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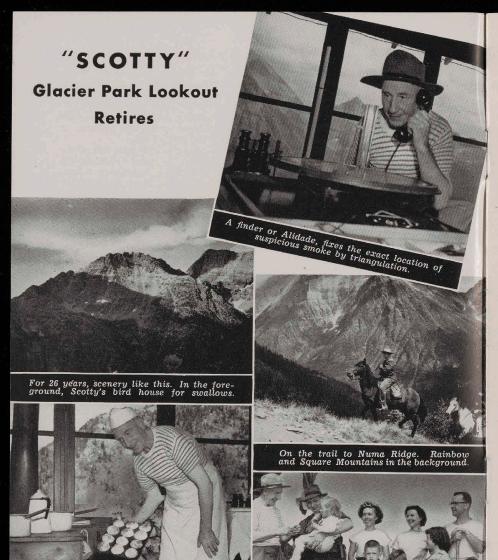
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The GREAT NORTHERN GOAT



JANUARY 1949



Plenty of good wholesome food at the remote Glacier Park lookout station.

Hungry Horse News Photos.

"Scotty" greets Deborah Beans, age 2, youngest visitor, to his lookout station.

#### "Scotty" Completes 26 Years as a Glacier Park Lookout

With the retirement of Alexander "Scotty" Beaton from the United States Forest Service, a Glacier Park tradition for more than a quarter of a century has ended.

"Scotty", veteran lookout of them all, has been vigilantly watching for forest fires from his post high on Numa Ridge in Glacier National Park in Montana for twenty-six years, with a perfect record of never a fire missed being spotted, and never reporting a false smoke.

Living conditions at the lookout station, while comfortable, are rather primitive. The water supply is obtained from a nearby snowdrift, and a little wood-burning cookstove turns out muffins, cakes and pies. There is always a cup of coffee or tea for visitors to the Ridge. The building measures 12 by 14 feet, and has 19 large windows. The station is reached over six miles of rugged mountain trail, and visitors average about two parties a week during the park season.

"Scotty", who originally hails from Aberdeen, Scotland, emigrated to the United States in 1891, and has been a Flathead County, Montana, resident for fifty-seven years. He is keen-eyed, trim, alert and witty, and retains more than just a trace of his native Scotland in his speech.

As befitting a tradition, there are many stories about this veteran of Glacier National Park.

Co-workers in the park tell of the time, during the war, when Scotty was serving as a temporary ranger on the American side of Waterton Lakes Park in Canada. To the inquiry of a group of visitors as to when the fishing season opened, the answer was "Right now, boys."

Then there was the time that an English lady was surprised, after climbing to the lookout station, to be greeted in "braid Scots' with the couthy tones of Aiberdeen".

The English lady commented on Mr. Beaton's broad Scots burr. "It's remarkable," she declared, "the way you have hung onto it."

Back came Scotty's reply, "Madam, did you ever hear of a Scotsman giving anything away?"

During the summer months, forest fire detection in Glacier Park is chiefly the responsibility of 13 mountain top lookouts.

#### Glacier National Park Trail Census

First trail census of Glacier National Park in Montana, recently completed, shows that 41,599 hikers and 4,780 horseback riders used trails this past summer in the million acre Rocky Mountain vacation land.

Most used trail was the half-mile to Trick Falls. An estimated 6,297 people took the short walk to where Two Medicine Creek, as Trick Falls drops over a rock cliff. Trick Falls is an opening part way down the face of the falls from which gushes part of the sizeable mountain stream that has flowed underground.

Next most used trail was that around Swiftcurrent Lake with 5,530 followed by Grinnell Lake trail 4,930.

Most frequented hikers' pass across the Continental Divide was Swiftcurrent with 458 taking the trail. Highest pass in the park, Boulder in the primitive northwest corner of the park, was crossed by 104 hikers.

Most trail developed of America's national parks, Glacier has 1,100 miles of maintained trails.

(Reprinted from Hungry Horse News, Columbia Falls, Montana.)

Three



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No. 1

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IVAN A. COPPE, Editor

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

#### The Goat's Cover



Four

Gwen Peterson, Great
Northern
Railway's 1949
Saint Paul
Winter Carnival Snow
Queen. Miss
Peterson is
employed in
the office of
the secretarytreasurer of
the railway.

Season of Visions

By Robert Keith Leavitt

They call it The Holidays—this last, brief, glowing season of the year—the nine days that begin with Christmas Eve and end with New Year's Day. And so they are—holidays both in the ancient sense of days made holy in rememberance of the world's Greatest Gift and in the modern sense of a time of release from care, a time for the enjoyment of laughter and generosity and good will toward men.

But The Holidays have another and more special quality. They are the Season of Visions. They begin with the miracle of seeing backward into the past and they end with the uplift of looking forward to the future.

Until now, we have lived our year in the present, rarely thinking back beyond yesterday, rarely farther ahead than tomorrow.

But as each Christmas approaches, we find ourselves remembering times past. Suddenly, as by a special blessing, we can see those other days in crystal clarity: there are so many things to remind us. We see again —how clearly!—the faces that are gone, and hear once more the sound of voices long since stilled.

It is almost as though the old days were back, and the old scenes and the old hopes and presences that made the world that we used to know what it was.

Then, as these enchanted days glide by, the miracle of vision begins to swing—from past to future. Like a beam of light it flashes past the year that is going, the days that are running out, with their trials and satisfactions, their frustrations and triumphs. Soon these will be gone; they will be only a score that has been erased, an account that has gone to the files. . . .

(Continued on page 16)

GN Progress in '48

The year 1948 has been one of considerable progress by Great Northern toward its goal of providing a steadily improving transportation service, President F. J. Gavin said in a year-end statement.

"Expenditure of \$37,500,000 was authorized for new passenger and freight cars and locomotives—only three of the many varied and costly items in railway operation and betterment.

"Included is another completely new streamlined Empire Builder fleet of five trains, to operate between Chicago on the east and Seattle and Portland on the west. This expansion of our streamliner service follows the very gratifying public acceptance accorded the present Empire Builder since its inaugural early in 1947. When the new equipment is delivered, possibly in late 1950, the present Empire Builder trains will be transferred to the run of our Oriental Limited, likewise between Chicago and Seattle-Portland.

"Three other streamliners, ordered in 1946, now are expected in late 1949 or 1950. Their construction continues to be delayed by shortages affecting the builder. Two will operate between Seattle and Vancouver, B. C., and one between St. Paul and Grand Forks.

"New equipment placed in service in 1948 includes 11 diesel-electric locomotives, additional units for two other locomotives of this type and 1,000 boxcars. Twenty-five new diesel-electrics will be received in 1949, along with 1,500 boxcars, 700 gondolas and 175 covered hopper cars.



F. J. Gavin

"Considerable track work has been done in 1948, including laying of new and heavier steel and ballasting. Several new depots were built and others improved. Additional track and station work is scheduled for 1949.

"Largest individual track improvement currently under way is construction of a new line segment, 4,331 feet long, in the Cascade Mountains west of Wenatchee, Wash. Work on this \$1,000,000 project began in 1948. The new line, including a 675-foot tunnel and a 546-foot bridge, will be shorter and have less curvature and grade than the old.

"Postwar industrial development went forward in the ten states and two Canadian provinces served by our 8,336 miles of railway. The number of inquiries being received concerning sites and trackage forecasts a continuation in 1949."

Five



Mr. and Mrs. Gordon MacRae.

#### The Railroad Hour

Lovely Sheila Stephens, better known as Mrs. Gordon MacRae, gets an after-the-show congratulatory look from singing host Gordon MacRae, who is heard each week in leading roles on "The Railroad Hour". (ABC, Monday evenings, 8 to 8:45 Eastern, Mountain and Pacific Time, 7 to 7:45 o'clock Central Time.)

When the picture was made, Mrs. MacRae, using her maiden name, had just finished playing a part with her husband in "The Railroad Hour" production of "Roberta".

Programs to be broadcast in January are "Blossom Time", January 24, "Lady Be Good", January 31, and "Rose Marie", February 7.

The 1949 Wenatchee Apple Blossom Festival will be held in Wenatchee, Washington, May 5, 6 and 7.

#### Saint Paul Winter Carnival

King Boreas' minions are already flocking to the banners of fun and joy as plans for the 1949 Saint Paul Winter Carnival, February 11 through 20, move into gear.

The carnival will "kick off" the Minnesota Territorial Centennial observance which this year will focus the national spotlight on Minnesota.

The carnival will open on Friday night, February 11, when Clarence A. Maley, king of the 1949 carnival, will be crowned amidst elaborate pageantry and ceremony. Saturday will be highlighted by the gigantic grand parade in which more than 20,000 uniformed marchers, 40 crack bands and drum corps and 40 gorgeous floats will be included. Also this will mark the opening of the National Outdoor Speed Skating races at Lake Como.

Sunday will be marked by the World's Original Ice Fishing Contest on beautiful White Bear Lake. The Minnesota Territorial Centennial Queen will be chosen in the St. Paul Auditorium.

The national drum majorette contest and the drum corps jamboree on Monday; the colorful Queen's coronation pageant on Tuesday and the spectacular Torchlight parade on Wednesday will be highlights of the week. Thursday evening, at the St. Paul Auditorium, will open the famous Ice Capades ice show to continue until February 23.

The storming of the ice palace with fireworks by Vulcan, the Fire King, will terminate the carnival on Sunday night.

The carnival was first staged in 1886 and is now presented annually by Saintpaulites Incorporated, St. Paul civic organization.



# Goat

GLEANINGS

Through oversight, credit for the photograph of the original railway station at Ephrata, made in 1896, published in the December number of The Goat, was overlooked. We are indebted to Mr. W. Gale Matthews, president of the Grant County Title Abstract Company, Ephrata, Washington, for furnishing the print of this historical photograph.

Howard Hayes, with Great Northern since 1903, has retired as general storekeeper. John E. Thraff, assistant general storekeeper since 1942 and with the railway since 1906, has been named to succeed Mr. Hayes. Edwin M. Pulsifer, with Great Northern since 1918, succeeds Mr. Thraff as assistant general storekeeper.

Round trip excursion fares, dates of sale and limits to Glacier Park, Belton and Kalispell, Montana, as well as to Yellowstone and Canadian parks, for the 1949 season, will be the same as in effect during the 1948 season, with such minor adjustments as may be necessary.

W. M. Burn was recently appointed general statistician in Great Northern's comptroller's office, St. Paul. Also appointed were G. A. Richardson as statistician and V. C. Peterson, tax accountant.

Members of the Veterans' Association of the Great Northern Rail-

way reported deceased during December, 1948, are, John F. Arthur, switch foreman, Spokane, Wash.; Mike Chernovick, section laborer, Bonners Ferry, Idaho; James A. Dockstader, asst. wood supt., Somers, Mont.; William Eisele, engineer, Minneapolis, Minn.; Arthur T. Gossline, engineer, Grand Forks, N. D.: Martin J. Hansen, engineer, St. Cloud, Minn.; Helmer E. Hanson, carman, St. Cloud, Minn.: Frank J. Jandric, cabinet maker, St. Paul, Minn.; George H. Johnson, switchman, Minneapolis, Minn.; Smith D. Merritt, instrumentman, Minneapolis. Minn.

Members reported pensioned during December, 1948, are, William M. Allan, engineer, Hillyard, Wash.; John Becklund, ore dock foreman, Allouez, Wis.; Charles M. Bryant, conductor, St. John, N. D.; Harry D. Buchanan, conductor, Havre, Mont.; Joseph S. Burke, brakeman, Fargo, N. D.; Oscar W. Catlin, switch foreman, Minneapolis, Minn; Henry G. Dickman, engineer, St. Paul, Minn.: Edward A. Fawver, machinist, Havre, Mont.; Louis S. Hutchins, conductor, Grand Forks, N. D.; Clyde D. Joy, engineer, Whitefish, Mont.; Frank W. Little, engineer, Seattle, Wash.; Theodore Mika, dist. roadmaster, Aberdeen, S. D.; James D. McCarl, machinist, Willmar, Minn.: Melvin C. Peterson, asst. general air brake inspector, Hillyard, Wash.; John J. Reinhardt, carman, St. Paul, Minn.; Otto J. Zachow, locomotive inspector, Breckenridge, Minn.

Seven

Six

#### Passenger Club Elections



J. L. Tierney.

The San Francisco Passenger Club, at its meeting in December, chose Joseph L. Tierney, Great Northern's city passenger agent, San Francisco, as its president for 1949. Other officers elected are, Wm. P. Morton, Milwaukee Road, 1st vice-president of the same propersident of the same propersion of t

dent; T. F. Norman, SP, 2nd vicepresident; C. P. Hoctor, WP, 3rd vice-president, and Robert Simmons, CN, secretary-treasurer.

Elected to the executive committee of the club were, Carl J. Sundberg, president, Pacific Greyhound Lines, and retiring president of the passenger club, F. L. Wagner, D&RGW, George Brown, Pennsylvania, Leo Rogers, B&O, and Roy Murray, Murray Travel Service.

The Southern California Passenger Association, at its annual dinner meeting in December, elected Douglas Seaman, Pennsylvania, president; Harry S. Fehner, Santa Fe, 1st vicepresident; Claude E. Mathews, SP, 2nd vice-president; O. V. Howard, D&RGW, secretary-treasurer.

The Board of Governors will consist of Harold Weeks, CN, chairman, Frank Hanniver, Cunard White Star Line, Roy Baumruker, Pennsylvania, J. E. Groseclose, T&P, and Orville R. Pratt, Santa Fe.

Paul R. Shaw, Great Northern's traveling passenger agent, St. Louis, Mo., has been elected treasurer of the Passenger Club of St. Louis for 1949. Other officers elected, pictured above, left to right front row, Hubert M. Spangler, NC&StL, secretary;



New officers of Passenger Club of St. Louis.

Miss Dayne Hedden, MP, 3rd vice-president; Mark A. Renick, IC, retiring president; J. A. Breidenthal, Greyhound Lines, president; Paul R. Shaw. Rear row, Leo C. Liston, NYC, 1st vice-president; E. I. Reininger, IC, 2nd vice-president; Dan G. Barnard, GM&O, campaign manager; Walter H. Bange, CB&Q, publicity director.

The Passenger Club of New Orleans elected Marcel J. Bertin, MK& T., president; Elden J. Weiskopf, TP-MP., vice-president; Chris Baumbach, TP-MP., secretary-treasurer. The Advisory Board for 1949 will consist of Charles J. Hinger, IC., James L. Vinet, Jr., SP., Ernest A. Chapman, GM&O., William J. Rainey, L&N., and Daniel J. Burke, Jr., NYC.

In Minneapolis, the passenger traffic club chose Geo. D. Nugent, CN., president; B. A. Anderson, CP., vice president; A. E. Born, Canada SS Lines, Ltd., secretary, and Ray De Night, American Express Co., treasurer; Geo. W. Sullivan, ticket agent, Great Northern Passenger Station, Wm. B. Golden, Milwaukee Road, G. Kenneth Stair, Pennsylvania Lines, and Ralph W. Barnes, C&NW., were elected members of the club's executive committee.



One of the 120-ton diesel electric locomotives operated by Hanford Works railroad.

#### Uncle Sam's 400,000 Acre Atomic Empire

Commercial rail operations come to a halt at the boundary of Hanford Works, Uncle Sam's 400,000 acre domain in southeastern Washington. Behind the barricades of this reservation half the size of the state of Rhode Island, the Atomic Energy Commission as the government's agent, runs the trains.

Inside a sweeping bend of the Columbia River, the builders and operators of Hanford Works have laid their own rails with 139 miles of main line and 60 miles of intra-area switch track. Trains that operate over these tracks are manned completely by crews in the employ of General Electric Company, prime contractor for the AEC. Nothing is

moved over the tracks unless it is government-owned.

Hauling the work trains over the desert terrain are diesel electric, gasoline and steam locomotives. Altogether, 138 pieces of equipment make up Hanford's trains. Their runs are between Richland, the administrative center, and far corners of the operations areas. It takes 10 crews, working two shifts, to keep the trains operating.

Like all railroads, Hanford uses a dispatcher, yardmaster, weighmaster and master mechanic. The system has a complete shop to keep its rolling spock in first-class repair.

Treek crews, too, are constantly on (Continued on page 12)

Nine

Eight





Since its establishment January 3, 1938, up to December 31, 1947, the National Foundation had authorized more than \$30,000,000 in grants and appropriations for research, education and medical care. This sum was exclusive of millions of dollars expended by National Foundation chapters in paying for services rendered infantile paralysis patients in their areas.

Bear it in mind during January 14-31 when the 1949 March of Dimes takes place. The needs are greater. Your contributions should be to the measure of those needs.

#### Chicago Railroad Fair

The 1949 edition of the Chicago Railroad Fair will open June 25 and run for 100 days, closing October 2.

The Exposition will occupy the same area on the lake front as did the '48 version. Changes and additions to existing exhibits will be made and plans are being developed for outstanding new presentations.

#### Aboard The Empire Builder

"I have traveled in many countries but never have I had such comfort and courtesy as I experienced on my trip to Vancouver, British Columbia, on the Empire Builder. The duplex roomettes are certainly an asset and my trip both ways was most enjoyable. The meals were the last word in anything I ever experienced." This is the content of a letter recently received by G. F. Smith, Great Northern's general agent, Toronto, Canada, from Miss Mary Crawford of that city.

#### ATOMIC EMPIRE

(Continued from page 9)

the job. Work now is underway to renew 250,000 ties and 450,000 tie plates. Recent work has included construction of 7½ miles of new track, salvage of 7 miles of old track, realignment of 19 miles and removal of 11 turnouts. In keeping with the strictly modern operations of the atomic project, track crews are supplied with the latest type equipment, such as pneumatic ballast tampers, spike pullers, bolt tighteners and power drills. A Burro crane is used to handle rails.

The eight track crews are quartered at Columbia camp, a scenic spot on the Yakima River, in barracks for single men and attractive family homes. Workmen are hauled by truck to points from 12 to 35 miles away, and then by speeders to work locations along the line.

What's the reason for all this rail-roading on the Hanford desert?

It's to service existing atomic plants that produce plutonium for A-bombs and peacetime application, and to supply material for a large-scale expansion of the operations areas.

Goat GAIETIES..

They Dood It!

Discouraged by a laundry that kept sending his clothes back so shrunken out of shape he couldn't get into them, a customer finally got mad and sent them a large railroad spike. To it he wired a note saying: "Ill bet you can't shrink this." Eventually the laundry returned to him a small bundle. In it was a carpet tack. It said: "The heck we can't."

#### Really!

Customer: My dear man, do you serve caviar?

Waiter: No, but I can give you salmon eggs and a pair of dark glasses.

#### Higher Education

"What was the toughest thing for you to learn?" asked the proud father of the college grad.

"How to open beer bottles with a quarter," replied his learned son.

#### It's Milk!

Geek: Is a cow a wild animal?
Meek: No, it's domestic.
Geek: I always thought it was homogenized.

#### Stumped!

"There is nothing in the world that can't be done," shouted the man giving a pep talk.

"Have you ever tried pushing toothpaste back in the tube, mister?" came a voice from the back of the hall.

#### Blow, Gabriel, Blow!

A little boy whose Grandmother had just died wrote and posted the following letter:

"Dear Angels: We have sent you Grandma. Please give her a harp or violin to play, as she is shortwinded and can't blow a trumpet."

#### Oh! My Aching Back!

"Doc, I get awful pains when I bend over, put my hands below my knees, straighten up and bring them above my waist."

"Well, why make such silly movements, then?"

"Silly, my eye! How else do you think I can get my pants on?"

#### More Blessed To Give

Minister (from pulpit): "Those in the habit of putting buttons in the collection plate will please use their own buttons and not those from the cushions on the pews."

#### Completely Nuts

\* \* \*

Maisy: He's a completely different type. He's very modest, very fond of me, and only yesterday he told me I was lovely and irresistible.

Daisy: He did?

Maisy: Yeah. I forgot to tell you—he's crazy, too.

Thirteen

#### Traffic Club Elections



A. M. Brandvik

A.M. Brandvik, Great Northern's general agent, Fargo, N. D., has been elected president of the Traffic Club of Fargo for 1949. officers Other elected are C. J. Glass, International Harvester Company, vicepresident; W. H. Wenner, Ray-

mond Brothers Motor Transportation, Inc., secretary; R. C. Harrington, Merchants National Bank & Trust Company, treasurer; T. W. Thiry, Midwest Equipment Company, H. L. Bohnet, Dakota Diamond T Truck Company, Chris J. Krupnich, C&NW Ry., O. H. Kjorlie, Oscar H. Kjorlie Company, directors.

The Oakland, California, Traffic Club at its November meeting elected Carl E. Simon, west coast manager, Keystone Steel & Wire Co., president; Joseph W. Holleman, commercial agent, Merchant Shippers Association, vice-president; R. D. Stokes, asst. traffic manager, Howard Terminal Co., secretary; Dwight Yeaman, office manager, Haslett Warehouse Co., treasurer. Harold R. Davis, district manager, Republic Carloading & Distributing Co., Walton L. Foutts, district traffic representative. C&NW., John H. Morgan, general freight agent, American Hawaiian SS. Co., and Jack P. Sanders, western division traffic manager, Gerber Products Co., were chosen as directors for 1949.

A typical Pullman car trip from Chicago to Los Angeles requires 238 blankets, 600 sheets, 600 pillow cases and 1,000 towels.

Fourteen

#### SKI-LAND

(Continued from page 11)

Rainier National Park, Mount Baker National Forest and Olympic National Park in Washington, Mount Hood National Forest in Oregon, and The Big Mountain in Montana, newest ski development, have gained national recognition. Facilities for winter sports of all types in which the novice or expert can participate are to be found at numerous points in territory served by the Great Northern Railway.

WHITEFISH-"THE BIG MOUN-TAIN"-Montana's newest skiing development in the Northern Rocky Mountain area, will be host to the 1949 National Downhill and Slalom Championships, to be held March 4, 5 and 6. It will be the first such national event to be staged in the state of Montana. Citizens and Chambers of Commerce of Whitefish. Montana, and nearby communities, under the leadership of Winter Sports, Inc., sponsors of the Big Mountain development, are cooperating to make the occasion a success. Accommodations in cabins, hotels and resorts in Whitefish and neighboring towns are being arranged for the expected influx of skiers, and every effort is being made to extend western hospitality and make the Championships a memorable event.

Skiers and spectators from all parts of the United States and Canada, and from some foreign countries, are expected to participate in the Championships.

The Big Mountain Ski Lodge, which is located 8 miles from White-fish, on Great Northern's main line, is now completed and includes a large lounge, dining room and snack bar on the main floor, a skiers' room, waxing room, ski-shop, first-aid and rest rooms, on the ground floor. The

(Continued on page 16)



Jaycee Frank Neher presents Wenatchee apples to Mrs. Ceil Merchant (left) and Mrs. C. E. Anderson, of Wenatchee, before boarding the Empire Builder.



Jaycee Woody Johnson finds two customers (twins) aboard the Empire Builder who liked the apples but couldn't tell him their names.

#### Wenatchee Jaycees Present Wenatchee Apples to Empire Builder Passengers

Members of the Wenatchee Junior Chamber of Commerce welcomed eastbound Great Northern Empire Builder trains to the world-famous Washington Valley with baskets of crisp, red Delicious apples during National Apple Week in November.

Headed by Wayne Lanphere, president, and Joe Nicholson, chairman, Jaycee members repeated their "an apple for every eastbound Empire Builder passenger" event started in 1947.

Five hundred apples were given to Empire Builder passengers each evening during National Apple Week. Before trains entered the Wenatchee Valley, announcement was made over the train address system about the event and the Wenatchee Valley.

Approximately 2,500 apples were distributed to train passengers during the week-long celebration.

The 1949 Wenatchee Apple Blossom Festival will be held in Wenatchee, Washington, May 5, 6 and 7.

Fifteen



High atop the steep canyon of the South Fork of the Flathead River.

#### Hungry Horse Dam

Huge spools of 3-inch cable are being unloaded at the Hungry Horse project in northwestern Montana for a high cableway to be used for pouring 3,000,000 cubic yards of concrete in the multiple-purpose Hungry Horse Dam. Large towers are to be erected on each side of the deep canyon of the South Fork of the Flathead River to support the 2415-foot long cableway, which will lower concrete buckets 600 feet to lowest bedrock. The cable, brought to the damsite from the completed Shasta Dam in California, will be used to tie towers to anchors. New cable will be utilized to form the span across the canvon.

Hungry Horse Dam, a key cog in the development of Montana and other parts of the Columbia River drainage basin, will produce first power in 1952, with full capacity to be available in 1953. SEASCII OF VISIONS

(Continued from page 4)

And all at once we find ourselves looking upon the future and seeing it very near. Now it is not merely reason that tells us there is a future. It is vision that suddenly reveals it to us, bright and vivid with opportunity and challenge.

There is no one of us, however battered by the old year, who cannot look forward to the new one with hope, picturing what it may bring—or more (for we are, thank God, free men), planning how we may make this, the coming year, all that it should be.

Let us take joy in these days as they pass, and count among our greatest blessings the miracles which exist for each of us in this Season of Visions.

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#### SKI-LAND

(Continued from page 14)

rustic club-room of the Whitefish Lake Ski Club is located on the second floor.

The latest type of lift equipment has been installed. New slopes have been cleared and laid out for the Championships.

Information concerning the Championships, reservations, accommodations, rates, etc., can be obtained by writing to the Chamber of Commerce, Whitefish, Montana.

MOUNT RAINIER NATIONAL PARK—PARADISE VALLEY, WASHINGTON—Within a few hours motor ride from either Seattle or Tacoma. Transportation by private car or by special arrangement with Rainier National Park Company busses.

Excellent snow conditions from November through May, and at (Continued on page 18)

#### GN Blackfeet Indian Calendar

It was H. V. Kaltenborn, world-known news commemorator, who in 1919 induced Winold Reiss, celebrated painter of the American Indian, to visit the Blackfeet Indian Reservation adjoining Glacier National Park in Montana.

In the ensuing years, Mr. Reiss has returned to the Blackfeet Indian Reservation to add to his collection of portaits of this famous tribe. His most recent visit was during the late summer of 1948. His paintings of the Blackfeet have been reproduced on Great Northern's Indian Art calendars since 1933 and decorate homes and offices around the world.

During his youth in Germany, Mr. Reiss' imagination was fired by the tales of James Fennimore Cooper, and after studying art in Munich, he came to the United States with the urge to "paint Indians." He first visited reservations in New York State, but found that eastern tribesmen had long abandoned tribal dress.

It was Mr. Kaltenborn that informed the young artist that he would find the most picturesque tribe of all on the Blackfeet Indian Reservation in Montana; also some of the most thrilling mountain scenery in America in Glacier National Park. That was 29 years ago. On his repeated visits, Mr. Reiss became well acquainted with the elder tribesmen and has learned considerable of their language, their rituals, ceremonies and history.

Mr. Reiss does his Blackfeet Indian portraits in pastel crayon. He has worked with oils but has found that pastel and tempera are best suited to his chosen field.

Great Northern's 1949 Indian Art calendar carries a reproduction of



# ROUTE OF THE Streamlined EMPIRE BUILDER



Mr. Reiss' painting of Bird Sings Different, Blackfeet Indian Woman. Indian, as well as wall calendars, issued by Great Northern are distributed through the railway's traffic offices located in principal cities throughout the United States and Canada. The demand for the Indian art calendars has increased over the years so that supplies are exhausted before the beginning of each New Year.

Seventeen

#### SKI-LAND

(Continued from page 16)

higher elevations, the year round. This area offers some of the most diversified and thrilling terrain in the world. Scenic trails to Panorama Point, Sugar Loaf, and to Camp Muir, high on the side of Mount Rainier. One short tow is operated for the public.

National Park Inn has facilities for 35 people, plus cottage rooms. Hotel service and restaurant. There are auto courts and cabins on the highway near the entrance to the Park.

For detailed information and rates, write the Rainier National Park Company, Tacoma, Washington.

MOUNT BAKER NATIONAL FOREST, WASHINGTON—59 miles east of Bellingham, Wash., 136 miles from Seattle. Elevation at lodge 4,200 feet. Center of Heather Meadows Winter Sports Area.

Diversified terrain for all classes of skiers. Three tows, 1,030, 800 and 600 feet. Good snow near lodge for 6 or 7 months, with year-round skiing at higher elevations. Panorama Dome is often the site of national competitions. Good trails and runs for experts to points Austin Pass, Mt. Herman Saddle and Shuksan Arm.

Accommodations: Mount Baker Lodge, 23 rooms, all with bath. Dining room. Nearby cabins will accommodate 225 persons. Heather Inn Dormitory sleeps 108 women and 151 men. Cafeteria and ski-shop in connection. Mount Baker Inn, 22 miles toward Bellingham provides rooms and dormitory space.

Further detailed information and rates may be obtained by writing the Mount Baker Lodge Company, or the Chamber of Commerce, Bellingham, Washington.

MOUNT HOOD NATIONAL FOREST—TIMBERLINE LODGE, OREGON—In the heart of the deep snow country of the Pacific Northwest, 65 miles from Portland. This year-round million dollar hostelry, 6,000 feet up the slopes of Oregon's Mount Hood, provides excellent accommodations and every facility for various types of winter sports, for novice or expert. Slopes and terrain are in infinite variety. "Snow-Cruisers" are used to tow skiers to points outside the range of the mile-long chair lift and the three other tows.

Ski events of national and international importance are held here annually, which includes the "Golden Rose" race in June during Portland's Rose Festival Week.

Accommodations range from parlor bedrooms, with huge stone fire-places, to comfortable dormitory quarters. The four story lodge includes lounges, dining rooms, apparel and ski-shops.

The winter season begins in November and extends through June. Further information, literature and rates can be obtained by writing to Timberline Lodge, Timberline, Oregon, or the Portland Chamber of Commerce, Portland, Oregon.

MOUNT SPOKANE, WASHING-TON—34 miles north of Spokane, Washington in Mount Spokane State Park. Snow season from late November well into April, with dry powder snow most of the time. More than 800 acres of open snowfields, with a wide range of slopes and a great variety of terrain suitable for downhill, slalom and cross country skiing. 3,100 foot electric chair lift to summit. Several areas close by give wide distribution to skiers on the mountain.

(Continued on page 19)

#### Eighteen

#### GN Passenger Train Schedule Changes

The following important changes in Great Northern passenger train schedules are effective January 16, 1949:

THE EMPIRE BUILDER—No. 1—westbound daily. Leave St. Paul 8:15 pm., Minneapolis 8:45 pm., 15 minutes later than heretofore. Arrive Minot 4:50 am., same as at present. No changes in leaving time from Chicago 1:00 pm., in arrival time St. Paul 7:45 pm., or beyond Minot.

THE ORIENTAL LIMITED—No. 3—westbound daily. Leave St. Paul 9:10 am., 20 minutes later, Minneapolis 9:40 am., 15 minutes later than heretofore. Arrive Willmar 11:30 am., same as at present. No changes in leaving time from Chicago 11:15 pm., arrival time St. Paul 8:15 am., or beyond Willmar.

RED RIVER LIMITED—No. 29—westbound daily. Leave St. Paul 10:00 pm., Minneapolis 10:50 pm. Arrive St. Cloud 12:25 am., Fergus Falls 4:00 am., Crookston 7:25 am., Grand Forks 8:05 am. Connection is made at Minneapolis with CB&Q

#### California Celebrations

The California Centennials Commission has authorized two commemorative celebrations to be held during 1949.

The first event will be staged at Columbia Historical State Park, July 15th, 16th and 17th; the second at Monterey, August 29th through September 6th.

Occasion of the Columbia celebration will be the commemoration of the rush of the Argonauts, and the vital role played by the Mother Lode country in the State's rapid development. Zephyr, No. 23, from Chicago, due in Minneapolis 10:45 pm.

TRAIN NO. 458—daily between Seattle and Portland—Leave Seattle Union Station 4:30 pm., Tacoma 5:40 pm., arrive Portland 9:15 pm. Northbound Train No. 457 leaves Portland 9:00 am., arrives Tacoma 12:57 pm., Seattle 2:15 pm.

MORNING PUGET SOUNDER— No. 360—northbound daily—leaves Seattle 8:15 am., arrives Vancouver, B. C. 12:45 pm. Southbound, Train No. 359, leaves Vancouver 7:30 am., arrives Seattle 12:01 pm.

AFTERNOON PUGET SOUNDER—No. 358—northbound daily—leaves Seattle 5:10 pm., arrives Vancouver 9:40 pm. Southbound Train No. 355 leaves Vancouver 5:00 pm., arrives Seattle 9.20 pm.

TRAIN NO. 356—northbound which stops at all local points between Seattle and Vancouver, B.C., daily, leaves Seattle 8:00 am., arrives Vancouver 2:30 pm. Southbound Train No. 357 leaves Vancouver daily 4:15 pm., arrives Seattle 10:30 pm.

#### SKI-LAND

(Continued from page 18)

A state owned lodge provides accommodations for 32 men and 32 women over week-ends only. Meals are available every day. Further detailed information can be obtained from the Spokane Chamber of Commerce, Spokane, Washington. A million dollar all-year lodge on Mount Spokane is being proposed by the Mount Spokane Association.

The February number of the Great Northern Goat will feature other winter sports areas in Great Northern territory: Stevens Pass, Leavenworth, Snoqualmie, Olympic National Park, Wenatchee, Canada and others.

Ninteen

# A great way to go to (or from) California



The Streamlined Empire Builder Along Puget Sound.

Great Northern's streamlined Empire Builder and Diesel-Powered Oriental Limited take you to or from California through the scenic wonders of Glacier National Park in Montana, the lofty Rocky Mountains and Pacific Northwest citiesIf desired, optional and circle route trips to California can be arranged—going one way via Great Northern and the Pacific Northwest, then to California and returning on another route. See twice as much at no more railroad fare to or from San Francisco.



ROUTE OF TWO GREAT TRAINS
daily between

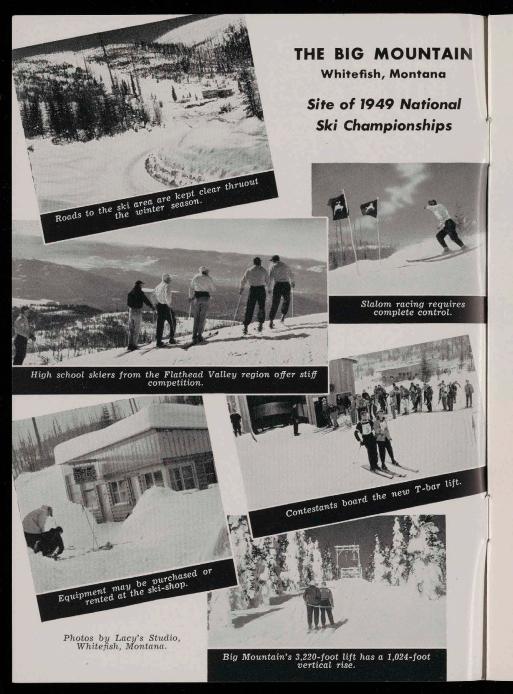
Chicago ... Seattle ... Portland

**Empire Builder • Oriental Limited** 

GREAT NORTHERN GOAT

HE PEOPLE HE UNION M LINCOLN EVER

> FEBRUARY 1949

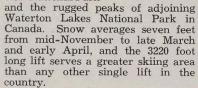


#### The Big Mountain in Montana

Rising from the shores of beautiful Whitefish Lake, in the scenic Flathead Valley of Montana, 8 miles from Whitefish and the main transcontinental line of the Great Northern, is The Big Mountain, Montana's first

major winter sports development, and site of the 1949 National Ski Championship Races, Downhill. Slalom and Comhined

The Big Mountain rises to an elevation of approximately 7.000 feet, and from its high slopes can be seen the alpine mountains of Glacier National Park



The upper half of The Big Mountain was burned over in 1910, leaving vast open snow fields, and although the lower half is timbered. ski-trail cutting has given it an unexcelled variety of runs and terrain trails.

About eighty of the nation's best will speed down the sheer drop of the course during the championship races, March 4, 5 and 6. "Fantasy Forest", with its grotesque snow men from wind-blown snow in the trees, shining Flathead Lake far below. and unlimited miles of both open and timber skiing make it an ideal setting for the nation's premier ski event.

From the novice to the master. The Big Mountain snow basin offers the best for every skier. For the expert, there is "Satan's Descent", a downhill race course two and a half miles long with a 2100 foot drop that offers a challenge to the master benders of the wood, through towering stands of

timber and steep drops through open country.

Among the many trails are The Big Ravine, 5,000 feet, with a vertical drop of 1600 feet; the Trail, two and a half miles, with a drop of 1650 feet: the Slalom. one mile long with a 1600-foot drop, and Hell Roaring Downhill, 2 miles long with a drop



Toni Matt Ski School instructors at The Big Mountain.

of 2645 feet.

Open slopes include Whitefish Bowl, 3300 feet, with a vertical drop of 1000 feet: Kanonen Schuss, 2700 feet with a 1600 foot drop: Suntan Ridge, 4000 feet with a drop of 410 feet and Practice Slope, 800 feet with

a 150 foot drop.

For the beginner, Toni Matt's Ski School offers the very best in instruction. Matt is one of the world's great skiers and was recently chief instructor at Sun Valley. He is assisted by a staff of competent instructors, including Gene and Rhona Gillis. Gene was on last year's Olympic team from the United States, while his wife holds the national women's award for 1946 and 47 and Canada's top ski award for women.

Pictured left to right are: Ernest Tapley, Mrs. Rhona Gillis, Gene Gillis and Toni Matt.

At the new lodge, the winter sports enthusiast can find either the comfort of the massive fireplace, swap (Continued on page 6)

Three



February, 1949 Vol. 19

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

#### IVAN A. COPPE, Editor

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

#### The Goat's Cover



Photo by David W. Corsom from A. Devaneu, N. Y.

Four

"Die when I may, I want it said of me by those who knew me best, that I always plucked a thistle and planted a flower where I thought a flower would grow."—

Abraham Lincoln.

#### Your Railroads

Freedom, invention and transportation have made the way we live in America the marvel of the world. We produce more and live better than any other people on the face of the earth.

The third of these mighty forcestransportation—especially the backbone of our transportation system. your railroads, provides continentwide transportation binding the nation into a unit.

This essential transportation is performed on the railroads-in trains of cars on tracks. America's railroads handle goods on a scale undreamed of elsewhere and they do it at rates which, in comparison with prices and wages, are lower than anywhere else in the world. And they are lower now, in comparison, than they were before the

Production as we know it would not be possible without railroads to assemble the materials used, the fertilizers and farm implements, for example, for the kind of agriculture which is practiced in America; or the raw materials, the fuel and the machinery used in industry.

And not only would production on the American scale be impossible without railroads; it would also be useless without the widespread distribution and the high consumption of goods which railroad transportation makes possible.

America finds use for other forms of transportation, but no one of them. nor all of them together, could take the place of railroads in furnishing the low-cost, continent-wide, year 'round service which is fundamental to the way we make things, and the way we use them, here in America.



Inset: Joe Birkeland, director of the Grafton Band. Majorettes left to right are: Bonnie Littlejohn, Carol Hopperstad, Betty Gersvold, Ann Ensurd, Norma Lee and Aurel Littlejohn.

#### Grafton Band Plays at St. Paul Winter Carnival

Six North Dakota high school girls who won applause from Tournament of Roses crowds in Pasadena, California, on New Year's Day, led the Municipal Parade Band of Grafton, North Dakota, in its appearance in the Saint Paul Winter Carnival parade on February 12.

Its St. Paul appearance, sponsored by the Great Northern Railway, the 60 piece unit, also staged a 15 minute exhibition at the coronation of the Minnesota Territorial Centennial Queen in the St. Paul Municipal Auditorium, February 13th. The Grafton band, which has traveled an average of 5,000 miles annually over the United States and Canada for the past few years was the only musical

(Continued on page 6)

Five

#### Transport Club Election



Mr. Bergstrom

Edward E. Bergstrom, Great Northern's general freight agent, St. Paul, was elected president of the Saint Paul Transportation Club at the recent annual meeting of that organization.

Charles A. Liggett, traffic director, Saint

Paul Association of Commerce and Vern G. Russell, general agent, M& STL, were elected first and second vice presidents, respectively. Guy E. Dailey, vice president, American National Bank, was chosen treasurer; J. R. Teasdale, district freight agent, NYC, secretary; L. R. Challoner, freight traffic manager, NP., C. F. Paulson, office manager, Bethlehem Steel Co., and D. W. Quick, assistant general freight agent, CGW., directors.

#### Railroad Hour Programs

The next five programs to be presented on "The Railroad Hour", sponsored by American railroads, will be "Sweethearts," February 14, "Lady Be Good," February 21, "Song of Norway," February 28, "Merry Widow," March 7, and "Eileen," March 14.

"The Railroad Hour," which is heard over the ABC network every Monday at 8:00 pm., Eastern Time, 7:00 pm., Central Time, 8:00 pm., Mountain Time and 8:00 pm., Pacific Time, features Gordon MacRae as singing host and master of ceremonies.

#### NATIONAL SKI RACES

(Continued from page 3)

'shoosh' stories in the gear shop, or take the lift back up the mountain for another try. The lodge comfortably handles twenty with either bunk or bed, shower or bath. Chowtime is always a pleasure, and meals come early and end late, with dinner around the fireplace.

Sponsored by Winter Sports, Inc., a corporation formed by local civic groups and individuals whose purpose is to serve the area with both recreational and competitive skiing, The Big Mountain Ski Area was formally opened to the public in January 1948. The development represents an initial investment of many thousands of dollars. The planning and operation are under the supervision of George Prentice and Ed Schenck, well-known Montana skiers. Lodging accommodations are available at hotels in Whitefish, Whitefish Lake resorts, and at nearby Kalispell, Columbia Falls and Belton.

For complete and detailed information about the National Ski Races, accommodations, etc., write the Whitefish Chamber of Commerce, Whitefish, Montana.

#### GRAFTON BAND

(Continued from page 5)

organization at the coronation except for the professional orchestra.

Grafton's remarkable marching band is directed by Joe Birkeland, who is also Director of Music for the Grafton Public School System. Members come from all walks of life. Included are farmers, business men, county officials, mechanics, high school students and others. The oldest member is 58 years of age and has played with the band for 45 years. The youngest is 15.



# Goat

### GLEANINGS

Canada Steamship Lines, Ltd., has opened an office in Los Angeles, Calif., to service the western area. Gordon E. Murphy, general agent, is in charge.

The Timberline Lodge picture which appeared in the January number of The Goat is by Walt Dyke of McMinnville, Oregon.

National Cherry Week will be celebrated February 15-22, with the winner of a National Cherry Pie Baking Contest receiving a free trip to Washington, D. C., to deliver a Cherry Pie to President Truman.

North Dakota received much favorable publicity at the recent International Grain and Hay Show held in connection with the International Livestock Exposition at Chicago each year. Four championship grain samples were shown by North Dakota exhibitors.

Members of the Veterans' Association of the Great Northern Railway reported deceased during January, 1949, are: James Hendry, engineer, Barnesville, Minn.; William E. Herritt, asst. car foreman, Whitefish, Mont.; Richard H. James, engineer, St. Cloud, Minn.; John J. McCabe, engineer, Breckenridge, Minn.; Andrew M. Peterson, section foreman, Willmar, Minn.; Edward Picken, engineer, Minot, N. D.; James Russell, genl. supt., St. Paul Union Depot, Spokane, Wash.; Philip S. Whitaker, agent. Litchfield, Minn.

Members reported pensioned during January, 1949, are: Alexander Adams, engineer, Breckenridge, Minn.; Elton F. Bailey, agent-telegrapher, Virginia, Minn.; Charles W. Barlow, switchman, Allouez, Wis.; James V. Buzzell, agent-telegrapher, Bowbells, N. D.: John Brustad, section foreman, Minot, N. D.; Harry Campbield, conductor, St. Paul, Minn.; Lawrence A. Cleall, painter foreman, St. Cloud, Minn.; Albert W. Dunning, express traffic clerk, St. Paul, Minn.; Alf Fosvig, engineer, Superior, Wis.; Otto A. Freitag, section foreman, St. Paul, Minn.; Ingeman E. Gjerde, section foreman, Atwater, Minn.; John F. Haun, station agent, Scobey, Mont.; Jaeger A. Johnson, car inspector, Sioux Falls, S. D.; Edmon A. Koch, water service foreman, Sioux Falls, S. D.; John P. Kloskowski, machinist, St. Cloud, Minn.; Fred H. Gersmeyer, sheet metal worker, St. Paul, Minn.; John T. McManus, section foreman, Shelby, Mont.; Ole Nygaard, car repairer, Superior, Wis.; Eugene W. Riordan, engineer, Minot, N. D.; Edward W. Splan, engineer, Great Falls, Mont.; Edward C. Stien, clerkwarehouseman, Sauk Centre, Minn.; Edward F. Sweeney, engineer, Hillvard. Wash.

Formation of Universal Travel Service, Inc., with headquarters at 100 West Monroe Street in Chicago, is announced by A. S. Bowker, former district passenger agent for the American President Lines.

Seven

#### Seattle Seeks Travel Trade



Mr. du Feu

J. H. du Feu. well-known in travel circles, was recently named Seattle's good-will ambassador by the Chamber of Commerce. He is at present visiting middle-west and eastern cities contacting individuals and organizations engaged in the

travel business, to "sell" Seattle and Puget Sound vacation attractions and facilities

Mr. du Feu, for more than 30 years has been engaged in the travel promotion business, was a lieutenant in the Royal Naval Volunteer Reserve in World War I. His first introduction to the travel business was as a purser for the United Fruit Co. He has recently been associated with the North Coast Transportation Co., and the Alaska Transportation Co.

#### New Railroad Book

"Virginia and Truckee, a story of Virginia City and Comstock Times," by Lucius Beebe and Charles Clegg, is the title of a new railroad book to be published soon by Grahame Hardy, bookseller and publisher, 2046 East Fourteenth Street, Oakland, California.

The book is an historical sketch of the Virginia & Truckee Railroad, most celebrated and glamorous short line of the old American West, written by the authors of "Mixed Train Daily", the railroad book which became one of the best sellers.

Eight

#### Fargo-Moorhead Sleeping Car Service

Great Northern has taken over operation of Pullman standard sleeping car service between St. Paul-Minneapolis and Fargo-Moorhead, for the four month period February 1, through May 31, 1949, under rotating plan which alternates such service for four months periods between Northern Pacific and Great Northern railways.

Sleeping car service is provided on Great Northern trains Nos. 9 and 10, The Dakotan. There is no set-out Twin City-Fargo sleeping car operated by Northern Pacific on its trains 3 and 4 during this period.

First class tickets reading via Northern Pacific, between St. Paul-Minneapolis and Fargo-Moorhead will be honored in Great Northern sleeping car.

#### 1949 Red Cross

The national goal set for the 1949 Red Cross fund campaign is 60 million dollars, although services of the Red Cross during 1949-50 will total about 81 million dollars. Of this amount 20 million dollars will go for activities in behalf of service men, 18 million dollars for services to veterans, 8 million dollars for blood therapy and blood bank services, and 5 million dollars for disaster relief and rehabilitation.

The 21 million dollar difference between the national goal and budget needs will be provided from surplus funds which resulted from drives during the war years.

Disasters last year were not only the heaviest in the history of the Red Cross but were also of the greatest variety.



Seattle PI photo by Ken Harris.

#### First Postwar Ship Sails for Far East Ports

American Mail Line's 12,800-ton S. S. Washington Mail sailed from Seattle December 20 for ports of call in China and the Philippines.

When the big ship eased slowly away from her berth at Great Northern's Pier 88 on Smith's Cove, it wrote a new chapter in the colorful history of the 48-year old Asiatic Dock, fully modernized by the railway last year at a cost of nearly \$1,000,000, and subsequently occupied by the American Mail Line.

The loading and departure of the Washington Mail marked the formal

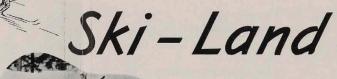
postwar re-entry of Pier 88 in Far-Eastern commerce.

The vessel carried a full cargo, and on its manifest were such varied items as apples in refrigeration, canned milk, machinery, flour, printing paper, tobacco and cigarettes, potatoes, onions, pianos, beer and miscellaneous canned goods. For China there was relief clothing and a deck load of cottonwood logs and Douglas fir lumber.

Ports of call for the Washington Mail are Manila, Iloilo, Cebu, Davao, Hong Kong and Shanghai. Captain E. A. Durrant is master.

Nine



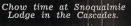


Snow conditions in various winter sports areas served by Great Northern are reported ideal with a deep cover of powder-snow for excellent skiing. Following is information concerning such winter sports regions in addition to those described in the January number of The Goat.

(Continued on Page 14)



Many jumping competitions are held in British Columbia.

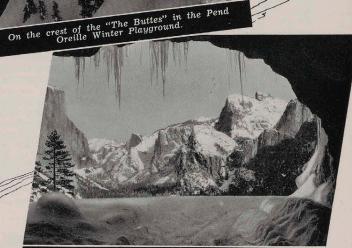


The Forbidden Plateau, near Victoria, B. C., a mecca for winter sports lovers.

Great snowfields and varied slopes abound in British Columbia.



East Hope Mountain rises above Idaho's Lake Pend Oreille.



Breath-taking panorama from the Yosemite-Wawona Tunnel in California.

#### A Great Way To Travel

Paul Light, nationally known Saint Paul newspaperman and author of the column "So What!" published daily in the Saint Paul Pioneer Press, (accompanied by his wife Mary) describes their recent journey to the Pacific Northwest aboard Great Northern's streamlined Empire Builder.

If there's a greater scenic treat anywhere in the world than the western slope of the Cascade mountains on a winter morning just after the Great Northern's sleek Empire Builder emerges from the Cascade tunnel, I'd like to see it.

I looked out of the wide picturewindows of the train's restful observation car as we glided into the bright sunlight. On the mountainside at my right was a forest of Christmas trees decorated as only mother nature can do the job. Snow that glistened like spun sugar coated the lush branches of the evergreens. The ground was covered by a thick white blanket. On my left far down in a canyon a stream moved so fast the ice had no chance to form.

Man-made gadgets—red and green signal lights—added to the holiday aspect of this winter wonderland.

#### APPETITE

It was all so thrilling I wished Mary (my lazy wife), had gotten up to see it. I always like somebody to rave with when I see things that stir me. Finally I hit on the idea of sending Jim Gleason, the affable Pullman conductor, to call her.

He came back with a report Mary was enjoying practically the same view through a dining car window and wondering what had become of me

Worrying over me had not affected her appetite, however. She had consumed a breakfast of grapefruit, scrambled eggs, little sausages and steaming coffee.

#### WORKING VACATION

I should preface this report by saying we're bound for Honolulu on

Twelve

our winter working-vacation. We had planned to fly all the way from the Twin Cities. But I had exhausted myself by working overtime to get columns ahead. Also I had acquired a cold. I figured 38 hours of enforced rest aboard a super-train was what we both needed.

That simple diagnosis proved I'm a good doctor. I felt like a new man when we completed our land journey at Seattle. Mary felt like a new woman!

#### MEMORIES

The Cascade mountain scenery wasn't my first thrill. Yesterday just before dusk we passed the entrance hotel in Glacier Park, skirted that glorious summer playground and started up the ascent toward the continental divide. At Marias Pass, the summit, it was still light enough to see the shadowy outline of the statue of John F. Stevens earlier-day Great Northern chief engineer, who found this gap through the Rockies.

A long time ago I rode horseback through that part of the country with the late L. W. Hill, then president of the Great Northern. The only hotel in the national park at that time was a chalet at Belton. Mr. Hill let me believe I was helping him pick out sites for the numerous fine hotels that were to be built in the park.

And four years ago I rode in the cab of the first diesel (5,400 horse-power) locomotive that was the forerunner of the powerful passenger diesels that now pull the Empire Builder.

#### TOP-FLIGHT

One of my Pullman neighbors on the trip, by the way, was C. O. Jenks, (Continued on page 18)



#### Horrible Stuff!

Joe's wife caught up with her husband in a bar, sampled the highball he was drinking, and demanded, "How can you drink such horrible stuff?" "See!" said the husband, "and all the time you've thought I was out having fun!"

#### A Complete Turn

Two men named Wood and Stone were standing on a corner. A pretty girl walked by. Wood turned to Stone. Stone turned to Wood. Then they both turned to rubber and the girl turned into a restaurant.

#### Expensive

MacTavish: "I hear yer friend Angus has marrit a third wife."

Elder: "Aye, Angus is an expensive freend—two wreaths an' three presents in seventeen years!"

## \* \* \* Or So It Seemed

She was one of those nagging wives. One night she attended a lecture on "Smiling Face Wins Through." The lecture so impressed her that she decided to try an experiment. When her husband came down to breakfast the next morning he was met by a beaming wife—smiling but silent. Not a nagging word did she utter for his being late. For a moment he stood dumbfounded in the doorway, then collapsed. "Holy cow!" he mumbled, "she's got lock-jaw!"

#### Sudden Youth

An old man heard about some pills that would restore his youth. He bought a box, but instead of taking one every day, he swallowed the whole boxful one night before going to bed.

Next morning the family had great difficulty in waking the old man. At last he rolled over and rubbed his eves.

"All right, all right," he grumbled. "I'll get up, but I won't go to school."

#### \* \* \* Naturally

The mayor, proud of having been awarded an honorary degree by his former college, was addressing a class of boys and girls in one of the city's grammar schools. He asked them whether anyone knew the meaning of M.D., D.D. and L.L.D. There was a dead silence until a little girl excitedly shrilled: "I know, mister! Mairsy Doats, Dosey Doats, and Little Lambsy Divey!"

## \* \* \* Illegible

A small boy I know understands his younger brother's speech better than their parents and interprets for them. The other day the younger one was chattering away in his usual incomprehensible gibberish.

"What does he say, Donald?" asked the father.

"Oh, that's nothing," answered Donald. "He's just talking scribble."

Thirteen

#### SKI-LAND

(Continued from page 11)

OLYMPIC NATIONAL PARK, WASH.—Sking area is located in the northeast corner of Olympic National Park at an elevation of 5,400 feet. Twenty-four miles from Port Angeles, Washington. Dry powdersnow during season, December 15 to March 1. Ski lodge at Deer Park includes dormitory facilities accommodating 45 persons. Meals available. Further information can be obtained by writing to the Superintendent, Olympic National Park, Deer Park, Washington.

LEAVENWORTH, WASH. - Ski area is located one mile from Leavenworth, at the base of the eastern slopes of the Cascade Mountains in Wenatchee National Forest. Good terrain and three excellent jumps, Classes A, B and C. The Class A jumping hill is modeled after the famous Lake Placid Hill, and is one of the finest in the country. In addition, there are three slalom runs. One tow is in operation during season, January 1 to March 15. A Forest Service Lodge is open to the general public. Meals are served during season. No overnight accommodations are available in the ski area, but are available in hotels and auto courts in Leavenworth. Further information can be obtained by writing to Leavenworth Ski Club, Leavenworth, Washington.

SNOQUALMIE PASS, WASH.—50 miles east of Seattle in Snoqualmie National Forest. Paved highways maintained throughout the year. Powder snow, December 15 to April 15, averages over 40 inches in depth. Six lifts of from 400 to 1,200 feet are in operation at Summit. Free ski lessons are offered to the public by the ski lift concessionaire.

The State Highway Department maintains rest rooms and the U. S. Forest Service provides warming

Fourteen

lodge and waxing room. Summit Inn has dining room and ski shop in connection. Overnight accommodations are available at Keechelus Inn and Sunset Inn, east of summit. For information, write Seattle Chamber of Commerce, Seattle, Washington.

MOUNT PILCHUCK, WASH.—In the Washington Evergreen Country, near Everett, Wash., rises Mount Pilchuck, unique in the fact that it is not a part of any range, but stands alone. Mount Pilchuck, because of its accessibility, wide variety of slopes and terrain, and near perfect snow conditions, is slated for development into a major winter sports center.

Although considerable progress has been made by local groups and by the Forest Service in clearing slopes, building roads, etc., a vast amount of work still remains to be done before the area reaches a really high degree of development.

For detailed information, write the Keep Washington Green Committee, Everett, Washington.

VANCOUVER AND VICTORIA, B. C.-Located in a region of rugged, snow-capped mountains and deep snow, these two cities have fostered interest in skiing over many years. Superlative skiing and other sports facilities are available in many areas in British Columbia. Often, winter playgrounds are close to urban hotels. Types of overnight accommodations and eating facilities vary considerably from section to section. Grouse Mountain, accessible part way by automobile from Vancouver, is dotted with overnight cabins. Excellent running is afforded on powder-snow and the ski season extends far into the time when summer sports flourish in the city of Vancouver below the mountains. Hollyburn Ridge and Seymour Mountain also enjoy high favor with ski en-

(Continued on page 16)



U. S. Forest Service Recreation Building.
Photo by Hertz.

#### They Should Call It "Ski-Vens Pass"

By Byron Fish

One silver mine that gets better, as the years pass, is an informal one at the top of Stevens Pass, where thousands of skiers slide and flounder in the snow. Each spring when the snow melts, a few persons comprising the permanent population of the summit, go out on the late skiing slopes and pick up loose change, rings, watches that have not run since being put in cold storage, and such things as stray gloves, scarfs and automobile kevs.

The search is not any more of an income increaser than, say, a lucky penny-ante-game, but like friendly poker, it helps pass the time after the rush season's work is over. It also renews the inhabitants' surprise

at what belongings people are careless with.

Every year the season's ski rush is bigger, as more and more Washingtonians from both sides of the Cascades make their way to Stevens. New hills and tows have been added each summer, until now, for the 1948-49 winter, there are nine in operation.

The tows come in assorted sizes, for assorted degrees of skill. There are two ropes on the beginners' hill and two on the intermediate. The big hill, for people who can maneuver in the snow in spite of having hickory boards on their feet, sports

(Continued on page 18)

Fifteen

#### SKI-LAND

(Continued from page 14)

thusiasts on the Pacific Coast. Forbidden Plateau on Vancouver Island lies at an elevation of 4,000 feet and offers a variety of thrilling downhill running. There are many splendid winter resorts in the Vancouver and Victoria area. Many outstanding ski events are scheduled to be held in Vancouver during the months of February, March and April.

Further detailed information about skiing in western Canada can be obtained by writing to the Vancouver Tourist Association, Vancouver, B. C., The Victoria and Island Publicity Bureau, Box 608, Victoria, B. C., and the Canadian Government Travel Bureau, Ottawa, Canada.

LAKE PEND OREILLE, IDAHO -The general season extends into April in this winter recreation area, which is playing host to large crowds of skiers, snowshoe fans and other winter sports enthusiasts. The largest and best known Northern Idaho ski area is at Lookout Pass, 100 miles east of Spokane, Wash. There are cross-country, slalom and downhill courses and a variety of terrain suitable for novices and experts. Two tows, 1,760 and 850 feet. In the Lake Pend Oreille area, uphill transportation is provided by a ski-mobile. Talache Lodge is located 12 miles from Sandpoint, Idaho, on the main line of Great Northern. Crosscountry trails afford excellent views of the lake. At Signal Point, near the Idaho-Washington line, 25 miles east of Spokane, two lifts are in operation. Information may be obtained by writing the North Idaho Scenic-Land Association, Sandpoint, Idaho.

CALIFORNIA — Many National Park areas in California, including Yosemite, Lassen Volcanic, King's Canyon and Sequoia, offer excellent skiing. Ski lifts and rope tows, and limited sleeping accommodations and meals are available in some of the areas. Besides skiing, tobogganing and ice skating are popular. For detailed information about skiing and accommodations in Pacific Coast National Parks, write Regional Director, National Park Service, 601 Sheldon Building, San Francisco 5, California.

There are many local winter sports areas in Minnesota, the Dakotas, Montana and other states served by Great Northern, too numerous to mention, because of limited space, or reliable information concerning which is not immediately available.

The new Ojibway Ski Bowl in the Fond du Lac municipal winter sports center, located in the western section of Duluth, Minnesota, was recently opened to the public.

At Belton, Montana, western rail entrance to Glacier National Park during the park season, the Glacier Ski Club operates two tows. Snow conditions are usually good, and the terrain should appeal to both beginners and advanced skiers.

There are many local ski slopes in the vicinity of Wenatchee, Washington. There is a good natural hill with gentle slopes and ski-tows near Waterville, Wash. The Entiat Valley and the Methow Valley, near Winthrop, Wash., also offer good skiing with one tow in operation at the former and several at the latter location. Pole Ridge, on the north shore of Lake Wenatchee, is being developed as an extensive winter-sports playground. Snow is reported to average from 3 to 7 feet in this area from December 1 to March 15. A new 940-foot lift and three tows are in operation at Pole Ridge. Information concerning skiing locations in North Central Washington can be obtained by

(Continued on page 17)

#### Passenger Club Elections

At the annual election of officers of the General Eastern Passenger Agents Association of New York, held at the Waldorf-Astoria Hotel in January, the following officers were chosen: J. V. Fagan, N&W, president; O. H. Hoffman, LV, vice-president; W. R. Rhodes, C&O, treasurer; F. M. Schnell, GN, secretary; and George Palma, Frisco Lines, assistant secretary.

The Passenger Club of St. Paul elected S. O. Anderson, Soo Line, president; Mel Skogmo, St. Paul Union Depot, vice-president; William E. Wais, Milwaukee Road, treasurer; H. S. Nebel, CStPM&O, secretary. New directors are: Walter Borland, CB&Q; D. W. Collins, GN; Henry Ott, CRI&P; A. G. Bergman, NP; E. C. Melander, CStPM&O; and H. O. Monge, Milwaukee Road.

At the Annual Meeting and Election of Officers of the New York City Association of Passenger and Ticket Agents held in January, the following members were elected to office: Edwin D. Jaycox, CB&Q, president; John M. Moler, CRI&P, 1st vice-president; Leslie H. Rudd, SP, 2nd vice-president; J. A. Neubauer, UP, secretary; and R. L. Tiedgens, NP, treasurer.

In Cleveland, at the Annual Dinner of the Passenger Club, the following officers for 1949 were installed: F. L. Fridman, UP, president; C. J. Miller, Capital Airlines, vice-president; R. F. Tannehill, Southern RR, secretary: J. A. Gault, Penna RR, treasurer. Board of Governors: G. F. Lembke, B&O; C. D. Fletcher, CB&Q; D. H. Gottlieb, NKP; J. H. S. Winne, Penna RR; G. E. Blair, CMStP&P; F. A. Haug, Cleveland Cliff Iron; J. E. Sterling, Allen Travel; John Storey, Nat'l City Bank; R. W. Kemp and J. M. Horton, East Cleveland Ticket Office.





Mr. Schnell

Mr. Collins

#### SKI-LAND

(Continued from page 16)

writing to the Wenatchee Chamber of Commerce, Wenatchee, Washington.

Seattle, Washington, is the center for many winter-sports areas in the Pacific Northwest in addition to such well-known regions as Mt. Rainier National Park and Mt. Baker National Forest. Information concerning all such locations can be obtained by writing to the Seattle Chamber of Commerce, Seattle, Wash.

Oregon is rapidly getting into the Northwest ski picture with its natural sites within a few miles of her larger cities. The Hoodoo Bowl Ski resort, considered second in importance to well-known Timberline Lodge in Mt. Hood National Forest, opened the 1949 season with a sizeable new lodge, a chair lift capable of carrying 350 skiers an hour, third largest in the Northwest, and other new facilities. Four tows are reported in operation this winter, including a 700-foot beginners tow. A major winter sports resort is being developed for the Diamond Peak area in Klamath County, Oregon, which is expected to be comparable to Timberline Lodge.

Seventeen

#### A GREAT WAY TO TRAVEL

(Continued from page 12)

who retired as vice president in 1947 after 56 years' association with the Great Northern. I think this top-flight operating expert had a gleam of pride in his eye as he watched the smooth progress of this great streamliner over the system he had helped build.

Back in 1891 when he entered the service of the road the Diesel had not been heard of. Sleeping cars were little more than gaudy coaches with folding shelves to sleep on. Fifty-miles-per-hour was a fast speed. Vestibules, the airbrake and safety control were little known—if used at all.

I doubt if even Mr. Jenks anticipated then a train with as many different kinds of sleeping accommodations as a modern hotel—drawing rooms, bedrooms, roomettes and just plain berths.

#### PUZZLE

I mentioned these thoughts to Mary but she was immersed in another problem.

"I still don't understand how we pull into Williston, N. D.," she said, "at 7:20 a. m. and leave Williston the same morning at 6:20!"

#### FIGURE EIGHT

But Mary WAS impressed. She loved the Winold Reiss Indian paintings and the Charley Russell oldwest pictures in the observation car; the china service in the diner; the innovation of special crew quarters (even with showers); the coffee shop; and the fact that there's an interesting red light on the train's rear-end that makes an arresting figure "8" when the speed is slowed down.

(To be continued in March Goat)

Eighteen

SKI-VENS PASS

(Continued from page 15)

four tows, one above the other. At the end of each lift, the skier can look down and see if he is dizzy yet. If not, he can ascend another flight.

The prize lift is the T-bar type. It was finished last year. It totes the athletes for nearly a mile. Like all ski lifts, it abandons the innocents at the top, and leaves them to return by their own devices.

Besides the new tows, there were two other developments last year that increased the popularity of the Stevens area. The state highway department moved its headquarters for the territory to the summit, and a parking area was added.

With the highway graders and snowplows working both ways off the summit, the road is kept in better condition. Where in the past cars have had to park for a mile down the road on crowded Sundays, now 500 of them can huddle together on the new lot.

It is a casual weekend that does not bring 2,500 persons to the pass on Saturday and Sunday, while special events such as downhill and slalom races have attracted twice that number.

The big lodge, which like the whole skiing area is under the general supervision of the Forest Service, furnishes the principal overnight accommodations. It is comfortable, but designed specifically for people who are in earnest about their sport. It is run dormitory style, and houses 24 women and 56 men—in separate wings.

Both the lodge and the summit inn serve lunches, with the inn also offering full dinners. This winter Roy Weckworth, the lodge manager, has put refreshment stands out in the snow, too, where they stand like

(Continued on page 19)

#### "Hobo Basket" Helps March of Dimes Fund

A railway "hobo basket" is making its second annual cross-country tour in behalf of the March of Dimes fund.

It is a basket in which contributions are placed by railway employes, dubbed a "hobo basket" by three Southern Railway freight clerks who conceived the idea over a year ago. Contributions in each community visited by the "hobo" go to the March of Dimes fund in that community.

The basket is carried on freight trains from one terminal to another after circulating in yard offices and among train crews and other workers.

The "hobo" is journeying 10,000 miles over 17 railways before returning to its home base at Birmingham, Alabama. The 1948 "hobo" tour netted \$11,494 for the March of Dimes fund.

#### SKI-VENS PASS

(Continued from page 18)

wooden St. Bernards, offering hot dogs and caffeine spirits to the Alpine travelers who need a shot of energy to carry them either back to the road or once more up the lift.

Unlike some of the other areas, there is a tow running every day at Stevens, with all full throttle on weekends.

Those who cater to skiers say there is no figuring out their habits. One weekend they fill up every skiing area in the Cascades. The next, when the snow is just as good, they don't show up.

However, one thing is certain. Within the limitations of skier peculiarities, Stevens Pass this year will get a bigger percentage of skier turnout than ever before.

#### Rail Transport Institute

The fourth Rail Transportation Institute will be held in Washington from March 1 through March 30, 1949. It will be conducted by The American University with the cooperation of the Association of American Railroads.

The program which has been developed by Professor L. M. Homberger utilizes the experience gained during the previous Institutes (March 1946, 1947, 1948) in which 106 students from 36 different railroads, from the Army and Navy, and from Government and other agencies participated. Over 40 outstanding transport leaders will discuss their ideas on current problems and on the outlook for the future.

The full day curriculum will present an overall view of the nation's rail and general transportation system and will broaden the students' understanding by relating the activities of individual departments in the industry to a pattern of efficient transportation service.

Students for the Institute may be selected by their agencies. Others may apply for admission by submitting information about their educational background or their practical experience. No specific previous education is required, and there is no age limit. The tuition will be \$125, and veterans may participate under the provisions of Public Law 346, as amended.

Applications for admission and requests for descriptive booklet should be sent to Dr. L. M. Homberger, The American University, School of Social Sciences and Public Affairs, 1901 F Street, Northwest, Washington 6. D. C.

Nineteen

GREAT NORTHERN'S

# 2 GREAT TRAINS

Between Chicago-Seattle-Portland via St. Paul-Minneapolis-Spokane

EMPIRE BUILDER

Completely modern from powerful diesel locomotive, through Day-Nite Coaches and splendid Pullman Sleeping Cars, to luxurious observation lounge car. No extra fare—all accommodations reserved. It's great!

Oriental Limited

Smooth riding, good sleeping, wonderful food—that's the rule on the Oriental Limited. Comfortable reclining seat coaches, bedrooms for two or four, compartments, drawing rooms. Tourist and standard sleeping cars, plus a fine dining and observation-club car. It's great!



You go great when you go

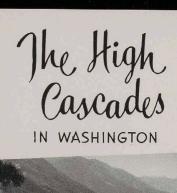
## GREAT NORTHERN

P. S. Your freight goes GREAT when it goes GREAT NORTHERN

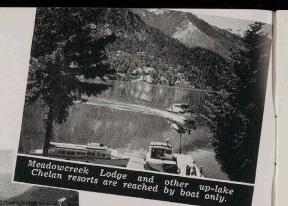
# The Great Morthern GOAT

MARCH 1949





Housekeeping cabin at Golden West Lodge at head of Lake







Cool and refreshing swimming and sailing in the summersmooth waters of Lake Chelan.

This catch of Rainbow trout came from Rainbow Lake close by Lake Chelan.



Snow-capped mountains rise abruptly from the serene waters of Lake Chelan.

Photos courtesy Wenatchee Chamber of Commerce

#### Lake Chelan-Switzerland of America

In the midst of a mighty and primeval region in the main range of the Cascade Mountains in Washington state, lies Chelan, the mountain lake which has often been called the most beautiful, and the most remarkable body of water on the North American Continent . . . beautiful because of its location in a gigantic mountain encircled glacial basin, and remarkable because of the fact that while the surface of its placid waters is at an altitude of over 1,000 feet, its bottom is all of 400 feet below the level of the sea.

Mary Roberts Rhinehart, famed authoress and world-traveler, once referred to the area as "The Switzerland of America", a title so fitting that it has become synonymous with Lake Chelan.

Around the head of the 55 mile long lake stretches one of America's last great wildernesses. Here are mountain valleys seldom visited by man, glacier-scooped basins to challenge the most intrepid hiker, and high passes and glaciated peaks, many of them still unexplored. From the head of Chelan, the canyon of the Stehekin River slopes to the north, high into the Cascades . . . to Cascade Pass and Arrowhead Glacier, to Boston Peak and Sahale Mountain and the great Sahale Glacier and Horseshoe Basin.

Trout fishing in the lake and its feeder streams is excellent, and the hunter may find his game within easy hiking distance of up-lake resorts, or he may utilize the services of guides and pack strings for more extended expeditions. Deer, bear, and smaller game are plentiful, in season.

The camera fan will find his "hunting" excellent too—memorable vistas of lake and mountains or "shots" of the abundant wild life. Even the comparatively rare mountain goat is plentiful in the area.

Those who really know the Lake Chelan country, agree that one has not seen the lake at its best, nor the real scenic beauty of its setting until he has taken the trip to its head. An eight-hour launch cruise not only affords an unexcelled view of the high Cascades that cradle the lake, but is the only means of visiting certain up-lake resorts, otherwise inaccessible. Daily scheduled service is maintained.

Accommodations available at the 15 odd resorts around the lake are varied, and range from cabin camps and rustic inns to the most modern lodges. Most are open the year around. During the summer season, they feature boating, fishing, swimming, hiking, saddle horse trips as well as games and indoor recreation. During the winter, there is hunting in season, and plenty of outdoor sports, indoor games and diversions and fireside gatherings.

The City of Chelan, less than 40 miles from Wenatchee, Washington, is easily reached. The Great Northern Railway maintains daily except Sunday passenger train service between Wenatchee and Chelan station.

So many and so varied are the attractions offered by Lake Chelan and the surrounding area that every visitor is sure to find recreation exactly to his or her liking.

Three



Vol. 19

March, 1949

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.

#### The Goat's Cover



Four

Blue - eyed Queen Mary Gropper, Puyallup High School senior, will reign over the 1949 Sumner - Puyallup - Tacoma Daffodil Festival.

#### Twenty-Five Years

The Great Northern Goat made his first appearance in magazine form in March 1924, twenty-five years ago.

During these years he occasionally has wandered or disappeared entirely from his accustomed haunts. He has turned up at intervals for irregular periods, semi-monthly, quarterly, every six months, once during a year and then did not put in an appearance for three consecutive years. He was unhappy some of the time because his freedom was restricted and he missed his regular visits with his readers.

Many herdsmen have looked after his welfare and fodder through the years. The present Goatsman has curried, petted and fed him regularly since March 1939, and hopes to continue looking after him with the assistance of Great Northern traffic men and readers everywhere.

The original size of The Goat was  $4\frac{1}{2}x5\frac{1}{2}$  inches. At one time during the past twenty-five years it appeared in the form of a four page leaflet  $8\frac{1}{2}x11$  inches. The present format was adopted with the June 1940 number. With this number The Goat introduces a newly designed more modern cover, with some changes in the illustrations in the inside of the magazine. We hope our readers will like the changes.

The irregular appearances and at times complete disappearances of The Goat account for the current series being Volume 19, although March 1949 marks the 25th anniversary of its first appearance in the external house organ field.

Editor's Note: Please do not ask for complete or back numbers of The Goat. We do not have copies available.



Daffodills in bloom in the Puyallup Valley of Washington Mount Rainier in background.

#### Puyallup Valley Daffodil Festival

"The Valley With The Golden Carpet" is the title given by visitors to a tiny river flat which can be seen from the windows of trains on the Tacoma-Seattle route of the Great Northern Railway.

This valley is along the shores of the glacial Puyallup river between Tacoma and Seattle. There, near the towns of Sumner, Puyallup and Tacoma, grow fifteen million gorgeous daffodils, all of which will be in bloom virtually at one time in late March and early April. The thousand-acre daffodil fields are one

of the most spectacular floral displays in the world at this season. Here is the center of the American daffodil industry, and the casual passerby, from the train, can see at a glance the wealth that this one flower brings to the valley.

In only about twenty years, the Puyallup Valley and a few other small areas have changed the entire face of the bulb-growing industry.

Twenty years ago, virtually no bulbs were grown commercially in this country. Today, the Puyallup (Continued on page 8)

Five

#### California-Minnesota Centennials



Mr. Sackett (left) presents Minnesota State Flag to California Governor Earl Warren. California Bear Flag in background.

That California and Minnesota 1949 Centennial Programs are alike in many ways is no accident. Richard R. Sackett, Deputy Director of Minnesota's Territorial Centennial recently visited California where he viewed preparations for the Golden State event. Previous to Mr. Sackett's west coast visit, George Heinz, Executive Secretary of the California Centennials Commission, toured Minnesota where he acquired first-hand information on the Gopher State's year-long commemorative activities.

Paralleling California's Historical Caravan will be Minnesota's Centennial Train, scheduled to begin its state-wide tour in April and continuing through October. The itinerary has been so prepared that no Minnesotan will have to travel more than thirty miles to see it.

As in California, local committees have been organized and serve a corresponding function. They coordinate and promote community centennial celebrations under guidance of the state centennial office.

Minnesota's commemorative program will include five major pageant productions in five state parks. The state's 400 annual community events, including approximately 100 county fairs, will use a territorial theme as the basis for their 1949 celebrations.

California's Governor Warren has been invited by Minnesota's Governor Youngdahl to officiate at ceremonies opening Minnesota's Territorial Centennial on March 3. Governor Warren was also presented with a bronze plaque naming him an Honorary Commodore of the Minneapolis Aquatennial, Minnesota's summer water festival.

#### Looking Down on Goats Has Risk Element

Never look down on a Glacier National Park rocky mountain goat, are the present sentiments of Park Ranger Dave Stimson.

A park goat was reported to have left high wind-swept ledges for the Essex salt lick, a place the animals frequent only during the summer. Ranger Stimson went to investigate; fell more than 90 feet over a jagged rock cliff when the trail gave way, and landed in a big snow bank. Righting himself, he looked up at the goat, who seemed unusually interested in the happenings.

Stimson's escape from serious injury was considered something short of a miracle by Essex, Montana residents. A 100-foot rope was used to measure the distance from where the ranger slipped to where he landed.



Great Northern Railway will establish standard summer line sleeping car service between St. Paul and Jasper Park-Vancouver, B. C., on its trains Nos. 7 and 8, The Winnipeg Limited, in connection with Canadian National trains Nos. 3 and 2, with the first car scheduled to leave St. Paul-Minneapolis on June 24, and the last car on September 2. The first car will leave Vancouver, B. C., on June 27; the last car on September 5.

Members of the Veterans' Association of the Great Northern Railway reported deceased during February, 1949 are: Elmer C. Ames, conductor, Portland, Ore.; Emil Braff, B & B foreman, Madison, Wis.; Elmer H. Butcher, engineer, Breckenridge, Minn.; Edward J. Callinan, conductor, Fargo, N. D.; John L. Close, div. supt., Edmonds, Wash.; John Czock, roadmaster, Minneapolis, Minn.; William Hengstler, dispatcher, Willmar, Minn.; Claude H. Quirmback, gen'l agent, express traffic, St. Paul, Minn.; William J. Saver, conductor, Crookston, Minn.; Herbert J. Schaaf, chief clerk, AGFA, Minneapolis, Minn.: Fred J. Schnebli, engineer. Grand Forks, N. D.; Charles F. Schumacher, engineer, Williston, N. D.: Robert E. Weaver, engineer, Spooner, Wis.; John Wolfe, water service foreman, Devils Lake, N. D.: Martin Wolkerstorfer, machinist, St. Paul, Minn.

Members reported pensioned during February, 1949 are: Charles Anderson, conductor, Willmar, Minn.: Hans Bergum, section laborer, Cottonwood, Minn.; John C. Boettcher, agent, Bynum, Mont.: Frank Colang. section foreman, Spokane, Wash.: Harry E. Conklin, machinist, Minot, N. D.; Frank Duplicki, blacksmith, St. Cloud, Minn.; Edward G. Erickson, section foreman, Devils Lake, N. D.; Walter L. Gueffroy, loco, foreman, Yankton, S. D.: Pauline M. Livingston, telegrapher, Olnev. Mont.; Carl F. Luskow, conductor, Minot, N. D.; Harry G. Meck, telegrapher, Garretson, S. D.; George C. Nelson, B & B foreman, Grand Forks, N. D.; Charles H. Peterson, engineer, Breckenridge, Minn.: Theodore J. Peterson, conductor, Willmar, Minn.: Carl F. Surratt, joint train baggageman REA, St. Paul. Minn.: Harry Thompson, section foreman, Selz. N. D.; William F. Vodicka, switchman, Minneapolis, Minn.: Frank B. Westover, engineer, Superior, Wis.

The Province of British Columbia will be on Daylight Saving Time during the period midnight April 24 to midnight September 25.

Horace "Tyd" Hughes, has been appointed secretary-manager of the Ephrata, Washington, Chamber of Commerce, succeeding Gray Graham, who resigned January 1.

Seven

#### Election



Mr. McManmon

John T. Mc-Manmon, Great Northern Railway's general freight claim agent, St. Paul, Minnesota, was elected chairman of the Northwestern Claim Conference for 1949 at its annual meeting held in Minneapolis, Minn., recently. M. L. Davenport,

freight claim agent, MN&S Ry., Minneapolis, was chosen vice-chairman, and E. C. Lewis, retired Great Northern freight claim agent, was reelected secretary.

The Conference is one of 10 such organizations in the United States and Canada, membership of which consists mainly of officers and various carriers who are in charge of freight loss and damage claims. The organization cooperates closely with trade organizations and various regional shippers advisory boards in the interest of preventing loss and damage to freight in rail transit.

#### Railroad Hour

Radio programs to be heard on the Railroad Hour during the month of March are "Eileen" on March 14, and "State Fair" on March 21.

The Railroad Hour is heard over the ABC Network Monday evenings at 8:00 pm Eastern, Mountain and Pacific Times and 7:00 pm Central Time.

The National Park Service has extended the contract of the Rainier National Park Company, covering operations in Rainier National Park in Washington, to December 31, 1949.

Eight

#### DAFFODIL FESTIVAL

(Continued from page 5)

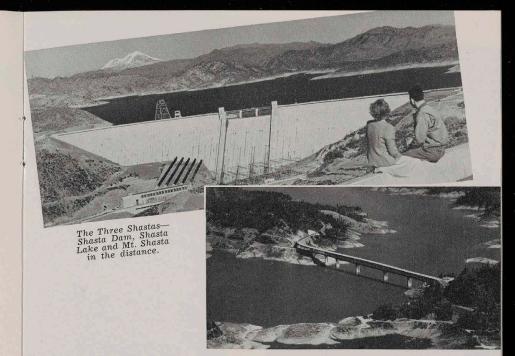
Valley supplies almost all the flowers which are seen on metropolitan markets. In mid-winter, florists using Puyallup Valley bulbs, force blossoms for Christmas and New Year's. A little later in the spring, florist shops all over the country display blossoms rushed to them from these same fields.

In celebration of the industry's growth, the Puyallup Valley Daffodil Festival is held annually in Tacoma, Sumner and Puyallup. This year the show will be staged April 4-10, featuring a marine floral parade, a daffodil ski race on nearby Mt. Rainier, a huge parade of floats, decorated with more than one million daffodils, through the streets of the three towns on April 9, and a master's show of bulbs at the annual flower show held in Tacoma during the last three days of the week.

The festival parade attracts more than 100,000 spectators. During approximately a month in late March and early April, visitors to the area have an opportunity to see something really unusual either by glancing at the fields from passing trains or by taking short side-trips by automobile through the valley.

The festival annually selects a high school girl as queen, and this year dark-haired, blue-eyed Mary Gropper, a senior at Puyallup High School, will preside over the weeklong show.

America is still the land of opportunity, where a man can start out digging ditches and wind up behind a desk—if he doesn't mind the financial sacrifice.



Shasta Lake Bridge

#### Shasta Dam and Lake Tours

Shasta Lake Gray Lines of Redding, California, announce resumption of their Shasta Dam and Lake Tours and combined Shasta-Redwood Empire Tours beginning June I.

The Shasta Dam and Lake Tour will leave Redding daily at 8:30 AM by motor coach. Soon after leaving, one sees the site of the famous belt line, which was used to convey sand and gravel during the construction of mighty Shasta Dam, highest and second largest in the world. Scenery includes the lower Cascade Mountains and Mount Lassen, only active volcano in the United States.

At Shasta Lake, passengers transfer to a modern steel cruiser. Soon after leaving the dock, snow-covered Mount Shasta comes into view. The cruiser passes along the upstream face of the dam, then veers northward, sailing hundreds of feet over what was once a roaring mining town. Leaving the Sacramento River, the craft enters the Pit River, and passes under the highest doubledecked bridge in the world. Then the "Joseph L. Green" heads into McCloud River, passing close to the Grey Rocks, towering pinnacles which reflect the magnificence of

(Continued on page 19)

Nine



Automatic packing machines fill and weigh 5, 10 and 25 pound bags.

Beet pulp is dried, sacked and sold for livestock feed.

Huge granulators dry and form the sugar into crystals.

#### Boy Scout Conclave



Sea Scout Crew Leader James C. Vincent

A recent passenger on Great Northern's streamlined Empire Builder from Portland to Chicago en route to represent his district at Boy Scout Week Festivities at Washington, D. C. and New York City, was James C. Vincent, age 17, of Brookings, Oregon.

Jimmy, graduated an Eagle Scout and now a Sea Scout Crew Leader, was selected for the high honor from among 20,000 boy scouts in Scout District 11, which comprises the states of Oregon, Washington, Idaho, western Montana, and Alaska.

Each of 12 such districts sent one top-ranking scout to the festivities. While in Washington the scouts met with top government officials.

North Dakota's economy was enriched \$804,006,000 through the 1948 production of crops, livestock and livestock products, according to the Greater North Dakota Association.

#### AMERICAN SUGAR

(Continued from page 11)

from Moorhead, Minnesota, this record producing agricultural region has moved a step closer to a more stabilized economy.

The huge plant is the largest of its kind under one continuous roof, and will more than double the sugar production capacity of the area.

The Bingham operation has a power plant with a generating capacity sufficient to meet the needs of a city of 10,000 population, and a water pumping station that can handle 5,000,000 gallons during a 24-hour period.

The entire installation occupies some 400 acres, 90 of which are given over to settling lagoons where solids and impurities are removed from the tremendous quantities of waste water, before returning it to its source, the Red River of the North. Much of the area is utilized as piling space for raw beets prior to processing, and for storage of huge quantities of coal, coke and limerock necessary in the refining process. The Great Northern Railway services the Bingham refinery exclusively.

The plant has a capacity of 3,000 tons of beets daily, and will produce 8,000-100 pound sacks of white granulated sugar, and 3,000-100 pound units of dried beet pulp a day. The dried pulp is an excellent livestock feed supplement, particularly for cattle and sheep, and when added to the feed ration promotes better digestibility, thus enabling the animal to more fully utilize the food values of the entire ration than otherwise.

The main building is 1,064 feet in length, and is of rigid frame construction which eliminates conventional bracing. Matte surface face brick is used on all exterior walls,

(Continued on page 14)

#### Twelve



#### Fore and Aft

A Scotsman not feeling so well called on the doctor who looked him over and gave him some pills to be taken at bedtime. Whiskey was also prescribed, a small glass to be taken before each meal.

Four days later the patient called on the doctor, stating he was feeling no better.

"Have you taken the medicines exactly as I instructed?" the doctor inquired.

"Well, doctor," replied the patient, "I may be a wee bit behind wi' the pills, but I am six weeks ahead wi' the whiskey."

#### It's the End

"Why don't you see a psychiatrist?"
"I visited one this morning. He checked my weight and told me to give up starchy foods. Then he checked my nerves and told me to give up late hours."

"But, did he examine your brain?"
"Oh, yes. Then he told me to give up!"

#### Embarrassing!

A doctor went hunting last week and came home complaining that he hadn't killed anything.

"That's what you get," said his wife, "for neglecting your practice."

Sorry, Can't Make It!

A friend called upon a guest at a hotel, knocked, and asked him to open the door.

"Can't, door's locked," the voice within announced.

"Well, unlock it!"

"Can't, have no key."

"Great Scott, man! What will you do if there's a fire?"

"Can't go."

#### Interlude

She had been at war with her husband for several weeks and he was therefore surprised to see her beam at him one day.

He rushed towards her with his arms outstretched. "Shur, an' you've forgiven me." he cried.

"Get away, you great bag of wind," she muttered. "I was merely restin' me face."

#### It Won't Work

"This crime was the work of a master criminal," said the prosecutor, "and was carried out in a skillful, clever manner."

Blushing, the crook rose to his feet. "Flattery won't get you nowhere," he said. "I ain't gonna confess."

Thirteen

#### Passenger Club Elections







Mr. Rohmer

The Oakland Passenger Club of Oakland, California, at its annual election held in January, chose Charles G. Alexander, Great Northern's district passenger agent in Oakland, as its president for the year 1949.

Elected to serve with Mr. Alexander, were Joseph F. Hamer, WP., vice-president; Carl B. Bergantz, SP., secretary-treasurer; Winston R. Schmidt, UP., executive committee.

The Philadelphia Passenger Association, at its annual election held the forepart of February, elected E. B. Saltmer, B&O., president; A. E. Rohmer, Great Northern's district passenger agent, Philadelphia, and R. E. Dunn, Penn RR., vice presidents; G. D. Marshall, CN., secretary; R. L. Roberts, MP., treasurer; H. R. Scott, Penn RR., historian. L. J. McKernan, UP., was elected to the board of governors.

The City Passenger Agents Association of St. Louis, elected Dan G. Barnard, GM&O., president for the ensuing year. Other officers chosen were, William W. Hammann, MP., first vice president; Edward L. Perry, AT&SF., treasurer; George Batty, SP., secretary.

AMERICAN SUGAR

(Continued from page 12)

with a large amount of glass block paneling for improved interior lighting. Throughout the entire refining process, from the receiving of the raw beets to the packaging of the finished product, only the most modern machinery is used, and the most efficient practices are followed.

Around 75 workers are employed the year around, plus an additional 300 during the 100-day operating period. In the beet fields, approximately 2,250 workers are required to harvest the crop. It is estimated that cash payments of \$2,875,000 will be made to contract growers annually, plus \$625,000 in AAA payments. In wages, the plant will pay out a half million dollars a year, while producing up to 80,000,000 pounds of sugar and 30,000,000 pounds of dried pulp feed.

More than 25,000 persons toured the mammoth plant on the day it was officially dedicated, and another estimated 5,000,000 farmers in all sections of the country heard of the event which was broadcast over NBC's National Farm and Home Hour.

In special ceremonies, F. J. Gavin, President of the Great Northern Railway, dedicated a new railway station at the factory site named "Bingham" in honor of J. B. Bingham, the sugar company's District Manager for the area comprising plants at Bingham, East Grand Forks, and Chaska, Minnesota, and Mason City, Iowa.

American Crystal Sugar Company officials pictured in center-spread are:

Front Row, left to right: A. W. Skuderna, general agriculturist, Denver; J. A. Summerton, comptroller, Denver; M. E. Davidson, chief en(Continued on page 16)





Participating in the presentation of Red River Valley potatoes to King Boreas Rex XII (Clarence A. Maley), left to right, are, J. I. Birkeland, director of the Grafton band; A. L. Greenlee, Great Northern Railway agricultural agent, St. Paul; and King Boreas Rex.

#### Red River Valley Potatoes Presented To Carnival King

Five hundred pounds of choice Red River Valley potatoes, were presented to Saint Paul's Winter Carnival King Boreas Rex XII by the Chamber of Commerce of Grafton, North Dakota, in connection with the participation of the Grafton Municipal Parade Band in the grand parade and coronation of the Queen of the Minnesota Territorial Centennial during the 1949 Saint Paul Winter Carnival held in February. The Grafton band was sponsored by Great Northern Railway.

#### Freedom Train Record

In its tour of the United States, the Freedom Train turned in a perfect on-time record. Not once was the train delayed for operational or mechanical reasons which was made possible by the technical knowhow of the thousands of railroad men who operated and maintained the train and who arranged its itinerary.

The 2,000 horsepower diesel-electric locomotive, a joint donation of the American Locomotive Company and the General Electric Company, hauled the seven-car train over 54 different railroads, traveling more than 37,000 miles to become the first locomotive in history to operate in all 48 states.

Fifteen

#### Traffic Department Appointments





Mr. Olin

Mr. Rustad

Appointment of Walter C. Olin as general agent in charge of express traffic for the Great Northern Railway, with headquarters in St. Paul, Minn., is announced by George F. Hardy, general freight traffic manager. He succeeds C. H. Quirmbach who died in January.

Mr. Olin, with the railway since 1919, served in several capacities in Duluth, Minn., before being transferred to St. Paul in 1946, as chief clerk in the freight traffic department's refrigeration section. He became assistant general agent of express traffic in 1947.

Also announced by R. P. Starr, Great Northern's western traffic manager in Seattle, Wash., is the appointment of Erl B. Rustad of St. Paul, as assistant to the western traffic manager, succeeding Lyle E. Moore who has been transferred to St. Paul.

Mr. Rustad, who began service with the railway in 1942 as secretary to the vice president of traffic, St. Paul, became city freight agent in 1947, and last year was promoted to traveling freight agent with head-quarters in St. Paul.

#### AMERICAN SUGAR

(Continued from page 14)

gineer, Denver, H. E. Zitkowski, vice-president and general manager, Denver; J. B. Hayden, vicepresident and in charge of sales, Denver; J. B. Bingham, district manager, East Grand Forks.

Second Row, left to right: H. Figge, chemical engineer, Denver; A. G. Quamme, manager Mason City plant; J. W. Weitz, general chemist, Denver; J. M. Booth, construction superintendent, Moorhead; F. M. Sabine, general superintendent, Denver; C. A. Allen, superintendent, East Grand Forks; F. J. Rebhan, traffic manager, Denver; J. F. Price, factory superintendent, Moorhead.

Last Row, left to right: L. H. Vanderhoef, assistant general superintendent, Denver; C. F. McNenny, engineer, Denver; G. L. Ammon, eastern sales manager, Denver; H. A. Tvedten, agricultural superintendent, Moorhead; R. G. Heine, agricultural superintendent, East Grand Forks; O. A. Holkesvig, Red River Valley, manager East Grand Forks; D. R. McHaffey, editor of plant publication, Denver.

American Crystal Sugar Company Headquarters are in Denver, Colorado. Company President is W. N. Wilds.

#### 1949 Rose Festival

The period June 8 through 12, has been designated for the annual celebration of Portland's famous Rose Festival. The coronation of the Queen of the Festival will be held on June 8, with the Grand Floral Parade on June 10.

Sixteen

#### A Great Way To Travel

Paul Light, nationally known Saint Paul newspaperman and author of the column "So What" published daily in the Saint Paul Pioneer Press, (accompanied by his wife Mary) describes their recent journey to the Pacific Northwest aboard Great Northern's streamlined Empire Builder.

(Concluded from February number of The Goat)

Mary (my wife) and I usually travel by automobile. Going places by train is almost a unique experience. We don't know exactly how to act.

For example when the Empire Builder's public address system announced dinner was being served, I was all for rushing toward the dining car and standing in the corridor until the steward let us in.

Then Mary reminded me we had made a table reservation early in the afternoon. There would be places for us at 6 p. m.

It worked out beautifully. There was no crowding, no tiresome standing, no feeling someone was being favored over somebody else.

I wonder why railroads didn't start it long ago.

#### SPEAKING GADGETS

The intercommunication system is another innovation. Not only does the train's uniformed passenger representative announce all stops over a loud speaker but he tells you the name of the mountain peak in the distance, when you're going to cross the state line between Montana and Idaho, how long the tunnel is we just went through and other similar information. During the afternoon I told Bill Shultis, the handsome young passenger man. I'd like to have a talk with Harry Larson, the dining car steward. A moment later the loud speaker sounded and I heard Bill asking Harry 4 cars away to come to the observation car.

The conductor can talk to the engineer over the same gadget.

#### NOT SO 'SET'

There's another departure from standard railroad practices I liked. Before we reached Seattle our porter—his name was Welborn Hill, I believe, and he was the most efficient porter I ever encountered—handed me my luggage checks.

"You won't have to look for a redcap," he explained. "You'll find your bags at the taxi stand."

When the train came to a stop passengers disembarked without waiting for the luggage to be dropped off. That too eliminated an uncomfortable wait in the corridor.

Railroads have been "set in their ways" so long it's interesting to find they're doing things now in a different manner.

#### WITH SHOWER

One of the best of the Empire Builder's innovations, I think, is the establishment of crew quarters. In the past waiters and chefs, for example, fixed make-shift beds at night over the dining car tables, shutting themselves off from those who had to pass through the car by curtains.

On the Empire Builder about half a car is devoted to comfortable 3-tier berths for these long-journey employes. There are spotless showers. The steward has an office-bedroom that looks like a first class cabin on an ocean liner.

Perhaps that explains the cheer-fulness and courtesy of the crew.

(Continued on page 18)

Seventeen

#### Give To The Red Cross

The 1949 Red Cross fund campaign will be carried on throughout the month of March. The American National Red Cross, in cooperation with community volunteers, has proved its ability to cope with nation-wide as well as local problems whether the work is educational and preventive, such as first aid, water safety, accident prevention, home nursing, nutrition; or remedial, such as aid to veterans, servicemen, and civilians, both hospitalized and able-bodied.

Let us continue to have faith in this people's partnership, to the end that we will contribute our money, our time, and our moral support to make the 1949 Red Cross fund campaign a success. The service is year-round.

#### Here's How You Can Celebrate Faster

What does Easter mean to you? Sunrise Services . . . new spring clothes, baskets of gaily colored eggs for the children?

It means that Easter Seal time is here again, too. It means that through these seals you'll be helping crippled children in your own community to a better chance in life.

The money you contribute by buying Easter Seals is used for this one important purpose . . . to provide handicapped children with adequate medical care . . . with wheel chairs and braces and a lot of other things they need.

It's used to give them specialized vocational training...healthful recreation...a chance to go to camp in the summer... to swim and romp and play games like other kids.

So why not celebrate this Easter by buying *more* Easter Seals. Remember, every Easter Seal you buy helps a crippled child.

#### A GREAT WAY

(Continued from page 17)

#### FOUR RAYS

I've never met a train staff so determined to have your trip a success. Someone on the Great Northern has done a swell job of making every crew member from conductor to porter a good will ambassador.

I was so impressed I asked Bill Shultis to introduce me to most of them—the chefs, Erick Lindgren, Mose Capistrant, Evan Bergquist and Henry Meyers. Then there was tall, serious-minded Harry Larson, the steward, Jim Gleason, veteran Pullman conductor, and many others. Incidentally there were four waiters named Ray—which became a joke in the diner. If you called out "Ray" they all responded. Besides Ray Williams, Ray Dysart, Ray Bledsoe and Robert Ray there were Bill Dean, Arling Reece and Harry Nay.

To all these crewmen my everlasting thanks for making it a swell journey.

#### Glacier Park Game Census

Underway in Glacier National Park in Montana is the annual winter game survey.

On skiis, snowshoes, by air and automobile where possible, Glacier National Park's rangers for the next month will be making counts of the park's elk, deer, and moose. Mountain sheep and goats are more readily observed in summer away from white backgrounds, and the park's estimated 400 black and 100 grizzly bears won't come out for any winter census.

The last complete park game census in 1947 indicated 3,292 elk; 1,268 white tailed deer; 766 mule deer; 204 mountain sheep and 177 moose with 866 mountain goats.

Eighteen

#### SHASTA DAM

(Continued from page 9)

this scenic region. On the return trip, mountain-rimmed Shasta Lake and immense Shasta Dam are seen. After the water trip, passengers are taken on an inspection tour of the great dam itself, before returning to Redding at 1:40 PM.

The Shasta-Redwood Empire Tours also operate daily, serving passengers southbound from Portland and northbound from San Francisco. They are identical except for direction. Between Portland and Redding, travel is by rail, and between Redding, Eureka and San Francisco, by comfortable motor-coach.

In addition to the Shasta trip, this comprehensive three-day, two-night tour includes 520 miles of unsurpassed scenery through the Redwood Empire, a ride of 100 miles through age old Redwood forests, Trinity National Forest, Hopland, hub of the giant hop fields, Asti, the Italian-Swiss Colony with its miles of vineyards, and over the Golden Gate Bridge. Overnight stops are made at Redding and Eureka.

Further information concerning Shasta Lake Gray Lines can be obtained from Great Northern travel representatives or Norman H. Robotham, President, Shasta Lake Gray Lines, Lorenz Hotel Building, 1521 Yuba Street, Redding, California.

#### Railroad Safety Record

The best passenger safety record in 12 years, and the best employee fatality record in the 50 years in which records have been kept, were made by the nation's railroads in 1948, according to the Association of American Railroads.



Mr. Caroline

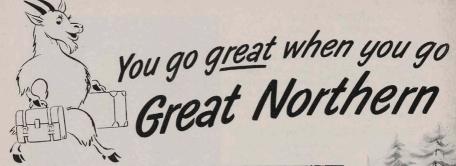
#### Courtesy Award

Anthony B. Caroline, dining car steward on Great Northern's streamlined Empire Builder, has been presented the Federation for Railway Progress monthly courtesy award for March. This marks the second such award to a Great Northern dining car steward in the past six months.

The award, consisting of a courtesy pin and United States Saving Bond for \$25.00, was presented to Mr. Caroline by T. J. Deegan, Jr., president of the Federation, through F. J. Gavin, the railway's president.

In a letter accompanying the award Mr. Caroline is commended for the courteous and friendly service given to patrons of his dining car and the pride he takes in his work as recognized by many travelers as reported to the Passenger Relations Department of the Federation. Commenting on the award Mr. Deegan wrote Mr. Caroline "We feel that if your example were to be followed by all railroad employes, the railroads of our country would have no difficulty in winning and keeping the friendship of all of our customers."

Nineteen





# IN A DUPLEX-ROOMETTE ON THE

## EMPIRE BUILDER

A cozy private room or office (1) during the day, the Duplex-Roomette is transformed in a moment into a comfortable bed. Light, heat and air controls within arm's reach (2). Extra wide window (3) for the passing panorama of scenery. Only \$2.13 more than a standard lower berth from Chicago to Seattle-Portland.

ALL ACCOMMODATIONS RESERVED

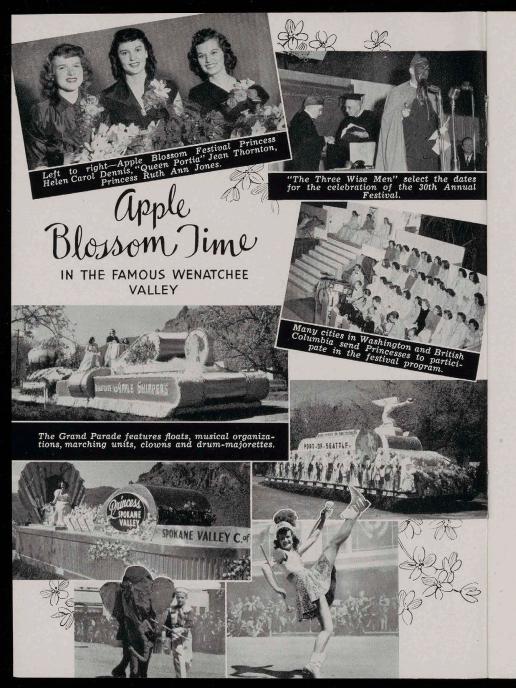


# GREAT NORTHERN

Form 6009 3-49

PRINTED IN U. S. A





#### 30th Annual Washington State Apple Blossom Festival

Queenly Portia Jean Thornton, 17year old Wenatchee High School Senior, will rule over the 30th Annual Washington State Apple Blossom Festival to be held in Wenat-

chee, Washington, "Apple Capital of the World", May 5, 6, and 7.

Originated 1920, the first apple blossom celebration was successful enough to justify trying out the idea on a larger scale the following year. Since 1921, when sponsorship was assumed by the Wenatchee Chamber of Commerce, the scope of the festival has been greatly enlarged to include parades and numerous other entertainment features, including the participation of many Pacific Northwest cities.

Also beginning in 1921, the local high school was invited to choose a queen and two princesses to rule over the festivities, a procedure that has been followed each year since. Selection of the Festival Queen and her two Princesses is a major community event. The Wenatchee High School student body selects ten girls from the senior class on the basis of scholarship, attractiveness and general poise. From the ten finalists, the citizens of Wenatchee, representatives of local and state press and radio make the final choice. The Queen and her 60 Princesses, representing communities from many cities in Washington and British Columbia, reign over the festivities. Over 100,000 spectators participate in the celebration each year. The annual apple blossom festival now ranks with similar events held in

many of the larger cities throughout the United States.

Dates for the festival are set traditionally, early each year, by "three wise men" who, from interviews with old inhabitants and research into Indian lore, come up with the month and dates when the blossoms should be at their best. They have been right half of the time to-date and have set the dates for the festival in the bloom period 80 percent of the time.



Washington Apple Blossom Queen Portia Jean Thornton.

The festival is dedicated to the \$100,000,000 apple industry in the Wenatchee Valley and the valleys for which Wenatchee is a shipping point, namely, the Lake Chelan, Entiat, Methow and Okanogan valleys.

Washington's annual production of apples is approximately 30 per cent of the nation's total crop; and of the total crop, the Wenatchee Valley district produces more than 55 per cent.

To vacationists, Wenatchee is important because of its location. In the center of the state, it is the gateway to two large national forests, the Chelan and the Wenatchee, both of which offer excellent facilities for fishing, hunting and mountain climbing.

Three



Vol. 19

April, 1949

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 Goat's Cover



Four

Blossoming trees herald the coming of spring and the largest apple blossom festival in the U. S., in the famous Wenatchee Valley of Washington.

#### Easter 1949

Church bells will ring out the blessed tidings of Easter on Easter Sunday morning all over this land of ours. Following tradition we will pause to recall the divine story of Jesus who died that we might live.

In the hustle, bustle and tension of these times, it is easy to forget the reassurance offered in His words before the hour of His persecution, "Peace I leave with you . . . Let not your heart be troubled, neither let it be afraid." His words have echoed and re-echoed in the souls of men down through the centuries.

Yet, despite His last words and teachings, men's minds have become divided and ill-feeling has grown up among neighbors and friends because of prejudices.

In our United States we have learned through experience that it is possible for all faiths and all nationalities to get along together. Yet, there are times when prejudices are fanned to unreasoning flame, hysteria grips us and tolerance is shaken. In such times it is well to remind ourselves that we cannot appraise our neighbors as a class or group but rather by the manner in which each individual reacts to life.

So, as we solemnize Easter 1949 with the renewal of faith in God and the knowledge of brotherhood of man, whatever our creed, no matter in what church we pray, or in what language we utter our devotions, we can join in one common prayer that transcends all others; a prayer, that the men of all nations will dispense with their swords and guns and atom bombs forever, that the vast multitudes spread across the face of this earth may live in love and harmony; that they may say to one another, as their Creator said long ago: "My peace I give unto you: Let not your heart be troubled, neither let it be afraid."

#### GN Vice President Dies

Thomas F. Dixon, operations vice president of the Great Northern Railway, died unexpectedly on March 22, in his home in Saint Paul, Minnesota.

He had been operations vice president of Great Northern since April 1, 1947. He came to St. Paul from Portland, Oregon, where he had served since October 1, 1943, as vice president and general manager of the Spokane, Portland & Seattle Railway, which is owned jointly by Great Northern and the Northern Pacific Railway.

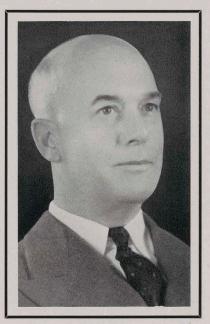
Born in New Richmond, Wisconsin, Mr. Dixon joined Great Northern as a call boy at Superior, Wisconsin, in 1900. He advanced gradually in the operating department, and in 1917 became trainmaster at Great Falls, Montana. From that time through early 1942, he held a number of important operating department positions on Great Northern in Montana, Washington and Oregon.

He was appointed general manager for Great Northern's western district, with headquarters in Seattle, Washington, in January 1942, his territory extending east to Williston, North Dakota. He held this position until going to the SP&S Ry. in 1943.

#### New York Yacht Tours

Three-hour guided cruises around Manhattan Island in gleaming white Circle Line-Sightseeing Yachts will be made at 10:30 am and 2:30 pm daily, April 16 through October 1949. Evening cruises are scheduled at 6:00 pm, May 30 through September 5, 1949.

Cruises leave from the Hudson travel Agent.



Thomas F. Dixon

River Pier at the foot of West 42nd St., and include views of the great harbor of New York, the Statue of Liberty, New York's skyline, many bridges including the world renowned Brooklyn, TriBoro, George Washington and others which cross the East and Harlem Rivers, the United Nations and other educational and interesting sights.

Additional sailings will be made during June, July, August and September. Detailed information concerning sightseeing cruises around Manhattan Island can be obtained from Circle Line-Sightseeing Yachts, Inc., 30 Rockefeller Plaza, New York 20, N. Y., or any Great Northern travel Agent.

Five

#### Elections



Mr. Wyatt

Roy L. Wyatt, Great Northern's assistant general freight agent in Spokane, Washington, has been elected president of the Spokane Transportation Club for the ensuing year.

Other officers chosen for 1949. were E. R. Swick, Kelley - Clark Co., secretary-

treasurer; A. M. Larson, Spokane Paper & Stationery Co., first vicepresident; Elmer A. Alexy, M&StL Ry., second vice-president, and Carl Texroad, UP RR., third vicepresident. M. H. Paslev is club manager.

The Pittsburgh Passenger Club at its annual election held March 20, chose T. R. Smith, manager, Eastern Timetable Distributing Co., president; H. W. Oles, Pittsburgh Railways Co., 1st vice-president: Jack Gunner, CPA., UP., 2nd vice-president: Chas. F. Bird, Penna. RR., secretary. Elected to the Executive Committee for a two year term were. Daniel Bucy, CPA., Seaboard Rv., T. J. Nolan, CF&PA., D&RGW., and J. S. MacDonald, TPA., Great Northern Ry. Other members of the Executive Committee are. R. M. McNab, Jr., PR., Penna. RR., G. W. Cook, DPA., UP., Jos. Stastka, CF&PA., So. Ry., and D. A. Coffeen, TPA., CB&O RR.

The average speed of freight trains was higher in 1948 than in any year since 1941 and was an increase of more than 25 per cent above that of 20 years ago.

#### Appointment

Bert E. Waugh, Great Northern's passenger representative in Spokane, has been appointed city passenger agent in Portland, Ore-

Succeeding Mr. Waugh, who joined Great Northern in Spokane in 1944, is George H. Volland, whose



Mr. Waugh

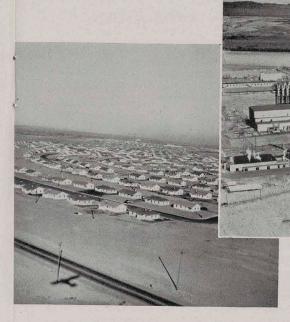
service with the railway began in 1940 as stenographer at the Great Northern depot in Spokane. He was appointed a passenger representative in 1946.

Volland's successor is Stanley R. Jansen, stenographer-clerk in the railway's Spokane ticket office since 1947.

#### How Best to Get Ahead

Many answers have been given to this age-old question of how best to get ahead in life and get the most out of it. Before the days when government sought to arrange the pattern of life from cradle to grave and give security during the intervening period, there was one basic formula for success. That was to work for a good day's pay, and attempt to reach either a position in management or to go into business for oneself.

The majority of Americans still feel that hard work and good work is the answer to their own future. Our country was built on hard work. not on hand-outs.



Production area at Hanford Works, where plutonium is produced from uranium. Two thousand new dwell-

ing units have been added during the past year in Richland.

#### Hanford Works Atomic Energy Operations Grow

In Southeastern Washington, along the curving Columbia River, lies one of America's most famous ghost cities. Known as Hanford, not a soul lives there now, but it is well remembered by the thousands who helped construct the secret atomic plant during the war.

At the peak of the construction period, Hanford boasted a population of 51,000, while two years previous it had been a village of only 500. Then, when the huge plants went into operation, not a single person was permitted to remain. Today, the sage and sand are taking it back.

Twenty-five miles down the river. site of another small pre-war village, the new young city of Richland has come into being. Richland is the administrative center of the Hanford Works and is the home of those who remained to work at the project, and the many newcomers from all parts of the United States.

Richland has now passed the 20,000 mark and is building toward a permanent population of at least 25,000. In a year's time, some 2,000 new dwelling units have been completed. and another 500 multiple housing units are planned for 1949. A big (Continued on page 8)

Seven

#### California Flower Gardens



Brilliant flowers stretch as far as the eye can see during spring at Southern California's "Rainbow Gardens," at Lompoc in Santa Barbara County.

Visitors in Southern California will find the most luxuriant displays in years in its flower farms and wild-flower fields. Early germination is expected to produce exceptionally large and brilliant flowers, especially in Santa Barbara County, according to the All Year Club of Southern California.

One of the most brilliant and largest displays covers the "Rainbow Farms" of Lompoc, north of Santa Barbara. Here are approximately 6,000 acres of commercial flower fields. Oddly enough, these beautiful flowers are never picked, but are reaped like wheat for their seed, which supplies 80 per cent of the nation's flower gardens.

The 40,000 square foot Wisteria Vine (largest in the world) at the art colony of Sierra Madre is expected to bear the most luxuriant display of blossoms in its 56 years, as a result of the favorable weather.

Eight

ATOMIC ENERGY

(Continued from page 7)

new high school, new junior high and five grade schools still are not enough to cope with the influx of families.

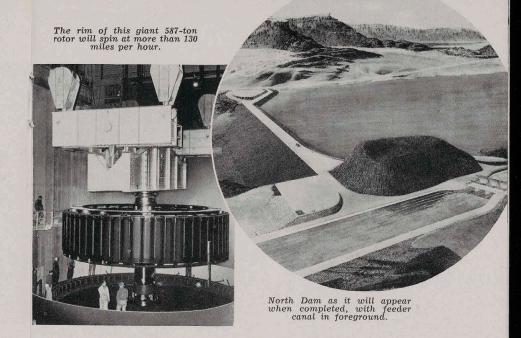
Less than five miles from Richland, a new construction camp, housing about 13,000 persons has come into life since the fall of 1947. Known as North Richland, it probably has the largest trailer park in the country. Nearby are barracks, prefab houses, a school, dispensary and complete commercial area. Richland and its satellite camp have just claim to being the fastest growing community in the West.

What is the reason for all these new residents at the confluence of the Columbia?

The answer lies inside the barricades that bar all but authorized persons from entering the operations areas of Hanford Works. Existing plants that have never ceased operating since wartime are being enlarged and remodeled, and other new facilities are being built.

Details of the work are a closely guarded secret of the Atomic Energy Commission and the General Electric Company, prime contractor at Hanford, but the AEC is frank in informing Mr. and Mrs. America that the object of the job is to produce plutonium faster, cheaper, and more efficiently.

In case you're in doubt about this mysterious plutonium—it's the wonder metal made from natural uranium to be used in A-bombs and for the peacetime application of atomic energy.



#### Grand Coulee Dam

To help meet the fast growing demand for electricity in the Pacific Northwest, the first of three additional giant generating units has been installed at Grand Coulee Dam in eastern Washington, and is expected to go into commercial production of power by May 1. It will generate sufficient electricity to illuminate 250,000 homes. The two companion units, ranking with others at Grand Coulee as the largest hydro-electric units ever built, are expected to "go on the line", August 1 and November 1.

The Bureau of Reclamation has called for bids for building the 1,350 foot earth-fill North Dam, as part of the million-acre Columbia

Basin Irrigation Project. The dam will block the Upper Grand Coulee about 3 miles from Grand Coulee Dam, and will form the northerly barrier for the 27-mile equalizing reservoir of the irrigation system. Already nearing completion is the 10,000 foot South Dam for the reservoir.

Bureau engineers estimate that the North Dam will contain about 1,191,-000 cubic yards of earth and rock. It will be 94 feet above the normal ground level, and will have several vantage points from which visitors can view the new reservoir and surrounding countryside. Completion of the final 9,100 feet of the feeder canal will be included in the same contract.

Nine



Motor coaches stop at the crest of Logan Pass on Going-to-the-Sun Highway to view Mt. Clements atop the Continental Divide.



Comfortable launches ply the jade waters of several of the Park's larger lakes.



There are over a thousand miles of foot and saddle horse trails in Glacier Park.

## Glacily ation park

Vacation facilities in Glacier National Park in the Montana Rockies, on Great Northern's main transcontinental line, and Waterton Lakes Park adjoining Glacier on the north in the Canadian Rocky Mountains, (Continued on page 12)



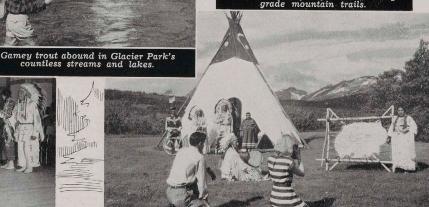
For those who enjoy hiking there are many interesting objectives on easy-grade mountain trails.



A nine-hole course is maintained for golfing guests at Glacier Park Hotel.



Blackfeet Indians entertain visitors nightly with ceremonial dances and pow-wows.



Dressed in their colorful tribal costumes the Blackfeet Indians attract many photo fans.

#### Depot Head Dies



Carl S. Christoffer, vice president and general
manager of the
Saint Paul Union
Depot Company
and the Minnesota Transfer
Railroad Company, died on
March 13, following a 10-day
illness.
A veteran of

Carl S. Christoffer

the transportation industry who began his railroading career in 1898, Mr. Christoffer was born in Stoughton, Michigan. He became general superintendent of the Union Depot company 11 years ago and in 1939 became vice president and general manager of both concerns, which he served until his death.

Harry P. Congdon of Saint Paul, general superintendent of the Omaha Railway since 1942, has been appointed vice president and general manager of the Minnesota Transfer Railway Company and the Saint Paul Union Depot Company, to succeed Mr. Christoffer.

#### Seattle-Portland Train Service

Effective April 1, 1949, the Union Pacific Railroad took over operation of Night Pool Line Trains Nos. 401 and 402, between Seattle, Wash., and Portland, Oregon. The operation will continue for a period of one year or until further notice.

Trains 401 and 402 now operate in and out of the Union Station in Seattle.

Twelve

#### GLACIER PARK

(Continued from page 11)

will open for the thirty-fourth vacation season on June 15.

Of the nation's twenty-eight national parks, Glacier is the second largest, with over 1,500 square miles of mountain wonderland that offers vacationists the most varied and spectacular features of them all. The scenery is unsurpassed anywhere.

Glacier's modern highway system is well developed and many of the smooth mountain roads are engineering miracles. In addition, there are over 1,000 miles of safe and wellmarked foot and saddle horse trails.

Interest in the West is now greater than at anytime since the end of the war judging from inquiries now being received about rail services to Glacier National Park, the Pacific Northwest and the dude ranch country.

Glacier Park Hotel only a few hundred feet from the station at the eastern rail entrance to the Park, Lake McDonald Hotel reached from Belton, western rail gateway, Many Glacier, the Prince of Wales in Waterton Lakes Park in Canada and three mountain chalets, will afford accommodations through the summer vacation season which ends September 15.

Chalets to be reopened to Glacier visitors this summer are Two Medicine, in the heart of beautiful Two Medicine Valley, Sperry and Granite Park.

Regular all-expense stop-over tours of one to five days duration will begin on June 15.

Original "See America First" Park, Glacier is 37½ hours from Chicago via Great Northern's diesel powered Oriental Limited, which will make daily stops at the Park's two rail entrances June 15 through Sept. 15.



#### In One Easy Lesson

Giddy feminine tourist, pointing to a decorated skull in a show case: "Do you know whose skull it was?"

Tired Mexican Guide: "That is the skull of the Emperor Montezuma."

Giddy One, pointing to a smaller skull in same show case: "Who was that?"

Guide (with perfectly straight face): "That, madam, is the skull of Montezuma when he was a little boy."

#### No Appeal

He: "I appeal to you as a woman." She: "Don't bother. You don't even appeal to me as a man."

#### Definitely!

Patient: "Doctor, are you sure this is pneumonia? Sometimes doctors prescribe for pneumonia and the patient dies of something else."

Doctor, with dignity: "When I prescribe for pneumonia, you die of pneumonia."

#### Two Chumps

"My wife's been married four times—and I two."

"Aw, she's two chumps ahead of you, huh?"

#### Making A Choice Requires Practice

Patience was running low for the 3-year-old girl who stood by the window awaiting her father's return from a day at the office.

She yanked her mother's skirt and slowly said:

"Say, mommy, where in the-"

She stopped suddenly, hesitated, then continued:

"Is it heck or hell is daddy?"

#### Loony Labor

A lunatic was nailing shingles on a wall. He was a very energetic and workmanlike maniac, wearing overalls with two large pockets. As he extracted the nails from one pocket he looked at them, hammering some in and throwing the rest away.

"Say, Wellington," said another inmate who sauntered by, "why are you throwing half the nails away?"

"Heads on the wrong end," was the curt answer.

"You dope," said the other, "what do you think the other pocket is for? Save those wrong ones for the opposite wall."

Thirteen



DeRoou

#### My Hobby

By A. DeRoov, Great Northern Supervisor of Parks, Monroe, Washington.

I have a little hobby, and am jotting down this line

To tell you how I love it, it takes up all my time.

I've done it for a lifetime and done it all day long

And always will enjoy it. I think it keeps me young.

Who cares for gold and silver? These things are dead and cold

But looking at our flowers, what beauty we behold.

Just see the little snowdrop, the flower girl of spring

Her basket full of Pansies, like butterflies awing.

Heralding Spring is coming e'en that it now is here

showing everywhere.

Fourteen

We see the Bride of Springtime, bedeck herself with bloom

To await the joyous coming, oh beloved Summer Groom.

I can't begin to tell you what all this means to me

Just see how I am perspiring, and busy as a bee.

I do not count the hours, the time I work and plan

My Summer, Fall and Winter, and Spring merge all in one.

I love to dig or muddle, to weed or plant or sow

I love to see them coming in yellow, red or blue.

In white or pink or crimson, and I am telling you

That everything is beauty and peace and harmony.

No disagreeing colors reveal themselves to me

If I could only tell you, how glorious it feels

To really be a gardener, with dirt on head and heels

With dirt in all our pockets and rough and calloused hands

Your mind full of shapes and colors, of flowers, seeds and plants.

I ask God every morning to bless the work I do

That I may ably do it, and see the beauty too.

I thank Him every evening for what the day has been

The joy that He has given, the glory I have seen.

And when my back is straightened, my tools been put away

My work continues onward, no matter where I stray.

Thus, when the day is ended, and I enjoy a rest

Soon Daisies, Daffs and Violets are I think: "Of all the hobbies, my hobby is the best."



Upper left: Supervisor of Parks Andy DeRooy inspects Croft lilies which will be supplied to dining cars on Great Northern passenger trains during the Easter season. Upper right: Mrs. Cornelia Gelderman, greenhouse employe, selects Easter Lilies for wrapping. Lower: general view of Great Northern's Monroe greenhouses and grounds.

#### GN Monroe Greenhouses Grow Easter Lilies for Passenger Trains

This is the season when Andy DeRooy, Great Northern's genial supervisor of parks, dons his pink whiskers and tufted tail and undertakes what has become a traditional labor of love-the spreading of Easter cheer throughout the length and breadth of the railway.

Andy's token of Easter is the stately Croft lily, carefully nurtured to maturity in Great Northern's greenhouses at Monroe, Washington. By the time April 17 rolls around nearly 900 of these majestic plants, tenderly wrapped and crated at Monroe and shipped as far east as Chicago, will have burst into more than 5000 individual blooms.

Most of these lilies will be riding Great Northern passenger trains-in coffee shop and observation cars, and at each table in every dining car. Others will bring a touch of Easter cheer to ticket offices and depots, and countless other Great Northern

Andy's "Easter bunny" operation is really all part of the day's work, for the demands of his one customer, (Continued on page 16)

Fifteen



#### The Railroad Hour

April programs to be heard on the "Railroad Hour" are April 11, "Firefly" with Nadine Connor, April 18, "Apple Blossoms" with Jeanette Mac-Donald. and "Fortune Teller," with Patrice Munsel, on April 25.

Sponsored by America's railroads, through the Association of American Railroads, the "Railroad Hour" programs are heard every Monday evening over the ABC Network at 8:00 pm., Eastern Time, 7:00 pm., Central Time, 8:00 pm., Mountain Time, and 8:00 pm., Pacific Time.

Gordon MacRae is master of ceremonies and singing host on all programs.

#### International Peace Monument

As its major project for 1949, the Kiwanis club of Okanogan, Washington, will place a monument dedicated to Canadian-United States peace on the border between Oroville, Wash. and Osoyoos, B. C., this spring.

Sixteen

#### GN GREENHOUSES

(Continued from page 15)

the railway, remain constant, season in and season out. In addition to providing plants and cut flowers for Great Northern passenger trains throughout the year, Andy and his seven assistants also are responsible for the landscaping of station grounds and the annual replanting of hundreds of window boxes at various Great Northern installations.

Nearly every day of the year, 72 individual bouquets, comprising more than 200 flowers, are made up by Mrs. Cornelia Gelderman of the greenhouse staff for display on passenger trains. In the spring some 60,000 plants of all sizes and descriptions are shipped out as bedding plants.

Another big annual event on Andy's calendar is the replanting of grounds at Glacier Park station, a magnificent floral display which rivals the natural splendor of this second largest national park. And Monroe-grown flowers add to the beauty of hotel dining rooms throughout the park.

The Monroe greenhouses have nearly doubled in size since the building of the first units in 1925. New construction last year boosted the total to 18,000 square feet—nearly half an acre under glass!

Currently, Andy reports, concrete foundations are being placed under older units and 3,000 feet of concrete walks are being laid in the houses. "This," says the jovial Dutchman, with a faint twinkle in his eye, "will bring the whole plant up to date, except for the employes, some of whom are getting to be quite old."

#### City of Flowers Week

The first "City of Flowers Week" observance will be celebrated in Seattle, Washington, May 1 to 7. The celebration will open with a huge floral parade of floats through downtown Seattle, with tours of outstanding nationally-known gardens throughout the week. A Springtime Festival Flower Show will be held in the Civic Auditorium, May 1 through 4. It is planned to make "City of Flowers Week" an annual event in Seattle.

#### Lilac Festival

Spokane's Lilac Festival Association plans to make the 1949 Lilac Week, May 8 through 15, the biggest in the city's history. Motto of festival activities will be "Spokane is best when lilac dressed." Main festival features will be a parade, a lilac show in the civic auditorium with awards for flowers that have been developed from lilac shoots, and special sightseeing tours for visitors to include Spokane and the Spokane Valley.

#### Hungry Horse Dam Bus Service

Daily bus service between White-fish, Montana, and Hungry Horse Dam is now in operation leaving Whitefish at 6:50 am, 12:35 pm and 2:45 pm, arriving Government Town at 7:28 am, 1:18 pm and 3:23 pm. Bus leaves Government Town at 8:20 am, 12:08 pm, 2:18 pm and 4:50 pm, arriving Whitefish at 9:00 am, 12:50 pm, 2:55 pm and 5:25 pm.

The lowest point reached by any railroad in the United States is at Salton, Calif., which is 199.2 feet below sea level.



New queen of the CPR's British Columbia Coast fleet the 6,000-ton passenger ship Princess Marguerite.

#### New SS for Seattle-Victoria Service

The 6,000-ton steamship Princess Marguerite, new queen of the Canadian Pacific Railway's British Columbia Coast Fleet, is on the way from Glasgow, Scotland, for her home port, Victoria, B. C.

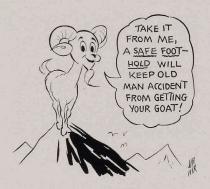
The 23-knot vessel, powered by turbo-electric engines, has accommodation for 2,000 passengers on the International Seattle-Victoria-Vancouver "Triangle Run" operated by the CPR. She will be the newest and fastest ship on the coast and is named for a former Princess Marguerite steamship. A sister ship, Princess Patricia, is to be launched shortly.

The Marguerite will bring the Canadian Pacific's fleet to 12 vessels serving the Pacific Coast from Seattle to Alaska.

#### Oregon Vacation Season

Early indications point toward an Oregon travel season well filled with entertainment events to greet out-of-state visitors during 1949. Highlights of the summer include Portland Rose Festival, June 8-12; Cherryland Festival at Salem, May 6, 7, 8; Miss Oregon pageant, Seaside, July 22-24; and Pendleton Roundup, September 14-17.

Seventeen



#### Acrobats of the Yards

Any resemblance between the goat above and the Great Northern's trade mark is purely coincidental. It would be nice, though, if two-legged men could manage the deft and fancy footwork of these four-legged mountaineers. Then it might not be necessary to have a rule against stepping from the top of one freight car to another on an adjacent track.

It may seem like a lot of trouble to climb down to the ground and up again, but the treatment for fractures is a lot of trouble, too.

(Reprinted from February-March issue of The Safe Railroader published by the National Safety Council, Chicago, Illinois.)

#### 1949 Railroad Fair

The Chicago Railroad Fair, which ranked last year as the most heavily attended attraction on the country's vacation program, with a record attendance of 2,500,813, is preparing for a repeat presentation scheduled to open June 25. New entertainment features, displays and exhibitions and expansion of facilities for the comfort and convenience of visitors are planned.

Eighteen

#### PNW Festivals

The month of June is "Strawberry Festival" time in the state of Washington. Probably the largest of such festivals is the annual Whatcom County celebration which will be held at Lynden on June 4. The outstanding event of this festival is the baking of a giant strawberry shortcake which is served without charge to all in attendance. Approximately 20,000 persons attended the 1948 celebration. Whatcom County has 3,000 acres in strawberries and 1,000 acres in raspberries.

Other Strawberry Festivals scheduled are at Kalama in Cowlitz County, June 17-18, Marysville in Snohomish County on June 11, and at Burlington in Skagit County, June 15-18. Persons attending the Burlington celebration are also served free strawberry shortcake.

Bellingham's annual Blossom Time Festival will be held in Bellingham, Washington, May 11-14.

#### Newspaper Carrier Excursion

It was "south of the border down Bellingham way" for 600 Vancouver (B.C.) Sun carrier boys aboard Great Northern's Puget Sounder on April 8. The youngsters, from 11 to 17, were the winners in a carrier contest, conducted by the Vancouver Sun among its 1,200 carrier boys, who were rewarded for prompt and courteous delivery service and increasing their subscribers during the contest period.

The day-long excursion to Bellingham included a dinner and movie with the compliments of the Sun. Many of the boys experienced their first train ride and for others it was their first visit to the United States.



Puget Sound Navigation steamship service between Seattle, Washington, and Victoria, B. C., will begin on May 27, leaving Seattle daily at 11:45 pm, arriving Victoria 7:15 am. Leave Victoria 5:15 pm, arrive Seattle 9:30 pm.

Eureka, California, will be the host city for the Redwood Empire Association's Semi-Annual Conference and Directors meeting on April 22.

\* \* \*

The U. S. Department of the Interior celebrated its 100th anniversary on March 3. Rainier National Park in Washington was 50 years old on March 2.

The state of Washington began serving liquor by the drink on April 4, under the liquor liberalizing act approved by voters last November. Great Northern trains operating in the state of Washington and providing buffet service now are licensed to serve liquor to passengers.

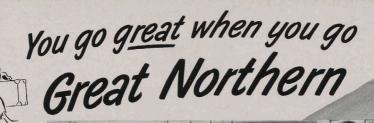
A festival and international piano and singing contest will be held at Ostende in Belgium in August of this year. The festival will celebrate the centenary of the Conservatory of Ostende and is sponsored by the Belgian Government and City of Ostende.

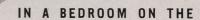
Effective April 24, when Daylight Saving Time is inaugurated in Chicago, eastbound Oriental Limited, (CB&Q train No. 54) will leave St. Paul at 11:15 pm, instead of 11:30 pm, and arrive Chicago 8:15 am, instead of 8:45 am.

Members of the Veterans' Association of the Great Northern Railway reported deceased during March, 1949 are: Fred W. Barrington, material vard foreman, Superior, Wis.; Earl C. Copeland, baggageman, Whitefish, Mont.: Thomas F. Dixon, vice-president, G. N. Ry., St. Paul, Minn.; George W. Harris, conductor, Santa Ana. Cal.: Robert C. M. Helliwell, machinist, Minot, N. D.; Guy Huestis, conductor, Great Falls, Mont.; Clinton C. Kreofsky, conductor, Sauk Center, Minn.; William A. Lyon, conductor, Crookston, Minn.; Nels Osgard, traveling engineer, Sioux City, Iowa; Fred H. Reeves, agricultural developing agent, Wichita, Kan.; Anthony Zins, engineer, St. Cloud, Minn.

Members reported pensioned during March, 1949 are: George Brenden, engineer, Minot, N. D.; Hans N. Hansen, conductor, Willmar, Minn.; Andrew M. Larson, engineer, Minneapolis, Minn.; Henning Linden, engineer, Superior, Wis.; Charles M. Martinson, conductor, Whitefish, Mont.; Eber C. Presbrey, supervisor, railway express, St. Paul, Minn.

Nineteen





### Oriental Limited

There's ample room for two in a bedroom—one of the Pullman accommodations on the Oriental Limited. When four wish to travel together, adjoining bedrooms can be reserved en suite, making a comfortable living room by day. At night, sleep the miles away comfortably in two full-length beds (1 and 2.)

Great Northern Travel Offices in all principal U. S. and Canadian cities or consult local railway ticket agent.

#### GREAT NORTHERN

P. S. Your freight goes GREAT when it goes GREAT NORTHERN

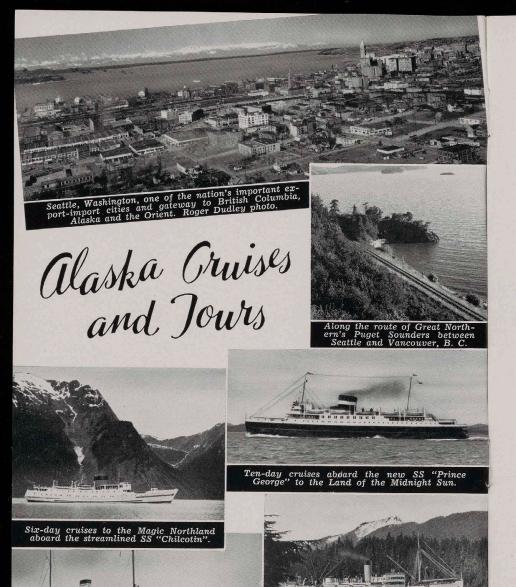
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Printed in U.S. A.

## The Great Morthern GOAT

MAY 1949





SS "Alaska" one of four fine Alaska Line ships offering a variety of

#### Sailing Sheltered Seas to the Magic Northland

Summer schedules to Alaska have been announced by four steamship companies serving that popular vacation land from the inland seaports of Seattle and Vancouver, B. C.

Sailing from the Alaska Steamship Company's Pier 42 in Seattle are the Baranof, the Denali, the Aleutian and the Alaska. An accelerated summer schedule will see these fine ships making a total of 32 round trips to the Territory between June 4 and September 28.

Ports of call made by the Alaska Steamship fleet include Ketchikan, Wrangell, Petersburg, Juneau, Haines, Skagway, Sitka, Cordova, Valdez, Seward, Kodiak and Seldovia.

Great Northern Railway's scenic coast line along Puget Sound links Seattle by rail with Vancouver, B. C., only 4½ hours distant. From Vancouver the Alaska vacationist can sail by either Canadian Pacific, Canadian National, or Union Steamship.

In Alaska service this summer for Canadian Pacific are the Princess Louise, the Princess Norah and the Princess Kathleen. The luxurious Kathleen is scheduled for eight special cruises of eleven days each between June 15 and September 6, with calls at Ocean Falls, Prince Rupert, Ketchikan, Juneau, Skagway, Glacier Bay and Wrangell.

The Princess Louise and Princess Norah will make nine ten-day cruises each between June 1 and September 9, with an additional stop at Petersburg but no Glacier Bay call.

Canadian National's beautiful new

S. S. Prince George, which went into Alaska service just last year, has eight ten-day cruises slated on its proposed summer schedule, with sailings on June 17 and 23, July 8, 19 and 29, and August 9, 19 and 30. Ports of call for the Prince Georgare Prince Rupert, Ketchikan, Juneau, Haines, Skagway, Wrangell and Ocean Falls.

A shorter Canadian National cruise to Alaska is that of the S. S. Prince Rupert, which makes a five-day round trip to Ketchikan, leaving Vancouver every Monday the year around.

Sailing from Vancouver every Saturday from June 18 to September 3 on a six-day luxury cruise to Ketchikan is the Union Steamship Company's modern, streamlined S. S. Chilcotin. Ports of call for the Chilcotin are Alert Bay, Ocean Falls, Butedale Falls, Prince Rupert and Ketchikan.

Pacific Cruise Lines, Seattle, have scheduled six luxury Alaska summer cruises beginning June 17, aboard the SS "Corsair," sailing from Vancouver, B. C. The Corsair was the private ocean liner of the late J. P. Morgan. The ship is completely air-conditioned and has been redesigned and redecorated. Each stateroom is exceptionally large and has private bath. In addition to the regular stops at Alaska towns made by all ships, the Corsair ventures to such isolated and remote sections as Behm Canal, Glacier Bay and Metlakahtla, Alaska's largest exclusive native settlement. Included is a rail trip on the White Pass & Yukon Railroad from Skagway to Carcross over the Great White Alaska Range.

Three

# The Great Northern

Vol. 19

Four

MAY, 1949

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.

### The Goat's Cover The Great Westlern Rockies.

Lake Josephine and Grinnell Glacier in Glacier National Park in the Montana Yesterday . . . Today and Tomorrow

There are two days in every week about which we should not worry. two days which should be kept free from fear and apprehension.

One of these days is yesterday with its mistakes and cares, its faults and blunders, its aches and pains. Yesterday has passed forever beyond our

All the money in the world cannot bring back yesterday. We cannot undo a single act we performed: we cannot erase a single word we said. Yesterday is gone.

The other day we should not worry about is tomorrow with its possible adversities, its burdens, its large promise and poor performance. Tomorrow is also beyond our immediate control.

Tomorrow's sun will rise, either in splendor or behind a mask of clouds but it will rise. Until it does, we have no stake in tomorrow, for it is as vet unborn.

This leaves only one day-today. Any man can fight the battles of just one day. It is only when you and I add the burdens of those two awful eternities-yesterday and tomorrow, that we break down.

It is not the experience of today that drives men mad-it is remorse or bitterness for something which happened yesterday and the dread of what tomorrow may bring.

Let us, therefore, live one day at a time.

(From the January, 1949 number of The Philosopher, published by the Kalamazoo Vegetable Parchment Co., Kalamazoo, Michigan.)



Upper left, Rose Festival Queen and Junior Festival Prime Minister and Queen. Rose Festival Queen and her Royal Court.

#### 41st Portland Rose Festival

Dates for Portland's forty-first annual Rose Festival, one of the world's most elaborate and colorful civic celebrations have been set for June 8 through June 12.

As in former years, the highlight of "Rose Week" will be the Grand Floral Parade, the morning of June 10. Fifty or more flower-laden floats, a like number of bands, mounted posses and marching groups will travel the five-mile parade route before an expected 1,000,000 spectators. Theme for the 1949 parade is "Melodies in Flowers".

Following the traditional pattern, the celebration will start with queen coronation ceremonies in Multnomah Stadium, June 8. Last year's very popular territorial band jamboree will be repeated the evening of June 9 in the stadium with 1500 high school bandsmen participating.

The Rose Show itself, sponsored by the Portland Rose Society, will be held June 9-10 in the city's art museum. The Queen's Ball is scheduled for the evening of June 10. This is a formal-invitational affair, and a bid to attend this event is the most coveted honor on the social side of the Rose Festival calendar.

A Junior Rose Festival Parade is held on Portland's East Side on the morning of June 11, with elementary school-age children as principals.

Final event of the gala week will be the Golden Rose Ski Tournament. June 12, at Timberline Lodge on Mt. Hood, 53 miles east of Portland.

(Continued on page 6)

Five

#### GN Appointment



Mr. Backstrom

Appointment of Ralph V. Backstrom as assistant director of the Great Northern's Agricultural and Mineral Development, St. Paul, Minn., is announced by E. B. Duncan, department director.

pleting World War II naval service in 1946, Mr. Backstrom has been extension economist in marketing with the Minnesota Agricultural Extension Service.

Originally from near Grand Rapids, Minn., he graduated from the University of Minnesota Agricultural School and taught at LeRoy, Carlton, and Aurora, Minn. He also did graduate work at the University of Minnesota, Iowa State College and Princeton University.

After joining the University of Minnesota Agricultural Extension Service in 1940, Mr. Backstrom organized the fruit and vegetable "best buy" program still in use and which has served as a pattern for similar programs in several states including New York, Maryland and Kentucky.

He also served for two years as agricultural counsel for the Great Atlantic & Pacific Tea Company.

#### Chicago Railroad Fair

Many new entertainment features, displays and exhibitions are being added to the 1949 edition of the Chicago Railroad Fair which will open on June 25.

THE STREAMLINED EMPIRE BUILDER

#### ROSE FESTIVAL

(Continued from page 5)

These ski races, latest event of its kind, enable spectators to witness the nation's finest skiers without the usual discomfitures encountered on ski slopes during winter months.

In addition to the major events, many special features ranging from speed boat races on the Willamette River to street dancing are scheduled.

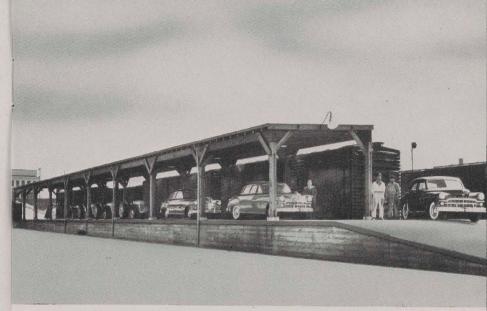
#### Oregon '49 Events

Nearly 150 entertainment events ranging from beauty pageants to fishing derbies are scheduled for Oregon's 1949 tourist season.

Long famous as a colorful spectacle, the Portland Rose Festival will be held from June 8 to 12. The Pendleton Round-Up, another national institution will present its thrilling program August 24 to 27 instead of in September as heretofore.

A major centennial, celebrating 100 years of progress at Forest Grove for the Pacific University will be climaxed in September with a pageant. The winner of the Miss Oregon competition at Seaside July 22-24 will represent the state at the Miss America contest in Atlantic City. In August, Ashland will again present Shakespearean plays in the nation's only Elizabethan theatre.

Oregon will pay honor to her strawberries, cherries, pears, flax, sugar beets, potatoes, beans, cranberries, fish, gold, wildflowers and timber in festivals held during the summer and fall. Products of the state will be featured at the Oregon State Fair beginning on Labor Day and cattle will come into their own during the Pacific International Livestock Show at Portland in October.



Great Northern's automobile unloading platform at Spokane, Washington.

#### New Automobile Unloading Platform

A new automobile unloading platform was recently completed in Spokane, Washington by Great Northern at a cost of approximately \$23,000.

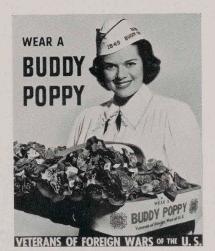
Regular automobile unloading crews have appraised the new platform and facilities as the "best in Spokane".

The covered platform, 180 feet long and 16 feet wide is located adjacent to the Great Northern local freight office on Ferry Avenue between Washington and Division Streets. It is equipped with ramps on both ends, one of them of 28-foot width for end door unloading.

The platform was designed primarily for unloading of automobiles, but is adaptable to the handling of most any kind of equipment, such as house trailers and tractors. It also has been found to be especially suitable for the unloading of shipments of glass.

Modern carloading and unloading facilities are also maintained by Great Northern at Seattle and other points on its lines. Seattle automobile dealers consider Great Northern's dock in that city the best of its kind in that area.

Seven



1949 is VFW Golden Jubilee Year

#### "Remember"

Each year on Memorial Day, all America is asked to "Wear A Buddy Poppy". The annual sale is conducted by the Veterans of Foreign Wars to help the disabled and needy ex-service men and their dependents—help beyond what government aid can supply.

Made in government hospitals by the disabled themselves, the little red flowers are a mute tribute to the "Buddies" who never returned. They recall the poppies that sprang up in the fields and cemeteries of Flanders, and they recall, more freshly, the high toll of World War II in the same selfless cause.

The goal is set this year at 20,000,000 Buddy Poppies. To wear one on Memorial Day is little to ask yet it means so much. Every poppy carries the simple message, "Remember!"

Eight

#### GN Report For 1948

Gross revenue of Great Northern Railway attained an all-time high in 1948—216½ million dollars as compared with 193¾ millions in 1947—F. J. Gavin, president, advises in the company's sixtieth annual report to stockholders.

Mr. Gavin attributed the railway's largest gross income to the record peacetime volume of freight, moving under higher rates necessitated by continually increasing wage and materials costs.

While last year's net income of slightly more than 27½ millions was 5 millions greater than in 1947, Mr. Gavin emphasized the necessity for substantially increased working capital because of higher payrolls and greater costs of materials, replacements and improvements.

"Continuing substantial expenditures for capital purposes are required to enable Great Northern to maintain a strong competitive position," he said, "and an increased portion of these capital funds must be provided from earnings."

Great Northern's 1948 report also shows that:

The railway's fixed charges of  $7\frac{1}{2}$  millions in 1948 were \$175,000 less than the previous year and the lowest in 50 years.

Operating expenses last year were slightly more than 162 millions or nearly 19 millions above 1947, and that the increase chiefly was attributed to higher wage and materials costs.

Taxes paid by the railway in 1948 amounted to \$7.77 per share of stock as compared to dividend payments of \$3.50 per share last year.

(Continued on page 14)



Upper: Bateau on the Priest River; lower left, air-view of town of Priest River; "River Rats" herd log drive for 67 miles down the Priest River.

#### Spring Log Drive In Idaho

Millions of feet of logs, the largest amount in history are now floating near the outlet in Priest lake, Idaho, awaiting the start of the famous Priest River log drive this spring.

The drive, conducted annually by the Diamond Match Company, is again being celebrated by the residents of Priest River in a three-day celebration and equipment show on June 2, 3 and 4. The thrill of seeing the river men at work, the log rolling exhibition and other events, the equipment show and street parade last year attracted thousands to the Priest River community.

The Diamond Match drive starts at the Priest lake outlet, travels

down the winding, turbulent 67-mile Priest river into the Pend Oreille river where they are held by the boom until carried four miles down the Pend Oreille river to the big Diamond Match mill west of Priest River.

The town of Priest River, Idaho on the main transcontinental line of the Great Northern, is beautifully situated at the junction of the Priest river and the Pend Oreille river and is surrounded by north Idaho's beautiful mountain ranges. The town is also the gateway to Priest lake, famous for its excellent cutthroat trout fishing.

Nine

Glacier Park Hotel at the Eastern rail entrance to Glacier National Park in the Rocky Mountains of Montana.

## Glacier ational park

#### Gateway to Western Vacation Land

Glacier National Park in the Montana Rockies is a natural and convenient starting point for vacationers who also plan to visit other summer recreation areas in the northern Rocky Mountains, Canadian Rockies and the Pacific Northwest

Daily motor coach service between the Prince of Wales Hotel in Waterton Lakes Park, (Continued on page 12)



Glacier-born water in the warmed swimming pool at Chateau Lake Louise in Banff National Park.
CANADIAN PACIFIC RAILWAY PHOTO.





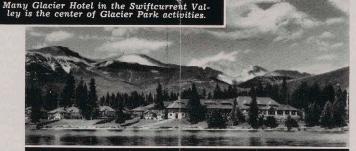
Motor coach routes lead to Canadian Rockies vacation areas from the Prince of Wales Hotel.



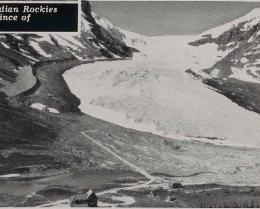
Lake McDonald Hotel, 12 miles from Belton. Montana, western rail entrance to Glacier Park.



Luxury in the wilderness at Banff Springs Hotel in Banff National Park. CANADIAN PACIFIC RAILWAY PHOTO.



Jasper Park Lodge on Lac Beauvert in Canada's Jasper National Park. CANADIAN NATIONAL RAILWAYS PHOTO.



Awe-inspiring Columbia Icefields largest mass of ice south of the Arctic. canadian pacific railway photo.

#### Appointment



Mr. Congdon

The boards of directors of the Minnesot to the Minnesot at a Transfer Railway Company and the Saint Paul Union-Depot Company have appointed Harry P. Congdon of Saint Paul, vice president and general manager of the

two companies. He succeeds C. S. Christoffer who died March 13, after holding the position since 1939.

Mr. Congdon joined the CStPM&O Railway in 1905, and has been in its operating department since. He has been general superintendent of that railway since 1942.

#### Glacier Park-Cody Sleeping Car Service

While there will be no through sleeping car service between Glacier Park and Cody (Yellowstone Park) this summer, passengers can conveniently transfer at Billings using connecting train service to and from Cody.

GN trains 43 and 42 will operate between Billings and Glacier Park, June 15 to September 15, with lounge and dining car service available between Great Falls and Glacier Park. The present 12-section 1-drawing-room standard sleeping car operating between Omaha, Billings and Shelby, will be replaced with a 10-section 2-compartment 1-drawing-room standard sleeping car which will be operated between Omaha and Glacier Park.

#### GLACIER NATIONAL PARK

(Continued from page 11)

Calgary, Banff, Lake Louise and Jasper is available June 15 through September 15, by the Rocky Mountain Tours & Transport Company, Brewster Transport Company, Ltd. and the Western Canadian Greyhound Lines, Ltd. Private automobiles are also available between the Prince of Wales Hotel and Calgary, Banff, Lake Louise and Columbia Icefields.

Rail tickets from eastern or west coast cities via Great Northern to Glacier National Park, with return routing from Banff or Jasper National Parks, enable rail travelers to visit Glacier, Waterton Lakes, Banff and Jasper National Parks using motor coach service through and between these parks. This tour is designated as "3N."

The tour can be reversed by traveling via Canadian National to Jasper or Canadian Pacific to Banff, thence motor coach to Waterton Lakes and the Prince of Wales Hotel and through Glacier National Park, returning via Great Northern. This tour is designated as "3S."

Glacier and Waterton Lakes Parks are also the perfect places to start a vacation-holiday on the way to the Pacific Northwest—through the Pend Oreille of Idaho, to Spokane, Grand Coulee Dam, Ohme's Gardens near Wenatchee, the Apple Capital of the World, Seattle, Tacoma, Mt. Rainier, Mt. Baker, Portland, Mt. Hood, the Columbia River Gorge, Vancouver, Victoria, B. C. and California. Or, stopover at Glacier Park on the way east for one to five day low cost all-expense motor coach tours.

Great Northern offers a variety of independent pre-arranged all-expense tours.

Goat

#### She'll Give If She's Got

"I've got a cow I want to sell you, Charlie."

"Yes? Would she fit into my Guernsey herd?"

"No; I dunno as she would."

"Does she give lots of milk?"

"No; I can't say as she gives lots of milk, but I can tell you this: She's a kind, gentle, good natured old cow, and if she's got any milk she'll give it to you."

#### Every Worm for Himself

Neighbor (to little boy eating an apple) "look out for the worms, Sonny."

Willie: "When I eat an apple, the worms have to look out for them-selves."

#### Quiet, Please!

The landlord was quizzing the prospective tenant. "You know," he said, "we keep it very quiet and orderly here. Do you have any children?"

"No."

"A piano, radio, or victrola?"

"No."

"Do you play any musical instruments? Do you have a dog, cat, or parrot?"

"No, but my fountain pen scratches like hell sometimes."

Fog Came Just the Same

Ching Lee: "Whattee that?"

Boatman: "That's the fog bell." Ching Lee: "No good. Lighthouse shine, whistle blow, bell ling, fog commee allee samee."

#### Such Language!

An old maid, shocked at the language of some ditch-diggers working near her home, complained to their foreman. The foreman promised to inquire into the matter, and called one of the men over.

"What's all this about profane talk?" he demanded.

"Why, boss," replied Joe, the ditchdigger, "it's nothing at all. Me and Butch was working there, side by side, and I accidentally let my pick slip and hit him in the head. And Butch looked at me and said, 'Now, really, Joseph, in the future you must handle that implement with more caution.'"

#### Wrong Number!

As the man was twisting his radio dial, he felt a sudden sharp pain in his back.

"Oh," he cried, "I think I'm getting lumbago!"

"Why bother to listen?" asked his wife. "You won't be able to understand a word of it."

Thirteen

#### Champions



Black Gum Little Pierre and Matchmaker

Three VIPs, who in 1948 made their first trip aboard Great Northern's streamlined Empire Builder from the Twin Cities to Seattle and return, recently made the same trip again, and as before they occupied quarters in the baggage car.

The distinguished guests, accompanied by their owner and trainer, Paul Bakewell III of St. Louis, are Marvadel Black Gum, Little Pierre of Deer Creek, and Matchmaker for Deer Creek, black Labador Retrievers, reputedly the best in the country.

Little Pierre has the greatest winning record of any competitive retriever in history. He won the 1948 Northwest Retriever Trial Club's Open All-Age Stakes in Seattle after an all-day series of land and water tests.

Railroads spent one and one quarter billion dollars on improvements to their plant and additions to their equipment in 1948.

Fourteen

GN 1948

(Continued from page 8)

High water and flood conditions in Montana and the Pacific Northwest in early 1948 cost the railway 2 million dollars through interrupted services and line damage.

Freight revenue of nearly 187 million dollars was 22 millions larger than in 1947, while passenger revenue of nearly  $12\frac{3}{4}$  millions was about  $3\frac{1}{2}$  per cent less than the previous year.

Loading of iron ore in 1948 was more than 26½ million tons—a 15 per cent increase over 1947.

Refined petroleum and potatoes moved in heavier volume last year than in 1947.

Grain movement of 212 million bushels was 11 millions less than in 1947, although there were 43 million bushels in storage along the railway on January 1 this year as compared with 32 million bushels on the same date in 1948.

The long haul movement of lumber last year was 4 per cent smaller than in 1947.

The railway's directors authorized last year expenditure of 37 million dollars' for additional diesel locomotives, freight and passenger equipment, including a fleet of new Empire Builder passenger trains.

Cash expenditures for property improvements in 1948 approximated 21½ millions, and were slightly higher than the preceding year.

Fuel costs were 24½ per cent higher in 1948 than the previous year, but extensive use of diesel locomotives effected a saving of nearly 6 million dollars last year.

Of the 1948 revenue dollars, Great Northern employes received 44.2 per cent, taxes took 10.7 per cent while stockholders got 4.8 per cent. Dividends in 1948 were \$3.50 per share.

(Continued on page 18)



One of Gray Lines' fleet of streamlined sightseeing motor buses.

#### Portland Summer Sightseeing Tours

The Portland Gray Line Company and Rose City Tours, Inc., of Portland, Oregon, announce 1949 summer sightseeing itineraries and rates for tours of the city proper and the adjacent scenic area. Both operators feature comfortable, late model equipment, and can handle tour parties of any size. In addition, charter motor bus and limousine service is available.

Most popular trip is along the Columbia River Highway to Bonneville Dam and return. Stops are made at the Sanctuary of our Sorrowful Mother, Crown Point and Vista House, Latourell Falls, Wahkeenah Falls, Multnomah Falls, Horsetail Falls and the \$100,000,000 Bonneville Dam and Salmon Hatcherv.

One of the most popular and comprehensive one-day tours combines the Columbia River Highway and Mount Hood Loop Tour. The drive is completed through the virgin timber of Mount Hood National Forest with a stop at Timberline Lodge, the famed million-dollar hostelry on the 6,000 foot level of the mountain. This tour is also available with one or two nights stop at Timberline Lodge.

(Continued on page 16)

Fifteen



Singing host Gordon MacRae and his leading lady Lucille Norman.

#### Summer Railroad Hour

The Railroad Hour, heard over ABC, at 7:00 pm, Central Time, 8:00 pm, Eastern, Mountain and Pacific Times, on Monday evenings will be continued throughout the summer months.

The foremat has been revised and the time cut to half-an-hour for the 22-week summer run. The show will present musical excerpts from the works of and dramatize events in the lives of some of the great composers whose operettas were presented during the regular season.

Gordon MacRae, singing host and master of ceremonies will be teamed with Lucille Norman, lyric soprano of opera, stage and screen. The stars will be supported by the Sportsmen Quartet and the orchestra under the direction of John Rarid.

The May 23 program will feature events in the life of Irving Berlin and music from "Annie Get Your Gun." May 30, Carrie Jacobs Bond and some of her music, and June 6, the life of Richard Rodgers and music from his great success "Oklahoma."

#### SIGHT SEEING

(Continued from page 15)

The Gray Line Company features an all-day Oregon Beach Tour in which may be included a deep-sea fishing excursion. Offered for the first time this season is a de luxe scenic tour to Silver Creek Falls State Park, which includes a visit to the State Capitol at Salem.

#### Heavier Rail for GN Cascade Tunnel

Four miles of Great Northern Railway's 7.79-mile Cascade tunnel in Washington state, longest tunnel in the Western Hemisphere, will be relaid soon with pressure-welded continuous rail.

Nearly 810 tons of new rail weighing 115 pounds to the yard will be used, replacing the present 110-pound steel. Estimated cost of the project is \$189,000.

To form the continuous rail, all joints between rails will be welded, starting about May 10.

An Oxweld pressure-welding machine outside the tunnel will weld the rails into sections a quarter-mile long. These sections will be moved, eight at a time, into the tunnel on roller-equipped flatcars coupled together. Joints between the quarter-mile sections will be hand welded in the tunnel.

Because of advantages of longer service life and reduced maintenance cost, it is expected that continuous rail will be installed in the balance of the tunnel in 1950.

Class I railroads installed 224 new locomotives in March, the largest number for any month in the past 25 years. Of the total number, 216 were Diesel and 8 were steam. In the first quarter of 1949, Class I railroads put 498 new locomotives in service, of which 476 were Diesel and 22 were steam.

RICE RICE PEP RAISIN BRAN Mellogis VARIETY

Tray of 10 packages of 7 creals.

The Empire Builder Along Puget Sound.

#### Cereal Trays Feature GN's Empire Builder

The Kellogg Sales Company of Battle Creek, Michigan, producers of Kellogg's ready-to-eat cereal variety tray is currently distributing 2,500,000 cardboard cutouts of Great Northern's streamlined Empire Builder.

The model is 22 inches in length and consists of a two-unit 4,000 HP Diesel locomotive and five cars accurate in every detail. It is printed in orange, green and red, is made to scale and is easily assembled. A full description of the train's features is included on the cutout panel.

Wide-spread interest in streamlined trains, shared by children and adults alike, particularly men and boys, prompted the Empire Builder package by the Kellogg Company.

#### Fishing in Glacier National Park

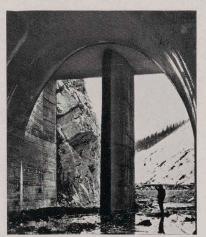
The fishing season, with no license required, opens May 22, in Glacier National Park in Montana. It is the same opening day as the Montana State season, and the limit is 10 fish or 10 pounds and one fish.

Salmon eggs, live minnows and

multiple spinners are not permitted, nor can you dig for angle worms.

Prize fish catches in Glacier Park last year included a 17 pound 15 ounce mackinaw from St. Mary lake, and a 5 pound 11 ounce rainbow trout near Red Eagle lake.

Seventeen



Concrete Inlet Structure

#### Hungry Horse Dam

Shown above is probably the last picture that will ever be taken from inside the concrete inlet structure of the 36-foot diameter diversion tunnel at Hungry Horse dam in northwestern Montana, on Great Northern's main line near Columbia Falls, as the South Fork of the Flathead River began flowing through the 1,180 foot long tunnel in April.

Under construction plans of the Bureau of Reclamation and the prime contractor for the dam and power-house, the river will flow through the diversion tunnel and also through its present channel until after the spring floods. Then, coffer dams will force the entire flow of the river through the diversion tunnel and work will be started in the river channel for the foundation of the 520-foot high dam.

Some time in 1951, heavy steel gates will block the upstream tunnel entrance and storage of water behind the dam will be started.

#### GN 1948

(Continued from page 14)

The 1948 dollar purchased 80 per cent as much Great Northern freight service as in 1938, although the same dollar brought only 36 per cent as much wheat and even smaller quantities of beef cattle, hogs and butter than it did ten years ago.

New industries located on Great Northern properties in 1948 totaled 430 as compared to 380 in 1947.

The railway serves the fastest-growing section of the United States—Washington, Oregon and California.

Construction of Hungry Horse Dam in Northwestern Montana is underway, and completion will require  $3\frac{1}{2}$  million barrels of cement. The damsite is served by Great Northern.

#### 75th Anniversary

Manitoba's capital city is planning a week-long series of festivities from June 5 to 11 to mark the occasion of its 75th birthday.

In addition to the biggest parade in Winnipeg history, complete with Royal Canadian Mounted Police detachments, the tentative program includes concerts by the Winnipeg Symphony Orchestra, performances by the Winnipeg Ballet Club, a curling bonspiel, a muster of military units and Canadian Legion branches, picnics and band concerts, a regatta, folk dancing, and street dancing at City Hall Square.

Since the end of the war, the railroads of this country have spent more than two and a half billion dollars on better plant and facilities to improve their service not only to world trade but also to the domestic trade of the United States.

Eighteen



Between 150 and 200 delegates will travel Great Northern from St. Paul and Minneapolis to Portland enroute to the Northern Baptist Convention to be held in San Francisco, California, May 30 to June 30, 1949. The party will stop at Wenatchee, Washington, where motor tours will be made to Ohme Gardens and Grand Coulee Dam.

Great Northern's traffic department offices in Los Angeles, California, are now located at 1016-17 Associated Realty Building. Similar offices in Milwaukee are now located at 1314 Majestic Building.

T. J. Bolin, Great Northern's traveling freight agent with headquarters in St. Paul, passed away on April 26, following a short illness.

Great Northern's Dale Street Shops in St. Paul, will be remodeled to provide space for diesel engine repairs. The repair shop, which will occupy a 75-foot strip in a 150 by 600-foot building, will have facilities for repairing six diesel locomotives at one time.

Portland, Oregon, is now on daylight saving time.

Members of the Veterans' Association of the Great Northern Railway reported deceased during April, 1949 are: Daniel W. Bogan, switch foreman, Sioux City, Ia.; Ernest E. Cameron, fireman, Great Falls, Mont.; John E. Carlson, receiving clerk, Minneapolis, Minn.; Harvey G. DeBill, brakeman, St. Cloud, Minn.; David A. Johnston, engineer, Willmar. Minn.: Charles W. Rotert, brakeman, Sauk Center, Minn.; Thomas R. Thiefoe, section laborer, Dunseith, N. D.; August F. Weniger, engineer, Prairie du Chien, Wis.; Benjamin M. Weske, conductor, Portland, Ore.

Members reported pensioned during April, 1949 are: Albert R. Anderson, brakeman, Kelly Lake, Minn.; Axel I. Ekwall, traveling inventory clerk, St. Paul, Minn.; Arthur L. Johnson, engineer, St. Cloud, Minn.; Charles O. Kins, engineer, Whitefish, Mont.; James Schollard, engineer, Havre, Mont.; Charles J. Simmer, engineer, Breckenridge, Minn.; William O. Stinson, conductor, Minot, N. D.; William Stoughton, engine watchman, Watford City, N. D.

Nineteen

### NO SEATS IN THE BAGGAGE CAR

In the battle for passenger patronage some airlines too frequently show a deplorable tendency to bamboozle the public through publication of misleading comparisons of fares and vague statements of services.

Promotional spotlights now are on the so-called airplane "coach"—whatever that is. (One airline's official tariff circular states that passengers will ride with cargo on "coach" planes.) Current airline advertisements on "coach" service between Minneapolis and Pacific Northwest cities lead the public to believe that plane "coach" fares are substantially lower than those charged by railways, which provide no seats in the baggage car.

But, the airline advertising does not quote comparable fares for comparable accommodations—the difference between a deluxe coach seat on the streamlined Empire Builder and the Oriental Limited and a collapsible seat in a passenger-cargo plane.

The advertisements quote the oneway air "coach" fare between Minneapolis and Seattle as \$56\* as compared with \$76.56\* for a one-way first class railway ticket and a lower berth between those points.

Actually, a one-way railway coach ticket between Minneapolis and Seattle on Great Northern trains is \$43.45\* as compared with \$56 for a one-way air "coach" ticket between those points. That's a saving of \$12.55 for the train traveler, plus the comfort of a deluxe seat in a car for passengers only! Round-trip coach fare via train from Minneapolis to Seattle and return is \$43.95 less than the round-trip air "coach" rate—\$68.05 by railway, \$112 by plane.

Now compare the first class railway fare plus a lower berth with first class air fare—for a seat, not a bed—between Minneapolis and Seattle. By Great Northern the cost is \$76.56\* as compared with \$97.25\* via air—a difference of \$20.69 in favor of the railway!

The difference is proportionately greater in favor of train travel in first class round-trip fares. A round-trip, first class air ticket between Minneapolis and Seattle is \$184.80\* as compared with \$127.20\* for a round-trip, first class railway ticket including standard lower berth both ways—\$57.60 less than by air.

It is not the intent of this statement to discuss the relative merits of train and plane travel. Both have their desirable points, and the public must and will be the judge of which better fits its requirements.

It is the intent of this statement to tell the traveling public the truth about air fares—that they are not now and never have been lower than railway fares.

<sup>\*</sup>Fares quoted do not include 15 percent Federal Tax.



#### GREAT NORTHERN RAILWAY

Dependable daily service between Minneapolis-St. Paul, Spokane, Seattle, Tacoma and Portland

## The Great Morthern GOAT



JUNE 1949





Combination land and water tours are offered by Gray Line.





Gray Line steamer "Sightseer" operates between Leschi Park on Lake Washington and Elliott Bay.



#### Seattle Sightseeing Services Offer a Wide Variety of Tours

Grav Line and the Seattle Sightseeing Company indicate a wider selection of tours than ever before for vacationists in the colorful "Queen City" on Puget Sound.

Gus Wenck, Gray Line president, and Tom Corbett, new operator of the Seattle Sightseeing Company, report a variety of tours planned to give the visitor a comprehensive view of Seattle's outstanding points of interest.

Seattle Sightseeing inaugurated its summer schedule in May, with four trips daily from the metropolitan area; at 10:00 AM, 2:00 PM, 4:30 PM and 6:30 PM. These are twohour tours and cover approximately 30 miles.

Grav Line, which offers a tour of Seattle on a vear-around basis. shifts to its expanded summer schedule June 12. The unique, 4-hour combination land and water tour, so popular in the past, will also be resumed June 12, with daily departures at 9:30 AM, 10:30 AM and 2:00 PM. The water portion of the trip is aboard the Gray Line steamer "Sightseer", plying between Leschi Park on Lake Washington and Elliott Bay on Puget Sound, via the famous canal locks.

In addition to its deluxe city tour with departures daily at 9:30 AM. 11:00 AM, 2:15 PM and 4:30 PM. Grav Line offers a two-hour evening trip at 7:00 PM, specially routed to best view the city at night.

Two brand new Gray Line trips this summer will take sightseers to Hood Canal and around the spectacular, scenic "Olympic Loop".

The eight-hour Hood Canal trip will be available between June 26 and September 4, and will be made

Summer schedules announced by on Wednesdays, Fridays and Sundays only, with an 8:45 AM departure from downtown Seattle. It includes two crossings to the Olympic Peninsula and return.

> The Olympic Loop trip is a twoday, all-expense tour with departures Tuesdays, Thursdays and Saturdays only from June 26 through September 4. Tourists will be thrilled by the contrasting beauty of Pacific Ocean beaches and the snowclad peaks of the Olympic Mountains. An overnight stop is made at Lake Quinault.

> Another popular Gray Line summer tour is the six and a half hour excursion up to Chinook Pass, high in the Cascade mountains. This trip leaves Seattle daily at 10:30 AM from June 4 through September 25.

> Seattle Sightseeing Company has discontinued its Cascade Mountain trip this season, but announces that its schedule of city tours has been coordinated with the twice-daily departure of Mount Rainier National Park Company buses to Paradise Inn. on the south slope of famous Mount Rainier.

#### Glacier Park Fish Study

An intense study of fish in streams and lakes of Glacier National Park in Montana is now being conducted by the United States Fish and Wildlife Service. The study will cover subjects of more planting, adaptability of various types of fish, such as natives, rainbow and eastern brook, and to determine if streams in the park sustain and keep their fish population. Glacier Park's planting program has been about 200 yearling trout annually.

Three



Published monthly by the Traffic Depart-ment 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.

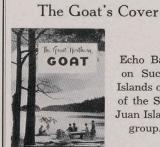
JUNE, 1949

No. 6

Vol. 19

IVAN A. COPPE, Editor

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



Echo Bay on Sucia Islands one of the San Juan Island group.

#### Your Railroads

This year it will be necessary for the railroads to move, ahead of the new harvest, some 300,000 carloads of last year's grain which has been held until just recently under government loan. This old grain will have to be gotten out of country storage and into the terminal elevators, which are themselves already more than half full, even before the new harvest begins.

But the grain, old grain and new, wheat, barley, oats, corn and all the rest, in fact, all of the grain for which storage can be found, will be moved.

And for moving the grain, and the flour for your bread, what do you suppose the railroads get?

Well, let's just take one example, a loaf of bread baked in New York from flour milled out of wheat raised in West Texas. That's 2.000 miles away, just about as long a haul as there is likely to be on the wheat and flour in your bread. Even for this long haul, however, the total railroad freight cost involved in assembling all the ingredients for a loaf of bread is less than one cent. And, of course, the cost for hauls of average length would be still less. only about as much, in fact, as you pay for one slice out of the loaf.

#### Marias Fair

The eighth annual Marias Fair and Rodeo will be held at Shelby, Montana, July 21 through 24. Livestock. agricultural, educational and commercial resources of Glacier, Pondera, Liberty and Toole counties will be on display, with numerous special features and entertainment including Blackfeet Indians from Glacier National Park.

#### GN Vice President

John M. Budd was elected Operating Vice President of Great Northern by the railway's directors following the annual meeting of the company's stockholders, May 12.

Mr. Budd. who left Great Northern on June 1, 1948, to become president of the Chicago & Eastern Illinois Railroad, assumed his new post on May 16. He succeeded Thomas F. Dixon, who died on March 22.

Born in Des Moines, Iowa, Mr. Budd began his railroading career with Great Northern in 1930, shortly after his graduation from Yale University, and except for three vears in the Military Railway Service during World War II, was associated with the railway until becoming president of the Chicago & Eastern Illinois, with headquarters in Chicago.

Mr. Budd began his Great Northern service as assistant to the electrical engineer, and became a trainmaster in Willmar, Minn. in 1934. He later was trainmaster on the Spokane division, and in 1940 became superintendent of the Klamath division in Klamath Falls, Oregon. In early 1942 he became superintendent of the Kalispell division in Whitefish, Mont., and in late 1942 entered the Military Railway Service with the 704th Railway Grand Division, made up of Great Northern personnel and later shifted to the 727th Railway Operating Battalion. Distinguished service in the European theater of operations gained Mr. Budd the rank of colonel.



Mr. Budd

In late 1945 Mr. Budd returned to Great Northern as assistant general manager of lines east of Williston. N.D.

Directors re-elected at the stockholders meeting for 3-year terms are: William L. McKnight of St. Paul, president of Minnesota Mining & Manufacturing Co.; Thomas L. Daniels of Minneapolis, president and director, Archer-Daniels-Midland Co., and A. W. Witherspoon of Spokane, president of the Old National Bank.

The directors authorized purchase of 36 diesel-electric locomotives for freight, passenger and switching service at an estimated cost of \$7,300,000. An additional \$1,700,000 will be spent for four new lightweight baggage cars, shop machinery, roadway equipment and improvements to existing facilities.











Mr. Carroll

Mr. Tierneu

Mr. Greenman

Mr. Richardson

Mr. Kubicki

#### GN Traffic Department Appointments

Northern's New England passenger agent in Boston, Mass., and appointment of Joseph L. Tierney of San Francisco, Calif., to succeed him, is announced by P. G. Holmes, passenger traffic manager.

Starting with Great Northern as city passenger agent in Boston in 1924. Mr. Carroll was appointed New England passenger agent in 1943. Mr. Tierney, who was born in Cambridge, Mass., has been city passenger agent for Great Northern in San Francisco since 1943. He joined the railway in 1942 as stenographer and clerk in its city ticket office in San Francisco.

Succeeding Mr. Tierney as city passenger agent in San Francisco is Robert W. Greenman, who has been

Retirement of T. F. Carroll, Great in the railway's passenger traffic department in Saint Paul and Minneapolis since 1938. He has been passenger representative in Great Northern's city ticket office in Minneapolis since 1947.

> Announced by George F. Hardy, Great Northern's general freight traffic manager, is the appointment of L. A. Richardson as traveling freight agent with headquarters in Saint Paul, and E. J. Kubicki as city freight agent in Duluth, to succeed Mr. Richardson.

> Mr. Richardson, with Great Northern since 1936, was the railway's city freight agent in Duluth, Minnesota. He will travel in South Dakota and Southwestern Minnesota, Mr. Kubicki has been rate clerk in Duluth since August of last year.

#### Spokane Nelson Bus Service

service between Spokane, Washington, Kettle Falls, Trail, B. C. and

Auto Interurban Bus Company Nelson, B. C., is now operated on the following schedules:

DAILY	(PST)	DAILY
8:00 AM 3:45 PM 12:30 PM 8:15 PM 12:45 PM *9:30 PM 2:45 PM *11:30 PM *Saturdays and Sundays	LvSpokane, WashAr. Ar. Trail, B. CLv. Lv. Trail, B. CAr. Ar. Nelson, B. CLv. only between Trail and Nelson.	7:45 PM 2:00 PM 3:00 PM 9:15 AM 1:40 PM 9:00 AM 11:35 AM 7:00 AM

Rail tickets via Great Northern Railway between Spokane, South Nelson and intermediate points served by the Auto Interurban Bus Company are honored on buses. Bus

arriving Spokane at 7:45 pm., makes connection with Great Northern's westbound Empire Builder and Oriental Limited.



Upper left, 1949 Aquatennial Queen of the Lakes Lee Jaenson. Lower left, Minnesota's loveliest young women compete for the crown of 1950 Queen of the Lakes. Right: Half a million spectators will watch the three-mile long grand parade.

#### Minneapolis Aquatennial Emphasis on Minnesota Centennial

Eons ago, glaciers molded Minnesota into a country of rivers and lakes, deep valleys and rolling plains —a land of vast vacation areas that still holds the spell of the wilderness. To this summer playground, the Minneapolis Aquatennial beckons tourists from every state in the nation.

This civic fete, celebrating its tenth year, July 22 through 31, is one of the nation's outstanding summer festivals. Water sports and summer fun reach new heights during the 10-day tribute to the Queen of Minnesota's 10,000 Lakes.

The festival opens with the culmination of the 450-mile canoe derby down the Mississippi river from Bemidji near its source, to the headwaters of navigation at Minneapolis.

The race for cash prizes totaling \$8,000 attracts colorful contestants including Canadian woodsmen. guides, Indians, resortmen, students and athletes in all walks of life.

(Continued on page 8)

Seven

#### Railway Express President



Mr. Hammell

ell Mr. Head

L. O. Head, president and director of the Railway Express Agency since 1932 has retired after more than 50-years continuous service in the express field. Mr. Head joined the Wells Fargo Company after military service in the Spanish-American

Alfred L. Hammell, executive vice-president has been named as Mr. Head's successor in both positions. Mr. Hammell began his express career at San Francisco in 1909.

#### MINNEAPOLIS AQUATENNIAL

(Continued from page 7)

The opening Aquatennial parade, scheduled for Saturday, July 23, will abandon the traditional water theme this year in deference to the Minnesota's Territorial Centennial. Early Minnesota history will be depicted in miles of floats, marching units and bands.

Each night Aqua Follies are presented at Theodore Wirth Pool. The Follies is an amphibious combination of stars of stage, radio, concert and the swimming world. The water ballet is made up of University of Minnesota coeds trained the year-round for their precision routine.

Girls from the state's leading cities compete for the honor of reigning over the great water festival. The 1949 Queen of the Lakes is Lee Jaenson of St. Cloud, 19-year old student of Gustavus Adolphus College at St. Peter. Coronation ceremonies climax the celebration.

#### Jasper Park-Vancouver, B. C. Service

Standard summer line cars containing 6-compartments and 3 drawing rooms will be operated between St. Paul - Minneapolis and Jasper Park-Vancouver, B. C., on GN trains 7 and 8, The Winnipeg Limited, in connection with Canadian

National trains 2 and 3 on following schedule:

First car will leave St. Paul and Minneapolis, June 24 and the last car on September 2. First car will leave Vancouver, B. C. on June 27, the last car on September 5.

	G. N. No. 7		G. N. No. 8 Example
Mon.	8:00 PM	Lv. St. Paul	Ar. 8:00 AM Thurs.
Mon.	8:30 PM	Lv. Minneapolis	Ar. 7:25 AM Thurs.
Tues.	8:00 AM	Ar. Winnipeg	Lv. 7:30 PM Wed.
	C. N. No. 3		C. N. No. 2
Tues.	10:15 AM	Lv. Winnipeg	Ar. 6:00 PM Wed.
Wed.	1:15 PM (MT	Ar. Jasper	Lv. 2:25 PM(MT) Tues.
Wed.	12:50 PM (PT	Lv. Jasper	Ar. 12:50 PM (PT) Tues.
Thurs		Ar. Vancouver, B. C.	Lv. 7:15 PM Mon.

Eight



Upper left, CPR SS Princess Marguerite; Upper right, Black Ball Lines M. V. Chinook; Lower, Inner Harbour, Victoria, Capital City of British Columbia.

#### Seattle-Victoria Water Trip

Tip to Pacific Northwest vacationers—Don't miss the exhilirating salt-water-trip across Puget Sound to Vancouver Island and the delightful old-world city of Victoria.

Summer schedules from Seattle to the provincial capital of British Columbia have been announced by the Puget Sound Navigation Company (Black Ball Line) and Canadian Pacific Steamships, Ltd.

Black Ball's luxurious M. V. Chinook, plying between Seattle and Victoria the year around, is already on its summer schedule. Departure is 11:45 PM with arrival in Victoria 7:15 AM. Return trip departure is 5:15 PM, arrival Seattle 9:30 PM.

Enroute to Vancouver Island, the Chinook calls at Port Angeles, Washington. Before its late afternoon departure from Victoria, the ship makes two additional round trips to Port Angeles.

In service on Canadian Pacific's Seattle-Victoria-Vancouver "Triangle" run will be the brand new 6,000 ton S. S. Princess Marguerite and the S. S. Princess Charlotte, which switch to summer schedules June 17.

Leaving Seattle 8:00 AM, the Princess Marguerite arrives Victoria 11:50 AM, and reaches Vancouver 5:25 PM. On the return trip, departure from Vancouver is 10:00 PM (Continued on page 16)

unaea on page

Nine



#### **Charmed Isles of Puget Sound**

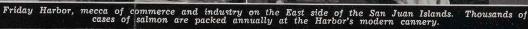
A real seafarer's island paradise, yet nearby and easily reached, where one can get that "South Sea Cruise" feeling out of his system at a minimum of expense and with maximum comfort and safety, are the romantic, picturesque and historic San Juan (Continued on page 12)

Anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooner can sai anything from a dinghy to a trim yawl or schooler from a

One of three water routes is via Deception Pass which separates the mainland from Whidby, second largest island in the U.S.

Hundreds of miles of island-dotted waters extending in every direction and Mount Baker from atop Mount Constitution.







#### Lake Pend Oreille



A 12 pound 7 ounce Kamloops rainbow trout caught by Charles Pennington of Sandpoint, Idaho, on opening day of 1949 fishing season at Luke Pend Oreille.

For the fourth successive year, king-size Kamloops rainbow trout from Lake Pend Oreille in Idaho, have taken top honors in the annual national fishing contest sponsored by Field & Stream magazine. Pend Oreille rainbows won all 10 prizes in the national contest in 1946 and 1947.

While many of the anglers who descended on North Idaho's big Lake Pend Oreille for the opening day of the 1949 season went fish-less, there were many with good catches.

Kamloops from Canadian stock were first planted in Lake Pend Oreille in 1942. By 1945, they attained phenomenal size and fish weighing 31 and 32½ pounds set new world's records and topped the Field & Stream contest that year. The previous world's record of 26 pounds had stood since 1914.

#### THE SAN JUAN ISLANDS

(Continued from page 11)

Islands in Puget Sound in the State of Washington.

The Islands, which owe their origin to partial submergence of a mountain range, boast fifteen peaks over 1,000 feet in height and include famous 2,400 foot above sea level Mount Constitution. Of the large number of islands and reefs that go to make up the group, 175 are large enough to warrant individual names.

To reach the islands there is a choice of a sailboat or a cruiser under your own command or, a "prefabricated" cruise complete with crew, servants and food. Equipment may be chartered at almost any port on Puget Sound.

Three routes are available from Seattle, across the "open sea", directly across the Straits of Juan de Fuca, where the water can be as smooth as glass or as thrillingly rough as in a movie storm, the protected inside route through Deception Pass or by way of Swinomish Slough, the very inside course for shallow draft craft. For the less experienced the Deception Pass route is recommended.

While the San Juan Islands have more harbors and inlets than can be conveniently visited in a limited time, Mount Constitution is a "must" attraction. Taxi service is available to the summit of the mountain and the most spectacular view of its kind in all the world. The panorama, spread out in all directions from atop the mountain, is magnificent. Most of the Islands, the Olympics, Cascades and majestic Mount Baker can be seen from this point.

(Continued on page 14)



#### Old Stuff

When the freshman returned a volume of Shakespeare to the library he was asked what he thought of the Bard's writing. "I don't see why people make such a fuss over his work. All he has done is bring together a bunch of old well-known quotations."

#### To Confuse

"Why is your flivver painted blue on one side and red on the other?"

"It's a swell trick. You should hear the witnesses contradicting each other."

#### Some Gits

He: "I see by the paper that a woman in Omaha just cremated her fourth husband."

She: "Isn't that always the way? Some of us can't get a man while others have husbands to burn."

#### \* \* \* He Should Know

Father looked hard at his wife and then at his son. "That boy has taken money from my pocket!" he stormed.

"Ernest," she protested, "How can you say that? Why, I might have done it."

Father shook his head. "No, you didn't; there was some left."

#### Action!

Father-in-Law: "I suppose you know that when I die my daughter will inherit fifty thousand dollars. Well, why don't you say something?"

Husband: "Drop dead."

#### Command Decision

Mike lay on his death bed. His inconsolable prospective widow stood over him. "Poor Mike," said she, "Is there anything that wud make you comfortable? Anything ye ask for I'll get for ye."

"Please, Bridget," he responded, "I think I'd like to have a wee tase of the ham I smell cookin' in the kitchen."

"Go on with ye," responded Bridget, "nary a bit of that ham will ye git. 'Tis for the wake."

#### \* \* \* First Offense

A vagrant when taken to the police station was told to strip for a bath.

"What, go in the water?" he asked.

"Yes, you need it. How long has it been since you had a bath?"

"Well, I never been arrested before."

Thirteen

#### Railroad Hour Award



AAR President William T. Faricy (left) accepts silver mike award of Radio Best Magazine from Editor Edward Bobley.

The Railroad Hour, musical radio program heard each Monday evening over the ABC network, sponsored by the Association of American Railroads, has been given the silver mike award of Radio Best magazine for "consistent excellence of performance and public service to radio listeners".

Radio Best Editor Edward Bobley made the presentation to William T. Faricy, president of the AAR, who accepted on behalf of the 132 railroads which sponsor the show.

The June 13 broadcast will feature selected Stephen Foster melodies. Songs from Victor Herbert's "The Red Mill" will be presented on June 20. The June 27 program will feature music from the Chicago Railroad Fair extravaganza "Wheels A-Rolling". Music from Irving Berlin's "Miss Liberty" will be heard on the July 4 broadcast.

Fourteen

#### SAN JUAN ISLANDS

(Continued from page 12)

A few of the many other points of interest include the remains of fortifications that were maintained during border disputes between the United States and Great Britain, the limestone quarry at Roche Harbor, the Bureau of Fisheries at Friday Harbor and the abandoned sandstone quarry in the Sucias that once furnished paving blocks for the city of Seattle. Fossil Bay is a fabulous source of ancient organic remains.

There are many small resort towns where supplies can be replenished with fresh milk, meat and vegetables, ice cream, etc.

One visit to these famous Islands is only the beginning of a desire to return and further explore the enchanted lands to the north, to the Straits of Georgia, up the coast to world-famous Princess Louisa Inlet and then on to Alaska by way of the Inside Passage.

### GN Resumes Building Steel

Building of 2,000 new steel boxcars costing approximately \$10,150,000 began recently at Great Northern Railway's freight car shops at St. Cloud, Minnesota.

In a few weeks output will reach 20 complete cars daily and later may go even higher. A rate of 18 daily last year was the highest previous production level at the shops.

Fifteen hundred of the cars are for Great Northern and 500 for the Spokane, Portland & Seattle Railway, a subsidiary. Each car will weigh about 41,000 pounds and have a load capacity of 128,000 pounds.

Steel underframes for the cars are assembled at the railway's Superior, Wis., shops and the balance of the work is done at St. Cloud on an assembly line basis. Construction is expected to continue into November.



#### Fourth Annual Willmar Kaffe Fest

"Any time is coffee time in Willmar", but even more so from July 11 through 13, when the Willmar Chamber of Commerce stages its fourth annual Kaffe Fest. Steaming urns will be kept filled with hot java and plates will be stacked high with doughnuts, all to be enjoyed in the best Scandinavian tradition, and without charge.

There will be a huge parade complete with floats, bands, drum corps, clowns and surprise features. The clowns, a new feature this year, are Willmar business men whose identities will be hidden under layers of grease paint. The entire community will participate in the various events that will high-light the three-day festival, which closes with a gala Grand Ball in the civic auditorium.

As in previous years, a Kaffe Fest Queen will be selected from candidates sponsored by Willmar merchants. She will be crowned by Queen of the Lakes Lee Jaenson, representing the Minneapolis Aquatennial.

Fifteen

#### Southern California Summer Vacations



Vacationers play and romp in the surf at LaJolla near the border of Old Mexico.

The Southern California All-Year Club lists 137 separate and distinct reasons for Southern California vacations this summer. Included are flower shows, watercades, Spanish fiestas, rodeos and a multitude of other visitor events.

Southern California's dry subtropical climate is found nowhere else in North America. Summer noon temperatures normally range from 72.7 to 77.9 degrees, with days unspoiled by rains and nights cool enough for blanket sleeping.

Many of the most popular and thrilling events are held along the scenic coastline. Champion aquaplaners enter the South Bay Water Sports Regatta, racing through the huge arc of Santa Monica bay and over courses laid out between the South Bay towns of Hermosa, Redondo and Manhattan Beaches near Los Angeles. Off-shore is famed Catalina Island with its Submarine Gardens, bird farm and flying fish.

Outdoor Symphonies - Under-the-Stars are held in Hollywood Bowl. During a 27-year period, the concerts have been interrupted only once by inclement weather.

#### WATER TRIPS

(Continued from page 9)

with arrival at Seattle 7:00 AM. There is no stop at Victoria.

The Princess Charlotte leaves Seattle 11:00 PM, sailing directly to Vancouver with arrival 8:00 AM. On the return trip, departure from Vancouver is at 10:30 AM, with a 3:30 PM stop at Victoria and a 9:30 PM arrival in Seattle.

Nearing completion in Scotland is the S. S. Princess Patricia, sister ship of the beautiful Princess Marguerite. Canadian Pacific officials expect that the Princess Patricia will be in Pacific Northwest waters early enough this summer to join the Princess Marguerite on the Triangle run.

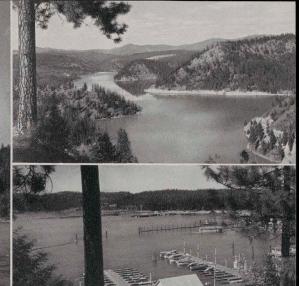
#### Chicago Railroad Fair

Great Northern, Northern Pacific and the Burlington road will again present a rodeo-type show at the Chicago Railroad Fair which opens its second season on June 25. The show will be similar to the one offered by the three lines at last year's fair which drew more than one million persons.

One of the new feature spectacles planned for the 1949 Railroad Fair is the presentation of one of the most colorful outdoor ice skating shows ever produced. To be offered free to Fair visitors and to be staged in a specially constructed rink on the shore of Lake Michigan, the Ice Show will be sponsored by the companies that furnish the equipment, materials and supplies to the railroad industry. The Ice Show will be presented at least six times daily in a rink of 1,000 square feet. Grandstand seats to accommodate 1,200 persons will be provided.

The thrilling outdoor pageant "Wheels a-Rolling" will again be presented during the 1949 Fair. New scenes have been introduced, others revised, and many more historical vehicles have been added.





Coeur D'Alene, with its many nearby mountain streams and lakes, affords unlimited opportunity for exploring, cruising, fishing and summer recreation.

#### The City by the Lake

"Follow the photographers to Coeur d'Alene" is fast becoming a catch-phrase, for Coeur d'Alene, Idaho, known as one of the five most beautiful lakes in the world, is attracting photographers in ever-increasing numbers.

Tourists too, have recognized the attractions and splendid facilities of this outstanding playground, and their number grows larger each year. Swimming, boating, water sports, hiking, skiing, horseback riding, fishing and hunting are only a few of the many activities available in the vicinity of the Lake City. Boat trips up the lake and on St. Joe River, highest navigable river in the world, attract many.

Adequate housing facilities maintained for tourists are offered in a wide choice of variety and location.

Lumbering has long been the chief industry in the Coeur d'Alene drainage area, and this is being supplemented materially by agriculture. As the timbering gradually decreases, agriculture will supplant it as the major industry. Much of the timber resources, both in the raw and manufactured states, travels out of the Coeur d'Alene area over the Great Northern Railway.

The Chamber of Commerce, Coeur d'Alene, Idaho will be glad to provide detailed information about vacations, business, industry or homeseeking opportunities.

Seventeen

#### GN Passenger Train Schedule Changes

Great Northern's eastbound Oriental Limited, train No. 4, now leaves Seattle daily at 10:30 pm., one hour later than heretofore: Everett 11:30 pm., Wenatchee 3:25 am., Spokane 8:05 am., Whitefish 3:55 pm., Belton 4:40 pm., Glacier Park 6:30 pm., Havre 10:40 pm., Glasgow 1:50 am., arriving Williston 5:05 am. There is no change in schedule leaving Williston or in arrival time in Minneapolis, which is 10:05 pm., St. Paul 10:30 pm., Chicago 8:15 am. There is no change in departure time of train No. 4 from Portland, Oregon, which remains at 8:45 pm.

The later departure of the Oriental Limited from Seattle provides connections at Seattle with steamships from Vancouver and Victoria, B.C., which arrive at Seattle at 9:30 pm.

Effective June 15, train No. 3, westbound Oriental Limited, will leave Glacier Park at 12:35 pm., Belton at 2:15 pm.

Schedule of trains Nos. 43 and 42 will be extended to operate from Shelby to Glacier Park, Montana, during the period June 15 to September 15, with No. 43 leaving Shelby at 10:20 am., Cut Bank 11:00 am., Browning 11:48 am., arriving Glacier Park at 12:20 pm. Train No. 42 will leave Glacier Park at 6:40 pm., Browning 7:04 pm., Cut Bank 7:50 pm., arriving Shelby 8:25 pm., leave Shelby at 8:30 pm.

Train No. 28, eastbound Fast Mail carrying coaches only, now leaves Seattle at 11:00 pm., Spokane 9:15 am., Havre 2:50 am., Williston 11:30 am., Fargo 7:20 pm., arriving St. Paul 2:25 am.

The Winnipeg Limited, train No. 7, now leaves St. Paul daily at 8:00 pm., Minneapolis 8:30 pm., two minutes earlier than heretofore. There

Eighteen

are no changes in schedules beyond Minneapolis.

Effective June 12, train 135 leaves Crookston at 8:00 am., arriving Warroad 12:45 pm. There will be no change in schedule of train 136. There will be no connection made at Crookston with train 131 from Fargo, Moorhead and intermediate points with train 135.

Trains Nos. 356 and 357 between Seattle, Washington, and Vancouver, B. C., now operate daily except Sunday with no change in present schedules.

#### Hotel and Chalet Managers

Hotel and chalet managers in Glacier National Park for the 1949 season are, Ralph M. Erickson, Glacier Park Hotel; Mrs. Clara B. Ross, Two Medicine Chalets; Mrs. Beatrice Frase, Lake McDonald Hotel; Sam A. Mullen, Many Glacier Hotel; Harley H. Boswell, Prince of Wales Hotel; Leo A. Burdick, Swiftcurrent Cabin Camp; Miss Ethel M. Rodgers, East Glacier Cabin Camp; Mrs. Martha Russell, Sperry Chalet; Mrs. Emma G. Perkins, Granite Park Chalet.

Information and Pullman Agent, Wilbur R. Pownall, will be located at Many Glacier Hotel this season instead of at Lake McDonald Hotel as in past season. The Information Desk at Lake McDonald Hotel will be in charge of Raymond D. Van Nest.

Great Northern's traveling freight and passenger agent, W. J. Garrity, will be in charge of the Reservation Bureau at Glacier Park Hotel, assisted by Morris Lanpher, passenger representative. Glanings

Pullman aguinment for train No.

Pullman equipment for train No. 4, the eastbound Oriental Limited, is now ready for occupancy at the King Street Station in Seattle at 9:30 pm instead of 9:00 pm.

Tourists visiting Grand Coulee Dam will be furnished with information describing the Puget Sound country at an information desk in the Vista House maintained jointly by Tacoma, Seattle and other chambers of commerce in that area.

With the expected arrival of Canadian Pacific's new SS Princess Patricia in June, the SS Princess Kathleen, well known daily "Victoria boat", will be taken off the Vancouver-Victoria-Seattle run and will make eight cruise runs into Alaska.

The Hollywood Park horse-racing meet, originally scheduled at Hollywood Park, will be held at Santa Anita Park, at Arcadia, near Los Angeles, May 17 through July 23.

Farmers on 16 Federal Reclamation projects in the Pacific Northwest in 1948 produced crops valued at \$202,639,040, third highest on record, according to the final crop census completed by the Bureau of Reclamation.

Members of the Veterans' Association of the Great Northern Railway reported deceased during May, 1949 are: Ralph Babcock, engineer, Vancouver, Wash.; John Clees, section foreman, Mount Angel, Ore.; Ferdinand E. Danielson, conductor, Portland, Ore.: Edward Graef, locomotive engineer, Havre, Mont.; William W. Lloyd, traveling freight agent, Minneapolis, Minn.; Edgar R. McNamara, operator, Port Angeles, Wash.; Chris Nelson, machinist, Fairmont, Minn.; Joseph B. Otte, engineer and fireman timekeeper, Willmar, Minn.; William R. Parker, engineer, Grand Forks, N. D.; Ernest F. C. Teske, machinist, St. Paul, Minn.; Harry E. Tyrrell, brakeman, Whitefish, Mont.; William C. Watson, engineer, Minneapolis, Minn.; Arthur Whitnall, city passenger agent, Vancouver, B. C.; Ernest Yenna, fireman, Grand Forks, N. D.

Members reported pensioned during May 1949 are: Cornelius Barry, crossing watchman, Butte, Mont.; Alfred M. Bjoin, conductor, St. Paul, Minn.; William F. Collins, conductor, Morris, Minn.; Emil F. Heuer, agent, Arvilla, N. D.; William Howe, engineer, St. Paul, Minn.; Henry B. Linderman, locomotive engineer, Willmar, Minn.; Robert T. Miller, conductor. Sioux City, Iowa.

Nineteen



GOLF on invigorating courses



PHOTO Blackfeet Indians, mountain goats



EAT superb foods in picturesque hotels



FISH in glacier-fed lakes and streams



all these and a thousand other thrills



RIDE horseback on scenic mountain trails



in this great unspoiled playground.



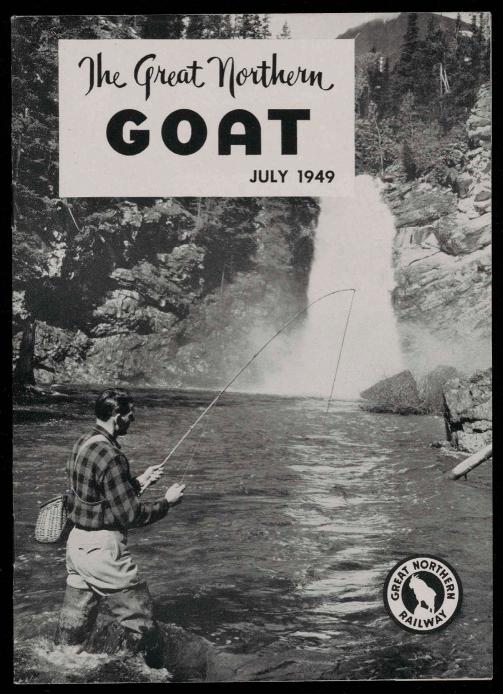
CTOP - OFF TOURS

see Glacier's finest scenery from open-top motor coaches on any of six all expense stop-off tours. Plenty of time for hiking, fishing, or just plain loafing.

on the main line of

**GREAT NORTHERN** 







Victoria is a city of stately homes, gracious trees and vivid gardens.

### British Columbia's Capitol on the Pacific



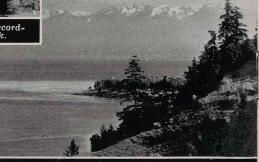
Gorgeous gardens and lawns at the Empress Hotel.



World-famous Butchart Gardens are a flowering fairyland the year 'round.



Yew trees in an Old English Garden form grotesque figures.



Olympic Mountains from Colwood one of many superb coastal views.

#### Old-World Victoria on Vancouver Island

Situated on the southern tip of Vancouver Island, separated from the mainland by the Straits of Georgia and Juan de Fuca, is Victoria, charming provincial capital of British Columbia, often called the most "English" of cities outside the British Isles.

Victoria is bounded on three sides by the Pacific Ocean, and on the other by the blue-tinted Sooke Hills, which, together with the proximity of the warm Japanese Current, accounts for its equable climate, pleasantly cool during the summer, and extremely mild in winter. Because of the mountains to the West, annual rainfall is much less than in other Pacific Northwest cities, fogs are rare, and thunderstorms seldom occur.

While of great importance as a world port, Victoria possesses an individual old-world charm and moves at a more leisurely pace than most. It is a city of tree-shaded streets, winding boulevards, fine homes and beautiful gardens, both public and private. Even in the business section, flower baskets hang from street lamp posts during the spring and summer months.

It is said that Victoria enjoys the largest per capita tourist trade of any Canadian city, and small wonder, for in addition to its comfortable climate and individual charm, there are innumerable scenic drives and points of interest for visitors. Close by the inner harbor are the Parliament Buildings and the Provincial Library, where are displayed rare Indian relics, ship logs, maps, charts and diaries of early Pacific coast explorers. Thunderbird Park, with its unusually fine collection of

carved totem poles, gathered from the various Indian tribes of British Columbia, is within walking distance. Beacon Hill, the principal city park contains miniature lakes, rolling lawns and luxuriant flower gardens. Here also, are famed rose gardens, Royal swans from the King's own preserves, bowling greens and cricket fields. The view from the crest of the hill is considered one of the finest in the world. There is swimming the year round in a huge 150 foot glass enclosed pool, and during the summer at ocean beaches and nearby fresh water lakes. Butchart's world-renown sunken gardens are just 12 miles from the city.

Vancouver Island is a veritable paradise for the sportsman and nature-lover and offers a great variety of scenery. The southern part is well populated, while to the north and on the western coast, there are great areas, almost as rugged and primitive as before the coming of the white man. Fishing is outstanding, the tyee salmon or Chinook, weighing up to 70 pounds. Other sports for which the Island has natural facilities are yachting, mountain climbing, skiing, trail riding, hiking and boating. There are excellent golf courses and opportunities for tennis, bowling, etc.

Victoria is conveniently reached from Seattle via ships of the Puget Sound Navigation Company (Black Ball Line) and Canadian Pacific Steamship Company's new Princess Line flagships "Princess Marguerite" and "Princess Patricia" which have been added to the Triangle Service this year from Seattle and Vancouver, B. C.

Three



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No. 7

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IVAN A. COPPE, Editor

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

#### The Goat's Cover



Four

Lakes and streams in Glacier National Park in Montana are kept well-stocked with fish native to the Rocky Mountain region.

Photo by Walt Dyke

#### No Ho-Hum Affair

Freight trains on the highway. Sisters and brethren, there is a subject! Old Mr. Iron Horse is having hard going. Here he is buying a private right-of-way on which he lays a costly track and on which he pays taxes and on which he keeps up repairs at his own expense—and what happens? What, says Henry. Well, I says, zooming along, parallel, is a competing highway freight truck, big as a freight car, running on a nice, smooth pavement built by the state and the people.

Now, owning no railroads or any railroad stock, and wanting the lowest freight rates possible, I am for whatever system is best and cheapest—in the long run. But as the highway freight trucks get bigger and longer and higher and my driving of my own flivver into town gets more risky and risky as the freight truck driver looks down upon me, I am beginning to lean to the idea that I better speak up while I can speak up.

If we allow unfair competition to wear old Mr. Iron Horse threadbare—and we wake up some morning and the depot is locked, we will not be so calm and unperturbed.

Before the RR came to town, what did our burg look like—there is something important to ponder. It is no ho-hum affair.

(Reprinted from Jo Serra's column in the Industrial News Review published by E. Hofer & Sons, Portland, Oregon.)

#### Summer Railroad Hour

The Railroad Hour, popular radio program heard Monday evenings over the ABC network will feature the music of Sigmund Romberg on the July 18 broadcast and selected songs by Ethelbert Nevin on July 25.



Goldie and her two cubs, Glacier National Park's most popular bear family

#### Glacier National Park Greeters

Glacier National Park's first family of 1948 is again on the job welcoming vacationers and doing business at the same old stand.

Goldie and her two cubs, last year described by Park rangers as the most popular bear family in the Park's history, are again pointing their greedy black snouts at motorists and sightseeing parties in motor coaches traveling on Going-to-the-Sun Highway in the vicinity of Garden Wall Road Camp, in search of chocolate candy and other tidbits.

The cubs, now 75 pounds each, weighed only 7 pounds a year ago. One of the twins, Whitey, was the lightest colored bear ever observed in Glacier, while his sister was the cinnamon color of the mother.

The trio, which will probably break up late this summer, is again a traffic-stopper as it was last season. Goldie herself, is quite unusual in that she apparently has some idea where chocolate ends and hand begins, rare knowledge indeed, for a bear.

Five



Philco television technicians board Empire Builder at Portland, Oregon, enroute East.

#### Philco TV "49ers" Travel Empire Builder

After a recent extensive tour of the Midwest and West for the purpose of opening up new television stations and supervising special shows to demonstrate the latest in television broadcasting techniques, a special Philco television group returned east to Philadelphia, traveling on Great Northern's streamlined Empire Builder from Portland to Chicago.

Complete one-hour shows, using local talent were produced in several cities, including Portland, Oregon.

Shown above, left to right are: J. G. Severtson, Portland Philco distributor and president, Appliance Wholes salers; John J. Moran, special representative for the Philco Corporation; R. G. Masters, vice president, Appliance Wholesalers; Jim Luckey, supervisor of Field Service. Others are expert Philco television cameramen and technicians.

#### Pend Oreille Fishing

Fishing in Lake Pend Oreille, Idaho, has, until recently, been rather spotty because of unusual late winter conditions and record snowfalls which muddied the water and delayed the annual spawning migration of the Kamloops rainbow trout. The water has cleared, the temperature has risen and the big rainbows have returned to the lake from their spawning streams.

To date, bait has been the most productive lure, both for the lake and streams. Dolly Vardens, cutthroats and bluebacks are all showing preference for multiple flasher trolls baited with worms, while anglers fishing from rocky points report excellent results with salmon egg clusters.

A father and son fishing from the rocks at Trestle Creek using salmon eggs, reported an unusual catch illustrating the variety of fishing in Pend Oreille. They took 2 Dolly Vardens 20 inches long, 2 Lake Superior whitefish 22 inches long, 2 Rocky Mountain whitefish, 2 blueback salmon, 1 cutthroat, and a 2 pound Kamloops rainbow trout.

#### Honeymooners' Haven

Four eyes are better than two when it comes to spotting forest fires, and because Glacier National Park officials have found that married couples make better forest fire lookouts, ten man and wife teams are serving in that capacity in the Park this summer.

Most of them are University of Montana forestry students. For three newly-married couples, mountain-top lookout stations will serve as honeymoon cottages.

In addition there are 14 fireguards, 42 trailmen and 30 men who are engaged in blister rust control.



Flatcar transports early Great Northern boxcar to Chicago Railroad Fair.

#### Old Time GN Boxcar at Chicago Railroad Fair

One of Great Northern's old time boxcars can be seen at the Chicago Railroad Fair, which opened June 25 to continue through October 2.

The car, which has been a museum piece for quite some time, is on exhibition in Gold Gulch, a realistic replica of a rip-roaring early western frontier mining town. Gold Gulch is a new feature of the Fair this year. The car is the oldest in the possession of Great Northern, and is undoubtedly one of the few of this vintage still remaining in the United States.

Specifications of the car, which was built in 1879 for the St. Paul and Pacific predecessor of the Great

Northern, present some interesting comparisons with the 2,000 new freight cars now under construction at the railway's St. Cloud, Minnesota, shops. The ancient car is 27 feet 4½ inches long, weighs 20,000 pounds when empty and has a maximum load capacity of 40,000 pounds. The new steel-sheathed cars will be 40 feet 6 inches in length, weigh 41,000 pounds and have a load capacity of 128,000 pounds.

Although the relic of early railroading is still in good operating condition, it was shipped to Chicago from St. Paul on a flatcar, because it lacks many of the safety devices now required.



Well-broke horses are the rule at Western Dude Ranches. "Dudes" choose their mounts for the trail.

## Pre-Arranged Vacation Tours



Upper St. Mary Lake, a beauty spot in Montana's Glacier National Park.



Golf in the Canadian Rockies at Banff Springs Hotel in Alberta.

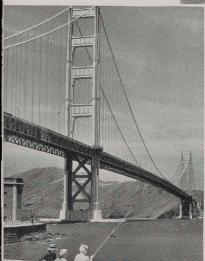
With economy as the keynote, a most comprehensive and exciting selection of all-expense and pre-arranged independent tours to Western Vacationlands has been arranged by Great Northern for the 1949 summer travel season.

Tours originate in Chicago, St. Paul and Minneapolis with travel west on the streamlined Empire Builder, or (Continued on page 10)



Paradise Inn, a rustic hostelry in Washington's Mount Rainier National Park.

A. DEVANEY, INC. PHOTO



The Golden Gate Bridge connects
San Francisco with the Redwood
Empire vacation country.



Los Angeles' Wilshire Boulevard crosses palm-studded MacArthur Park.



At Victoria, B. C., the inner harbor is flanked by the Parliament and other public buildings.



World-famed Timberline Lodge, a mile high, on magnificent Mount Hood.



Snow-capped mountains in Olympic National Park.





United States Marine Corps Certificate of Appreciation.

## Certificate of Merit

Throughout the United States is a huge organization of "Weekend Warriors", as they prefer to call themselves, made up of salesmen, laborers, executives, shopworkers, every day citizens who give up their spare time two weekends a month to train under the United States Marine Corps Reserve Training Program, to learn or maintain those skills which are so essential to the security of the nation, should an aggressor again attempt to ravage the world.

In addition to the regular training periods which are scheduled for weekends so as not to interfere with civilian jobs or schooling, once each year for a two week period, these reservists go on full time active duty to polish up their training.

In appreciation of Great Northern's whole-hearted cooperation in permitting its employees, who are members of the Marine Corps Reserve, to take time off for this two week period of training without fear of prejudice, discrimination, loss of seniority, etc., Corps Headquarters have awarded the railway a certificate of merit.

## VACATION TOURS

(Continued from page 9)

on the smooth, diesel-powered Oriental Limited.

One of the most popular of the all-expense tours is the 14-day tour (including travel time from Chicago) which features 10 full days at a real Western Dude Ranch, with all ranch facilities included and a saddle horse at the vacationer's exclusive disposal.

Other tours feature Glacier National Park in Montana in combination with many western tourist Mecas; the Pacific Northwest, California, the Grand Canyon, the Canadian Rockies, Yellowstone National Park and the Colorado Rocky Mountains.

For those who prefer to travel independently, pre-arranged personal tours are offered. A special economy tour which features travel in luxurious day-nite coaches on the Empire Builder, includes visits to the Pacific Northwest, Mount Hood, Mount Rainier, Seattle, Portland and Victoria, B. C. Other independent tours combine the beauties of Glacier and Yellowstone Parks, Glacier Park, Banff-Lake Louise, and Glacier Park-Pacific Northwest and the Canadian Rockies.

## Election

Officers elected at the Seventeenth Annual Meeting of the Arkansas Passenger and Freight Agents Association, held at the Majestic Hotel in Hot Springs, Arkansas are: Carl S. Schraudt, NYC, president; R. M. Hoban, STLSW, vice president and William F. Lins, Jr., LV, secretary-treasurer. Members named to serve on the Executive Committee are: Paul R. Shaw, Great Northern's traveling agent, St. Louis, Mo.; Paul Salmon, CPR; Dick Nelson, UP; A. J. Garibaldi, Penna.; Bob Cooper, AT&SF and Thurman Penn, CRI&P.



## Well What Do You Know?

Two elderly American ladies were journeying across Canada for the first time. In the West, the train stopped in a large station and they got out for a walk. Meeting a man on the platform, one asked, "What place is this?" The man said, "Saskatoon, Saskatchewan." The lady, thrilled, turned to her companion and whispered, "They don't speak English here!"

## By Request

"You seem idle!"

"The boss likes to see me idle."
"Huh?"

"This is the complaint department."

## Progress in Low Gear

"What is the principal occupation of this town?"

"Wall, boss," the man answered, yawning, "in winter they mostly sets on the east side of the house and follers the sun around to the west, and in summer they sets on the west side and follers the shade around to the east."

## Timely Answer

Executive—"Miss Hawkins, I thought you understood the King's English?"

Typist—"Of course I do! He wouldn't be King if he wasn't!"

## Just Agin' Everything

Old Silas Titewad arrived late for the meeting. The others were in the act of voting when Old Silas interrupted and said: "I don't know what you be votin' on but I'm agin it."

Spoke up one of the committee members: "We're voting on getting a new chandelier for the church."

"Chandelier — chandelier — who could play it if we got it? I'm agin it."

## It Might Help

Customer: "I want a box of cigars, please."

Clerk: "Yes, ma'am—a strong ci-gar?"

Customer: "Oh, yes. My husband bites them terribly."

## What, No Mustache?

"I want a present for an old gentleman for Christmas," she said.

"Yes, ma'am," replied the clerk. "Something nice in ties?"

"No; he has a beard," the customer explained.

"H'm," the clerk murmured thoughtfully. "Perhaps a fancy vest might be suitable?"

"No; it's a long beard," came back the answer.

The clerk sighed wearily.

"Well, how about carpet slippers?"

Eleven



Alligator Head so named because of its shape is located at La Jolla Cove, San Diego seashore resort.

## Cool Nights in Southern California

Southern California is a region of sharply contrasting playgrounds. Only a short distance from such ocean beaches and resorts as La Jolla, Oceanside and Coronado, are pine-fringed mountain lakes, while metropolitan areas like San Diego are near the fragrant citrus and avocado valleys of Escondido, Vista and Fallbrook.

Southern California boasts of over 200 miles of scenic beaches and each coastal town has its own particular attractions. Close by San Diego in Old Mexico is famous Tijuana with its varied entertainment, exotic shops and sidewalk bazaars tended by colorfully costumed Mexicans. Coronado lies on a great peninsula with a scenic bay on one side and the open sea on the other. Stretching for miles is the Silver Strand State Park, where the sand is actually silver colored. Inland from Coronado is the Mission San Diego de Alcala, founded by the Spaniards in 1769.

At La Jolla, palm trees tower over red-tiled, white-walled buildings and steep cliffs overhang sea-carved coves. Near Oceanside is another old Spanish mission of historical interest, and inland from Oceanside is the Palomar Observatory atop Mount Palomar, housing the 200-inch telescope, the world's largest. The gallery is open daily and visitors are welcome.

## Glacier Park Hiking Trips

Glacier National Park's summer naturalist program is well under way with several conducted hiking trips affording vacationers splendid opportunities for close-up views of some of the Park's most interesting and spectacular features.

Among the hiking trips scheduled regularly are: daily from Logan Pass to Hidden Lake viewpoint; daily except Sunday, Avalanche Campground to Avalanche Lake; Thursdays and Saturdays, hikes in the Many Glacier area; Mondays, Wednesdays and Fridays, from Many Glacier Hotel to Iceberg Lake; Sundays, from Many Glacier Hotel to Cracker Lake, and Thursdays, from Lake MacDonald Hotel to Sperry Glacier, with an overnight stop at Sperry Chalets.

A new hiking trip which is very popular is scheduled for Tuesdays only. Leaving the Continental Divide pass at an elevation of 6,554 feet, reached by automobile, the hikers take an eight to ten mile trip along the Garden Wall. The trail holds approximately the same elevation to Granite Park Chalets. The hike offers visitors unexcelled views of alpine flowers, deer, bear, mountain sheep and Rocky Mountain Goats.

Park naturalists also conduct campfire programs and evening lectures, and maintain an information service at Logan Pass.



## Hungry Horse Dam in Northwestern Montana

Final decisions on foundation specifications for Hungry Horse Dam on Great Northern's main line in Northwestern Montana will result from studies made by John L. Savage, international authority on large dam construction and former chief engineer for the Bureau of Reclamation, and Dr. Charles P. Berkey, former chairman of the Columbia University Geology Department.

Their findings will be used to determine final foundation specifications for the huge dam and powerhouse.

Four huge steel penstock pipes, each 13½ feet in diameter and 425 feet long are being fabricated at the project. Large "spiders" consisting of steel collars and bolts are placed in the sections to maintain proper

curvature of the heavy steel plates and assure exact alignment of plate edges during the welding process. All welded seams are x-rayed to detect flaws.

The penstocks will carry up to 80 tons of water per second to each of four 105,000 horsepower turbines to convert the energy of the South Fork of the Flathead River into hydroelectric power for Pacific Northwest industries, farms and homes.

It is expected that power from the first of four 71,500 kilowatt generators will be available in 1952.

Shown above, left to right are D. S. Walter, Regional Engineer, K. B. Keener, head of the Bureau's Reclamation Dams Division, Mr. Savage and C. H. Spencer, Hungry Horse project construction engineer.

Thirteen



First generating unit completed in East Powerhouse at Grand Coulee Dam.

## Grand Coulee Dam

The first generating unit in the East Powerhouse at Grand Coulee Dam in Washington State has been cut into operation, giving man's largest concrete structure the greatest installed hydroelectric rating in the world. Like other generators in service, the new unit ranks as the mightiest ever built.

With the new generating facilities, installed rated capacity of Grand Coulee is now 1,100,000 kilowatts, substantially more than that of Hoover Dam with its 1,038,000 kilowatts.

Two additional units are now being installed in the East Powerhouse which are expected to go into commercial service later this year, giving Grand Coulee even greater power producing capabilities. All giant generators at the dam were built by the Westinghouse Electric Corporation.

Fourteen

## Glacier Park Guide Book

Now available is a new and comprehensive 190-page guide book to Glacier National Park in Montana.

Author of this first post war guide to the nation's second largest national park is Dr. George C. Ruhle, Naturalist at Crater Lake National Park in Oregon, who in the 1930's was Glacier Park's Chief Naturalist.

Glacier's present Chief Naturalist M. E. Beatty and Naturalist Don Robinson assisted in the preparation.

The book is pocket-sized, sells for \$1.15 postpaid, and with illustrations, describes the geology, the flora and fauna, the natural wonders and other features of the 1,000,000 acre alpine wonderland.

## Glacier Park Goat Plays Hide and Seek

Glacier National Park Mountain Goats are, as a rule, decidedly shy and have never been known to seek or even tolerate the companionship of humans, but a road foreman in the Park played hide and seek with one of the wily creatures recently.

On the way from Logan Pass to Park Headquarters, the road foreman came upon a splendid specimen near Going-to-the-Sun Highway just above Garden Wall Loop.

Goats usually climb upwards when men get nearby, but this billy started down. The road foreman drove around to the bottom of the loop, got out of his car and stood still on the mountain side. For some strange reason, the goat didn't seem to notice him, and he came almost within touching distance. Glanings

All accommodations on Great

All accommodations on Great Northern's Empire Builder are reserved. Coach seats must be reserved in advance to insure seating space for passengers. This also applies to children under five years of age who are assigned reserved coach seats without charge.

Great Northern's northbound Afternoon Puget Sounder, train No. 358, now stops on flag at Crescent on Sundays for visitors returning from Crescent to New Westminster and Vancouver, B. C. The Sunday only stop will be made throughout the summer months.

The third annual Columbia Basin jubilee will be held in Ephrata, Washington, August 26 and 27.

Clarence O. Kunert, formerly in Great Northern's passenger traffic department, St. Paul, has succeeded Robert W. Greenman as passenger representative in the railway's city ticket office, Minneapolis.

Military agencies have accepted the bid of the railroads to carry all military passenger travel at fares 10 percent under the regular commercial fares for the fiscal year ending June 30, 1950. An attractive new Civic Information Center has been built atop the Seattle Public Library's new "stack" building and has been turned over to the Seattle Chamber of Commerce for use during the summer months in providing information to visitors to the Pacific Northwest.

Members of the Veterans' Association of the Great Northern Railway reported deceased during June, 1949 are: Ralph F. Baker, switch foreman, Minneapolis, Minn.; Alfred M. Bjoin, conductor, St. Paul, Minn.: Robert Curtis, conductor, Great Falls, Mont.; Clyde Dawson, station agent, Thompson, N. D.; Alice De-Mars, elevator operator, Superior, Wis.; Karl Koehn, traffic statistician, St. Paul, Minn.; Chauncy Lewis, agent and operator, Essex, Mont .: Anthony Leyden, fireman, St. Paul, Minn.: Charles E. Magner, agent, Malta, Mont.: Fred W. Perkins, engineer, Fresno, Calif.; Alphonse Talbot, engineer, Morris, Minn.

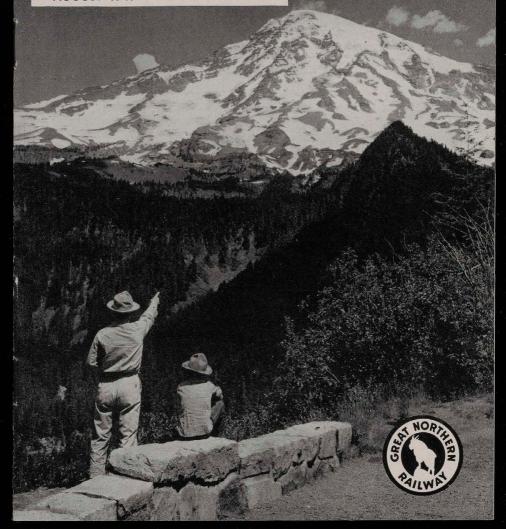
Members reported pensioned during June, 1949 are: John B. Hirschfelt, brakeman, St. Cloud, Minn.; Frank Pappas, section laborer, Minot, N. D.; Patrick F. Sheehan, conductor, Williston, N. D.; Theodore Stienke, section laborer, St. Cloud, Minn.; Roy E. Zurbrugg, conductor, Hillyard, Wash.

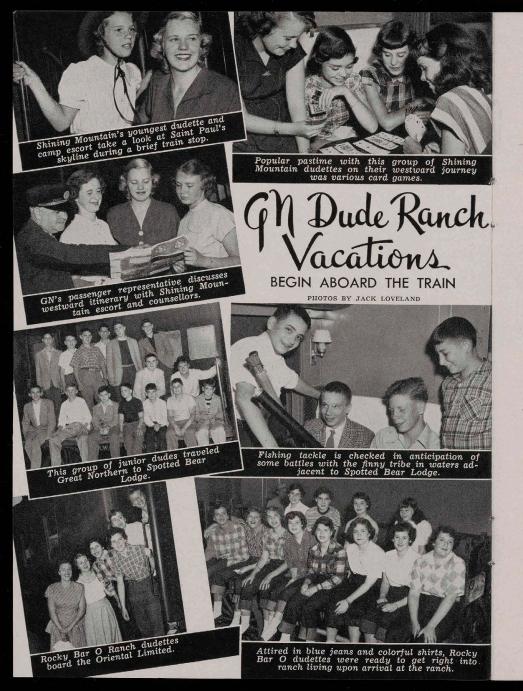
Fifteen

BRITISH COLUMBIA VANCOUVER GO GREAT NORTHERN to GLACIER PARK WASHINGTON VICTORIA Ask about All-Expense Stop-over SEATTLE Tours on Your Way to or from the Pacific Northwest, Oriental Limited SPÓKANE stops daily at Glacier Park and Belton, June 15 to Sept. 15. MONTANA GO GREAT NORTHERN PORTLAND to the PACIFIC NORTHWEST THE EVERGREEN PLAYGROUND OF SEATTLE, TACOMA. OREGON SPOKANE, PORTLAND, VANCOUVER, VICTORIA 1DAHO GO GREAT NORTHERN to and from CALIFORNIA YOU CAN GO OUT VIA GREAT NORTHERN AND RETURN VIA ANOTHER SCENIC ROUTE OR VICE VERSA. CALIFORNIA NOR 2 Great Trains NORT

## The Great Morthern GOAT

**AUGUST 1949** 





## Teen-Agers Travel Great Northern to Western **Dude Ranches**

Three groups of teen-age boys and girls, westward bound aboard Great Northern's Oriental Limited for vacations at Rocky Bar "O" Ranch, Shining Mountain Camp for Girls

and Spotted Bear Lodge, all in Montana, were up to their ears in fun from the moment they boarded the train in Chicago.

Aside from viewing the scenery, asking questions of the train crew and noting points of historical interest along Great Northern's route, they engaged in all sorts of games, wrote letters to folks and friends back home and read everything in sight including time folders, hotel and railroad guides. All were so enthusiastic it was difficult to determine

who were "freshmen" and who were "old timers."

Fifty dudettes were bound for Rocky Bar "O" Ranch at Bigfork, Montana, 30 miles South of Kalispell and 40 miles from Belton, western rail entrance to Glacier National Park. Escorting this group were the Misses Barbara Kerr and Denise Francois.

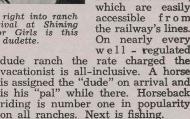
Destined for Shining Mountain Camp for Girls at Marion, Montana, near Kalispell, was another group of teen-agers chaperoned by the Misses Phyllis Rohde and Charlotte

Leaming. Shining Mountain Camp. now in its 25th season, is the pioneer riding camp for girls in the Northwest and is operated by Florence Rogers Cassill of Seattle, Washington.

Thirty junior dudes comprised a group from New York City, upstate New York, Chicago and suburban area, enroute to Spotted Bear Lodge at Coram. Montana. Escorting this group of boys was Elwood Gair.

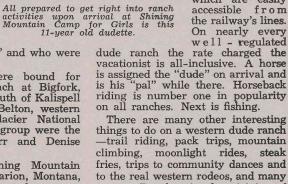
There are numerous dude ranches for adults and teen-age boys and girls in the territory served by Great Northern in Montana, Idaho, Washington, Oregon, Alberta and British Columbia. which are easily accessible from On nearly every well - regulated

Three



things to do on a western dude ranch -trail riding, pack trips, mountain climbing, moonlight rides, steak fries, trips to community dances and to the real western rodeos, and many games. Ranches in the vicinity of Glacier National Park include trips

(Continued on page 6)



GREAT NORTHERN RAILWAY—A GREAT WAY TO TRAVEL



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indirectly in the handling of industrial traffic matters and travel by railroad.

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IVAN A. COPPE, Editor

## The Goat's Cover



Mount Rainier in Mount Rainier National Park, Washington, from Lookout Point along highway to Paradise Vallev.

Photo by Josef Scaylea

## Your Railroads

Long and expensive runways are necessary for the landing and take-off of big commercial air liners—but the average landing fee they pay is not much more than you pay for leaving your car in a downtown parking lot. The rest of the cost is borne by the taxpayers.

In proportion to use made of highways, heavy commercial haulers pay only about one-third as much in license fees and gasoline taxes as the ordinary motorist. The extra burden of cost is borne by motorists and taxpayers.

Commercial users of improved inland rivers and canals pay nothing for the privilege of such use. The cost of improvements is borne wholly by the taxpayers.

When railroads call attention to such situations, the rejoinder frequently is that this is the same sort of thing which was done for railroads in the early days. Such a statement is based upon misunderstanding.

The form of public aid most frequently referred to was the grant of lands made by the federal government to pioneer railroads to help open up the country. Only 8 per cent of the mileage of the railroads of the U.S. received such federal land grants-and even as to this 8 per cent, the grants were not gifts. In return for them, the railroads were required to haul government freight, passengers and mail at reduced rates. Before these reductions came to an end in 1946, the railroads had paid to the government in reduced rates almost ten times as much as the value of the lands granted.

This, was an entirely different kind of transaction from the present day expenditures of taxpayers' money for the benefit of some forms of commercial transportation.







PHOTOS BY R. V. NIXON.

Upper left: Rail students watch telegraphers and signalmen dispatch and route trains in station yards. Lower left: J. H. Boyd, GN trainmaster, St. Cloud, Minn., E. A. Mueller, St. Paul, supervisor of trade schools, State of Minnesota; F. J. Gale, Minneapolis, president and general manager of Gale Institute, and Mathew Malisheske, car repair man in GN shops at St. Cloud and mayor of the city of St. Cloud, standing left to right on front of locomotive, the latter welcoming students to the city. Right: Trainmaster Boyd explains features of a diesel switch engine to group of students.

## Future Railroaders' Field Trip

Nearly 400 future railroad telegraphers and station agents, students at the Gale Institute of Minneapolis, Minnesota, learned first hand what it is really like to be "working on the railroad" during a recent field trip taken on a special 8-car Great Northern train.

Accompanied by instructors and specialists from the school and the railway, the students, in the course of the all-day trip traveled from Minneapolis to Saint Paul, Saint Cloud, Waite Park and return.

First stop was at the Saint Paul Union Station where members of the party observed the heavy morning inbound and outbound movement of passenger trains, visited telegraph offices, and watched switching and dispatching in the busy station yards.

A visit was also made to the Twin City Model Railway Club's permanent miniature model railway system, located in the Union Station in St. Paul, where several famous name model trains were viewed in opera-

(Continued on page 6)

Five

## GN AGFA Retires



Mr. Carl.

With his retirement in August, Harry R. Carl, assistant general freight agent with headquarters in St. Paul, brings to a close a career of nearly 50 years with Great Northern Railway.

Mr. Carl began employment with the railway in

November, 1899, as a student teleggraph operator at Clara City, Minn. After serving as relief station agent on two of the railway's eastern divisions, he joined the freight traffic department in 1910 as traveling freight agent.

He became the company's general agent at Duluth in 1911, which position he occupied until 1928 when he was transferred to St. Paul as assistant general freight agent.

## Sightseeing Tours

Sightseeing tours in and around Bellingham, Washington, are now offered visitors to the Pacific Northwest by Red Line Sightseeing Tours. Four tours are available which include the city of Bellingham, Chuckanut Drive, Edgemoor residential district and the Western Washington College of Education, a ride along Marine Drive to Lummi Shore Road, through the Indian reservation, and to Birch Bay and vicinity. Tours vary from one to two hours. Detailed information about tours can be obtained from the Chamber of Commerce, Bellingham, Washington.

Six

## Meal Service Restored

Club breakfasts, plate luncheons and dinners, in addition to sand-wiches, pie and beverages are again available in cafe-observation cars on Great Northern's "Cascadians", trains 5 and 6, between Seattle and Spokane, Washington.

## DUDE RANCHES

(Continued from page 3)

to the Park in their regular programs.
Good wholesome, nourishing ranch food, well prepared, with ranch dairy products and fresh garden vegetables and ranch-processed meat, are served by dude ranchers who take pride in feeding guests well.

Dude ranch vacations begin in early spring and extend through the summer and fall months. Days are pleasant and warm and the nights crisp and cool. Many ranches remain open through the late fall months to accommodate hunting parties and some provide service the year 'round.

## FUTURE RAILROADERS

(Continued from page 5)

tion. An announcer explained how various switches and other railway control and safety devices operate.

Next stop was the passenger station at Saint Cloud. Here torpedo and fusee use was demonstrated. Then, at Great Northern's Waite Park Shops, the railway's largest freight car shops, the visitors saw various operations in construction, repair and maintenance of equipment. Final stop was at the roundhouse in Saint Cloud where they watched turntable and roundhouse operations and inspected heavy steam and diesel power.

The practical tour, sponsored by the school in cooperation with the Great Northern, is believed to be the first of its kind in the United States.



A 20-minute motor drive from Belton, Montana, western rail entrance to Glacier National Park, is the Vista Point overlooking construction of Hungry Horse Dam, world's fourth largest concrete structure when completed. Extending back toward the mountains that are near the Continental Divide is the reservoir clearing. Hungry Horse News Photo.

## Glacier Park-Hungry Horse Motor Trip

Glacier National Park visitors may conveniently take a short side trip by automobile to Vista Point, which overlooks construction of the huge Hungry Horse Dam on the Flathead River near Columbia Falls, Montana.

When completed, Hungry Horse will be the fourth largest concrete dam in the world. Its purpose will be multiple; providing water for flood control, power development and irrigation. The structure will be 520 feet high, 2,380 feet across at the crest, 330 feet thick at the base

and 39 feet at the top. The reservoir will ultimately be 34 miles long and contain about 3,500,000 acre feet of water storage. Four 71,500 kilowatt generators will be installed for production of power, and water released from this dam will be used again to turn turbines at the other Columbia system developments including Grand Coulee and Bonneville.

The Bureau of Reclamation maintains an information building at Vista Point.

## Piscatorial Competition



Dallas Ecklund and 36 pound four-ounce Mackinaw trout caught in Whitefish Lake, Montana. Photo by Guest.

The war of fishermen is on between Whitefish lake in Montana and Lake Pend Oreille in Idaho.

Anglers are slapping each other around with Kamloops and Mackinaws, photographs, flies, bugs, wobblers, plugs, night crawlers, minnows and everything on the menu, in the battle for "big fish" supremacy.

Unhappy over the mention of a 31-pound Kamloops taken from Pend Oreille as "phenomenal", in a recent number of The Great Northern Goat, fisherman from the lake on the northern tip of the city at Whitefish, sent the editor a photograph of Dallus Eckland of Somers, Montana, and his prize catch of the year, a

Eight

record-breaking 36-pound four ounce Mackinaw caught in Whitefish lake, shown above.

Fishermen in this Northwest Montana country are not at all surprised at the catch because they knew it would happen sooner or later. No one is much concerned about beating a 36-pound record. What every fishermen is after are the 50-pound "giants" which Eckland states are a plenty in Whitefish lake.

As soon as a 40 or 50-pound Mackinaw is landed, which local anglers insist can occur most any day, the prize will be stuffed and mounted and presented to the boys at Lake Pend Oreille so that they can see what a big fish really looks like.

Editor's Note: The Goat is strictly neutral in this battle for "big fish" supremacy.

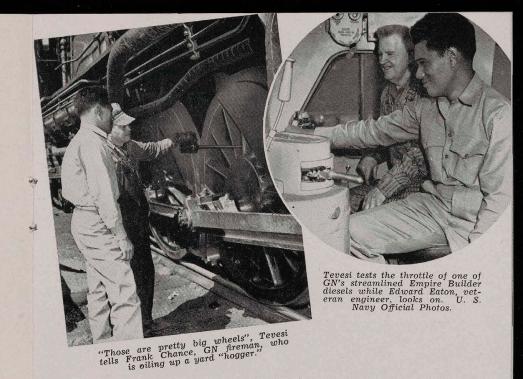
## Saint Paul Rodeo

More than 150 of the country's outstanding cowboys and cowgirls have already entered the \$13,000 prize annual Saint Paul Rodeo, which will again be staged in the Auditorium Arena in Saint Paul, September 16 through 25.

Montana State Senator Leo J. Cremer will again supply the Brahma bulls, the longhorn cattle, the calves and the bucking horses.

In addition to the rodeo there will be colorful drum corps, trained horses, trained dogs, clowns and acres of the most flashy clothes as favored by the professional contestants.

The contest is approved by the International Rodeo Association and the Rodeo Cowboys Association, which insures only the most expert competition and judging of the events. None of the competitors are paid any money except that which they win in the events they are entered.



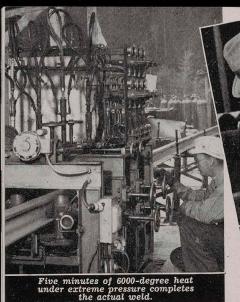
## GN Trains Intrigue Samoan

Tevisi Ameperosa, a wistful Polynesian of 25, equipped with his life savings and a battered suit-case, left his native Tutuila in the American Samoas to see some of the unknown world lying beyond the palmfringed shores of his homeland. His objective was to join the U.S. Navy and see the world but failing to pass entrance examinations because his island education did not provide sufficient background for service demanded by modern, complex mechanical equipment, he became interested in trains, which he had never seen before.

He spent considerable time in Great Northern's Seattle yards crawling around locomotives and train equipment, watching crews at work and asking many questions. Commented Tevisi "If I had a train at home I would use it to haul much wood."

Although greatly disappointed because his enlistment in the Navy was declined, he did not regret his adventure and explained, "I have very good time in States. I see many things I never see if I all time stay home."

Nine







All welds are Magnifluxed to detect possible flaws.



Mill scale is removed by intense heat, then special corrosion-resistant primer is applied.



The Oxweld "assembly line" at Scenic Washington, where the heavy 39-foot rails are welded into continuous 1326-foot lengths.



75-tons of newly welded rail moves past Scenic Station enroute to the tunnel.

## GN Completes Cascade Tunnel Rail Project

The biggest continuous rail project ever undertaken in the Pacific Northwest has been completed at Scenic, Washington, west portal of Great Northern's famous 7.79-mile Cascade tunnel.

Four miles of the longest railroad bore in the Western Hemisphere have been relaid with 115-pound continuous rail, which rolled off of an efficient pressure welding "assembly line" at the rate of 1326 feet per day.

The new rail, replacing the 110-pound jointed rail previously in use, was installed at cost of \$189,000. Begun May 16, the project was completed in July.

(Continued on page 12)



## GN Vets' Conclave







Marthaler

Scott

Hoelscher

Great Northern "Old Timers", employees and former employees with 25 years or more service with the railway held their 1949 Annual Convention at Sioux Falls, South Dakota.

Jacob H. Marthaler, St. Paul, was named president; Leonard W. Scott, Minneapolis, vice-president, and J. H. Hoelscher, St. Paul, secretarytreasurer.

Scott and Hoelscher were reelected directors, and John C. Koerner of Havre, Montana was elected a director to succeed Robert F. Spears of Whitefish, Montana.

Great Northern employees at Sioux Falls, presented the Veterans' Association with a large neon tail light for use on future convention special trains, in honor of Charles H. Cummings, chairman of the local convention committee.

Members of the Veterans' Association of the Great Northern Railway reported deceased during July, 1949, are: James M. Arnold, relay manager, Grand Forks, N. D.; Walter S. Conner, engineer, Whitefish, Mont.; Albert G. Fick, agent, Elizabeth, Minn.; Louis B. Flagstad, bookkeeper, ore docks, Superior, Wis.; Richard E. Leiser, operator, Fargo,

(Continued on page 16)

Twelve

## RAIL PROJECT

(Continued from page 11)

Locale of the pressure-welding operation was in the high Cascade mountains, 98 miles east of the Puget Sound port of Seattle and 2224 feet above sea level. The dramatic interest of the scene was heightened by vestiges, on the mountainsides above Scenic, of the old switchback which once carried Great Northern's main line over the very summit of the Cascades at Stevens Pass.

The latest type Oxweld pressurewelding machine, leased by Great Northern from the Oxweld Railroad Service Company was used on the Cascade tunnel job. Top supervising officer for the Great Northern was L. J. Gilmore, general roadmaster. On-the-job supervisors were Henri Ferryman, division roadmaster and Adolph Holm, district roadmaster. All equipment on the "assembly line" was manned by Great Northern personnel, specially trained in its operation by Beach Miller, Oxweld instructor. Oxweld general supervisor on the job was F. J. Duffie. Great Northern welding gang foreman was Harold Rich.

First station on the pressure-welding line was a rail saw. Here the rail ends were squared up and smoothed. The rail then returned by skids to rollers, preparatory to moving on to the Oxweld machine, Station No. 2.

Before the actual welding was done, the rail ends were washed off with ethylene dichloride and polished. Then, trued up and clamped together under a pressure of 2500-2700 pounds per square inch, oxygenacetylene flame, jetting from 125

(Continued on page 14)

## ed on page 16) (Continued of the STREAMLINED EMPIRE BUILDER



## Taint Hay Either

"Yep, we had a wonderful time in Florida. For \$40 a day we stayed at the Roney Plasma."

"You mean Roney Plaza. Plasma is blood."

"Is \$40 a day rain water?!"

## \* \* \* The Long Way Round

Milt: "Where is Joe?"

Roy: "You mean that fellow who wears a size fourteen shoe?"

Milt: "Yeah."

Roy: "He went down to the corner to turn around."

## Solomon's Cucumbers

"What was your Sunday School lesson about?" asked the mother as her small daughter returned from church.

"About a man named Solomon," the child answered.

"And what did you learn about Solomon?"

"Teacher said he had 300 wives and 7,000 cucumber vines!"

## \* \* \* Soiled Sweets

Rudy: "Do you have brown sugar?"

Nick: "Naw! When it gets that dirty we throw it away."

## Cheerful Cuss

Uncle Jake, the town character was 80 years old.

"Don't you hate to grow old?" he was asked.

"Heck, no," said he. "If I wasn't old I'd be dead."

## Talked Into It

One wife: "How do you get money out of your husband?"

Another wife: "Oh, I say I'm going back to mother and he immediately hands me the fare."

## Consultation

A young surgeon received a telephone call from a colleague who invited him to make a fourth at bridge.

"Going out, dear?" asked his wife suspiciously.

"I'm afraid so," was the brave reply. "It's a very important case. There are three doctors there already."

## Cat-Astrophe

A bored cat and an interested cat were watching a tennis game.

"You seem very interested in tennis." said the bored cat.

"It's not that," said the interested cat, "but my old man's in the racket."

Thirteen

## Most Nautical Community



More than 100 kid-skippered vessels mass for opening of the Flight of the Snowbirds race in Southern California's Newport-Balboa Harbor.

Newport-Balboa, an unusual community of islands, is located 40 miles from Los Angeles in Orange County, California, where miles of waxy-green orange trees give way to the Pacific.

A most unusual playground for vacationers, it is the home port for approximately 4,000 pleasure craft of all kinds.

Instead of front lawns, the front doors of many homes open onto piers, where family sailboats are moored, and so nautical is the community, that kids begin to learn how to handle sailboats almost as soon as they can walk. Youngsters are skippers of their own Snowbirds, small, easily handled flat-bottomed sailboats. Once each year, approximately 100 of these "kid-skippered" boats compete in the largest yacht race in the world in number of entries.

The Tournament of Lights, an annual affair to be held this year on September 10, is an elaborate water parade of schooners, motor launches and other vessels gaily decorated with colored lights, manned by attractive girls and costumed men, carrying out the special theme of each nautical float.

## RAIL PROJECT

(Continued from page 12)

welding tips at a temperature of 6000 degrees Fahrenheit was applied and the joint was heated to a temperature of around 2300 degrees for about five minutes.

Excess metal was trimmed from the weld by oxyacetylene torch at Station No. 3. Meanwhile, two more rail ends were being fused together in the Oxweld machine.

At Station No. 4, the normalizer, the weld was reheated to a temperature of 1500-1550 degrees to relieve the stress and strain produced in the metal by the pressure-welding operation.

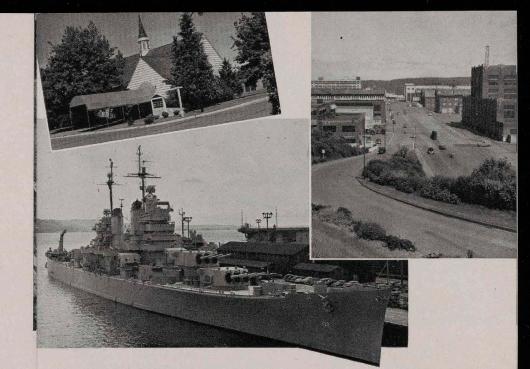
The still rough weld then moved along rollers to the first two of a series of three grinding and polishing stations. At Station No. 5 a flex-arm grinder was used for a rough job, and at Station No. 6, the seam was ground off the welded joint.

Station No. 7 was a power winch, which utilized a rail clamp and steel cable to move the welded rail along the "assembly line" and up on to the waiting string of roller-equipped flatears.

At the eighth station the joint was polished down to velvet smoothness by the Bay-flex polisher. But before the weld could be pronounced "perfect" it was first dusted with Magna-Flux powder and checked with the electro-magnet testing unit. The pattern of the fine iron filings under the big-electro-magnet revealed any flaw in the weld or evidence of seams not ground out.

Next step was the oxyacetylene flame cleaning of the new rail, to loosen and remove mill scale. After a final wire brushing, the entire surface of the new rail, with the excep-

(Continued on page 16)



Upper left: A small chapel at Puget Sound Naval Ship Yard lends a religious note to the military station. Lower left: Cruiser USS Bremerton in port near her namesake city. Right: Business district of Puget Sound Naval Ship Yard at Bremerton. U. S. Navy Official Photos.

## Puget Sound Naval Yard Open to Visitors

Fighting ships of the United States Navy, both those in active service and the "moth ball" fleet, are attracting tourists in considerable numbers to the Puget Sound Naval Ship Yard at Bremerton, Washington.

In the harbor lies a part of the U. S. Naval Reserve Fleet, including many battle-starred veterans of World War II, all wreathed in protective webbing, while active vessels, depart regularly for such far away places as Alaska and the Orient.

Civilians are permitted to visit the ship yard on Sundays and Holidays between 1 and 5 PM, and are allowed aboard ships at the discretion of commanding officers.

Ferry service from Seattle to the Puget Sound Naval Ship Yard is available throughout the day, and the 15-mile trip is covered in about an hour.

Fifteen

## MRS Reunion

The third annual reunion of the Military Railway Service Veterans will be held in Pittsburgh, Pa., September 24, and indications are that the 1949 attendance will considerably exceed that of any previous reunion.

A full program has been crowded into the one-day reunion. It includes a business session in the morning, a sightseeing tour in the afternoon and a banquet at the William Penn Hotel in the evening. Major General Carl R. Gray, Jr., head of the Veteran's Administration and himself a veteran of the Military Railway Service, will be the principal speaker.

Fred W. Okie, 700 Union Trust Building, Pittsburgh, Pa. is handling reservations.

## GN VETS

(Continued from page 12)

N. D.; Victor C. Nordstrom, storekeeper, Williston, N. D.; Henry O. Sargent, engineer, Los Angeles, Calif.; Floyd Smith, agent, Poplar, Mont.; Hugh B. Welch, agent-telegrapher, Centralia, Wash.

Members reported pensioned during July, 1949, are: Walter A. Baumgartner, conductor, St. Cloud, Minn.; Charles Edwards, engineer, Vancouver, B. C.; Frank R. Feldt, brakeman, Williston, N. D.; William L. Gilbert, conductor, St. Paul, Minn.; Emil F. Lux, agent, Oak Park, Minn.; John G. McDermott, machinist, Interbay, Wash.; James H. Mules, shop accountant, St. Paul, Minn.; Charles J. Murphy, attorney, Grand Forks, N. D.; John Watson, engineer, Superior, Wis.; Edward Weber, machinist, Interbay, Wash.

## RAIL PROJECT

(Continued from page 14)

tion of the running surface of the ball and the underside of the base, received a coat of corrosion-resistant rail primer. The preservative was applied by brush.

The welded rail then passed up a roller line to the top of a string of 25 roller-equipped flatcars. The lead car had two sets of rollers; each of the other 24 had one set each.

The rollers were fabricated in Great Northern's Hillyard, Washington shops, and bolted on 7x9 timbers. They were mounted on flatcars at the railway's Delta shops at Everett, Washington.

Although each roller set was equipped with sufficient individual rollers to handle 12 rails abreast, only three of the welded lengths were moved at one time on the Cascade tunnel job because of the limitation of train movements in the single track tunnel.

While on the flatcars, a second coat of corrosive-resistant preservative was sprayed on the welded rail.

After three of the 1326-foot lengths of welded rail had been loaded on the flatcars and secured against lateral movement by a clamping device, the 75-ton load was moved into the tunnel. Rail laying progressed westward from the east portal at Berne, Washington.

To unload one of these quartermile lengths of continuous rail, a clamp was attached to the rail end and secured to the roadbed by means of a steel cable and rail shackle. Then the string of flatears was slowly pulled out from beneath.

After the relaying gang completed the laying of the new rail, the joints between pressure-welded sections were hand-welded.

(Concluded on page 18)



Left: Heading the Northwest Lumberman's Association Educational Tour of lumber dealers from Minnesota, Iowa and Wisconsin, was, left to right, Charles L. Lampland, vice-president of the Lampland Lumber Co. and president of the Association, Mrs. Lampland, Mrs. Erickson and Edgar R. Erickson, secretary of the Lampland Lumber Co. Right: Mr. Lampland and Edwin W. Elmer, secretary of the Association, exchange greetings before departure of Great Northern's Oriental Limited.

## NW Lumbermen Tour Pacific Northwest

Seventy-eight members of the Northwest Lumberman's Association from Minnesota, Iowa and Wisconsin, left St. Paul the latter part of July on a three-week tour of Pacific Northwest forests and lumber mills, combining a pleasure jaunt with the opportunity to inspect the mills that the lumber they handle comes from.

Charles L. Lampland, president of the Association and vice president of the Lampland Lumber Company, St.

Seventy-eight members of the Paul, headed the party which travorthwest Lumberman's Association eled on Great Northern's Oriental om Minnesota, Iowa and Wiscon- Limited.

The group's itinerary included visits to Glacier National Park, Grand Coulee Dam, mills and forest areas in Washington State, the huge Capilano shingle mill at Vancouver, B. C., Portland, Multnomah Falls, Grant's Pass, Eureka, in the Redwood country, San Francisco and Los Angeles, California.

Seventeen

## Faster Schedules Between Spokane and Portland

Schedules for Great Northern's streamlined Empire Builder and Oriental Limited between Spokane, Washington, and Portland, Oregon, via the Spokane, Portland & Seattle Railway, have been speeded up effective August 7, as follows:

EMPIRE BUILDER	ORIENTAL LIMITED		ORIENTAL LIMITED	EMPIRE BUILDER
12:06 AM	9:45 PM	Lv SpokaneAr.	6:50 AM	10:55 PM
3:00 AM	1:15 AM	ArLv.	3:15 AM	7:40 PM
3:05 AM	1:30 AM	Lv PascoAr.	2:55 AM	7:30 PM
5:23 AM	4:20 AM	Lv WishramLv.	12:20 AM	5:15 PM
7:05 AM	6:40 AM	Ar. Vancouver, Wash. Lv.	9:30 PM	3:23 PM
7:30 AM	7:15 AM	ArPortland, OreLv.	9:00 PM	3:00 PM

The earlier arrivals of the Empire Builder and Oriental Limited in Portland provide connections with Southern Pacific's new "Shasta Daylight", which leaves Portland at 7:45

w Peace Portal Ceremony

Chicago Livestock Show
Large increases in premiums for almost all classes are announced for the 1949 International Live Stock Exposition and Horse Show in recognition of its 50th Anniversary. In addition, sterling silver trophies will be awarded to championship winners in all classes. The Exposition will be held November 26 to December 3, in the International Amphitheatre at the Chicago Stock Yards.

The International Peace Arch Celebration, held annually on the United States-Canadian boundary near Blaine, Washington, is scheduled for September 23. The 1949 event commemorates 103 years of peace and harmony between two great nations whose 3,000 miles of undefended border sets an example of peace and unity for the rest of the world.

Railway Police Film

A motion picture, dramatizing the activities of railway police and special agents has been released by Paramount Pictures and is now being exhibited throughout the country. The story is authentic and deals with factual material taken from the files of railway special agents.

The picture, titled "Special Agent", which calls the public's attention to a relatively little-known service, that of protecting the traveling public and property worth billions of dollars, brings a measure of richly deserved recognition and credit to these men.

participate.

RAIL PROJECT

(Continued from page 16)

Because of the advantages of longer service life and reduced maintenance cost, it is now expected that in 1950, pressure-welded rail will be

School children, 5,000 strong, will

again play a major part in the im-

pressive ceremonies and Canadian

and American veterans groups will

Because of the advantages of longer service life and reduced maintenance cost, it is now expected that in 1950, pressure-welded rail will be laid in the remaining mileage of the long tunnel which carries Great Northern's main line through the backbone of the Cascade mountains.

am., daily arriving San Francisco at 11:15 pm. There is no change in schedule for the eastbound Empire Builder, train No. 2, from Portland.

Glanings

The Second Midwestern Institute in Rail Transportation will be held at the University of Minnesota, Center for Continuation Study, Minneapolis, Minnesota, September 26 to October 8, 1949.

John H. "Jack" du Fue, until recently with the Seattle Chamber of Commerce, has been appointed district passenger manager in Seattle for General Steamship Corporation, Ltd., which company will serve as general passenger agents for the French Line in Seattle and Portland, covering Washington, Oregon, Idaho, Montana and Wyoming.

Southern California's Del Mar Race Track, near San Diego, where a summer racing meet is held, is open until September 10.

Herbert G. Nilles of Fargo, has been named Great Northern Railway's attorney for the state of North Dakota, succeeding Charles J. Murphy of Grand Forks, who has been the railway's attorney in that state since 1903.

The 29th Annual Convention of the Redwood Empire Association will be staged in Sonoma Valley, September 22 thru 24. The Lake Washington Floating Bridge between Seattle, Mercer Island and communities on the East side of Lake Washington is now toll free.

United Nations Day will be observed this year on October 24.

The Pacific International Exhibition held each year in Vancouver, B. C., and considered one of the largest in the West, is scheduled to begin August 24 and continue to September 5.

Alaska Steamship Company passenger ships leave from Pier 42, Seattle, Washington, at 11:00 am., Daylight Saving Time.

Programs scheduled for the Railroad Hour during August are Selected Songs of Mack Gordon and Josef Myrow on August 15, music from "Call Me Mister" on August 22, and on August 29, "I Cover the Waterfront".

The Railroad Hour is heard over the ABC Network Monday evenings at 8:00 PM Eastern, Mountain and Pacific Times, and at 7:00 PM Central Time.

Nineteen

## **4-Way Saving**

## when you take Great Northern coaches



1. Save Yourself Worry!

Once in a blue moon you hear of train service being cancelled by weather conditions. Trains run in all weather! You know you'll get there safely in a Great Northern coach. So relax-and it's easy to do in a deluxe coach seat!

## 2. Save Yourself Inconvenience!

Pretty nice, the way Great Northern trains arrive and leave in the center of town! So much easier to make connections-wherever you're going. Less trouble, too, when you're traveling in family groups, or loaded down with baggage.  $(Railway\ baggage\ allowances\ are\ generous.)$ 





## 3. Save Yourself Monotony!

Half the fun of traveling is seeing new sights-and new faces! And your fun isn't confined when you go Great Northern—there's plenty of room for roaming, plenty of space to stretch out! From your wide-view coach window, you can see all the scenery!



4. And Look How You Save Money! Study this table of round trip fares. See exactly how much you save when

you go Great Northe	Lowest Fare	SAVING	
Chicago	Dail	(Using coach fare in cargo plane when available)	567.22
Spokane Seattle Portland Vancouver, B.	\$83.55 93.44 93.44 93.44	192.86	78.03 99.42
Adulas		TO THE PERSON NAMED IN	· Tox

Fares include U. S. Transportation Tax

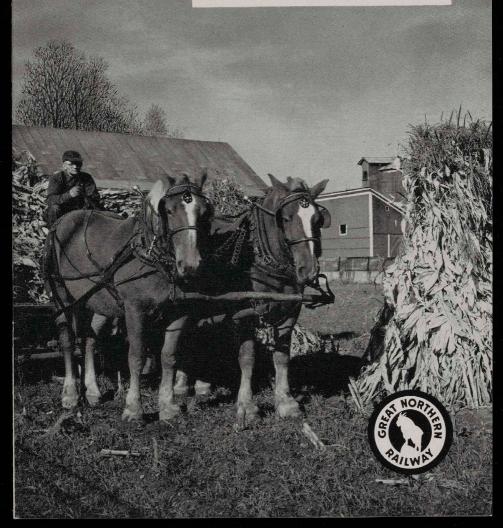
Don't be misled by fare quotations in some airline advertising. The savings are tremendous when you travel both ways by Great Northern coach!

2 Great Trains EMPIRE BUILDER ORIENTAL LIMITED



# The Great Morthern GOAT

SEPTEMBER 1949





IN ONE EASY LESSON

rn Union attendant exfunctions of telegraph e for train travelers.



Teachers accompanying school children groups enjoy educational tours as much as their small charges.



An unexpected surprise when member of children's group is paged over depot public address system.

## Professor of Railroadology

For several years, Arthur Kaphingst, veteran gateman at the Saint Paul Union Station has, in addition to his regular duties, held a rather

unique position, that of personally conducting thousands of school children on escorted tours of the depot. So far as is known, no similar program exists elsewhere in the Midwest.

At first, only school children from Saint Paul and neighboring Minneapolis made the tour, but now, classes come from outlying Minnesota and Wisconsin communities. To date. Kaphingst has conducted a total of 411 tours, comprising teachers and 8.287 pupils.

The tours are a serious business with Kaphingst. He devotes from one and a half to two hours with each group of youngsters, taking charge of them upon arrival, and following through until they have been informed on just about every phase of railway passenger operation. When he is finished, all the children know just what they should do from the time they enter a railway station until they board a train.

The pupils learn of the services offered by the Travelers Aid, how to send a telegram, check baggage and use lockers, purchase tickets, and are told where to obtain information regarding arrivals and departures of trains.

Most of the classes making the tours are second, third and fourth graders, and occasionally those of junior and senior high school age.

In the latter case, they a re taken through the offices of the Saint Paul Union Depot Company and the Minnesota Transfer Railway Company. Teachers and PTA escorts assist Kaphingst in the supervision of younger children.

A high spot is the visit to the spacious and elaborately equipped model railway train exhibit, maintained by the Twin City Model Railroad Club, in the Saint Paul Depot. Here the youngsters learn how various

switches and other railway control and safety devices operate, and they are thrilled by seeing several famous name model trains in operation.

Nearly all tours end with the children making a train trip to Minneapolis, eleven miles distant. For many of them, it is their first train ride, and it is done in high-style aboard an ultra-modern streamliner. Minneapolis groups reverse the order with the train ride to Saint Paul coming first, then the depot tour.

Kaphingst closes his lecture tour by putting the students through an oral test to see if they have benefited by his talks, and by exacting a (Continued on page 14)



Arthur Kaphingst, conductor of Saint Paul Union Depot Educational Tours.

Three



September, 1949 Vol. 19

No. 9

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

IVAN A. COPPE, Editor

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

## The Goat's Cover



It's harvest time and the finale to getting in the last of the 1949 сгор.

> Photo by Louis C. Williams

## Your Railroads

We are so much in the habit of thinking of our railroads simply as "the railroads" that many of us are inclined to overlook what they really mean to each of the thousands of communities they serve.

First and foremost, the railroads mean transportation—the sort of transportation which has made it possible to settle and civilize the American continent in a few short decades. They provide the efficient, economical, dependable and safe mass transportation upon which our whole system of mass production, distribution and consumption depends.

But important as transportation is, this is not all that railroads mean to the communities they serve. They mean payrolls-payrolls scattered in hamlet, town and city all over the 48 states of the Union. In fact, the railroads are one of the largest employers in this country, and at the present time have more than one and a quarter million people on their payrolls. These people, together with their families, number three and a half million-a group about the same size as the entire population of the City of Chicago.

The railroads also mean purchases -purchases of more than 100,000 different items ranging from paper clips to giant locomotives. These purchases are made in practically every city, town and agricultural community, and help to give work to hundreds of thousands

The railroads mean taxes—taxes not earmarked for the special benefit of railroads, but contributions to the support of such functions of government as schools, fire and police protection, the administration of justice, and even the highways, waterways and airports used by competitors of the railroads.

(Continued on page 6)

## Special Railway Courses

Over 150 separate evening extension courses are being offered in various trades by the William Hood Dunwoody Industrial Institute, Minneapolis, Minnesota, this coming winter. Registration begins September 19, and continues through the 23rd.

Included are special railway courses dealing with locomotive air brakes, locomotive valve gear setting, locomotive appurtenances, Diesel and electric locomotives, and railroad special machine shop.

Information may be obtained by writing the Dunwoody Evening School, Minneapolis 3, Minnesota.

## GN Ticket Offices Close Saturdays

Beginning September 1, 1949, when the five-day-forty-hour-work week for the railway industry becomes effective, all Great Northern Railway city ticket offices, located in on-line and off-line cities, will be closed on Saturdays with the exception of the Vancouver, B. C. office which will remain open from 8:30 am to 1:00 pm on Saturdays as heretofore.

Reservation Bureaus in St. Paul, Minnesota, and Seattle, Washington, will be open Mondays through Saturdays, except on legal holidays. providing information about reservations on the Empire Builder, Oriental Limited and other Great Northern trains. Great Northern ticket offices in Canadian cities will observe the seven National Canadian holidays.

Information about Great Northern passenger train services will be furnished by passenger stations and depots, on Saturdays, Sundays and holidays.

## Ralph Budd Retires



Mr. Budd

Mr. Murphy

Serving continuously in railroad work since 1899, when he began his career with the engineering department of the Chicago Great Western Railroad, Ralph Budd, president of the Chicago, Burlington & Quincy Railroad since 1932, retired on August 31.

Mr. Budd was president of Great Northern from 1919 and until he joined the Burlington. It was under his guidance that Great Northern rebuilt and electrified its line through the Cascade Mountains in Washington, including the 7.79 mile long Cascade Tunnel, and electrification of 75-miles of railroad.

Succeeding Mr. Budd as president of the Burlington is Harry C. Murphy, who was vice president of operation since 1945, and associated with the railway since 1914.

## Correction

Article in the August number of The Goat referred to Pacific Northwest educational tour of Northwest lumbermen as comprised of members of the "Northwest Lumberman's Association." This was in error and should have read "Seventyeight members of the Independent Retail Lumber Dealers from Minnesota. Iowa and Wisconsin.'

Four

Five

## Hungry Horse Dam



One of Montana's biggest logging and clearing jobs.

Clearing timber from the 25,000acre area that will eventually be inundated after completion of Hungry Horse Dam on the South Fork of the Snake River, near Coram and Columbia Falls on Great Northern's main line in Montana, is now under way. It is one of the biggest logging and clearing jobs in the history of the State.

During the operations, which are expected to extend over a two-year period, approximately 70,000,000 board feet of timber will be removed.

Logging operators in the reservoir area are establishing an exceptional efficiency record, with better than 90 percent recovery on fir and larch logs now being processed into railroad ties. Resaw plants cut waste to the absolute minimum in processing slabs remaining from tie production into 2x4's and 1x4's. Waste is held to sawdust, bark and slabs too small for boards.

Six

## Pend Oreille Fall Fishing

Northern Idaho's Lake Pend Oreille continues to offer some of the finest fishing for its famous Kamloops and Dolly Varden trout, as well as for cutthroats, blueback salmon and other pan fish, that has been experienced in years.

Martin Thompson, well-known in Spokane sports circles, is now the owner and operator of the "Outwester", a comfortable and splendidly equipped 27-foot fishing and sightseeing cruiser that plies the waters of Lake Pend Oreille. Cost of an all-day trip, including transportation to and from nearby Spokane and fishing tackle, is \$50.00 per day, or \$10.00 each for a party of five. Meals are not included, but guests may use the galley for preparing food, or stop for lunch at one of several lake resorts. Longer trips with resort accommodations may be arranged. The boat can accommodate ten people.

Arrangements for the "Outwester" fishing and sightseeing cruise can be made direct with Mr. Martin Thompson, West 3124 Riverview Drive, Spokane, Washington.

## YOUR RAILROADS (Continued from page 4)

Essential transportation, payrolls, purchases, taxes—these are the railroads' contributions to the national economy. That's why it is frequently said that "national prosperity". That's one of the reasons it is so important to keep our railroads in a state of good health—for reasonably prosperous railroads are necessary to an enduring and satisfactory prosperity for our country.



Great Northern's Vacation Wonderland exhibit at the Chicago Railroad Fair

## GN Day at Chicago Railroad Fair

September 16th, birth date of James J. Hill the "Empire Builder", has been designated "Great Northern Day" at the Chicago Railroad Fair. Special features will mark the day in honor of Mr. Hill and the great railway empire he founded and developed.

The Chicago Railroad Fair, now in its second highly successful year, is a national fair of rail transportation, sponsored by the Nation's railroads through the Association of American Railroads and by the suppliers of railroad equipment.

The story of what the railroads meant in the development of the United States, and what they mean today to the economy of the nation, is spread out in 50 thrill-packed acres in Chicago on the shores of Lake Michigan. The story starts with what only a century ago was merely an Indian portage, and what is now one of the mighty cities of the world. It shows what Chicago has done with transportation, and what transportation has done for Chicago, a story which is repeated in some degree, all over America.

Secret of the Fair's tremendous drawing power is the wealth of entertainment and education it offers spectators. The 1949 Chicago Railroad Fair will continue in full operation through October 2.

Seven

Mountainside view, looking southeast, showing portions of old and new lines across Nason Creek Canyon. New line with 546-foot steel viaduct appears in background. Old bridge in left foreground will be removed.

## M Relocation Project

The million dollar job of relocating a 5,390foot section of Great Northern Railway's main line through the Cascade Mountains in Washington, has been completed and the new line segment is now open to traffic.

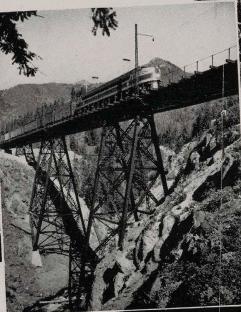
Locale of this significant "face lifting" in the railway's 73-mile electrified territory is the rugged mountain terrain 46 miles west of We(Continued on page 10)



New 546-foot steel viaduct across Nason Creek Canyon. Old line appears in background.



Ninety-six foot girder for center span of new bridge is locked into position with temporary diagonal support in place.



GN eastbound freight train, drawn by one of railway's 5,000-horsepower single-cab allelectric locomotives, makes full speed run across new steel bridge.



GN's westbound Cascadian, between Seattle and Spokane, emerges from west portal of new 675-foot tunnel.

## Aboard the Empire Builder



Mr. and Mrs. Anderson

Among recent passengers on Great Northern's westbound Empire Builder were Mr. and Mrs. Emmett Anderson of Tacoma, Washington. Mr. Anderson, newly elected grand exalted ruler of the Benevolent & Protective Order of Elks, accompanied by Mrs. Anderson, boarded the Empire Builder in Chicago, returning from the organization's national convention held in Cleveland, Ohio. It is the second time in the history of the lodge that a Westerner has headed the organization of more than one million men.

## National Columbia Sheep Show

The National Columbia Sheep Show and Sale and the annual meeting of the National Columbia Association will be held at Minot, North Dakota, October 17 thru 19.

## RELOCATION PROJECT

(Continued from page 9)

natchee, Washington, where the churning waters of Nason Creek have cut deep into tough granite and schist.

On July 15, the west-bound Empire Builder, climbed the former winding route along Nason Creek and crossed the 140-foot chasm on a 10-degree curve.

Less than five hours later, an east-bound time-freight, rolled smoothly through the same area on a near straightaway, officially "christening" the relocation project launched in May of 1948.

The realignment shortens Great Northern's main line by only 301 feet, but what is vastly more important is the substantial curvature reduction of 207 degrees. The old segment, part of the original survey over the Cascades more than 50 years ago, had seven curves with a maximum of 10 degrees. Through the new 5,089-foot line segment, four of these curves have been eliminated, and the others reduced.

Principal features of the relocation are a 675-foot tunnel and a 546-foot steel viaduct.

Morrison-Knudsen Co., Inc., of Seattle had the contract for construction of the tunnel, as well as for substructure work on the bridge and grading the new line.

The tunnel was a full-bore excavation, progressed on a round-the-clock schedule. Drilling was done from a large railmounted jumbo, with mucking performed by an electric shovel. Haulage was handled by dump cars electrically operated on a narrow-gauge track.

The new viaduct over Nason Creek canyon contains 629-tons of structural steel, fabricated and erected by the American Bridge Company. It consists of nine deck girder and beam

(Continued on page 12)



## Reason Enough

The club bore approached his recently bereaved fellow-member, Lord Reginald, as the latter sat quietly in his accustomed chair.

"I hear you buried your wife last week," he blurted with ardent sympathy.

"Had to," was the adequate reply, "dead, you know."

## Just A Gamble

The bill for his lunch in the dining car was \$1.45, and the diner pulled out two one-dollar bills. The waiter brought in change a 50-cent piece and a nickel. The guest looked up at the waiter, who gazed solemnly at the change tray. With a grunt of annoyance, he pocketed the half-dollar and to his astonishment the waiter grinned widely.

"That's all right, sir," he chuckled.
"I just gambled and lost. Just gambled and lost!"

## Shorthand

A lady, checking over her grocery bill, found this item: "One tom cat, fifteen cents." Indignant, she called up her grocer and demanded to know what he meant by such a charge. "Oh, that's all right, Mrs. Brown," he replied. "That's just an abbreviation for tomato catsup."

## Just Isn't Being Done!

Customer: "Could I try on that suit in the window?"

Clerk: "We'd rather you'd use the dressing room."

## Pardon Me!

Preacher: "If there is anyone in the congregation who likes sin let him stand."

Brother Pete stood up to the astonishment of all.

Preacher: "What's this, Brother Pete, you like sin?"

Brother Pete: "Pardon me, I thought you said gin."

## The Difference

Two German fishermen were trying their luck on opposite banks of the River Spree. The angler on the British Zone was pulling in plenty of fish, while the fisherman on the Russian Zone bank couldn't get a bite.

The German on the Russian side shouted in irritation. "How do you manage to catch so many fish while I get none?"

"Very simple," replied the man on the British side. "The fish over here aren't afraid to open their mouths."

## Railroad Hour on NBC



Gordon MacRae, singing host and master of ceremonies on "The Railroad Hour."

Beginning Monday, October 3, the Railroad Hour, sponsored by the Association of American Railroads, will be heard Monday evenings over the facilities of the National Broadcasting Company network. The popular program which presents great musical shows sung and portrayed by stars of the stage, screen, radio, concert and opera, is scheduled for broadcast at 8:00 to 8:30 PM, EST; 7:00 to 7:30 PM, CST; 9:30 to 10:00 PM, MST; and 8:30 to 9:00 PM, PST.

During its first year on the air, the Railroad Hour established itself as one of the top-rated programs of its kind, attaining at times, a higher audience measurement than comparable shows that have been on the air from ten to fifteen years.

Twelve

## RELOCATION PROJECT

(Continued from page 10)

spans supported on three towers, concrete piers and abutments. All of the substructure was founded on solid rock.

Two 96-foot girder spans were used to span Nason Creek and a side hill gulley near the west end of the bridge.

Approximately 1825-feet of the relocation, from the west portal of the tunnel to a point just beyond the east end of the bridge, is laid with pressure-welded continuous rail (115-lb.), from the same Oxweld "assembly line" set up this spring at Scenic, Washington, to provide pressure-welded rail for four miles of Great Northern's famous 7.79-mile Cascade Tunnel.

Electrification of the new line change was laid out so the job would be completed on the date specified, and at the same time not interfere with the work of bridge and track construction crews or delay the normal electrified operation of the railroad.

The inclined catenary design of overhead construction, which is the Great Northern electrification standard, was used, with some modification in span lengths to get a better standard trolley hanger pattern.

In addition to the obvious benefit of greatly reduced maintenance costs, the advantage of the line change to heavy train operation alone is already demonstrated.

Now on the new line it's a full speed run on a straightaway up or downhill with all of the hazards from rock slides and break-in-twos eliminated. And as an extra dividend there is a saving of about five minutes' time per train in the 7.03-mile run between Berne and Merritt, stations west and east of the relocation.

Contest Winners Travel GN

State and regional winners in the Annual Fisher Body Craftsman's Guild Contest from Washington, Oregon and Montana, traveled via Great Northern's streamlined Empire Builder to Detroit, Michigan, where they competed with 40 regional winners from other sections of the nation for Grand National Awards and two university scholarships each, in the amounts of \$4,000, \$3,000, \$2,000 and \$1,000.

Gale Morris, winner of the Oregon award, boarded the Empire Builder at Portland. Bob Rogers, Washington area winner, started the journey eastward from Seattle and Donald E. Omlie, one of two Montana boys receiving regional awards for Wyoming, Idaho and Montana, joined Morris and Rogers at Havre, Montana.

## Your Community Chest

If you want better health for everybody, more educational and recreational opportunities for your community, a happy, healthy child-hood for the boys and girls of America, a useful purposeful growing old for the aged, the preservation of American family life—in short, if you are interested in human welfare, then you are going my way, the Red Feather way, the way of all good Americans everywhere.

So give through your Community Chest, give enough for all the Red Feather services.

Let's go together—all the way!

Annual Report Award



Great Northern Railway is the recipient of a "Highest Merit Award", presented by the Financial World in its Ninth Annual Survey of Annual Reports, in recognition of the excellence of the railway's 1948 Annual Report to Stockholders as judged from the standpoint of editorial and statistical content, format and typography.

The citation qualifies Great Northern's 1948 Annual Report for final consideration by the Independent Board of Judges in the coming selection of a "Best of Industry" award. The final judging for "Oscar of Industry" trophies will be announced in early October.

James J. Hill

September 16, 1949, marks the 111th anniversary of the birth of James J. Hill, world famed "Empire Builder" and founder of Great Northern Railway.

Thirteen

## You Can Help



Forest fires, which on the average burn over 3,000,000 acres annually are a national disgrace, for over 90 percent of them are caused by gross carelessness, in fact, criminal negligence.

Each year, there are forever destroved, enough pulp-sized trees to provide every newspaper in the land with an ample yearly supply of newsprint, enough saw-timber size trees to build 86,000 five-room homes, and enough heavy timber to make 90 million railroad ties. In addition, and even more important, is the tremendous destruction of watershed cover causing soil erosion and loss of water for domestic use. irrigation and electric power, the destruction of farm homes and equipment, livestock, range and essential grain, and the loss of wildlife and recreational areas.

## Spokane Mining Meeting

The 1949 Metal Mining Convention of the American Mining Congress will be held in Spokane, Washington, September 26-28. Some 1,500 to 2,000 mining men from all parts of the United States and Canada will attend.

Several field trips have been arranged to give delegates opportunities to visit nearby mining operations and to inspect metallurgical plants of the Pacific Northwest.

## Girl Scout Week

Girl Scouts of America, annually pay tribute to the memory of their founder, Juliette Gordon Low, by celebrating her birthday. October 30 through November 5.

Councils in every section of the country will hold special celebrations and "family reunions" featuring gettogethers of former troop members, leaders, committee members and others who have served or enjoyed Girl Scouting.

## RAILROADOLOGY

(Continued from page 3)

solemn promise that they never play on railway property, cross gradecrossings only after looking carefully, and, when traveling, never to ride in vestibules or other unauthorized places.

Kaphingst enjoys his pupil tours immensely, and has a way with youngsters. "The couple of hours I spend with each group of school children brings me more pleasure than anything I can think of," says Kaphingst. "The teachers who accompany the groups tell me that I have missed my calling. They say I should have been a school teacher."

Glanings
National Apple Week will be ob-

National Apple Week will be observed October 29 through November 5, this year.

Dining car service on Spokane, Portland & Seattle Railway train 3, into Portland, Oregon, has been discontinued. A combination sleepingbuffet-observation car on this train provides light breakfasts for Pullman passengers desiring such service before arrival in Portland.

A mammoth new \$3,000,000 Passenger Terminal, capable of handling the largest passenger liners, is being constructed by the British Railways at Ocean Dock, Southampton.

"Narrow Gauge Railways in America", an authoritative, profusely illustrated history of sub-standard gauge lines, is announced for October publication by Grahame Hardy, 2046 E. 14th St., Oakland, California. Edited by Hardy and Paul Darrell, recognized authorities on the subject, the book contains a forward by Lucius Beebe, foremost historian of early American railroads.

The Sunday only flag stop of Great Northern's Northbound Puget Sounder, train 358, at Crescent, B. C. will be discontinued effective September 18.

Members of the Veterans' Association of the Great Northern Railway reported deceased during August, 1949 are: Ray J. Bergeron, brakeman, Havre, Mont.; William F. Goggin, engineer, Great Falls, Mont.: Merle V. Hackett, conductor, Willmar, Minn.; Joseph Herrmann. blacksmith, St. Paul, Minn.; Arthur L. Johnson, engineer, St. Cloud, Minn.; James P. Patterson, engineer, Kelly Lake, Minn.; Joseph F. E. Riddell, agent, Minneapolis, Minn.; Eric W. Sutherland, engineer, Glendora, Calif.; John S. Taylor, clerk, Minot, N. D.; Frank L. Thurston. agent, St. Louis Park, Minn.; John L. Weyrauch, clerk, Seattle, Wash.

Members reported pensioned during August, 1949 are: Rudolph T. Anderson, switch foreman, Minneapolis, Minn.; Arthur J. Bauman, agent, Alexander, N. D.; George R. Britten, engineer, Minot, N. D.: Harry R. Carl, AGFA, St. Paul, Minn.; Heddie H. Highstreet, agent, Lennox, S. D.; Henry J. Maas, conductor, St. Cloud, Minn.; Michael McDermott, boilermaker, Breckenridge, Minn.: Mike P. Rossa, handler, Havre, Mont.; Sadie G. Shevlin, cashier, Grand Forks, N. D.: Charles E. Swope, telegraph operator, St. Paul, Minn.; Hans F. Thiesen, fireman, Essex. Mont.

Fifteen



# You go great when you go Great Northern



## 2 Great Trains

STREAMLINED

DIESEL-POWERED

EMPIRE BUILDER by reservation.

EMPIRE BUILDER

ORIENTAL LIMITED

NO EXTRA FARE . EVERY DAY . EACH WAY Between Chicago and Seattle-Portland via St. Paul-Minneapolis and Spokane

## GREAT NORTHERN

Great Northern Travel Offices in all principal U. S. and Canadian cities or consult local railway ticket agent.

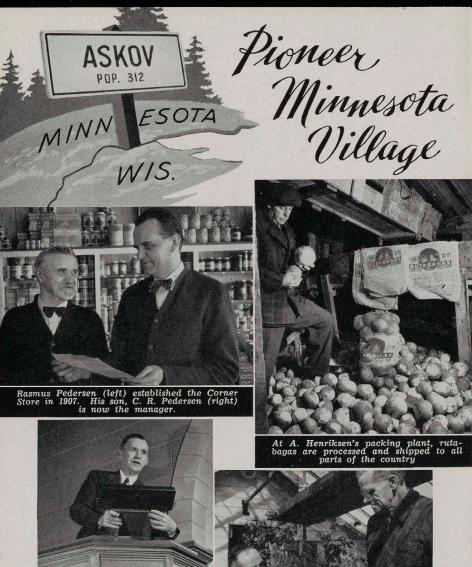
Form 6009-9-49

Printed in U.S. A.

## The Great Morthern GOAT

OCTOBER 1949







The Ferndale Nursery is operated by Hans Mosbaek, son, and H. R. Buck, son-in-law of the founder.

Photographs courtesy FRIENDS Magazine.

Pastor Harold Petersen preaches from this pulpit, hand-carved by

a former Askov resident.

## Danish Traditions are Kept Alive in Minnesota Village

About 100 miles from Saint Paul, Minnesota on the Twin Cities-Duluth and Superior line of the Great Northern Railway, lies the quiet lit-

tle village of Askov, population 312, which, despite its typical smalltown appearance is not quite like other small wayside communities.

The Danish People's Society. searching for a new homeplace for Danish people in America, purchased 20,000 acres of land in Pine County along the Great Northern right-of-way in 1905. Within a vear, the first hard - working Danish settlers had arrived and clearing the stumps and stones

from the burned and cut-over land. Many of those first hardy pioneers are among Askov's present citizens.

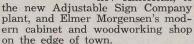
Ten years later, the town, named Askov in honor of a large folk high school in Denmark was surrounded by clean, well-tilled farms. Soon it had its own Danish folk school, and its fame was rapidly spreading in Europe as one of the most truly cooperative communities in the United States.

As the little colony grew and prospered, it clung to many of the old Danish customs. Even today, Askov's residents join in colorful oldcountry dance festivals, and it's a friendly daily habit for everybody in town to pause for mid-morning and mid-afternoon "coffee hour".

So successfully have the farmers in the surrounding area grown rutabagas that the village has become

known as the rutabaga capital of America, producing more than one-third of the nation's entire crop of the purple-top vegetable. Askov celebrates its annual Rutabaga Festival late in August in its wellmaintained village park.

Askov's other businesses today range from its long - established creamery and feed store cooperatives, nursery which specializes in ferns. wildflowers and evergreens, and its lively weekly newspaper the Askov American, to



There is one building the good citizens of Askov haven't put up yet. Because of the village's remarkable record of lawfullness, it has never had or needed a jail.-Reprinted from Friends Magazine, published by Ceco Publishing Company, Detroit. Michigan.

Due to improvements in the design, metallurgy and methods used in manufacture, steel rail now being installed is only one-fourth as liable to failure in service as rail which was installed in 1922.



Three



Vol. 19

October, 1949

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 Goat's Cover



Hallowe'en comes at a time of year when the harvesting is all done and everyone is ready for one last fling before winter sets in.

Photo by A. Devaney, Inc. New York City

## Your Railroads

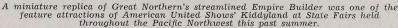
Perhaps you have never stopped to think of it, but you have a big stake in the railroads. In addition to benefiting by the essential service they provide, you have a financial interest in the railroads, and you are probably one of the owners of this great 28-billion dollar industry that is so vital to the economic life of the nation.

Certainly you are an owner of the railroads if you are one of the almost two million holders of railroad stocks and bonds. But even if you don't have a single share of railroad stock or a single railroad bond among your investments, there is still every likelihood that you have an indirect ownership in the railroads, for in all probability you have an insurance policy or a savings bank account.

The largest holders of railroad bonds are insurance companies and banks, which invest the savings of millions of people. These companies and banks, together with endowed educational institutions and foundations, hold more than half of the securities which represent railroad indebtedness.

Yes, the railroads are really our railroads-vours and mine. For this reason, if for no other, each and every one of us has an interest in their welfare and their ability to keep on providing this nation with dependable, safe, economical mass transportation. It is important to us all that the railroads be reasonably prosperous. It is important, too, that the railroads be able to compete on equal terms with other forms of commercial transportation. and this will be possible only when all common carriers are treated alike in matters of regulation, taxation and subsidy.





Kiddyland Empire Builder

Stop, Look and Listen! A miniature Diesel-powered replica of Great Northern's streamlined Empire Builder was one of the most popular features of American United Show's Kiddyland at the Evergreen State Fair at Monroe, Washington, in September, and at many other fairs and community celebrations held in Great Northern territory during the summer and fall months.

When American United Shows requested permission from Great Northern to paint their miniature train to resemble the famous streamlined Empire Builder, it was granted with the stipulation that the paint job be done in Great Northern's Everett, Washington, shops, to insure the workmanship and color being "just right".

The result merited the approval of all concerned. The green and orange color combination matches that of its namesake perfectly, and the gold lettering is in exact reduction of the original.

All-Day Hallowe'en

An unusual Hallowe'en celebration is being staged October 31, among the green, waxy orange groves in Anaheim, California.

The all-day celebration begins

with breakfast at which several hundred citizens wear comic attire. Then, throughout the day and evening, kids and adults wear the outlandish costumes on the streets.

Four

Five

## GN Calendars Displayed 'Round the World



GN wall calendar is displayed in the office of the Military Commanding Officer in Nagoya, Honshu, Japan.

The fact that Great Northern Blackfeet Indian art and wall calendars are displayed in offices throughout the world, and especially wherever American Military Forces are stationed, is evidenced by the large number of requests received by the railway from far distant points.

Commanding Officers, likewise, have written telling of the morale-building qualities of the colorful calendars which are so familiar throughout the United States and Canada.

## GN Passenger Train Schedule Changes

Spokane, Portland & Seattle Railway train No. 3, the Westbound Oriental Limited, between Spokane and Portland, now leaves Spokane at 9:30 pm, arriving Portland at 6:50 am. The earlier arrival at Portland provides connection at Portland with the Southern Pacific's new "Shasta Daylight" for California.

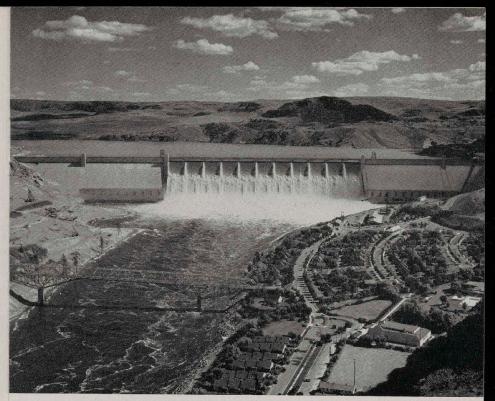
Regular stops for Great Northern trains Nos. 3 and 4, the Oriental Limited, at Glacier Park and Belton stations, have been discontinued. Train No. 3 will stop at Glacier Park and Belton to discharge revenue passengers from points east of Williston and south of Shelby and to receive revenue passengers for Spokane and West. Train No. 4 will stop at Belton and Glacier Park stations to receive revenue passengers for points east of Havre or south of Shelby and to discharge revenue passengers from Spokane and west.

Train No. 28, Eastbound Fast Mail, will continue to leave Bonners Ferry on present schedule but will be operated 10 to 15 minutes earlier at all stations to Pacific Junction, arriving Havre on same schedule as heretofore.

Trains Nos. 356 and 357 between Seattle and Vancouver, B.C., now operate daily except Sunday. Train No. 356 leaves Seattle at same time as heretofore arriving Vancouver at 2:00 pm.

## Railroad Fair Finale

After a successful 2-year run, the Chicago Railway Fair closed October 2. The gigantic lake front spectacle which piled up a record of close to 5,000,000 visitors had the greatest recorded attendance for any single industry exposition.



World's Foremost Power Producer

## Grand Coulee Dam

With the cutting into commercial service of the second of nine giant Westinghouse generators to ultimately be installed in the East Powerhouse on the Columbia River, Grand Coulee Dam has widened its lead appreciably as the world's largest power producer, with a peak capacity of approximately 1,400,000 kilowatts.

Bureau of Reclamation engineers report that although a third generator will be operating in the East Powerhouse before winter, the demand may be so great, that the Northwest Power Pool will not be able to supply enough power to meet peak demands.

As the principal structure in the Columbia Basin Project irrigation system, the power earnings of Grand Coulee Dam are to repay the Federal Government more than three-quarters of the cost of building a multi-million dollar water distribution system designed to serve 14,000 family-size farms.

While operating at peak capacity with its present 11 generators, Grand Coulee Dam can now provide sufficient electrical energy to illuminate 2.800.000 homes.

Seven

Six

# Apple Blossom to Apple Harvest Time

## In Washington's World-Famed Wenatchee Valley

The 49th consecutive annual apple harvest is now under way in the orchards and packing plants of the Wenatchee valley, "Apple Capital of the World".

Wenatchee could make no claim to that title back in (Continued on page 10)





Wenatchee housewives and school children help harvest the apple crop.



Photos by Roger Dudley, Seattle, Hedrich-Blessing, Chicago, and Wenatchee Chamber of Commerce.



Apples are kept in huge cold storage warehouses pending shipment in GN "reefers".



Expert graders make sure that only the choicest fruit is shipped out in its original form.

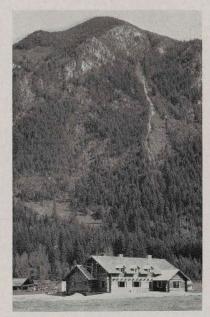
Great Northern dining cars feature Wenatchee apple menus.





Skilled packers "lay them right" and "fill them up" as they work off a modern grading machine.

## Mountain View Lodge



In the center of some of the Northwest's finest scenery.

A large new lodge constructed of hewn logs and with beautiful interior appointments, including four fireplaces, is located 6 miles from Troy, Montana, on Great Northern's main line, in the heart of some of the Northwest's most scenic country.

Limited reservations are still available for the deer hunting season, October 15 to November 15, and the lodge will remain open until January 1, to accommodate holiday visitors. Complete information can be obtained by writing to Miss Ruby F. Swanson, Manager, Mountain View Lodge, Troy, Montana.

## APPLE BLOSSOM TO APPLE HARVEST TIME

(Continued from page 9)

1901 when a single carload, the entire commercial crop, rolled from the valley via Great Northern to a Seattle market. It was a mixed car, including 13 different varieties, only one of which, the Winesap, is still grown commercially. Today Wenatchee is the shipping point for more than half of the 38,000 carloads produced annually in the State of Washington, where production and marketing of choice Winesaps, Jonathans, Delicious, Yellow Newtons, Golden Delicious and Rome Beauties is a \$100,000,000 business.

Since 1901 many transformations have been made in growing, packaging and shipping of apples, and, pioneering on all fronts, apple growers in the "Magic Valley" have evolved a "know-how" which stands at the forefront of industry practices. The pioneering still goes on with state-sponsored experiment stations and experts to solve the problems of grower, shipper and tradesman.

Developments which have contributed to the Wenatchee valley's dominant position in the industry include adequate irrigation, standard practices in pruning, cultivation, spraying, grading and packaging, centralized warehouses with modern equipment for washing, boxing and cold storage, and refrigerated transit to market.

Inspired by the history of the great industry, the biggest show in the state is staged annually, early in May at Wenatchee. In its 30th year, the 1949 Washington State Apple Blossom Festival attracted 100,000 spectators at its grand parade, part of which depicted the industry's significance.

National Apple Week will be observed throughout the United States (Continued on page 12)

## Catch On Lady?

One of those very talkative women buttonholed a fisherman who was minding his own business and said, "Aren't you ashamed of yourself? A great big fellow like you might be better occupied than in cruelly catching this poor little fish."

"Maybe you're right, lady," said the fisherman, "but if this fish had kept his mouth shut, he wouldn't be here."

## To The Point

Teacher: "In what battle did General Wolfe cry, 'I die happy'?" Johnny: "His last one."

## Let This be a Lesson

"My wife explored my pockets last night."

"What did she get?"

"About the same as any other explorer—enough material for a lecture."

## Expensive Education

A rich old aunt was paying her nephew's college expense, and her visitor asked her if it was expensive.

"Well," said the aunt, "language runs pretty high. My check this month covered \$10 for English, \$20 for Latin, and \$110 for Scotch."

## Times Have Changed

Plumber: "Did you bring all the tools?"

Helper: "Yes, sir!"

Plumber: "You're fired!"

## Perpetual Maintenance

The eight-year old daughter of a lawyer asked: "What is alimony, Mother?"

"Alimony, my dear, is a man's cash surrender value."

## Fish Food

Moe and Joe were fishing in Florida waters for the first time. Suddenly Joe felt a jerk on his line. "Moe," he said, "I got me a haddock!"

"Vel," said Moe, "vy don't you take an aspirin?"

## He Should Know!

A salesman had been assigned territory in India. His friends were bidding him farewell.

"It gets very hot in India at times," suggested one man. "Aren't you afraid the climate might disagree with your wife?"

The man looked at him reproachfully. "It wouldn't dare," he said.

Eleven

## Locomotive School



Getting some pointers from Alco-G.E.
Diesel Electric Locomotive School instructor D. W. McLaughlin, center, are R.
G. Tausch, left, and A. J. Schuck, right,
Great Northern diesel locomotive
supervisors.

Great Northern personnel who maintain and service the railway's motive power attended a special American Locomotive-General Electric Locomotive School in Schenectady, N. Y.

As an important part of the twoweek course, all students were required to construct and disassemble a diesel power plant. Emphasis throughout was on practical applications, designed primarily to acquaint railroad men with the maintenance and service problems of the diesel-electric locomotives. No truancy was reported.

## Railway "Y"

The Transportation Department of the YMCA, is currently engaged in a campaign to increase its membership, which now stands at 134,893.

Established in 1872, the Railway YMCA currently operates night and day "Ys" at 190 points along the right of way of 48 railways.

## APPLE HARVEST TIME

(Continued from page 10)

and Canada during the period October 29 through November 5. It is a concentrated effort to extend the use of apples and apple products, sponsored jointly by Apple Institutes, Apple Commissions, Horticultural Societies and the International Apple Association. Radio and the press. retailers, shippers, jobbers, railways and chambers of commerce will cooperate with special programs, window displays, posters, school programs and apple menus in hotels, restaurants and railway dining cars calling attention to the importance and varied uses of the "King of Fruits".

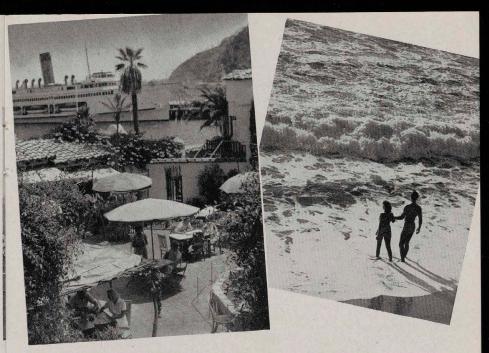
The Wenatchee-Okanogan area is served exclusively by the Great Northern, which has consistently encouraged and cooperated in developing the valley's greatest industry.

## Fargo-Moorhead Sleeping Car Service

Great Northern has taken over operation of Pullman standard sleeping car service between Saint Paul-Minneapolis and Fargo-Moorhead for the four month period October 1, 1949 through January 31, 1950, under the rotating plan which alternates such service for four month periods between Great Northern and Northern Pacific railways.

Sleeping car service is provided on Great Northern trains Nos. 9 and 10, The Dakotan. There is no setout Twin City-Fargo sleeping car operated by Northern Pacific on its trains 3 and 4 during this period.

First class tickets reading via Northern Pacific, between Saint Paul-Minneapolis and Fargo-Moorhead will be honored in this Great Northern sleeping car.



Left: Spanish-style patio at the Catalina village of Avalon. Right: Southern California's vacationers wade into the foamy surf of the Pacific at San Diego.

## California Fall Fun

Despite what the calendar says, it's still not too late for a vacation in sunny Southern California, because in that favored area's dry subtropical climate, all the joys of the summer season continue right on through Thanksgiving.

In the most unusual setting of Death Valley where hardy pioneers thirsted and struggled in search of a short cut to the gold fields 100 years ago, the Gold Rush Historical Pageant will be held in November. Although Death Valley is now a National Monument, complete with fine hotels, swimming pools, a green golf course and National Park Service facilities, it has lost none of the

scenic beauty and rugged grandeur which the 49'ers did not pause to admire.

Sea lions, intelligent animals, some of which become the so-called "trained seals" of the circus have their own exclusive lounging place at Seal Rock, a group of rocks at Catalina, beautiful tropic-like island resort 22 miles off-shore from Los Angeles. As many as 1,000 of these creatures often bask on the beach and rocks, and vacationers can approach close enough to toss tidbits to the animals as an excursion boat from the picturesque island village of Avalon tours the area.

Thirteen

## Aboard the Empire Builder



Girls Softball Team boards Great Northern's Empire Builder at Portland, Oregon, enroute to Florida.

Traveling east from Portland, Oregon, to Chicago, recently, aboard Great Northern's streamlined Empire Builder, were fifteen members of the Pats Plasterers Girls Softball Team from Orlando, Florida, and U. C. Tigner, coach-manager of the team. The team participated in the World's Series Softball Tournament held in Portland.

## Seattle-Victoria Winter Steamship Schedules

Effective October 15, the Canadian Pacific Steamship Company will establish Fall and Winter schedules between Seattle and Victoria, B. C. as follows:

4:45 PM LV Seattle 9:45 PM AR Victoria AR 2:45 PM LV 9:30 AM

The Puget Sound Navigation Company now operates on the following schedule between Seattle and Victoria:

11:45 PM LV Seattle AR 9:20 PM Port Townsend LV 6:25 PM 2:15 AM LV Port Townsend AR 6:10 PM

5:20 AM AR Port Angeles 6:30 AM LV Port Angeles

8:00 AM AR Victoria LV 3:50 PM

## International Livestock Show

Large increases in premiums for almost all classes are announced for the 1949 International Livestock Exposition and Horse Show, to be held in the International Amphitheatre at the Chicago Stock Yards, November 26 to December 3, in recognition of its 50th Anniversary.

In addition, sterling silver trophies will be awarded to championship winners in all classes. A program of unusual interest to exhibitors and visitors, crammed full of entertainment and educational values, has been arranged.

Great Northern Railway is offering a special all-expense, round trip tour and travel program from points on its lines in Oregon, Washington, Idaho, Montana, North Dakota and Minnesota to Chicago. The all-expense tour includes rail transportation, many feature attractions including an evening performance of the musical comedy hit "Kiss Me Kate", Don McNeil's famous radio broadcast "Breakfast Club", International Horse Show, inspection tour of Stock Exchange in action, a tour of the Museum of Science and Industry, motor coach tours of the city and hotel accommodations while in Chicago, November 28 through 30.

Complete information can be obtained from your local Great Northern agent or by writing to P. G. Holmes, Passenger Traffic Manager, Great Northern Railway, St. Paul 1, Minnesota.

## Railroad Hour on NBC

The Railroad Hour, sponsored by the Association of American Railroads, is now heard Monday evenings over the National Broadcasting Company network.



Because of the need for the teachings contained in the Holy Bible in these days of alien, godless ideologies, October 17 to 23, inclusive, has been set aside as National Bible Week.

All cities on the Great Northern Railway, which have been observing Daylight Saving Time, have now returned to Standard Time.

Great Northern Traffic Department office in Dallas, Texas, is now located at Room 1103 Kirby Building. The telephone number, Riverside 6787, remains the same.

United Nations Week will be observed October 17 through 24. Special celebrations will take place all over the country.

Elk may be hunted in Montana from October 15 to November 15, inclusive. Buck deer may be hunted during the same period in Glacier county, except on the Blackfeet Indian Reservation.

Wm. T. Faricy, president of the Association of the American Railroads, is head of the National Military Establishment's new civilianreserve policy board.

Members of the Veterans' Association of the Great Northern Railway reported deceased during September, 1949 are: Lewis T. Anderson, general yardmaster, Minneapolis, Minn.; Daniel A. Hawley, engineer, Sedro Woolley, Wash.; Archie Schradi, engineer, Spokane, Wash.

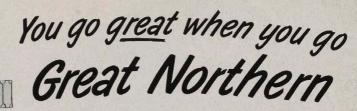
Members reported pensioned during September, 1949 are: James W. Schiller, upholsterer, St. Paul, Minn.; William Schneider, engineer, Great Falls, Mont.; Arthur C. Smith, baggage trucker, Minneapolis, Minn.

Lloyd R. Olson has been named director-general for the 1950 Washington State Apple Blossom Festival.

Harold T. Nelson is now regional director for the Pacific Northwest of the Bureau of Reclamation, with headquarters at Boise, Idaho, succeeding Robert J. Newell, who retired after 46 years of service with the Bureau.

The new Great Northern spur constructed in Flathead County, Montana, 1.38 miles east of Coram, for loading ties produced in clearing forest land for the Hungry Horse Dam reservoir, has been named "Tie Spur".

Fifteen





## Ontental Limited

Relax in the *Oriental Limited's* spacious observation-club car. Chat or play cards in the club section; read or write letters in the lounge (1 and 2); or just watch the passing panorama. Refreshments from the buffet.

2 Great Trains

STREAMLINED

DIESEL-POWERED

EMPIRE BUILDER

ORIENTAL LIMITED

NO EXTRA FARE . EVERY DAY . EACH WAY Between Chicago and Seattle-Portland via St. Paul Minneapolis and Spokane

## GREAT NORTHERN

Great Northern Travel Offices in all principal U. S. and Canadian cities or consult local railway ticket agent.

# The Great Morthern GOAT

TO RELEASE



## Winter Sports for Early Birds

The high slopes of the Pacific Northwest, with an abundance of early snow, are not often subject to the vagaries of the weather, early or late in the comparatively long winter sports season. Over-all skiing conditions in the area comprising Oregon, Washington, British Columbia, Idaho and Montana, besides being more reliable, provide a greater variety of terrain and much longer runs than are generally available elsewhere.

The State of Oregon boasts several well-developed, large scale winter sports areas, the snow-crested slopes of Mount Hood in Mount Hood National Forest, and the open and wooded runs of Hoodoo Bowl in the Santiam Pass area being among the most popular.

Hoodoo Ski Bowl, a recent winter sports development in Willamette National Forest of Oregon, at an altitude of 5,721 feet, is set in one of the most beautiful landscapes in the region. High peaks like Mount Jefferson, Mount Washington, the Sisters and Three-Fingered Jack are visible.

Facilities include one chair lift and four rope-tows ranging from 600 to 1,000 feet. Santiam Lodge, located a half mile away, has a capacity of 50 persons. Hoodoo Ski Lodge, nearing completion, will provide lounges, dining room and other facilities on the first floor with 50 dormitorystyle rooms on the upper floors. This area caters principally to week-end and holiday guests and is easily reached from Portland, Oregon.

One of the better known ski and popular winter sports areas is high on the southern slopes of Mount Hood about 63 miles east of Portland, Oregon, in the heart of the deep-snow territory. Timberline Lodge at 6,000 feet, a four-storied million dollar rustic type resort hotel, is the base for operations in the area. Besides regular and deluxe guest rooms and dormitory rooms, the picturesque structure contains lounges, dining rooms, grill rooms and smart apparel shops.

Mount Hood possesses an infinite variety of slopes ranging from the nursery variety for rank amateurs to steep almost sheer canyon walls for experts only. To name a few, Salmon and White River Canyons, the National Championship Race Course with a descent of 4,500 feet in less than three miles, and Blossom Ski Trail, a fast twisting, woods running trail that drops 2,200 feet in four miles.

Chair lifts and tows designed to serve the needs of all classifications of skiers are in operation beginning in late October. New this year is a four-mile long aerial tramway. On week ends and holidays ski buses serve a network of timbered trails. Expert instruction, individually or in classes, is available at reasonable cost.

The winter sports season at Timberline runs from the 1st of November through June, with an average daytime temperature of 26 degrees and an average snow-depth of 12 feet.

The December and January numbers of the Great Northern Goat will feature other winter sports areas served by the Great Northern Railway.

Three



Vol. 19 November, 1949 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.



Thanksgiving Day

On Thanksgiving Day it is not enough to say, "I am thankful that the American way of life is wonderful."

American freedom will continue only if American citizens are resolved to perform personal sacrifices in its behalf, every day of the year.

Democracy demands more civic responsibility than any other form of government. Being a citizen in a democracy entails more work than any other type of citizenship. Democracy demands an active, personal citizenship. If individual citizens do not participate, democratic government becomes a mockery, and our freedoms will disappear.

The freedom of the ballot depends upon our duty to vote intelligently. Our right to a fair trial rests upon our readiness to serve on the jury when called. The right to worship God in our own way parallels our duty to extend respect to the religious beliefs of others. Freedom of the press depends upon the obligations of the press to publish the truth as it sees it.

Equality of opportunity and freedom from discrimination depends upon our refraining from racial, religious and class prejudices. The right to assure our children of a free education depends upon our obligation to take an active interest in educational issues and to pay taxes to support the public schools. Our right to work in an occupation and locality of our choice and our right to own property rest upon our duty to extend similar rights to our fellow men.

Though we are genuinely grateful for our great American Heritage we must not be content to rest upon that thankfulness. Not only must

(Continued on page 6)



West Coast Senior Golfers at Glasgow, Montana, enroute to Western Round-Up Invitational Golf Tournament in Twin Cities.

## Aboard the Empire Builder

A group of thirty-three prominent business men from Pacific Northwest cities, members of the West Coast Senior Golfers, were recent passengers aboard Great Northern's streamlined Empire Builder enroute to Minneapolis-Saint Paul where they participated in the Western Round-Up Senior Golfers' Tournament.

The three day Intersectional Tournament was played on three of the country's finest golf courses, Town and Country in Saint Paul, Interlachen and Minikahda in Minneapolis. The group also attended the Minnesota-Washington football game.

The Western Seniors, headed by Paul Glazer, president of Glazer Beverages, Inc., Seattle, Washington, were the guests of Minnesota Seniors during their stay in the Twin Cities.

## New Railroad Book

The life stories of eight of the leading narrow-gauge railroad systems located in the three Pacific Coast states are portrayed in narrative form and in pictures in a new book now being published entitled "Oil Lamps and Iron Ponies." The

book is co-authored by Clement Fisher, Jr., a passenger representative of the Santa Fe Railway in San Francisco, Frederic Shaw and George H. Harlan, and published by Bay Books Limited, 742 Market Street, Suite 230, San Francisco 2, California.

Five

### Golden State November



One of Southern California's most photographed vacation spots is Spanish Mission Santa Barbara.

"Tho cold winds blow and weather is apt to be inclement elsewhere, visitors to Southern California bask under sunny skies during the area's "Second Summer" in November.

Camera fans find no lack of unusual subjects at which to snap their shutters. Famed desert resorts, in settings of tall stately palms, are again in full operation, and at the many fiestas, everyone wears Spanish costumes, affording quaint picture possibilities.

There are camera subjects galore at Santa Barbara. Pouch-billed pelicans "pose" on the pier, while at the old mission, vacationers photograph friends against the ancient twin bell towers, old fountain and under crude arches.

North of Santa Barbara in direct contrast is Denmark at Solvang, a quaint Danish colony with many fine examples of old-country architecture, and rolling hills covered by oaks.

Colorful flowers bloom in profusion at Mission La Purisima Concepcion.

The old Spanish outpost has been completely restored. Ancient bells which once called Indians to worship still hang in the tower.

At seaside Montecito, palm trees, some 90 feet in height, stand like sentinels over waxy-green lemon groves.

### November Railroad Hour

Programs scheduled to be heard on the "Railroad Hour" during November are, November 14, "Vagabond King" with Evelyn Case and Lucille Norman; November 21, "No, No, Nanette" with Doris Day; November 28, "Student Prince" with Jane Powell. Gordon MacRae is master of ceremonies and singing host on all programs.

The "Railroad Hour" now in its second year, is heard every Monday evening on the NBC network.

### Alaska Sailings

New fall and winter schedules are in effect between Seattle and Alaska via the Alaska Steamship Line.

Passenger vessels leave Seattle each Saturday morning, calling at Ketchikan, Juneau and Seward. The SS Aleutian and SS Baranof also call at Wrangell in each direction, and at Valdez and Cordova southbound only. The SS Denali, alternating with the Baranof, also serves Peterburg and Sitka north and southbound.

### THANKSGIVING

(Continued from page 4)

we preserve the freedoms handed down to us, but we must also expand and improve those freedoms. On this Thanksgiving Day we must remember that liberty, as Jefferson said, cannot be completely inherited, but "must be won anew for every issue in every generation."



Roseau county's museum collection includes intricately patterned beadwork of the Red Indians; left, a handmade turning lathe which turned out spinning wheels in the early days, and right, a display of handiwork which illustrates the stone, copper and iron ages in the county.

### Roseau County, Minnesota, Museum

In the Roseau County Historical Museum, in Northern Minnesota near the Canadian border, the past has been preserved in a museum maintained for the education and enjoyment of everyone.

The remarkable collection, which traces the development of the county from the stone age to the present is, in a large measure, the life work of the late P. O. Fryklund, a man with a reverence for the past and an interest in strange things. The over 4,000 items on display, donated by

residents of the county, range from relics of the past, when wooly mammoths roamed the area down through the time of the early settlers, to the present.

Time plods along, and the new becomes old. Recently, Custodian I. A. Sunset remarked with some surprise that a visitor had asked the identity of a plug tobacco cutter which not so long ago graced the counter of every store in Roseau county.

Seven

# The Golden Islands of Hawaii

There's never a worry about the weather in Hawaii—it's always June in January and Jan-(Continued on page 10)

Famed Waikiki Beach extends from the Royal Hawaiian Hotel to Diamond Head. At popular Kalapana Beach, the volcanic sands are jet black.

Luxury liners, between San Francisco and Honolulu, provide unexcelled accommodations and complete comfort.

Haleakala, "House of the Sun", is a massive crater on the island of Maui.

A journey to or returning from the Hawaiian Islands via Great Northern, Seattle and the Pacific Northwest, affords an abundance of scenic and historic attractions.

Native surfboard experts can ride a wave for hundreds of yards.

The rich land of Kauai is the greenest in all the Hawaiian archipelago.

Looking up Bishop Street. Honolulu, territorial capital, is a modern city of 300,000.

### Hungry Horse Dam



Two men operate each jackhammer on steep canyon walls.

Excavation work at multiple-purpose Hungry Horse dam on the South Fork of the Flathead River on Great Northern's main line in Montana is nearing completion. Preparations are being made for pouring of the first concrete for the dam structure itself.

Except for the hard hats and jackhammers, men working high on the sheer rock face of the canyon wall drilling holes for blasting away surface rock to expose solid bedrock, might be mistaken for mountain climbers scaling an Alpine peak. So steep is the canyon wall at this point, that in many cases, two men are required on each jackhammer.

Freight train performance in the first half of 1949 reached the highest efficiency on record, net ton-miles per freight train-hour having amounted to 19,127 compared with 18,779 in the year 1948 and 17,623 in 1944, the peak war year.

### HAWAII

(Continued from page 9)

uary in June, and the clear waters of its famous beaches are always around 74 degrees, making the "Golden Islands" a tourist paradise the year around.

Hotels and resorts from the tip of Kauai, northernmost resort, to Kona Inn on the southern coast of Hawaii are open to visitors with rates ranging from a modest \$2.50 a day. Even the magnificent world-famous Royal Hawaiian Hotel reflects the moderate cost of vacationing in the Islands with rates on the American Plan, from \$14.00.

Three types of vacations are available to the Hawaii visitor: the takeit-easy sort of person can spend his time in the modern city of Honolulu and on Waikiki's ever-sunny sands. and for the more vigorously inclined is available an all-island trip including all the sights and the colorful polygot native population. The variety offered could make a new experience for every day in the year. One may also skip Honolulu altogether, and shuttle directly to some remote and lovely spot on the outside islands. Here as elsewhere, rates are most reasonable.

Almost all of the traditional vacation sports are available, plus the bonus of surfriding, outrigger canoe rides and unique forms of fishing. The casino type of entertainment and gambling are not available, and probably never will be, for the charm of the Islands lies chiefly in the friendliness, the beauty, the varied scenery and the matchless climate. Nite clubs are usually open until midnight, and some specialize in the early morning hours.

Throughout the Islands, the food is eminently satisfactory, and standards of cleanliness are fully as high as on the U. S. Mainland. In a week,

(Continued on page 12)



### Hold It!

Three turtles decided to have a cup of coffee. Just as they went into the cafe it started to rain so the biggest turtle said to the smallest turtle: "Go home and get the umbrella." So the little one said: "I will if you don't drink my coffee." "We won't," promised the other two.

Two years later the big turtle said to the middle turtle: "Well, I guess he isn't coming back so we might as well drink his coffee." Just then a little voice called from just outside the door: "If you do, I won't go."

# \* \* \* Thought Transference

A young man was being examined by a psychiatrist to see if he was mentally fit to join the army.

"Do you ever hear voices and not know who is speaking or where the sounds are coming from?" asked the doctor.

"Why, yes, often," said the young

"Ah!" said the psychiatrist, leaning forward in his chair. "When does this happen?"

"Practically every time I answer the telephone."

### Rapid Result

Bob: "The touch of the nurse's hand cooled my fever instantly."

Warren: "Yeah, we heard the slap all over the ward."

### So All Thru the Night

Around midnight, the absentminded professor left his berth in the sleeping car for a drink of water. Upon his return, he found that he was lost. He appealed to a porter for help.

"Don't you remember the number of your berth?" the porter asked.

"I'm afraid not," replied the professor.

"Haven't you any idea where it was?" asked the porter.

"Why, yes," the professor brightened, "to be sure. I did notice one time this afternoon that the window looked out on a little lake."

### It's Logical!

"Won't you give a shilling to the Lord?" asked the Salvation Army lassie

"How auld are ye," inquired the Scotsman.

"Nineteen, sir."

"Ah well, I'm past seventy-five. I'll be seein' Him afore ye, so I'll hand it to Him myself."

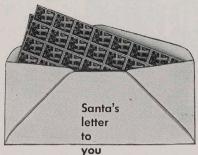
## \* \* \* Bald Fact

A bald-headed politician orated: "I am a self-made man. I made myself."

Someone in the back spoke up: "While you were at it, why didn't you give yourself a little more hair?"

Eleven

### Buy Christmas Seals



Answer the *once-a-year* Christmas Seal letter . . . and you make possible the *year-round* giving of health, life itself.

Your contribution will support the research, education, case-finding, and rehabilitation programs of the National Tuberculosis Association and its affiliates — which since 1904 have helped to spare almost 5,000,000 lives. Yet, TB still kills more people between the ages of 15 and 34 than any other disease.

So, please, as part of your giving this year, remember Christmas Seals.

Answer the letter that saves lives — send in your contribution, today.

### Montana Winter Sports

Ebb Schuele, internationally known timer for most of the world's important ski meets, is building an elaborate ski chalet on the Big Mountain, near Whitefish, Montana, on Great Northern's main line, site of the 1949 National Ski Championship Races, Downhill, Slalom and Combined. The new chalet will have accommodations for 40 persons, while the present lodge can house 20.

Class I railroads in May, 1949 had 6,944 diesel-electric locomotives, an increase of 215 per cent in five years.

### HAWAII

(Continued from page 10)

one may actually eat his way around the world. A Japanese tea house party one night, a 9-course Chinese meal the next, charcoal broiled island produced steaks or Korean or Philippine food the next, and so on. There is no risk of dysentery or foreign disease.

The people of the Islands realize the tremendous importance of the travel industry to their economy, and they are making the traditional "Aloha" a good business gesture as well as an expression of genuine friendliness and hospitality.

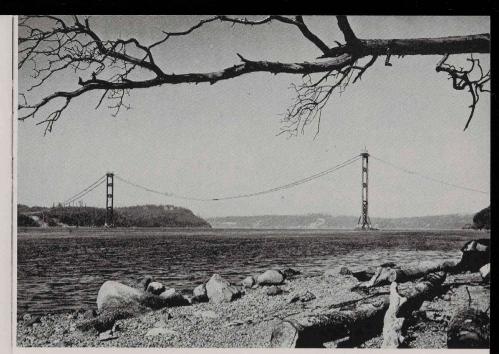
Ship travel makes the most memorable introduction to the Hawaiian Islands with the traditional diving boys, lei vendors, and greetings under Aloha Tower. The Matson Line and American President Line luxury ships provide direct service from San Francisco.

The post war surge of travel to Hawaii, makes Great Northern's transcontinental route of even greater importance than ever before to the tourist industry of the Hawaiian Islands. Earlier arrivals in Portland, Oregon of the west-bound Empire Builder and Oriental Limited now provide excellent connections with Southern Pacific's new Shasta Daylight to San Francisco.

### We're Sorry

The article published in the September number of The Goat stated that Hungry Horse Dam is located on the South Fork of the "Snake River." This was in error and should have read the "Flathead River."

In the same number the article concerning Forest Fires stated the average burn over as "3,000,000 acres" annually. This should have read "30,000,000 acres" annually.



One of the world's largest suspension bridges.

### Tacoma Narrows Bridge

Present plans call for the opening of the 18-million dollar Tacoma Narrows Bridge in July 1950. This will be 10-years almost to the day from the time that this suspension bridge, one of the world's largest, fell into the Tacoma Narrows during a windstorm in November 1940. Contracts for a four-lane bridge, with sidewalks, were awarded in 1948.

All that was salvaged from the original structure were the piers valued at around four million dollars. Building of the 250-foot piers in the fast moving waters of Puget Sound was a feat of engineering skill.

Despite two mishaps during this

year erection of the bridge is on schedule and crews have begun the hazardous task of spinning the main cables. These will include 19,823 miles of wire, each consisting of 8,702 individual strands, which will be completed this year. Following this, the road deck will be built as the final step in the completion of the span.

Distance between the two giant towers is 2,800 feet, with side spans of 1,100 feet, and an over-all length of 5,450 feet to the anchorages.

When in operation the Tacoma Narrows Bridge will be utilized by more than 700,000 vehicles per year

(Continued on page 14)

Thirteen

### Freedom and Plenty!



TACOMA BRIDGE
(Continued from page 13)

which now are crossing the Narrows by way of a temporary ferry system. Engineers estimate that with induced traffic during its first year it will provide passage for a million vehicles annually.

The structure is a direct connecting link between Tacoma on the mainland and the several communities of the Peninsula which includes Bremerton, Port Orchard and Gig Harbor. It has the further advantage of providing rapid transportation between Fort Lewis, Mc-Chord Field Army Air Base and Mount Rainier Ordnance Depot in Tacoma and the Puget Sound Navy Yard in Bremerton. To the tourist vacationing in the Tacoma area the span will provide a main thoroughfare between Mount Rainier and Olympic National Parks.

### New Equipment and Track Program for GN in 1950

Great Northern Railway's board of directors, at a meeting held in New York City on October 19, authorized payment of a \$1. per share dividend and expenditure of \$16,-862,000 for new equipment and \$10,-543,000 for a track program in 1950.

The dividend will be paid on December 21, to stockholders of record on November 21. Dividends previously paid in 1949 total \$3. per share.

Authorized expenditures for new equipment include the purchase of 50 diesel-electric locomotives at cost of \$10,227,000, for delivery in 1951, for use in passenger, freight and switching service; purchase of 500 new steel refrigerator cars, at cost of \$4,585,000, for the Western Fruit Express Company, Great Northern's refrigerator car subsidiary. Delivery is expected early in 1950. Fifty of these cars will be built especially for the handling of frozen foods.

The \$10,543,000 track program for 1950, includes the purchase and placing of 33,000 tons of 115-pound rail, construction of several steel bridges, ballasting and other right-of-way work. Miscellaneous projects totaling \$2,050,000, involving improvements to various properties, installation of new facilities and equipment, and purchase of machinery and tools in 1950, were also authorized.

Due to better equipment, better signaling devices and improved operating methods, the average speed of freight trains, based on the time required to move those trains from terminal to terminal, was the highest on record in the first six months of 1949 and an increase of 64 per cent compared with the year 1920.

Fourteen



Members of the Veterans Association of the Great Northern Railway reported deceased during October, 1949 are: Charles H. Cracraft, conductor, Santa Monica, Calif.; Henry Hall, roof gang foreman, St. Cloud, Minn.; Bertram L. Johnson, general master carpenter, Spokane, Wash.; Nels Olson, coal chute foreman, Fort Benton, Mont.; Eri R. Salter, agent, Faribault, Minn.; Leroy R. Smith, auditor station accounts, St. Paul, Minn.; Albert W. Taylor, passenger brakeman, St.

Members reported pensioned dur-

ing October, 1949 are: William J.

Paul, Minn.

Beaver, locomotive engineer, St. Cloud, Minn.; Burr M. Cole, switchman, Minneapolis, Minn.; Albert C. Eckard, engineer, Superior, Wis.; Charles E. Gordon, engineer, Sioux City, Iowa: Harry H. Hemmenway, B & B foreman, Chicago, Ill.; August G. Larson, assistant shop accountant, St. Paul, Minn.; Daniel W. Loughin, engineer, Hillyard, Wash.; Roy E. Lowrie, engineer, Minneapolis, Minn.; Edward P. Mc-Manus, conductor, Fargo, N. D.; Chris H. Nelson, engineer, Crookston, Minn.; Bayard E. Overacker, conductor, Grand Forks, N. D.; Walter L. Pratt. engineer, Minneapolis,

Minn.: Warren S. Rhodes, machinist

helper, Hillyard, Wash.; James R.

Toliver, agent, Galesburg, N. D.;

Lloyd M. Walker, conductor, Minot, N. D.

With the Canadian Government's recent devaluation of the dollar following Britain's more drastic devaluation of the pound, United States tourists will henceforth receive a 10% premium for their U. S. currency spent travelling in the Dominion.

Art Schilder, Ukiah, California, has been elected President of the Redwood Empire Association, succeeding Albert F. Beecher. Clyde Edmondson, General Manager for over 25 years, has been renamed to that position.

The College of Traffic Management, Saint Paul, Minnesota, is offering complete simplified day and evening courses in Traffic Management, treating with all important transportation subjects with which a Traffic Manager must deal. The school is approved for training of veterans.

Spokane, Washington, will celebrate its annual Lilac Festival in 1950, May 8 to 14. The Lilac Parade will be held May 13 and the Lilac Show May 13 and 14.

Fifteen

Mighty fine traveling...



Mighty low fares



on Great Northern's

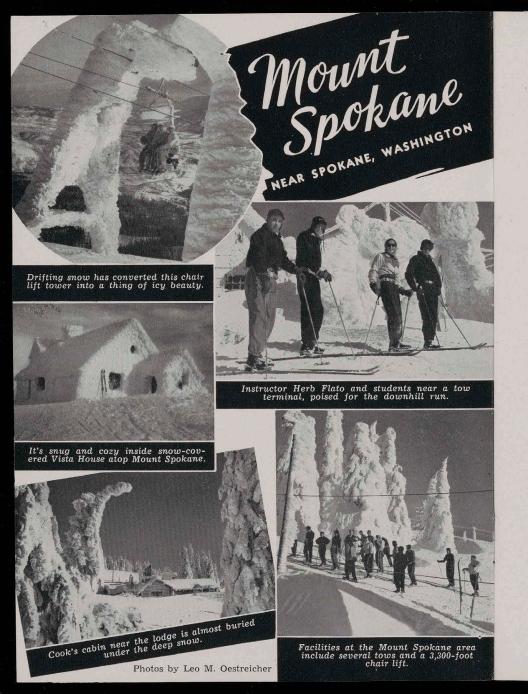
EMPIRE BUILDER



Ontental Limited

# The Great Morthern GOAT





### Inland Empire Plans Many Improvements and Innovations for Winter Sports Fans

A new Class A ski hill, now under construction on Mount Spokane, 30 miles northeast of Spokane, Washington, is scheduled to be completed in time for the Esmeralda Open Ski Tournament on February 18, the Pacific Northwest Ski Association junior jumping event the following day, and the men's giant slalom competition on March 12. The Esmeralda Tournament especially, will attract nation-wide attention because it follows the world championships to be held at Lake Placid, New York. Participants in that meet are expected to enter the Esmeralda Open. This is a Class A and B senior jumping event.

Meanwhile, the extensive Mount Spokane development continues to rate as one of the most popular winter sports areas in the Pacific Northwest, with an average of 15 to 25 feet of dry powder snow from late November to mid-April. The terrain is diversified affording opportunities for all types of skiing and for all grades of skiers, beginners to experts and professionals. There are cross-country and downhill runs, slalom, jumping and practice hills besides great open snow fields and good ski trails.

One reason the area has gained such popularity with winter sports enthusiasts is the easy accessability from the city of Spokane. Fare for the round trip by motor coach is \$1.75 per person. A \$30,000 road widening project has just been completed and new snow removal equipment purchased to insure that the improved roads to the area will be kept open throughout the winter season. A short wave station at Mount Spokane Lodge sends daily

weather reports and road condition bulletins which are published in local newspapers and broadcast over local radio stations.

Public facilities at Mount Spokane include a 3,300-foot chair lift to the summit, a 2,500-foot tow with a vertical rise of 1,570 feet, a 1,250-foot rope tow and a smaller tow for beginners. One tow is in operation during the week, while on Saturdays, Sundays and holidays, all tows and the electric lift are in full operation.

The rustic-style lodge contains a public waxing room and dormitory accommodations for 41 men and 44 women. A \$100,000 addition is in the planning stage. There is, in addition, one large cabin with two private rooms, close to the lodge. Dormitory rates are \$3.50 per person per day for dinner, bed and breakfast when a person's own sleeping bag is furnished: \$4.00 for dinner, bed and breakfast, bedding furnished, and \$4.50 per person for three meals and bed. In addition, there are adequate housing facilities at excellent Spokane hotels. Equipment may be rented at the lodge or in Spokane at sporting goods stores.

Active private organizations on the mountain which possess their own facilities for members and guests only, are the Spokane Ski Club, the Spokane Mountaineers Club, and the Selkirk Ski Club.

### St. Paul Winter Carnival

The 1950 Saint Paul Winter Carnival will be held in Saint Paul, Minnesota, January 27 through February 5.

Three

GREAT NORTHERN RAILWAY-A GREAT WAY TO TRAVEL

# The Great Northern



Vol. 19 December, 1949

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.

### The Goat's Cover



When the barn's thatch'd roof is seen

The moss in tufts of liveliest green;

When all around is cold and drear,

Be sure that Christmas-tide is near.

### "Bringing in Christmas"

The pleasant custom of using winter foliage for decorations at Christmas dates back long before that Holy Night in Bethlehem.

The ancients believed that every bush and bough harbored a god, and especially revered those that remained green all winter, so they placed greens in their homes to provide a winter refuge for sylvan spirits. Early Christians continued these pagan customs but changed their meanings, thus evergreens became the symbol of immortality and expressions of rejoicing at the Nativity.

In ancient Rome at the winter feast of Saturn, homes were adorned with holly and other evergreens. These were exchanged in token of friendship and goodwill. A Scandinavian myth tells of the goddess Frigga who obtained from all growing things a promise never to hurt her son, Balder. But she ignored the mistletoe, considering it insignificant. Balder's enemy, fashioned an arrow of mistletoe and with it, wounded him fatally. But the gods, in pity, restored Balder to life, and his mother's tears, which had fallen on the arrow, turned to pearly white berries. It was traditional that a kiss beneath the mistletoe must be accompanied by the gift of a berry if bad luck was to be avoided.

Early Christians preferred holly in that its use was a reminder of the Crown of Thorns.

In England, it is considered unlucky to bring holly into the home before Christmas eve, and that ill luck will ensue should the evergreen decorations not be removed by Epiphany, January 6. In some countries, however, Christmas is not celebrated until that date, and the time for dismantling is Candlemas Day, February 2.

### GN Art Calendar for 1950

Great Northern Indian art calendars have borne colorful, lifelike portraits of Blackfeet Indians by the celebrated artist, Winold Reiss, since 1932.

Although the 1950 calendar departs somewhat from tradition in that the subject, Tom Dawson, Mountain Man, is not a Blackfeet Indian, he is fully as colorful and as much at home in the far reaches of Glacier National Park in Montana as any of his Indian blood brothers.

Dawson's long life has been varied and colorful. Born at Fort Benton, Montana, in 1862, he was a schoolboy in Scotland, a sailor, builder, farmer, Canadian Mountie, an early explorer of what is now Glacier Park, and a guide to many distinguished visitors.

Following extensive travels and thrilling experiences, Dawson returned to his native Montana and to Old Agency, then seat of government for the Blackfeet. He made many trips into the uncharted recesses of the mountain region that later became Glacier National Park, and adopted it as his permanent home in the late eighties.

He helped make the first survey of the park region and worked with Major W. R. Logan, the first superintendent.

Dawson is a natural story teller who gives his listeners mental images of places and incidents, balanced with wry quips and dry humorisms. He possesses a mental and physical reserve built up by a life of vigorous activity and an enthusiasm for the mountains and prairies of his homeland.

Great Northern Indian and wall calendars are distributed through the railway's traffic offices located in most of the larger cities throughout the United States and Canada.





### Sunfun Hiking

"Sunfun" hikes into the desert surrounding Palm Springs, California are being conducted every Saturday.

Naturalists from Palm Springs Desert Museum accompany the hikers and explain the weird desert vegetation, strange animal life and palm-filled canyons.

### Wenatchee Apples



KPQ radio announcer presents Wenatchee apples to passengers aboard the Empire Builder.

Passengers and crew members on Great Northern's Eastbound Empire Builders were the recipients of large, juicy Wenatchee apples during National Apple Week, which was observed October 29 through November 5.

Members of the Wenatchee, Washington, Junior Chamber of Commerce boarded the streamliners during the 10-minute evening stops at Wenatchee, with baskets of large red Delicious apples, crisp, cold, and ready to eat. The fruit was distributed with the compliments of apple shippers of the community and the Junior Chamber of Commerce.

Frank Neher, Jaycee vice-president, was in charge of the program, an event conducted annually in the "Apple Capital of the World" since 1947.

### Christmas Mail

During the Holiday Season, the American railroads must keep their postal cars constantly shuttling to handle an even greater amount of Yuletide mail than the recordbreaking volume of 1948.

During the heavy holiday mail movement period, special mail trains are operated on many railroads, and extra mail cars are assigned to virtually all fast passenger trains.

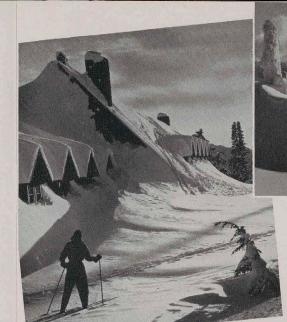
Mail handled in December of 1948 established a new all-time high of nearly five and a quarter billion letters and parcels totaling more than one and a third billion pounds, an increase of more than 13 per cent in the number of pieces and 9 per cent in poundage over the corresponding period of 1947.

If the Post Office Department's expectation that mailings this year will continue the upward trend proves correct, the railroads, which normally move about 99 per cent of all non-local postal business, will be required to provide mail car space totaling over four million feet.

If all this car space could be made up into one mail train, it would include more than 60,000 cars and be about 700 miles long.

Besides keeping the holiday mail moving at top speed, the railroads, at the same time, transport thousands of cars of express.

Because of a shortage of floor space at many post-offices and terminals, the railroads are called on to accelerate the movement of their some 3,200 railway post-office and apartment mail cars, as well as about 5,700 closed-pouch cars, and in addition as was the case last year, supply extra cars to insure the carrying of Kris Kringle's bundles on schedule.



Above: Snow covered trees create a weird effect at Artist's Point high on Mount Baker, a remote but favorite area for "ski tourists".

Left: The late afternoon winter sun casts long shadows on the deep winter snow at Paradise, Mount Rainier.

Photos by Bob and Ira Spring.

### Pacific Northwest Ski Areas

In the Evergreen State of Washington are numerous mountain winter sports areas accessible from many Puget Sound cities served by the Great Northern Railway.

Mount Baker National forest, one of the most photogenic areas in America, lies 60 miles northeast of Bellingham, Washington. Great powder snow fields lie in the protected valleys of towering Mount Baker and rugged Mount Shuksan. There are fine ski trails and runs for experts, and three lifts serve a variety of slopes suitable for amateurs, intermediates and professionals. National competitions are often held at Panorama Dome.

Mount Baker Lodge contains 23 rooms all with bath, while nearby cabins can accommodate 225 persons.

Heather Inn Dormitory sleeps 151 men and 108 women, with cafeteria and ski shop in connection. Mount Baker Inn, 22 miles toward Bellingham, provides additional accommodations.

Signing of a two-year contract between the Rainier National Park Company and the National Park Service assures operation of facilities in the park during that period. However, all winter sports activities will center in the Tipsoo Lake area. Hotels at Longmire and Paradise will not be open during the 1949-50 season, and the highway to the Paradise area will not be maintained this winter.

The Cayuse Pass-Tipsoo Lake winter sports area, easily reached (Continued on page 10)

Seven



### Christmas in California



A pottery jar is broken and small gifts shower to the ground.

Breaking of La Pinata is one of the Christmas customs of old Mexico which are re-enacted during Las Posadas, ("The Lodgings") traditional Yuletide drama presented November 30 through January 7 at Padua Hills Theatre in the lemon grove country near Claremont in Southern California. The pottery jar, which corresponds to the Christmas tree, is broken by a blindfolded person, and small gifts shower to the ground.

St. Nick parks his sleigh when he arrives in Southern California and adopts modes of travel more in keeping with the snowless surroundings. At El Centro, below sea level near the Salton Sea, he rides in an ancient stagecoach, while at Newport Harbor, a very nautical place, he uses water craft. At Newport, a

(Continued on page 12)

### PACIFIC NORTHWEST

(Continued from page 7)

from Tacoma over an excellent allweather highway, is one of the Pacific Northwest's newest ski areas. Located on the northwestern side of Rainier National Park and protected by majestic 14.408-foot Mount Rainier, this area has a deep covering of fine powder snow and few storms from October through June. There are endless miles of open terrain and spots from which skiers can start and descend all the way to the vallevs of Central Washington. Facilities have been developed by the National Park Service and include a large parking area, four tows, warming huts and first aid stations. Overnight accommodations are available at nearby Silver Springs.

Improvements planned for the near future include a large chair lift and overnight accommodations.

### December Railroad Hour

The Railroad Hour will present adaptations of light operas and musical romances during December: "Desert Song" with Dorothy Sarnoff, on December 12; "Rose Marie" with Patrice Munsel on December 19, and the holiday program on December 26, "Hansel and Gretel" with Jane Powell.

Gordon MacRae, singing host, shares top billing, accompanied by Carmen Dragon's orchestra and a mixed chorus directed by Norman Luboff. The Railroad Hour is heard over the NBC network every Monday evening at 8:00 PM EST, 7:00 PM CST, 9:30 PM MST and 8:30 PM PST.

Investment by Class I railroads in road and equipment per mile of railroad line averaged \$125,000 in 1948 compared with \$103,521 twenty years ago.



### Pass the Puns!

Taxi Driver—(Helping obese lady into cab) "You ought to take yeast sister, to help you rise better."

Corpulent Lady—"Take some yourself, brother. You'll be better bred."

### You Too?

PB: "Does your wife pick your clothes?"

HH: "No, just my pockets."

### **Evidence**

The prim old lady was given the first drink of whiskey she ever had (knowingly). After sipping it for a moment she looked up with a puzzled air. "How odd!" she murmured. "It tastes just like the medicine my husband has been taking for the last twenty years."

### Down Thru The Years

The 81-year-old man, who was as unconscious of his age as a 21-year-old, came in the house one day wet and muddy from the knees down. "I wanted to cross the creek to see about the cow," he explained. "I used to jump it clear and easy, but now every dang time I try I land in the middle. Guess I just ain't noticed it getting wider."

### Carrot Tale

A bartender, who is now a tee-totaler, shakingly told us this one.

A chap wandered into his bar one quiet day with a carrot sticking in each ear. The barkeep, thinking it was a gag on which he was expected to bite, decided not to pay any attention to him.

This went on for three days. Each day the man would wander in with large carrots protruding from his ears.

On the fourth day, he swaggered into the bar with a stalk of celery in each ear.

The bartender, burning with curiosity, could stand it no longer.

"Why," he asked, "have you got a stalk of celery stuffed in each ear?"

"Couldn't get any carrots," murmured the fellow nonchalantly.

## \* \* \* Complete Change

"My, how you've changed! You used to have thick black hair and now you're bald. You used to have a ruddy complexion and now you're pale. You used to be fat and now you're thin. I'm surprised, Mr. Canning."

"But I'm not Mr. Canning."

"Look! You've even changed your name!"



### CALIFORNIA

(Continued from page 10)

huge Christmas tree is moored in the harbor and carols float to shore. At Huntington Beach, the seaside oil derricks are transformed into a "forest" of decorated "trees", while Laguna Beach lives up to its "arty" reputation with attractive outdoor decorations. San Clemente illuminates its Spanish style buildings, and Seal Beach features colored street lighting.

The Naples Canals, reminiscent of those in Italy, lead from Alamitos Bay in Long Beach. Homes along the canals and bay, front a boat dock. These nautical homes are beautifully lighted and decorated during the holidays.

Because of the summer-like Southern California climate, the Yuletide is a time for outdoor celebrations throughout the area.

### Oregon Ski Meets

A number of Oregon ski meets, sanctioned by the Pacific Northwestern Ski Association, continuing almost into mid-June, will add to Oregon's wintertime travel lures.

The first ski event for 1950 on Mount Hood by the Schnee Vogeli club for class C and Junior races is set for January 7. The same club will sponsor the Portland Day trail races on Mount Hood the next day, for A and B classes.

February events are led off by a giant slalom, men and women, class C, sponsored by the University of Portland, on Mount Hood.

A climax of the Oregon snow sports season are the national 4-way championships for special jumping, A, B, and senior open classes on Mount Hood, February 24-26, as sponsored by the Cascade ski club of Portland.

Hoodoo Bowl is the site March 26 for cross-country races classes A, B, and C and junior men and for class C and junior women, as sponsored by the Obsidians of Eugene. The Trodse ski club is sponsoring a giant slalom for class C and junior men and women on April 8 on Mount Hood. The annual golden pole giant slalom is set for April 16 for men and women classes A and B by the Portland junior chamber of commerce.

Oregon's final ski event comes as a closing number of the Portland Rose Festival in early June. The Golden Rose downhill race is tentatively set for June 11, on Mount Hood above Timberline by the Cascade ski club. Class A men and women and junior men are to take part. In attendance will be the queen of Rosaria, a mythical kingdom in existence during the festival, accompanied by her royal court.









Mr. Rand

Mr. Pierce

Mr. Pfister

Mr. Springer

Mr. Class

### GN Traffic Department

Several changes in personnel in the passenger traffic department of Great Northern Railway are announced by P. G. Holmes, passenger traffic manager, Saint Paul.

C. A. Rand, general agent passenger department at Kansas City, Mo., since 1933, has retired, and has been succeeded by O. W. Pierce, district passenger agent at Des Moines, Iowa, since 1936. W. H. Pfister, city passenger agent at Everett, Washington, has been named district passenger agent at Des Moines, succeeding Mr. Pierce. J. J. Springer, cashier in Great Northern's Seattle city ticket office has been named city passenger agent at Everett, succeeding Mr. Pfister. R. J. Class has been named city passenger agent in Great Northern's Saint Paul city ticket office.

Mr. Rand began service with Great Northern in 1907 as a clerk at Saint Paul, and became chief clerk in the immigration department at Saint Paul in 1913. He severed his association with the company in 1917 to engage in other work, returning in 1922 as traveling agricultural development agent and was named district passenger agent at Des Moines in 1930.

Mr. Pierce has been with Great Northern since 1924. He was at Detroit from that year until going to Des Moines in 1936. Mr. Pfister joined Great Northern in 1942 as passenger solicitor in Saint Paul. He was later transferred to Seattle and has been at Everett since 1946.

J. J. Springer began his employment with Great Northern in Saint Paul in 1947. Prior to going to Seattle he was a passenger representative on the Empire Builder.

### He Needs No Passport

There's one fellow at Coutts, Alberta, Canada, at the border between Canada and the United States who crosses the international boundary several times a day without need of passport or immigration visa.

The lucky individual is a mongrel dog which has two names, two homes and one love.

Blackie's one love is meeting trains, whether it's the Great Northern headed into Canada or the Canadian Pacific rolling into the United States. And for the last two years, day after day, Blackie has met all incoming trains at these two border points.

Ordinarily, all persons or animals are subject to border inspection but because Blackie has endeared himself to all train crews and most of the residents of Coutts and Sweet Grass he is regarded as an international citizen. Thus, he has never known any red tape.

-Montreal Daily Star.

Thirteen

### SANTA'S HELPER



### New GN Equipment

Complete modernization of its passenger services between Chicago and the Pacific Northwest and entire dieselization of the bulk of the railway's territory west and south of Havre, Montana, by the end of 1951 is planned by Great Northern railway.

Announcement of plans for wider use of diesel locomotives and streamlining of transcontinental trains followed placement of orders for additional passenger equipment to cost nearly 9 million dollars.

Orders for 66 new passenger cars have been placed with Pullman-Standard Car Manufacturing Company and American Car and Foundry Company. Purchase of this equipment was authorized by the railway's directors several months ago.

American Car and Foundry Company will build six each of mail-baggage, baggage-dormitory, coffee

shop-lounge, and observation-lounge cars, coaches and dining cars. Pullman-Standard Car Manufacturing Company will construct 30 sleeping cars having compartments, bedrooms, drawing rooms, roomettes, duplex roomettes and open sections.

Great Northern now has on order and under construction a total of 111 new passenger cars, which will enable the line to have in operation by the end of 1951, two complete fleets of streamliners between Chicago and the Pacific Northwest. Before that date, three smaller streamliners between Saint Paul-Minneapolis and Grand Forks, North Dakota, and between Seattle and Vancouver, British Columbia will have been placed in service. These cars are now being built.

The railway's management believes that the extremely satisfying patronage of the present Empire Builder justifies expansion of streamliner service.

When the new Empire Builders go into operation between Chicago and the Pacific Northwest, the present streamlined Empire Builders, which entered service in February, 1947, will be transferred to the run of the Oriental Limited between the same terminals.

Now one of the country's principal users of diesel-electric locomotives, Great Northern has 175 of this type in service. An additional 87 diesel-electric passenger, freight and switch engines are on order.

By January 1, 1952, it is expected to have 262 diesel-electric locomotives in service through the Great Northern system. By that date, the railway's territory west and south of Havre, Montana, will be completely dieselized, except for the 73 mile electrified segment of main line through the Cascade mountains in Washington and the Klamath division in Oregon and California.

Fourteen



The new peacetime USO has been established in the belief that it is not enough to train for defense alone, and that morale is also vitally important. USO is the concern of every American, of every citizen, of every town and of every county in the United States.

Libby, Montana is now a regular stop for Oriental Limited trains Nos. 3 and 4.

Great Northern trains Nos. 51 and 52, between Willmar, Minnesota and Sioux City, Iowa, now operate daily except Sunday.

The Puget Sound Navigation Company's MV Chinook, which leaves Victoria, B. C. at 4:00 PM now arrives at Seattle at 9:00 PM instead of 9:30 PM.

A. J. McGuinn, St. Paul, has been appointed supervisor of merchandise service for the Great Northern Railway, effective November 1. Mr. McGuinn, with the railway since 1925, has been traveling car service agent since 1943. He succeeds J. J. Retzer, who died October 24.

Pullman passengers use annually about 65,000 gallons of liquid soap and more than 1,100,000 bars of soap.

Members of the Veterans' Association of the Great Northern Railway reported deceased during November, 1949, are: Cornelius Barry, crossing watchman, Butte, Mont., John S. Findlan, engineer, St. Paul, Minn., Albert Kleinfehn, engineer, St. Cloud, Minn., J. C. Fred Kyarsgaard, engineer, Spokane, Wash., William S. Milner, conductor, Kelly Lake, Minn., Peter Owens, clerk, passenger station, Minneapolis, Minn., John J. Retzer, supervisor, merchandise service, St. Paul, Minn., Elliot A. Samuelson, conductor, Minneapolis, Minn., Gust A. Sederstrom, conductor, Nashwauk, Minn., Walter V. Walker, conductor, Whitefish, Mont.

Members reported pensioned during November, 1949, are: Irvin R. Griffin, engineer, Willmar, Minn., Hans C. Nelson, engineer, Grand Forks, N. D., Michael J. Ryan, engineer, St. Paul, Minn., Charles B. Schneider, engineer, Minot, N. D., Austin J. Shotts, conductor, Minot, N. D., Andrew O. Williamson, switch foreman, Whitefish, Mont.

The price of plate luncheons and plate dinners on the Empire Builder and Oriental Limited is now \$1.35.

Fifteen





GREAT NORTHERN RAILWAY

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