean beaches, and at warmer fresh water lakes close to the city.

While Victoria is itself well worth a visit, stretching to the north is its Island hinterland, a veritable paradise for the sportsman and nature lover. There are numerous holiday centres, and these range from seaside beach resorts, to those in a setting of virgin timber stands and glaciated mountain peaks. Southern Vancouver Island is well populated, while to the north, and on the west coast there are still relatively unopened areas having a rugged and

(Continued on page 6)

Three

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**



Vol. 18 June, 1948 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.

Your Railroads

Rates and fares are the prices at which railroads sell their services. These prices are higher now, in dollars and cents, than they were before the war but as compared with most other prices, they are distinctly lower.

The increase since 1939 in the prices at which railroads sell their freight services has been only about half as much as the percentage by which railroad wage rates and the prices of railroad materials, supplies and fuel have gone up. In passenger service, the increase in selling prices has been only one-fourth as much as the average increase in the prices

and wages which railroads must pay.

Increases in railroad rates are effects, not causes. Rail rates were no higher at the end of the war, and in many instances were lower, than when war began. Subsequent increases came after and not before the increases in the prices of other things. Indeed, there are few commodities or services for which the increase in price since 1939 has been so little, or so late.

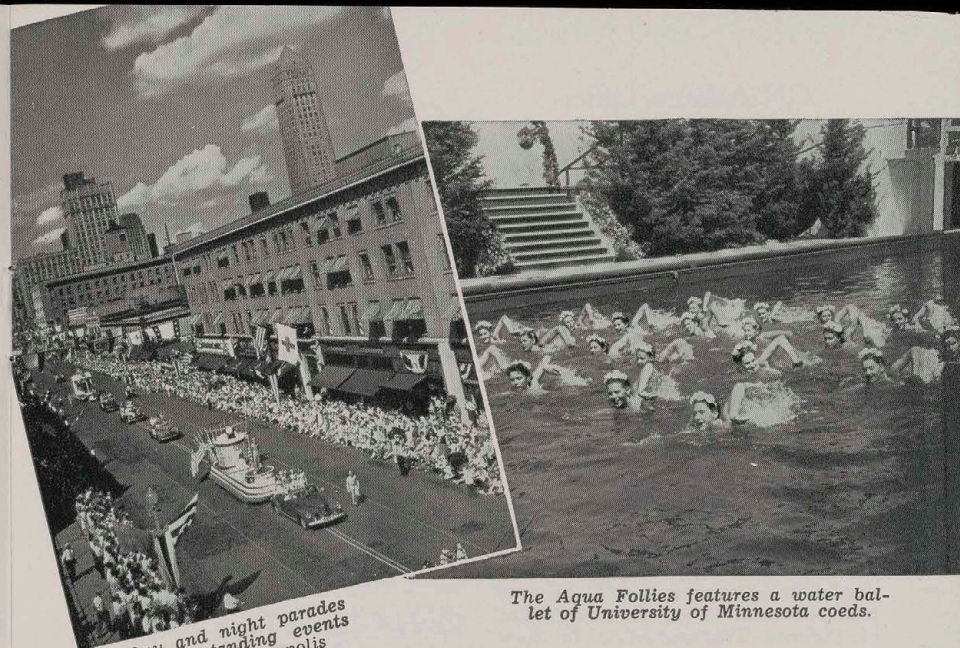
Experience has shown that poor and inadequate transportation is costly, no matter how low the rate might be, while good and adequate transportation is worth what it costs. The foundation of good transportation is good plant and equipment. That requires investment, and investment depends upon earnings or the prospect of earnings.

The best way, and indeed the only sure way, to have better transportation in the future is to give railroads a chance now to make earnings sufficient to meet today's costs—such earnings as will justify and encourage continued investment in the better railroad plant and facilities which are the one sound foundation of better service at the most economical cost in the days to come.

The Goat's Cover



Petit Patty
McLane,
Queen of the
Lakes of the
1948 Minne-
apolis Aqua-
tennial.



Day and night parades are outstanding events of the Minneapolis Aquatennial.

The Aqua Follies features a water ballet of University of Minnesota coeds.

1948 Minneapolis Aquatennial

World's greatest summer festival—that is the lusty appellation accorded the Minneapolis Aquatennial, unique civic celebration which dramatizes Minnesota's land of 10,000 lakes.

Alert to live up to the impressive title, 1,500 Minneapolis businessmen are now working to produce the big civic, non-profit water show to be held July 23-August 1.

International aspects of the affair are courted through participation of Canadian woodsmen in the Aquatennial Paul Bunyan Canoe Derby, which will start near the source of the Mississippi at Bemidji, Minnesota July 14 and ends nine days later at the Port of Minneapolis, to officially open the salute to water sports and summer fun.

Tourists from every state in the union who have long sought the pine-scented fishing grounds of Minnesota, line Nicollet Avenue for the big parades. Floats duplicating scenes from Minnesota's summer playgrounds, marching units, bands, the Aqua Jesters, and visiting celebrities, pass in review. The Aqua Follies, staged on a natural outdoor setting utilize one of the nine lakes within the corporate limits of Minneapolis, present world-famous swimming stars, opera singers, comedy acts and a water ballet of University of Minnesota coeds.

Meanwhile, on the shores of Lake Calhoun, three miles from the loop district, the Northwest International Rowing Regatta will be held; as well

(Continued on page 14)

Four

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Five

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

GN Atlanta Office



Mr. Claypool

A new freight and passenger office, serving the states of Georgia, South Carolina, Alabama and Florida, has been opened in Atlanta, Georgia, by the Great Northern railway. The office, located in room 1307 of the 22 Marietta Building, is in charge of Albert P. (Bert) Claypool, general agent. Mr. Claypool, who joined Great Northern in 1927, has served the railway in several traffic capacities. During World War II he was transportation officer for the Office of Defense Transportation in New York City.

Fargo-Moorhead Sleeping Car Service

Pullman standard sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead is now operated on Great Northern trains 9 and 10. This service, which alternates every four months between the Northern Pacific and Great Northern railways, will be provided by Great Northern during the months of June, July, August and September.

There will be no Twin Cities-Fargo-Moorhead set-out sleeping car on Northern Pacific trains 3 and 4 during this four month period.

First class tickets between St. Paul-Minneapolis and Fargo-Moorhead on either Great Northern or Northern Pacific railways will be honored on Great Northern trains 9 and 10.

Six

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S GREATEST TRAIN

VICTORIA

(Continued from page 3)

pristine grandeur that is a challenge to the adventurous. Fishing is an outstanding sport on Vancouver Island, and particularly famous are the tye salmon, those caught off Vancouver Island weighing up to seventy pounds. Among other sports for which Vancouver Island has natural facilities are yachting, mountain climbing, skiing, trail-riding, hiking, boating, swimming, with excellent golf courses, and opportunities for tennis, bowling, and competitive sports.

It does not really matter what time of year the visitor comes to Vancouver Island; in every season he will find scenic attractions and amusements to make his stay pleasant, leaving only the desire to return at the earliest opportunity.

Cody-Glacier Park Sleeping Car Service

A summer line of 10-section 2-compartment 1-drawing room Pullman standard sleeping cars will be operated between Cody, Wyoming, and Glacier Park, Montana, on CB & Q trains 28-23 and 24-27, between Cody and Billings, and Great Northern trains 43 and 42 between Billings and Glacier Park. First sleeping car will leave Cody on July 1, the last sleeping car leaving Cody on August 30. The first sleeping car will leave Glacier Park on July 2, and the last sleeping car will leave Glacier Park on August 31.

GN Builds More Steel Boxcars

Five hundred new steel boxcars are being built at Great Northern railway's shops at St. Cloud, Minn., at the rate of 18 daily, highest production level ever reached there.



Goat

GLEANINGS

A new station, named "Welch", has been established in Chelan county, Washington, 1.58 miles north of Olds, Washington.

* * *

Canada Steamship Lines is offering 7-day cruise vacations from Duluth, Minn., to Isle Royale, via SS Noronic and Coastal Queen, leaving Duluth every Tuesday, June 22 to August 31, 1948.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1948, are, Charles S. Albert, attorney, Seattle, Wash.; James W. Carmen, conductor, Orange, Calif.; Albert B. Cramb, conductor, Crookston, Minn.; Roy J. Faulkner, conductor, Kettle Falls, Wash.; Joseph L. Flood, hostler, St. Paul, Minn.; Michael J. Fitzmaurice, towerman, Seattle, Wash.; Clarence R. Green, conductor, Sioux City, Ia.; Louis W. Hill, Sr., director, St. Paul, Minn.; Charles R. Jackson, cashier, Great Falls, Mont.; William M. Keefe, engineer, St. Paul, Minn.; Edwin J. Knapp, engineer, Whitefish, Mont.; Harry L. Lascelles, conductor, Spokane, Wash.; Stanley P. Loughlin, section foreman, Hunter, N. D.; Math Molner, car repairer, Everett, Wash.; William R. McChesney, machinist, Spokane, Wash.; George P. Reckert, engineer, Hinsdale, Mont.; William E. Richard, dispatcher, Sioux City, Ia.; Charles H. Simon, car distributor, Havre, Mont.; William Thompson, machinist, Willmar, Minn.; Fred White, engi-

neer, Havre, Mont.; Samuel Wick, pipefitter foreman, St. Paul, Minn.

Members reported pensioned during May, 1948, are, Martin H. Belknap, engineer, St. Paul, Minn.; George A. Blaha, conductor, Breckenridge, Minn.; Clarence S. Crisman, conductor, Bainville, Mont.; Helmer E. Hanson, carman, St. Cloud, Minn.; Harrison A. Hildebrandt, clerk, St. Paul, Minn.; Charles Lundahl, section foreman, Princeton, Minn.; George Othen, car inspector, Willmar, Minn.; John Udahl, engineer, Minot, N. D.

* * *

Dining car service on Great Northern trains 5 and 6, between Seattle and Spokane, has been discontinued. Coffee, sandwiches, fruit, etc., are provided by train salesmen on these trains. A 20-minute stop is made at Wenatchee for lunch. The reserved seat coaches on these trains are continued in service.

* * *

According to C. W. Staufenberg, director of sales for the midwestern division of the Great Atlantic & Pacific Tea Company, air shipment of perishable foods has proved impractical and "cannot possibly compete" with rail freight. Citing an A & P experiment with flying spinach from California to Chicago, Mr. Staufenberg stated that air freight costs are prohibitive and that the condition of the produce, as compared with that shipped by rail, was not improved enough "for the consumer to tell the difference."

Seven

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

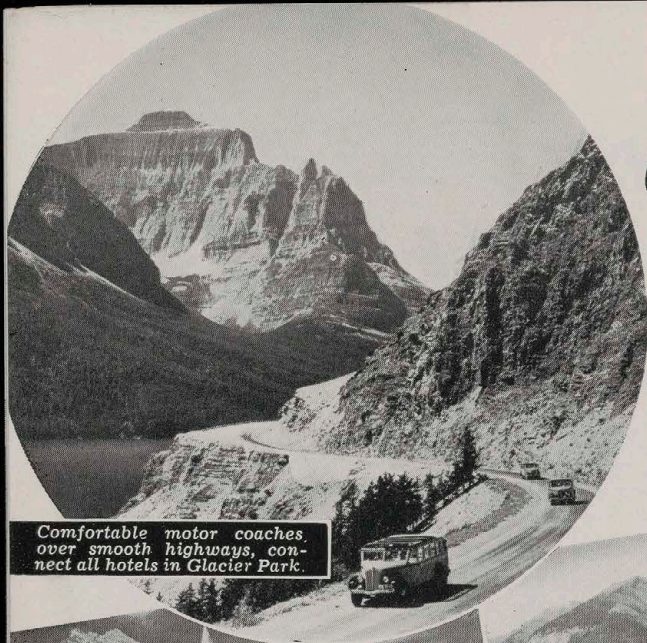
Glacier National Park

IN MONTANA

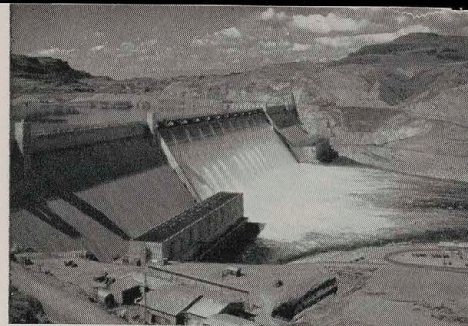
FOR A COMPLETE VACATION OR LOW-COST,
ALL-EXPENSE, STOP-OVER MOTOR COACH
TOURS ENROUTE TO OR FROM THE CANADIAN
ROCKIES, PACIFIC NORTHWEST and CALIFORNIA.

Montana's Glacier National Park fits perfectly
into any vacation plan that includes the Canadian
Rockies, Pacific Northwest or California. For it's

(Continued on page 10)



Comfortable motor coaches,
over smooth highways, con-
nect all hotels in Glacier Park.



Grand Coulee Dam, Washington, largest
man made structure in the world.



Prince of Wales Hotel in adjoining Waterton
Lakes Park, Canada.



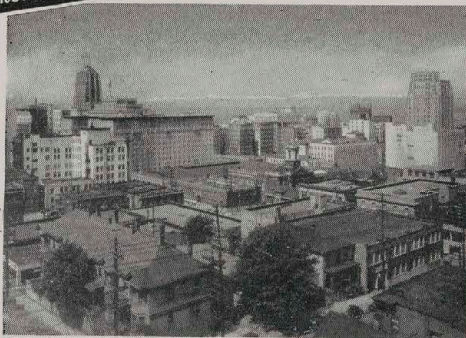
Banff Springs Hotel, Bow River Valley
Banff National Park, Canada.



Chateau Lake Louise in the Canadian
Rockies.



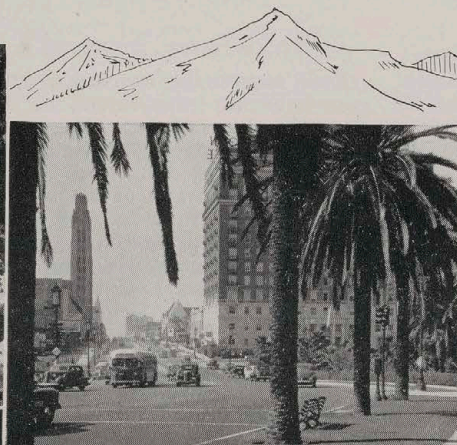
Cabins along "Beauvert Avenue", Jasper
National Park, Canada.



Seattle, Washington, Metropolis of the
Pacific Northwest.



Portland, Oregon, "City of Roses"



Santa Monica Boulevard, Los Angeles,
California.



Famed Market Street, San Fran-
cisco, California.



Gladys Swarthout about to board the Empire Builder at Portland.

Empire Builder Travelers

A recent traveler on Great Northern's streamlined Empire Builder, from Portland, Oregon, to Chicago, was Gladys Swarthout, Metropolitan opera, concert and radio star.

Marias Fair and Rodeo

The Seventh Annual Marias Fair, sponsored by Glacier, Liberty, Pondera and Toole counties in Montana, will be held at Shelby, July 22 through July 25. It will feature agricultural, livestock and educational exhibits, Blackfeet Indians from Glacier National Park and their art-craft, parades, night shows, fireworks and horse-racing. It will mark the 25th anniversary of the Jack Dempsey-Tom Gibbons World's Heavyweight Championship fight staged in Shelby in July, 1923.

Ten

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

GLACIER PARK

(Continued from page 9)

the only National Park in the U.S. on the main line of a transcontinental railway—the Great Northern.

Visitors to Glacier National Park in Montana and adjoining Waterton Lakes Park in Canada, can extend their travel to Banff and Lake Louise, and over the Columbia Icefields Highway by comfortable motor coaches to Jasper National Park. Or, reversing the procedure travelers visiting the Canadian parks can return via Waterton Lakes and Glacier Parks, boarding Great Northern's vacation train, The Oriental Limited, at either Glacier Park station, eastern rail entrance, or Belton, western gateway.

This can be easily arranged, for the International Inter-park Highway leads from Great Northern stations at Glacier Park and Belton, through Glacier and Waterton Lakes Parks and northward to the well-known resorts in Canada. Daily service is maintained by motor coaches connecting with Canadian railroads.

Great Northern features Independent Pre-arranged Vacation Tours to Glacier-Waterton and the Canadian Rockies.

Strawberry Festival

Free strawberry shortcake, 5,000 pounds of it, were served at the first Whatcom County Strawberry Parade at Lynden, Washington, on June 12. A ton and a half of the first crimson berries of the season, and shortcake, sweetened with sugar and thick whipping cream, were dished out at stands along the city's main street. Queen of the Strawberry Festival was Deloris Maxine Estie.



Goat GAIETIES...

Easy!

Son: "Dad, how do they catch crazy men?"

Dad: "That's easy. They use a little rouge and lipstick, a cunning hair-do and a pretty dress."

* * *

It's a Long, Long Trail

"So you're 100 years old? How have you managed to live so long?" the young reporter asked the centenarian.

"Well, son, I got married when I was 21, and the first thing the missus and I did was to have a long talk. We decided that if we had an argument the loser would take a long walk, so we wouldn't stay mad. I guess, son, that the 79 years of fresh air has done me more good than anything else."

* * *

New Number

Hostess: I hope my husband wasn't rude when he asked you to play.

Pianist: Oh, no, Madame. 'E only ask that I do not play one tune.

Lady: And what was that?

Pianist: 'E say, "Don't play for the love of Mike."

* * *

It Ain't Possible

Irate wife: "I want an explanation, and I want the truth."

Hubby: "Well, make up your mind. You can't have both."

Missed By a Leap

The elderly gentleman was walking past a chemist's shop when, without warning, a young man dashed out of the shop, took a flying leap into the air with his legs astride, and fell in a heap in the gutter.

The older man hurried over to him.

"Dear, dear!" he said sympathetically. "Are you hurt?" "No," was the sharp reply. "But I'd like to meet the devil who took my bike away."

* * *

How Come!

Husband: I suppose you are still angry with me because I came home last night with this black eye.

Wife: Maybe you don't know it, but when you came home last night you didn't have that black eye.

* * *

Doing Fine

After an absence of many years, an old Southern Negro returned to his home town and dropped in at a doctor's office seeking relief from an ailment.

The physician ran down a long list of questions about the old man's health, and finally asked, "How are your kidneys?"

The patient brightened perceptibly and answered in a proud voice, "Well, Doc, they is all grown up now, and most of 'em married and got families."

Eleven

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**



Lamb



Rustad



Merklin



Burns



Graham



Lamey

GN Traffic Department Appointments

Several promotions and appointments in Great Northern's freight traffic department are announced by R. P. Starr, western traffic manager, Seattle, and Geo. F. Hardy, general freight traffic manager, St. Paul.

R. L. Lamb, city freight agent, Oakland, Calif., has been promoted to traveling freight agent, San Francisco. He joined the Great Northern in 1945, and succeeds G. D. Johnson, recently appointed general agent freight department, Seattle.

Erl B. Rustad, who has been in Great Northern's freight traffic department since 1942, and city freight agent, St. Paul, since January, 1947, has been promoted to traveling freight agent, with headquarters at St. Paul.

Ralph Merklin, assistant chief clerk in the railway's traffic department, Portland, has been named city freight agent in Portland. He began employment with the Great Northern in 1940, as station clerk at White Rock, B. C., and has served at Concrete, Seattle and Tacoma, Wash. He succeeds Robert West, recently named general agent, SP&S Railway, Portland.

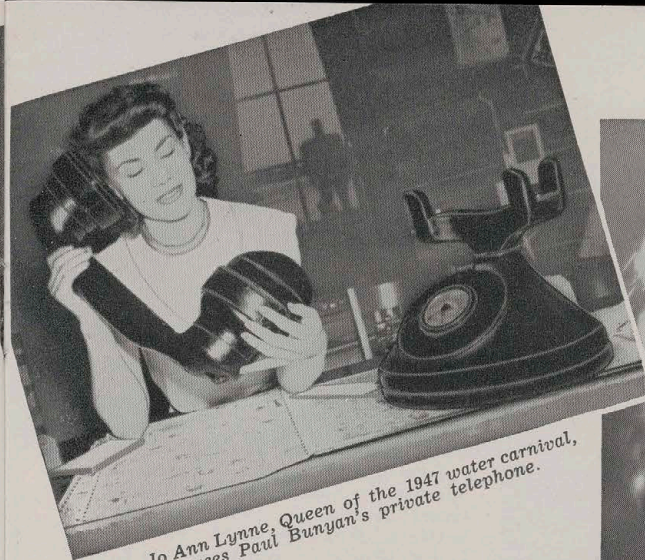
Twelve

Joseph E. Burns, city freight and passenger agent, Bellingham, Wash., has been appointed city freight agent, Seattle. He joined Great Northern at Butte, Mont., in 1939, and following 3½ years service in the U. S. Army returned to the railway in 1945, as chief clerk to the general agent, Wenatchee. He has been in Bellingham since July, 1947, and succeeds C. O. Sandberg, who resigned.

James R. Graham, chief clerk in Great Northern's Los Angeles traffic office since 1947, has been appointed city freight agent, Oakland, Calif., succeeding Mr. Lamb. Mr. Graham began employment with the railway in 1935, and has served in various capacities in Montana, Washington and Illinois.

John D. Lamey, who began employment with the railway in 1929, and has been chief clerk in the general freight agent's office in St. Paul since October, 1945, has been appointed city freight agent, succeeding Mr. Rustad. Mr. Lamey served in the U. S. Army from May, 1942, to October, 1945, in World War II.

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Jo Ann Lynne, Queen of the 1947 water carnival, uses Paul Bunyan's private telephone.



Ardis Jennie, Queen of the 1943 Paul Bunyan Water Carnival.

Paul Bunyan Celebration

Standing on the shores of Lake Bemidji in Minnesota's famed Arrow-head country are two gigantic statues cast in concrete. One is of Paul Bunyan, the legendary hero of the northwoods, and the other of his companion.

Each summer Bemidjians and their neighbors from nearby communities are joined by thousands of visitors from every part of the country to pay tribute to this patron saint of all woodsmen and lovers of the outdoors, and to recount the many tall-tales which have sprung up about him and his loggers.

Visitors marvel at Paul's personal attire, his enormous mittens, 67

pound axe, huge hand-tooled leather wallet, over-sized telephone, fish hook, watch and logging chain, pocket fob, darning needle and many other authentic Bunyana.

Climaxing a full program of Bunyan celebrations is the Paul Bunyan Water Carnival, sponsored by Bemidji's Junior Chamber of Commerce, to be held on July 17 and 18. This event is preceded by the American Legion's Fourth of July celebration, the annual Aquatennial Paul Bunyan Canoe Derby on July 14, from Lake Bemidji down the Mississippi River to Minneapolis, and followed by the Birchmont International Golf Tournament on July 30.

Thirteen

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

Chicago Railroad Fair

The Rocky Mountain and Pacific Coast vacation wonderland served by the Great Northern, Northern Pacific and Burlington railways, will be reproduced on Chicago's lake front in the 1½ acre joint exhibit of the three roads at the Chicago Railroad Fair, opening July 20.

Outstanding attractions of the exhibit will be a rodeo featuring Western riding and roping champions and cowboy clowns, a functioning replica of Old Faithful geyser, live bears, authentic Indian tepees, pioneer stage coaches, and waterfalls.

The grounds will be encircled by caricatures of cowboys, Indians, cattle, buffalo, mountain goats, Paul Bunyan, Eskimo, elk, bears.

A spacious log chalet at the northeast corner of the exhibit overlooking Lake Michigan will house dioramas portraying the scenic beauties of the Colorado Rockies, Yellowstone and Glacier National Parks, the dude ranch country, the Pacific Northwest and Alaska.

One of the dioramas will include an operating model of Great Northern's streamlined Empire Builder.

A broad balcony across the front of the chalet will form a stage from which Western singers and instrumentalists, as well as visiting talent from the territory served by the three railroads, will alternate with the rodeo in providing a continuous round of entertainment.

The entire area will be attractively landscaped with Western trees, shrubs, sagebrush, grass and flowers.

Carloads of the material and talent for the joint Northern Pacific-Great Northern-Burlington exhibit will be shipped in direct from the Rocky Mountain region.

The fair will continue until mid-September.

MINNEAPOLIS AQUATENNIAL

(Continued from page 5)

as water ski-jumping, sailboat races, and the A.A.U. swimming championships.

Finale of the summer celebration will be the coronation of the 1949 Queen of the Lakes.

More GN Motive Power

Twelve additional diesel-electric locomotives, for passenger and freight trains, have been ordered by Great Northern railway, at cost of slightly more than \$5,000,000. Delivery is expected in October.

Two of 3,000 horsepower each will operate the Gopher and the Badger, Great Northern's passenger trains between Minneapolis-St. Paul and Duluth-Superior, replacing two 2,700 horsepower now in use. The latter two, with new units added to provide a total of 4,200 horsepower for each, will power the Oriental Limited and the Fast Mail, between Skykomish, Wash., and Seattle, and passenger trains 459 and 460 between Seattle and Portland.

When the 4,200 horsepower diesels are placed in service on the Oriental Limited and the Fast Mail, these two trains will be diesel-powered throughout their St. Paul-Minneapolis-Seattle runs except for 75 miles of electrified trackage in Washington's Cascade mountains.

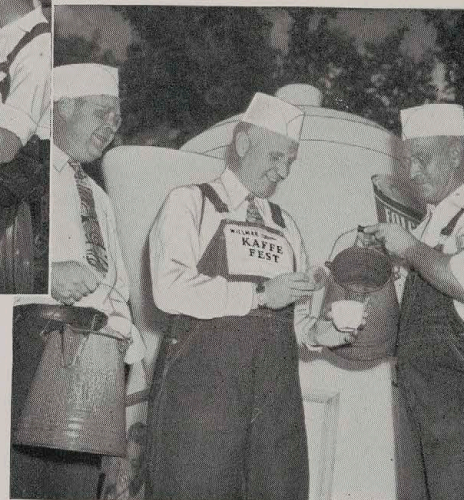
Five freight locomotives, of 6,000 horsepower each, will be added for service between Havre, Mont., and Wenatchee, Wash. One of 4,500 horsepower will operate between Laurel, Mont., and Hillyard, Wash., and two of 3,000 horsepower each will be assigned to freight service on the railway's Butte division in Montana.

The addition of the 12 locomotives will bring Great Northern's fleet of diesel-electrics to 157.



Willmar merchants wear overalls during the Kaffe Fest celebration.

A giant coffee pot dispenses free coffee to visitors.



Kaffe Fest Celebration

Willmar, Minnesota, a Great Northern railway division point, will stage its third annual Kaffe Fest on July 13 and 14.

The predominant feature of the two-day celebration is the Scandinavian custom of coffee drinking and stressing its social aspects. Willmar maintains the title of the "coffee drinkingest" city in the United States. Many communities have challenged the title but none has yet equalled the mark set in the 1947 Kaffe Fest when 25,500 free donuts and even more cups of coffee were consumed at the 270 foot long "coffee bar."

Festivities will open with a Grand Parade, featuring many bands, drum

corps and floats and will close with a Grand Ball in the civic auditorium. Parades, home talent shows, concerts and dancing will highlight the two-day celebration, sponsored by the Willmar Chamber of Commerce.

A Salute to Fathers

Many are the wishes

And the thoughts that go your way
And every wish and every thought
Brings love on Father's Day
The thoughts are of the kindly things
You've always done and said—
The wishes are for all life's best
In the days and years ahead.



go Oriental Limited

CHICAGO
via Minneapolis - St. Paul
•
SEATTLE-PORTLAND
via Spokane



***GREAT** for comfort*

THE ORIENTAL LIMITED rolls along in all weather, in air-conditioned comfort. On this fine train, take your choice of comfortable coaches, and a variety of Pullman-serviced sleeping accommodations. No matter how you go, you enjoy the same delicious meals. Take the Oriental Limited for short trips or long ones, business or pleasure. It's *great* for travel comfort.



THE ORIENTAL LIMITED
Great Northern's Vacation Train

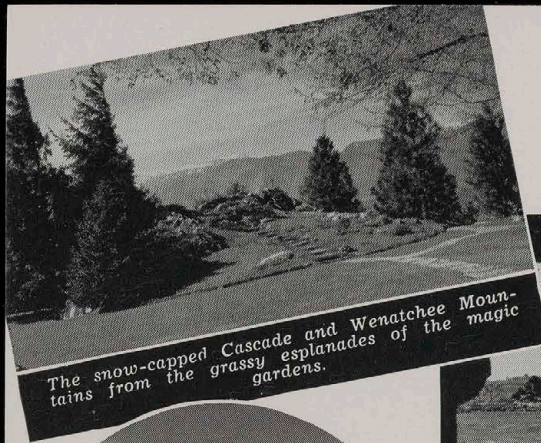
the
GREAT NORTHERN GOAT



JULY
1948

Ohme's

MOUNTAIN TOP GARDENS



The snow-capped Cascade and Wenatchee Mountains from the grassy esplanades of the magic gardens.



A lookout pavilion on the topmost crag of the mountain overlooks the Wenatchee Valley.



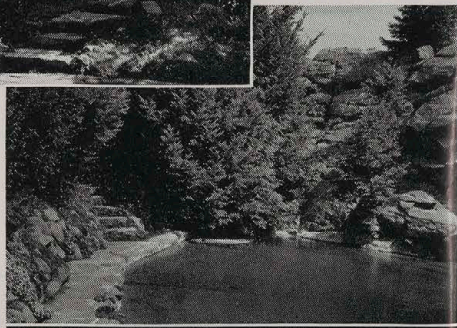
Rock-hewn fireplaces, sheltered nooks and many strange formations chiseled out of barren, rocky waste.



The confluence of the Columbia and Wenatchee Rivers immediately below the gardens.



Man-made rock stairways lead to trails through forest glades and breath-taking views.



An Alpine lake within myriads of green, purple, red and blue plants, flowers and trees.

From Barren Mountain to Paradise Peak

Reprinted from Dale Harrison's column "All About The Town" published in The Chicago Sun, with permission of the author.

From now on whenever I see a glass of water I shall salaam and give it a great big hug, because I have seen the miracle water can work.

About two decades ago a man named H. F. Ohme—you pronounce it 'Oh-May' with the accent on the first syllable—left Illinois and came out to Wenatchee because his doctor recommended it.

I don't think he had much money. Still, it didn't require much, for the land on the mountain top where he settled was barren. The people of Wenatchee, down in their valley, could look up and see nothing but weary, dry earth, buried with rocks and dressed only in some tired sagebrush.

I suspect the orchard owned below, whose fruit was even then gaining a wide reputation, felt a little sorry for the fellow from Illinois. Today they feel mighty proud of him.

If Ohme were to grow anything on his mountain, he must have water; and even the high irrigation ditch which serves the orchards of the valley was far below. Therefore, he had to install pumps; and thus he brought the water to his land. He set out his apple trees; and the struggle to survive began.

There was time on Ohme's hands—time and a barren mountain top with just a little orchard growing on one side of it. And Ohme now had water which he was pumping up from the ditch—5,000 gallons of water an hour, 24 hours a day, and he had seen in his orchard what miracle water can work.

As a hobby he began building rock gardens. Today Ohme's Gardens are one of the marvels of the entire

American Northwest. They show what water—and a man with a dream—can do to the cruel, sullen face of the earth.

Rockery experts from everywhere come to see Ohme's Gardens. They study how to duplicate the beauties he has achieved, and they throw up their hands in despair. One just can't achieve artificially what nature has taken ages to perform.

Ohme had landscaped rocks. He has seen their beauty and magnified it with the hard work of himself, his good wife and their two young sons.

Here on his mountain grow today a thousand varieties of plant life—green and purple and red and blue—all fitted, like an incredible mosaic among the rocks.

On Ohme's mountain is a lush lawn, clover grass seeded only a short time ago, and yet it is so thick and green and healthy that you walk as on a deep carpet, your feet sinking into its softness.

From tiny cracks in great rocks grow wild plants—"I just toss in a little dirt to hold the plant, and then some water," he explains.

There are mosses and wild flowers and the trees! Never in the virgin forest will you see such trees as grow on Ohme's mountain—a mountain which grumbled at supporting even a few sagebrush plants until it was anointed with the miracle of water.

It was the trees which first awoke Ohme to the paradise possibilities of his mountain. He planted a few poplars for shade, going into the forests around Lake Chelan and lugging them back and up the steep hill leading to his place.

But Ohme's health was improving.

(Continued on page 6)

Three

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**



Vol. 18 July, 1948 No. 7

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

IVAN A. COPPE, Editor

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

"Shoeing" The Iron Horse

Every railroad car wears at least four pairs of "shoes." Not the kind of shoes *you* wear, of course, but heavy-duty brake shoes, upon which depend the safety and efficiency of every train that rolls.

These rugged cast-iron shoes will never actually be called upon to clamp down on train wheels speeding at 160 miles per hour. But in the testing laboratories where Association of American Railroad standards are set, they must prove they're tough enough to do just that.

Yes, and every brake shoe must

Four

fit in any brake assembly built by any brake manufacturer, so that it can be readily replaced at any railroad shop or terminal.

Fixing the requirements for such a commonplace item of equipment is just one example of the testing and development activities which the railroads carry on through the Association of American Railroads, their mutual agency for the improvement of all railroading. Comparable standards are also set for other interchangeable parts, such as wheels, axles, trucks, draft gear, and safety devices.

This is part of the cooperative effort by which railroads, while competing with one another for business, make sure that every piece of their equipment meets strict specifications for strength, safety, and convenience.

It is this kind of cooperation for progress which helps provide America with the most economical, the safest, the most efficient mass transportation system in the world.

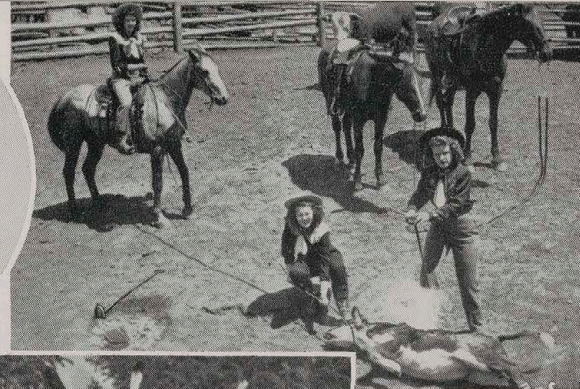
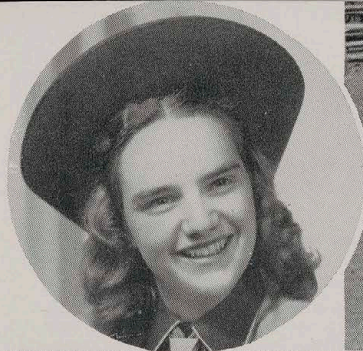
There are in the United States 191,779 railroad bridges, which if placed end to end, would extend nearly 4,000 miles.



The Goat's Cover

Entrance to Ohme's Magic Gardens, where Nature has bestowed some of her finest handiwork.

Photo by Riehle



Upper left: Polly Pat Price, Queen of the Omak Stampede.
Upper right: Stampede princesses demonstrate their skill at cattle branding.
Lower left: Paul Maley, Stampede "chief" and Indians discuss Indian participation in rodeo program.

Omak Stampede and Rodeo

Many rodeos are staged each year throughout the country but few have the natural advantages that make the Omak, Washington, Stampede truly a show of the Old West.

Omak, the largest city in Okanogan county, is in the principal cattle raising section of the State of Washington. Bordering on the Nespelem Indian Reservation, top cowboy contestants, Indians, brones, and Brahma bulls are readily accessible for the show.

The Omak Stampede will be held August 14-15. In addition to the usual bronc riding, bulldogging, calf-roping, bareback riding, trick

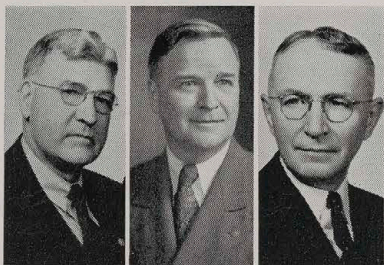
riding and roping, and Brahma bull riding, the famous half-mile "Suicide" race will be run each day, in which contestants ride down a steep cliff, ford the Okanogan River and race into the rodeo arena.

Another feature of the Stampede is the picturesque Nez Perce and Moses Indian encampment with nightly shows put on by the Indians, featuring singing, ceremonial dances and the famous Indian stick games, with the tribesmen wearing full Indian regalia with feathered headdress. The dancers are direct descendants of the followers of Chief Joseph, famous Indian military leader.

Five

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN



Stone Hoelscher Marthaler

GN Vets Convention

More than 900 members of The Veterans' Association of the Great Northern Railway attended the annual meeting held in Great Falls, Montana, in June.

Re-elected president of the Association was Edgar J. Stone, retired locomotive engineer, St. Paul. Jacob H. Marthaler, superintendent of Employment Bureau, and J. Henry Hoelscher, joint facility accountant, both of St. Paul, were re-elected vice-president and secretary-treasurer, respectively.

Charles E. Hornbeck, retired chief dispatcher, Superior, Wisconsin, and Mr. Marthaler, were re-elected directors. Nels B. Peterson, retired conductor, Fargo, N. D., was elected a director to succeed Martin E. Mayer, retired conductor, Minneapolis.

Members reported deceased during June, 1948, are, Edward G. Borkenhagen, engineer, St. Paul, Minn.; Sam L. May, express messenger, St. Paul, Minn.; Mark Parks, engineer, Whitefish, Mont.; William Person, wood mill leader, Superior, Wis.; Albert W. Phillips, agent, Ruthton, Minn.; Ole M. Williamson, agent-operator, Hendrum, Minn.

Members reported pensioned during June, 1948, are, Edward G. Borkenhagen, engineer, St. Paul, Minn.; Sam L. May, express messenger, St. Paul, Minn.; Mark Parks, engineer, Whitefish, Mont.; William Person, wood mill leader, Superior, Wis.; Albert W. Phillips, agent, Ruthton, Minn.; Ole M. Williamson, agent-operator, Hendrum, Minn.

(Continued on page 12)

Six

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S GREATEST TRAIN

OHME'S GARDENS

(Continued from page 3)

That was what he came out here for. On the other hand, what good is health without enough resources to keep it fed?

Natives said it wouldn't work; but the trees thrived. They have grown at the rate of three feet each year—so fast, indeed, that Ohme is wondering what to do with some which have grown larger than their particular spot in the scheme of things requires.

When the people in the valley first noticed the color that was painting the once drab mountain, they wondered; and they drove up the road Ohme had built.

And they marveled and told their friends. It became a popular place for picnics and family gatherings. Everyone gasped at the beauty of the desert which now was so beautiful.

Then came the war, and Ohme didn't have the time to devote to his visitors. So he began to charge admission, hoping they would stay away; but they came even in greater numbers. Today his Gardens—his hobby—are as remunerative as his orchards.

The two Ohme youngsters love the mountain—love the magic transformation of dead earth into earth vibrant and fertile.

"That makes me happy," Ohme said. "If they love the Gardens as do I, and if they extend it, and build it with their hands and their hearts as have I, it will be sort of like a monument."

He didn't say a monument to what; but it will be a monument to a man's love of nature—a man's faith in himself—a man's willingness and eagerness to give of his efforts for the big reward—which is—a job well done.



Goat

GLEANINGS

The Second Annual Convention of the North Dakota Dairy Industries Association will be held at Devils Lake, N. D., October 11-12. The North Dakota unit of the American Dairy Association will hold its convention at the same time and place.

* * *

The Martin Travel Bureau in New York City is now located in the Empire State Building, 350 Fifth Avenue. This is the location where the Bureau originally started in business in 1925.

* * *

Adolph Heinze and Frederick Mizen, prominent Chicago artists, accompanied by Mrs. Heinze and Mrs. Mizen, are spending several weeks in Glacier Park. Both artists plan to do considerable painting in the Park. Mr. Heinze produced a number of paintings of scenes in Glacier Park on a visit to the region several years ago.

* * *

San Francisco will stage its biggest celebration October 2 to 25, when the famous Portola Festival and Pageant is revived. Spanish in theme, the Festival commemorates the discovery of San Francisco Bay by Don Gaspar de Portola in 1769.

* * *

The Kellogg Company of Battle Creek, Michigan, is currently offering as a premium with Kellogg's

Corn Flakes, a "Print-Your-Own-Photo Kit" containing professional-type materials and instructions for printing negatives. Among the 4-test negatives in the kit is one of a Great Northern train. The kit is available for 20c and one Kellogg's Corn Flakes box-top.

* * *

The fifth National Columbia Show and Sale will be held at Minot, N. D., October 11-12.

* * *

A new train book for "junior railroaders" has been published by The Fideler Company, 40 Ionia Ave., N. W., Grand Rapids 2, Mich. The book, shaped like a railroad locomotive and titled "Stubby—The Little Train That Ran Away", is by Norman Christensen and illustrated by Dirk. It is a train story that will delight children between the ages of three and six years. Copies can be purchased through local book and department stores or from The Fideler Company.

* * *

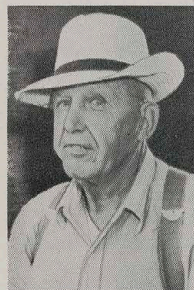
Great Northern's city ticket office in Vancouver, B. C., is now located at 787 West Georgia Street; telephone Tatlow 4374. New headquarters for the freight department are now located in the Great Northern Passenger Station in Vancouver, B. C., and the telephone number is Pacific 5511.

Seven

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Oil Powers Diesels, Snoose Builds Trestles

Reprinted from *The Seattle Post Intelligencer*, by Douglass Welch.



Bill Johnson

There are a lot of things that go into the running of a railroad. Not the least of them is snoose.

You call it snuff. The Scandinavian railroad hand calls it snoose. No matter what it is called, the railroad gang is unhappy without it, and works better with it.

It's funny how history repeats itself.

In 1917 when Frank J. Gavin, president of the Great Northern, was division superintendent at Spokane, there was a big washout at Sultan, Wash. Bridge No. 444 went out and a bridge gang was rushed in to throw a temporary trestle across the gap. Foreman Bill Johnson was in charge of the gang.

The gang worked around the clock for several days, then a terrible thing happened. The men were completely out of snoose. The work slowed. Gavin inquired why. No snoose, they told him. So he ordered an engine to make a special run into Gold Bar for snoose. The crew came back with the town's whole supply. The trestle got itself built in a hurry.

Several weeks ago the railroad lost about 1,150 feet of right of way at Monitor, Wash., a few miles west of Wenatchee. The same foreman, Bill Johnson, now a little grayer went in to bridge the gap. All over the line executives conferred anxiously with one another about procedure.

"There's one thing we must be sure of," President Gavin told T. F. Dixon, vice president of operations. "See that Bill Johnson's gang at Monitor has plenty of snoose."

Later on Mr. Gavin inspected another washout in the Kootenai Canyon, east of Bonners Ferry, Ida., then returned to Monitor.

"You got plenty of snoose this time, Bill?", the president asked the bridge foreman.

"Yes, we have, boss," said the foreman, startled at a memory that went back 31 years.

But the Great Northern prexy was taking no chances. A few hours later in Wenatchee he bought a carton of snoose and sent it back to the gang in care of Superintendent I. E. Clary.

"Costs a lot more to send an engine to Gold Bar for snoose these days," he said.

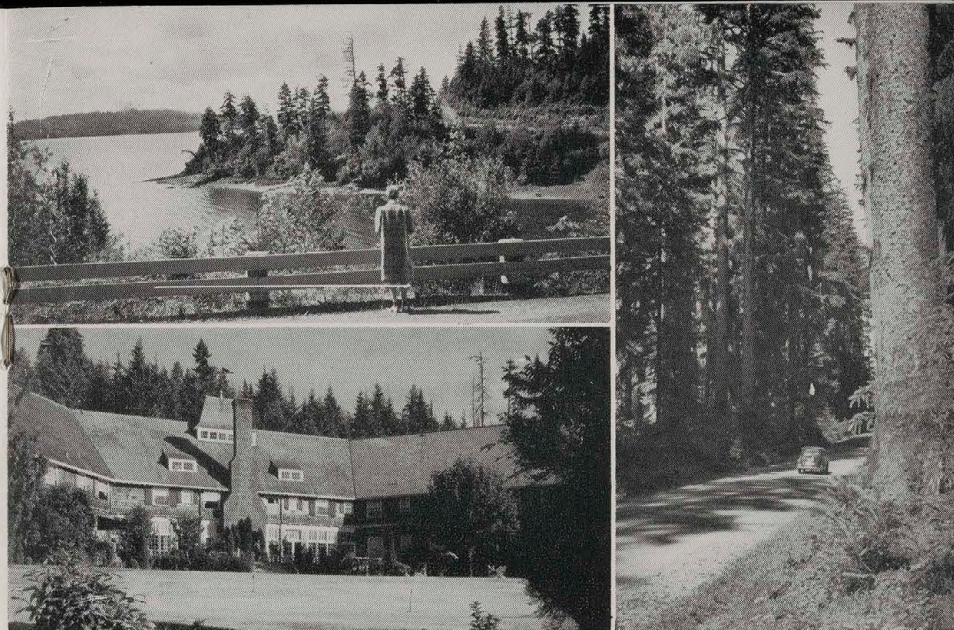
The trestle was built in record time.

Empire Builder Coach Reservations

Advance coach seat reservations are necessary to insure such accommodations for passengers who desire to travel on Great Northern's streamlined Empire Builder.

With the heavy volume of traffic being handled on the Empire Builder during the summer months passengers seeking coach seats shortly before train departure time, particularly from Chicago, St. Paul, Minneapolis, westbound, and from Seattle and Portland, eastbound, are not always able to obtain such accommodations on such short notice.

Ticket sellers, as well as passengers desiring coach seat accommodations on the Empire Builder, are urged to make reservations as far in advance as possible.



Upper left: Along scenic Hood Canal.

Lower left: Quinalt Hotel on Quinalt Lake.

Right: The Olympic Loop Highway.

Pacific Northwest All-Expense Sightseeing Tours

The State of Washington, from the scenic Olympic Peninsula and the Pacific Ocean, to the Inland Empire, and from the Canadian boundary to the Columbia River, offers scenic vistas of grandeur that thrill every visitor.

Every sport is represented in this area; fishing in lakes, streams, rivers and the ocean; hunting and camping; skiing practically the year 'round; or just loafing on the beaches or at one of the many quiet lakes nestled deep in the mountains.

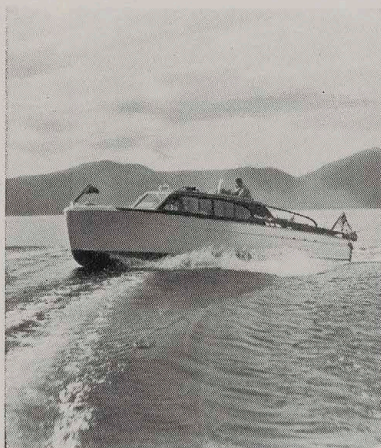
To enable visitors to see and enjoy the many places of beauty and interest, Northwest Greyhound Lines offers a number of all-expense escorted motor tours and side trips from Seattle. Tours for groups may be made by special arrangement. Stop-

overs are made at the many fine resorts located along the routes of tours.

Olympic National Park Tour

Often called "The Last American Wilderness Frontier", the Olympic Peninsula has become world-famous for its beauty and scenic attractions. Through this primitive section of snow-capped peaks, high glacier-covered valleys, flower-carpeted alpine meadows, streams and lakes, the visitor travels a 350-mile highway which makes a giant loop through the region, revealing outstanding wonders of this section of the Evergreen Playground. This two-day all-expense, personally escorted motor tour, includes ferry trips across Puget Sound, lunch at

(Continued on page 14)



The "Outwester".

Lake Pend Oreille Fishing Trip

A full day of cruising, sightseeing and fishing for the famous Kamloops trout on Lake Pend Oreille in Idaho, from Spokane, is offered by the Out West Company of Spokane.

The Out West Company operates a Cadillac automobile, accommodating five passengers, which leave Spokane in the morning for Bayview, 50 miles distant, at the southern tip of Lake Pend Oreille. Here the "Outwester", a 1947, 27 foot cabin Chris Craft, takes guests for a full day of fishing and cruising on the lake. Parties are returned to Spokane in the evening.

Charge for the trip, including transportation to and from the lake and fishing tackle, is \$50.00 per day, or \$10.00 each for a party of five. Meals and lodging are not included. A stop is made at one of the resorts on the lake for lunch, or guests may use the boat galley for preparing sandwiches and coffee. Two day or

Ten

longer trips, with Lake Pend Oreille resort accommodations, may be arranged.

Operator and owner of the Out West Company is H. Loran Chapin, who is a licensed Coast Guard boat operator. Arrangements for the Lake Pend Oreille trip should be made direct with Mr. Chapin, whose address is 204 Roosevelt Apartments, Spokane 9, Wash. Telephone (evenings) R. 8563 (daytime) R. 2381.

Hugh Siddall Dies

Hugh W. Siddall, 63, nationally known railroad passenger authority and chairman of the Transcontinental and Western Passenger Associations, died June 27, at Las Vegas, Nevada, where he was spending a vacation.

Mr. Siddall spent his life in the railroad business, having started as an office boy for the Milwaukee Road in 1898. He served the Milwaukee Road in various capacities until 1929, when he became secretary of the Transcontinental Passenger Association. He was named chairman of the Association in 1932.

In 1946, Mr. Siddall was presented a Certificate of Appreciation by the War Department for the efficient role he played as chairman of the Inter-territorial Military Committee in the handling of troop movements during the war.

Mr. Siddall's widow and three sons, Hugh, Jr., of Chicago, and William S. and James S. of Kansas City, survive.

Earl B. Padrick has been elected chairman of the Trans-Continental Passenger Association, the Western Passenger Association, and their allied Western Bureaus and Agencies, to succeed Mr. Siddall.



Goat GAIETIES...

Pleasant Profession

"Whatcha doin' now, Joe?"
"I'm a psychiatrist in a pottery factory."
"What's that?"
"I take care of the cracked pots."

Anticipation

Into the restaurant came a regular customer. He ignored the menu, but looked up at the waiter and said, "What have you got that will give me heartburn immediately instead of at three o'clock in the morning?"

We Want Mo(o)re!

Lulu: "Have you Moore's Poems?"
Bookstore Clerk: "I'll look. By the way, here's a fine new story just out. It's called 'Just One Kiss,' and—"
Lulu: "I want Moore!"

Mental Magic

"Yes," said an energetic and effervescent young salesman, "I'm a mind reader. I can tell exactly what you're thinking."
"In that case," said the purchasing agent, "I beg your pardon."

Quick Watson!

The rich old gentleman was sitting in his wheelchair beside an open window as a slick chick walked by, displaying a comely figure.
"Quick, Jenkins," called the old gentleman to his valet, "bring me my teeth. I want to whistle."

Deduction

The new elevator man went to his boss and asked to have the day off to help his wife with the housecleaning.
"Jim, I am always glad to grant any reasonable request," said the boss, "but your wife has just phoned and said she would not need you."
"Mr. Jones," replied Jim, "There are two persons in this building who handle the truth loosely and I am one of them. I'm not married."

We Wonder Too!

A doctor was addressing his class. He said, "Liquor has killed more people. Staying out late has taken more lives. Smoking has taken more lives." A pupil arose and interrupted him.

"Doctor, I'd like to ask you a question—what kills those people who live right?"

Cagey Callahan

On a train, to while away the time, Murphy and O'Brien got Callahan into a card game. After a few minutes of play, Murphy said, "Listen, O'Brien, I was passing Tiffany's jewelry store yesterday and—" He got no further. Callahan cut him short with, "If you lead a diamond after that, I'll wreck the both of you."

Unexpected

She: I don't look 30, do I, dear?
He: Not any more.

Eleven

Traffic Department Appointments



Mr. Howard

Mr. Howard joined the Great Northern as a telegrapher at Spokane in 1937, and was agent at Garfield, Mukilteo and Concrete, Wash., before being transferred to Bellingham. He succeeds Joseph E. Burns, recently named city freight agent at Seattle.

Succeeding Mr. Howard as agent at the Great Northern depot in Bellingham is J. J. Boettner, formerly telegraph operator at Everett.

California Fishing Derby

In deep-sea waters abounding with some of the world's best game fishing, salt water fishermen are competing for more than \$5000 in prizes this summer in the second annual Yellowtail Derby at San Diego, Southern California resort city.

The battle for the sporty, fighting Yellowtail, so named for its amber-fringed jack tail, will continue through August 22. Best entries qualify to compete for a major prize in the finals on September 4.

(Continued on page 14)

Twelve

Appointment of R. E. Howard, Great Northern's agent at Bellingham, Wash., since 1945, as city freight and passenger agent, in that city, is announced by R. P. Starr, the railway's western traffic manager, Seattle.

Appointment of Walter L. Curtis as traveling freight agent for Great Northern Railway at Grand Forks, N. D., is announced by George F. Hardy, general freight traffic manager.

He succeeds Louis A. Gauthier who retired on July 1, after serving with the railway since 1902. B. J. Shriner has been appointed city freight agent at Billings to succeed Mr. Curtis.

Mr. Curtis joined Great Northern in 1936, serving in freight traffic offices in St. Paul and Dallas, Tex., before going to Billings late last year, where he was city freight agent.

Mr. Gauthier began employment with the railway in St. Paul as a clerk, later as cashier at Crookston and agent at Warroad, before being transferred to Grand Forks as traveling freight agent in 1915. In 1918 he became agent at Virginia, Minn., and in 1919 returned to Grand Forks.

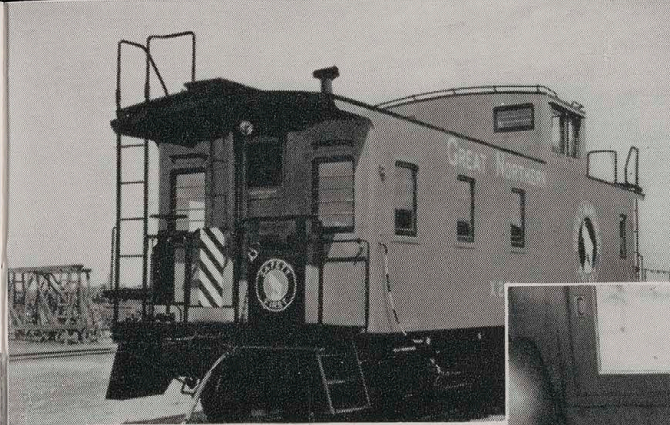
GN VETS

(Continued from page 6)

ing June, 1948, are Fred F. Escher, engineer, Minneapolis, Minn.; William S. Forhan, conductor, Whitefish, Mont.; John J. Lyngen, engineer, Interbay, Wash.; Herbert F. Miller, yardmaster, Superior, Wis.; Fred McKinnis, agent-operator, St. John, N. D.; Archie Schrader, engineer, Whitefish, Mont.; George Young, engineer, Breckenridge, Minn.



Mr. Curtis



Exteriors of new 30-foot cabooses are of steel. Interiors are finished in plywood.

GN Builds Steel-Sheathed Cabooses

Streamlining has been followed throughout the interior of 16 new 30-foot steel-sheathed cabooses recently completed by Great Northern Railway at its St. Cloud, Minnesota, shops.

The cabooses have electric lights and a rear-end spotlight which can be manipulated as to direction of the light by a man sitting at the desk inside. Interiors are of plywood in varnished natural finish. Locker



Cupolas of new cabooses have two seats, 29 inches wide, in imitation leather.

door knobs are set into the doors so that they do not jut out beyond.

All the new cabooses, with the exception of No. X270 pictured above which has roller bearings, have friction bearings. The cupola seating is a new feature for Great Northern cabooses.

U. S.-Canadian Customs Regulations

Visitors returning to the U. S. from Canada are now permitted a total customs exemption of \$400, according to the Canadian Government Travel Bureau, Ottawa. This includes the \$100 previous exemption and the additional exemption of \$300 granted under Public Law 540 of May 20, 1948.

In addition to the customs exemption of \$100 previously allowed, a U. S. resident who has been in

Canada at least 12 days may bring back in the U. S., free of duty, articles aggregating up to but not exceeding \$300 in value. Articles exclude distilled spirits, wines, malt liquors or cigars, and must have been purchased in Canada for personal use, not for re-sale. This additional \$300 exemption is allowed only once every six months.

The \$100 exemption applies when

(Continued on page 15)

Thirteen

"High Rock Billy" Goat Family Delights Glacier Park Visitors

"High Rock Billy" and his mountain goat family are delighting visitors to Glacier National Park.

The 200 pound billy, nanny and her two new-born eight pound frisky kids frequent lower levels of Mt. Cannon near Avalanche campground.

A mountain goat billy is most family conscious of Glacier National Park's larger animals. A male bear often has tomcat instincts toward cubs; buck deer and bull elk tend to be uninterested, but not so the mountain goat, he'll fight off coyotes or other threats to his playful young.

Going-to-the-Sun highway is open to Avalanche, 16 miles inside the park, and the Mt. Cannon goats, as many as 17 have been seen at one time, are relatively close to the road. Glacier is reported to have 900 mountain goats.

CALIFORNIA

(Continued from page 12)

From dawn to dusk every day during the contest, live bait boats leave San Diego's land-locked Harbor of the Sun and head for the offshore haunts of the finny gamesters. The Yellowtail (also known as Amberjack) is caught on a trolling line with cut fish for bait. Catches have been made weighing in at 100 pounds.

Deep-sea Izaak Waltons see rod-bending action in the fishing grounds off Point Loma and La Jolla. The waters around Mexico's Coronado Islands, a short run from San Diego harbor, are teeming with tuna, barracuda, ocean bass and marlin.

Fourteen

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**

PACIFIC NORTHWEST

(Continued from page 9)

Lake Crescent, an overnight stay at Lake Quinalt, and a visit to the U. S. Naval Base at Bremerton. Cost of the tour is \$24.70, which includes meals, lodging and tax.

Hood Canal Sightseeing Trip

Hood Canal, a natural arm or channel of Puget Sound extending 70 miles into the Olympic Peninsula through towering foothills and virgin forests, forms the eastern boundary of the Olympic National Park. Included in one-day sightseeing trip is a conducted visit to a large cedar shingle mill in Seattle, ferry trips across Puget Sound, a stop at Alderbrook Inn at the foot of the Olympic Mountains, and a visit to the U. S. Naval Base at Bremerton. Cost of the trip is \$5.35, plus tax.

Puget Sound-Kitsap Peninsular Tour

A six-hour tour by land and water. Some of the interesting points visited are, Suquamish, the burial place of Chief Seattle; Poulsbo, where one of Puget Sound's famous fishing fleets lies in Liberty Bay; Keyport, where the U. S. Naval Torpedo Station is located; U. S. Naval Magazine Depot, the largest on the Pacific Coast; U. S. Naval Base at Bremerton, northern home of the Pacific Fleet, and Washington Veteran's Home. Cost of this trip is \$3.45, plus tax.

We Stand Corrected

A number of our Los Angeles readers have called attention to an error in the caption for the Los Angeles view published in the center-spread of the June number of The Goat which read "Santa Monica Boulevard." They are right! It should have read "Wilshire Boulevard."

Chicago RR Fair

The big national Railroad Fair opened along a mile of Chicago's lakefront on July 20. It is the first great public attraction of its kind ever sponsored by industry in this country and gives hundreds of thousands of visitors a chance to inspect railroad locomotives and cars from the inside out, and from the bottom up.

The public can view the most complete assemblage of locomotives and cars ever collected in one place for a non-operating purpose, displayed on 2½ miles of special exhibit track. This gigantic track display is entirely in addition to the national Railroad Fair's 50 acres of spectacular outdoor pageantry, exhibits and entertainment on a scale unmatched in this country since the war.

Scheduled to be open through the summer, the Railroad Fair is being presented by 38 of the leading railroads of the country to tell in dramatic fashion the full story of railroading in America. Occasion for the mammoth celebration is the centennial of the first run of a railroad steam locomotive out of Chicago, the event which led directly to final conquest of the west and rise of Chicago as the nation's rail hub.

CANADIAN CUSTOMS

(Continued from page 13)

visitors have been in Canada for 48 hours, and is allowed once every 30 days. It may include cigarettes, tobaccos, foodstuffs, not more than 100 cigars, and not more than one wine gallon of alcoholic beverages. Importation of alcoholic beverages must comply with state liquor laws, whether or not such beverages are free of duty under the \$100 exemption.



RR Fair Stamp Album

A sheet of 100 different Railroad Poster Stamps and an accompanying commemorative historical album, "100 Years of Railroad Progress", has been published by Van-Millard Publishers, 28 East Huron Street, Chicago, in cooperation with the Chicago Railroad Fair and participating railroads.

The stamps are reproductions of original photographs of old locomotives, including Great Northern's "William Crooks", and of today's latest Diesel streamliners, furnished by the railroads participating in the Chicago Railroad Fair.

To preserve these two-color stamps is a 48-page album containing each railroad's story of 100 years of progress. The album complete with stamps sells at \$1.00.

Fifteen

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

Stop-off Tours in

Glacier[☆] National Park

1785 Square Miles of Mountain
Thrills in Montana

Going-to-the-Sun Mountain on St. Mary Lake

GREAT NORTHERN'S *Oriental Limited*

takes you to this greatest of all Summer Vacations

Glacier's stupendous thrills are reached by Great Northern's main transcontinental line. Go there this summer (June 15 to September 15) for a great vacation. The Oriental Limited, Great Northern's vacation train, stops at both eastern and western Park entrances.

1-DAY TOUR	\$23.76
2-DAY TOUR	\$36.72
3-DAY TOUR	\$54.56

Prices include hotel lodging, bus transportation and meals. Tax included, but not the cost of rail transportation to or from Glacier Park.



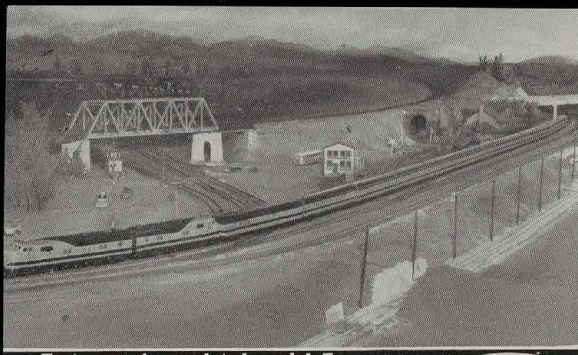
GREAT NORTHERN RAILWAY

A Great Way to Travel

the
GREAT NORTHERN GOAT

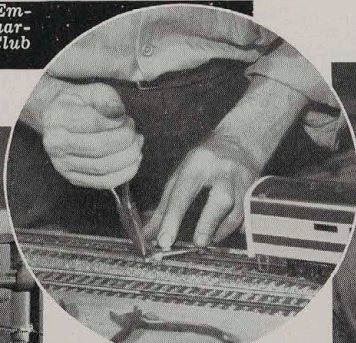


**AUGUST
1948**



Test run of completed model Empire Builder is made at headquarters of T. C. Model Railway Club in St. Paul Union Depot.

Saint Paul- Minneapolis Men Build Model EMPIRE BUILDER



Driving spikes in track over which model runs in GN's Chicago Railroad Fair exhibit.



Harris Baxter drills a hole in a locomotive truck.



Eldred Ellis turns out locomotive parts on metal lathe.



Kenneth Nalty works on cab of diesel-electric locomotive in his home workshop.



T. O. Thomas inspects track to make sure rail is in perfect alignment. Rail is made of aluminum.

Model GN Streamlined Empire Builder at Chicago Railroad Fair

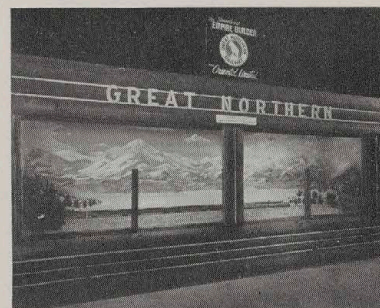
When the Great Northern Railway desired a complete and accurate model of its streamlined Empire Builder to display at the Chicago Railroad Fair, members of the Twin City Model Railway Club took over construction. The club is made up of model railway builders in Minneapolis and Saint Paul, and has a large permanent model railway system and workroom in its headquarters at the Saint Paul Union Depot.

Four members did all the construction and assembly work, putting in a total of 900 man hours. They are Eldred Ellis and Harris R. Baxter of Minneapolis; T. O. Thomas and Kenneth J. Nalty of Saint Paul. Some of the work was done in workshops in their homes and some at the depot quarters of the club. Construction began in mid-March and was completed July 1.

Ellis, a machinist by trade and Baxter, a University of Minnesota electrical engineering student, built the locomotive mechanism. Nalty, who is a telephone company switchboard maintenance man, built the exterior of cars and locomotive. Thomas, a switching clerk in Great Northern's local freight office in Saint Paul, built the track. On other phases all collaborated.

Everything was done in O-gauge of one-quarter inch to the foot, with accuracy in every exterior detail including design, coloring, lettering and so on, based on the Empire Builder. The model, which like the real train consists of a two-unit diesel-electric locomotive and 12 cars, is 25 feet long. Distance from rail to top of train is 3¼ inches.

Locomotive sides are of sheet brass, while roof and ends are of



GN exhibit at Chicago Railroad Fair.

bronze castings. Trucks are bronze and wheels of steel. Special model electric motors were built into the locomotive, which operates the train forward or backward. Even the headlight works.

The cars are of aluminum exterior, with wood floors and ends. The trucks have steel wheels.

The Great Northern diorama which the train will operate in at the fair required 135 feet of double track. (Equivalent of 270 feet of single track.) The track was constructed on heavy wall board (Celotex). Track itself is made of aluminum. The 18,000 tiny pine wood ties used are 5/32-inch wide, 1/16-inch thick and 2⅝-inches long. About 75,000 tiny steel spikes, ranging from ⅜-inch to 1-inch in length, fasten the rail to the ties.

The Chicago Railroad Fair opened July 20 and will probably run through to September 30. Great Northern, Northern Pacific and Burlington railways jointly are sponsoring an exhibit featuring tourist attractions in the western territory they serve.

Three

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**



Vol. 18 August, 1948 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

When it comes to the question of doing your work well, everyone has the answer! Keeping fit! This holds true for industries just as it does for individuals, and no one knows that better than the railroads.

For the railroads, keeping fit represents one of the biggest jobs in the world. They must be ready to haul freight at the rate of more than a million tons a mile for every minute of every day in the year—and carry nearly two million passengers a day besides. To do this job they must keep 400,000

Four

miles of track in shape. They must keep 1,750,000 freight cars, 43,000 passenger train cars and 44,000 locomotives in good running condition. And they must maintain innumerable switches, signals, terminals, and other facilities needed to keep goods flowing to every corner of our country . . . and to the ports from which they are shipped to needy countries abroad.

In addition to keeping their existing facilities in good order, railroads are adding new strength by buying new freight and passenger cars and other equipment as fast as manufacturers can supply them. This they are doing at prices which have gone up 94 per cent since 1939—while freight rates in the same period have been increased less than half as much.

It is in the interest of all of us—essential to peacetime pursuits and vital to national defense—that railroads be physically strong and financially sound. To keep that way, they must have a chance to earn enough to justify the heavy investment it takes to keep on improving the world's greatest system of mass transportation.

The Goat's Cover

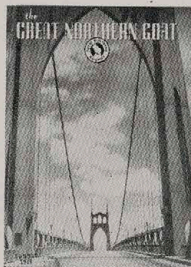
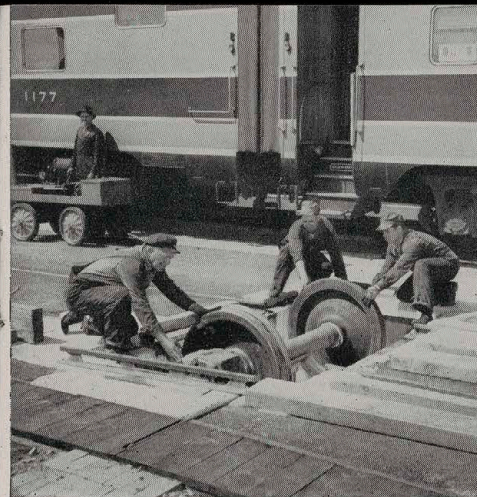
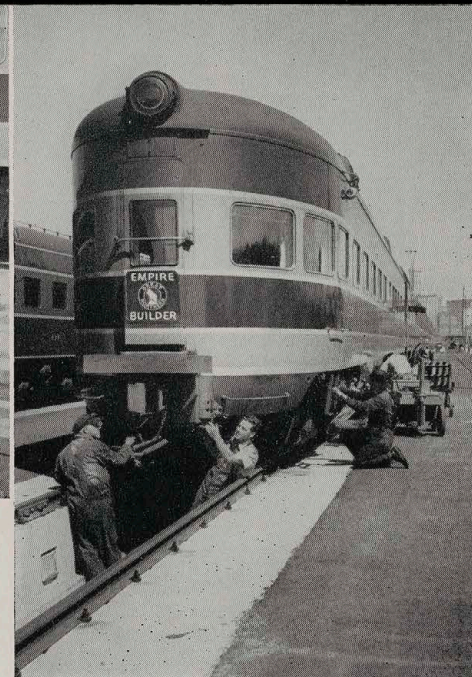


Photo by Ray Atkeson.

"Cables to the Sky". St. John's Bridge across the Columbia River, Portland, Oregon. One of America's outstanding engineering marvels.



Service pits make possible most every repair including removal and replacement of wheels while trains remain intact.



New Service Pits For Streamliners In Seattle

A streamlined train service plant with twin concrete pits 850 feet in length was put into operation recently at King Street Terminal in Seattle, a joint facility of the Great Northern and Northern Pacific railways.

Constructed specifically to provide easier access to post-war passenger equipment with low center of gravity, the new pits will serve simultaneously Great Northern's streamlined Empire Builder and Northern Pacific's North Coast Limited. Built at a cost of more than \$370,000, the pits are the first of their kind on the Pacific Coast, according to Charles A. Manthe, King Street superintendent.

Nearly any repair, including replacement of slid flat wheels, can now be accomplished while the trains remain intact, saving valuable time previously required for the switching out of "bad order" cars.

The concrete pits, about 4½ feet deep, permit heavy replacement parts to be wheeled the length of a train's underside on special carriers equipped with hydraulic hoists.

Deeper "drop pits," also equipped with hydraulic hoists, provide lateral access to the more shallow pits and allow for the easy removal of wheels. In addition, a machine shop has been constructed nearby to permit the lathing of car wheels between east-bound and west-bound trips.

Five

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



The Peace Arch on the border between Canada and the United States was constructed in 1914.

International Peace Arch Celebration

Plans are now being made by the International Peace Arch Association, an organization of Canadian and United States citizens which erected and has maintained a peace arch on the U. S.-Canadian border north of Bellingham and near Blaine, Washington, for a celebration to be held on Friday, September 24, 1948.

The celebration will renew a program started in the years preceding World War II to promote good will and understanding among the peoples of the world.

Thousands of school children from both sides of the International boundary line will participate in and attend the celebration. There will be parades marching through the Arch, bands, drill teams and massed singing.

Mid-August And September In Oregon

Late season visitors may anticipate much to see and do after mid-August and on through September in Oregon's vast vacation lands. Against a background of unsurpassed scenery in the brightness of Indian Summer days, Oregon offers a program of salmon derbies, centennial celebrations, festivals, round-ups, county fairs and many other events of interest to visitors.

September offers Oregon's big state fair from the 6th to the 12th followed by the long established Pendleton Round-Up from the 15th to 18th, presenting the nation's top cowboys and cowgirls.

All Oregon vacation lands will be in operation throughout September, with many still welcoming visitors in October and throughout the year.

Believed to be the first of its kind in all the West, the Portland Chamber of Commerce has opened a mid-town information center for out-of-state visitors. The center covers vacation and scenic areas throughout Oregon, offering latest information on where-to-go and what-to-do in Oregon's extensive playlands. Maps, folders, booklets and information covering the entire state are provided. A trained staff of travel hostesses are on hand to answer questions of visitors on any part of Oregon.

1948 Community Chest

Community Chests throughout the nation are completing plans for their annual campaigns which begin late in September. Staffed by thousands of volunteer workers, they will be asking funds to continue vital Red Feather health and welfare services.



Goat

GLEANINGS

Potato production in North Dakota is now a 40-million dollar business according to the North Dakota Agricultural College. Potatoes ordinarily rank second to fourth in total crop income for the state.

* * *

The twenty-eighth annual convention of the Redwood Empire Association will be held in Lake County, California, September 20-22, 1948.

* * *

The railroad industry through the Association of American Railroads will sponsor the broadcasting of a series of musical comedy hits beginning this fall and continuing through the winter months.

* * *

Edward Hanggi, formerly in Great Northern's Seattle city ticket office, is now passenger representative in the railway's Minneapolis city ticket office. C. A. Eddy, passenger representative on the Empire Builder, has succeeded Mr. Hanggi at Seattle.

* * *

Longview, Washington, is this year celebrating twenty-five years of growth. The silver jubilee is the occasion for considerable civic pride about "The City Practical That Vision Built", pointing to a population slightly in excess of 19,000 and providing employment for several thousand persons in lumber, plywood, pulp, paper, aluminum and varied other industries.

Members of the Veterans' Association of the Great Northern Railway reported deceased during July, 1948, are: Hans Anderson, truck carpenter, St. Paul, Minn.; James F. Cumbey, conductor, Minneapolis, Minn.; Michael J. Fitzgerald, brakeman, Seattle, Wash.; August E. Johnson, section foreman, Bagley, Minn.; Thomas J. Millette, engineer, Grand Forks, N. D.; Frank J. Newman, baggageman, St. Paul, Minn.; William J. Putman, agent, Rock Lake, N. D.; Elbert Stratton, locomotive engineer, Sandstone, Minn.

Members reported pensioned during July, 1948, are: Noack A. Anderson, shop foreman, St. Paul, Minn.; Emil G. Bye, sheet metal worker, Hillyard, Wash.; Joseph Enos, welder helper, Minneapolis, Minn.; Fred H. Frahm, dispatcher, Whitefish, Mont.; Louis A. Gauthier, traveling freight agent, Crookston, Minn.; William H. Johnson, engineer, Dunseith, N. D.; Christian A. Lange, switchman, Havre, Mont.; Hugh W. Maguren, cashier, Alexandria, Minn.; Richard W. Markstrom, telegrapher, Sioux City, Iowa; Earl Murphy, switch foreman, Superior, Wis.; Ray I. Noyes, conductor, Great Falls, Mont.; Fred W. Perkins, engineer, Minot, N. D.; Peter J. Rodts, baggage cashier, Minneapolis, Minn.; Robert W. Stevenson, engineer, Minot, N. D.; Harold W. Walker, conductor, Fargo, N. D.

Seven

Star

**THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN**

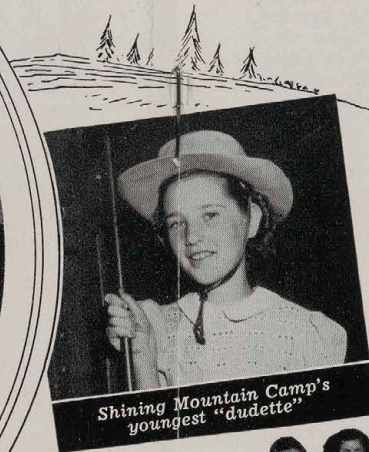
GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Enroute to a Montana DUDE RANCH via G N

If you think there are any idle moments in a group of teen age girls vacation-bound on a Montana dude ranch, you should have been aboard Great Northern's Oriental Limited which recently transported two such groups destined for Shining Mountain Camp and Rocky Bar "O" Ranch. The girls seemed to find plenty of things to do to occupy their time while enroute.

There was, of course, the usual letter writing to families and friends back home. All sorts of games were in-

(Continued on page 10)



Shining Mountain Camp's
youngest "dudette"



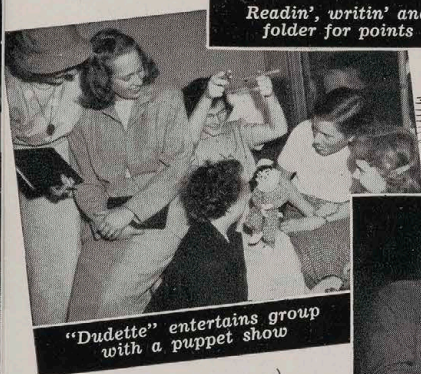
A friendly game of cards



Dude Ranch Bound for Rocky Bar "O" Ranch



Group of Shining Mountain
Camp "dudettes"



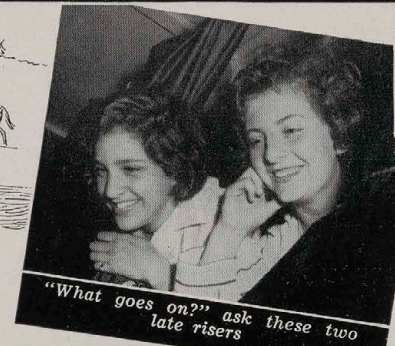
"Dudette" entertains group
with a puppet show



Rocky Bar "O" Ranch Traveling
Escort discusses itinerary



Shining Mountain Camp
Traveling Escorts



"What goes on?" ask these two
late risers



Appointment



Mr. Padrick

Earl B. Padrick, vice chairman of the Trans-Continental and Western Passenger Associations since 1944, has been unanimously elected chairman of these associations. He succeeds the late Hugh W. Siddall.

Mr. Padrick was born in Chicago, reared in Omaha where he attended grade and high schools and business colleges. He entered railroad service in 1920 in the passenger traffic department of the Union Pacific at Omaha, serving in various positions until 1931, at which time he was appointed assistant chief passenger rate clerk.

July 14, 1937, Mr. Padrick received an appointment to the Trans-Continental and Western Passenger Associations, serving as chief of the tariff bureau. On June 1, 1944, he was appointed vice chairman of the Trans-Continental and Western Passenger Associations and the Western Military Bureau. As vice chairman he worked directly with military authorities handling troop movements which were so important to the war effort.

In his capacity as vice chairman, he also took a very active part in the development of the Rail-Auto Plan, the Rail Travel Credit Card and the Rail Travel loan program which are the three latest developments in rail passenger service. He also is connected with the Rail Travel Promotional Agency, which handles the contacts between carriers and travel agencies.

Ten

GN DUDE RANCHES

(Continued from page 9)

dulged in. There was plenty of reading matter, from the classics to comics. Among one of the groups was a talented youngster who entertained with a very well done puppet show. Traveling escorts keep everyone busy so that there are no idle moments. Everyone just has fun.

Rocky Bar "O" Ranch is located at Bigfork, Montana, thirty miles south of Kalispell, and forty miles from Belton, western rail entrance to Glacier National Park in Montana. Escorting the Rocky Bar Ranch party was Mrs. R. Reinstein.

Shining Mountain Ranch Camp For Girls at Marion, Montana, near Kalispell, is the pioneer riding camp for girls, and is operated by Florence Rogers Cassill. Traveling chaperons for the Shining Mountain group were the Misses Phyllis Rohde and Mary Alice Larson.

September and October are ideal for ranch vacations. In the fall, throughout most of Montana and the Northwest, the woods, hills and plains are a riot of color. The days are warm and quiet, the nights crisp and clear.

Many of the dude ranches in Great Northern territory stay open until late fall for hunting parties. Others operate for a period during the winter months offering a variety of winter sports.

Meal Service Resumed On GN Winnipeg Limited

Club breakfasts, a la carte and table d'hote meal service and refreshments are again available in the restaurant-lounge-sleeping car on Great Northern's Winnipeg Limited between St. Paul, Minneapolis and Winnipeg.



Goat GAIETIES...

Relativity

One angry skunk to another:
"So do you!"

* * *

Rootin' and Tootin'

A little old woman walked up to the conductor on her train to inquire how long they were to stop at the next station.

"From two to two, to two-two," said he.

"My goodness," cried the little woman, "he thinks he's the whistle!"

* * *

Time Marches On!

A bachelor, having breakfast in a restaurant, saw an inscription on an egg: "Should this meet the eye of a young man who would like to marry a farmer's daughter, 18 years of age, write . . ."

The bachelor wrote. In a few days he received the following answer: "Your letter came too late. I am married and have four children."

* * *

To Be Or Not To Be

A woman in Connecticut called up the First National Bank in her community to arrange for the disposition of a \$1,000 bond she held. The man at the bank whom she called asked: "Is the bond for conversion or redemption?" There was a long pause, and the woman asked: "Am I talking to the First National Bank or the First Parish Church?"

Self Lighter?

A spiritualist had a message from her husband to send him a package of cigarettes.

"Where shall I send them?" she asked a friend, "he didn't give an address."

"Well," said the friend, "you notice he didn't ask for matches."

* * *

Payment Postponed

MacTavish & MacTavish called MacPherson, the manager, into the inner sanctum.

"Listen, MacPherson," said MacTavish the first. "We find last year's business was the best ever. We realize how harrrd ye worrrrked for us, and so as a special marrrrk of appreciation, we are makin' oot a check for 1000 pounds for you."

MacPherson stammered his thanks. "Yes," went on the other MacTavish. "And if business is as guid next year, we may sign it."

* * *

A Good Gamble

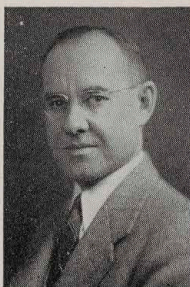
The Chinaman carefully scattered boiled rice on the grave as an American looked curiously on.

"What time do you expect your friend to come up to eat the rice?" the American asked.

"Same time friend come up to smell flowers."

Eleven

GN Traffic Department Appointments



Mr. O'Brien



Mr. Brown

Appointment of Wallace D. O'Brien as Great Northern Railway freight traffic manager in charge of rates and divisions is announced by George F. Hardy, general freight traffic manager, St. Paul.

Also announced is the naming of Vincent P. Brown as assistant freight traffic manager, likewise handling rates and divisions. Both men will continue their headquarters in St. Paul.

Mr. O'Brien, with the railway since 1916, has been assistant freight traffic manager, rates and divisions, since 1945. Mr. Brown joined Great Northern in 1918, and has been general freight agent since 1945.

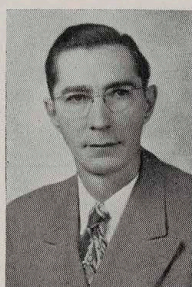
New GN Director

James F. Oates, Jr., of Chicago, was elected a director of the Great Northern Railway Company by the board of directors at a meeting held in St. Paul on July 23.

Mr. Oates, chairman and chief executive officer of the Peoples Gas Light and Coke Company, was elected for a term expiring in 1951. He succeeds Nicholas Stockhammer of New York City, who resigned.

Twelve

Appointment of B. J. Shriner as city freight agent for the Great Northern Railway at Billings, Montana, is announced by George F. Hardy, general freight traffic manager, St. Paul. He succeeds Walter L. Curtis, recently appointed traveling freight agent at Grand Forks, N. D.



Mr. Shriner

Mr. Shriner has been with Great Northern in Billings since 1936, and chief clerk in the general agent's office there since 1937.

MRS Reunion

The second annual reunion of the Military Railway Service Veterans will be held in St. Louis, Saturday, September 25, when Maj. Gen. Carl R. Gray, Jr., head of the Veterans' Administration and himself a veteran of the Military Railway Service, will be principal speaker at the annual banquet.

A full program has been crowded into the one-day reunion and will include a business session in the morning, a sightseeing tour of the city in the afternoon and the banquet at 7:30 p. m. Reservations are being taken by E. F. Barnes, Missouri Pacific Building, St. Louis, and advance indications are that the 1948 reunion will be larger than the first, held in Chicago one year ago. Lloyd E. Hatley of Monroe, La., a major in the Military Railway Service during World War II, is director-general of the veterans' organization.



Some of the 1,500 new refrigerator cars being delivered currently to the Western Fruit Express Company, a Great Northern subsidiary.

New Refrigerator Cars

A special Great Northern Railway train of 100 new Western Fruit Express refrigerator cars left the Twin Cities recently bound for Wenatchee, Washington, and service transporting perishable products.

The cars, fresh from the builder's plant in Chicago, are among 1,500 new "reefers" being delivered currently to Western Fruit Express Company, a Great Northern subsidiary, and its associated refrigerator car firms.

These completely modern cars, with steel exteriors, are particularly adapted to handling highly perishable products. All cars have air circulating fans. Car weight is 57,200 pounds and load capacity is 75,000 pounds.

Cars have a total of 4 inches of insulation in the ends and side walls and 4½ inches in roofs and floors. Cars are iced at Wenatchee and en-route to maintain fresh condition of contents.

Floors are waterproofed with heavy saturated felt, to protect floor insulation from water from melting body ice. The roof covering is of the riveted solid steel design, equipped with all metal running boards.

Hatch covers and plugs are of the integral type with pressed-steel covers, to which are attached insulated plugs equipped with sponge rubber gaskets fitting down against the edges of the opening, assuring protection against air leakage.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN



Poster Stamps Present GN Motive Power

Included in a series of 100 two-color poster stamps published in connection with the Chicago Railroad Fair, illustrating the contribution to American progress by the railroads, are five of Great Northern motive power as pictured on this page.

A complete sheet of these Railroad Poster Stamps and an accompanying commemorative historical 48-page album "100 Years of Railroad Progress", published in co-operation with the railroads participating in the Chicago Railroad Fair, are offered by Van-Millard Publishers, 28 East Huron Street, Chicago 11, Illinois, at one dollar.

The stamps are reproductions of original photographs furnished by the various railroads.

1948 Saint Paul Rodeo

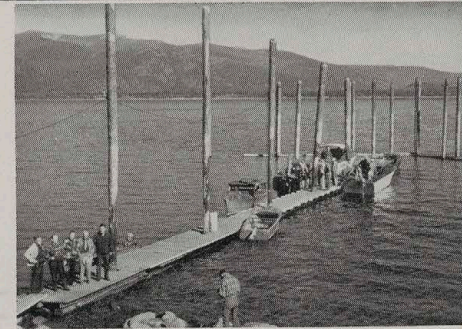
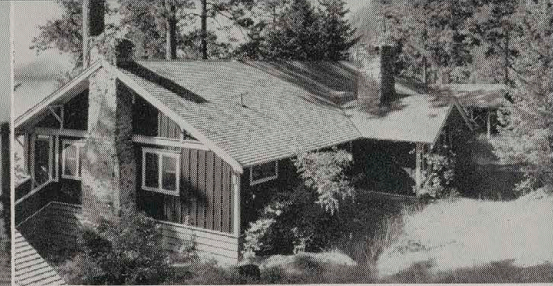
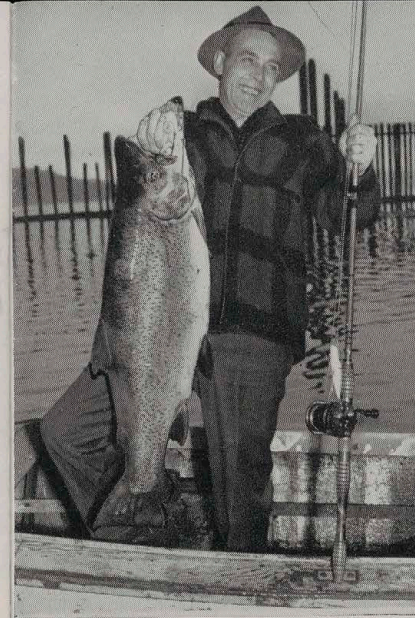
Gene Autry, Hollywood Western star, and his \$100,000 movie horse "Champion" will headline the show portion of the 1948 Saint Paul World's Championship Rodeo in the Municipal Auditorium, September 16 thru 26.

Leo J. Cremer will produce the show with \$500,000 worth of broncs, Brahma bulls, roping calves and wild Mexican steers coming direct from the 64,000-acre Cremer ranch in Montana.

More than 150 ace American cowboys will compete for \$15,000 in cash prizes and official points toward world titles in bronc riding, calf roping, steer wrestling, and Brahma bull riding.

The show is presented by Saint Paul Retail Merchants and staged under direction of Saintpaulites, Incorporated. It is approved by the Rodeo Cowboys Association.

Fourteen



A 37-pound Kamloops rainbow trout caught in North Idaho's big lake Pend Oreille; upper right: Talache Lodge, newest resort, overlooks a broad stretch of Lake Pend Oreille; lower right: Anglers "take off" from dock at Pend d' Oreille Lodge in quest of the big Kamloops rainbow trout in Lake Pend Oreille. Photos by Ross Hall.

North Idaho's Big Lake Pend Oreille Attracts Anglers

Visitors to the Pacific Northwest seeking out-of-the-way beauty spots for camping, fishing, hiking and huckleberrying will find a veritable wonderland of little explored spots in 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.

There are dozens of Alpine lakes, many unnamed. Forest Service roads along crystal-clear streams unfold ever-changing panoramas of 7,000-foot peaks, majestic fields of bear grass and other wild flowers, and glimpses of deer, bear and mountain goats.

Lake Pend Oreille is estimated to have 150 miles of shoreline, ranging in depth up to 2,500 feet near the south end. Three mountain ranges cradle the lake.

The area is attracting sportsmen and vacationists as an all-season recreational region offering year 'round fishing, hunting in season and skiing and snowshoeing from fall through to the early summer months.

October and November are the months of best fishing for big Kamloops. The present world's champ is a 37-pound rainbow caught in November of last year.

Fifteen

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

TWO GREAT TRAINS

Between Chicago and Seattle-Portland

GREAT NORTHERN'S Streamlined EMPIRE BUILDER

This superb new train speeds across the top of the nation, making the 2,211-mile transcontinental journey in just two nights—45 hours of safe, smooth riding. Travel in a DUPLEX-ROOMETTE, single occupancy accommodation that costs just \$2.13 more than a standard Pullman lower berth from Chicago to Seattle-Portland.

DIESEL-POWERED

Oriental Limited

GREAT NORTHERN'S VACATION TRAIN

Famous for air-conditioned comfort, the ORIENTAL LIMITED takes you to the glorious scenery of Montana's Glacier National Park and the superbly scenic Pacific Northwest. Stops daily at eastern and western entrances to Glacier Park. Great for riding, great for sleeping, great for meals.

the
GREAT NORTHERN GOAT



**SEPTEMBER
1948**



"One upper to Seattle, please"

Reproduced by permission of The Saturday Evening Post. Copyright 1948 by The Curtis Publishing Company.

Two

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

American Mail Line Takes Over GN Seattle Asiatic Dock

A three-quarter of a million dollar improvement program on Great Northern Railway's Asiatic Dock, Pier 88, at Smith's Cove in Seattle, was completed recently and the dock officially occupied by its new tenant, the American Mail Line.

A section of the pier, some 900 feet in length, has been fully rebuilt, making the installation one of the most modern deep sea terminals on the Pacific Coast. With another 500 foot section previously available for use the pier is adequate to berth three large American Mail liners simultaneously.

Original construction on the Asiatic Dock was authorized by the Great Northern in 1899 and the project completed in 1901. Subsequent extensions have brought Pier 88 to its present length of 1698 feet, including shore installations, and width of 335 feet, with a gross area of 568,700 square feet.

Upon its completion in 1901, Pier 88 was occupied by Nippon Yusen Kaisha, largest steamship line on the Pacific, which inaugurated scheduled service between Seattle and Oriental ports in 1896, as the result of negotiations instituted three years earlier by James J. Hill and Captain James Griffiths.

The Japanese line and the railway established rates that enabled them to soon gather steel rails from as

far east as Pittsburgh, flour from Minneapolis and cotton from the south for shipment to the Orient. Inauguration of this service is described in one history as "an event which marked the beginning of Seattle's ascendancy as a port of international importance." NYK's use of Pier 88 was continued until 1941.

In 1900, the Great Northern Steamship Company was organized with a capital of \$6,000,000, and contracts were let for two mammoth steamships of 28,000 tons capacity each, the "Minnesota" and the "Dakota," to ply between Seattle and Yokohama and Hong Kong. These two steamships, largest ocean carriers afloat in their day, arrived at Pier 88 on December 24, 1904, to begin their trans-Pacific runs.

On April 16, 1942, Pier 88 was occupied by the Corps of Engineers of the United States Army. The Pier remained in use by the government until November 15, 1946, being under cognizance of the United States Navy for the last seven and a half months of this period.

The American Mail Line operates between Puget Sound and Far East ports, from Japan to India and the Netherlands East Indies, with a fleet of nine modern freighters. Six of the ships are of the 12,200 deadweight ton class, three of 10,200 deadweight tons, and five ships have refrigerated cargo space.

"Queen of Scots" Resumes Service

The world famous "Queen of Scots" all Pullman train which was cancelled during the war is once again in service on British Railways.

Leaving London (King's Cross) at 11:30 a.m. daily, except Sundays, the "Queen of Scots" carries passengers for Leeds, Harrogate, Dar-

lington, Newcastle, Edinburgh and Glasgow.

As before, refreshments will be served at every seat, both first and third class, making them in effect all restaurant car seats for which reservations can be effected in advance.

Three

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S GREATEST TRAIN



Vol. 18 September, 1948 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

The railroad industry may face further declines in passenger traffic unless the 15 per cent wartime excise tax on such transportation is repealed. To a much lesser extent, the 3 per cent levy on freight movements may be a shipping deterrent.

Transportation taxes are in a special class, and the railroads do not pay them, but merely act as collecting agents from shippers and travelers, turning the proceeds over to the government.

The 15 per cent tax on passenger transportation was enacted at a time

Four

when it was in the interest of the nation to discourage railroad travel. In the wartime conditions that led to enactment of the tax, railroads were overcrowded because private transportation, particularly automobiles, could not function normally due to a gasoline shortage.

The railroads long ago reached the point where they are looking for passenger business, and in the absence of a war emergency, they will continue to be looking for it.

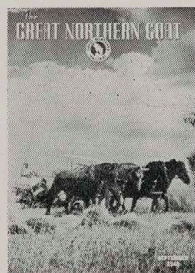
The railroads have been forced by rising costs to increase their basis of passenger fares and where the 15 per cent tax is put on top of the increased fares, it makes for real hardship on travelers in many cases.

The House ways and means committee, in reviewing the tax structure, and the entire Congress, could well put the elimination of the taxes on passenger and freight transportation as number one on their tax program.

The railroad industry did not oppose the tax in wartime.

(Reprinted from statement by William T. Faricy, president, Association of American Railroads, published in the August 23, 1948, issue of The Chicago Journal of Commerce)

The Goat's Cover



HARVEST
TIME

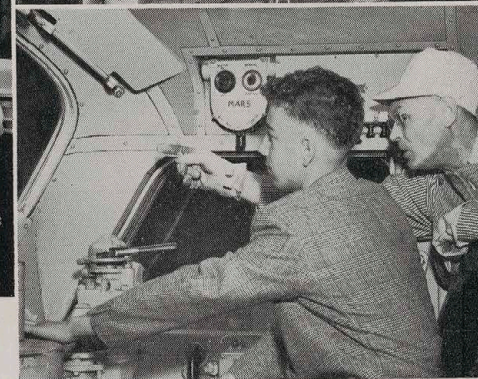
Photo
by
William
Carlson

Morris,
Illinois

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN



Upper left, 15 year old high school student, Joseph Stortini (right) 1948 Tacoma Soap Box Derby winner and Ed Johnson, Tacoma News-Tribune representative, who accompanied Stortini to Akron, take a look at diesel locomotive before boarding the streamlined Empire Builder for their trip east. Upper right, three top winners in Tacoma's Soap Box Derby, with their parents. Stortini is at left. Lower right, Stortini gets a few tips from engineer Harry Goerds on the operation of the 4,000-horsepower Empire Builder diesel locomotive.



Tacoma Contest Winners Ride GN Empire Builder

The sleek lines of Great Northern's Streamlined Empire Builder drew a big smile of approval recently from two youthful passengers with particularly discerning eyes for streamlined design.

Joseph Stortini's skill in building and piloting his motorless racer to victory in Tacoma's Annual Soap Box Derby had won for him a trip to Akron, Ohio, to compete in the international finals there. The Tacoma Derby is sponsored jointly by the

Chevrolet dealers of that city and the Tacoma News-Tribune. The international derby is sponsored by the Chevrolet Motor Company.

Gerald Thomas, whose skill as a model airplane craftsman won for him the Plymouth Dealers' Tacoma Area Model Contest, was enroute to Detroit to compete in the international finals being sponsored in that city by the Chrysler Corporation, Plymouth Division.

(Continued on page 6)

Five

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



CONTEST WINNERS

(Continued from page 5)

Tacoma Plymouth dealers congratulate Thomas as he boards Great Northern's Empire Builder for the Plymouth Motors' second annual international model plane contest held at Detroit. Pictured, left to right, are, Maurice Hinckley, Ed Munson, Joe Knoll, Arthur Espeland, Thomas, P. N. Irwin and Arnold Reading. Photo by Richards Studio.

Glacier Park Hiker

One of the 30 members of the Appalachian Mountain club, which recently made a two weeks' hiking trip through Glacier National Park in Montana, was 80-year old Charles Warner of Fall River, Mass.

The Glacier Park hiking trip, arranged by H. Frank Evans of Wilderness Trail Trips, included the upper part of the Park and the crossing of Boulder Pass, most rugged in the Park. Some of the members of the party climbed Mt. Cleveland, the Park's highest peak.

The Appalachian Mountain club was founded in 1876. Members on the Glacier Park hiking trip were all east coast residents and under the leadership of Ronald L. Gower, Boston.

Six

Chicago Railroad Fair

Extension through the month of September of the Railroad Fair, spectacular exposition that has been drawing multitudes daily to Chicago's Lake Front, is officially announced.

Opened July 20 and originally scheduled to close September 6, the Railroad Fair has exceeded all expectation with a total paid attendance as of August 25, of close to 1,600,000 persons, and a daily average of more than 44,600.

Among the novel exhibits sponsored by individual railroads is the breath-catching rodeo put on jointly by the Burlington, Northern Pacific and Great Northern lines. Great Northern's exhibit includes a miniature model of the streamlined Empire Builder.

Lost and Found Department

From Mrs. A. P. Schaefer of Duluth, Minnesota, A. L. Aldrich, manager of Great Northern's mail and baggage traffic department, recently received the following letter. "I cannot tell you how thankful I am to have received my lost hat box. It is very amazing, with all the lost baggage there must be, that you are able to trace things so fast. I realize that it is through great efficiency on your part that I have received my hat box. I can sincerely say that I enjoyed every minute of my trip on the Oriental Limited, even though I have made the same journey on the Empire Builder. We were given the very best service at all times and that is what makes a trip have pleasant memories."

To build a railroad boxcar requires approximately 2,200 man-hours of work, including labor employed in the production of steel and other materials required in its construction.



Goat

GLEANNINGS

Auto Interurban Bus between Nelson, B. C. and Spokane, Wash., now leaves Nelson at 11:35 am daily, arriving Trail 1:35 pm; leave Trail 2:00 pm, arriving Spokane 6:45 pm.

* * *

United Nations Week, October 17 through 24, culminating in United Nations Day, October 24, is sponsored by the American Association for the United Nations, the National Broadcasting Company and the National Education Association, with the cooperation of scores of national organizations. Forums will take the spotlight for the week throughout the nation, with each day devoted to another aspect of the UN.

* * *

The week beginning October 3, will be observed throughout the country as "Fire Prevention Week" and is sponsored by the National Fire Protection Association.

* * *

The U. S. oil industry is refining more than 237 million gallons of crude oil a day to supply the greatest demand for petroleum products in history, according to authentic figures on supply and demand recently released by the Oil Industry Information Committee.

* * *

Phyllis Jeanne Ryan of Devils Lake, N. D. has been chosen that community's dairy princess by the Devils Lake Chamber of Commerce, and will represent her home community at the State Dairy Show to be held September 15 to 18.

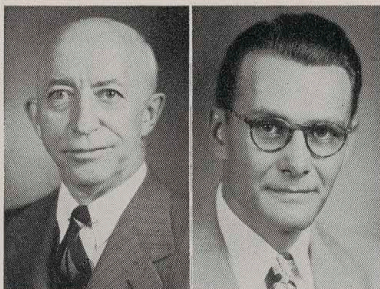
National Apple Week will be observed October 30 through November 6, this year.

* * *

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1948, are, Hugh F. Conroy, telephone inspector, Whitefish, Mont.; Michael Georgeoff, section foreman, Kalispell, Mont.; Harrison A. Hildebrandt, clerk, St. Paul, Minn.; William A. Miller, section foreman, Vancouver, Wash.; Edward M. O'Connor, conductor, St. Cloud, Minn.; Herbert I. Pierce, engineer, Great Falls, Mont.; Michael Zdunek, car repairer, Sauk Rapids, Minn.

Members reported pensioned during August, 1948, are, Severt J. Dahl, engineer, Havre, Mont.; William Eisele, engineer, Minneapolis, Minn.; Bert S. Erickson, engineer, Superior, Wis.; Everett W. Fuller, conductor, Minot, N. D.; Leroy K. Hallman, conductor, Willmar, Minn.; Herbert H. Hatch, engineer, Minneapolis, Minn.; Ernest Innes, engineer, Minot, N. D.; Paul L. Meide, engineer, St. Cloud, Minn.; Frank D. McCarthy, switchman, St. Paul, Minn.; Lester McLeod, engineer, Minot, N. D.; Ole Nordquist, B&B foreman, Crookston, Minn.; John Sheehan, engineer, Fargo, N. D.; Clyde W. Sherman, assistant valuation engineer, St. Paul, Minn.; Severt O. Torkelson, section foreman, Hingham, Mont.; George W. Weber, machinist, Hillyard, Wash.

Seven



Mr. Schack

Mr. Gieske

GN Vet Retires

Retirement on August 31, of Frank A. Schack, Great Northern Railway fuel and timber agent, after nearly 54 years with the company is announced by A. N. Crenshaw purchasing agent.

Mr. Schack has been in the railway's purchasing department in St. Paul since January 1, 1895, when he began as a messenger. He successively became clerk, fuel inspector, chief clerk and in 1926 fuel and timber agent, handling purchases of these commodities.

Succeeding him is Millard E. Gieske, chief clerk in the purchasing department and with the railway since 1923.

Winter Sailings to Havana

The United Fruit Company announce winter sailings from New Orleans, effective December 18, 1948 to March 19, 1949, which include 11-day cruises and 18-day tours to Havana and Guatemala; from New York, effective December 17, 1948 to March 18, 1949, which include 17-day cruises to Havana, Panama Canal and Guatemala, and 24-day Guatemala tours.

Eight

Portola Festival and Pageant

San Francisco will be the mecca for hundreds of thousands of visitors between October 9 and 24, when the famous Portola Festival and Pageant is revived in the city by the Golden Gate.

What the Mardi Gras is to New Orleans, the Portola Festival will be to San Francisco. The gay and colorful fete will see a varied and unique program of entertainment, including championship sporting events, opera, ballet, music, folk festivals, street dancing, parades, religious ceremonies, pageantry and a gigantic carnival of fun.

Historically, the fete commemorates the discovery of San Francisco Bay in 1769 by Don Gaspar de Portola. Included in the pageantry will be the arrival in San Francisco of the news of gold being discovered in California in 1848.

Portola's trek up the California coast will be re-enacted, as will the founding of Mission Dolores and the Presidio in San Francisco.

Vacation-minded Americans who plan to include San Francisco and the Portola Festival in October will visit San Francisco at its most delightful time—the exhilarating Indian Summer season.

National Columbia Sale

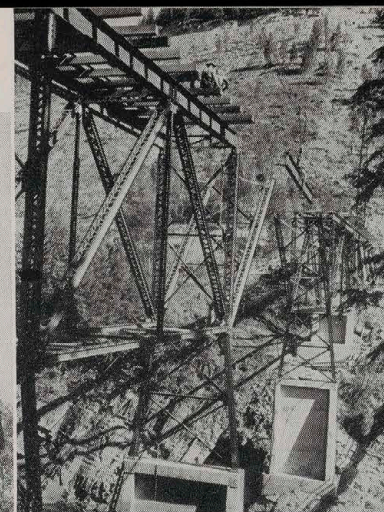
The fifth National Columbia Show and Sale will be held October 11 and 12, at the sales permanent home in Minot, North Dakota.

Consignments of Columbias to the 1948 show and sale will be limited to 250 recorded ewes of high quality and 50 recorded rams that must conform to the high and exacting standards of the new breed.

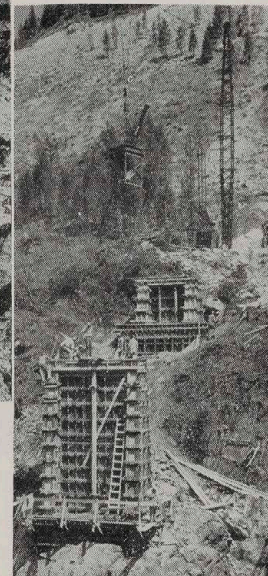


Left: Two yard buckets carry concrete from across the Flathead River for construction of bridge piers. Eight yard buckets will be used for pouring concrete for Hungry Horse Dam.

Right: Four concrete piers are nearing completion for the 200-foot bridge. Hungry Horse News Photos.



A 200-foot steel-concrete bridge with 60-foot approaches is under construction for the movement of equipment across the south fork of the Flathead River.



Hungry Horse Dam in Northwestern Montana

Fall and winter schedules at the Hungry Horse project in northwestern Montana, where will rise the world's fourth largest concrete dam, includes start of a concrete mixing plant, 135 feet high, 52 feet in diameter and ten-sided.

The plant will be capable of mixing 320 cubic yards of concrete an hour, and will be located 300 feet above the Flathead south fork. The dam itself will rise 520 feet in the V-shaped canyon; have a reservoir holding 3,500,000 acre feet of water, and a power-plant developing 300,000 kilowatts of electricity.

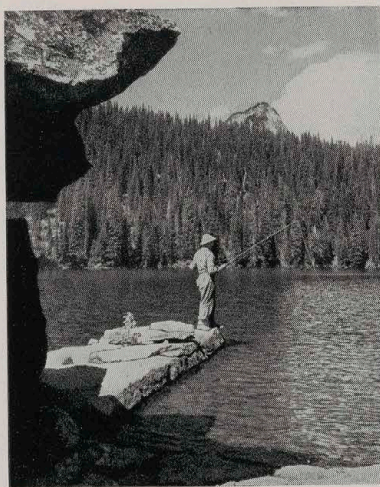
Cement shipments to Hungry Horse are tentatively scheduled to start in May, 1949, and by 1953, will total 2,500,000 barrels. Also being used will be 130,000 tons of pozzolana or fly ash from the midwest. Gravel and sand need is 3,500,000 cubic yards.

Meanwhile employment on the \$100,000,000 project reached a 1948 high of 1,550 men during the third week of August. This compares to a peak of 489 last year in early September. Next year jobs will exceed 3,000, while employment this winter is expected to remain over 1,000.

Nine

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

SERVES THE BEST OF THE GREAT NORTHWEST



Fishing lakes in the Pend Oreille area are easy one-day trips.

Idaho Lakes Popular

The story of the planting and growth of the big Kamloops 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 blue-jacket salmon for feed, contributed to the spectacular growth of the rainbows.

There are 226,000 miles of railway line in the United States, but the total length of all tracks operated by the railroads, including main tracks, parallel tracks, yards and sidings, amounts to nearly 400,000 miles.

Ten

Glacier Park Bear of the Year is a Blonde

Most popular blonde in Glacier National Park this year is a light colored young bear with two cubs.

Blonde belt of beardom is apparently a section of Glacier National Park just below the continental divide and between the Garden Wall and Avalanche creek.

Here the blondes outnumber the brown, dark brown and black bears.

This is the area frequented by the light-colored bear family which after roadside handouts caused daily traffic jams along Going-to-the-Sun highway. The blonde mother has one cream-colored twin, believed to be the lightest ever observed in the park.

Last year, outstanding among blonde bears who frequented the Garden Wall to Avalanche section was Gertie, most photographed animal in the park.

Glacier has about 400 black bears which includes the blondes, cinnamon browns and blacks, and about 100 grizzly, seldom seen by park visitors. Actually a brown mother may have a cinnamon and a black cub. Indications over the years are that bears along the Garden Wall are lighter—more blondes.

Grand Coulee Dam Information Booth

The Chambers of Commerce of Tacoma and Seattle together with some of the communities in the area have joined in establishing a tourist guide booth in the west vista house at Grand Coulee Dam where visitors can obtain accurate information on the recreation and scenic attractions of the Puget Sound region.



Goat

GAIETIES...

Impolite Fellow Isn't He!

A man was drinking a glass of beer at a bar when another man came in and ordered a whisky and soda. He drank the whisky and soda, walked up one wall of the bar, across the ceiling, down the other wall and then out of the door.

The beer drinker was shocked. He turned to the barman and said: "What a peculiar fellow!"

The barman nodded. "Yes, isn't he? He never says good night."

* * *

What Size, Please!

A Sunday school teacher had been telling a class of little boys about crowns of glory and heavenly rewards for good people.

"Now tell me," she said at the close of the lesson, "who will get the biggest crown?"

There was a silence for a while when Johnnie replied, "Him wots got the biggest head."

* * *

Double or Nothing

Mrs. A.: "Does your husband forget your anniversary?"

Mrs. B.: "Never. I remind him of it in June, and again in January—and always get two presents!"

* * *

Good Heavens!

"When I married you, I thought you were an angel."

"So that's why you never bought me any clothes!"

Private Property

A stout lady got on the streetcar and put a parcel of sausages beside her. A young man in plus fours got in at the next stop and sat down on the edge of the parcel.

Turning to him, she said: "Excuse me, but do you play golf?"

The young man, somewhat taken aback, said he did.

"Well, would you mind getting off my links, then?" asked the lady.

* * *

Shocking Advice

A man about to be electrocuted phoned his lawyer from the death chamber. "They are about to put me in the electric chair," he said. "You are my lawyer—what do I do now?" The lawyer answered helpfully: "Don't sit down."

* * *

Unexpected Meeting

The big business man had died and gone to—well, not to Heaven. But hardly had he settled down for a nice long smoke when a hearty hand slapped him on the back, and into his ear boomed the voice of a persistent salesman who had pestered him much on earth.

"Well, Mr. Smith," chortled the salesman. "I'm here for the appointment."

"What appointment?"

"Why, don't you remember?" the salesman went on. "Every time I entered your office on earth you told me you'd see me here!"

Eleven

WHAT EVER YOU SHIP—BIG OR SMALL—SHIP IT GREAT NORTHERN

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S
GREATEST TRAIN

The Canal That Cooperation Built

By Harriet Geithmann

(The first installment of Miss Geithmann's article was published in the August, 1947, number of *The Goat*. Because of limitations of space it has not been possible to continue publication of the article until this time)

Here you learn with amazement that the larger lock is one of the largest structures of its character in the world and that it is capable of lifting larger vessels than any government locks outside of Panama Canal. This cañon of concrete with banks 62 feet high is 825 feet long from end to end and 80 feet wide from bank to bank. It is divided into two chambers by a gate midway. On the southern side is the big cañon's little brother, the smaller lock 150 feet long and 30 feet wide. The larger lock possesses 5 gates and the smaller one 4. To the south of the little lock stretches the spillway dam 225 feet long with 6 spillway mouths each one of which is 32 feet wide. Still to the south is the salmon fishway.

Gliding through these locks you see all manner of craft, sea-going and otherwise, craft from all over the world. Some of them are steering for that quiet anchorage, Lake Union, where they can tie up for repairs and discourage barnacles with a fresh water diet. Others are cruising for pleasure or bent on industrial errands of one kind or another to wharves on the shores of Lake Union where rail meets water.

In 20 to 30 minutes, sea-going vessels slide through the larger lock while 5 to 10 minutes suffice for those going through the smaller lock. Electricity, with which the State of Washington is well supplied, is used to operate both locks. The entire cost of operation is charged to Uncle Sam and all boats are locked through without charge.

Thus the Lake Washington Canal links up Seattle's salt water harbor, Elliott Bay and all of Puget Sound

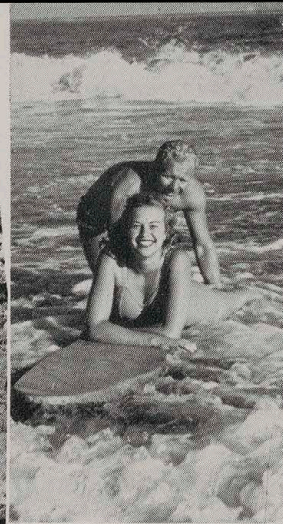
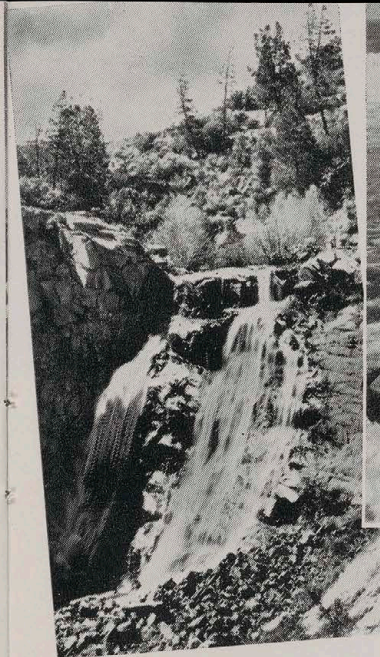
with Seattle's non-tidal fresh water harbor, Lakes Union and Washington.

Lying in the heart of metropolitan Seattle, Lake Union covers almost 1½ square miles, 905 acres of turquoise glistening in the sun or 499 acres with a depth of 40 feet or more, plus a maximum depth of 50 feet. Its irregular shoreline sheltering masted vessels and romantic schooners, barkentines and barks from all corners of the globe, houseboats and barges, is 9 miles long. The mean level of its water surface is 25 feet higher than the extreme low tide of Puget Sound.

Lying along the eastern boundary of Seattle for 19 miles is Lake Washington covering 39 square miles, 24,896 acres of turquoise with an average depth of 40 feet or more and 600 feet in certain areas. Lake Washington adds 91 miles to Seattle's harbor line and its mean water level is approximately 25 feet above the extreme low tide of Puget Sound.

The history of the Lake Washington Canal is forever linked with the history of Seattle. On the shores of Lake Union, on Independence Day, 1854, the bold idea of this magic waterway was first launched by Thomas Mercer. This idea of linking the salt water of Puget Sound with the fresh water of Lakes Union and Washington took wings among the towering Douglas firs at once but at first it flew not far. Two years later General George B. McClellan recommended the present canal to Jefferson Davis, Secretary of War. It took 62 years, however, for the original idea to get down to bedrock. Meanwhile the names of many

(Continued on page 14)



Left, Kern River tumbles over 100-foot falls far in Sierra Nevada mountains. Center, Riding the waves on a surfboard at Santa Barbara. Right, Palisade Glacier, southernmost glacier in North America, in the scenic Inyo-Mono vacation land of Southern California.

"Second Summer" in California

Southern Californians call the season lasting through November their "Second Summer". Weather is summery. Foliage stays green (palm trees never lose their green topknots). All resorts are open, so the choice of accommodations is extremely favorable.

And, according to the area's All-Year Club, this season offers a contrast which can be found in few spots in the world. Bathe in the Pacific, enjoy the scenery of mile-high mountains, and explore cactus forests on a desert, all inside a stretch of 65 miles.

The contrast is found, for example, all inside the single county of

San Diego, stretching along the Mexican border handy for a jaunt across the line for the foreign atmosphere of Tijuana.

Starting at the seashore, at Coronado with its colorful yachts, the quiet waters of San Diego Bay, La Jolla with its cove and sea caves, Del Mar and its racetrack, Carlsbad, and Oceanside, the Pacific's waters are within a few degrees as warm in October as in July.

The Yellowtail Fishing Derby lasts into September at San Diego's "Harbor of the Sun" where the Navy's great ships anchor, and on throughout the second summer the

(Continued on page 14)

Twelve

THE STREAMLINED EMPIRE BUILDER—GREAT NORTHERN'S GREATEST TRAIN

Thirteen

THE ORIENTAL LIMITED—GREAT NORTHERN'S VACATION TRAIN

Caribbean Cruises

The Grace Line steamships "Santa Rosa" and "Santa Paula" leave from New York Pier 58, West 16th Street, every Friday on deluxe 12-day Caribbean-South American cruises. Ships call at Curacao, Netherlands West Indies, LaGuaira and Puerto Cabello, Venezuela and at Cartagena, Colombia.

Steamships "Santa Monica", "Santa Clara" and "Santa Sofia" leave every Saturday from New York Pier 65, West 24th Street, on casual cruises of approximately 18 days. Ships call at Cartagena and Barranquilla, Colombia, Maracaibo, Venezuela, Barranquilla (second call), thence return to New York.

Applications for steamer space and requests for additional detailed information should be addressed to the Grace Line, before any definite commitments are made, at either 10 Hanover Square, New York 5, N. Y., 230 North Michigan Avenue, Chicago 1, Illinois, White Building, Room 408, Seattle 1, Washington, or the nearest Grace Line Passenger Traffic Office.

LAKE WASHINGTON CANAL

(Continued from page 12)

dauntless pioneers were linked up with it for all time to come. In 1860 Harvey L. Pike started to dig with pick and shovel a channel between the lakes for the sluicing of logs. The canal idea flew higher. Almost a quarter of a century later, Judge Thomas Burke, president of the Lake Washington Improvement Company hired Wa Chong and his band of Orientals to dig an Occidental ditch between Lake Union and Salmon Bay after which they finished digging a sizable ditch between the lakes for the passage of logs. In 1889, Uncle Sam was persuaded to sit up and take notice. Surveys of one kind or another were made and reports thereon were published.

(To be continued)

Fourteen

WHAT EVER YOU SHIP-BIG OR SMALL-SHIP IT GREAT NORTHERN

CALIFORNIA

(Continued from page 13)

deepsea boats continue taking visitors from inland states out to the areas of Halibut, Bass, and Barracuda. Oceanside specializes in surf fishing, another treat for the inland angler.

Great groves of deep green citrus blanket the valleys. World's biggest lemon-packing plant is at Escondido. Around Vista, the "Avocado Capital", the slopes shimmer with the waxy green of avocado groves.

Further inland the mountains rise, as interesting as their colorful names, such as the Coyote, Sawtooth, Volcan, Oriflamme, Laguna, and Tierra Blanca ranges.

This is Indian country, dotted with reservations, still only an hour or so of driving from metropolitan San Diego.

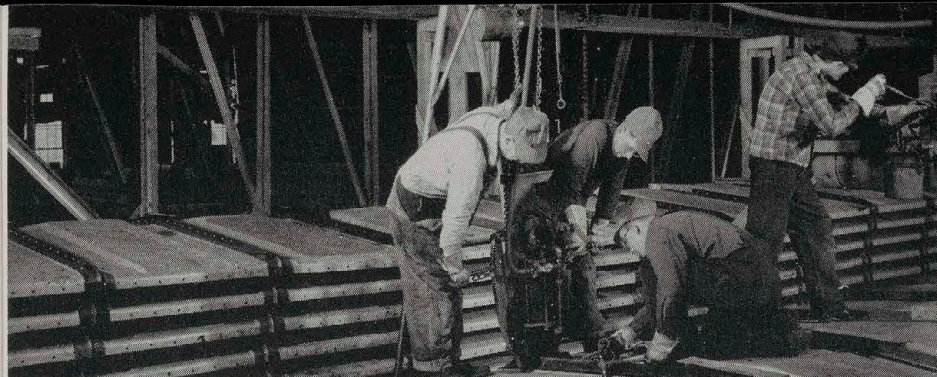
Not 25 miles away from the Pala Indian village of primitive customs is man's most modern scientific marvel, the new Palomar Observatory.

Over the mountains, at the inland end of a 65-mile stretch from the seacoast, is the scenic desert, where the weather is delightful in the second summer. The Borego Valley, where a new resort is being readied for opening, is a spectacular desert bowl surrounded by mountain walls rising 4000 to 5000 feet above the cactus forests.

OMISSIONS

The illustrations of new service pits for streamliners at King Street Terminal in Seattle, Wash., published in the August Goat, were made from Seattle Times photos by George Carkonen.

Illustrations used in Montana Dude Ranch article were from photos by Jack Loveland, Saint Paul Pioneer Press and Dispatch photographer.



Here is the "top" spot on the boxcar construction line in Great Northern's car shops in St. Cloud, Minn. Modern assembly line procedures enable Great Northern to turn out 18 completely new boxcars daily. Shopmen in the picture are fabricating steel roofs for boxcars.

BOXCARS AND THE 1948 CROP

Great Northern believes in keeping its customers posted on problems of mutual concern and interest.

Harvest of another gigantic grain crop is approaching high tide in the Great Plains and Pacific Northwest states. Growers, country elevators, terminal market operators and grain processors share with the railways the hope that the 1948 crop can be moved to market with minimum delay.

Great Northern already has begun to move this year's grain crop. It is devoting a very large number of available cars to this exceedingly important service, and has been assured a larger supply of cars as the harvest progresses.

But, anxious as is Great Northern to provide maximum boxcar requirements for the grain movement, it knows that conditions over which the railway has no control will restrict the number of cars available.

A major contributing factor to the car shortage is lack of materials for car building. The total boxcar ownership of American railways has not improved over this time last

year because materials for new car construction have not been available in sufficient quantities to keep pace with retirement of worn-out equipment.

Great Northern has built 1,000 new boxcars this year, and a large number of an additional 1,000 cars would have been in service this Fall had not a materials shortage stopped construction. The railway hopes it can resume within a few weeks a car-building program which will put 2,000 new boxcars on the rails by mid-1949.

Great Northern promises the same all-out effort it made during the past seven years of record grain crops and boxcar shortages to move the 1948 harvest to market in the shortest possible time.

Given the same superb assistance and encouragement it received last year from shippers and receivers of grain, Great Northern is confident it will turn out a transportation performance equalling that of last year, when Great Northern set a grain-moving record of 20,542 cars in September in spite of a boxcar shortage.

GREAT NORTHERN RAILWAY

Fifteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



WISCONSIN

WASHINGTON

S. DAK.

CALIFORNIA

IDAHO

OREGON

MONTANA

MINNESOTA

N. DAKOTA

CANADA

State by State we're great for Freight

Across the top of these
States United,
We see that your freight is
expedited.
That's why more shippers,
every day,
Now ship the great
Great Northern way!

GREAT NORTHERN

GREAT for Freight



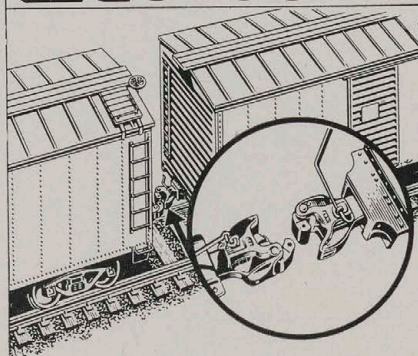
the
GREAT NORTHERN COAT



**OCTOBER
1948**

NATIONAL APPLE WEEK
October 30 thru November 6, 1948

Rail oddities

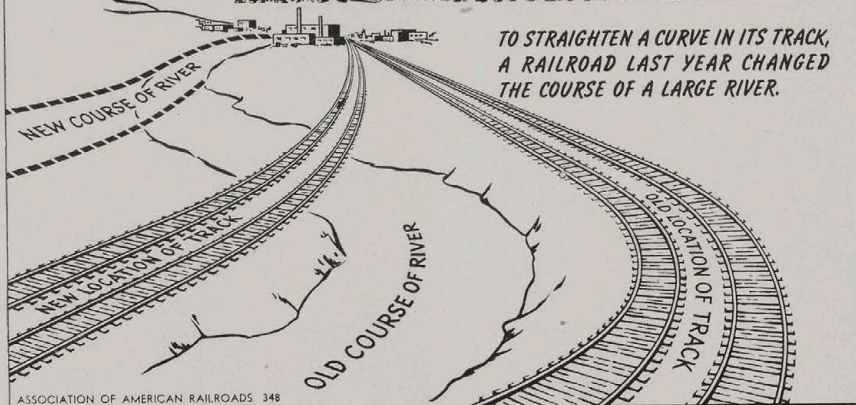


ANY FREIGHT CAR--OF ANY RAILROAD--ANYWHERE IN AMERICA--CAN BE COUPLED UP WITH ANY OTHER FREIGHT CAR BY MEANS OF THE STANDARD COUPLER. THE NATION'S MASS TRANSPORTATION AND MASS PRODUCTION DEPEND UPON THIS RUGGED "UNIVERSAL GRIP" WHICH OFTEN HOLDS TOGETHER MORE THAN 5000 TONS OF LOADED FREIGHT CARS IN ONE TRAIN.

RAILROADS PROVIDE A JOB FOR ONE OUT OF EVERY 43 PEOPLE EMPLOYED IN THE UNITED STATES.



TO STRAIGHTEN A CURVE IN ITS TRACK, A RAILROAD LAST YEAR CHANGED THE COURSE OF A LARGE RIVER.



ASSOCIATION OF AMERICAN RAILROADS 348

Two

THE STREAMLINED EMPIRE BUILDER

The Canal That Cooperation Built

By Harriet Geithmann

(Concluded from September Number)

With Nature in the lead showing the easiest way to dig a ditch, to dredge a navigable channel, to build a cañon of concrete, men began to cooperate one with another. In 1900, the County of King delivered to Uncle Sam a deed covering the necessary 300 foot right of way at a cost of \$250,000. The Secretary of War accepted it and filed it on record in July, 1900. This forward step was followed by still more surveys, still more investigation and still more detailed reports. Finally in 1907, the report made by the District Engineer, Major H. M. Chittenden recommended that Uncle Sam build a single lock and that the State of Washington, County of King and the City of Seattle do the rest. Three years later, June, 1910, the project was adopted by the River and Harbor Act and Uncle Sam appropriated \$2,275,000, to build the locks. King County authorized a million dollar bond issue. A year later, June, 1911, Uncle Sam's Secretary of War said: "Go ahead and build your ditch."

In September, 1911, the canal that cooperation built, was begun under the direct supervision of Colonel James B. Cavanaugh, District Engineer. The Colonel remained on the job until it was finished in 1916. With him were associated Major A. A. Oles, Purchasing Agent and A. W. Sargent who was Superintendent of the Government Locks until A. J. McGee succeeded him. Thousands upon thousands of dollars rolled into it and thousands upon thousands of cubic yards of silt rolled out. Tons of dirt had to be excavated and miles of embankments had to be revetted.

From the completion of the locks in 1916, the business of the Canal has grown steadily in value and volume of tonnage and numbers and size of vessels. Over 50% of the working time of the locks which is a 24 hour-day from sunrise to sunrise with three shifts of men, is spent in passing vessels of all sizes from salt water to fresh. During the busiest month of World War II at the locks there were 2500 lockages as well as 375,000 pounds of net tonnage for vessels alone most of which were U. S. Army and Navy transports and commercial freighters en route to the lakes for repairs. Season after season, the locks also accommodate Seattle's fishing fleets laden with their annual harvest of halibut, salmon, ling cod, crab and shrimp.

Superintendent McGee is now looking beyond the rim of today into tomorrow when Sand Point, our U. S. Navy aviation base, will call for even greater navy boats and freighters with airplane supplies. When the traffic of the future demands it one can easily see a third and larger lock in this same vicinity which will entertain the ocean greyhounds of the Pacific and Atlantic and the great dreadnaughts themselves, a lock that will permit them to follow in the footsteps of their little sea-going brothers into a fresh water harbor of security where they, too, may reconsider the charted wisdom of their ways.

Thus we have the canal that cooperation built, a \$5,000,000, canal that is an ever-present credit to Uncle Sam, the State of Washington, the County of King and the City of Seattle, cooperators all.

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Vol. 18 October, 1948 No. 10

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

IVAN A. COPPE, Editor

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

The Kind of Education I Am Against

Today I am treadin' on a ticklish subject. Education. I am against it. Wow, says Henry, you are the same as ruined. Hold your shirt, I says, you are too petulant. I am against only a certain kind. I am for the kind of education that will bulge the nogginns of our brash youth with the fundamentals that will cause them to appreciate a Republic under which they can go far and prosper much if they choose to work a half hour overtime.

How you gonna do it, says Henry. You take as a sample, I says, those trustees in Texas where they tapped

Four

their university president on the shoulder and said, "cut out this New Deal frothy teachings, buddy, or out you go." And not doing so, out he went.

One of our off-shoots came home one day and told how his professor said that the coal in the ground, the oil, the trees on the mountains, the power of the waterfalls, were all put there by the Almighty and belonged to the people. But that is exactly how it works now all over Europe, where the Govt. has taken over and runs these businesses—for the people, it says. But we of the U.S.A. keep on feeding Europe. Some of our big schools dish out too much such truck. That kind of education, sisters and brothers, is the kind I am against.

(Reprint of Joe Serra's editorial "The Low Down from Hickory Grove" in the Industrial News Review, published by E. Hofer & Sons, Portland, Oregon.)

The average load of freight per train was the highest on record in the first six months of 1948, amounting to 1,153 tons, compared with only 804 tons twenty years ago.

The Goat's Cover



Apples reign as king of fruit in the State of Washington.

THE DIESEL-POWERED ORIENTAL LIMITED



THE AMERICAN MUSEUM OF SAFETY

Incorporated by Special Charter of the State of New York

THE E. H. HARRIMAN MEMORIAL CERTIFICATE

Transferred by Mr. Edward H. Harriman and awarded by The American Museum of Safety to stimulate a direct effort for the conservation of human life

CERTIFICATE OF COMMENDATION AWARDED TO

GREAT NORTHERN RAILWAY COMPANY
IN RECOGNITION OF ITS OUTSTANDING SAFETY PERFORMANCE
FOR THE YEAR 1947

CLASS A RAILROADS - WESTERN DISTRICT

Wallace Falvey
President

R. J. Gavin
Chairman, Award Committee

E. H. Harriman
F. J. Gavin
For the Founder

New York, September 15, 1948



Looking over the Certificate of Commendation presented to Great Northern Railway for its safety record in 1947 are left, W. J. Falvey, president of the American Museum of Safety, and F. J. Gavin, president of the railway.

Great Northern Honored

The Certificate of Merit presented to Great Northern Railway for safety achievement in 1947 was received by President F. J. Gavin at an American Museum of Safety dinner in New York City in September.

Great Northern won first place among Class A lines in the western district, one of three into which the

country is divided. A Class "A" line is one performing ten million or more locomotive miles of service in a year.

The American Museum of Safety and the Association of American Railroads made the award on the basis of records compiled by the Interstate Commerce Commission.

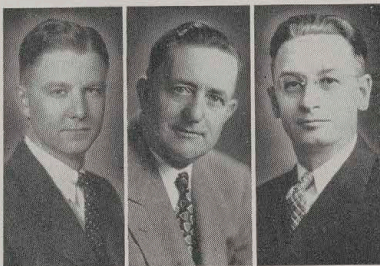
Railroad Research Laboratory

Plans for the construction of a laboratory and headquarters for the research and testing staffs of the Mechanical and Engineering divisions and the Container Bureau of the Association of American Rail-

roads have been announced jointly by the AAR and Illinois Institute of Technology. The new central laboratory for the railroads will be located on the campus of the Illinois Institute of Technology in Chicago.

Five

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Mr. Jenks Mr. Percival Mr. Hemmesch

Operating Department Changes

Resignation of Downing B. Jenks as Great Northern Railway division superintendent at Spokane, and appointment of Frank V. Percival of Klamath Falls, Oregon, to succeed him is announced by T. F. Dixon, Operations Vice President.

Mr. Jenks has been appointed general manager of the Chicago & Eastern Illinois Railroad, with headquarters in Chicago.

Mr. Percival, superintendent of Great Northern's Klamath division, has been succeeded in that position by Ralph H. Hemmesch, rules examiner for the railway with headquarters in Willmar, Minn.

With Great Northern since 1938, Mr. Jenks has been superintendent of the Spokane division since July 1, 1947. He was division engineer at Klamath Falls and trainmaster at several points before World War II duty with the Military Railway Service. From 1945 until going to Spokane he was trainmaster at Minneapolis.

From 1943 until June 1 last year, when he went to Klamath Falls as division superintendent, Mr. Percival was at Interbay as assistant superintendent of the former Spokane divi-

sion prior to its division into the present Spokane and Cascade divisions. His Great Northern career began as clerk in Seattle in 1905. He was successively assistant yardmaster, switchman and collector, then night yardmaster at Interbay and Delta and in 1917 became general yardmaster at Delta. After World War I service he was assistant general yardmaster at Delta and general yardmaster at Interbay. In 1930 he became trainmaster at Minneapolis and in 1934 returned to the Spokane division in the same capacity, serving until 1943.

Mr. Hemmesch's first job with Great Northern was as station helper in 1913 at Osakis, Minn. After being at various points as operator from 1914 to 1929 and dispatcher from 1929 to 1941 he was trainmaster at Willmar from 1941 until 1945, when he became rules examiner with headquarters in Willmar.

GN Passenger Train Schedule Changes

The eastbound Oriental Limited, train No. 4, now leaves St. Paul at 11:30 pm., arriving Chicago at 8:45 am.

Conditional stops for the eastbound Oriental Limited, train No. 4, at stations between Spokane, Wash., and Whitefish, Mont., to receive revenue passengers for points south of Shelby or east of Havre, have been discontinued.

Trains Nos. 3 and 4, The Oriental Limited, stop on flag at Newport, Sand Point, Bonners Ferry, Libby and Eureka, to receive and discharge revenue passengers. Train No. 3 will stop at Priest River to discharge revenue passengers from Fargo and east. Train No. 4 will stop at Priest River to receive revenue passengers for Fargo and east.



Goat

GLEANINGS

The 49th International Live Stock Exposition will be held in the International Amphitheatre, Chicago, November 27 thru December 4, 1948. Great Northern Railway will operate a special train from points in its territory to Chicago, scheduled to arrive in Chicago the morning of November 29.

* * *

H. G. Dimond has been named office engineer for the Great Northern Railway, with headquarters in St. Paul, succeeding M. A. McChesney, who has retired.

* * *

The standard sleeping car between St. Paul-Minneapolis-Moorhead-Fargo, which operates under a rotating plan alternating between Great Northern Railway and Northern Pacific Railway, is now operated by Northern Pacific on its trains Nos. 3 and 4, for a period of four months. Great Northern operates a standard sleeping car on its trains Nos. 29 and 10 between St. Paul-Minneapolis and Grand Forks.

* * *

The Southern Railway System has opened a traffic office at 955 Rand Tower in Minneapolis. Charles Kluber is DF&PA, and Winifred A. Warne is chief clerk.

* * *

Railway executives and officials of rail labor unions have joined to boost the annual fall membership drive of railroad YMCAs throughout the country.

Members of the Veterans' Association of the Great Northern Railway reported deceased during September, 1948, are, William C. Free, assistant chairman, Brotherhood of Maintenance of Way Employees, Spokane, Wash.; Newton L. Greer, trainmaster, Hastings, Minn.; George H. Hansell, agent-operator, Bagley, Minn.; Edward T. Hartung, agent, Sherwood, N. D.; George M. Kelsey, conductor, Bemidji, Minn.; Kenyon F. Long, yardmaster, Williston, N. D.; Harold G. Means, relay manager, Spokane, Wash.; John McKenna, engineer, Whitefish, Mont.; John H. McKinney, engineer, Superior, Wis.; Joseph G. Moore, assistant agent, Everett, Wash.

Members reported pensioned during September, 1948, are, Allen J. Chisholm, foreman, Superior, Wis.; John Wm. Johnson, B&B foreman, Appleyard, Wash.; John Leitgeb, machinist, Great Falls, Mont.; Frank G. Lindstrom, conductor, Breckenridge, Minn.; Henry W. Mober, engineer, Minot, N. D.; Arthur J. Olson, engineer, St. Cloud, Minn.; John Olson, carpenter, St. Paul, Minn.; Albert W. Ray, locomotive engineer, Sioux City, Ia.; Frank A. Schack, lumber agent, St. Paul, Minn.

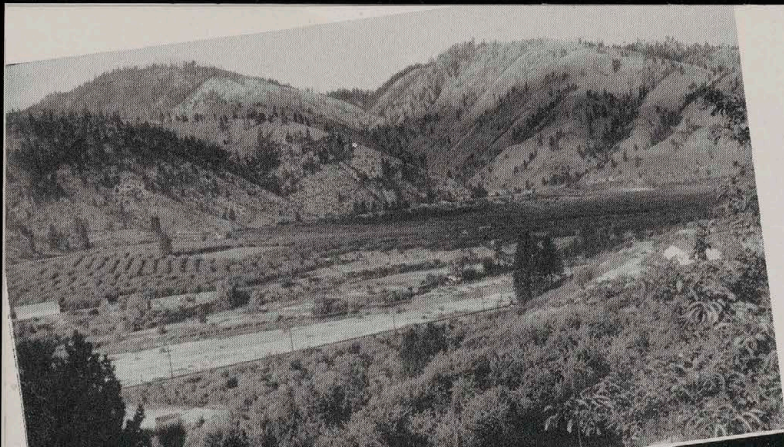
* * *

The American Bible Society urges the reading and study of the Bible, which has been aptly characterized as "The Book of All Nations", in the period extending from Thanksgiving to Christmas, 1948.

Appleland - U.S.A.

Some 150 years ago Johnny Appleseed, a roving preacher, scattered apple seeds, and sermons, along the Midwest's waysides. This marked the beginning of the apple industry in America and today these seeds yield more than 100,000,000 bushels of apples a year, the country's largest fruit crop.

In the State of Washington, and particularly in the world-famous Wenatchee Valley, ap-
(Continued on page 10)



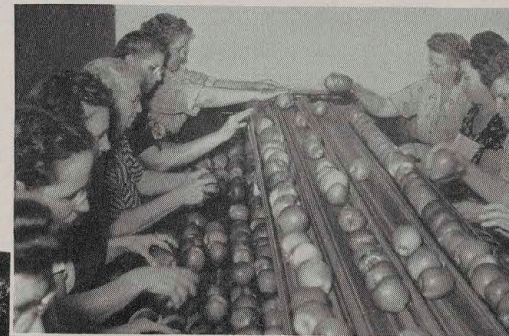
Apple orchard in the famous Wenatchee Valley at Cashmere, Washington.



Local residents, including high school girls, assist with the picking of apples.



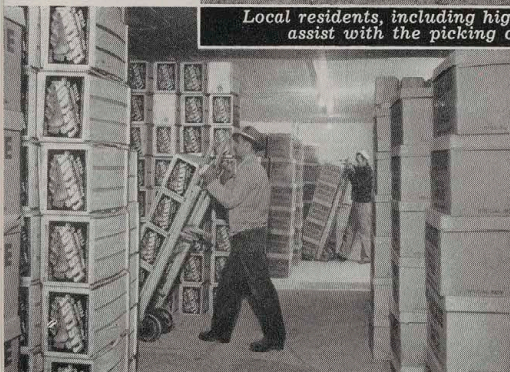
Apples are transported from orchards to warehouses for washing, sorting and packing.



After passing through a washing process apples are graded and sorted.



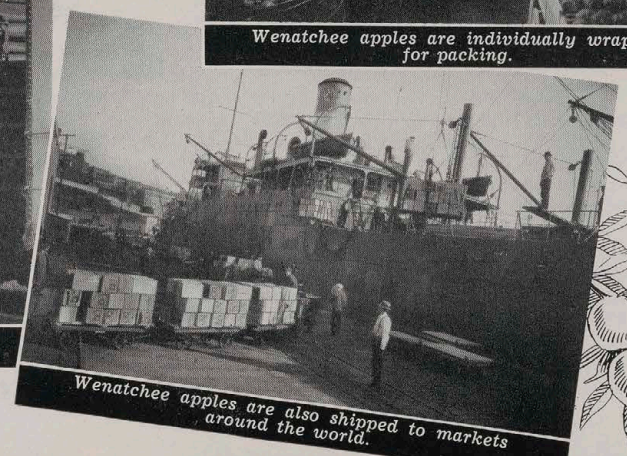
Wenatchee apples are individually wrapped for packing.



Boxed apples are placed in cold storage until ready to be shipped.



Completely modern refrigerator cars, with steel exteriors, transport Wenatchee apples to markets across the nation.



Wenatchee apples are also shipped to markets around the world.





Carmen Dragon Gordon MacRae

The Railroad Hour

American Railroads, under the sponsorship of the Association of American Railroads, are presenting the finest in musical comedies and operettas for radio listeners on "The Railroad Hour," on the American Broadcasting Company network from 8:00 to 8:45 pm., Eastern, Mountain and Pacific times, and 7:00 to 7:45 pm.; Central Time, every Monday evening. Originating in Hollywood, "The Railroad Hour," features top-name guest stars. Baritone Gordon MacRae is the regular singing host and master of ceremonies, with the orchestra of Carmen Dragon providing the music, and a mixed chorus under the direction of Norman Luboff.

Steamer Service Between Seattle and Victoria, B. C.

Canadian Pacific SS now leaves Seattle at 7:50 am., arriving Victoria at 12:50 pm. Returning, leaves Victoria at 4:30 pm., arriving Seattle at 9:30 pm. Night service has been temporarily discontinued.

Puget Sound Navigation Co. steamer leaves Seattle at 11:45 pm., arriving Victoria at 9:00 am. Returning, leaves Victoria at 11:15 am., arriving Seattle at 6:00 pm.

Ten

WENATCHEE APPLES

(Continued from page 9)

ples still reign as king of fruit. Currently the state produces about 30 percent of the commercial crop of North America.

Wenatchee, recognized as "The Apple Capital of the World," dates its birth to 1872 when Philip Miller, a pioneer with vision, brought the first apple tree to the valley on horseback. That year marked the beginning of what today is, and has been for 45 years, Wenatchee's foremost industry.

The first substantial quantity of apples, 2 carloads, was shipped from the Wenatchee area in 1902. As more land was placed under cultivation and as techniques improved, production steadily increased over the years. The 10,000th trainload, 100 cars, of apples left Wenatchee in October of last year.

It is estimated that approximately 18,000 carloads of the finest quality of apples will move out of this "Magic Valley" this year destined to the four corners of the earth.

Wenatchee is served exclusively by Great Northern Railway which has played an important part through the years in the development of the apple industry throughout the area.

Apple

This is a round and juicy fruit
That William Tell was wont to shoot
Off people's heads with bow and arrow
Until he froze their very marrow.

As for myself, I'd rather munch
An apple with, or after lunch,
Than shoot one any time at all
Off heads of people large or small.

FORD NEWMILL

(Reprinted from the July number of Woman's Home Companion with permission of the author.)



Goat

GAIETIES...

Ah' Sweet Love!

Dad: "But you can't marry him, dear. He earns only \$25 a week."

Daughter: "Yes, but when you're in love, a week passes so quickly."

* * *

Unqualified

Mrs. Jane: "Is Mrs. Smith an active member of the Women's Sewing Club?"

Mrs. Sofie: "Heavens no. She never has a word to say. She just sits there and sews."

* * *

Extra Fragile

A young woman was mailing the old family Bible to her brother in a distant city. The postal clerk examined the heavy package carefully and inquired whether it contained anything breakable.

"Nothing but the Ten Commandments," was her quick reply.

* * *

Me Too!

Teacher: "Now, Johnny, if I subtract 10 from 24, what's the difference?"

Johnny: "Yeah, that's what I say. Who cares?"

* * *

The New Look

"Well, Mary, now that we've struck oil, I want you to have some decent clothes," said Farmer Jones, handing his wife a big roll of bills.

"Bill Jones, I'll have you know that I've worn decent clothes all my life," Mrs. Jones replied. "Now I'm going to dress like other women."

That's Telling 'Em!

The head of the house was reading a newspaper article very carefully. When he had come to the end he remarked to his wife: "Do you know, dear, I think that the cleverness of the father often proves a stumbling-block to the son."

His wife heaved a sigh of relief.

"Well, thank goodness," she said, "our Bobby won't have anything to fall over!"

* * *

Point of View

Mrs. Hollister and Mrs. Dunn hadn't seen each other for several months. "I understand," said Mrs. Dunn, "that both your son and your daughter got married. How is your daughter getting along?"

"Excellent," replied Mrs. Hollister, beaming. "She has a fine, thoughtful husband. She has breakfast in bed every morning, doesn't have to lift a finger. Every day, during the early afternoon she goes shopping and later she plays bridge. She's a regular lady."

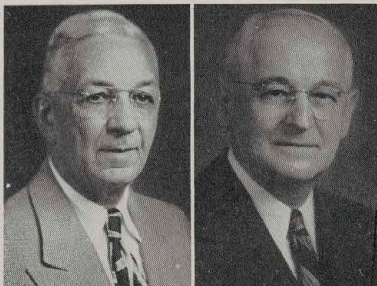
"And your son?" continued Mrs. Dunn.

Mrs. Hollister sighed. "Oh, my son, my poor boy. I'm afraid he didn't do so well. His wife is downright lazy. Why she stays in bed every day until 10 o'clock and never does any work around the house. She spends all afternoon playing cards. Yes, Mrs. Dunn, she's a regular no account!"

Eleven

THE DIESEL-POWERED ORIENTAL LIMITED

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Mr. Sladek

Mr. Stoffel

GN Vet Retires

Retirement on September 30 of Jerome C. Sladek as Great Northern Railway auditor of passenger receipts and appointment of Joseph C. Stoffel to succeed him is announced by John A. Tauer, comptroller.

Mr. Sladek, in the position since 1945, started with Great Northern in 1896 as office boy for the auditor of passenger receipts. Later he served as clerk, chief apportionment clerk and chief clerk.

Mr. Stoffel, with the railway and in this department since 1898, was clerk, chief apportionment clerk and assistant chief clerk before becoming chief clerk in 1945.

TCPA-WPA Appointments

The Trans-Continental and Western Passenger Associations announce the election of H. B. Siddall to the position of vice chairman of these associations and their allied western bureaus and agencies, to succeed E. B. Padrick, recently elected chairman.

Also announced is the election of R. C. Buckingham as secretary, to succeed Mr. Siddall, and R. C. Priddy as chief of the Tariff Bureau to succeed Mr. Buckingham.

Twelve

THE STREAMLINED EMPIRE BUILDER



Group of Spokane YMCA Boy's Summer Club members ready to board GN's Fast Mail train for a day's outing.

Boy's Summer Club Outing

Sixty-one boys, 8 to 14 years of age, from the Summer Club of the Spokane YMCA, traveled in a special car on Great Northern's Fast Mail from Spokane to Elk, Washington, recently for a day of fishing, swimming and camping on the Little Spokane River.

It was the first train ride for many of the boys. The party was in charge of Charles Shawen, director of Boy's Summer Club of the Spokane YMCA.

New Alaska Railroad Streamliner

The Alaska Railroad announces its second new streamliner which made its inaugural run from Anchorage to Fairbanks on October 16.

The new streamliner, converted from army hospital cars, consists of three air-conditioned 52-passenger coaches, with tables, settees and a spacious women's powder-room, and an 85-foot buffet-lounge with dining accommodations for 32 persons and lounge space for 19 passengers.



Serving apple pie to GN crew consisting of (left to right) Willard A. Larson, Ronald Mitchell and Clarence Astendorf, is Doris Rosedale, all residents of Minneapolis, Minnesota.

It's Apple Pie Time

The arrival of the first carload of apples from Wenatchee, Washington, at Great Northern's freight depot in Minneapolis the last week in September was the occasion for a special celebration. The crew that unloaded the car was served apple pies prepared in the Ann Pillsbury Home Service Center with Pillsbury Pie Crust Mix.

Pillsbury Mills, Inc., along with numerous other local and national concerns, are cooperating with the National Apple Institute, an associ-

ation of the country's leading apple growers, in promoting National Apple Week which begins on October 30 and runs through November 6.

The first carload of apples was shipped from Wenatchee by the Northwest Fruit Company, subsidiary of the American Fruit Growers Association, and consigned to the W. A. White Brokerage Company, one of the largest fresh fruit and vegetable brokers in the St. Paul-Minneapolis area.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Miss Washington, Lorraine Lowder (on lower step) waves good-bye as she and her chaperone, Mrs. Walter Conrad, board the Empire Builder at Seattle. Standing by is railroad porter Alfred McGhee. *Seattle PI Photo.*

Miss Washington Travels Empire Builder

Stunning twenty-one year old University of Washington coed, Lorraine Lowder, chosen to represent the State of Washington in the recent Miss America contest, traveled aboard Great Northern's streamlined Empire Builder from Seattle enroute to Atlantic City. She was accompanied by Mrs. Walter Conrad, herself an ex-model, as chaperone.

The state-wide Miss Washington contest was sponsored by the Chamber of Commerce of Ephrata, Washington.

Oregon's 1948 tourist business brought estimated revenues of 92 million dollars into the Beaver state.

Fourteen

GN Orders More Diesels and Freight Cars

Acquisition by Great Northern Railway of new diesel-electric locomotives and freight cars costing \$13,510,000 was authorized by the executive committee of the board of directors at a meeting held in September.

This brings to \$27,000,000 the expenditures authorized this year for new passenger and freight cars and locomotives.

Approved was the purchase of 24 diesel-electric locomotives, 100 covered hopper cars, 500 gondolas, and construction of 1,000 steel boxcars in company shops at St. Cloud, Minn., and Superior, Wis. All are for 1949 delivery.

The locomotives include two of 6,000 horsepower for freight service, 10 of 1,500 horsepower for road and switching duty and 12 1,000-horsepower switchers.

The 1,000 boxcars will be built in the second quarter of 1949. A previously-authorized lot of 500 for Great Northern and another 500 for the Spokane, Portland & Seattle Railway, a subsidiary, will be built at the St. Cloud and Superior shops in the first quarter of next year.

Grand Coulee Dam

Travel records show that 201,854 persons took the conducted tours through the West Powerhouse at Grand Coulee Dam during the first nine months of 1948. Washington State led in the number of registered visitors, followed in order by California, British Columbia, Oregon, Minnesota, Idaho, Illinois, Iowa and North Dakota.

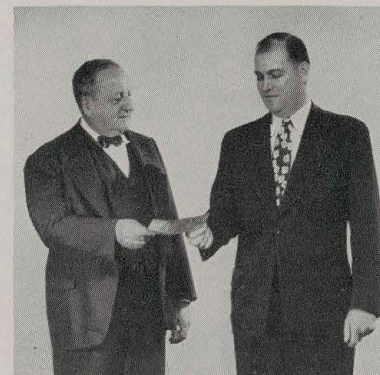
GN Steward Wins Award

"The best dining car steward I have seen in nearly 50 years of travel and railroading." That is the way a Federation for Railway Progress member described David Adams, dining car steward on Great Northern's Oriental Limited, the winner of the Federation's Employees' Courtesy Award for September. The award, a \$25 United States Savings Bond, is presented each month to the railroad employee chosen for outstanding acts of courtesy or service reported to the Federation's Passenger Relations Department through the Passenger Service Report Cards.

In this case, the original report came from L. C. Gaerig of Memphis, Tenn. Mr. Gaerig is an old railroader himself, a former conductor in passenger service who knows what to look for from railway employees when now he travels as a passenger.

Making a trip from Seattle to St. Paul on the Oriental Limited this summer, Mr. Gaerig was most favorably impressed with the way in which Steward Adams treated his passengers and supervised the operation of the dining car to which he was assigned. "The steward's courtesy and attention to detail were reflected in every aspect of the service and training of the dining car crew," wrote Mr. Gaerig—"in the pleasant way in which each patron was seated, the expeditious and courteous service by the waiters, the excellence of the food and the sparkling cleanliness of linen, glassware and silverware."

It was the kind of service that wins friends and customers for a railroad. That is the obvious moral contained in Mr. Gaerig's closing remark: "When I go west again, I shall ride Great Northern."



GN President Gavin presents award to Steward Adams.

GN Apple Booklet

Great Northern has reissued its booklet, "The Story of Wenatchee Apples", which was last published in 1941. In addition to the story of the development and growth of the apple industry in the Wenatchee-Okanogan district of the State of Washington, the booklet contains several recipes in which apples are used.

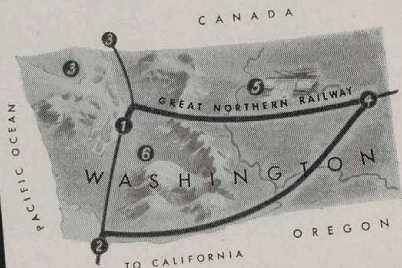
Copies of the booklet are available to dining car patrons on Great Northern's Empire Builder and Oriental Limited trains, on request of dining car stewards. They may also be obtained at traffic offices in most of the larger cities throughout the country or by writing to Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

Railroads of the United States operate 695 passenger trains bearing names, of which 125 are streamlined.

Fifteen

Great Places to Go

Great Northern Invites You to the
EVERGREEN PACIFIC NORTHWEST
and CALIFORNIA



- 1 To SEATTLE and TACOMA, two seaport cities on PUGET SOUND.
- 2 To PORTLAND, City of Roses, the gateway to CALIFORNIA.
- 3 To VANCOUVER and VICTORIA, B. C., Canadian cities of rare charm.

- 4 To SPOKANE, capital of the mighty INLAND EMPIRE.
- 5 To GRAND COULEE DAM, greatest man-made structure.
- 6 To MOUNT RAINIER, famous for scenery and skiing.

Two Great Ways to Go



For your trip to or from the PACIFIC NORTHWEST, travel quickly, smoothly, safely aboard the streamlined EMPIRE BUILDER or take the ORIENTAL LIMITED—now diesel-powered for smooth and comfortable riding. Either way it's GREAT!

EMPIRE BUILDER

Oriental Limited

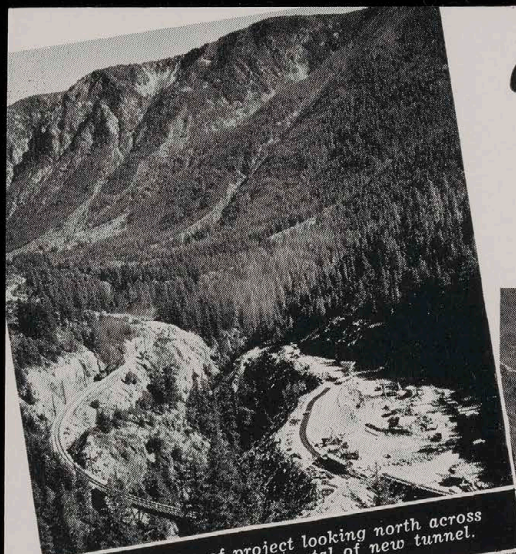


the
GREAT NORTHERN GOAT

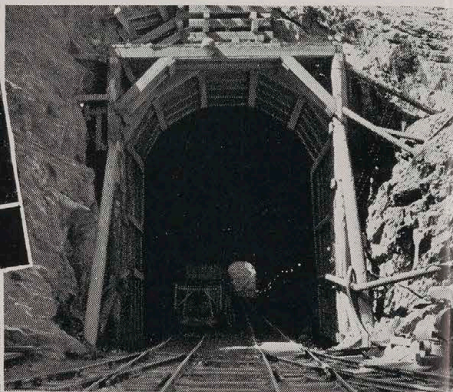


**NOVEMBER
1948**

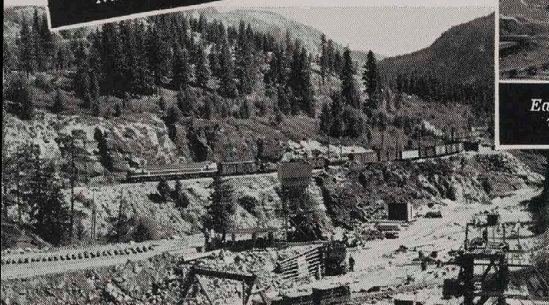
GN. Relocation Project



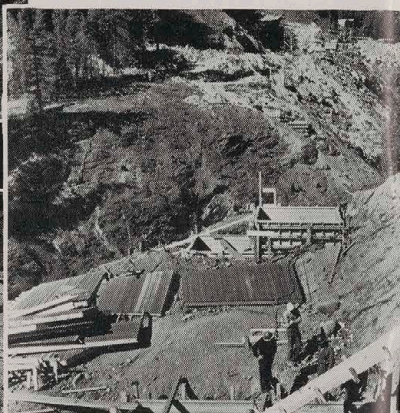
General view of project looking north across Nason Creek at east portal of new tunnel.



East portal of new tunnel at Old Gaynor immediately after completion of boring job.



Nason Creek gorge from point directly above east portal of new tunnel.



East portal with forms for concrete bridge piers on east approach of Nason Bridge Creek.



East portal of new tunnel. Old main line is beyond boxcars in background.

Million Dollar GN Relocation Project

A major phase of Great Northern Railway's million-dollar main line relocation project in the Cascade Mountains of Washington State is being rushed to completion before heavy winter snows begin.

The pumping of concrete for the lining of a 675-foot tunnel is now underway, concurrent with the pouring of concrete piers for a steel bridge 546 feet long, and 140 feet high. The expected conclusion of these jobs in November will wind up the year's activities.

The relocation, 46 miles west of Wenatchee, was begun in May, and original estimated completion time for the work was two years. Prospects of the job being completed in

considerable less than that time are now excellent.

The new line segment will be 4,331 feet long, or 302 feet shorter than the old. It will have only one curve of four degrees compared to six with a maximum of 10 degrees and reduce curvature 206 degrees. The new grade will be 2.09 percent compared with the present 2.2 percent.

Resumption of work next spring, at which time rail will be laid and the bridge across Nason Creek completed, will be dependent on snow melting conditions in the mountains.

Contractor on the job is Morrison-Knudsen Co., Inc., Seattle, Washington. Bridge construction will be done by the American Bridge Company.

GN Orders New Streamlined Empire Builders

Purchase by Great Northern of 66 new, lightweight passenger cars at an estimated cost of 8½ million dollars has been authorized by the railway's directors. This brings to 37½ millions expenditures authorized this year for new passenger and freight cars and diesel locomotives.

Acquisition of additional modern passenger equipment, said F. J. Gavin, Great Northern president, is encouraged by the consistently heavy patronage of the new Empire Builder, which went into service in February, 1947.

"Great Northern pioneered streamliner service between Chicago and Seattle," added Mr. Gavin, "and public acceptance of it has been extremely gratifying. The railway's

management believes the patronage of the Empire Builder clearly justifies purchase of additional modern passenger equipment for the expansion of streamliner service in its territory."

Mr. Gavin said the new equipment probably will not be available until sometime in 1951. It now is planned to replace cars on the present Empire Builder with entirely new equipment when it is delivered. Equipment now on the Empire Builder will be used to streamline the Oriental Limited, which now is diesel-powered but carries standard cars.

The new equipment will include 30 sleeping cars and 6 each of coaches, dining, coffee shop, observation, baggage and baggage-mail cars.

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



VOL. 18 November, 1948 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.

1949 Railroad Fair

The recently concluded Chicago Railroad Fair was one of the most successful large scale educational and entertainment events held in recent years.

Originally conceived as a colorful portrayal of the essential part the railroads have taken and are taking in the development of the nation, the two and a half million persons that passed through the turnstiles were so enthusiastic about the presentation that a repeat performance was demanded. Plans are now under way for a greater exposition in 1949.

Four

We Give Thanks

With Thanksgiving Day this month we Americans have many things to be thankful for. Here are some of the reasons, for which we give thanks.

We give thanks that we choose our own government and that it exists only to serve us. Since we created this kind of government, we also have the right to change and improve it.

We give thanks that ours is a powerful country. Because we are powerful no one can force us to change our form of government.

We give thanks for the right to worship as we please. We can go to any church of our choice.

We give thanks that all Americans are free and equal under the law, regardless of religion or race.

We give thanks for our courts of justice. Our rights are constantly upheld.

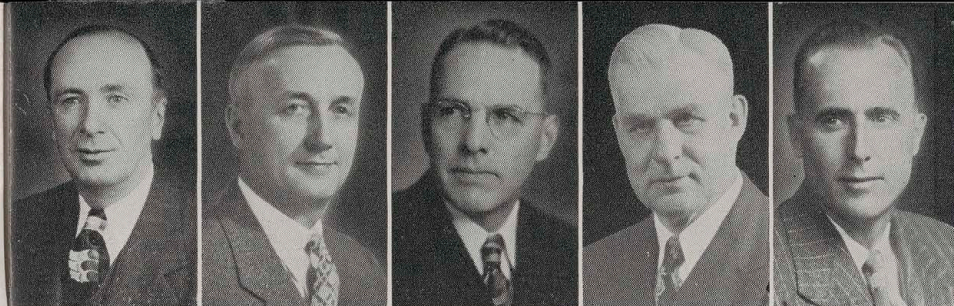
Remembering these and many other blessings we can be thankful for something that is as important as all of them put together. We give thanks that we can live in a country that almost everyone else in the world would like to call home.

The Goat's Cover



Lake Lucerne, 30 miles southeast of Seattle, one of many lakes in King County, Washington.

Photo by Roger Dudley



Holmes

Cornelius

Van Wyck

Thompson

Alsop

Passenger Department Changes

Appointment of Percy G. Holmes as passenger traffic manager for the Great Northern Railway is announced by C. E. Finley, vice-president in charge of traffic.

Mr. Holmes, assistant to the passenger traffic manager since January 1, joined the railway in 1911 at Auburn, N. D. He was successively agent and cashier at Moorhead, Minn., and agent at Edmore, Lawton and Bocket, all in North Dakota, before going to Grand Forks, N. D., as ticket agent in 1927. He was transferred to St. Paul in 1928 as traveling passenger agent, and in 1940 became district passenger agent there.

Also announced is the appointment of C. M. Cornelius, general agent, passenger department, in Minneapolis since 1931, as assistant to the passenger traffic manager. Joining Great Northern in 1916 as ticket clerk at Crookston, Minn., Mr. Cornelius became city passenger agent in Duluth in 1922, and district passenger agent there in 1927.

Kent C. Van Wyck, city passenger agent at Seattle since last year, has been named to succeed Mr. Cornelius as general agent, passenger department in Minneapolis.

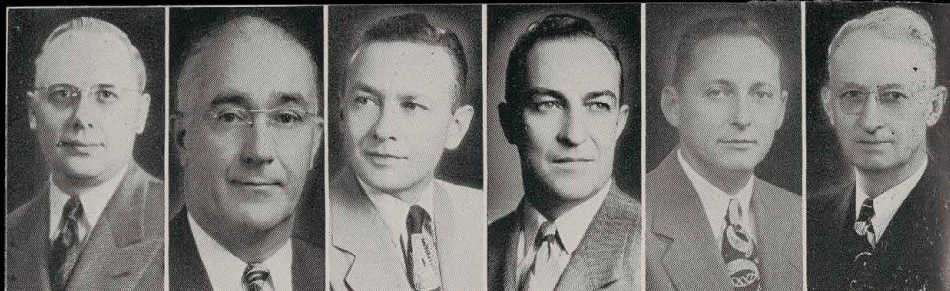
His Great Northern service began in Seattle in 1936 as ticket clerk, and passenger representative in 1942.

Retirement of T. A. "Tommy" Thompson as Great Northern Railway general agent, passenger department, in Winnipeg, after 40 years with the railway, is also announced. Mr. Thompson joined Great Northern in Winnipeg as clerk and stenographer in 1908. He served successively there as city ticket agent, city passenger agent and assistant district freight and passenger agent before being named general agent, passenger department, in 1944.

C. T. Alsop, city passenger agent in Winnipeg, has been named district passenger agent, with duties to include those formerly handled by Mr. Thompson. Mr. Alsop began employment with the Great Northern as a stenographer in Winnipeg in 1933 and became assistant city passenger agent there in 1939. He was named city passenger agent in 1945.

Mr. V. J. Kenny, who has been with Great Northern since 1919, has been named general agent in Cincinnati.

Five



Strom

Moore

Wellein

Andre

Knocke

McCormick

Freight Department Changes

Four men have received new assignments in the freight traffic department of the Great Northern Railway, as announced by R. P. Starr, western traffic manager, Seattle, and George F. Hardy, general freight traffic manager, St. Paul.

Arne L. Strom, assistant to the western traffic manager since 1946, has been named assistant industrial agent, Seattle, succeeding L. W. Jager, who is on leave from the railway because of illness.

Taking Mr. Strom's former position is Lyle E. Moore, who has been traveling freight agent for the Great Northern at Klamath Falls, Oregon, since 1947. Succeeding Mr. Moore at Klamath Falls is Robert J. Wellein who became city freight agent, Seattle, in 1942, and returned to that position in 1946 following two and a

half years' military service. Laurence J. Andre, chief clerk in the general agent's office, Seattle, since 1947, replaces Wellein as city freight agent.

Also announced is the retirement of W. E. McCormick, general agent at Los Angeles, Calif., since 1925. After serving other railways, Mr. McCormick became Great Northern's Los Angeles city passenger agent in 1922, and traveling freight agent there in 1924.

H. H. Knocke, general agent at Cincinnati, Ohio, since 1946, has been named assistant general freight agent at Los Angeles to succeed Mr. McCormick. Beginning his Great Northern service as chief clerk in Cincinnati in 1936, he became traveling passenger agent there in 1942, and in 1944 was named traveling freight agent.

Chicago Livestock Show

The International Livestock Exposition, the country's largest and most widely attended agricultural show, will be held in Chicago, November 27 thru December 4.

For the convenience of farmers, stockmen and businessmen in its territory, that plan to attend the show, Great Northern will operate a special train from several points in Montana leaving November 27, and from North Dakota and Minnesota

cities leaving November 28, arriving Chicago the morning of November 29.

Advance arrangements have been made for those traveling on Great Northern's special train for hotel accommodations, horseshow tickets, sightseeing, potato tour and entertainment.

Complete information about the special train party is available from any Great Northern agent or county agents.



Goat

GLEANINGS

B. E. Zempel has succeeded Mary H. Holbert as supervisor of Great Northern's Seattle reservation bureau.

* * *

Jefferson Transportation Company, Minneapolis, provides limousine passenger service between Minneapolis-St. Paul and Rochester, Minn. Southbound the first car leaves Minneapolis at 7:30 a.m., St. Paul at 7:35. Northbound from Rochester the first car arrives St. Paul at 8:50 a.m., Minneapolis at 9:00 a.m., affording connections with Great Northern's eastbound Empire Builder and westbound Oriental Limited.

* * *

Albert Kneubuehl, retired Great Northern general agent at Buffalo, New York, passed away on October 2.

* * *

Girl Scouts of the USA have issued the Juliette Gordon Low commemorative three-cent stamp in her honor as the founder of that organization in March, 1912.

* * *

Great Northern railway directors meeting in New York on October 27 declared a dividend of \$2 per share, payable December 10, to stockholders of record November 10. It is the intention of the directors to pay future dividends, if declared, on a quarterly basis instead of a semi-annual basis which has been the practice in recent years, dividends to be payable in March, June, September and December.

Members of the Veterans' Association of the Great Northern Railway reported deceased during October, 1948, are, Oke Allgren, engineer, Seattle, Wash.; Kenneth G. Corbett, engineer, Superior, Wisc.; Lewis W. Luloff, switchman, Minneapolis, Minn.; Hjalmer Lundeen, engineer, Kelly Lake, Minn.; George H. Mork, clerk, Sioux City, Ia.; Fred S. McClench, conductor, Whitefish, Mont.; Benjamin Olson, carman, Minneapolis, Minn.; Charles H. Putnam, master car builder, St. Paul, Minn.; Joseph V. Sisko, assistant car foreman, Kelly Lake, Minn.; William W. Stevens, engineer, Priest River, Idaho; Frank J. Trupka, store attendant, Breckenridge, Minn.; Albert W. Winegar, conductor, Klamath Falls, Oregon; Jacob E. Winters, engineer, Spokane, Wash.

* * *

Members reported pensioned during October, 1948, are, Edward Bruegger, locomotive foreman, Williston, N. D.; Harry E. Cooper, engineer, Minot, N. D.; Patrick F. Cuddigan, switch foreman, Williston, N. D.; Louis F. Flagstad, bookkeeper, Ore Docks, Allouez, Wisc.; Miss Irene Hawley, clerk, Minot, N. D.; Philip H. Hisgrove, section foreman, Kelly Lake, Minn.; Michael L. King, switchman, Minneapolis, Minn.; Miss Ann C. Ryan, comptometer operator, St. Paul, Minn.; Thomas H. Stinebaugh, machinist, Great Falls, Mont.; Haldor Toreson, master carpenter, Spokane, Wash.

Seven

Six

THE STREAMLINED EMPIRE BUILDER

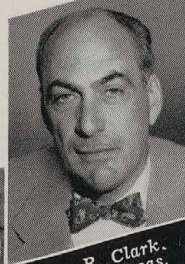
GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

Million Dollar Industry

On the Shores of Lake Minnetonka

A century of experience in wood fabricating combined with sound business management, extending through three generations of the original founder, has achieved national leadership in the woodenware

(Continued on page 10)



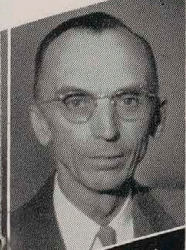
John R. Clark.
Pres. & Treas.



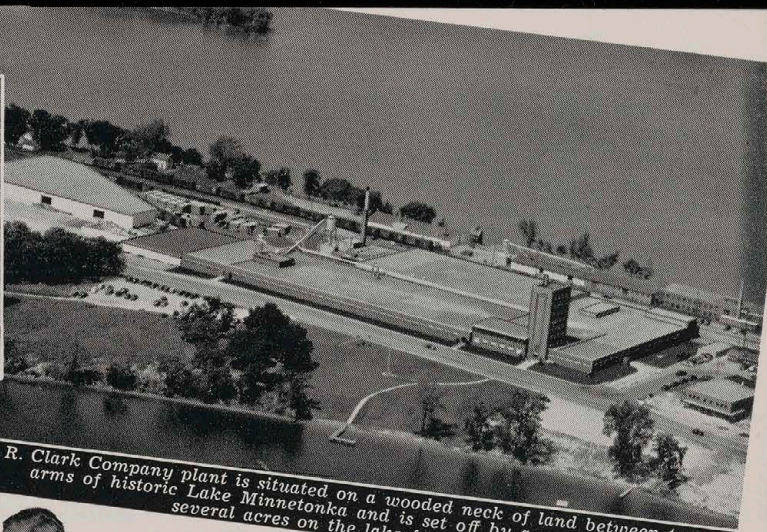
A. B. Muller,
V-Pres. & Sales
Manager.



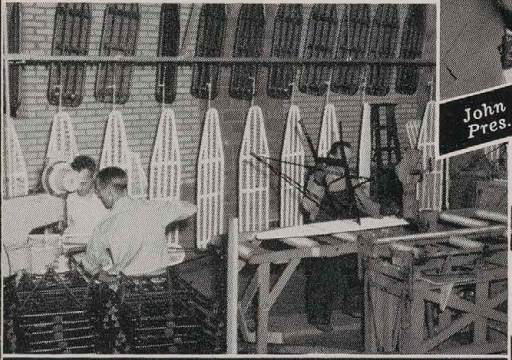
C. E. Belanger,
Trf. Mgr. & Asst.
Sales Manager.



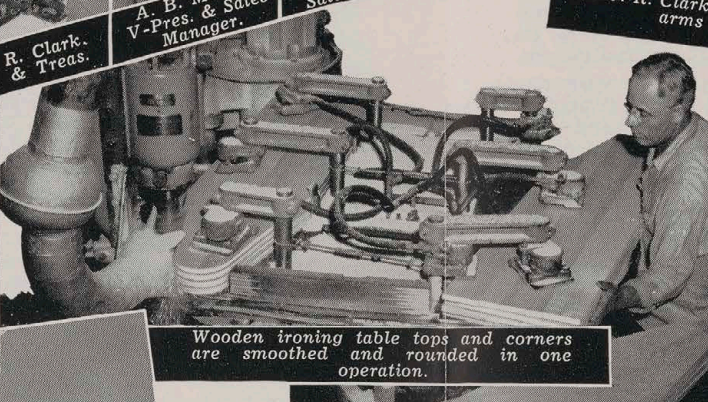
K. B. Olander,
V-Pres. & Secy.



The J. R. Clark Company plant is situated on a wooded neck of land between two arms of historic Lake Minnetonka and is set off by a park of several acres on the lake front.



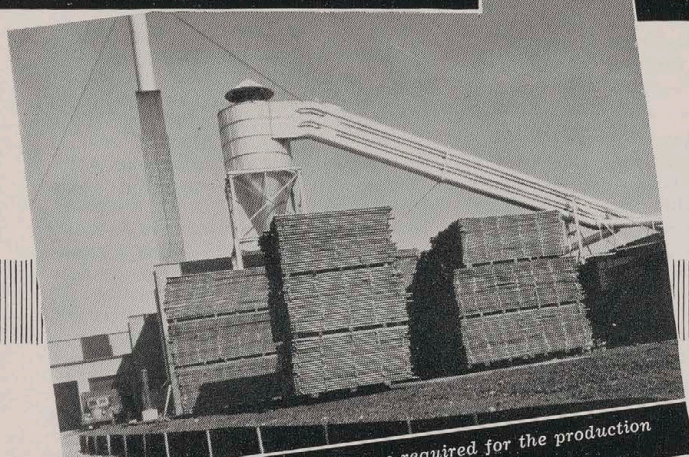
Assembly line production speeds the manufacture of Rid-Jid air-flow ironing tables.



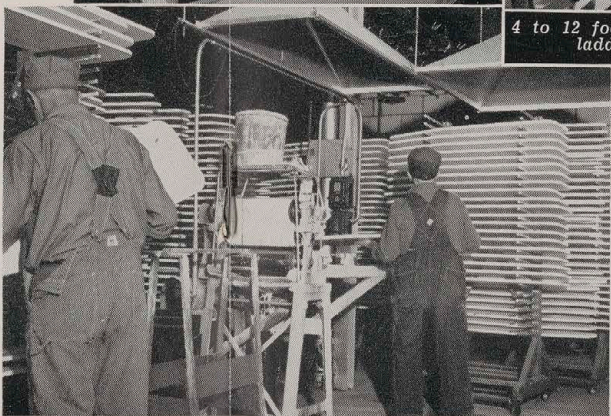
Wooden ironing table tops and corners are smoothed and rounded in one operation.



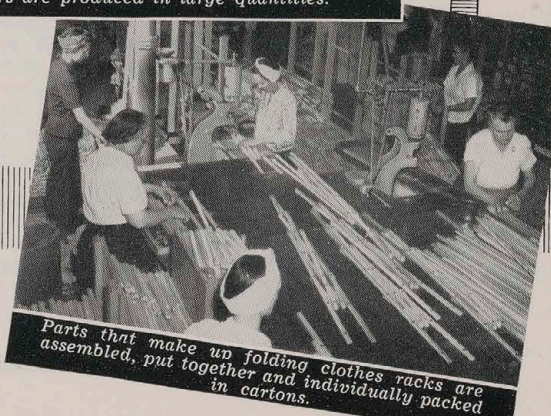
4 to 12 foot step ladders and 8 to 20 foot extension ladders are produced in large quantities.



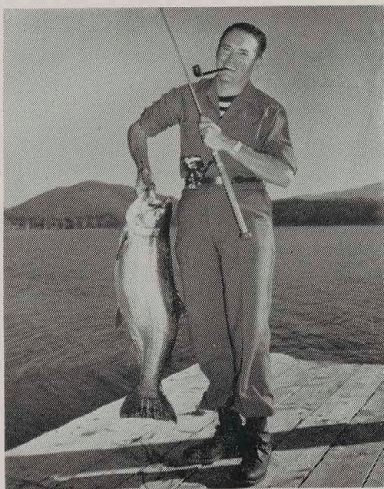
Huge stock piles of lumber are required for the production of woodenware products.



Ironing table tops are quickly white enameled and set on racks to dry.



Parts that make up folding clothes racks are assembled, put together and individually packed in cartons.



Joe Bates, Jr., and the 31 lb. 12 oz. Kamloops rainbow trout he caught at Lake Pend Oreille, to set an unofficial world's record for rainbows taken on regulation light tackle.

Record Rainbow Trout

Fishing records were broken two ways at once at Lake Pend Oreille, Idaho, when Joe Bates, Jr., of Longmeadow, Mass., hooked and landed a Kamloops Rainbow trout that tipped the scales at 31 pounds 12 ounces.

The big fish was landed after a battle of 46 minutes, with a specially made 5¼-ounce spinning rod and 8 pound test Dupont monofilament line. It is the largest rainbow trout ever caught with spinning equipment and the largest ever taken with regulation light tackle. Mr. Bates is one of the country's top authorities on the use of spinning gear.

Ten

J. R. CLARK COMPANY

(Continued from page 9)

field for a business which had its beginning in a basement room.

Today, operations of the J. R. Clark Company, manufacturers of nationally famous Rid-Jid products consisting of all-steel ironing tables, space-saver clothes racks, step and extension ladders, occupy an area of 23 acres on a scenically beautiful and highly functional site at Spring Park, Minnesota, about 20 miles from Minneapolis. The property is located on a wooded neck of land between two arms of historic Lake Minnetonka, famous in song and story for its background of Indian legend, clear blue water and its hundreds of inlets, bays and islands.

The streamlined plant, with approximately five acres under roof, is of the most modern, fireproof construction with all operations on one floor and employing 500 men and women.

An eight-story tower at the east end of the building houses executive, conference and reception rooms, telephone equipment and giant water tanks which supply the sprinkler system for protection of the entire building.

Assembly lines, with storage warehouses adjoining each of the varied operations of manufacture, speed production from parts to finished products, all of which are individually packaged in cartons for shipping. Storage space for three and one-half million feet of lumber adjoins the main building.

During World Wars I and II a large part of the output of the plant was devoted to Government needs for shell-boxes, practice powder charges and other essential military items.

In addition to Mr. Clark and the other officers of the company, are

(Continued on page 14)



Goat GAJETIES...

Law & Disorder

He was one of those nasty lawyers, and he snarled at the witness: "How far were you from the scene of the crime when the robbery occurred?"

"Twenty feet, five inches," answered Wilbur.

"How can you say exactly?" the surprised lawyer inquired.

"Why, I figured some darn fool would ask me that question so I measured it," replied Wilbur.

* * *

How To Catch A Burglar

"Bridget, I saw the policeman with his arms about you."

"Yes, mum. Wasn't it nice of him? He was showing me how to hold a burglar if I found one in the house."

* * *

Let Me In!

A drunk staggered home and made his way subconsciously through the house, winding up in the stall shower of his bathroom. As he groped about, he turned on the water, deluging himself plenty and making a racket which brought the Little Woman to the scene.

Taking in the details, she called him all kinds of a soandso, winding up with a none too flattering estimate of his past, present and future.

"That's right, honey," admitted the shuddering sot. "I'm everything you said—and worse. But let me in, won't you?—it's raining something awful out here."

Old, But Still Good

"So Liz is sore at her husband? I thought he was perfect. He always turned over his pay check to her on the first of the month."

"Yeah. But she just found out he gets paid on the fifteenth, too."

* * *

It Pays To Be Ignorant

Liz: Did I tell you my old man is working? He's in baseball.

Tim: You mean he plays professional baseball?

Liz: Yes, you see, he's a half-back over at Ebbets Field.

Tim: A half-back? Why, there's no half-back in baseball!

Liz: What do you mean! He stands at the entrance, takes tickets, tears them in half—and gives a half back!

* * *

Opinion

The lecturer had reached one of his most telling points: "He who gives in when he's wrong is wise; but the man who gives in when he's right is—"

"Married," came a voice from the audience.

* * *

Button, Button Where Is The Mutton!

"Waiter, there's a button in my soup."

"Typographical error, sir. It should be mutton."

* * *

Eleven

GN Train Time Changes

Schedules of two of Great Northern's Puget Sounder passenger trains between Seattle, Wash., and Vancouver, B. C., have been speeded up with the reinstatement of trains Nos. 356 and 357, which were discontinued in May of this year.

The running time of train No. 355, Afternoon Puget Sounder out of Vancouver at 5 p.m. has been reduced from 5 hours and 10 minutes to 4 hours and 40 minutes.

The running time of train No. 360, Morning Puget Sounder out of Seattle at 8:15 a.m., has been reduced

from 5 hours and 15 minutes to 4 hours and 40 minutes.

Train No. 358, Afternoon Puget Sounder out of Seattle at 5 p.m., makes the run in 4 hours and 40 minutes, an addition of 10 minutes to previous schedules. The running time of train No. 359, Morning Puget Sounder out of Vancouver at 7:30 a.m., remains unchanged at 4 hours and 31 minutes.

Schedules for all Great Northern passenger trains between Seattle and Vancouver, B. C., effective November 7, are as follows:

South Bound Read Down				North Bound Read Up			
No. 357 Daily	No. 355 Daily	No. 359 Daily			No. 360 Daily	No. 358 Daily	No. 356 Daily
4:30 pm	5:00 pm	7:30 am	Lv Vancouver, B. C.	Ar	12:55 pm	9:40 pm	2:30 pm
4:55	5:23	7:51	" New Westminster	Lv	12:34	9:19	2:02
f 5:16			" Colebrook				f 1:40
f 5:22		f 8:17	" Crescent	"			1:33
5:40	6:05	8:30	" White Rock, B. C.	"	11:55 am	8:40	1:20
6:00	6:15	8:40	" Blaine, Wash.	"	11:44	8:31	12:40
6:11			" Custer	"			12:24
6:31			" Ferndale	"			12:14
7:05	6:44	9:06	" Bellingham	"	11:10	8:05	11:59 am
f 7:15			" South Bellingham				f 11:43
f 7:35			" Samish	"			f 11:28
f 7:45			" Bow	"			f 11:22
8:00	7:20	9:43	" Burlington	"	10:30	7:20	11:10
8:15	7:33	9:51	" Mount Vernon	"	10:21	7:08	11:00
f 8:23			" Fir	"			f 10:40
8:35			" Stanwood	"			10:30
f 8:45			" Silvana	"			f 10:22
f 8:51			" English	"			f 10:17
9:03			" Marysville	"			10:00
9:35	8:29	10:38	" Everett	"	9:25	6:13	9:25
f 9:42			" Mukilteo	"			f 9:02
f 9:55			" Meadowdale	"			f 8:52
10:02			" Edmonds	"	9:00		8:47
f 10:08			" Richmond Beach				f 8:40
11:00 pm	9:40 pm	12:01 pm	Ar Seattle	Lv	8:15 am	5:00 pm	8:00 am

f—flag stop for revenue passengers.

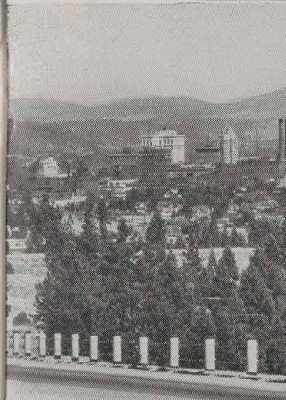
f—flag stop for revenue passengers.

Twelve

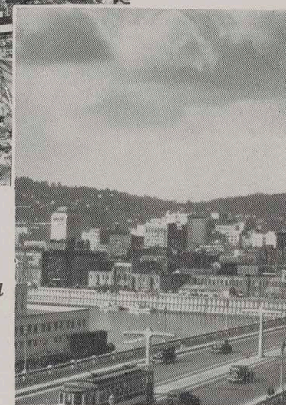
THE STREAMLINED EMPIRE BUILDER



Seattle



Left: Spokane



Right: Portland

The Evergreen Empire

The Pacific slope of the northwest corner of our nation is a land of surprises for the late fall and early winter traveler. At a time when other regions in the same latitude are buttoning up securely for winter's long siege, the Pacific Northwest, a country of eternally snow-capped mountains, doesn't so much as turn up a topcoat collar. Its people golf and garden the year around in surroundings as green in December as they are in June, and at average temperatures which vary only 24 degrees from summer to winter.

Most dramatic approach to this Evergreen Empire is over the main line of the Great Northern Railway,

which spans six mid-western and western states before reaching the Cascade Range, that formidable mountain barrier which is both the geographic and climatic frontier of the Pacific slope.

Great Northern met the challenge of the Cascades by tunneling through the very backbone of the range, for a distance of nearly eight miles. This quick passage from one side of the mountains to the other is something of a Shangri-la experience to passengers traveling comfortably on the railway's new Empire Builders, luxury streamliners, which have brought the Pacific Northwest a full night closer to the East.

(Continued on page 14)

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT

AMERICAN RAILWAY MAGAZINE EDITORS ASSOCIATION

Award

GOAT

In recognition of achievement this certificate of award is presented to the above publication in the following classification

Second Prize

For publication for external circulation

Selected for this signal honor by the editors of the various railway publications comprising the American Railway Magazine Editors Association

And presented at the 26th annual convention of the American Railway Magazine Editors Association at

Portland, N. C.
October 26, 1948

Certificate of Award

The Goat Takes A Bow

Second prize in the classification of railway magazines for external circulation was awarded The Great Northern Goat by the American Railway Magazine Editors Association at its 26th annual convention held at Pinehurst, North Carolina, in October.

The award was based on a mail ballot in which railway magazine staffs were asked to express their opinions as to the railway publications doing the best job in nine categories.

J. R. CLARKE COMPANY

(Continued from page 10)

Frank Fleming, assistant secretary, and E. T. John, plant superintendent.

The J. R. Clark Company is served exclusively by the Great Northern Railway with trackage for loading and unloading needs so arranged as to facilitate and expedite the handling of incoming raw materials and outgoing finished products.

Fourteen

THE DIESEL-POWERED ORIENTAL LIMITED

EVERGREEN EMPIRE

(Continued from page 13)

The phenomenon of the moderate climate west of the Cascades is traceable to prevailing ocean breezes which are "air-conditioned" by the warm Japanese current.

The beautiful Puget Sound port of Seattle, 2,211 rail-miles from Chicago, is Great Northern's western terminal. Portland also serves as terminal for designated cars which are separated from the transcontinental Empire Builder and Oriental Limited at Spokane, Washington, and continue on to Oregon's "City of Roses" via the Columbia River Route. Both Seattle and Portland arrivals are timed for convenient connections with California-bound trains.

California itself scarcely requires a "build-up" for the prospective traveler at this season, but the charms of the Pacific Northwest remain comparatively unheralded. In addition to the lovely cities of Seattle and Portland, the neighboring Canadian communities of Vancouver and Victoria, B. C., are of particular delight to sightseers.

Linking Seattle and Vancouver is the outstandingly scenic route of Great Northern's "Puget Sounders," following nearly every indentation of this vast inland sea for a distance of 75 miles. And across the Sound, only a few hours away by boat, is the quaint, old-world city of Victoria, capital of the Province of British Columbia.

For the sports-minded, such splendid ski areas as Mount Baker, Mount Rainier and Mount Hood are almost within snow-balling distance of choice salt and fresh water fishing spots and, in season, hunting grounds.



Sitting from left to right, are A. L. Johnston, general passenger agent; C. E. Finley, vice president of traffic and P. G. Holmes, passenger traffic manager, St. Paul. Standing, left to right, are N. D. Keller, general passenger agent, Seattle, Wash.; E. H. Moot, general passenger agent, Chicago, Ill.; and F. M. Schnell, general agent, passenger department, New York City.

GN Passenger Traffic Conference

Passenger traffic representatives of the Great Northern Railway from across the continent met at the Hotel Saint Paul in St. Paul, Minnesota, on November 8 and 9, to study plans

for the railway's \$8,500,000 fleet of new streamlined Empire Builders and to discuss travel plans for next year. The new equipment is expected to enter service in 1951.

New Seattle Power Plant

Award of contracts for the construction of a \$410,000 power plant at King Street Station in Seattle is announced jointly by Great Northern and Northern Pacific Railways.

The new power plant, to be built at Connecticut Street and Third Avenue South, will supply steam for

King Street Passenger Station, Railway Express and Pullman buildings, commissary buildings of the two railroads and all joint coach yard facilities.

Date of completion for the project is set at April 30, 1949.

Fifteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Travel the Great Great Northern

Between Chicago, St. Paul, Minneapolis and the Pacific Northwest



EMPIRE BUILDER

Great Northern's Greatest Train

Without spending a cent more for railway fare, you can get fullest enjoyment out of your trip by traveling on Great Northern either going to or returning from the Pacific Northwest.

Specify Great Northern to or from Seattle, Portland and Spokane to Chicago via Minneapolis and St. Paul.

You'll enjoy your trip on the streamlined EMPIRE BUILDER in

No Extra Fare

All Seats Reserved

GREAT NORTHERN RAILWAY

Printed in U.S.A.

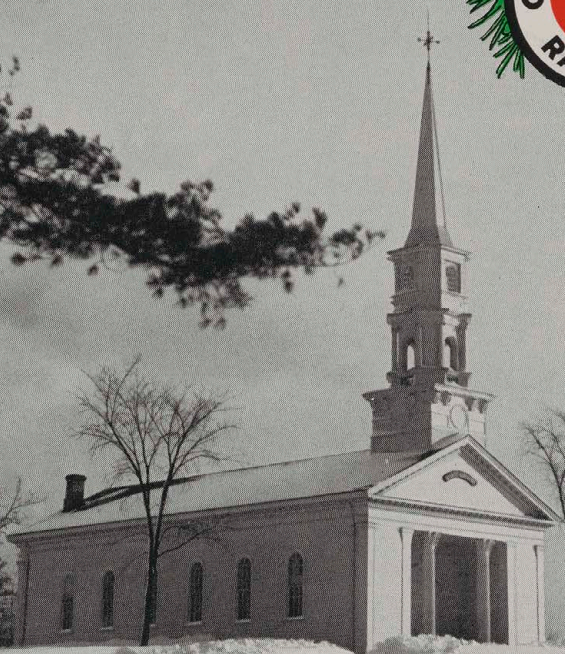
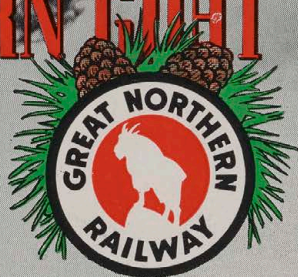
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one of these fine accommodations.

- **DAY-NITE COACHES** with reclining chairs, individual leg rests, offer relaxing comfort.
- **BEDROOMS** for two persons. En suite deluxe to accommodate four.
- **DUPLEX-ROOMETTES** offer complete privacy for just 10% more than a standard lower berth.



the
GREAT NORTHERN GOAT



DECEMBER
1948

Season's Greetings



Looking down Market Street, San Francisco, toward historic Ferry Building.

California Celebrates Yule Holidays Without Snow



Weird Joshua Trees in the Desert near Twenty-Nine Palms.



Mexican-American Annual Christmas presentation of Las Posadas (The Lodgings).



"Mile of Christmas Trees" at Altadena, illuminated at Christmas Time.

All-Year Club
of Southern California Photos.



One of the many pools at Palm Springs, shaded by towering palms.

Christmas In Southern California

Southern California celebrates Christmas out-of-doors. The days are bright and sunny. In the evening, visitors can enjoy spectacular outdoor displays of Christmas lights.

One of the outstanding Christmas lighting displays is the "Tunnel of Lights" at Glendale, near Los Angeles. Brand Boulevard, the city's main street, is decorated with 6,000 bulbs—this year they're all red—strung across the street so that they form what is in effect a "Tunnel of Lights," and is thus named.

Newport-Balboa Harbor, where the film stars moor their yachts, is nautically minded, so it celebrates Christmas in its land-locked bay. Santa Claus arrives by boat, and a 75-foot illuminated Christmas tree floats through the channels, accompanied by the carols of boatsmen, as throngs line the bank.

Newport-Balboa competes with other communities on the "Orange-kissed" coast of Orange county in what is known as "Forty Miles of Christmas Smiles." The townspeople along the coastline compete for the most beautiful display. Laguna Beach lives up to its art tradition. Huntington Beach transforms its oil wells into a "forest" of Christmas "trees," using the rocker arms for bobbing sleighs.

The seashore town of Long Beach greets the Christmas season with the All-Western Band Review. Sixty individual musical units, each presenting a separate concert, parade through the city. Marching units include 6,000 horn-tooters, drum-beaters, other musicians and majorettes.

San Diego, "where California began," celebrates Christmas by transforming its Plaza into a "Mother Goose Land." Santa talks to children there, beside a 50-foot Christmas tree composed of many small trees arranged in tiers.

Manhattan Beach's Christmas is one for children. The Santa Monica Bay community decorates its pier with Christmas trees, transforms its street lights into Christmas candles and plays Christmas carols in the downtown section. Santa meets the children on the city pier.

A mile of majestic Himalayan cedars (Deodars) towering 80 feet high, are decorated in Altadena, near Pasadena, with 6,000 green, red, and white Christmas tree lights for the "Mile of Christmas Trees."

Hollywood Boulevard is transformed into Santa Claus Lane for the Christmas season. Opening night features a giant parade of floats, clown bands and film and radio personalities who greet Santa. St. Nick repeats the trek nightly in his two-story sleigh, carrying a film star with him on the trip.

Beverly Hills stages a "Christmas Nights Festival." Mary Pickford, "America's Sweetheart," suggested the celebration several years ago, and ever since the stars have competed to decorate their villas.

Of course, there's no snow in the Dry Subtropical climate—palm trees are sprinkled beautifully with snow to obtain a "White Christmas." For the real thing, though, it's only a short trip to nearby mile-high lakes and snow sports.

Three

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



VOL. 18 December, 1948 No. 12

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

IVAN A. COPPE, Editor

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

Your Railroads

Light bulbs, radio tubes, china-ware, fruit and vegetables, and countless thousands of tons of other fragile and perishable products will ride the rails more smoothly and safely in the years to come because of research being done today under the direction of the Association of American Railroads.

This summer a number of newly designed freight-car trucks and snubbers were put through a rigorous series of road tests by railroads and equipment manufacturers. The

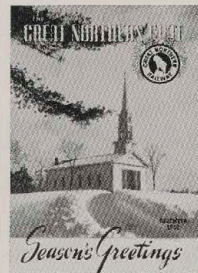
Four

new "running gear" was installed on three laboratory cars which were run at speeds up to 90 miles an hour.

Inside these special cars, delicate scientific instruments recorded how the different types of trucks and snubbers reacted to shock and sway. And right now, technical men are checking the results of these road tests . . . so that the freight cars of tomorrow may carry greater loads more economically and more smoothly—reducing both damage to shipments and wear and tear on rail equipment, track, and roadbed.

Similar research is conducted by the AAR on wheels, axles, draft gear, brakes and many other mechanical devices. These parts must be uniform and interchangeable so that the cars of any railroad can travel over the tracks of all other roads and can, if necessary, be repaired with standard parts at any railroad shop or terminal. This kind of cooperative research by railroads helps provide America with the safest, the most economical, the most efficient mass transportation system in the world.

The Goat's Cover



May All
Your
Christmases
Be White

Photo by Louis
C. Williams,
Evanston, Ill.



"Bing" Crosby (left) and Perry Botkin, his guitar accompanist, munched popcorn in King Street Station, Seattle, between trains.



L. A. Williams (right) chairman of the Seattle King County Community Chest, greeted Henry Ford II on his arrival at King Street Station in Seattle.

Seattle Times Photos

Famous Names Travel Great Northern

Two well known names were among those traveling on Great Northern trains recently. Arriving in Seattle on the streamlined Empire Builder was Henry Ford II, 31-year old president of the Ford Motor Company who traveled to the Pacific Northwest in behalf of the recent Community Chest campaign.

Aboard Great Northern's Afternoon Puget Sounder was Harry Lillis "Bing" Crosby and his troupe of entertainers enroute to Vancouver, B. C., where they staged a benefit performance for the Sunset Memorial Centre.

Lounging comfortably in an easy

chair in the club car of the so-called "Crosby Special", his feet beating out the rhythm of the music, "Bing" sang lightly and casually, Joe Venuti played his fiddle, Perry Botkin strummed his guitar, Buddy Cole tickled the keys of a portable organ and Marilyn Maxwell also sang.

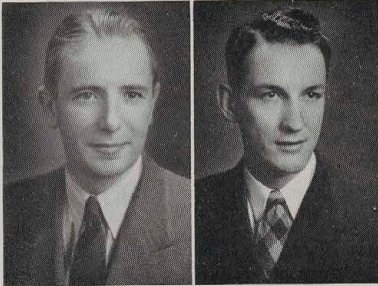
It was an informal concert and "jam session" and was an unexpected treat for passengers aboard the Puget Sounder.

Crosby, before he gained fame as a crooner was employed as a clerk in Great Northern's law offices in Spokane, Washington.

Five

THE DIESEL-POWERED ORIENTAL LIMITED

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



Wilson

Graham

Traffic Appointments

Succeeding Kent C. Van Wyck as city passenger agent of the Great Northern Railway in Seattle, Washington, is Walter E. Wilson, who has been passenger representative in that city since 1943 and an employee since 1936.

C. K. Graham, who joined Great Northern in 1939, has taken over the position formerly held by Mr. Wilson.

Glacier Park Fishing Information

"Guide to Best Fishing" by Robert Page Lincoln, nationally known fresh water fishing authority, is the title of a new book recently published by Paul, Richmond & Company, 227 West Washington St., Chicago 6, Illinois. An 18-page chapter on Montana, includes information on fishing in Glacier National Park. Great Northern Railway is mentioned in the text in connection with establishment of the park and operation of the hotels.

Railroad operating costs since 1939 have increased 97 per cent, but the level of freight rates has gone up only 44 per cent.

Six

GN Reforestation Project

Establishment within the next few months of a 75,000-acre tree farm on cut-over lands owned by the Somers Lumber Co. in the Flat-head Lake region in Montana, is announced by Great Northern Railway. The Somers company is a subsidiary of the railway.

Studies made jointly with the forest engineering staff of the Western Pine Association indicate the wisdom of developing a tree farm on the cut-over lands owned by the Somers company as a scientific means of providing future requirements for track tie productions. It is expected that the tree farm will attain productive growth in 30 to 40 years.

The Somers tree project will be conducted under certification of the Western Pine Association toward assurance of protection of the forest from injurious agencies, fire, disease and insects; maintenance of adequate growing stock and treatment of young trees to insure satisfactory growth.

For nearly 50 years the Somers company has produced from its own lands a substantial percentage of Great Northern's tie requirements.

GN Helena Headquarters Moved to Great Falls

The office of Great Northern's assistant general freight and passenger agent at Helena, has been moved to Great Falls, Montana. The office is located at 801 First National Bank Building in Great Falls, and is in charge of C. F. O'Hara, assistant general freight and passenger agent.

The railway's general agent's office will be continued in the Placer Hotel Building in Helena.



Goat

GLEANINGS

Retirement of E. C. Lewis, freight claim agent, after 53 years with Great Northern Railway, is announced by J. A. Tauer, comptroller.

Announced also by Mr. Tauer are the appointments of F. F. Lenihan and A. R. Lewis, as assistant freight claim agents.

* * *

The Association of American Railroads sponsored "Railroad Hour" Radio program heard over the American Broadcasting System every Monday evening, will present "Holiday Inn" on December 20 and "Naughty Marietta" on December 27. Gordon MacRae is singing host and master of ceremonies of the "Railroad Hour" broadcasts.

* * *

Announcement of a number of Oregon ski meets, sanctioned by the Pacific Northwestern Ski Association, have been made recently. First of these will be held January 2 at Mt. Hood, offering the annual Portland Day trail race for men and women, sponsored by the Schnee Vogeli ski club. The ski events begin early in January and continue into almost mid-June.

* * *

Plans for a \$2,000,000 relief model of Washington State, enclosed by a promenade walk and surmounted by a 500-foot lighted aluminum tower, to be built on Crown Point overlooking Grand Coulee Dam, are announced by the Columbia Basin Commission of the State Conservation and Development Department.

Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1948, are, Anders W. Ecklund, engineer, Superior, Wis.; Harry L. Jensen, dining car steward, Seattle, Wash.; Llewellyn F. Kinney, machinist, federal inspector, St. Paul, Minn.; Paul E. Mueller, chief clerk, St. Paul, Minn.; Andrew Okerberg, blacksmith, Plummer, Idaho; Clifford M. Opheim, locomotive foreman, Fargo, N. D.; Horace N. Prentiss, engineer, Havre, Mont.

Members reported pensioned during November, 1948, are, William C. Bendert, supervisory agent, Sioux Falls, S. D.; Michael J. Engeln, telegrapher, Snohomish, Wash.; Lloyd M. Gassler, engineer, Minneapolis, Minn.; Chris N. Holmes, conductor, Breckenridge, Minn.; Louis P. Larson, engineer, Minneapolis, Minn.; Edward C. Lewis, freight claim agent, St. Paul, Minn.; Mary F. Myers, assistant cashier, Sioux City, Iowa; Fred B. Papendick, conductor, Minot, N. D.; Theodore Rasmussen, roadmaster, Willmar, Minn.; Frank Seil, sheetmetal worker, Superior, Wis.; Paul F. Waldorf, baggageman, St. Cloud, Minn.

* * *

Southern California's "Imperial Valley Carrot Carnival" is scheduled for February 4-6, 1949.

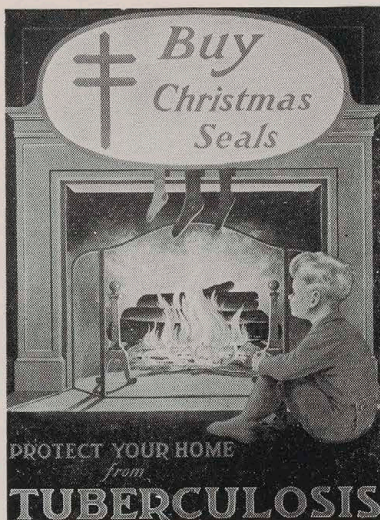
* * *

Great Northern train 253 now leaves Oroville 1:30 pm., arriving Wenatchee 6:30 pm.

Seven



C hristmas is a happy time,
H earts are full of joy and cheer,
R inging church bells are sublime,
I nviting all from far and near.
S tars are twinkling, sleigh bells tinkling,
T rees are decked with loving care,
Mistletoe and holly mingling,
A ll the world seems bright and fair.
S o here are wishes warm and true
For Christmas and the New Year too.



The 1948 Christmas Seal sale continues until Christmas. The Christmas Seals we buy help protect ourselves and our families against a disease that may strike anyone, anywhere, anytime.

Model Empire Builders on Holiday Display

Great Northern's Streamlined Empire Builder is on the "Santa Claus circuit" in two Puget Sound cities this holiday season.

Accurate scale models of the famous streamliner have been the delight of Christmas shoppers at the Sears Roebuck retail store in Everett, Wash., and the Frederick & Nelson department store in Seattle.

At Frederick & Nelson's is the O-gauge (one-quarter inch to the foot) model which was a feature of the Great Northern exhibit at the Chicago Railroad Fair this summer, and which will return to Chicago for the reopening of the Fair next year. Electrically operated in a diorama

depicting a scene from Great Northern's main line along Puget Sound, the miniature streamliner is 25 feet long and runs on 135 feet of double track.

The Everett edition of the Empire Builder was built by Ray Sisson of that city to an HO-gauge scale of 3-5/10 millimeters to the foot. Mr. Sisson, an electrician with the Everett Shipbuilding and Dry-dock Company, spent nearly a year constructing the model. It took another 511 hours to build scenery, which was painted by George Forsland of Everett and represents the Great Northern right-of-way between Everett and Snohomish.

Sharing honors with the Empire Builder in a front window of the Everett Sears Roebuck store is a model freight train, also bearing Great Northern monograms. Both operate electrically on separate track levels, with 80 to 100 feet of track on each level.

An authentic touch of realism has been added to the Everett display by two Sears' officials, Floyd J. Higley and Clair L. Makie. With wire recording equipment they painstakingly recorded the roar of the Empire Builder diesel locomotive and other familiar "music" made by Great Northern steam and diesel-powered trains in and about Everett. Re-transcribed, this sound track is amplified in the store window, startling and attracting passers-by.

Diesel-electric locomotives, in the first eight months of 1948, handled approximately 20 per cent of the freight traffic, as measured in gross ton-miles of cars, contents and cabooses; 38 per cent of the passenger traffic, as measured in passenger train car-miles, and performed nearly 35 per cent of yard switching locomotive hours.



Goat GAIETIES...

Retroactive

Bill: "Just got an order for fifty thousand dollars."

Jack: "I don't believe it."

Bill: "You don't believe it, eh? Well, here, I'll show you the cancellation."

* * *

Precaution

The wedding ceremony was over and the Murphys were pronounced man and wife. With that, Murphy smashed her right on the chin, knocking her halfway down the aisle. "What's the idea, Mike?" the bride cried. "That's for nothing at all, so be careful, Toots," warned Murphy.

* * *

Finesse

Senator Brown toastmastering at a dinner one evening was peeved by the lengthy talk of the man he had introduced. The long-winded bore ended his oratory and the senator arose and said "You have just listened to that famous Chinese statesman, On Too Long."

* * *

Sharp, Eh?

Lady: I want a dozen diapers.

Clerk: That will be \$1.45 plus 20c for tax.

Lady: Never mind the tacks; I use pins.

Tell-Tale Likeness

It was lunch hour at the plant, and Pat's two buddies decided to play a little joke on him during his absence. They drew the features of a donkey upon the back of his coat. In due time Pat returned and presently hove in sight bearing the lime-decorated coat.

"What's the trouble, Pat?" asked one casually.

"Nothing much," replied Pat, equally indifferent, "only I'd like to know which one of yez wiped your face on me coat."

* * *

Make Mine . . .

Boss: "Yes, we want an office boy. Do you smoke?"

Boy: "No, thanks; but I'll take an ice cream soda."

* * *

Slight Difference

"How many brothers have you?" "Only one!"

"Somebody's lying. Your sister told me SHE had two."

* * *

Self Guilt

Canvasser: "You pay a small deposit, then make no more payments for six months."

Lady of the House: "Who told you about us?"



GN Willmar Division Headquarters Building.

New GN Building at Willmar, Minnesota

Great Northern's new \$215,000 depot and division headquarters building at Willmar, Minnesota, was formally opened in April of this year with local organizations and citizens joining in observing "Great Northern Day."

Exterior brick is variegated tan, with dark brown stone and brick trim, and inside walls are painted pastel green with ecru trim. Doors are stained walnut. Acoustical material is used on the ceilings, and floors are asphalt tile and concrete. Fluorescent lighting is employed, and both steam and electricity are supplied by the municipally owned plant.

Besides the ample passenger waiting room, 36 x 40 feet, the first floor contains offices of the local agent, L. F. Bettger, ticket offices, baggage, express and telegraph

facilities, locker and lunch rooms for employees, and rooms for grain sampling, and car and engine services.

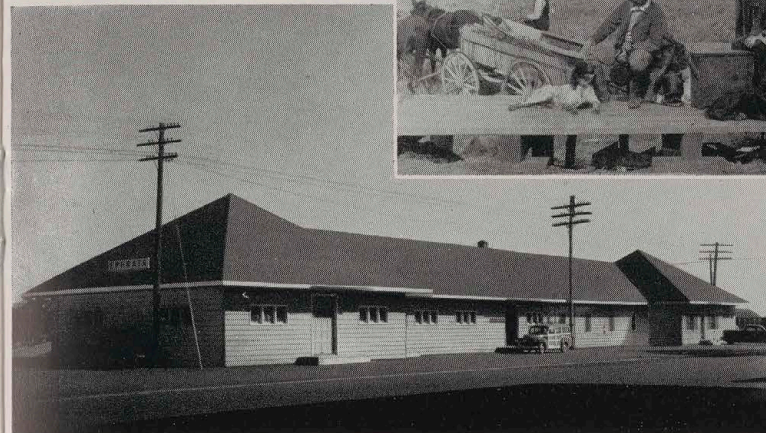
On the second floor are the offices of the division superintendent, J. P. Cameron and his staff, dispatchers, trainmaster, car distributor, division engineer, claim agent, and others.

The basement contains a conference room with a seating capacity of 300, which is used for personnel meetings, record storage space, and a utility room.

Communication facilities within the building are ultra modern, and all wiring is underground. A dial telephone system for inter-office communication makes it unnecessary for calls to go thru the PBX board, and a pneumatic tube system gives every office immediate telegraph delivery.

Twelve

THE STREAMLINED EMPIRE BUILDER



Although the original railway station at Ephrata was established earlier, the photograph shown right above was made in 1896, five years prior to the platting of the town proper. At the left is Great Northern's modern station as it appears at present.



A Vision Realized

"Billy Clapp's Idea," as Grand Coulee Dam is called by residents of Ephrata, Washington, on Great Northern's main transcontinental line, has become a reality.

It was in 1918 that Wm. M. Clapp, attorney and a resident of Ephrata, evolved a plan to dam the mighty Columbia River, and, by using part of the power which would become available, to raise and distribute water in sufficient quantities for large scale irrigation.

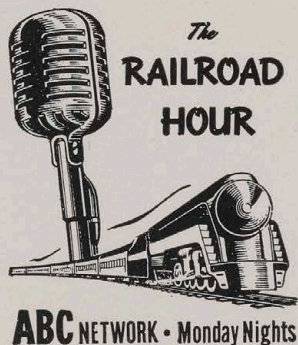
This year marks the 30th anniversary of "Billy Clapp's Idea."

With the opening of the surrounding area to irrigation, Ephrata has developed and grown steadily. A thriving center of 3,400 citizens and the county seat of Grant County, it is also U. S. Bureau of Reclamation headquarters for the entire Columbia Basin Irrigation project.

"Billy Clapp's Idea" is just beginning to pay dividends. As the new irrigated empire takes form and expands, with Ephrata as its capital, Mr. Clapp and other men of vision, will see their dreams far exceeded in the realities sure to come in the years ahead.

Thirteen

GREAT NORTHERN RAILWAY—GREAT FOR FREIGHT



Scandinavian Yule Festival

The Christmas-New Year holiday season marks the opening of Ballard's first Scandinavian Winter Festival. The event will turn the colorful town within the city limits of Seattle, Washington, into a realistic bit of the Old World. There will be dancing in the streets, costume parades, music and the crowning of a queen.

The queen will be sent on a trip to Norway, Sweden and Denmark. In Stockholm she will be the entry of the United States in the annual "Lucia Girl" contest.

Columbia Sheep Sale

A record high average was established at the fifth annual National Columbia sheep sale held at Minot, North Dakota, in October, when 35 rams grossed \$8,725 to average \$249. The 288 ewes averaged \$115.

Ernest White of Kalispell, Montana, got the top price of \$1,200 for his two-year-old reserve champion ram, sold to L. A. Norden of San Antonio, Texas, who purchased Columbia's valued at more than \$8,000.

Fourteen

THE DIESEL-POWERED ORIENTAL LIMITED

National Ski Races

The National Championship Ski Races, downhill-slalom and combined, the nation's top races for the 1948-49 season, will be held in the Big Mountain Ski area near Whitefish, Montana, on Great Northern's main transcontinental line, March 4, 5 and 6, 1949.

Between 55 and 65 of the country's ski experts are expected to compete, with possible entries from Switzerland and France. Extensive plans are being made by the people of Whitefish for the handling of this event during the week previous and through the period of the National Races.

The Big Mountain Ski area is one of the most recent development projects in Montana and the Pacific Northwest. Slopes in the area are broad and varied and snow conditions are excellent. A new Constam T-bar lift has been installed and a ski lodge constructed last year is now completed. The ski area is located 7 miles from Whitefish.

Candlelight At Christmas Time

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.



Right upper, left to right standing, Chief Bull Child, Chief Red Eagle (Mr. Astor), Princess Blackfeet Woman (Lady Astor), Chief Weasel Feather. Kneeling, Chief Middle Calf and Chief Lone Running Wolf. Lower, Southern Pacific Club Tour members.

Glacier Park Visitors

Late summer visitors to Glacier and Waterton Lakes National Parks this past season were Mr. Gavin Astor, associate publisher of The London Times, and Lady Irene Astor, of London, England, and the Southern Pacific Club of the Southern Pacific Railway, San Francisco, California.

Mr. Astor and Lady Astor were inducted into the Blackfeet Indian tribe, Mr. Astor being named "Chief Red Eagle" and Lady Astor, "Princess Blackfeet Woman."

The Southern Pacific Club tour, consisting of 52 Southern Pacific

Railway employees, spent five days in the Park. The 1948 tour was under the direction of Harry B. Langfeldt. H. D. Swanson, chief clerk in the general freight traffic department of the railway, was inducted into the Blackfeet Indian tribe.

At a "Get Together" meeting of the club members held on October 24, to review kodak, motion picture and colored slides made on the 1948 tour, the reel of motion picture film made by Mrs. Isabelle Lowell, secretary in the office of the general superintendent of motor power, was acclaimed the best of pictorial material shown.

Fifteen

GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL

Yule Trees by FREIGHT --They're Going Great!



We're busy freighting
Christmas Trees

To brighten your festivities.

We're bringing them in
every size

And every shape, to please
your eyes—

They're plump or slender,
short or tall.

A Merry Christmas one and
all!

GREAT NORTHERN RAILWAY

Form 6009 12-48

Printed in U. S. A.

GREAT for Freight

