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Great Northern Railway
Corporate Records.

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THE GREAT NORTHERN GOAT

Vol. 13 No. 1 - 12

1942 - 43

Great Northern
Railway Company
Records

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Vol. 2

Advertising & Publicity



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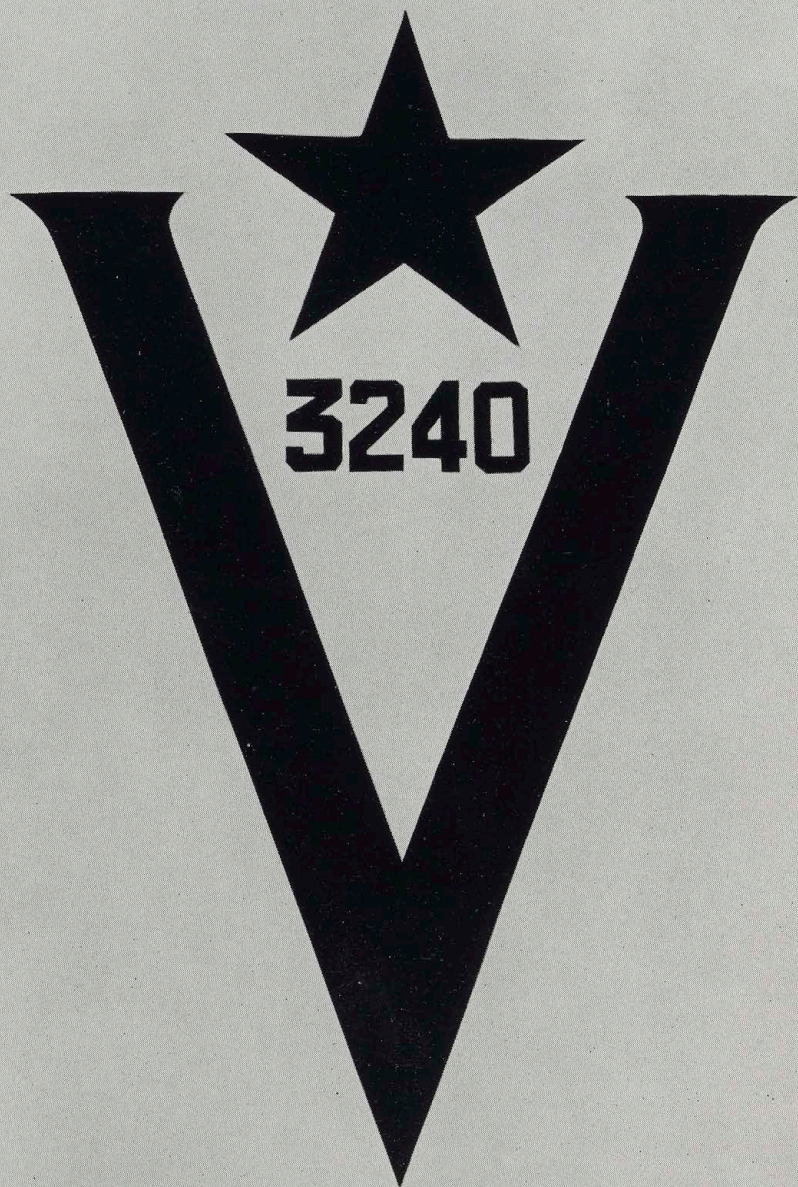
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the
GREAT NORTHERN COAT



NOVEMBER
1942

ROUTE OF THE EMPIRE BUILDER



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John
S. A.
J. E.
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Great Northern Employees in Uncle Sam's Armed Forces

WHILE transporting troops, guns, tanks and millions of tons of war materiel is Great Northern's No. 1 job, to help win this war, thousands of the company's employees from offices, shops, terminals and stations along the entire system have joined Uncle Sam's fighting men and women since December 7, to carry Old Glory out to the far corners of the earth.

Honoring these employees, is a service flag five feet by eight feet, with a large red "V" and a blue star on a white background, displayed in the lobby of the company's general office building in St. Paul, Minnesota.

The figure 3,240, shown in the reproduction of the service flag on the

opposite page, represents Great Northern employees in the armed forces of our country as of October 1, 1942. This figure has increased to over 3,700 at the time this number of the Goat goes to press. The figures are brought up to date on the first day of each month.

The following employees in the traffic department of the Great Northern at headquarters in St. Paul and in outside freight and ticket offices, are now in various branches of service, and are listed for the information of these men who may want to communicate with each other. Mailing addresses will be furnished upon request, addressed to the editor of the GOAT at St. Paul, Minnesota.

Freight Traffic Department

Ralph H. Beauclaire
C. L. Bunting
J. E. Burns
W. D. Coleman
Walter L. Curtis
C. F. Emnott
Louis J. Eret
M. W. Foster
J. B. Fowler
John L. Garrity
S. A. Garrity
J. E. Goggin
K. N. Hill
F. B. Holland
H. E. Johnson
Robert E. Johnson

Roger L. Johnson
Jos. V. Kausek
E. W. Kemper
Blaine W. Lackey
John D. Lamey
R. E. Lindstrom
L. B. McCarthy
C. K. McFarland
J. A. McKenna
John A. Matschi
C. D. Merk
R. E. Million
W. L. Monahan
Harold R. Mork
Francis Mueller
W. E. Murray

R. E. Nordrum
M. O. Nordstrom
Roy M. Owen
L. D. Parsons
W. A. Rohel
John C. Rupert
J. A. Ryan
Dale H. Sampson
Gordon C. Schubring
James L. Schultz
H. H. Scruggs
R. J. Strecker
C. R. Streedbeck
D. M. Webster
R. G. Wilson
C. B. Woehrle

Passenger Traffic Department

Perry J. Adamson
Howard F. Coffey
Robt. L. Eaton
Robt. W. Greenman
Richard K. Hance

A. A. Hughes
Robert P. Johnson
Clarence O. Kunert
J. T. Pendergast

Arthur A. Peterson
James C. Stewart
Jack E. Westerfield
Wm. S. Yale

To these men, wherever they may be, we extend greetings and good luck from your co-workers and every member of the Great Northern organization. If the names of any of

our boys now in the service are not listed we apologize, and would like to hear from them. Send along a picture of yourself if you have one. "We'll keep 'em rolling."

THE GREAT NORTHERN GOAT

VOL. 13 NOVEMBER, 1942 No. 1

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

IVAN A. COPPE, Editor

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

The Goat

THIS is the first number of volume 13 of the Great Northern GOAT. During the many years that the GOAT has been published it has been devoted almost entirely to the featuring of places and events in country served by the Great Northern Railway; information considered to be helpful to ticket agents, travel bureaus and others engaged in selling "travel by railroad"; to better acquaint readers with the resources and recreational areas in Great Northern's "Zone of Plenty"; train service, passenger department personnel, and the general promotion of travel.

Beginning with this number the scope of the GOAT is being broadened to include information that it is considered will be of interest to those engaged not only in selling travel, but to industrial traffic managers; items of a general nature for our employees and articles which it is hoped all GOAT readers will find interesting.

Suggestions always are in order. Articles, too, which passenger and freight men consider are timely and of interest to others engaged in railroad work are solicited.

Four

What They're Saying About Railroads

"Federal control (of railroads) will not come about during World War No. 2 because the railroads, by their own cooperative efforts in some matters and with the aid of the Office of Defense Transportation in others, will assure removal of all those handicaps to most effective private operation...."

(From speech of John W. Barriger III, Associate Director of Office of Defense Transportation before 22nd Annual Economic Conference of the National Association of Mutual Savings Banks, New York City, May 7, 1942.)



"The railroads of America are doing an outstanding job in meeting the unprecedented transportation demands of the war emergency. The efficiency with which they are moving the tremendous volume of traffic that has developed since the war began was made possible by the foresight with which they have planned for the use and organized the operation of their facilities."

(From Spokane, Washington, Spokesman-Review, May 16, 1942.)

The Goat's Cover



tried shouting "Here d u c k y , ducky, ducky!"

A Hunting They Did Go. Calling All Ducks! Calling all Ducks! was not very effective when Ellen could not get any music out of her duck call. So, Lois

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Men in uniform on their way to and from camps and bases drop in at the Canteen for hot coffee, milk and doughnuts.



Three sailors and an Army Lieutenant do a little harmonizing between train connections.

Service Men's Canteen

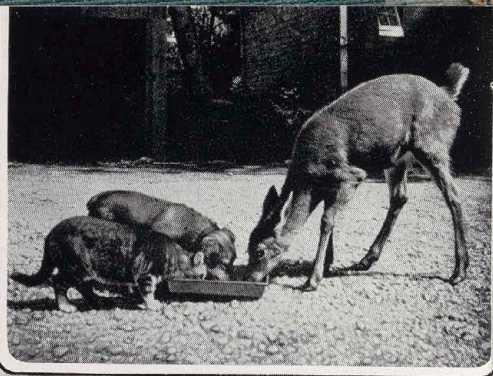
"HAVE some hot coffee, or milk, soldier; cream in your coffee, sailor; sugar, marine? How about some doughnuts, plain or sugared; cake or cookies?"

These are the friendly greetings with which men in uniform are met when they visit the free Red Cross Canteen located on the main floor in the Union Depot in St. Paul, Minnesota. Thousands of Uncle Sam's fighting men from every state in the Union and some from far off places—England, Australia, New Zealand—drop in while waiting to entrain, to make connections or to meet relatives and friends.

For amusement and pastime there is table tennis and other games, magazines and a large collection of books. Tickets for bowling are provided at reduced rates. Musical

programs arranged by a committee of volunteer workers are presented daily. And perchance a coat button requires tightening or replacement, there is material and help to do the job. Service men can write letters home and to friends, play the piano, phonograph, radio, cards or just relax and rest in the lounge room.

The canteen is maintained and operated by the St. Paul Chapter of the American Red Cross. Doughnuts and coffee are prepared in a kitchen adjoining the canteen. Pastries, cookies, candy and many other items are contributed by the people of St. Paul. Volunteer canteen workers are on duty daily from 7 a. m. to midnight. Over 600 men were served coffee or milk and doughnuts in one day during November.



PALS

Both happy. A coon and his little mistress.

A dog and a cat "pal-up" with a deer.

They Quickly Chum-Up with Children

By FRANK GOLMA

BARELY a third of Vancouver Island, on which Victoria is the largest city, has been tamed and settled by man.

Most of the heavily mountainous interior and the west coast of the Island are still in the undisputed possession of deer, black bear, cougar and the smaller people of the forest such as coons.

While hunters have special limited seasons in which to enjoy their sport, during the main part of the year these native inhabitants of the Island forests are left alone. Many, becoming quite tame, invade the outlying settlements.

They fraternize with domestic pets such as dogs and cats and quickly

attach themselves to children. Needless to say, children as quickly adopt and love them.

Sometimes the wilder animals such as black bear and cougar or mountain lions are also captured when young and attempts made to domesticate them. However, they are always liable to revert to their savage natures but with deer and coons once they have been tamed when young they never go back to the wild life of the forest.

Typifying the forest life of Vancouver Island are the signs along the Island highways asking motorists to be careful not to run over wild animals and birds that have strayed onto the highway.

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Scrap Round-Up

GREAT NORTHERN'S 26,000 employees and officials from coast to coast participated in the round-up of old metal from company properties in 1,500 cities and towns, which was concluded on October 15.

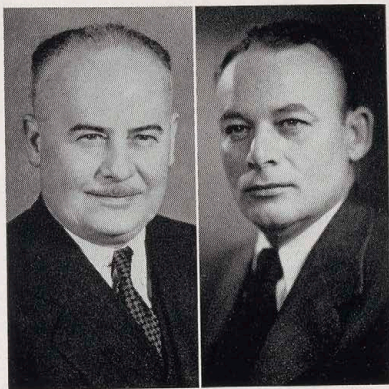
At headquarters in St. Paul, the scrap-collecting campaign was climaxed with a radio broadcast in which company officials, employees and local business men took part. A company truck was parked at the entrance to the general office building and as employees left the building they deposited scrap collected from every niche and corner of every office.

For the first ten months of 1942, Great Northern has collected and classified 62,396 net tons of ferrous and 1,397 net tons of non-ferrous metals which have been diverted to the nation's war effort.

American Railroads

COLONEL Robert S. Henry, assistant to the president of the Association of American Railroads, Washington, D. C., was a recent visitor in St. Paul-Minneapolis, where he spoke at luncheon meetings of the St. Paul Advertising Club and the Northwest Shippers Advisory Board.

Discussing the role of American railroads in the war effort, Colonel Henry said: "Teamwork and nothing else can win this war—and in the team there is no more vital member than transportation. Most fortunately for this nation, there is no part of the whole war effort in which teamwork has been longer practiced or is better organized or more effective than our indispensable railroad transportation. However, the nation's railroads cannot be expected to keep the goods of war and commerce rolling at the present high rate of efficiency unless they are allotted materials with which to maintain their plants."



McGillis.

Moore.

Advertising Manager

APPOINTMENT of Charles W. Moore as advertising manager of the Great Northern was recently announced. "Dinty" Moore, as he is known to his many friends and associates, has been identified with the company's public relations department since 1937, and is a former member of the editorial staff of the St. Paul Dispatch-Pioneer Press. He succeeds O'Kane J. McGillis, who died suddenly on September 27, 1942.

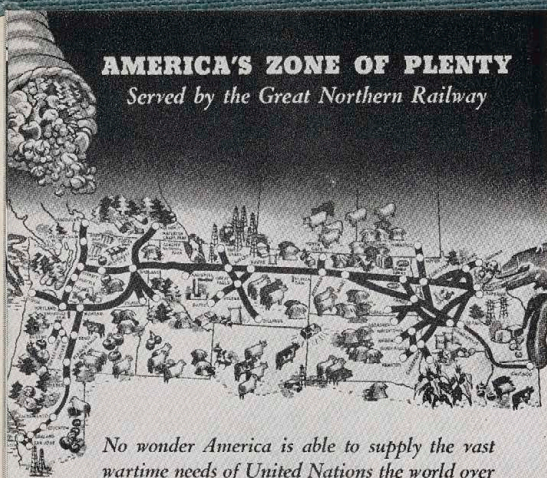
Mr. McGillis was employed with the Glacier Park Hotel Company until 1924. He began work in the advertising department in 1926 and in 1929 was appointed advertising agent, which position he held until his death. He was a former president of the American Association of Railway Advertising Agents.

* * *

Clifford H. Trembly, former assistant to the vice president of the Great Northern, died on October 9. During his fifty years of service he was assistant to three vice presidents. He retired because of ill health on March 1, 1940.

AMERICA'S ZONE OF PLENTY

Served by the Great Northern Railway



No wonder America is able to supply the vast wartime needs of United Nations the world over

or one magnificent area alone yields more wheat than the Ukraine, more oil than the Caucasus, more iron than Luxembourg, more lumber than Norway, more dairy products than Denmark and Holland—more meat, fish, fruit, wool and electric power than France, Greece, Hungary, Austria and Czechoslovakia combined; more of everything than titler can take from all his subjugated neighbors.

This American Zone of Plenty extends on either side of the Great Northern Railway from the Great Lakes to the Pacific northwest and into California. There is abundance in this Zone of Plenty. Natural resources have been wisely conserved.

Farms and ranches enjoy the increase of good breed stock and seed introduced by a pioneer of great vision—James J. Hill, the man who planned and built the Great Northern Railway.

Mr. Hill also established the policy of improving the railway in advance of need. This policy has been faithfully followed by his successors in management, during good years or bad.

As a result, Great Northern has been well able to handle an unprecedented volume of civilian freight and materials of war in addition to heavy civilian and military travel in this crucial war-time period.



GREAT NORTHERN RAILWAY

A VITAL ARTERY FOR VICTORY

BETWEEN THE GREAT LAKES AND THE PACIFIC, ROUTE OF THE EMPIRE BUILDER

Advertisement No. 1.

A NEW series of advertisements in leading national magazines and a few selected financial newspapers, featuring "America's Zone of Plenty", as served by the Great Northern Railway, has created widespread interest and commendation.

The first two advertisements, illustrated on these pages, are devoted principally to the country served by the railway, its resources and the Great Northern's part in transport-

Eight

A Vital Artery

ing products, war materiel, fighting men and war workers to help win the war. Subsequent advertisements will alternately feature the richly endowed "Zone of Plenty" and the facilities of the railway.

The first advertisement was titled "America's Zone of Plenty, served by the Great Northern Railway," and was illustrated by a map of the Great Northern territory with its principal products flowing from a cornucopia—symbol of abundance. This opening advertisement was devoted principally to the territory which the railway serves, the community of which it is a citizen, taxpayer and neighbor. It spoke only briefly of the railway, in these words:

"Mr. Hill also established the policy of improving the railway in advance of need. This policy has been faithfully followed by his successors in management, during good years or bad. As a result, Great Northern has been well able to handle an unprecedented volume of civilian freight and materials of war in addition to heavy civilian and military travel in this crucial war-time period."

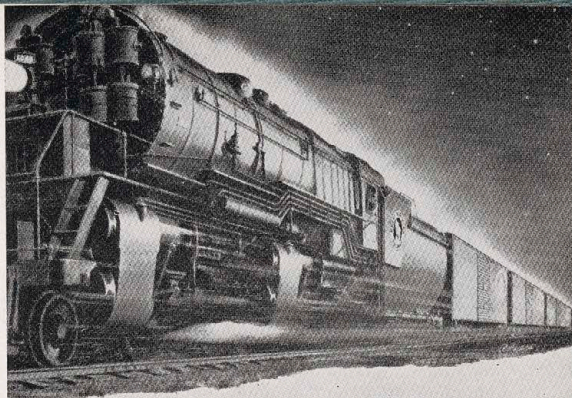
Artery for Victory

The second advertisement, now current, speaks more directly of the railway under the heading "A Vital Artery for Victory", and it again tells the world at large how solid and substantial is the "Zone of Plenty" area. It is illustrated with a Great Northern oil-burning locomotive hauling a heavily loaded freight train at high speed.

The outline map of the Great Northern route and principal gateway connections will become a basic part of each remaining advertisement, as will the trade mark banner "in the Zone of Plenty."

This series of advertisements represents the culmination of many months of study and planning and while they are sponsored by the traffic department, it is believed they will also prove stimulating and helpful to the company's industrial and agricultural departments, particularly in the post-war period.

The slogan "Zone of Plenty" was first used by the Great Northern following World War I, at which time it applied only to agricultural production. Since then Great Northern territory has undergone a tremendous development of which most



a vital artery for Victory

There's no bottom to the appetite of war. To help feed it the Great Northern Railway is transporting millions of tons from America's Zone of Plenty—iron ore and dairy products from Minnesota; grain and potatoes from the Dakotas; copper, oil, cattle, sheep and wool from Montana; lumber, grain, fish and fruit from Idaho, Washington, Oregon and California. For example: this year Great Northern will haul enough iron ore from Minnesota's Mesabi Range to load a single train 2000 miles long—an all-time record.

All this in addition to the movement of war materials, fighting men and war workers.

Great Northern was in 1A shape when war came—fit and ready for service with heavy rails, well-ballasted roadbed, automatic block signals, freight and passenger cars of all types, and motive power designed for each specific job—diesel, electric, coal and oil-burning steam locomotives.

Moreover, this railway is a short, straight, low-altitude route between the middle west and Pacific ports—gateways to Alaska, Hawaii, Australia, China and all the embattled Orient. Recognized by shippers and travelers as a dependable railway, Great Northern now is serving the nation as a vital transportation artery.

GREAT NORTHERN RAILWAY BETWEEN THE GREAT LAKES AND THE PACIFIC, ROUTE OF THE EMPIRE BUILDER



Advertisement No. 2.

people are not yet aware. Through these advertisements the world will learn that the Great Northern's "Zone of Plenty" now occupies a leading place in industry and commerce as well as in agriculture.

The advertisements are scheduled to appear in Saturday Evening Post, Time, Newsweek, Fortune, Nation's Business, Business Week, United States News, Atlantic Monthly, Wall Street Journal, and the Chicago Journal of Commerce.

G. N. War Unit Mobilizes



Col. Campbell

THE GREAT Northern Railway's own unit of the Military Railway Service, is now mobilizing at Fort Snelling, Minnesota, for training to operate railroad lines in combat zones throughout the world for the Army.

The unit, known as the 704th Engineers Headquarters Railway Grand Division, is composed of 24 officers and 76 enlisted "railroad operation" specialists, and is under the command of Colonel Alex W. Campbell, former assistant superintendent of transportation of the Great Northern, who with other personnel, all but two of whom are employees of the company, is on leave of absence for the duration.

The officers' personnel includes a division superintendent, 7 trainmasters, a chief dispatcher, a transportation inspector, master mechanic, traveling engineer, shop superintendent, car foreman, general foreman stores department, two roadmasters, master carpenter, 2 water service engineers, 2 freight agents and a signal supervisor.

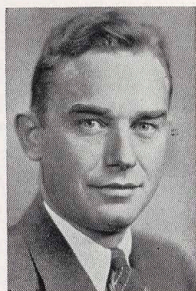
The enlisted personnel will include draftsmen, bridge inspectors, telegraphers, cooks and helpers, storekeepers, stenographers and general clerks.

The Railway Grand Division is under the command of Brigadier General Carl R. Gray, Jr., of the Military Railway Service. Col. Campbell, a veteran of the first World War, was a reserve corps captain.

Ten

Promoted

PROMOTION of Edward W. Bergstrom of St. Paul to special traffic representative of the Great Northern Railway has been announced. Bergstrom was advanced from city freight agent in St. Paul.



Bergstrom

Bergstrom has been identified with the Great Northern since 1920. He is active in civic affairs and is a former president of the St. Paul Junior Association of Commerce. T. J. Nadeau, St. Paul, Minn., succeeds Bergstrom as city freight agent.

Montana Cattle Sell High at Chicago Yards

SIX loads of Montana range cattle were high sellers on the market at the Chicago stock yards recently.

There were 103 steers in the drove, 94 of which averaged 1,454 pounds each, and brought \$14.75 per hundred, or \$214.46 a head. There were nine other steers that averaged 1,666 pounds each, which sold at \$13.75 per hundred, or \$229 a head.

Included in the consignment were 20 heifers, 10 of which averaged 1,087 pounds and sold at \$13 a hundred and one that weighed 1,210 pounds and brought \$12 a hundred or \$145.

The cattle were grade Herefords, showing some Shorthorn blood, and were typical of the old style big cattle that came from the Montana ranges some years ago. They were shipped by Ulric LaChappelle of Augusta, Montana.



One Feller Says TUH the Other Feller



Railitis?

Sigma Pi (to old member): "How is old Bill these days?"

Grad: "O, he's much better since his operation."

Sigma Pi: "Operation. I didn't know he'd had one."

Grad: "O, haven't you heard about it? They removed a brass rail that had been pressing against his foot for years."

Stop! Go!

Wife (to drunken husband)—I suppose you expect me to believe that you came right home from the office?

Husband: Sure did, (hic) straight as the crow flies.

Wife: So I see. Stopping frequently for a little corn.

Proposal

A bashful young darky had not the courage to pop the question. Finally, one Sunday night, he said:

"Julia, yo' remembers that I was heah Monday night?"

"Yes," Julia replied.

"An dat I was heah Wednesday an' Thursday?"

"Yes."

"An' once mo' on Friday an' again las' night?"

"Sho' yo' was."

"An' I is heah tonight?"

"Yo' sho' is."

At last in desperation, he burst out with,

"Say, woman, doesn't yo' smell a rat?"

Past Dew

"How kind of you," said the girl, "to bring these lovely flowers. They are so beautiful and fresh. I believe there is some dew on them yet."

"Yes," stammered the young man in great embarrassment, "but I'm going to pay it off tomorrow."

Duck!

"I want to die with my boots on," boasted the gent. And the redhead purred, "Well, put 'em on! Here comes my husband."

Smash!

The proud wife approached the hubby when he came home and cooed.

"Oh, darling, I'm sure that baby's going to be an auctioneer when he grows up!"

"What makes you think that?" asked the hubby.

"Because," replied the little woman, "He just put your watch under the hammer."

Nonbeliever

Conductor: "Can't you see that sign, 'No Smoking?'"

Sailor: "Sure, Mike, that's plain enough, but there are so many dippy signs here. One says, 'Wear Nemo Corsets.' So I ain't paying any attention to any of 'em."

Wonderful!

"Your wife just gave birth to an 8-pound girl baby this morning" read the telegram to the new father.

Attached to the message was a sticker reading. "When you want a boy, call Western Union."

PUREBRED RAMS SIRE TOP-MARKET LAMBS

"QUALITY PAYS DIVIDENDS"



Wellbred female yield a higher percentage of dressed carcasses.



Meat is needed to feed our armed forces and civilians, and to supply our allied nations.



Good quality purebred stock are essential to a sound Livestock Production Program.



Top purebred rams lead to heavier, more profitable lamb production.



Agricultural Development Department

GREAT NORTHERN RAILWAY

Extension Service, North Dakota Agricultural College

Better Livestock Production

NORTH DAKOTA'S sheep population increased from 735,415 head in 1930 to 1,204,000 head on January 1, 1942.

This rapid growth in numbers has focused attention upon the necessity of maintaining and improving quality.

To that end the Agricultural Development Department of the Great Northern, in cooperation with the extension service of North Dakota State College, has issued a poster pointing to the fact that purebred rams sire top market lambs.

The poster also cites the need for heavier meat production to feed our armed forces and civilians and stresses the importance of using good quality purebred sires to develop a sound livestock production program.

Twelve

Rail Rhymes

Passenger transportation service to Rainier National Park has been suspended until June 1, 1943.

* * *

Through coaches are now operated on Great Northern trains 27 and 28 between St. Paul, Minneapolis and Seattle.

* * *

There will be a general revision in passenger trains schedules on many railroads throughout the country, including Great Northern, effective December 6.

* * *

Cafe parlor cars have been restored on Great Northern trains 235 and 236 between Butte and Havre, Montana.

* * *

All Gray Line sight-seeing operations by motor have been suspended for the duration, except in Mexico, D. F. and Havana, Cuba. Harry Dooley, former president of The Gray Line Association, is now a Major in the Army serving overseas.

* * *

The Vancouver, Victoria and Eastern Railway and Navigation Company, a subsidiary of the Great Northern Railway, has subscribed a quarter of a million dollars to Victory Loans in Canada.

* * *

Timberline Lodge in Mt. Hood National Forest in Oregon, has been taken over by the Army and will be used as a rest and recreation center for the duration.

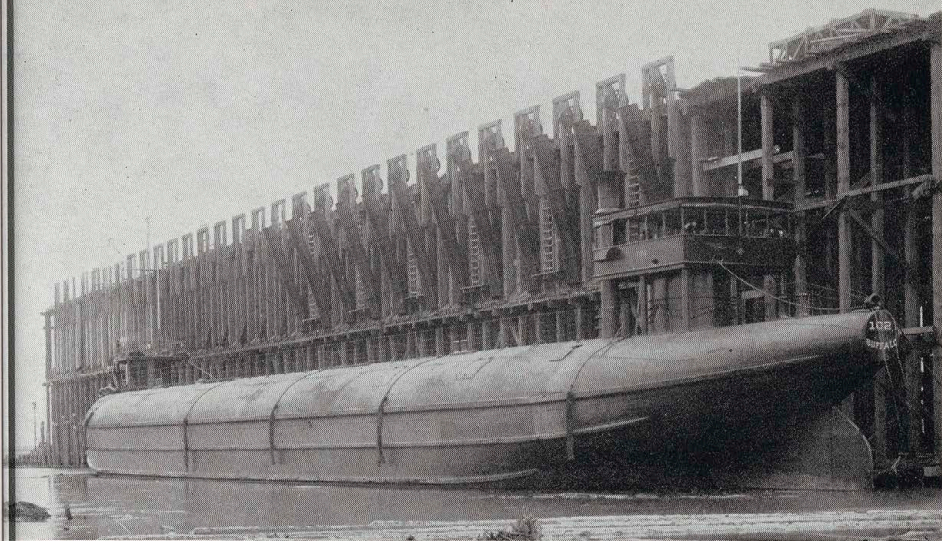
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C. O. Hooker, former Great Northern trainmaster at Minot, has been appointed superintendent of the railway's Kalispell Division, with headquarters at Whitefish, Montana, succeeding Mr. J. M. Budd, who has been granted a leave of absence for service with the Army.

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Whalebacks are Returned to Service

LOOK AGAIN! It isn't a submarine, but the whaleback which carried the first cargo of Minnesota iron ore down the Great Lakes to Cleveland half a century ago. November 11 was the fiftieth anniversary of the initial shipment of ore from Mountain Iron., Minn., to Cleveland. The ore was shipped from the Great Northern Railway's docks in Allouez, near Superior, Wis., where the picture above was taken the day of loading.

This year, the Great Northern will handle at the Allouez docks—the largest and most modern of their kind in the world—about 28½ million tons of ore—a new record. Since 1892 approximately 1½ billion tons of ore have been mined on the Minnesota range. Incidentally, America's war effort has brought back into service many whalebacks for the ore transport job.

Changes in Freight Schedules

In cooperation with the government the Great Northern Railway, as well as all other transcontinental lines, has joined its connections in extending its freight schedules 24 hours between Chicago and the Pacific Coast, effective November 1, 1942.

The new schedules provide for 8th morning delivery at such points as Seattle and Portland from Chicago;

also longer schedules at intermediate points.

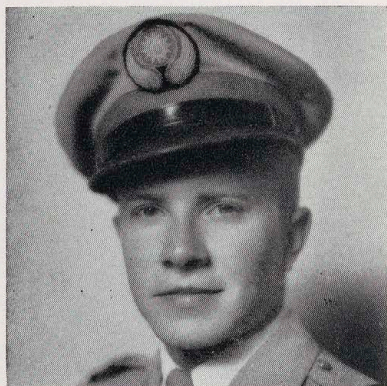
Freight service via the Laurel-Billings gateway is similarly lengthened and provides 8th morning delivery at north Pacific Coast points for business routed via the St. Louis gateway. The extended schedules apply both westbound and eastbound.



Crenshaw.



Kask.



Haywood.

Great Northern Sons in Service

THE SONS of two Great Northern employees were recently commissioned second lieutenants in the Army Air Corps Reserve. A. N. Crenshaw, Jr., son of Great Northern's purchasing agent, A. N. Crenshaw, enlisted on February 25, 1942. D. Budd Kask, son of Harry W. Kask, chief clerk in the president's office, enlisted in January 1942. Both boys received their training at Kelly, Ellington and Hondo fields in Texas, the latter field being the U. S. Army Air Forces Navigation School, and were commissioned on the same day.

Crenshaw is a graduate of Cretin High School and attended St. Thomas College, St. Paul, and the University of Minnesota. He is 26 years of age, and is now stationed at Casper, Wyoming.

Kask, who is 25 years of age, is a graduate of Mechanics Arts High School, St. Paul, and also attended the University of Minnesota. He is now serving as an instructor at the Army Air Forces Navigation School, Monroe, Louisiana.

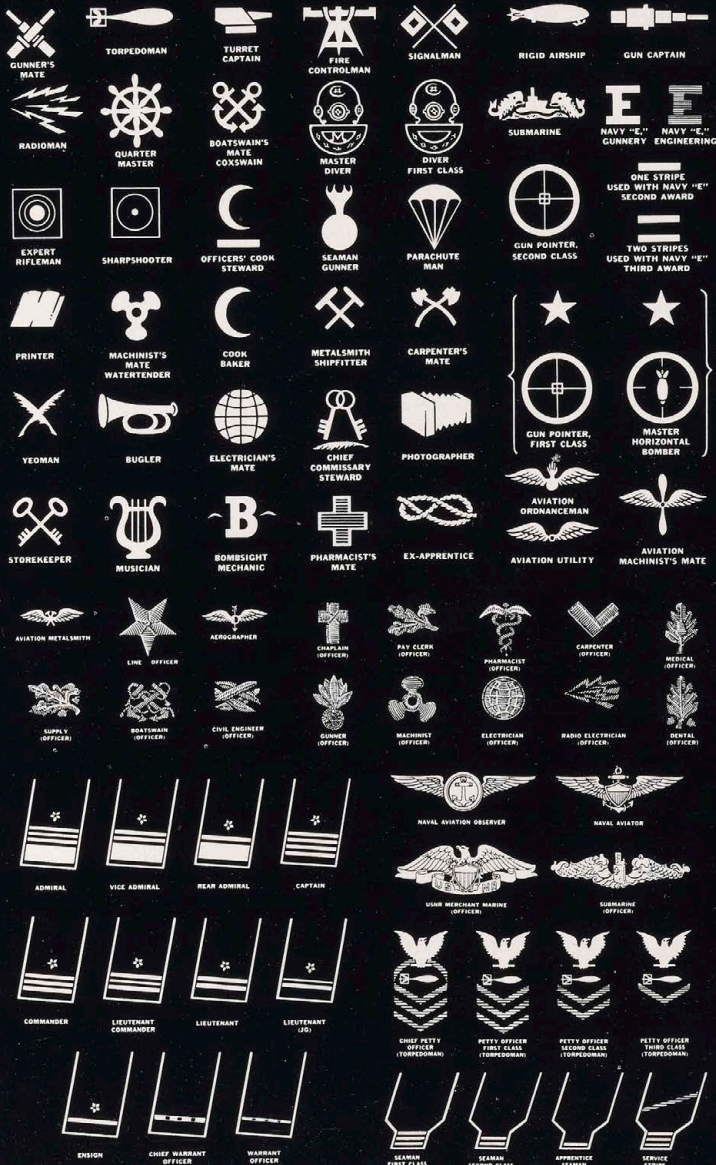
Fourteen

"We never realize what a wonderful country we live in until we have gone into some other part of the world. It's really worth fighting for."

These are the words of Flight Leader Thomas C. Haywood, Jr., son of T. C. H. Haywood, wire chief in the telegraph department of the Great Northern, St. Paul, who returned to the U. S. in September.

Haywood resigned his 2nd Lieut. commission in the U. S. Marine Corps to join the American Volunteer Group, known as the "Flying Tigers", commanded by Brig. Gen. C. L. Chennault. He left the United States in August, 1941. He saw a lot of action against Jap "Bombers" and "Zeros" in Burma and China and has three "Bombers" and two "Zeros" to his credit, for which he received a distinguished service medal from China's Generalissimo Chiang Kai-Shek. In ferrying planes into China he flew over the Gold Coast of Africa, Nigeria, Anglo-Egyptian Sudan, Egypt, Palestine, Iraq, Arabia and India.

Haywood is preparing himself for a commission of major in the U. S. Army Air Corps.



MILITARY INSIGNIA
UNITED STATES NAVY
 SEE THE NEXT NUMBER OF THE GOAT FOR
 UNITED STATES MARINE CORPS INSIGNIA

Empire Builder Chef's

• RECIPE of the MONTH •

THANKSGIVING TURKEY

Stuff turkey with oyster dressing. Place some thin sliced pork fat over breast and tie together; pan-roast with an onion, carrot, a little thyme, bay leaf and fresh piece of butter, salt; place in oven and baste continuously. When turkey is done, remove from pan and let gravy set for a few minutes. Remove fat, add water, reduce to one-half, and strain.

OYSTER STUFFING

¼ cup oyster liquor; ½ cup melted butter; 3 cups soft bread crumbs, plus seasonings of 2½ teaspoons salt; ½ teaspoon pepper; 1 pint coarsely chopped raw oysters.

SWEET POTATOES, SOUTHERN STYLE

Peel and slice some boiled sweet potatoes and place in buttered shirred egg dishes or pie plates. Add a little salt, molasses and maple syrup, sprinkle with powdered sugar, place some bits of butter on top and bake in oven until brown.

*If You Must Hoard—
Hoard U. S. War Bonds and Stamps*

Dining Car Meals

Club breakfasts 50c to \$1.00
or a la carte

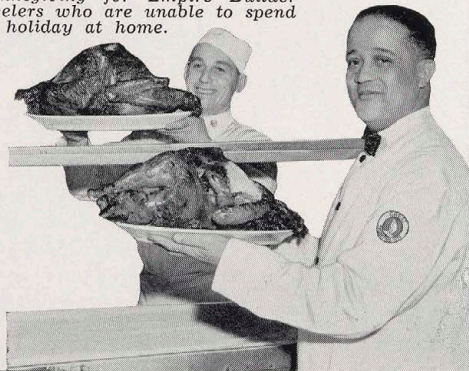
Special Plate Luncheon
and Dinner
65c and 90c

Table d'Hote Luncheon
\$1.00

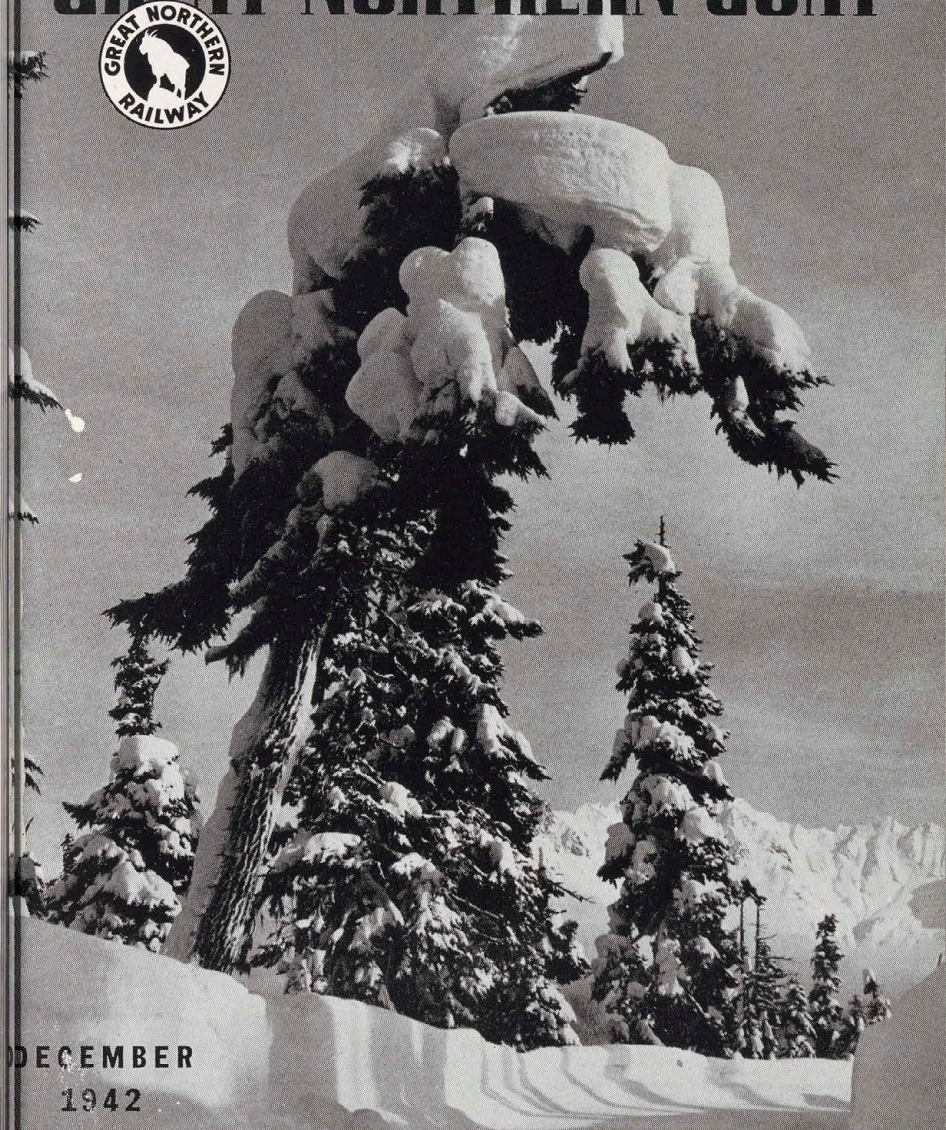
Salad Bowl
35c

Table d'Hote Dinner
\$1.50
or a la carte

Empire Builder Chef William Krause and waiter John Rainey team up to help provide a happy Thanksgiving for Empire Builder travelers who are unable to spend the holiday at home.



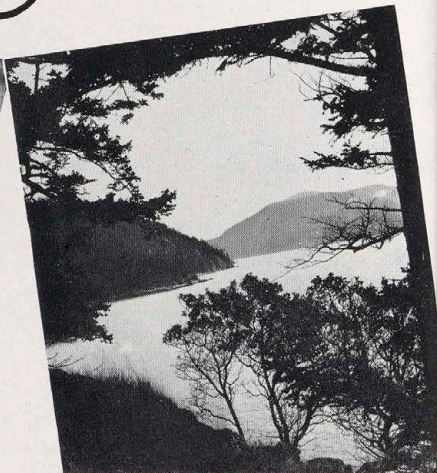
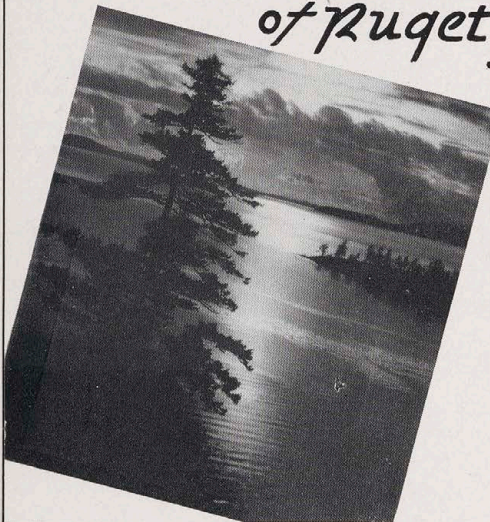
the
GREAT NORTHERN GOAT



DECEMBER
1942

ROUTE OF THE EMPIRE BUILDER

The San Juan Islands of Puget Sound



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Charmed Isles of Puget Sound

By HARRIET GEITHMANN

DIRECTLY in the path of the sun as it slants across the northern waters of Puget Sound lies an archipelago, 172 tawny isles called the San Juans. Rugged, mountainous, populated with people, pixies and sea parrots, these "57 varieties" of islands radiate enchantment. Bounded by sparkling straits, to the north the Gulf of Georgia, to the west the Canal De Haro, to the east Rosario Strait and to the south the Strait of Juan De Fuca, through which passes the commerce of the world via the Pacific. The strategic position of the island of San Juan which faces this maritime lane and Cape Flattery, beyond, has prompted men to refer to it as "The Cronstadt of the Pacific."

It was this same Island of San Juan, which staged a tempest in a teapot in 1859. On San Juan the Union Jack, emblematic of British authority, floated for the last time within Uncle Sam's domain. Six years before the tempest broke, the Hudson's Bay Company established Bellevue Farm in the happy valleys of San Juan, 1300 woollies and several bronzed Kanakas to herd them. Side by side with the Britishers, some 25 American settlers and their families tried to wrest a living from the land. One summer day a sin-

gle gunshot echoed through the evergreens when Lyman A. Cutler, an American pioneer, shot a British porker intent upon rooting up his potatoes. That shot reverberated all the way from Pall Mall of London around the world.

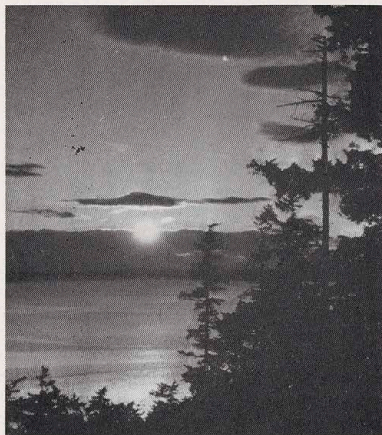
On the heels of this event diplomats and military men on both

sides began to think in terms of "every inch and acre up to 49 or war" because 49 had been agreed upon as the line of right and mutual convenience between England and the United States. The untimely death of the British porker but precipitated the old question which disturbed the minds of men. Joint military occupancy of San Juan followed for 13 tax-

free years for the pioneers. Finally the hatchet was buried by England and America in October 1872. Therefore this alluring archipelago today flies Old Glory instead of the Union Jack. Seventy years have gone down into history since the celebrated tempest in a teapot. Weather-beaten blockhouses and barracks remain to tell the story of the soldiery that once trod the forest trails of San Juan in the making of this episode in international history.

(To be continued)

Three



*"When the sun sinks to rest on
Puget Sound"*

THE GREAT NORTHERN GOAT

VOL. 13 DECEMBER, 1942 No. 2

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

IVAN A. COPPE, Editor

All communications should be addressed to Charles W. Moore, Advertising Manager, Great Northern Railway Company, St. Paul, Minnesota.

Thanks—and Good Wishes

THANKS to you Mr. Ticket Agent! Your cooperation has helped us to maintain Great Northern's traditional high standard of passenger service.

Thanks to you Mr. Traffic Manager! Your cooperation has made possible the continuance of Great Northern's reputation for fast dependable freight service.

Your aid has enabled us to make the best possible use of our freight and travel facilities. Military and civilian needs have been met because of your help.

And to all of our readers
a Merry Christmas and Happy New Year!

Christmas in the Heart

It is Christmas in the mansion,
Yule-log fires and silken frocks;
It is Christmas on the highway,
In the thronging, busy mart;
But the dearest, truest Christmas
Is the Christmas in the heart.

Four

Empire on Parade

OVER 50,000 persons have seen Great Northern's kodachrome sound motion picture film "Empire On Parade" to date this year. Showings have been made in practically every important city in the country before service clubs, chambers of commerce, traffic associations, high schools and other organizations.

The film depicts agricultural and industrial progress and opportunities in the Northwest "Zone of Plenty" served by the Great Northern railway and is acclaimed as one of the best industrial films produced this year.

Arrangements for showing the film can be made with any Great Northern traffic representative or by writing to headquarters in St. Paul, Minnesota.

For Our Armies and Allies

OUR government asks you to limit your meat consumption to 2½ pounds per person per week. This will insure an adequate meat ration for the fighting fronts.

This 2½ pounds includes your meals at home and away from home.

The Goat's Cover



Mount Baker National Forest in the State of Washington. Snow-crowned trees amid a virgin forest of giant evergreens and rugged snow peaks, present a veritable Christmas fairylend.



Driving the last spike connecting Great Northern rails east and west.

The Fiftieth Anniversary of a Transcontinental Railway

THE GREAT NORTHERN'S fiftieth birthday as a transcontinental railway occurs on January 6, 1943, but the company will be too busy passing ammunition to the nation's warriors to celebrate the anniversary.

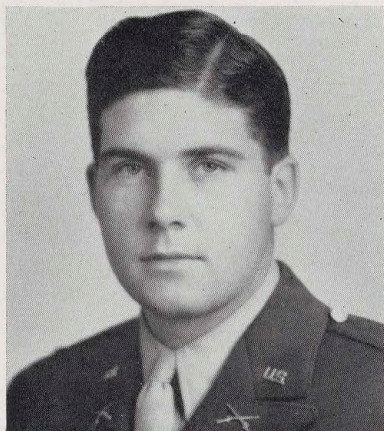
Shortly before midnight on January 6, 1893, two track gangs—one working East, the other pushing westward—met in the snow-blanketed Cascade mountains in Washington and laid the rail which completed the Great Northern's Pacific extension. The brawny lads then hit the bunks, and next morning turned out for the final ceremony—the driving of the last spike.

And, when the last spike had been mauled into the tie, James J. Hill, the "Empire Builder," had the shortest rail route, by 115 miles, between St. Paul and Seattle. The Great

Northern became a transcontinental system at a point 1½ miles west of Scenic, Wash., western portal of the famed Cascade tunnel. Construction of the 8-mile tunnel, longest in the Western Hemisphere, further shortened the Great Northern's route between the Great Lakes and the Pacific ocean.

The year of the Great Northern's entry into Seattle was conspicuous in world history—it was the Panic of '93. It hardly was an auspicious beginning for the infant transcontinental line in an, as yet, unproductive territory. But, Mr. Hill had built too wisely, and planned his financial structure too prudently and managed his property too efficiently to be engulfed in the maelstrom which swept a fourth of the

(Continued on page 6)



Lieut. Mitsch

Great Northern Sons

LIEUT. WILLIAM G. MITSCH, son of Great Northern's City Ticket Agent, W. G. Mitsch in St. Paul, was recently graduated at Fort Benning, Georgia, and commissioned a 2nd lieutenant.

Lieut. Mitsch enlisted in the U. S. Army on December 8, 1941, and reported for duty at Fort Snelling, Minnesota, on January 1, 1942. He was sent to Camp Roberts, California, and in February was made a corporal. In April he was selected for officers training and reported to Fort Benning, Georgia. After his graduation he was sent to Camp Joseph Robinson, Arkansas, and from there was transferred to Camp Maxey, Texas, where he was assigned to regimental intelligence.

He is 23 years of age and a graduate of St. Thomas Military Academy, St. Paul. He also attended the University of Minnesota.

Six

Anniversary

(Continued from page 5)

nation's railroad mileage into bankruptcies.

Mr. Hill was not present at the spike-driving ceremony, and he participated—and then reluctantly—in only one of the two public celebrations commemorating the event. Seattle combined its observance of completion of the Great Northern with a Fourth of July celebration. In St. Paul, plans were made to hold high holiday, span the streets with arches, stage a big parade, and give a civic dinner, at which Mr. Hill should be guest of honor.

Apprised of the plan, which would cost \$50,000, Mr. Hill was appreciative and grateful. But, he countered with a proposal that, since St. Paul needed a public library, he would contribute \$100,000 toward construction of the building providing the money raised for the celebration were diverted to this cause. His proposal was not accepted. St. Paul made merry and paid its tribute to the "Empire Builder."

But, Mr. Hill eventually had his way. He gave to St. Paul the Hill Reference Library, one of America's finest institutions of its kind.

A Catch by the Hearth

Sing we all merrily,
Christmas is here,

The day that we love best
of days in the year.

Bring forth the holly,
The box, and the bay,

Deck out our cottage
For glad Christmas Day.

Sing we all merrily,
Draw around the fire

Sister and brother,
Grandson and sire.

Buy War Bonds Through Payroll Plan

IT MAY be more convenient and more to the liking of many railroad employees to invest in war bonds through local banks and postoffices rather than through the payroll plan provided by their employers. Of course, money invested in war bonds other than through the payroll plan contributes just as much to the winning of the war.

However, such outside purchases are not credited to the Nation's payrolls.

There is every indication that our Government believes it necessary to take a substantial part of the Nation's payrolls for war purposes. Revenue from the voluntary plan for the purchase of war bonds through payroll plan is reported to be below expectations and this probably accounts for the 5% "Victory Tax" on wages and salaries at their source beginning January 1 next.

It is reasonable to assume that if the voluntary payroll plan had produced the anticipated revenue, no direct tax would have been imposed on wages and salaries. Too, it is obvious that if the country's payrolls still do not yield the expected additional revenue, new taxes will be enacted.

Our Government adopted the payroll plan to identify payroll dollars invested in war bonds so as to distinguish them from other pur-

chases and so determine whether payroll dollars are doing their part toward winning the war.

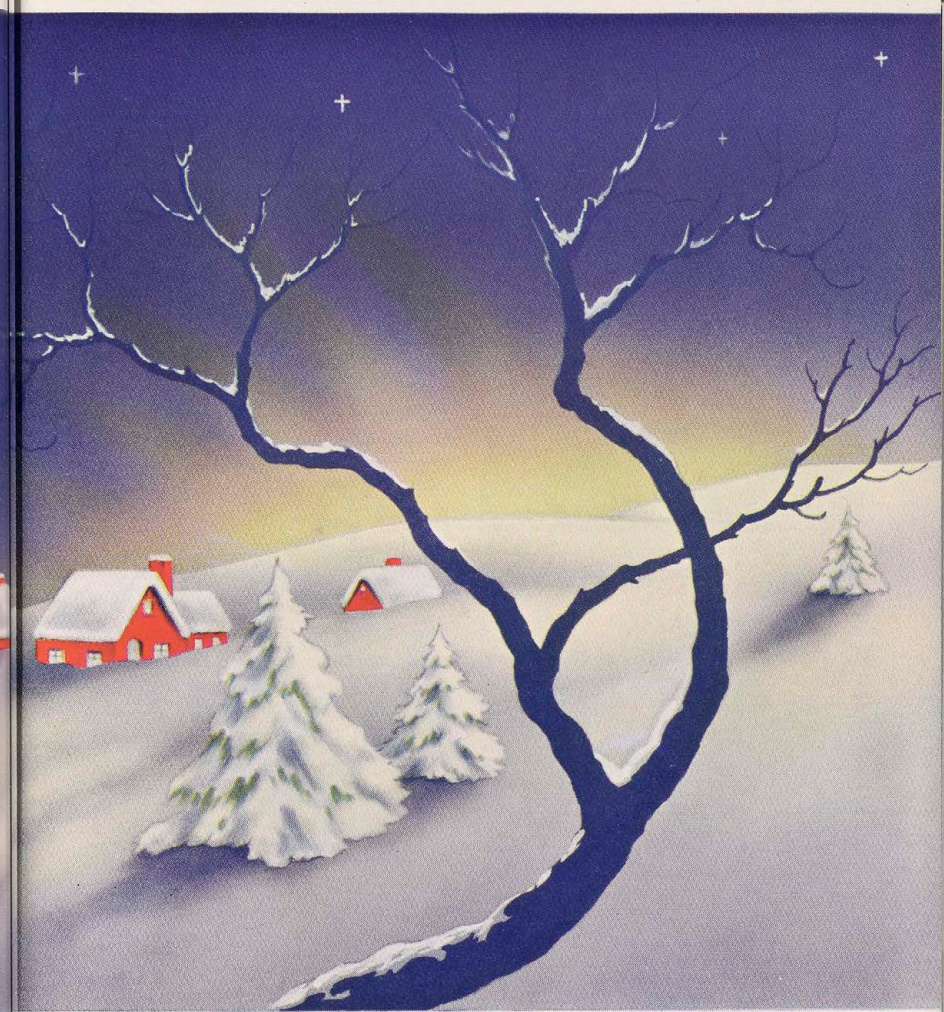
The expense of administering the payroll plan is considerable and employers pay all of it. War bonds purchased by employees through the payroll plan are entirely separate and apart from those purchased by your employers—they are in addition to what your employers purchase as their own investments—contrary to what some persons may have you believe.

Employers desire to cooperate with our Government to the best of their ability in providing everything they can to help win this war. Employers sincerely believe they are serving the best interests of their employees in urging that they cooperate with their Government in making the "payroll plan" so successful that the Government will not find it necessary to impose new taxes on payroll dollars.

If your employer is providing a payroll plan but, for reasons of your own, you are purchasing war bonds through some other source, you can help make the voluntary payroll plan a success and eliminate the necessity for compulsory savings laws, new taxes on payrolls, or both, by buying your war bonds through your company's payroll plan—and make it at least 10% of every pay check.



BEST WISH



S FOR CHRISTMAS AND THE NEW YEAR



"Vicki"

First Great Northern WAAC

GREAT NORTHERN RAILWAY is now represented in the Women's Army Auxiliary Corps. Miss Virginia Rau, employed as a relief telephone operator and check clerk in the company's Telegraph Department, is a member of the 2nd Company, 3rd regiment, WAAC, at Fort Des Moines, Iowa.

"Vicki", as she is known to her friends, is the first Great Northern Railway woman to join Uncle Sam's forces.

A number of other women employees have made application for the WAACS and are awaiting orders to report for duty.

Great Northern Railway has over 4,100 employees in the armed forces of our country.

President's Birthday

THE campaign for the fight against infantile paralysis will be conducted January 15 to 30, 1943, and will conclude on the President's birthday, January 30, when he will be 61 years of age.

Ten

Troops First Served

IN COOPERATION with the Office of Defense Transportation, American railroads are urging the public to stay at home between December 12 and January 12, unless reasons for traveling are essential.

Joint and individual advertising by railroads is emphasizing public statements by Joseph B. Eastman, Director of the Office of Defense Transportation, in which he asked the American people to forego travel during the Christmas-New Year holiday period.

Movement of troops must come first and must not be hampered. Furloughed service men and women, war workers, persons traveling on war or government business will have to depend on what equipment is left. No more railroad passenger cars are being built. The equipment the railroads now have will have to do for the duration.

The Great Northern Railway is cooperating with the ODT in their efforts to discourage travel during the holiday period through participation in a joint railroad advertising campaign.

Seattle-Portland Train Service

Trains Nos. 407 and 408 between Portland, Tacoma and Seattle are now operated on the following schedules:

No. 407	No. 408
1:30 p.m. Lv. Portland	Ar. 5:05 p.m.
4:51 p.m. Ar. Tacoma	Lv. 1:39 p.m.
5:50 p.m. Ar. Seattle	Lv. 12:45 p.m.

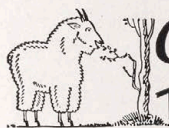


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One Teller Says TUH the Other Teller



Cloakroom Yarn

A candidate in a southern mountain district was stopped by a constituent who demanded to know who was president of the United States. "Why, Roosevelt, of course," the candidate answered. "It's been in the papers for two years."

"Mebbe so," the mountain man replied, "but that wouldn't do us no good. The Republicans was so gol blamed mad about that election they quit readin' the papers to us Democrats."

Considerate!

Jack: "What's the big idea, wearin' my raincoat?"

Steve: "It's raining. You wouldn't want your suit to get wet, would you?"

Reflections

The drunk tip-toed up the stairs, shoes in hand. He patched up the scars of the brawl with adhesive tape, then climbed into bed, smiling at the thought he'd put one over on the wife.

Came the dawn. The ex-drunk opened his eyes and there stood his wife glaring at him.

"Why, what's the matter, dear?" quoth he.

"You were drunk last night," she replied.

"Why, darling, I was nothing of the sort."

"Well, if you weren't, who put all the adhesive tape on the bathroom mirror?"

By Ear

He: Honey, can you see what the people at the next table are eating?

She: No, but it sounds like celery.

True or False?

"Come on, Liz, there's the air raid siren!"

"Wait a second, I got to go back and get my false teeth."

"What do you think they're dropping, sandwiches?"

Ask Pa

A circus manager, having heard of a man 124 years of age, journeyed to his home to try and secure him for exhibition purposes.

"Well, my friend," said the circus manager, "the proofs of your age seem to be all right. Now how would you like to come to my place, just do nothing but sit on a platform and let people look at you, and I will pay you \$100 a week?"

"I'd like it all right," answered the aged man. "But I couldn't go, of course, unless I had my father's consent."

Go Ahead

She: Have you any green lipstick?

He: Green lipstick?

She: Yes. A railroad man is going to call on me tonight.

Idea!

Husband: The bank has returned that check.

Wife: Isn't that splendid! What can we buy with it?

War Knobs

"Wah at did you get dat knob on yo' haid, Sam?"

"In de war."

"What war?"

"De boudcir."

Great Northern Sets Record in Ore Handling

ALL-TIME records in ore handling were set by the Great Northern railway as it closed the 1942 shipping season at its huge Allouez docks at Superior, Wisconsin.

When the last ore boat pulled away from the docks with a load of 11,441 tons, the record for the season stood at 2,350 trainloads of ore brought into the docks this year as compared with 2,139 in 1941. Boats loaded out from the docks 2,824; last

year 2,573. Tons of ore shipped, 28,-714,689; last year 25,484,085. The previous high was approximately 20,000,000 tons.

The length of the shipping season was 253 days, the longest shipping season recorded. The shipping season in 1941 was 245 days.

A record was also set in loading when 10,800 long tons of ore were put aboard a boat in one hour and 35 minutes.

Grand Coulee Steps Up War Work

PROVIDING new sources of power vital to the winning of the war, at the average rate of one thousand kilowatts per day over a two year period, is the record being set at Grand Coulee Dam, where parts for the turbine of a fourth 108,000 kilowatt generator are beginning to arrive.

Three 108,000 kilowatt units have been put in operation since October 1941, and by December 1943, the fourth unit and two 5,000 kilowatt generators transferred from another dam will be producing energy for the many war industries of the Pacific Northwest. In less than a year from now the installed capacity of the huge plant will total nearly 700,-000 kilowatts, second largest output in the world.

Grand Coulee's new energy will be used almost entirely by aluminum reduction plants, shipyards and factories making implements of war.

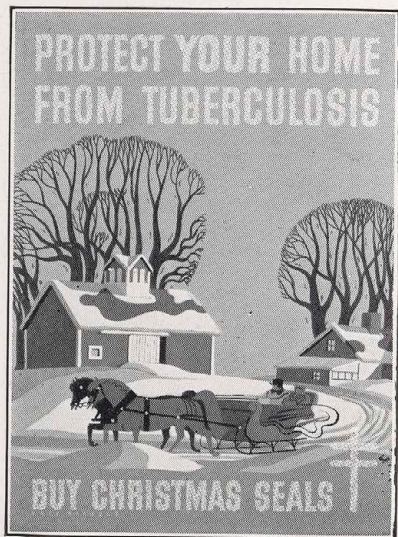
Beggar's Rhyme

Christmas is coming, the geese are getting fat,
Please to put a penny in the old man's hat,
If you haven't got a penny, a ha'-penny will do,
If you haven't a ha'penny, God Bless you!

Twelve

Guayule in Washington State

SOME experimenting in guayule growing is being done at Washington State College, and it is reported that out of 100 plants planted, 93 survived transplanting from their native habitat and lived satisfactorily through the first growing season.



Red Cross Blood Bank

FRANK A. BENTZLIN asked to be the first Great Northern railway employee to give his blood to the Red Cross because of a picture he saw in a current magazine.

Riding to work on a trolley, the 51-year old employee of the railway's engineering department, saw in the magazine a drawing of a fighter pilot down at sea. The youthful flier stands on the wing of a nearly submerged plane, his anxious eyes searching the gray, stormy sky for rescuers.

That face hit home. It reminded the quiet-spoken draftsman of a real flesh-and-blood young flier—his 24-year old son, Lieutenant Conrad F. Bentzlin. This six-foot lieutenant is somewhere in the European war theater with a fighter squadron.

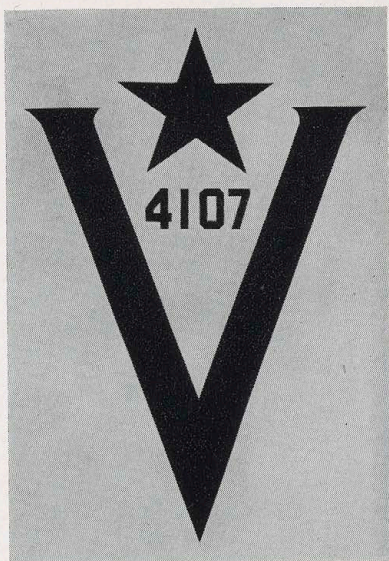
And, Bentzlin was reminded, too, of 20-year old Bertil, a second son, who now is striving for his wings at an Army flying field in Texas. The father proudly wears gold wings for the lieutenant, and he wants another pair.

"The real meaning of what the Red Cross is doing in obtaining blood for our armed forces didn't strike me until I saw that picture," said Bentzlin. "I thought of my boys, and how someone's blood might save their lives some day. So when I got to the office I asked to be No. 1 on the list."

Bentzlin was named leader of the first group of Great Northern employees to give blood.

More than 300 Great Northern employees have signed blood donor cards.

Come, bring with a noise,
My merry, merry boys,
The Christmas log to the firing
While my good dame, she
Bids ye all be free;
And drink to your heart's desiring.



December 1, 1942

In Uncle Sam's Armed Forces

FOLLOWING are additional names of traffic department employees of the Great Northern railway at headquarters in St. Paul, now in various branches of service, which are listed for the information of these men who may want to communicate with each other. Mailing addresses will be furnished upon request to the editor of the GOAT at St. Paul, Minnesota.

Vice President Traffic—

Albert C. Berg
John D. Estlund
Thomas P. Pewters
Robert J. Smith

Mail and Baggage Traffic—

John F. Scanlon
David M. Eichten
Harold R. Lavik
Joseph Wasilak

PRODUCE MORE PORK

*Greater Meat Supplies are Needed
for Our Military Forces, Lend-Lease
Obligations, and Our Civilians*



**Breed Larger Number of Gilts—
Feed Your Pigs for Efficient
Market Weights**

USE OTHER RAILWAYS' PAMPHLETS ABOUT THE GREAT NORTHERN RAILWAY'S PORK PRODUCTION CAMPAIGN

Agricultural Development Department

GREAT NORTHERN RAILWAY

N. P. Pac. M. & N. W. Great Falls, Minn. Chicago, Ill. St. Paul, Minn.

More Hogs in 1943

THE federal government has asked for a 20 percent increase in hog production in 1943 to help meet increased demands for meat for our military forces, lend-lease obligations and our civilians.

Because of prevailing high market prices and abundant feed, hog producers are inclined to feed out all marketable hogs for slaughter this winter, which threatens to make 1943 production fall short of desired goals.

To encourage producers to hold back more gilts for breeding next year, the Agricultural Development Department has issued the accompanying poster, which is being distributed in all counties along the system.

By holding over a larger number of gilts, producers will not only help meet increasing demands for meat, but will assist in avoiding a market glut this winter.

Fourteen

Great Northern Goat Goes to War

Old Frizz Face, the Great Northern's famed goat, has a ringside perch for the biggest war in history.

First cousin to the goats on Great Northern boxcars, Old F. F. is the bearded billy on the company's big wall calendars, and one of his war-time jobs will be to help a certain American bombing squadron keep their dates with the world's bad boys.

When Captain V. E. (Doug) Fairbanks, Army Air Corps intelligence officer, was managing editor of the Duluth News-Tribune, Old Frizz Face kept him up on dates. So, when Uncle Sam was fresh out of calendars, Captain Fairbanks remembered the Great Northern.

"Can you spare 25 of those big wall calendars for 1943?" queried the captain. "Brother, do we need 'em!"

"Brother, you're going to get 'em," was the reply to Captain Fairbanks. And, he got 'em.

Old F. F. cautioned about identifying his squadron. We sort of hope the jaunty captain will cut the old goat out of a calendar and paste him on the nose of a bomber. Maybe he'd butt the gremlins away.

Save Waste Kitchen Fats

Waste fats make glycerine and glycerine is one of the necessities of war. It is needed for explosives by our armies and our allies. We are not being asked to donate salvaged fat but to sell it. Meat dealers and rendering firms all over the country are paying for waste household fats. All we need do is to save it regularly and conscientiously and when a pound has been accumulated take it to a local meat dealer.

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AIDE DE CAMP
GENERALCAP AND HAT
DEVICECOLLAR
DEVICEMARINE CORPS
BUTTONQUARTERMASTER'S
CLERKQUARTERMASTER'S
DEPARTMENTCHIEF MARINE
GUNNERMARINE
GUNNER

ICELAND



BAND LEADER

PAYMASTER'S
DEPARTMENTADJUTANT AND
INSPECTOR'S
DEPARTMENT

NAVAL AVIATOR



PARACHUTE



AVIATION CADET



NAVAL AVIATION OBSERVER



MAJOR GENERAL

BRIGADIER
GENERAL

COLONEL

SILVER
LIEUTENANT
COLONELGOLD
MAJOR

CAPTAIN

SILVER
FIRST
LIEUTENANTGOLD
SECOND
LIEUTENANTCHIEF
MARINE
GUNNER

BAND MUSICIAN

SECOND LEADER
OF BANDSERGEANT
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TECHNICAL
SERGEANTFIRST
SERGEANTTECHNICAL
SERGEANTPLATOON
SERGEANTSTAFF
SERGEANT

SERGEANT



CORPORAL

PRIVATE
FIRST CLASSSERVICE
STRIPE

MILITARY INSIGNIA UNITED STATES MARINE CORPS

What Every American Can Do

EVERY American can help to win this war by toughening his mind and ears. Every American can help to win this war by refusing to believe or repeat sensational stories which are not carried in the newspapers or over the radio. Every American can fight the enemy by refusing to spread suspicion and hate in the United States.

There are several simple rules which each American can observe:

- ★ Never repeat a rumor.
- ★ Do not repeat a rumor verbally even to deny it.
- ★ If you know the facts which can spike a rumor, cite the facts promptly.
- ★ If you do not know the facts which can stop a rumor, ask the rumor-teller where he got his facts.
- ★ Don't give a rumor the benefit of any doubt.

Empire Builder Chef's

• RECIPE of the MONTH •

GREAT NORTHERN PLUM PUDDING

1 lb. well-chopped beef suet; 1 lb. sifted flour; $\frac{1}{2}$ lb. grated bread crumbs; 2 lemons, both juice and rind; 1 lb. brown sugar; 4 eggs; $\frac{1}{2}$ teaspoon each nutmeg, ginger, cloves, cinnamon; 1 lb. currant raisins; $\frac{1}{2}$ lb. each malaga raisins, orange peel, citron peel, lemon peel—all chopped fine; 1 cup molasses; $\frac{1}{2}$ pint brandy.

Mix together in bowl, putting liquid in last; make a thick heavy mixture, place in buttered mould or in a cloth, and boil in water, or steam cook for about three hours.

If kept in a cool place pudding will keep indefinitely. Warm pudding until very hot, before serving. This recipe will serve 15 persons.

BRANDY SAUCE

$\frac{1}{2}$ pint apricot pulp made from fresh or preserved fruit. 1 pint water; $\frac{1}{2}$ lb. sugar and boil. Moisten a teaspoon full of arrowroot with a little water, add to boiling sauce, stirring so it will not get lumpy. Then strain and add 2 ounces brandy.

HARD SAUCE

$\frac{3}{4}$ lb. sweet butter; 1 lb. powdered sugar; white of egg; flavor with lemon, vanilla or a little brandy; work into cream. Place in pastry bag with a tube and dress on a pan in small round shapes. Place in ice box until hard.

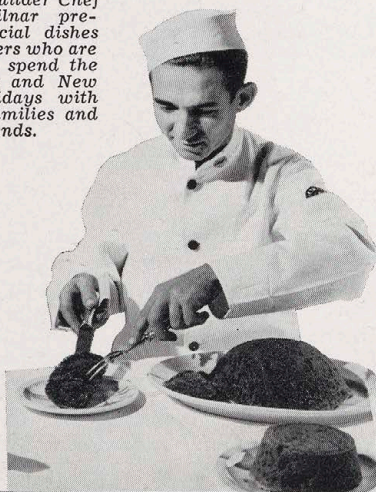
Share-the-Meat Program

To assure meat for our Armed forces and fighting allies, the civilian share in this year's record-breaking meat output, must be held at normal supply in the face of abnormally high purchasing power.

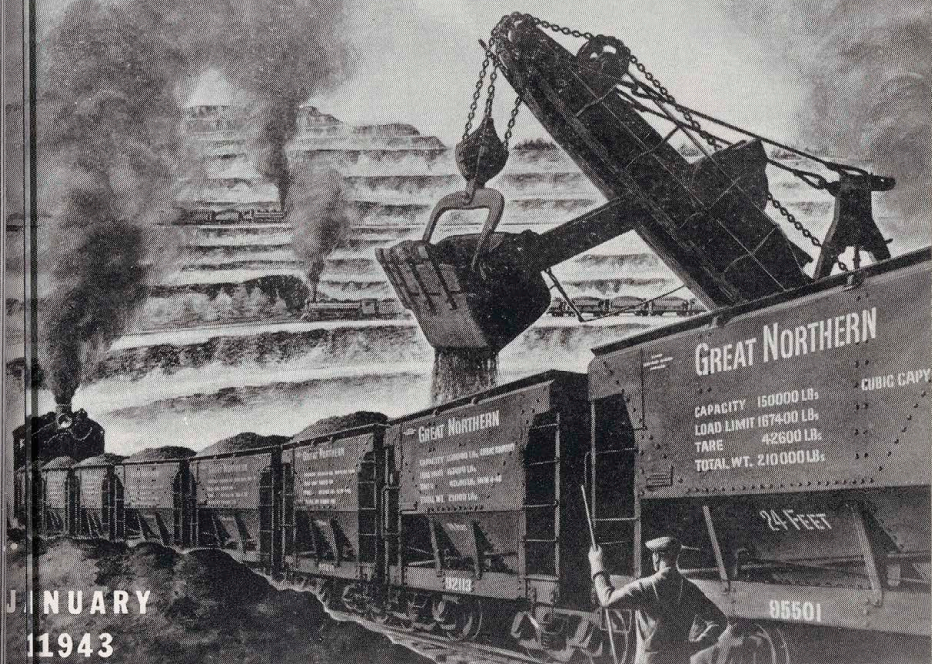
Civilians are asked to limit their consumption of all forms of beef, veal, lamb, mutton and pork to the following weekly amounts:

Children, under six years $\frac{3}{4}$ lb.
Children, six to twelve years $1\frac{1}{2}$ lbs.
All above twelve, of normal eating habits $2\frac{1}{2}$ lbs.

Empire Builder Chef Louis Milnar prepares special dishes for travelers who are unable to spend the Christmas and New Year holidays with their families and friends.



the
GREAT NORTHERN COAT



**JANUARY
1943**

ROUTE OF THE EMPIRE BUILDER



We Passed the Ammunition

The whole Great Northern family is grateful that we were able to *pass the ammunition* all through the momentous year of 1942—without once faltering, and with little inconvenience to those whom we normally serve.

★ that we were able to pass an abundance of raw materials from the fields, forests and mines of the Northwest to busy factories;

★ that we were able to pass 29 million tons of rich ore from northern Minnesota to the hard-pressed boats on the Great Lakes—about one-third of all of the iron ore from the Lake Superior district, fed to the roaring blast furnaces of the steel industry;

★ that we were able to pass along for our fighting forces a continuous flow of the finest implements of modern warfare the world has ever seen—ammunition, guns, airplanes, tanks, ships; and food and clothing.

GREAT NORTHERN RAILWAY

Two

The thumbs ly app 1942.

There couldn't volume pany ev job at p

They-shippers They ca million got 29 just one precede freight of railw off your ing job.

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Teamwork Made '42 Our Record Year

The Great Northern hooks its thumbs in its galluses and beamingly appraises the record book for 1942.

There it is: the trick some said couldn't be turned. The greatest volume of freight traffic the company ever handled! And, a grand job at passenger transport, too.

They—Uncle Sam and private shippers—really poured it on in 1942. They called, for example, for 28½ million long tons of iron ore. They got 29 million long tons. That was just one item; but, add it to the unprecedented ton-miles of other freight transported over 8,000 miles of railway, and you'll have to take off your hat to a magnificent operating job.

Of course, it was more than getting freight and passenger trains over the

line with a minimum of delay! The dominating factor was teamwork—coordination of operations, traffic department, shippers advisory boards and representatives of government agencies, including the Army and Navy. That team is responsible for not only Great Northern's 1942 record, but for the remarkable achievement last year of the entire American railroad industry.

Certainly we're happy about 1942. We're mighty proud. But, we're not kidding ourselves about 1943! The almost incredible record of last year is heartening—conducive of hope that Great Northern can equal, or perhaps exceed '42's accomplishment.

Teamwork, 1942 style, is what we're asking for in 1943.

California Tours for Service Men

ARMY, Navy and Marine troops stationed in Southern California are becoming "tourists" during their leave hours.

The All-Year Club of Southern California desires that these men carry home a taste of this famous vacationland rather than memories only of a campland. So a series of self-guiding tours, called "Getting Acquainted With Southern Cali-

fornia", has been prepared.

Starting in each case from the All-Year Club's centrally-located Visitors' Bureau at 505 West 6th Street, in downtown Los Angeles, printed directions take "soldier tourists" to the movieland of Hollywood Boulevard, movie studios, radio studios, mountains, Pacific Ocean, old Spanish Missions, and museum.

Fat is on the Firing Line

WASTE fats make glycerine, and glycerine is one of the necessities of war. It is needed for explosives by our armies and those of our allies. It is needed for the hard weather-resisting paints that coat jeeps and trucks, ships, and airplanes. It is

needed for dynamite to blast bridges in the enemies' path and to mine ore in our own land. It is needed for many of the priceless drugs and pharmaceuticals that bring wounded men as well as sick civilians back to useful health.

THE GREAT NORTHERN GOAT

VOL. 13 JANUARY, 1943 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, Minnesota.

We Take a Bow

"AS one who uses your passenger service very frequently between here and Seattle and Portland, I wish to compliment you on the bright and interesting menu cards, your dining car department, and the excellence of your meals. Despite the difficulties and the fact that other railroads have lowered their dining car service materially, you people have kept the same high standard, not only of the meals, but the type of employee. I travel over many roads in the course of a year and have always said that the meals on the Great Northern on this short line from here to Seattle are the finest I get in my entire trip."

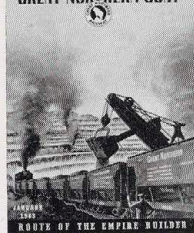
So writes Mr. F. W. Fearman, Manager, F. W. Fearman, Limited, wholesale lumber dealers, Vancouver, British Columbia.

Thank you, Mr. Fearman, and we hope we may continue to serve you and deserve your commendation.

Four

The Goat's Cover More Vital Than Gold

GREAT NORTHERN GOAT



ALL the gold buried at Fort Knox, Ky., is less important to Victory than the rich iron ore deposits of the Mesabi, Cuyuna and Vermilion Ranges of Northern Minnesota.

The Mesabi range alone contains the world's largest developed deposits, and much of this ore lies in open pits.

From these pits giant shovels scoop the vital "red dust" into Great Northern cars, which dump it a few hours later into docks in Duluth and Superior, at the Head of the Lakes. There ore boats are swiftly loaded for delivery to the nation's steel mills.

When the shipping season closed December 5, new mining records had been set on the Minnesota ranges, and Great Northern Railway handled nearly 29,000,000 long tons—a third of the Lake Superior district's total production.

With the necessity of conserving equipment, Great Northern, between shipping seasons, is reconditioning motive power, cars, trackage, and its Allouez docks in Superior, making ready for a still bigger job in 1943.

The fabulous iron ore deposits in Minnesota are only part of the wealth contributed to America by the *Zone of Plenty*—and delivered by this vital artery of transportation.

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Mayor John McDonough of Saint Paul greeted the heroes as they climbed off the Empire Builder.



On home soil.

Naval Heroes Come Home

TWENTY-NINE Saint Paul sailors who were members of the crew of the destroyer Ward, credited with firing the first shot against the Japanese and sinking a two-man submarine, climbed off the Great Northern's EMPIRE BUILDER recently onto "home soil" for their first furlough in two years.

They were met at the Saint Paul Union Station by more than 2,000 shouting men, women and children. Crowds huddled around the boys in Navy blue. Mothers kissed and hugged their sons. Wives ran to their husbands with yelps of glee.

Fathers forgot their dignity and embraced sons. The Great Northern's drum and bugle corps pounded out martial music.

In the group were four of the nine men on the Ward who manned the gun that sank a Japanese midget submarine at the entrance to Pearl Harbor an hour before the Japanese air attack. The first shot from their gun was officially credited by the Navy as being the first blow against the Japanese.

All of the sailors were members of the Forty-seventh Naval Reserve Division.

Newark Railroad Club Elects

AT MEETING of the Newark Railroad Club Newark, N. J., held January 11, J. J. Bolton of the Pennsylvania Railroad, was elected presi-

dent, J. L. Collins of the Erie Railroad, vice-president, and J. Frank Morgan of the Canadian National Railways, Secretary-Treasurer.



GREAT NORTHERN RAILWAY COMPANY
ST. PAUL, MINNESOTA

is a duly authorized agent of the United States Treasury Department for the issuance of War Savings Bonds.

The service rendered as issuing agent is performed as a patriotic contribution to the Nations War Effort, and without compensation in any form from the Government of the United States of America.



Henry Morgenthau Jr.
Secretary of the Treasury

Coincidental:

*Federal Reserve Bank of Minneapolis
Fiscal Agent of the United States*

J. N. Keyton
President

War Savings Bonds

Maintenance of way employees of the Great Northern for the first district of the Dakota division have set a record for the whole railroad by allotting 14 per cent of their wages for the purchase of war savings bonds.

The district which includes the line from St. Cloud to Moorhead and the Pelican Rapids branch, has 131 employees and they are investing approximately \$2,000 a month in war bonds through the company's payroll plan.

Six

Grand Coulee

AS 1942 drew to a close, 1,750,000 visitors had been recorded at Grand Coulee Dam. Had not tire rationing and other restrictions imposed by the war come into effect, the total would be greater, for the number who went to the great project in 1942 was 56 per cent less than in 1941. Even so, the considerable crowd of 142,759 people visited Grand Coulee last year.

In 1941, the number was 323,380, with August of that year setting a record for any month with 67,500 sightseers.

In 1933, about 10,000 went to see the early beginnings of the dam; 25,000 in 1934; 75,000 in 1935; in 1936 the total jumped to 126,877; in 1937 to 238,147; in 1938 to 233,668; 296,857 in 1939; 322,090 in 1940; and to the peak of 323,380 in 1941.

Not only did these thousands of visitors from every state and almost every country in the world see the dam, they heard its purposes explained by the lecturers, who were on duty every day, except on Christmas day of each of the seven years, since the vista houses at the dam opened.

North Dakota

NORTH DAKOTA produced \$483,-180,181.00 of new wealth in 1942, or \$6,532.00 for each of the 73,962 farm units, according to the 18th annual economic review of the Greater North Dakota Association.

Normal grain prices and greatly increased prices for livestock, dairy and poultry products, due to war demands, resulted in the most profitable year in the state's history.

Production of new wealth was 33 per cent higher than total farm income of \$363,576,977.00 in 1941. The 1942 income approaches the half billion mark, in the state's second successive bumper crop.

Round Trip

SHORTLY before 12:30 p. m. on Dec. 5, the second section of the Great Northern's fine EMPIRE BUILDER left Maple Plain and picked up speed for the run to Willmar.

At the throttle of locomotive 2521 was 63-year-old Engineer M. J. Ryan of St. Paul. He turned various valves and gadgets, then leaned out the window to see if the injector was working properly.

At that instant the train hit a curve. The armrest which supported Mr. Ryan's elbows slipped. He dived out the window headfirst.

A startled fireman leaped to the right side of the cab to bring the train to a stop. But he didn't have to.

Before he could take over the throttle he saw Engineer Ryan climbing up the gangway steps. The sturdy St. Paulite had seized a grab-iron at the rear of the engine, swung himself to the steps, calmly climbed back into the cab.

He ran the train to Willmar—then went to a doctor to have a cracked rib repaired.

Reprinted from Paul Light's Column "So What" in the Saint Paul Pioneer Press, December 21, 1942.

A Mess

When God passed out brains
I thought he said trains
And I missed mine
When he handed out looks
I thought he said books
And I didn't take any
When he handed out noses
I thought he said roses
And I ordered a big red one
When he handed out ears
I thought he said beers
And I ordered two short ones
When he handed out legs
I thought he said kegs
And I ordered two fat ones
God — — — am I a mess!



"Marie."

Joins WAACS

ANOTHER Great Northern Railway woman employee has joined the Women's Army Auxiliary Corps.

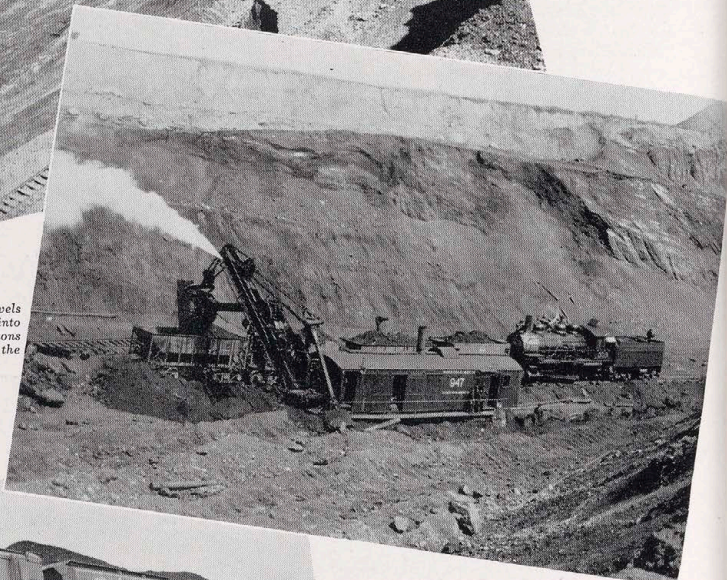
Miss Marie M. Conoryea, clerk in the company's Car Records office, St. Paul, has left for Fort Des Moines, Iowa, to help Uncle Sam to victory. She has been with the company for twenty-three years and was a member of the Glacier Park drum and bugle corps.

Miss Conoryea served as chairman of the Great Northern Railway Division of the Railway Business Women's Association of the Twin Cities for two terms, was a captain at the Red Cross Canteen in the Saint Paul Union Station and a chaperon at the Service Men's Center. She has had charge of various activities in the general office building in connection with the war such as the collection of books, magazines, tin foil, etc.

Our best wishes to Auxiliary Conoryea.



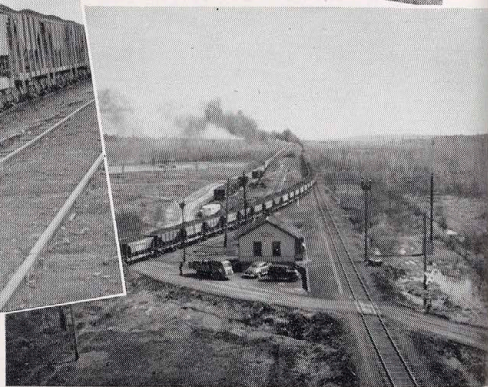
World's largest iron ore open pit mine, $2\frac{1}{2}$ miles long and from one-half to a mile wide, from rim to rim.



Huge electric powered shovels sink their great jaws deep into the earth, gulping out 16 tons of rich red iron ore to the "scoop"—



and loaded into steel-hopper ore cars each with a capacity of 75 tons—



for rail shipment to loading docks in Duluth and Superior.

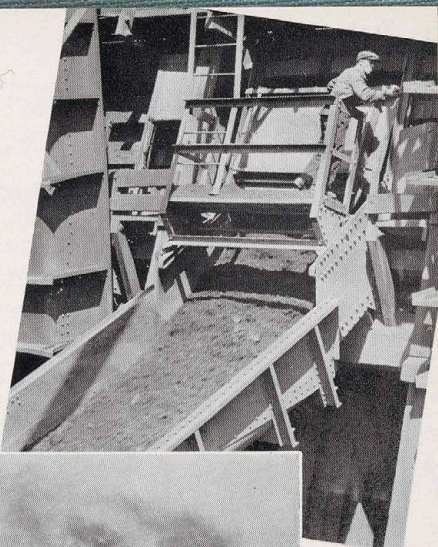
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There are seven
mammoth ore load-
ing docks in the
Duluth-Superior
harbor



Ore boats which
come up the Great
Lakes are loaded at
the Great Northern's
gigantic Allouez
dock, largest in the
world.

Rich Red Ore Dug From the Very Heart of America

IRON ORE gives strength to our battleships, tanks, motorized equipment and the many implements of war.

Coordination and all-out effort of men, machines, railroads, docks and ships makes possible this gigantic contribution for the arsenals of democracy.

Minnesota provided more than 74,000,000 of the 92,000,000 tons of iron ore produced in the entire Lake Superior district in 1942.

Present plans call for the mining and transport of 100,000,000 tons in 1943, to smelters East and South where ore first becomes steel, then shells, armor plate, bullets, bayonets, tanks, guns and airplanes.

Nine

Charmed Isles of Puget Sound

By HARRIET GEITHMANN

(Continued from December number)

LONG before the tempest, three groups of gallant pathfinders, Spanish, English and American, cruised through those tortuous passages and explored those captivating shores.

In 1791, came the Spaniards, Francisco Eliza and his two lieutenants, Fidalgo and Quimper, to whom we are indebted for certain Castilian names fragrant with poetry such as San Juan, Juan De Fuca and Lopez. A year later Captain George Vancouver on his majesty's Sloop-of-War, the Discovery, arrived in time to bestow the names of many of his British friends in and around the archipelago. The name of his second lieutenant, Peter Puget, was given to the Sound, the largest landlocked body of water in the United States, a harbor where all the navies of the world and Mars to boot would have plenty of elbow room for maneuvers. The noblest volcanic mountain in Washington was named after Admiral Peter Rainier and its snow-crowned neighbor in honor of his third lieutenant, Joseph Baker. Those were the days when the Indians of the Puget Sound country were living on the "bow-and-arrow plane of savagery", using implements of stone, bone, horn, shell and wood. Captain Vancouver and his men brewed their beer from spruce and dined on venison that tripped right down to the water's edge to look them over through tranquil eyes. In 1841, came Captain Charles Wilkes, the American pathfinder, and so today the archipelago reflects Spanish, English and American explorations with its tri-colored names.

In the San Juans these names remind us of wild game, fruit and

gory legends. From Massacre Bay we sail along to Skull, Deadman and Gossip Islands and from Bird and Raccoon Points we visit Crane and Geese Islets and from Buck and Doe Bays we call on Ram and Fawn Islands and finally climb Turtleback Range to a height of 1497 feet to camp on the turtle's head over 1000 feet above the sea. Through Wasp Passage we wind along to Grindstone Harbor or go on to Strawberry or Huckleberry Islands and end up at Pear Point. We climb Mount Pickett, 1890 feet in height, a forested peak named in honor of the valiant captain who distinguished himself in the battle of Gettysburg, or trail up Mount Constitution, the highest in the San Juans, where 2408 feet above the Pacific, we view Puget Sound rimmed by the Olympics, the Cascades, Mount Rainier and Mount Baker.

The geology of the tawny San Juans which harks back to the good old Paleozoic and Mesozoic Ages is every whit as captivating as their history. Scientists who have plumbed the depths of the bewildering waterways separating the islands, channels which vary in depth from 600 to 1000 feet, tell us that the archipelago represents a submerged mountain range that once crossed Puget Sound in a diagonal direction from Vancouver Island to the continent. These fir-clad topknots are but the former crests of the highest peaks in the range. The channels through which ships sail to and fro between Victoria and Bellingham were once the canyons which separated those same peaks. The agate-studded beaches are deeply indented with friths and fjords. Above them tower 15 forested peaks over 1000 feet in height. Some of these channels are so narrow that one may toss a pine cone from shore to shore.

(To be continued)



One Feller Says Tuh the Other Feller



No Deal

Farmer: "Be this the Woman's Exchange?"

Woman: "Yes."

Farmer: "Be ye the woman?"

Woman: "Yes."

Farmer: "Well, then I think I'll keep Maggie."

Shave or—

A Pullman porter had his trip cancelled. Returning home unexpectedly he took a look around, got out his razor and began to strop it.

"What you aimin' to do, Sam?" inquired his wife.

"If dem shoes sticking out from under the bed ain't got no feet in 'em, I aim to shave" he replied nonchalantly.

Sound and Fury

Private Gerdy went over to see a girl the other night. They turned on the radio and started to dance, when her father came in. Without saying a word, he grabbed Gerdy and threw him down the stairs. The next day Gerdy called the girl and asked her what the big idea was. "Oh," said she, "Father is deaf and he couldn't hear the radio."

Girls!

Two young ladies were walking down Fifth avenue. Suddenly one cut loose with a piercing shriek.

"Look," she cried in amazement.

"What's so terrible?" asked her friend.

"That's only a midget."

"Thank God," said the other girl, greatly relieved. "I thought they were rationing men."

Misunderstood

As Hitler and Goering were driving in the country their car ran over a dog and killed it. Hitler was in a sentimental mood that day. He commanded Goering to go to the farmhouse and tell the owner. When, a few minutes later, Goering returned to Hitler's car bearing gifts of fruit, vegetables and eggs, Hitler was dumbfounded.

"What are the presents for?" he demanded. "What did you do?"

"I did just as you told me," Goering replied, "I walked in. I saluted and said, 'Heil Hitler! The dog is dead!'"

Not in Society

Lumberjack—"What's them things you're unpackin' there?"

Merchant (holding up a pair)—"They're pajamas."

Lumberjack—"What's pajamas fer?"

Merchant—"Night clothes. Want to buy a pair?"

Lumberjack—"Heck, no. I'm no social rounder. When night comes, I go to bed."

Game Soldier

The company cook brought in a plateful of extremely thin slices of bread and butter, which rather dismayed his hungry battalion.

"Did you cut these, Sergeant?" asked one.

"Yes—I cut them," came the stern reply.

"Oh," went on the soldier. "All right—I'll shuffle and deal!"



*Great Northern Railway employees in
Uncle Sam's Armed Forces
January 1, 1943.*

Greetings Broadcast to Service Men

HOLIDAY greetings and best wishes were broadcast to 4389 Great Northern Railway employees in the various armed services of our country by President F. J. Gavin. The broadcast originated over KSTP, St. Paul, on its nightly "Overseas Special" and rebroadcast by short wave to men and women in our armed forces in all parts of the world.

**GIVE THE BOOK YOU HAVE
READ OR ARE READING TO
THE 1943 VICTORY BOOK
CAMPAIGN.**

Twelve

Seven Points for Victory

Understand your job.
Conserve materials.
Do it right the first time.
Keep a clean shop.
Catch mistakes quickly.
Keep fit.
Buy war bonds.

Gifts to Service Men

SOLDIERS and sailors are greeted at Butte's railroad depots by the "train service" of the American Women's Voluntary Service composed of 350 Butte, Montana, women. Groups of women meet all trains and distribute cigarettes, candy, fruit and magazines to men in uniform passing through Butte, donated by citizens and business houses.

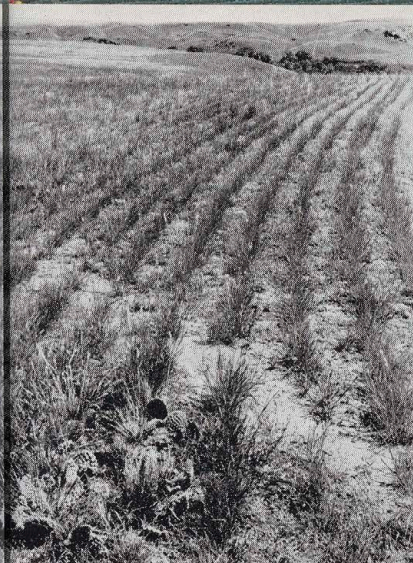
Approximately 2000 gifts were distributed to men in service passing through Butte on Christmas eve and Christmas day.

Publicity Director

THE Burlington Railroad announces the appointment of Donald Ashton, former assistant advertising agent, as publicity director, with headquarters in Chicago.

Be on the Alert

THIS is more than a war. It is a world - struggle of righteousness against evil. The foes of righteousness are not to be underestimated. They are treacherous, sly, sinister, unmerciful, ruthless, wanton, and determined to trample the democracies of the world or die in the attempt. THEY must die. WE must win. But to win we must produce, we must fight, we must guard against attack, and we must be constantly on the alert.



Before.



After.

Regrassing Western Range Land

SEVERAL years ago the United States Department of Agriculture introduced into this country a hardy perennial bunchgrass from the plains region of Russia and Siberia. It is known as Crested Wheatgrass.

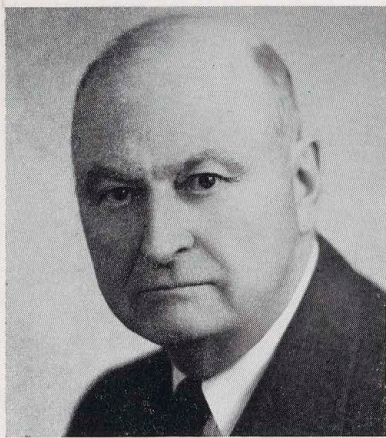
This grass, pictured in two stages above, has proved invaluable in rebuilding livestock carrying capacities of our western range lands. Thousands upon thousands of acres of land, denuded of native vegetation by drouth and erosion, are now covered with a luxuriant growth of this grass.

A widespreading and deeply penetrating root system enables Crested Wheatgrass to survive cold and drouth, withstand grazing and control weeds. It has proved a good

soil binder as protection against wind and water erosion.

Ability of this grass to establish itself under most adverse conditions is shown in the picture at the left, taken at the North Montana Agricultural Experiment Station, Havre. Here the grass was seeded on native sod land, infested with cactus. Within a few years not even cactus will be able to hold its own in competition with this hardy grass.

Earliest to provide green forage in the spring and latest to stay green in the fall, Crested Wheatgrass is not only valuable as a supplement to native grass pasture, but as a hay crop. In the picture at the right is a wind-rowed wheatgrass hayfield on the Durnin Proctor ranch near Augusta, Montana.



Starr.

Veteran Passes Away

FUNERAL services were held on December 12, in St. Benedict's Church, Seattle, Washington, for Richard Thomas Starr, 72 years of age.

Mr. Starr was Assistant General Agent in charge of express traffic for the Great Northern Railway in Seattle from 1920 until his retirement in August 1940, after 52 years of service.

Goat Calendar Follows the Army

"YOU'D get a bang out of the Great Northern calendars hanging all over the P.O.—and you know P.O. regulations. The customers stand in line and talk over make-believe furloughs in Glacier Park." So writes Sergeant Jerry Conway with an Army Postal Unit somewhere in the South Pacific.

Transferred

AUXILIARY Virginia Rauen, Great Northern WAAC, is now in the Aircraft Warning Service of the Air Corps at Norfolk, Virginia.

Fourteen

St. Paul-Tacoma Sleeping Car Service

PULLMAN standard sleeping cars B-2 westbound from St. Paul and G-2 eastbound from Tacoma on the Great Northern's **EMPIRE BUILD-ER** now terminate at Seattle. Passengers traveling to or from Tacoma change trains at Seattle.

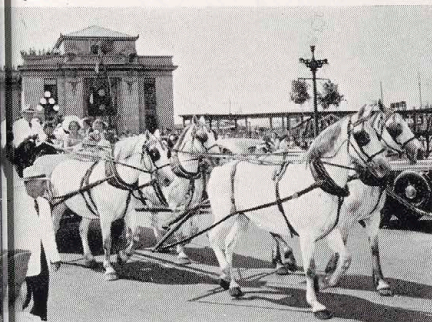
From Guadalcanal

PRIVATE first-class Dick Hance, former assistant photographer in the Great Northern's advertising department who is in the Marine Corps, writes from Guadalcanal: "I imagine that by this time you have read all the details about the time we have had here. I can say, that I was on the 'spot' when all the big events happened, with the motion picture camera and also a still camera, and I got some pictures that would knock your eyes out.

The island that I am on is really a beautiful place although the climate is very hot. There is a range of small mountains that are in the center of the island and they remind me of Glacier Park. The evenings are the best part of the day, after the sun goes down. You have probably read about the evenings in the South Pacific and every word of it is true.

As for myself, I am in good health. I haven't had a taste of coca-cola since I left the States. I think that one would cause a riot here if he would walk around with a bottle in his hand. It may sound funny but I have developed a terrific desire for canned peaches. I don't know why but I would give a lot for a can of them right now."

Okay, Dick. Cans of peaches are on the way and we hope you enjoy them.



English Tally-hos in Victoria, B. C.

By Frank Giolma

WHERE there's a will there's a way. In normal times it requires some 30 or more huge modern sightseeing cars to handle the many thousands of visitors who come to Victoria each summer.

When the gasoline rationing stopped the big sightseeing cars being operated, Victorians remembered that it

is not so very many years since visitors were shown the sights of the town from four-horse tally-hos. Apparently the touring public just loves seeing the beautiful gardens and points of outstanding interest in and around Victoria from the vantage seat of a tally-ho drawn by four spirited horses.

Soldier Singers in Opera

TWENTY soldier singers in the Military Railway Service at Fort Snelling, Minnesota, will be in the chorus of the Saint Paul Civic Opera's forthcoming production of Romberg's "Desert Song" to be presented in the Municipal Auditorium on February 4, 5 and 6.

Three of the soldier singers have been cast in principal roles; Private John Benjamin Myhers, baritone, in the star role of Pierre Birabeau, leader of a band of Riff tribesmen, who constitutes himself a modern

Robin Hood to mitigate oppression of Morocco by European taskmasters, Sergeant Roy Olson as Sergeant De Boussac and Private Clarence Bunde as Hassi.

The chorus of soldier singers was organized about a year ago and includes a number of members of the Great Northern Railway division of the Military Railway Service.

Opening night of the opera has been designated "Railway Night" in honor of the men of the railway chorus.

Empire Builder Chef's

• RECIPE of the MONTH •

CHICKEN PIE—GREAT NORTHERN STYLE

Cover three large fat hens with cold water, add one sliced onion, bunch of parsley and sprig of sage. Boil over slow fire until meat is about ready to fall from bones; separate meat from bones; cut up in fairly large pieces.

Reduce stock by approximately one-third, then allow to cool off, skim fat off top and mix with four heaping tablespoonfuls flour and two tablespoonfuls butter; this to be used as a binder; then add to the stock, while cold, yolks of three eggs, well beaten, with half cup rich cream. Season to taste, then bring to a hot heat again, stirring continually, but do not boil; add the binder and strain thoroughly.

Fill a chicken pie dish with layers of chicken, cold boiled potato, Duchess shape, sprinkle over all, two tablespoonfuls diced crisp bacon rendered out in frying pan, with some of the rendering.

Fill dish with roux, described above, and cover all with top crust of pie dough, rolled moderately thick. Bake in a hot, quick oven. Will make ten individual dishes.

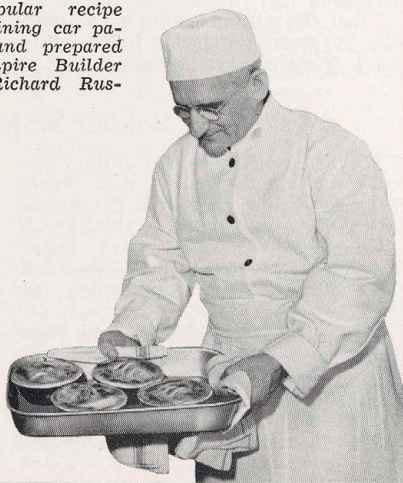
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Children, six to twelve years $1\frac{1}{2}$ lbs.
All above twelve, of normal eating habits $2\frac{1}{2}$ lbs.

A popular recipe with dining car patrons and prepared by Empire Builder chef Richard Rusnak.



the
GREAT NORTHERN GOAT



IN THIS TEMPLE
AS IN THE HEARTS OF THE PEOPLE
FOR WHOM HE SAVED THE UNION
THE MEMORY OF ABRAHAM LINCOLN
IS ENSHRINED FOREVER



FEBRUARY
1943

ROUTE OF THE EMPIRE BUILDER

The Greatest Mother in the World



WAR FUND 1943

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Blackfeet Chief Theodore Last Star and Burton Holmes in Glacier National Park

Burton Holmes Golden Jubilee Series

THE world's foremost travel lecturer opened his Golden Jubilee series in Carnegie Hall in New York City on January 17, where for five consecutive Sunday afternoons he has presented three American and two foreign topics of commanding interest today.

Upon completion of the Carnegie Hall programs, Mr. Holmes will present his colorful entertainments in Brooklyn, Philadelphia, Pittsburgh, Boston, Washington, D. C., Chicago, Milwaukee and Kansas City. The Chicago programs will be presented in Orchestra Hall on February 17, 19, 20, 24, 26 and 27; March 3, 5, 6, 10, 12, 13, 17, 19 and 20. The last three March dates will be devoted to Glacier Park.

Included in the Burton Holmes Golden Jubilee program is a tour through Glacier National Park in Montana, the material for which was prepared in cooperation with the Great Northern Railway Company. Mr. Holmes was accompanied on his trip through the Park by Mrs. Holmes, who is an accomplished camera woman, and Ted Phillips, his cameraman. The Glacier Park motion picture is in color.

Burton Holmes 1943 Anniversary series of travelogues features in addition to Glacier Park, "Charm Centers of the Old South," "Our Fronts in North Africa," "Cradle of our Liberties in New England" and "Our Russian Allies."

THE GREAT NORTHERN GOAT

VOL. 13 FEBRUARY, 1943 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, Minnesota.

Abraham Lincoln

HE was not an average American; he was an extraordinary man.

He put democracy into words that a child could understand, and love. He summarized everything that Gettysburg was fought for, in the fewest possible words. He stabbed the American heart with a language sword, and he left upon that heart a lovely scar that is not yet healed, that never shall be healed, that, pray God, we shall never want healed.

The Gettysburg Address

FOURSCORE and seven years ago our fathers brought forth upon this continent a new nation, conceived in liberty, and dedicated to the proposition that all men are created equal.

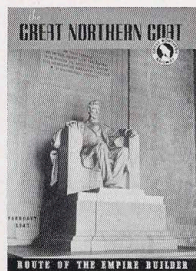
Now we are engaged in a great civil war, testing whether that nation, or any nation so conceived and so dedicated, can long endure. We

are met on a great battlefield of that war. We have come to dedicate a portion of that field as a final resting-place for those who here gave their lives that that nation might live. It is altogether fitting and proper that we should do this.

But in a larger sense we cannot dedicate, we cannot consecrate, we cannot hallow this ground. The brave men, living and dead, who struggled here, have consecrated it far above our poor power to add or detract. The world will little note nor long remember what we say here; but it can never forget what they did here. It is for us, the living, rather, to be dedicated here to the unfinished work which they who fought here have thus far so nobly advanced. It is rather for us to be here dedicated to the great task remaining before us: that from these honored dead we take increased devotion to that cause for which they gave the last full measure of devotion; that we here highly resolve that these dead shall not have died in vain; that this nation, under God, shall have a new birth of freedom; and that government of the people, by the people and for the people, shall not perish from the earth.

That speech made us love America, and all that America stands for.

The Goat's Cover



THE Lincoln Memorial at Washington, D. C. In this time of war, the aspirations of millions are voiced in the living words and deeds of the Great Emancipator.



American Women's Voluntary Service members with baskets full of gifts for service men.

Pilot Officers of the RCAF at Lethbridge, Alberta, stop off in Butte.

Butte Women Greet Service Men

THE American Women's Voluntary Service of Butte, Montana, with 350 members enrolled in its "train service", daily meet all passenger trains passing through Butte. Cigarettes, candy, fruit and magazines, contributed by business houses and citizens

of Butte are distributed to men in uniform.

"Train Service" was inaugurated by the women of Butte in April, 1942, and is in charge of Mrs. J. J. Kirby.

St. Louis Passenger Club Elects Officers

AT the annual election of the Passenger Club of St. Louis, Missouri, held the latter part of January, B. A. Schmitt of the Missouri Pacific Railroad, was elected president; D. G. Barnard of the Gulf Mobile & Ohio Railroad, 1st vice-president; E. J.

Nealis of the Greyhound Lines, 2nd vice-president; G. M. Shirey of the American Express Company, 3rd vice-president; J. C. Austin of the Northern Pacific, secretary; Paul R. Shaw, Great Northern's traveling passenger agent, treasurer.

Western Livestock Outlook Reported Favorable

ACCORDING to a recent report by the Old Union Stockyards in Spokane, Washington, the outlook for western livestock is bright. With increased consumption in the Inland Empire region, due to the concen-

tration of military forces and increased civilian population, and with a decrease in the number of cattle on feed, the market will of necessity be active. The lamb situation is also reported favorable for next summer.



A. D. Newman presents Portland's first citizen for 1942 plaque to Edgard F. Kaiser

Portland's First Citizen

FOR many years the Portland, Oregon, Realty Board has annually selected Portland's First Citizen for the year. For 1942 it named Edgard F. Kaiser, Manager of the Oregon Shipbuilding Corporation, Henry J. Kaiser's great war production activity in the Northwest.

Mr. Edgar Kaiser is responsible for the Oregon Shipyard at St. Johns, the yard on Swan Island, and that at Vancouver, Washington, just across the Columbia River.

The presentation of a silver plaque to Portland's First Citizen for 1942 was made by A. D. Newman, retiring president of the Portland Realty Board.

An added feature was the presentation of First Citizenship of the City of Vancouver, Washington, to Mr. Kaiser by the Junior Chamber of Commerce of that city, by Howard J. Burnham.

Six

At 50 Below

"B. H. and Joseph Ridder, publisher and president, respectively, of the Saint Paul Dispatch-Pioneer Press, made a business trip to Seattle recently. It was 50 degrees below zero when they crossed the Continental Divide at Summit, Montana, and they were impressed with the way the crew of the EMPIRE BUILDER handled the train's heavy equipment under difficult conditions.

They were particularly enthusiastic about the courtesy and consideration of the dining car crew.

That didn't surprise me because the steward in charge was Claude G. Koenigs, an old friend of mine. Tall, handsome Claude Koenigs is so efficient and diplomatic that on two occasions he's been chosen to supervise the meals on special trains carrying President Roosevelt. For his service he not only received personal commendation from the Chief Executive but newspaper men accompanying the train successfully petitioned that he, his car and his crew continue on the trip to Washington.

War-Time Travel

Railroad dining car departments have their troubles these days. They are under rationing restrictions just like hotels and individuals. Because of war-time traffic crews must work 18 or 20 hours a day.

EMPIRE BUILDER crews, for example, are serving an average of 130 persons a meal—100 per cent more than a year ago. Many of the best cooks and waiters have been called by the armed services. Crews start in St. Paul, go to Chicago, then make the complete run to the Pacific coast.

In many years of traveling on many roads I've never seen an act of discourtesy on the part of members of a dining car crew."

Reprinted from Paul Light's Column "So What" in the Saint Paul Pioneer Press, January 27, 1943.

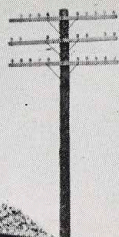
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Column
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A train-load of beets ready for movement to the factory.

Mechanizing Sugar Beet Production

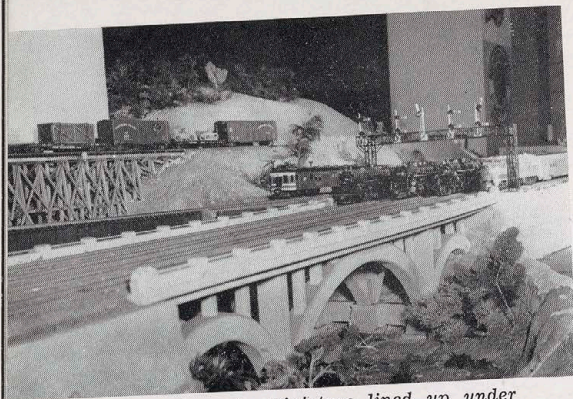
"LABOR shortages, developed during a war emergency period, bring a demand for new and improved farm machinery to maintain or increase crop production," is the foreword in a new 16-page booklet on sugar beet machinery just issued by the Great Northern Railway Agricultural Development Department.

Experimental work in recent years has resulted in the introduction of improved seeding equipment, and mechanical thinning, topping and loading machinery which, when made available in commercial quantities and put to general use in sugar beet areas, promises to revolutionize the production end of the industry.

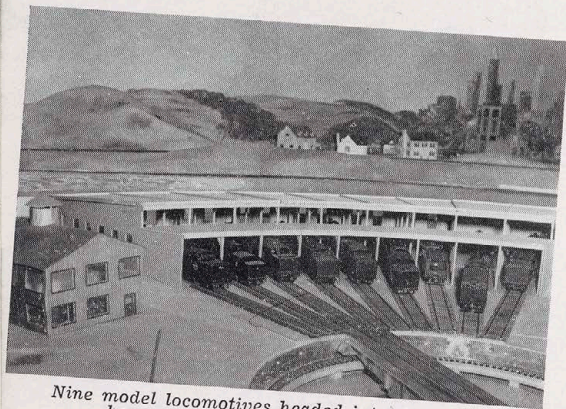
Pictures of 25 or more pieces of equipment, used successfully during the 1942 season, are reproduced in

the booklet, to familiarize growers with mechanization progress, and to assist in promoting greater stabilization of the beet production program. Statements by major processors and a number of growers also are made part of the folder.

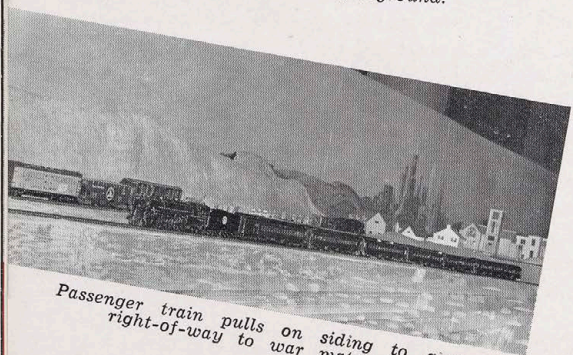
Under the heading, "A Fertile Field for Development and Expansion" the booklet states, "a western diversified agricultural program must be built around sugar beet production. Sugar beets, a basic crop under irrigation, provide a cash return to the farmer to meet water charges and operating costs—keep the land free of weeds—build up fertility—and through utilization of their biproducts stimulate livestock feeding which diversifies and better stabilizes the entire farm program."



The Iron Horse in miniature lined up under signals awaiting "highball" (Go ahead signal).



Nine model locomotives headed into the roundhouse. Turntable in foreground.



Passenger train pulls on siding to give right-of-way to war materials.

Big Stuff on Small Scale

THE illustrations on these pages look like pictures of a full-size railroad, which would not be unusual. However, they are close-ups of a fascinating miniature scale model railroad owned and operated by the Twin City Model Railway Club and located in the Union Station in St. Paul, Minnesota.

It is a "model rail fan's" wonderland, with twinkling red and green lights, intricate switch towers, bridges, tunnels, trestles, round-houses, turntable, water towers, coal-chutes, supply houses, freight yards, typical "railroad towns" with the community church, hotels, "red mill saloon" and dozens of other features.

The "model exhibit" occupies space approximately 75 by 55 feet and is constructed on a scale of one-fourth of an inch to the foot, "O" gauge. Actual track gauge is one and one-quarter inches from rail to rail. A 40-foot standard box-car is 10 inches in length; an 80-foot standard Pullman sleeping car is 20 inches long.

The scenic background and skyline are constructed to give an illusion of full-size. Mountains, hills and cities along the right-of-way are built to proportion with ordinary wall paste or fly-screening (such as is used for doors and windows) placed on a wood skeleton frame. The exhibit has cost approximately

Big Stuff; Small Scale

These \$8,000 to-date and it has taken of a full members three and one-half d not be years to construct and assemble they are on it.

With 5,000 feet of rail, 122 d owned freight cars, 32 passenger cars, in City 12 28 pieces of motive-power equip- located in ment of all types and numerous

Paul, Mo other features, this model rail- c road operates under the name of il fan's I The Twin City Terminal Route.

The club was organized in e switch September 1939 and membership nels, tres: is limited to twenty-five "model table, we railroaders," made up of busi- tes, sup nesses and professional men, at- yards, to rtorneys, motion picture oper- with the a tors, clerks, railway men, weld- nels, "red eers, plumbers, machine shop ins- of o's tructors and bellhops. Eight

members are now in the armed "bit" oces, forces of Uncle Sam and opera- y 75 bitions are being carried on by the ted on a c remaining seventeen. Kenneth

Actual man with the Northwestern Bell one-qu Telephone Company, is president;

rail. T. O. Thomas, pick-up and de- ar is 10 livery clerk in the Great North- foot star ern's local freight depot, is vice-

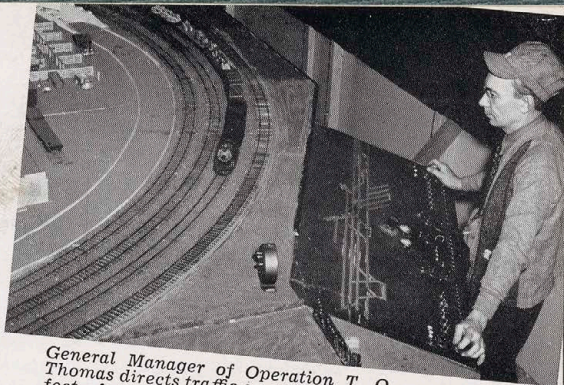
r is 20 p president; I. Randall, draftsman, s: is secretary, and Harold Carlson, kground a ticket agent in the Saint Paul

ected to Union Station, is treasurer. size. M

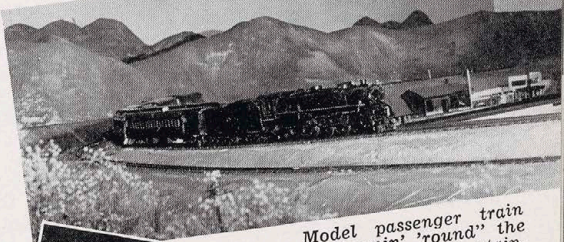
The exhibit is open to the pub- ics along ublic every Monday and Thursday

ilt to pr from 7:30 to 10:30 p.m., and as wall pas Paul Light in his "So What" col- as is umn in the Saint Paul Pioneer

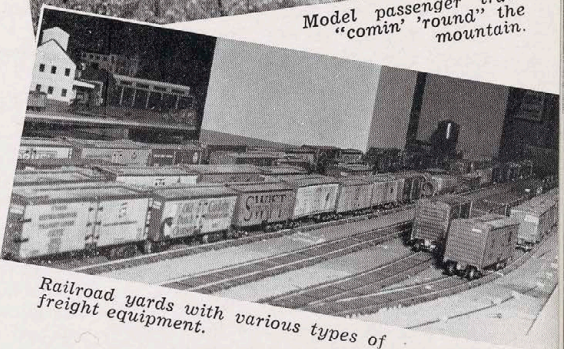
(dows) Press recently stated "It's my a frame nomination for Saint Paul's most pproximate interesting night spot."



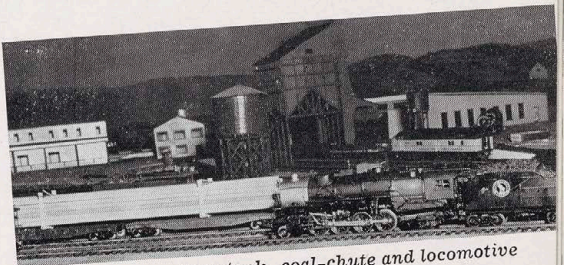
General Manager of Operation T. O. Thomas directs traffic over 5,000 feet of miniature rail.



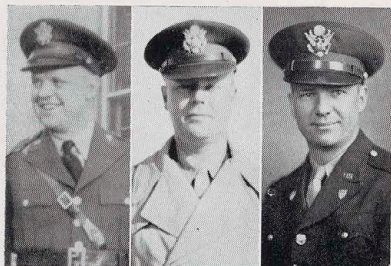
Model passenger train "comin' 'round" the mountain.



Railroad yards with various types of freight equipment.



Flat cars, water-tank, coal-chute and locomotive just like the real McCoy's.



Donald

George

Harold

Great Northern Sons

THREE sons in the armed forces of Uncle Sam, is O. T. Peterson's contribution toward victory for the United Nations.

George E. Peterson, 37 years of age, the eldest of the boys, graduated from the Signal Corps, OCS, Fort Monmouth, New Jersey, and was commissioned a lieutenant. He is now an executive officer in the 800th Signal Service Regiment at Camp Crowder, Mo.

Harold T. Peterson, 35 years of age, graduated from the Adjutant Generals Department, OCS, Fort Washington, Maryland, and was commissioned a lieutenant. He is assigned to Headquarters, 4th Service Command, Machine Record Unit, Atlanta, Georgia.

Donald H. Peterson, 28 years of age, was inducted into the United States Army in April, 1941, as a lieutenant in the Medical Corps at Fort Snelling, Minnesota. He was sent overseas in July, 1942, and is now stationed in New Guinea.

Mr. Peterson, the father of the three boys, is chief clerk to the freight traffic manager of the Great Northern Railway, St. Paul, Minn.



Storehouse at Great Falls, Montana

Boosting War Bond Sales

TO further the sale of war bonds and stamps among employees of the Great Northern Railway at Great Falls, Montana, signs similar to the one shown in the illustration above have been painted inside and outside the company's storehouse and shops.

The idea was originated by J. H. Heron, shop superintendent, who is now on leave of absence for service with Uncle Sam's armed forces as a Captain in the Great Northern Railway unit of the Military Railway Service.

Thanks, Mr. Rundle

"THE writer would like you to accept and convey to your Board at St. Paul, our hearty congratulations on reaching your fiftieth milestone. Transportation has always been an important factor in the life and development of practically every community, and no particular section realizes this better than the Pacific Coast. Our associations with you have been most pleasant, and our best wishes go to you for the future."

So wrote W. A. Rundle, traffic manager, Vancouver Board of Trade, Vancouver, British Columbia, to B. S. Merritt, Great Northern's western traffic manager at Seattle, on the occasion of the fiftieth anniversary of the Great Northern Railway as a transcontinental railway.



Goat Gaities



Its a Deal!

Sailor: "I say, let's tell the Nips we'll divide the Pacific with 'em. We take half and they take half!"

Other sailor: "You're nuts. Which half would we let the Nips take?"

Sailor: "The bottom half, boy, the bottom half!"

Sorry!

Well dressed man, cigar in hand, falling through the air from an airplane: "Gad! That wasn't the wash-room after all."

Just Once More

"I'm all done with dames—They cheat and they lie;

They prey on us males—To the day that we die.

They tease and torment us and drive us to sin—

Say! Look at the blond—that just came in."

Come Up Sometime

The teacher wrote on the margin of little Betty's report card "Good worker, but talks too much."

Betty's father wrote on the opposite margin before returning it, "Come up sometime and meet her mother."

Just Checking

Rastus: "Yo' done said yo' could lick me?"

Mose: "Uhuh, ah sho' did, big boy. Want me to demonstrate?"

Rastus: "No, indeedy. Ah's jes' gatherin' statistics."

Land Ho!

A regiment of Negroes crossing the Atlantic were uncomfortably seasick. After a week afloat, some of the men recovered enough to come on deck.

"Come over here to the rail, Rastus," said one who felt fairly well. "You can see birds over here."

"Birds?" said the sick one half-heartedly. "What kind of birds is dey?"

"Dey's gulls."

"Gulls!" returned the other. "I don't want to see no gulls. I jes' want to see a bird that flies from tree to tree."

Evidence

Their cars having collided, Jock and Pat were surveying the situation. Jock offered Pat a drink from his bottle. Pat drank and Jock returned the bottle to his pocket.

"Thank ye," said Pat, "but aren't ye going to have a nip yourself?"

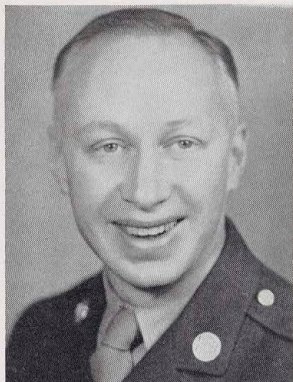
"Aye," replied Jock, "but not until the police have been here."

Puffs and Pants

Just as the train started to pull out the door burst open, and a young man stumbled into the coach and seated himself, panting and puffing, opposite an old gentleman.

"You must be very unfit, young man," said the old gentleman. "When I was young, I never had to pant like that."

The young fellow looked indignant. "Maybe not," he said between gasps. "But I'll have you know I missed this train at the last station."



Berg.

Officer Candidate

STAFF Sergeant Albert C. Berg, one-time secretary to F. R. Newman, Great Northern traffic vice president, now is an officer candidate in the Army Administrative Transportation Corps School in Starkville, Miss.

Sergeant Berg enlisted in May, 1942, in the Military Railway Service, and until February 2 was attached to the office of Brigadier General Carl R. Gray, Jr., in St. Paul. General Gray, commanding officer of the Military Railway Service, recommended Sergeant Berg for officer training.

A former resident of Breckenridge, Minn., Sergeant Berg began work for the Great Northern in 1929.

Grand Coulee Lectures Suspended

BEGUN seven years ago this coming July and continued without interruption, from that date, the lecture service of Grand Coulee dam is now ordered temporarily suspended.

The war and travel restrictions have brought an end to these talks which have interested nearly 1,800,000 tourists who came to see "the biggest thing on earth".

Twelve

What Goes On!

GREAT NORTHERN trains Nos. 1 and 2, THE EMPIRE BUILDER, now make regular stops at Wahpeton, North Dakota.

★★★★

Ray Simons, former city passenger agent at Wenatchee, Washington, is now General Clerk in Great Northern's assistant general passenger agent's office at Seattle, succeeding Stephen A. Peterson, who is a ticket seller-accountant in the Seattle City Ticket Office. No appointment will be made to succeed Mr. Simons.

★★★★

The serving of the \$1.50 table d'hote dinner in Great Northern dining cars has been discontinued and instead a somewhat simplified but substantial table d'hote dinner is served at \$1.25. The 90c plate dinner has also been discontinued. Dining car patrons now have the choice of the \$1.25 table d'hote dinner or the 65c plate dinner and luncheon.

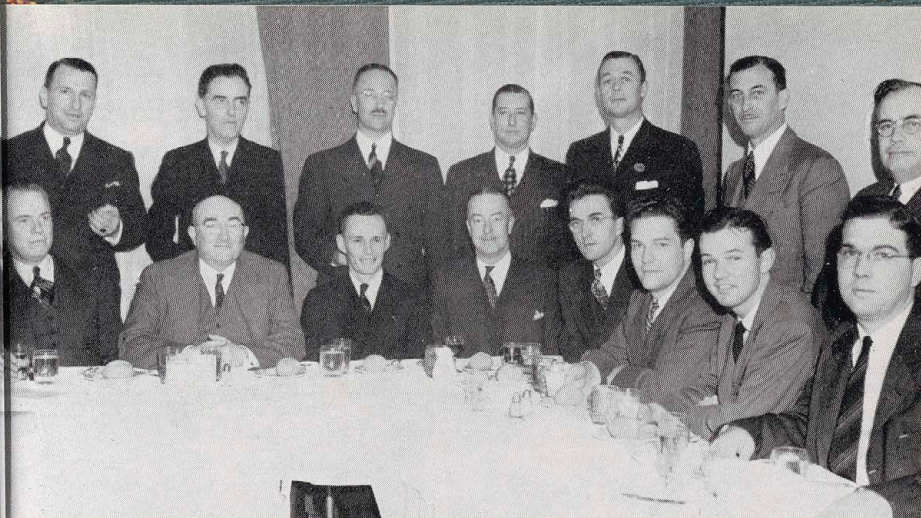
★★★★

Mrs. Jeannette Emery, wife of Roe Emery, was recently killed in an automobile accident near Wahoo, Nebraska. Our deepest sympathy goes to Mr. Emery, who operated The Glacier Park Transportation Company several years ago.

★★★★

President Roosevelt has named March Red Cross Month. During that period the 1943 Red Cross War Fund of \$125,000,000 is being raised. Your contribution to this fund will guarantee the maintenance and necessary expansion of Red Cross activities on behalf of the armed forces at home and abroad, and on behalf of the civilian front.

**GIVE THE BOOK YOU HAVE
READ OR ARE READING TO
THE 1943 VICTORY BOOK
CAMPAIGN.**



Great Northern Railway traffic representatives in San Francisco-Oakland area.

Know These Men?

TRAFFIC representatives of the Great Northern Railway in the San Francisco-Oakland area recently met at the Palace Hotel in San Francisco to discuss traffic problems. The meeting was presided over by G. F. Hardy, General freight agent, San Francisco.

In the picture above, seated, left to right are: M. C. Sandstrom, CPA, San Francisco; G. F. Hardy, GFA, San Francisco; E. L. Brubaker, CFA, Oakland; D. M. Parkhurst, TFA, Oakland; J. L. Tierney, Pass. Rep.,

San Francisco; R. G. Matthews, CC to GAFFD, San Francisco; R. E. Burum, Rate Clerk, San Francisco; M. V. Schoonover, CC to GFA, San Francisco.

Standing left to right are: G. A. Sorrell, GAFFD, San Francisco; R. W. Moore, CFA, San Francisco; A. L. Scott, GAPD, San Francisco; F. E. Howell, TPA, San Francisco; R. N. Monahan, TFA, San Francisco; J. A. Ryan, CFA, San Francisco; G. R. Lally, GA, Oakland.

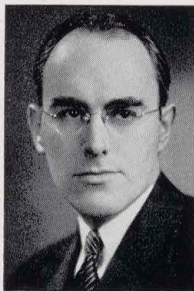
Point Rationing

THE advantages of point rationing will outweigh whatever are the inconveniences.

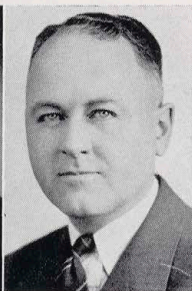
It gives all the freedom of choice possible in wartime. You can choose those rationed commodities which you prefer and which you can afford. You can spend your points in any way you like and at any store you like.

In common with other rationing programs, point rationing will prevent your neighbor from "chiseling" on your fair share, and it will prevent you from committing, however unknowingly, a similar offense.

By means of point rationing, the Government can better protect the supply of scant commodities.



Beckford.



Birdsell.

Elected

THE Saint Paul Passenger Association chose C. E. Birdsell, General Agent, Burlington Route, St. Paul, Minnesota, as its president for the year 1943. E. C. Brobst, depot ticket agent, Saint Paul Union Station, was elected vice-president; E. W. Ensley, ticket seller, Saint Paul Union Station, treasurer, and E. H. Beckford, passenger department, Great Northern Railway, secretary.

For its board of directors the members selected C. C. Seifert, Burlington Route ticket office; P. J. Nikolai, Milwaukee Road, R. F. Wendt, Chicago & Northwestern, C. H. LaFond, New York Central System, L. B. Poore, Pennsylvania Lines and H. C. Stroh, Burlington Route.

Train Schedule Changes

GREAT NORTHERN train 285 now leaves Snowden, Montana, 7:40 a.m., arrives Richey, Montana, 1:20 p.m. Returning train 286 leaves Richey 1:30 p.m., arrives Snowden 5:00 p.m.

Train 288 now leaves Fairview, Montana, 8:15 a.m., arrives Watford City, N. D., 9:35 a.m. Returning train 287 leaves Watford City 9:40 a.m., arrives Fairview 11:00 a.m.

Train schedules for all trains are daily except Sunday.

Fourteen

Charmed Isles of Puget Sound

By HARRIET GEITHMANN

(Continued from January number)

The rock formation of the islands is mostly fossil-bearing limestone and shales with intrusions of fire rocks. Over and above them all, we may trace the scratchy tracks of the glaciers as they rode down Puget Sound during the great Ice Age. This epic of ice and sea is also told in the sympathetic pebbles of the various island moraines.

The majority of the 172 tawny islands cover an area of less than a quarter of an acre. While the largest of the group, Orcas, has 36,431 acres, an area about half the size of Seattle, the smallest islet when awash at high tide is but a mere reef hardly larger than a city lot. The second largest in the archipelago is San Juan with its 35,348 acres and Lopez with an acreage of 18,847 ranks third. While these three islands harbor three-fourths of the population and most of the land area of the group, it is true that Waldron, Stuart, Blakely and Decatur Islands support prosperous communities.

Fringing the rugged shores of the San Juans are trees of spruce, cedar hemlock, yew, juniper, madrona, oak, dogwood and the Douglas fir that looks like a ragamuffin of a cypress leaning out over the water.

Sunsets in the San Juans are considered lovelier than any in the West. The colors are richer and they are splashed across the great skyey canvas with a more masterly technique, the secret of which must be the rainy belt on the west coast of Vancouver Island where the sun sets.

(To be continued)

Efficient Performance

HOW the railroads performed in the handling of the recent holiday mail is expressed in the following letter to A. L. Aldrich, Great Northern's manager of mail and baggage traffic, from Frank Schoenfield, superintendent of the Tenth Division of the Railway Mail Service at St. Paul, Minnesota.

"Some of the duties of a superintendent are pleasant, while others are not too pleasant. When it comes to telling you what we think of your performance during the holiday period just passed, it is one of the most pleasant duties we do during the entire year.

You and your company were wonderful this season and all this in the face of adverse weather conditions, shortage of skilled labor, shortage of storage cars, shortage of motive power, etc., but you came through in a very satisfactory manner. The arrangements made by you prior to the actual test, anticipating as you did the needs of our service for the holiday period, are commendable, and our appreciation is acknowledged. Our needs were promptly and efficiently met, and you and your company are, therefore, given due credit for assisting in delivering the mails to the general public on time.

Mails this season were the heaviest in the history of the Tenth Division, and through your cooperation and fine organization we are indebted to you for the excellent achievements shown. We are happy to say that there was no congestion in our division at any point or at any time, which, of course, is gratifying.

Thanks again for your interest and may we express to you and to all who had a part in this important work our very best wishes for a prosperous 1943 filled with all the good things available during the year."



*Great Northern Railway employees in
Uncle Sam's Armed Forces
February 1, 1943.*

They Gave Their All

- ★ Albert F. Whitney, Fireman, Dakota Division, Grand Forks, N. D.
- ★ Robert L. Hanley, Machinist Apprentice, Dale St., St. Paul, Minn.
- ★ Gerhart P. Mokros, Gateman, Union Station, Minneapolis, Minn.
- ★ John J. Kalash, Fireman, Minot Division, Breckenridge, Minn.
- ★ Stanley F. Elvidge, Draftsman, Engineering Department, St. Paul, Minn.
- ★ William M. Holt, Clerk, Butte Division, Great Falls, Mont.
- ★ Alex E. Lee, Clerk-Stenographer, Dakota Division, Grand Forks, N. D.
- ★ Joseph F. Sexton, Fireman, Klamath Division, Klamath Falls, Oregon.

Empire Builder Chef's

• RECIPE of the MONTH •

SHIRRED EGGS, COUNTRY SAUSAGE, A LA BERCY

Place two eggs in buttered shirred egg dish; when half cooked, add four sausage patties or four sausage links, that have been cooked medium; add very little tomato sauce, season with salt and pepper and finish cooking in fast oven. The above recipe will serve one guest, or may be divided.

Share-the-Meat Program

To assure meat for our Armed forces and fighting allies, the civilian share in this year's record-breaking meat output must be held at normal supply in the face of abnormally high purchasing power.

Civilians are asked to limit their consumption of all forms of beef, veal, lamb, mutton and pork to the following weekly amounts:

Children, under six years $\frac{3}{4}$ lb.
 Children, six to twelve years $1\frac{1}{2}$ lbs.
 All above twelve, of normal eating habits..... $2\frac{1}{2}$ lbs.

Dining Car Meals

Club breakfasts 50c to \$1.00
 or a la carte

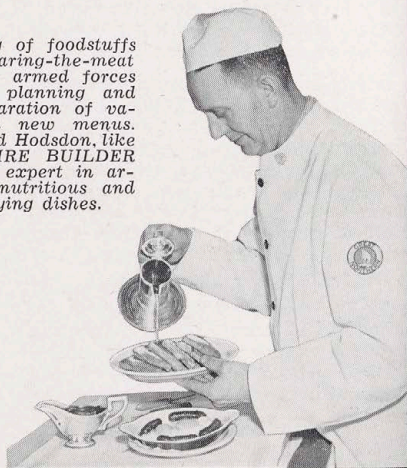
Special Plate Luncheon
 and Dinner
 65c

Table d'Hote Luncheon
 \$1.00

Salad Bowl
 35c

Table d'Hote Dinner
 \$1.25
 or a la carte

Rationing of foodstuffs and sharing-the-meat with our armed forces requires planning and the preparation of varied and new menus. Chef Fred Hodsdon, like all EMPIRE BUILDER chefs, is expert in arranging nutritious and satisfying dishes.



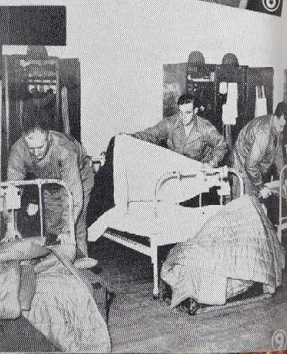
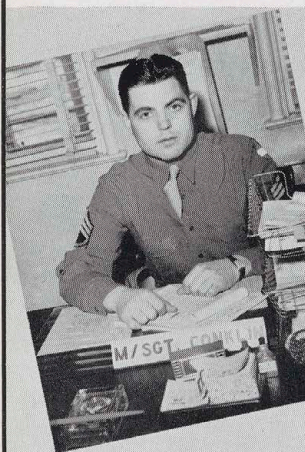
the
GREAT NORTHERN GOAT



**MARCH
1943**

ROUTE OF THE EMPIRE BUILDER

They're in the Army Now



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The Great Northern's Own

THEY may have had their breakfast in bed before but they won't have it there any more, at least for the duration, because they're in the Army now!

Oh yeah! Who ever heard of a railroad man having his breakfast in bed at any time? It's a good thought anyway.

But the members of the 704th Headquarters Railway Grand Division have a big job ahead helping Uncle Sam to victory and they are preparing for it in a big way.

Superintendents, trainmasters, storekeepers, locomotive firemen, engineers, boilermakers and helpers, clerks, stenographers, machinists, chemists, telegraphers, statisticians, draftsmen, rodmen, truck drivers, and signalmen in civilian life, as employees of the GREAT NORTHERN, they are now training at Fort Snelling, Minnesota, every man eager to do his job.

Many of the tasks in Uncle Sam's Army are very different from those many of these men performed while railroadin' for the good old G. N. But they're never too old to learn and it's all a part of the job ahead. On the opposite page are pictures of some of these men doing jobs entirely foreign to them. No. 1 is Master Sgt. G. G. Conklin, a boiler-maker's helper, Minot, N. D. No. 2 is Capt. R. R. Manion, Company Adjutant, trainmaster, Twin City Terminals, Minneapolis, Minn. No. 3 is Lieut. C. J. Streiff, Company Commander, locomotive fireman.

In picture No. 4, Technical Sgts. Jos. Milkovich, clerk at Hibbing, Minnesota, and William Haynes, machinist in the round-house, Superior, Wisconsin, are learning all about a machine gun.

In picture No. 5, Technical Sgt. Floyd W. Vaughn, relief agent-telegrapher, Tunbridge, N. D., and Pvt. M. C. Kline are sending and receiv-

ing messages in their study of telegraphy.

Picture No. 6 is a group of the men engaging in a little harmony after dinner. Technical Sgt. Stanley G. Bittorf, signalman, Seattle, Wash., is at the piano, with (left to right) PFC John L. Coughlin, bus-driver and brakeman, Duluth, Minnesota; PFC Newell M. Balch, rodman, Cut Bank, Montana; Pvt. Gerald E. Rusfeldt, switchman, Superior, Wis.; and Technical Sgt. Walter T. Fitzgerald, instrument man, Seattle, Washington, doing the vocal harmonizing.

In picture No. 7 some of the boys are doing a little "KP." Left to right: Master Sgt. Dan E. Parks, assistant to superintendent, Whitefish, Montana; Pvt. Robert J. Pesek, shipping clerk, Reproduction Bureau, General Offices, St. Paul, Minn.; Pvt. Edward Manous, chief clerk, yardmaster's office, and Pvt. H. F. Hight, train rules examiner, St. Paul, Minn.

Two of the boys in picture No. 8 are doing a job that should stand them in good stead after victory. Master Sgt. Dan E. Parks, Whitefish, Montana, and Pvt. Robert J. Pesek, St. Paul, Minn., learning the technique of dish washing. (And was the water hot!) This picture was made before Dan Parks was made a Master Sgt.

Picture No. 9 shows the boys doing a job they probably never gave any thought to before they joined the Army, but they are gradually mastering it, although it is quite different from railroadin' in big time. Left to right: Technical Sgt. Arthur H. Amundson, lineman, Spokane, Wash.; Technical Sgt. Coleman J. Neil, rodman, Spokane, Wash.; and Master Sgt. Dan E. Parks, Whitefish, Montana. Sgt. Amundson served 28 months overseas in the first World War with the Headquarters Company of the Fourth Division. Sgt. Parks

(Continued on page 12)

THE GREAT NORTHERN GOAT

VOL. 13 MARCH, 1943 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, Minnesota.

The Victory Tax

The Victory Tax is 5% on all income over \$624 a year. It is collected for the first time in 1943. With respect to salaries and wages the 5% is deducted by the employers from the employees' pay in the same way as social security taxes. At the end of the year a return must be filed and the Victory Tax, which is in addition to the other income taxes, will be computed on the same net income as the normal tax, with these exceptions:

- (1) The personal exemption is \$624 for everyone. If a joint return is filed by husband and wife, and she has any income, the exemption will be \$624 plus her income, limited to a total of \$1,248.
- (2) There is no credit for dependents or earned income.
- (3) Capital gains are not included in gross income.
- (4) There is no deduction for contributions or medical expenses; nor for losses or bad debts not incurred in business;

nor for capital losses; nor for interest and taxes not incurred in producing income.

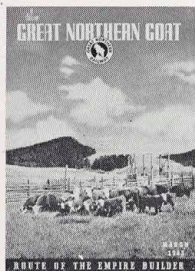
After the Victory Tax is computed on the return, an allowance is subtracted from the tax for payment during the year of debts, premiums on life insurance taken out before September 1, 1942, and purchases of war bonds. This allowance cannot exceed, in the case of a married person or head of a family, 40% of the Victory Tax; in the case of single persons, 25% of the Victory Tax, plus 2% more for each dependent. If these percentages of the Victory Tax are not used up in this way the balance will be refunded after the war.

The amount left after subtracting the above allowances is your correct Victory Tax. Compare this with the total amount withheld by your employer. If there is any excess, it may be applied as a credit on your normal and surtax, or optional tax.

Heavy Wheat Movement

The Inland Empire has been having the heaviest movement of feed wheat out in all directions in its history, according to grain dealers in Spokane, Washington, and wheat is going into food at an increasing volume.

The Goat's Cover



GOOD Grass makes growthy feeders. The fattening of beef cattle is a growing industry in the territory served by the Great Northern Railway.

left to right: bac
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Bill Badi. Center
Walter Reidel, J.
O. Carlson, H.
Leon Anderson.

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Left to right: back row, Bill Peterson, John Schmierer, Eddie Lewis, P. M. Adler, J. Denowh, Paul Zimmer, B. Kaiser, Forrest Markle, Eiver Anderson, John Sjostrom, Bill Badt. Center row: George Haffner, Ed Hardy, Glenn Hall, E. R. Cartwright, Jr., Walter Reidel, Jake Buxbaum, Henry Ulrich. Front row: W. J. Hardy, R. W. Hass, C. O. Carlson, H. Propp, Joe Steinbeisser, H. H. Kincaid, Albert Leibelt, H. Fisser, Leon Anderson. (Other members of the party were not present when this photograph was made).

Record Shipment of Sheep

ONE of the largest single consignments of sheep on record recently arrived at the South St. Paul market from the Sidney-Fairview district, known as the lower Yellowstone Valley district in Montana, which is served by the GREAT NORTHERN railway. A solid train load of 47 cars brought 10,000 head of sheep accompanied by 40 livestock feeders.

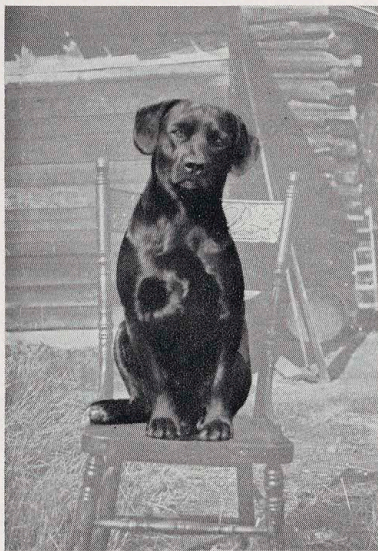
Bulk of the lambs, or 84 per cent, were sold as fat at from \$15.75 to \$16.00 a cwt. About 15 per cent were sorted as feeders and sold at from \$15.00 to \$15.50 for the bulk. One per cent were slaughter ewes, some of which brought a new top price of the season at South St. Paul of \$9.10 a cwt.

The lower Yellowstone Valley district is located in irrigated sugar

beet country in Montana, and had 170,000 lambs and ewes on feed during the 1942-43 season, as compared with 102,585 in the 1941-42 season. Of the 1942-43 total, 108,687 came from various points in Montana served by the GREAT NORTHERN. A large number of cattle and hogs are also fed in the same district.

Sheep are placed in the valley beginning in September and October of each year and shipping to markets starts in December and is completed the latter part of March and forepart of April.

Various counties in Montana served by the GREAT NORTHERN, including the lower Yellowstone Valley district, have on feed 23,735 cattle, 299,250 lambs and 23,300 ewes during the 1942-43 feeding season.



Black Jack

WE'RE beating Mr. Ripley to the punch by discovering for GOAT readers an exceptional citizen of dogdom.

The bow wow of this story is Black Jack. His claim to fame, on the authority of GREAT NORTHERN'S Trainmaster C. A. Amsbaugh of Walton, Mont., is that Black Jack can and does distinguish between freight and passenger locomotives. And, his knowledge of motive power frequently precipitates pooch perplexities.

Black Jack, a thoroughbred spaniel, belongs to Trackwalker Fred Stanard, who patrols a section of the GREAT NORTHERN'S main line bordering Glacier National Park in the Montana Rockies.

For nearly all of his 7½ years, Black Jack has been meeting daily the west and eastbound EMPIRE BUILDERS and the westbound Fast Mail at Windy Point near the great

(Continued on page 10)

Six

Food for Freedom

FARMERS and stockmen in GREAT NORTHERN'S vast agricultural domain made a large and valuable contribution to the nation's 1942 "Food for Freedom" program, and are preparing to meet even higher production goals in 1943.

Faced with a serious pre-harvest labor shortage, producers, through the employment of inexperienced help and longer working hours, saved the bulk of their crops and even set up some new high production records.

Favorable moisture and growing conditions, coupled with high market prices, also made 1942 a profitable year for most operators in GREAT NORTHERN territory.

Livestock numbers, which started an upward swing in 1937-1938, continued to climb in 1942, in the case of cattle and hogs. While total sheep numbers declined slightly under the preceding year, sheep and lambs on feed increased. Several hundred thousand additional head of cattle and more than 35 per cent more hogs were produced for slaughter to help the nation feed its armed forces, civilians and allies.

Grain crop production was increased by millions of bushels. Stored on farms along the GREAT NORTHERN is a large quantity of wheat to "fill the gap" should 1943 production fall short of meeting war requirements.

Late blight and early freezing took a heavy toll of potato production, but a favorable season brought vastly increased yields to more than offset the loss and thereby maintain and improve the position of GREAT NORTHERN territory as an important potato producing area.

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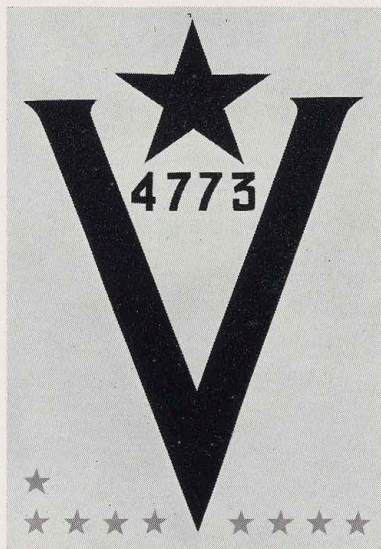
They Gave Their All

- ★ Albert F. Whitney, Fireman, Dakota Division, Grand Forks, N. D. Killed in action at Guadalcanal, November, 1942.
- ★ Robert L. Hanley, Machinist Apprentice, Dale St., St. Paul, Minn. Killed in action in the battle of Java, aboard S.S. Houston.
- ★ Gerhart P. Mokros, Gateman, Union Station, Minneapolis, Minn. Killed in action at Guadalcanal, November, 1942.
- ★ John J. Kalash, Fireman, Minot Division, Breckenridge, Minn. Killed in aeroplane accident in Florida.
- ★ Stanley F. Elvidge, Draftsman, Engineering Department, St. Paul, Minn. Died in Fitzsimmons Hospital, Denver, Colo., October, 1942.
- ★ William M. Holt, Clerk, Butte Division, Great Falls, Mont. Reported missing in action.
- ★ Alex E. Lee, Clerk-Stenographer, Dakota Division, Grand Forks, N. D. Died in hospital at Grand Forks, N. D.
- ★ Joseph F. Sexton, Fireman, Klamath Division, Klamath Falls, Oregon. Reported missing in action aboard Destroyer Jarvis.
- ★ Wm. M. Carney, Section Laborer, Butte Division, Valley City, N. D. Reported killed in action in South Pacific area, February, 1943.

The information as reported herein is compiled from data available.

Canadian Border Crossing Regulations Simplified

The United States and Canadian Governments with a desire to simplify travel across the border have agreed on changes which exempt Canadian citizens and British subjects legally resident in Canada, from the necessity of obtaining passports for visits of not more than 29 days.



*Great Northern Railway employees in Uncle Sam's Armed Forces
March 1, 1943.*

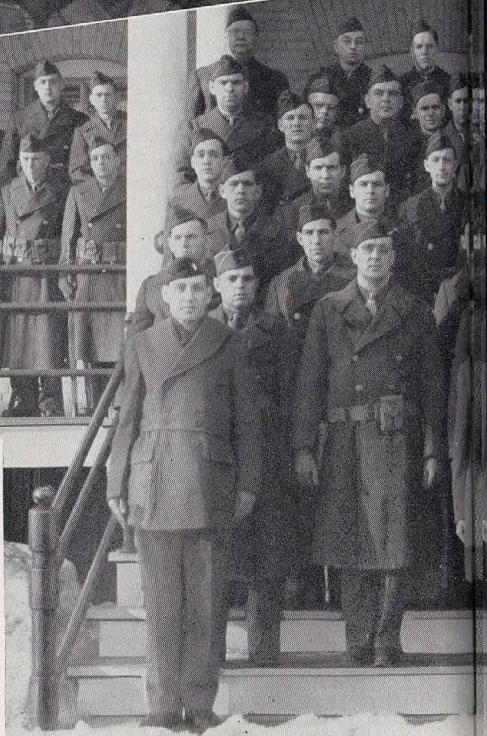
We're Sorry

IN the column "They Gave Their All" appearing in the February number of the GOAT we listed Joseph F. Sexton, fireman, Klamath Division, Klamath Falls, Oregon.

F. Sexton, in the office of GREAT NORTHERN'S division superintendent at Klamath Falls, father of Joseph, writes that his son has been reported "missing" and that in this war there is considerable difference between those reported as "missing" and "dead."

Joe Sexton was a sound man on the Destroyer JARVIS, which disappeared while being moved from Guadalcanal to Australia in August 1942, for repairs. No word has been heard from the members of the crew.

We join with the father of Joe, the members of his family and their friends in the hope that their son will be heard from soon.



Left to right, first row: (upper panel)
Capt. R. R. Anderson; Maj. O. R. Diamond;
Col. A. W. Campbell; Lt. Col. E. M. Price;
Maj. J. M. Budd.

Second row: Capt. R. R. Manion; Capt. J. H. Heron;
Capt. F. J. Murphy; Capt. J. W. Scott;
Maj. D. C. Kopp; 1st Lt. D. B. Jenks.

Third row: 1st Lt. G. D. Richey; Capt. W. A. Rohel;
Capt. F. Dreis; 1st Lt. L. L. LaFontaine;
1st Lt. J. W. Elwin; Capt. J. G. Toomey;
1st Lt. W. F. Arksey.

Fourth row: Capt. C. F. Freske; Capt. T. A. Jerrow;
1st Lt. H. J. Surles; 1st Lt. M. E. Parks;
Capt. E. F. Oviatt.

(This photograph was made before Capt. Payne, Lt. Streiff and Lt. Stall had joined the 704th).

Left to right, first row: (group picture)
Lt. L. L. LaFontaine; Capt. R. R. Anderson;
Lt. C. J. Streiff.

Eight

Second row: M/Sgt. Glenn G. Conklin; Tech. Sgt. James F. Bryan;
Tech. Sgt. Wm. J. Haynes; Tech. Sgt. Walter R. Petry;
M/Sgt. Francis G. Rauscher.

Third row: T/5 Floyd W. Vaughn; T/5 William D. O'Neil;
T/5 Robert W. Bernard; T/5 Ronald A. Brachlow;
S/Sgt. John D. Lamey.

Fourth row: T/5 George Damstedt; T/5



Seventh row: Pvt. Robert F. Gourhan; Pvt. Leo J. McMahon; T/4 William C. Buckley; Pvt. Roger C. Greene; Pvt. Corwin V. Dooley; Pfc. Harland J. Swanby; Pvt. Bernard J. Rohan; Pvt. Milford W. Crumplar.

Eighth row: Pfc. Peter H. Tarasar; Pfc. Eugene R. Kampa; Pvt. Wm. F. Youngbauer; Pvt. John N. Supple; Pvt. James R. Jarosch; Pvt. Vincel E. Hanika; Pvt. Melvin E. Platt.

Ninth row: Pvt. Joseph A. Miller; Pvt. Douglas R. Feaver; M/Sgt. Donald L. Lambert; Tech. Sgt. Ernest N. Roberson; T/5 Arthur H. Amundson; Tech. Sgt. Colman J. Neil; Tech. Sgt. Walter R. Fitzgerald; M/Sgt. Dan E. Parks.

Tenth row: Tech. Sgt. Stanley G. Bittorf; Pvt. Robert H. Kuehn; Pvt. Edmund L. Demmer; Pvt. Donald C. Lindeman; Pfc. Newell M. Balch.

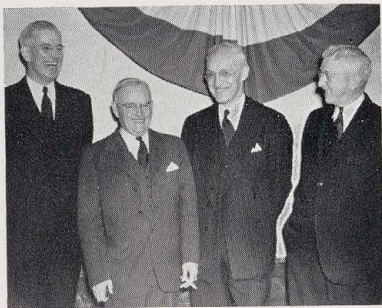
Right side porch: Pvt. Gerald E. Rusfeldt; Pvt. Clifton J. Roberts; Pvt. Earl Worthington; Pvt. Arthur C. Bowen; Pfc. John L. Coughlin; Pfc. Carl S. Carpenter; Pvt. George L. Sallman.

Left side porch: Pfc. Willard F. Hara; Pfc. George M. Swannstrom; Pvt. Edmund V. Bolger; Pvt. Andrew S. Krooks; Pvt. Robert J. Pesek.

Francis L. Kochel; T/5 Herbert G. Didion; Pvt. Robert R. Otis; T/5 Roy P. Iverson.

Fifth row: Pvt. Gerald F. O'Keefe; T/4 Edward C. Devereaux; Pfc. Kenneth W. Baran; T/3 William J. McTeague; T/5 Oliver J. Mosier.

Sixth row: Pvt. Thomas J. Nelson; T/3 Leo Richardson; T/4 William H. Little.



Left to right: Bratton, Hopkins, Brinkworth, Agans.

Testimonial Dinner

THE New York Central, Syracuse Traffic club and local business men in Syracuse, N. Y., recently sponsored a testimonial dinner in honor of R. W. Bratton, former district passenger agent of the New York Central system at Syracuse, on his return from his new post in Buffalo, for a brief reunion with his former associates. Nearly 300 railroad officials, employees and businessmen attended the informal stag party.

Abandoned

THE shortest railway in the world has been abandoned. The Court Street incline railway in San Francisco, California, which was 180 feet long running from the top of Bunker Hill to North Broadway, quietly and without fanfare gave up the ghost and became history. Two 14 passenger cars, a station house and a 90 foot double track incline have been orphaned.

Nearly all the riders were Civic Center workers who parked their cars on Bunker Hill. With gas rationing the riders were granted "A" cards and now ride trolleys direct to downtown San Francisco. Thus ends another glorious chapter in the romantic history of transportation.

Ten

Spokane-Coeur D'Alene-Farragut Bus Service

HOURLY bus service is now provided by the Auto Interurban Bus Line between Spokane and Coeur d'Alene, the first bus leaving Spokane at 6:15 a. m. and the last bus leaving at 12:30 a. m.

Northbound, busses leave Coeur d'Alene every thirty-five minutes after the hour, the first bus leaving at 6:35 a. m. and the last bus leaving at 11:35 a. m.

One way fare between Spokane and Coeur d'Alene is 55c; round trip 94c.

Hourly bus service is also provided by the Interlake Bus Lines between Coeur d'Alene and Farragut and return, leaving Coeur d'Alene every forty-five minutes after the hour and leaving Farragut every fifteen minutes after the hour.

One way fare between Coeur d'Alene and Farragut for civilians is 58c, round trip \$1.00. For men in uniform the fare in each direction is 35c.

Black Jack

(Continued from page 6)

horseshoe curve. Train crews toss off newspapers for Jack's master—and a bone or two for the spaniel.

"If Jack happens to be in the house when a train whistles, he barks until he is let out," reports Trainmaster Amsbaugh. "Sometimes we put a freight locomotive on a passenger train, and that fools Jack. He knows there's a difference in engines."

Black Jack's sniffing ground is the habitat of Rocky Mountain sheep and goats. Let a bighorn sheep trespass the spaniel's domain, and there's a chase. But, Black Jack is tolerant of the goats. Yes sir, he's loyal to the famed goat in the GREAT NORTHERN trade-mark.



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"No, madam,
this for nothing



Goat Gaities



Mistaken Identity

A negro was hauled into court on a charge of stealing chickens. He arrived with his attorney, and both took their seats. The judge pointed down at the colored gentleman angrily.

"Are you the defendant?" he thundered.

"Oh, no, yoah honor," said the negro, jerking his thumb in the direction of the lawyer, "he's the defendant, I'se the genlemunn what stole the chickens!"

Logical

A friend of an English gentleman, whose wife had died suddenly, feeling sorry for him and trying to offer his consolations to the bereaved widower, approached him at his club and remarked "I'm terribly sorry to hear about your wife."

"What's that?" said the bereaved widower.

"I'm sorry to hear about your wife."

"What about her?"

Somewhat embarrassed, the friend explained, "I heard you buried your wife yesterday."

"Had to," was the prompt reply, "dead, you know."

Gratuity

The lady of the house walked into the kitchen quite unexpectedly and found the cook sitting in the butler's lap.

"Is this what I pay you for?" she stormed.

"No, madam," said the cook, "I do this for nothing."

He May Have Something

A touring eastern go-getter spied a lazy Indian chief lolling indolently at the door of his teepee somewhere out west.

"Chief," remonstrated the go-getter, "why don't you get yourself a job in a factory?"

"Why?" grunted the chief.

"Well, you could earn a lot of money. Maybe 30 or 40 dollars a week."

"Why?" insisted the chief.

"Oh, if you worked hard and saved your money, you'd soon have a bank account. Wouldn't you like that?"

"Why?" again asked the chief.

"For Gosh sakes!" shouted the exasperated go-getter. "With a big bank account you could retire, and then you wouldn't have to work any more . . ."

"Not working now," pointed out the Indian.

Peace at a Price

Two women in a railway car argued about the window and at last called the porter as referee.

"If this window is open," one declared, "I shall catch cold and will probably die."

"If the window is shut," the other announced, "I shall certainly suffocate."

The two glared at each other. The porter was at a loss, but he welcomed the words of a man with a red nose who sat near. Said he:

"First open the window. That will kill one. Next, shut it. That will kill the other. Then we can have peace."



Livingston.

Promotion

JAMES WILLIAM LIVINGSTON has been appointed City Ticket Agent in GREAT NORTHERN'S Chicago city ticket office.

Appreciation

"Having ranch operations in the State of Washington, Mrs. Sherritt and I have used the GREAT NORTHERN for many years, and we both wish to express our appreciation of the very excellent food and perfect service aboard your EMPIRE BUILDER. Anyone traveling these days should appreciate comfortable train service and good food, as the same has practically disappeared with the war rush. It is little to say that you still operate the finest and most restful train service in America."

The above is quoted from letter from Mr. R. M. Sherritt, president, The Sarjeng Corporation, Chicago, Ill.

Twelve

The Great Northern's Own

(Continued from page 3)

is one of the expert riflemen in the 704th.

But don't let these pictures fool you. The boys are learning a lot about railroading on a big scale to fit them for the big job ahead, and they are doing it willingly and thoroughly, and enjoying every minute of it too.

The 704th Headquarters Railway Grand Division is composed of 26 officers and 75 enlisted "railroad operation" specialists, and is under the command of Colonel Alex W. Campbell, former assistant superintendent of transportation of the GREAT NORTHERN who, with other personnel, is on leave of absence for the duration. The Railway Grand Division is under the command of Brigadier General Carl R. Gray, Jr., of the Military Railway Service.

Seattle-Portland Train Service

Trains Nos. 405-406 have been discontinued, effective March 12. Train No. 408 now leaves Portland daily 12:30 p. m.; Tacoma 1:24 p. m.; arrives Portland 5:05 p. m.

Train No. 407 leaves Portland 1:30 p. m., same as heretofore, but arrives Tacoma 4:48 p. m.; leaves Tacoma 4:52 p. m.; arrives Seattle 5:50 p. m. same as heretofore.

Train No. 458 now leaves Seattle daily 4:30 p. m.; arrives Portland 9:30 p. m.

There are no changes in other passenger train schedules on the Seattle-Portland line.

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Dolomite near Marble, Washington.

Magnesium Metal from Dolomite

MAGNESIUM METAL is now being extracted in large quantities from common "dolomite." The Defense Plant Corporation is constructing a \$20,000,000 plant for this operation at Mead, near Spokane, Washington, on the GREAT NORTHERN which will produce several times the quantity of magnesium that has heretofore been produced in the entire United States.

Dolomite is a rock mineral closely resembling limestone in appearance. It is generally white, green, pink, gray, or even black, and is to be found in many varieties in a number of locations throughout the world. Very pure dolomite contains 13 per cent of the industrially young metal, magnesium, the remainder being oxygen, carbon and calcium.

The purest varieties of dolomite until recently were considered inferior to limestone. However, with the great need for magnesium, brought about by the war, dolomite

has been found to contain the necessary components for magnesium.

Magnesium is a light, white, and fairly tough metal and is used principally as an alloy with other metals where lightness of weight is a main factor. It is also used for flashlight photography and pyrotechnic purposes. It is widely used in incendiary bombs.

Research will disclose the extent to which magnesium can be used as a commercial metal and it is predicted that it will assume an important role in post-war manufacturing. Its principal use at present is in the war aircraft industry, but in normal times magnesium will undoubtedly prove its advantages in the manufacture of household appliances and many other portable articles where lightness of weight, rather than strength, is a prime consideration.



Lieut. Erickson.

In the Navy

W. E. F. Erickson, commissary buyer, in GREAT NORTHERN'S purchasing department, St. Paul, has been commissioned a lieutenant senior grade, Supply Corps, U. S. Navy Reserve, and is now at an

eastern naval training station.

Lieut. Erickson, began employment with the GREAT NORTHERN as an office boy in 1912. He served in the U. S. Army in the first world war, and is junior vice commander of the Business and Professional Men's Post of the American Legion.

Extra Fare Train

DUE to the large number of passengers routed via the New York Central Lines from Chicago to New York arriving at destinations without extra fare tickets and stating that they were not informed that extra fare is now in effect, the New York Central Lines advise that THERE IS AN EXTRA FARE between Chicago and New York of \$3.00 on the 20th Century Limited which is the only extra fare train operated by the New York Central in the east.

A Tablespoon Full Daily

IF every housewife in the nation saved as little as one tablespoon of waste fat each day the total would provide a pound per month per family, or between 350,000,000 and 450,000,000 pounds per year. This would go far in helping to provide for the war needs of our own forces and those of our allies.

Fourteen

What Goes On!

GREAT NORTHERN'S division freight offices at Grand Forks, N. D., are now located at 402 First National Bank Building.

* * * * *

J. H. Kenney, GREAT NORTHERN'S New England Passenger Agent, Boston, Mass., died on February 22. T. F. Carroll, formerly city passenger agent, has been appointed to succeed Mr. Kenney.

* * * * *

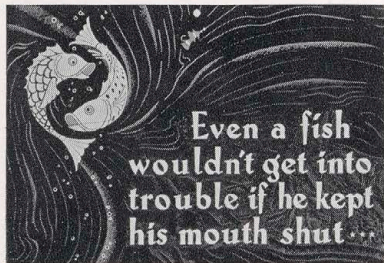
The New York Central Association of Passenger and Ticket Agents, at its annual meeting held in February, elected Geo. J. Ahlmeyer, T. P. A., Norfolk & Western Ry., president; A. Charmoille, C. P. A., Union Pacific R. R., 1st vice-president; David Youngman, C. P. A., Seaboard Ry., 2nd vice-president; W. J. Hageney, agent, Consolidated Ticket Office, Brooklyn, secretary; Edwin D. Jaycox, P. A., C. B. & Q. R. R., treasurer.

* * * * *

Howard A. Noble, retired GREAT NORTHERN passenger department executive and one-time general manager of the Glacier Park Hotel Co., died unexpectedly in LaJolla, California on February 28, at the age of 69.

* * * * *

Give good books and more books to our fighting men in all branches of the service. Local libraries are receiving and sorting centers for all books in the Victory Book Campaign.



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Help push the Axis to its doom.

New Phase of War Bond Campaign

THE United States Treasury Department is now preparing to enter upon the second great phase of the War Bond campaign.

The Treasury Department's new goal is to increase prorata purchases through Payroll Savings and among all other buyers. War Bond buying must be accelerated just as the tempo of the war has increased.

Every time an American workman puts \$18.75 into War Savings for which he or she received a bond which will pay him or her \$25 at maturity 10 years hence, he or she accomplishes these things:

Buys any of the following:
 950 .45 caliber cartridges,
 more than 4 steel helmets,
 a chemical warfare protection outfit,

almost a thousand rounds of .45 caliber cartridges,
 5 pairs of shoes (19.25),
 15 woolen shirts (18.90),
 15 pistol belts (19.20),
 9 twill jackets,
 18 comforters (18.48),

Builds up a tidy nest egg for the future when the civilian goods he or she is denying himself or herself now will again be plentiful. Helps to prevent inflation and ruinous price rises in the cost of living. Helps to equip his or her relatives and friends who are doing the fighting.

The cartoon above was drawn by Mr. Don Gough, stenographer-clerk in the office of C. F. O'Hara, GREAT NORTHERN'S assistant general freight and passenger agent at Helena, Montana.

8 miles straight through a mountain



To an embattled America, the Cascade Tunnel on Great Northern's main line in Washington has attained new and tremendous importance.

Piercing the Cascade mountain range for 8 miles, this longest railway tunnel in the Western Hemisphere permits swift, safe movement of men and materiel of war through rough country when speed and dependability of transportation count heavily for Uncle Sam.

Men fought stubborn, solid rock for three years in constructing the Cascade Tunnel. When the bore, straight as a rifle barrel, was completed in 1929, many time-eating, over-the-mountain miles of line were eliminated, further reducing what already was the shortest rail route between the Great Lakes and Puget Sound. A complementary improvement was electrification of 75 miles of railway through the Cascades, including the tunnel.

Symbol of never-ending improvement in Great Northern's service to the nation, this peacetime engineering achievement saves precious hours and miles in America's surge to victory.

GREAT NORTHERN RAILWAY

This advertisement will appear in the following publications:

CHICAGO JOURNAL OF COMMERCE, NEW YORK WALL ST. JOURNAL,
NEWSWEEK, UNITED STATES NEWS, BUSINESS WEEK, BANKING,
SATURDAY EVENING POST, THE ATLANTIC, COLLIER'S AND
NATION'S BUSINESS.

FORM 6009 3-43

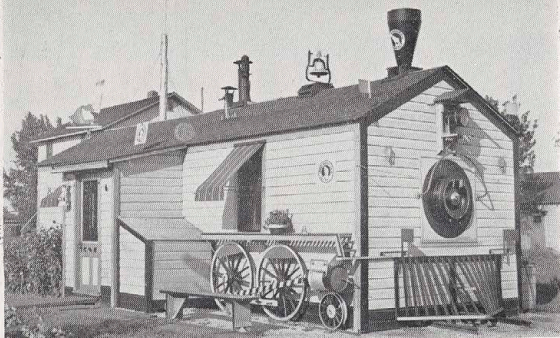
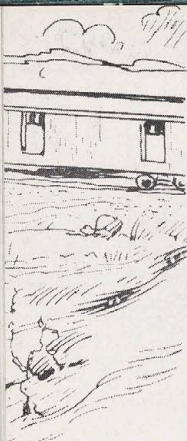
PRINTED IN U. S. A.

the GREAT NORTHERN GOAT



APRIL
1943

ROUTE OF THE EMPIRE BUILDER



Great Northern Bunk-house at Noyes, Minnesota, where engineers and conductors "lay-over" between runs, decorated to resemble a locomotive.



An Engineer's Hobby



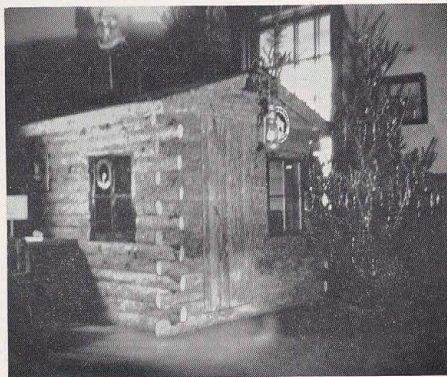
A portable merry-go-round with bouncing horses and all the regular circus features.



An old Dutch windmill that rolls on a swivel no matter from what direction the wind blows.



Great Northern engineer Carl Berquist, official gardener.



Portable log house on the grounds adjoining the bunk-house at Noyes.



Great Northern engineer R. A. Dreckler, designer and builder of unusual novelties.

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The Bunkhouse at the Canadian Border

AT NOYES, Minnesota, where the GREAT NORTHERN'S Winnipeg Limited goes through Customs and enters Canada, the company has provided a bunkhouse for sleeping accommodations and relaxation for its engineers and conductors between their runs.

Two veteran engineers who have piloted the Winnipeg Limited for many years have, during their "off duty" periods, arranged the premises to make them more attractive and have done an unusual job.

Engineer R. A. Drecksler of Crookston, Minnesota, has decorated the bunkhouse so that it resembles a locomotive in every detail. Farm bells, wagon wheels, spare wheels from automobiles, cream cans for cylinders, diamond style smoke stacks, number plates and the GREAT NORTHERN'S well known GOAT trade-mark have been used to give it a railroad atmosphere.

Engineer Drecksler's hobby is making unusual things from practically nothing. In his collection are a portable miniature merry-go-round weighing 300 pounds, with bouncing horses and all the other features of

a life-size model; a revolving Christmas tree that remains lighted continually; an old Dutch windmill, six feet high, that can be moved around and that rolls on a swivel that operates no matter from what direction the wind blows.

Christmas exhibits built by Engineer Drecksler are displayed in the GREAT NORTHERN'S passenger station in Crookston, Minnesota, during the holiday season each year. Persons from most every part of the United States and Canada have viewed and are astonished at these unusual articles designed and built by a veteran railroad engineer who finds relaxation and enjoyment in making unusual things.

Engineer Carl Berquist, another veteran, assists Engineer Drecksler in his unusual work and is official gardener and looks after the planting and cultivation of the grounds adjoining the bunkhouse.

The portable log house on the grounds adjoining the bunkhouse was built by Engineer Drecksler and George Ramstad, GREAT NORTHERN'S yardmaster in Crookston, Minnesota.

Another "Biggest" at Grand Coulee

A NEW lift, the largest passenger elevator in the United States, has been installed at Grand Coulee Dam. It can carry thirty people, travels 500 feet per minute, the speed of an express, and drops 362 feet, the equivalent of a thirty-story building, into the heart of the great concrete structure, giving access to the outlets of the 8½ miles of galleries or hallways inside the dam.

The platform of the car is 12 feet 8 inches, by 8 feet 3 inches, and when used to lift heavy equipment, has a capacity of 44,000 pounds, and

travels 100 feet per minute. It is geared to carry freight as well as passengers, and is one of four, high speed, newest type elevators recently installed at the dam.

It is expected that these elevators will offer a thrill to post-war visitors to the Grand Coulee Dam. A conducted tour is being planned for future tourists, giving them the opportunity to ride these swift machines, being taken deep into the dam, and permitting them to inspect the huge electrical generating equipment of the powerhouse, in actual operation.

THE GREAT NORTHERN GOAT

VOL. 13

APRIL, 1943

No. 6

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

IVAN A. COPPE, Editor

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

Easter

THOUGH religious and solemn in character rather than jolly and frivolous, Easter is a holiday that appeals to everyone. Somehow the whole world becomes more beautiful at Easter time. Millions of buried seeds burst suddenly into bloom. Winter shivers—and is gone. And the earth makes its beautiful Easter offering of spring flowers.

A popular superstition in ancient England was that the sun danced on Easter Day. It became a common custom for the people to rise early to witness this dance of the sun. There existed, at one time, an ingenious method of making an artificial sun-dance. A huge vessel of water was set out in the open and the rays of the sun permitted to play upon its trembling surface. The result, of course, was a dancing of the sun's reflection, which greatly impressed and delighted the masses.

The question, whether the sun really did dance, was solemnly discussed and combated by grave old scholars, who took the trouble

to demonstrate by irrefutable arguments at great length, that while the sun might sometimes shine more brightly on Easter morning than on another, it was simply by accident and that in any event there was no dancing and could be none. The question was definitely settled, by the sun himself, thus, in doggerel, in "The British Apollo," in 1708:

Question. Old wives, Phoebus, say

That on Easter Day
To the music o' th' spheres
you do caper;

If the fact, sir, be true,
Pray let's the cause know,
When you have any room in
your paper.

Answer. The old wives get merry

With spiced ale and sherry
On Easter, which makes them
romance;

And whilst in a rout
Their brains whirl about,
They fancy we caper and
dance.

The Goat's Cover



number of beautifully colored eggs in odd corners for the good little children.

THE Easter bunny is almost as important a figure in nursery lore as the Christmas St. Nicholas. The white bunny steals into the house on Easter Eve and secretes any



Great Northern's Red Cross War Fund Chairman and co-workers.

Over The Top

COMPLETION of the 1943 Red Cross War Fund drive among employees in GREAT NORTHERN'S general offices, shops, stores, freight depot, yards and commissary in St. Paul, indicated subscriptions totaled 450 per cent more than in any previous Red Cross drive. When word of this record-breaking achievement got around, officers and employees, and some retired officials and employees, who had already made their contributions, were so proud and pleased with the response of their former co-workers, that they sent in substantial additional checks

bringing the final result up to 700 per cent plus.

Shown in the picture above from left to right are:

First Row—Betty Ann Feider; Mary E. Espeland; Verne M. Hampe; Walter N. Norris, chairman (center); Audrey Brink; Margaret Balch Strecker; Dorothy Norlin.

Second Row—Teresa Pschandler; Bertha Leistiko McCarthy; Cecelia Dolan; Lois Peterson Hofer; Marjorie Groebner; Mary Redfield.

Third Row—Marion O'Hara; Irma Warming; Frances Reagan; Crystal O'Brien; Dawn Anderson.

Back Row—Eva L. Skeene; Ruth Hensel; Dorothy Gillig; Ruth Zimmerman; Ruth Hutchinson; Gloria G. Lusk.



Father and Son.

Great Northern Sons

M. L. Gaetz, GREAT NORTHERN'S superintendent of the Minot Division, Minot, North Dakota, is pictured here with his railroading son, Lieut. Stanley "Jerry" Gaetz, trainmaster for the army-operated Skagway-to-Whitehorse railroad, a 111-mile, narrow-gauge road which connects the Pacific coast with a key point on the Alcan highway.

As an officer of the military railroad service responsible for the operation of trains over this vital, hazardous route which links Whitehorse with the sea, Lieut. Gaetz has seen a small group of young army men convert an old, dilapidated, intermittent line into a dependable supply road which is operating 24 hours daily in winter, as well as summer.

Lieut. "Jerry" was employed by the GREAT NORTHERN before he entered the army in April, 1941.

Six

Perfect Shipping Month

To shippers and railroad men, APRIL IS PERFECT SHIPPING MONTH. As in every year since 1937, the campaign is being conducted by the thirteen regional Shippers Advisory Boards; by the officers and committees of the Boards; and by the officers and employees of 25,000 firms comprising their membership—firms which ordinarily account for about four-fifths of all the shipping in this country.

Individual railroads, the Railway Express Agency, Association of American Railroads, traffic clubs, chambers of commerce and many other organizations participate.

The purpose back of PERFECT SHIPPING MONTH is to improve shipping methods; to encourage better shipping practices affecting every kind of goods; better packing, more secure loading, stowing, bracing, and more careful handling all along the line; to do everything possible to make sure that shipments reach their destination safe and sound.

When the gospel of PERFECT SHIPPING first was preached, the program was to work for elimination of an economic waste that was costly alike to the carriers and their customers. As it has turned out, the campaign was also in essence a war preparedness measure. By stimulating adoption of improved methods of packing and loading, by inducing greater attention to careful handling, the campaigns prepared shippers, handlers, and receivers of freight and express to cope better with the conditions that obtain today. Loss or damage of commodities through carelessness now means more than economic waste. It involves duplications of production and transportation, a drain on materials and manpower, that the Nation cannot afford when all its resources are required for prosecution of the war and maintenance of the civilian economy.

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They Give Their Lives— You Lend Your Money

AS the tempo of our War program moves forward and to the offensive, it becomes increasingly necessary for the people of the nation to invest more of their funds in War Savings Bonds and Stamps. The investment should be made to the limit of our ability, and all unnecessary spending eliminated.

The road ahead is not easy for those left at home on the production front. It is not enough for the wheels of production to be moving at a greater speed and with increased momentum. The soldiers, sailors and marines on our fighting fronts must be fed, clothed and equipped to do the job before them. All of this costs money and plenty of it. Therefore, this Second War Loan drive being conducted by the United States Treasury Department War Finance Committee during the month of April, is most important and should receive the attention of every man, woman and child living in these United States, in the comparative safety of their homes.

If you are not already buying War Savings Bonds and Stamps through your company's payroll savings plan arrange to do so at once. If you are, BUY MORE.

A Record

THE Great Northern Railway Company, as an authorized agent of the United States Treasury Department for the issuance of War Savings Bonds, delivered 17,475 such bonds, in various denominations totaling \$380,000, on the company's payroll savings plan, to its employees, during the month of March 1943. This is the largest number and amount of War Savings Bonds issued and delivered in any one month to-date.



Queen Noreen

Wenatchee Apple Queen

JUST a few short months ago, Noreen Roth of Hollywood, was Norabelle Roth of Wenatchee, Washington. She was selected as that city's 1942 Apple Blossom Queen and sent to Hollywood, California, as her state's "Apple Capital of the World" representative.

While attending an event in her honor at one of Hollywood's famous night clubs, cinema scouts became interested in her and she is now under contract to Metro-Goldwyn-Mayer. She is making a feature picture with Mickey Rooney and Judy Garland titled "Girl Crazy".

Noreen is 19 years of age and is the daughter of Mr. and Mrs. Al Roth of Wenatchee. In private life she is Mrs. Leo Siegel, her husband, Lieut. Siegel, being a flight sergeant in the U. S. Army.

On WMC Committee



McDonough

railroad labor and management. Matters to be considered by the regional committee are the status of the regional labor market, operations of employment stabilization plans in the area, plans for utilizing facilities of the U. S. Employment service for farm placement and administration of the new 48-hour week order.

CHRIS McDONOUGH, general manager of lines east for the GREAT NORTHERN, with headquarters at Duluth, Minnesota, has been named to the regional committee of the War Manpower commission, as a representative of

We're Rationed, Too!

LIKE all purveyors of public dining service, the GREAT NORTHERN railway also must count food ration points.

And, in addition to conserving food, must consider the welfare of dining car personnel these days. Stewards, chefs and waiters never have worked harder. They must have rest.

Toward maintaining, under these circumstances, the traditional high standards of GREAT NORTHERN dining service, only two meals will be served daily to civilian passengers on the EMPIRE BUILDER. Members of the armed forces will, of course, get chow three times daily.

Breakfast will be served from 6:30 A.M. until noon. Dinner will begin at 4:30 P.M. and will continue until all are served.

Great Northern Train Schedule Changes

STARTING Sunday, April 18, GREAT NORTHERN trains 19 and 20, THE GOPHER, between St. Paul, Minneapolis and Superior-Duluth, leaves St. Paul (northbound train 20) 3:30 p. m.; Minneapolis 4:00 p. m.; arrive Superior 6:45 p. m.; Duluth 7:00 p. m. Southbound (train 19) leaves Duluth 3:30 p. m.; Superior 3:45 p. m.; arrive Minneapolis 6:30 p. m.; St. Paul 7:00 p. m.

The same fast schedules as heretofore will be maintained except that departures from the Twin Cities and Duluth-Superior will be one hour earlier than at present.

In order to provide dining car service for special troop train movements, dining service on THE GOPHER was discontinued on April 18.

ST. PAUL-MINNEAPOLIS-WINNIPEG SERVICE

The Winnipeg Limited (North-

bound) now leaves St. Paul 8:00 p. m.; Minneapolis 8:35 p. m.; arrives Winnipeg 10:30 a. m. Southbound, leaves Winnipeg 8:10 p. m.; arrives Minneapolis 9:50 a. m.; St. Paul 10:30 a. m.

GRAND FORKS-CROOKSTON-SUPERIOR-DULUTH

Train 36 now leaves Grand Forks 10:30 p. m.; arrives Crookston 11:20 p. m.; leaves Crookston 1:05 a. m.; arrives Duluth 8:20 a. m. There is no change in schedule for train 35.

Grand Forks-Minneapolis-St. Paul standard sleeping car is operated daily on trains 3 and 4 between St. Paul, Minneapolis and Grand Forks, instead of on trains 7 and 8 and 35 and 36 via Crookston as heretofore.

Trains 35 and 36 connect at Grand Forks with trains 3 and 4, to and from Devils Lake, Minot and Williston.



PHOTO BY WOOTTEN-MOULTON, CHAPEL HILL, N. C.
A scene from "Tim-berr" produced by The Carolina Playmakers.

A Tribute to the "Folk"

By DORIS E. MARSOAIS

PIONEER America that saw long, winding covered wagon trains give way to glittering spans of steel uniting a nation has slipped away into a romantic, heroic past! There are no more frontiers! The primitive strength and the kindliness of our "neighbor" has given way to selfishness, scientific exactness and mechanized efficiency. That is the cry in the wilderness of those who cannot see; the sob in the throat of the factory worker in the teeming city; the wail of the gas station attendant who sits forlornly in his run-down station on "the old road": "There is nothing we can do! Machines have gobbled up the world! Destruction is inevitable."

In the world apart, but still a part, are the poet, the painter, the playwright to whom there are always new frontiers. They know that the past makes the present and that the spirit of today must be caught ere it slips unsung into a forgotten yester-

day that strengthens a coming tomorrow.

To one of these immortals came a vision: There is greatness in the common man; there is an intensity in the heartaches of the "folk"; there is a joy in their daily living. There is a new frontier: Cherish the everyday world of the everyday people! So, to "Proff" ("Proph," a prophet, no less) Frederick H. Koch goes the tribute—"The Folk-Man of America". He came, as did the rails and the ties of the GREAT NORTH-EARN railway, shining and new from the "East" (in pin-striped trousers and a toppler) to go, as a young Lochinvar, into the "West", to open new lands to the people, the people of the great "White Desert", and he did open new lands to them when in 1914 he produced Native Prairie Plays in the Bankside Theatre at the University of North Dakota.

They were simple plays of pioneer
(Continued on page 10)

A Tribute to the "Folk"

(Continued from page 9)

people; of wind-bitten towns, of lonely sod shanties, of the whiteness of the blistering, burning sun and the whiteness of the glistening, frozen snow, the purple shadows of evening and the song of the meadow-lark. The heart of the people singing songs of bitterness, strength and toil.

"Proff" planted a seed in the soil that nourished knead wheat. Then he was called to the University of the Old North State at Chapel Hill, North Carolina, to further "tradition", and the drama of the American Folk was extended from the Bad Lands of Dakota to the Great Smoky Mountains of Carolina and on to the sea, past cotton, tobacco and swampy lowlands. It stopped at Negro shanties and tenant-farm shacks, at fisher huts on the islands. It found its way into the hearts of the underprivileged of the "Deep South".

But the South does not hold full claim, nor does Dakota, on the folk of our America. The fame of the Carolina Playmakers reached the far West and a "schoolmarm" with the aid of a Rockefeller Graduate Fellowship journeyed to the quaint and quiet "village" to study with "Proff" and to sing a lusty song of the Cascadian Pacific Northwest woods: verdant, sparkling and dripping with gleaming drops of mist-silver rain; richly carpeted with thick, green moss, garlanded with fern and Oregon grape: dense, cool and quiet. Opening only to tumbling waterfalls and rushing mountain streams glittering with flakes of gold. Its proud heritage: God's mighty trees: kingly firs, silvery spruce, lacy hemlocks, lordly cedars and fresh, green vine maples. Mountain peaks, snow-capped, stand silent watch imperially. Here is the beauty of serenity and the bigness of a shining world from Mount In-

dex to mighty Mount Rainier past the shores of Puget Sound to the Olympics.

But there is more than Nature to be sung, there is the song of the people, her people: the logger, the lumberjack, courageous, solid and sound. So, in TIM-BERR!, the first play of the Pacific Northwest to be written and produced in the famous Carolina Playmakers Theatre, is portrayed the undaunted spirit of the men of the woods and it is dedicated to their heroic lives and bravery. They, like the great trees, are vanishing, but when they go over the "Round River" they will go as a mighty fir goes crashing to the earth leaving a legend of strength and steadfastness. Truly a life of warmth and color.

Too little tribute has been forthcoming for the mighty men of a mighty industry. There are still new frontiers! Explore then the heart of the people—singing.

To the experimental audience in this picturesque southern theatre, TIM-BERR! was something new. Few, with the exception of a handful of State-of-Mainers, had any knowledge of the logging industry, so the story of the tree topper and the riggin' crew, the simple, everyday existence of these men and their constant danger was of intense interest.

The locale of TIM-BERR! was Index, Washington, on the main line of the GREAT NORTHERN railway, and portrayed the logging industry in the Pacific Northwest. The play was written by Miss Doris E. Marsolais, a Rockefeller Graduate Assistant, under the direction of Samuel Selden, Associate Professor, in the Department of Dramatic Art, University of North Carolina. It was produced in the famous Carolina Playmakers Theatre in Chapel Hill, North Carolina in February of this year.



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Goat Gaities



A Sure Cure

Two men met in the street, and one had a terrible toothache. He was suffering. He was in agony.

"What can I do to relieve this awful pain?" he moaned to his friend. "You know what I do?" said the other guy helpfully. "When I have a toothache, or pain, I go over to my wife, and she puts her arms around me, and caresses me, and soothes me until finally I forget all about the pain."

His friend brightened up immediately. "Gee, that's wonderful!" he exclaimed. "Is she home now?"

Dangerous

Two out-of-towners climbed on a Fifth Avenue bus and decided to sit on the upper deck. They went gingerly up the narrow stair well, and apparently sat down. Suddenly they came clattering down, eyes wide with fright.

The conductor inquired, "What's the matter—no seats?"

"No seats!" screamed the out-of-towners, "plenty of seats, but it's too dangerous up there. No driver!"

Salesmanship

A visitor to a crossroads store that ordinarily carried a small stock of everything, noticed all available space piled high with barrels and bags of salt.

"Lem," the visitor asked, "Do you sell a lot of salt?"

"Well, no," was the reply, "I don't sell hardly any." He was silent a moment. "But there was a feller in here last week—he sure could sell salt."

For Sure!

Pvt. Smith (Aboard an Atlantic Convoy)—"Sarge, I'm beginning to feel seasick. What can I do?"

Sarge—"Don't worry, son. You'll do it."

The Middlesex

Two colored recruits from the deep South were wide-eyed their first day in an Australian port, among the international troops stationed there. But the climax was attained when they saw coming down the road two Highland Scots in the swinging step they use, their kilts swaying above their bare knees.

"Joe," one colored boy whispered, "do you see what I see? Or is I dreamin'?"

"You're awake," the other said comfortingly. "That's just some of that famous Middlesex regiment we's heard about!"

Not All Lunatics

Hitler was making a tour of a German lunatic asylum. All the inmates lined up and, as soon as the Dictator appeared, stood smartly to attention and gave the Nazi salute. All, that is, except one man at the end of the line.

"Hi!" screamed Adolf. "Why aren't you saluting?"

"Don't be silly," said the man. "I'm one of the guards here, not one of the inmates!"

Unperturbed

Mistress: "Why is it that every time I come to the kitchen I find you reading a magazine?"

Cook: "It must be because you wear rubber heels."

Commissioned



Capt. Slattery

T. J. Slattery, attorney in the GREAT NORTHERN'S legal department in St. Paul, has been commissioned a captain in the Judge Advocate General's department of the U. S. Army. Capt. Slattery is in Ann Arbor, Michigan, for special training.

He was graduated from the University of Minnesota law school in 1928 and held a second-lieutenant's commission in the Army Reserve.

Junior Livestock Show

The Eighth Annual Junior Livestock Show of Spokane, Washington, will be held as usual on May 5, 6 and 7, in the Old Union Stockyards and will be open to members of the Future Farmers of America and of the 4-H Clubs.

Appoint Yourself A "Rumor-Warden"

WHEN anybody passes on one of those "in-the-know" stories to you, ask him if the tale has been tested against these questions:

1. Does it hurt morale?
2. Does it discredit our Allies?
3. Who benefits most from spreading the story — we, or the enemy?
4. Does it foster distrust of the Allies' government?

No Extra Fare

The Pennsylvania Railroad advises that there is no extra fare on their Broadway Limited between New York and Chicago.

Twelve

Appointment



Zapell

Ray J. Zapell, GREAT NORTHERN'S traveling passenger agent, Seattle, Washington, has been appointed general agent passenger department in that city, succeeding R. C. Michkils, who has retired.

Mark C. Sandstrom, city passenger agent, in GREAT NORTHERN'S ticket office, San Francisco, California, will succeed Mr. Zapell as traveling passenger agent, Seattle.

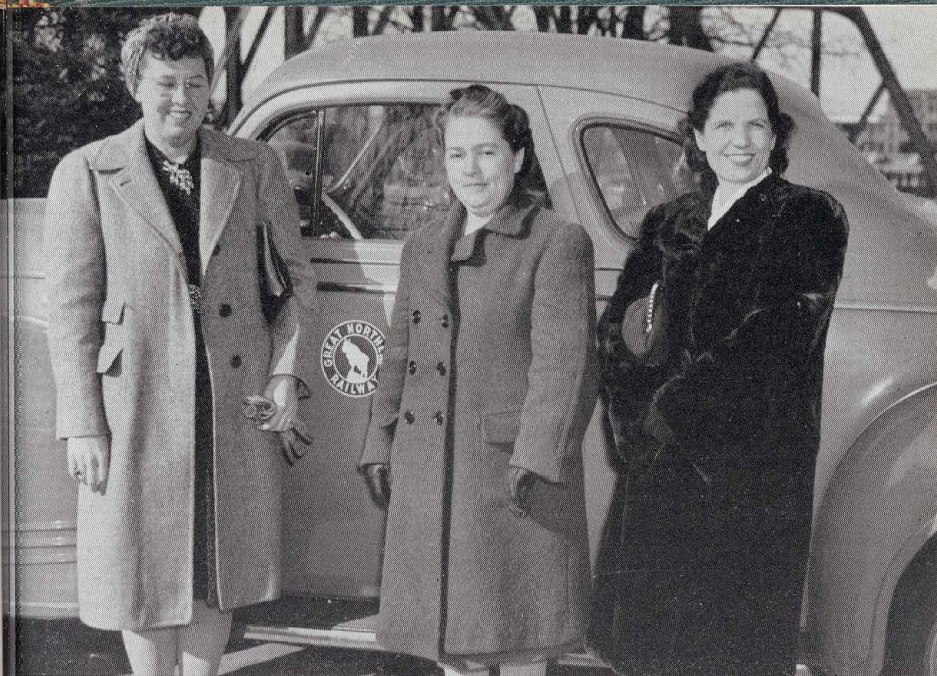
From the West Indies

Acknowledging a Christmas gift sent to GREAT NORTHERN freight traffic department employees in St. Paul in Uncle Sam's armed forces by their co-workers, Yeoman first class R. H. Beauclaire, stationed somewhere in the West Indies, wrote "have received the December and January issues of Reader's Digest and want to express my appreciation for the gift subscription. The magazine is hardly out of the wrapper before I have a waiting list of fellows as anxious to read it as I am. It is unbelievable how dilapidated they become and still hold together."

If you are not already sending some reading matter to boys in the service why not arrange to do so regularly. They need it badly and will welcome it.

Testimonial

Passenger traffic representatives of various railroads in the Rochester, N. Y. area, recently tendered a testimonial dinner to C. A. Yackel, ticket agent, New York Central System, Rochester, celebrating his fifty years of service with that company.



Left to right: Mrs. Martha Louise Kapfer, Mrs. Dorothy Elliott, and Mrs. Florence M. Flynn.

Women Messengers Doing a Good Job

TWENTY-FOUR HOUR service is maintained by these three women messengers who have replaced men in GREAT NORTHERN'S freight offices at Spokane, Washington. They travel between offices in Spokane

and the Hillyard yard office, handling way bills, telegrams, mail and all business requiring fast delivery. They cover approximately 3,000 miles a month.

Cargo Shipped to Troops Overseas

CARGO shipped to overseas troops during the first year of America's participation in the present war averaged 82 pounds per man per day, according to figures announced by the War Department. This is almost twice the figure for the comparable period of the last war when the average was 43 pounds per man per day.

A further indication of the size of the task now handled by the

Transportation Corps, Army Service Forces, is given in the figures for troop movements to overseas destinations in the first twelve months of the war. The number embarked was 891,827 as compared with 366,603 in the same period of the last war.

The United States Army freight dispatched so far in this war has been divided almost equally between Pacific Coast ports and the Atlantic and Gulf ports.



Great Northern Railway employees in Uncle Sam's Armed Forces April 1, 1943.

Our Gold Stars

★NINE Great Northern Railway employees missing and killed in action, and succumbing to disability in this country and abroad, were reported in the March number of the GOAT.

★2nd Lieut. Paul Hurley, Army Air Corps; signal helper, Minneapolis, Minnesota. Killed at Natal, Brazil, in aeroplane accident, March 3, 1943.

Information concerning OUR GOLD STARS is compiled from data available.

CORRECTION

Location of the Court Street incline railway given as in San Francisco, in the March number of the GOAT, was in error. The recently abandoned "shortest railway in the world" was located in Los Angeles, California.

Fourteen

Free Service Men's Dormitory

FURLOUGHED service men can rest for a few hours or obtain overnight sleeping accommodations, without charge, in a new Army-Red Cross dormitory in the Union Station, St. Paul, Minnesota. It is one of the largest such dormitories in the United States.

The dormitory was suggested by C. S. Christoffer, vice president and general manager of the St. Paul Union Depot Company. In cooperation with the St. Paul Chapter of the American Red Cross, the Army and a group of local business men, the work was under way and completed within a few days.

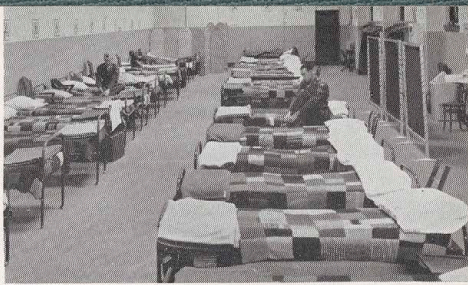
Space 120 feet long by 42 feet wide in the Union Station was provided by the Depot Company and quickly put in order, re-decorated in two shades of blue, and plumbing and wiring completely revamped to meet requirements. The room has a capacity for 40 cots, obtained from the Army post at Fort Snelling, and is kept in order and provided with fresh linens by a committee of the Red Cross, headed by Mrs. V. P. Turnburke. Linens, laundry and dry cleaning services, dentifrices, shaving and shoe-shining materials and other necessary articles are contributed by St. Paul business concerns. Ironing boards and electric irons are available so that service men can freshen up their wearing apparel. Free tub and shower baths are also available. A "sick bay" is screened off from the rest of the dormitory for service men with colds and other disabilities.

The dormitory is under the supervision of the Army and its regulations apply in its operation. An Army M. P. is in attendance at all times and service men desiring accommodations must register with him.





An Army M. P. is in attendance at all times.

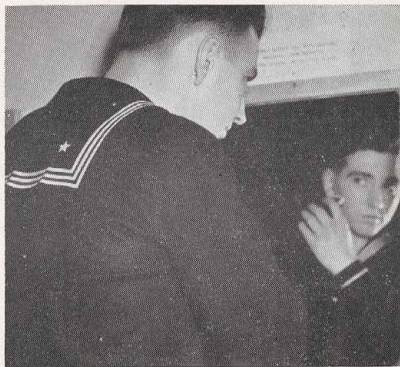


Forty comfortable cots, covered by bright colored knitted afghans

★ Army ★ Red Cross Dormitory for Service Men



Members of the St. Paul Chapter, American Red Cross, keep the dormitory in order, make up beds and replenish linens.



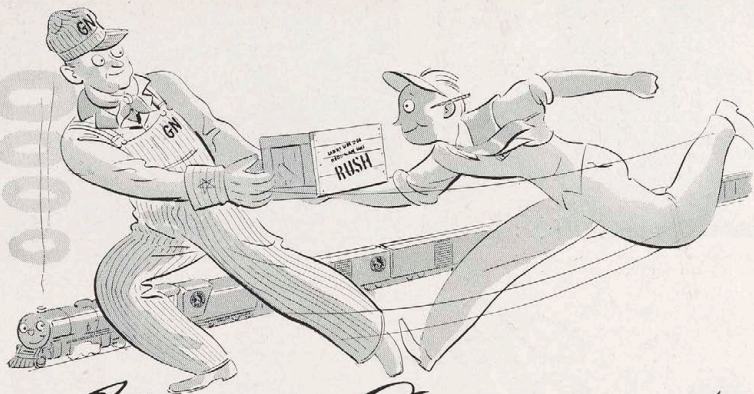
Shaving soap, toothpaste and other toilet articles are furnished by local business concerns.



Shoe-shining materials and equipment—



—and ironing boards and electric irons are available for repairing and refreshing wearing apparel.



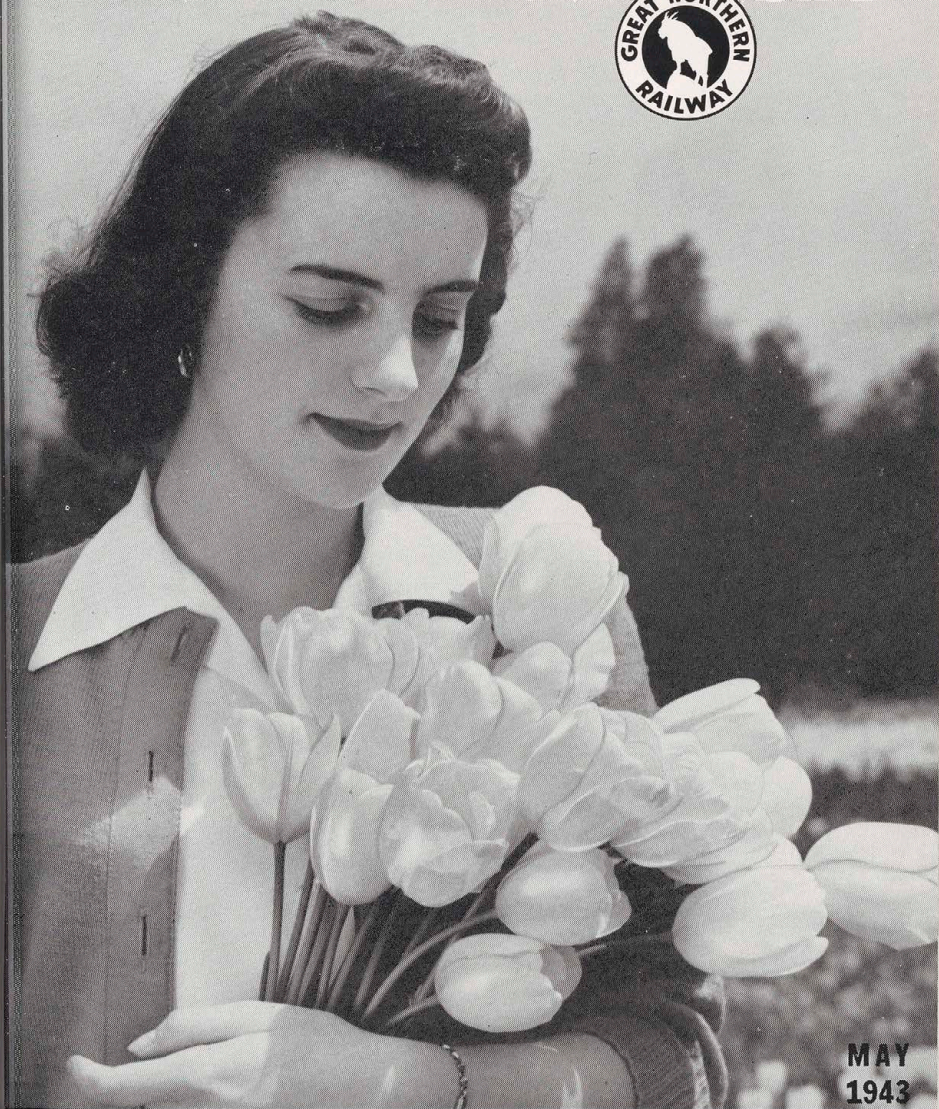
Winning Combination!

It's teamwork precision that can make every month a Perfect Shipping and Careful Handling Month . . . the teamwork of shippers and railroads. That great progress has been made toward that goal during the period of greatest production and greatest freight traffic in history is a wonderful tribute to the effectiveness of coordination.

Great Northern Railway not only is proud of the traffic volume records it established during 1942, but also is proud of the careful handling, expedited transportation and safe delivery which have characterized the united efforts of Great Northern men.

**GREAT NORTHERN
RAILWAY**

the
GREAT NORTHERN GOAT



MAY
1943

ROUTE OF THE EMPIRE BUILDER

Bulb growing in the Pacific Northwest



One of the largest independent bulb farms on the Pacific Coast is operated by the Lawler Bulb Company. Pictured is a 30-acre planting, south of Monroe, Washington.



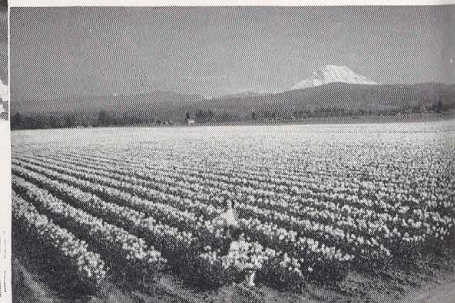
Field of 100,000 tulips in bloom on the Palmer gardens north of Marysville, Washington, on Great Northern's Everett-Vancouver line.



Caroline Potter and Mary Lou Shaver on daffodil farm near Sumner, Washington.



A daffodil show is held at Sumner, Washington, each year in connection with the daffodil festival, at which growers exhibit their best specimens.



172-acre bulb farm near Sumner, Wash.



Flower Bulbs—A Million-Dollar Industry

ONE of early Summer's beautiful sights is the mass of color at the big flower bulb farms in the Pacific Northwest, where croci, narcissi, irises, tulips and daffodils bloom in brilliant profusion. With climate and soil particularly adapted for large scale bulb-growing, western Oregon and Washington have become the bulb-growing centers of the world. Like all pursuits not essential to the winning of the war, bulb growing is being carried on but under difficulties.

Many Dutch firms, before the war, sent plantings of novelty and other special bulbs to this area where they are now being propagated. Northwest bulb growers have made many new discoveries in planting and growing and have satisfied the trade that they can produce a good bulb for forcing and are now supplying this important trade that was previously partial to Holland bulbs. The Croft bulb, which grows satisfactorily in the Northwest, produces a better lily than any from other countries and is being grown in increasing numbers on the Pacific coast.

Bulb acreage in the Puget Sound area is considerable and is increasing each year. The growing of many varieties of bulbs, with emphasis on tulips, is being taken up by many localities along Puget Sound. Bulbs grown in the Pacific Northwest are shipped to southern states where early sunshine assists in producing early flowers for eastern markets. Bulbs last two or three seasons in southern climate and are then replenished from Pacific Northwest bulb farms.



June Levack and Mary Ann Jones in field of daffodils near Puyallup, Wash.

One of the largest independent bulb farms on the Pacific coast is in the Puyallup valley adjacent to the GREAT NORTHERN between Seattle and Portland.

Although the annual daffodil festival by Puyallup and Sumner was not held this year, thousands of people from nearby towns came to view the flowers in the various fields.

The annual value of the western Washington bulb crop is estimated at over one million dollars, and 60% of the crop is grown in the Puyallup valley. Daffodils flourish in April—tulips in May.

THE GREAT NORTHERN GOAT

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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, Minnesota.

Report to Stockholders

RAILROADS are anticipating further increases in traffic before the peak of war-time requirements for transportation is reached, F. J. Gavin, president of the GREAT NORTHERN, advised stockholders in the company's annual report.

The problem of replacing equipment that is wearing out, and of obtaining necessary materials, supplies and manpower, is continually becoming more critical, he warned.

Depending wholly upon its own resources, while rigidly regulated and heavily taxed, the railroad industry has successfully discharged its obligation to the nation at war.

It has been able to handle the increased traffic incident to the war while meeting civilian requirements for freight and passenger transportation, and in addition has taken

over the traffic which formerly moved by intercoastal steamships.

The GREAT NORTHERN'S freight traffic in 1942 was 65 per cent more than in 1929 and its passenger business was the largest since 1920, but this increased traffic was handled with 300 fewer locomotives and 5,000 fewer freight cars. Mr. Gavin attributed a large measure of the credit for this achievement to "the co-operation of shippers, the armed forces and the Office of Defense Transportation".

The GREAT NORTHERN, during 1942, reduced its net funded indebtedness nearly \$20,000,000.

Rate reductions granted the government for transportation of troops and freight, which were made for the most part to equalize land grant rates of competitive railroads, amounted to approximately \$4,500,000 in 1942.

The revenue per average ton mile in 1942 was 8.57 mills which was the lowest for any year since 1917 with the exception of 8.36 mills in 1941.

The Goat's Cover



TULIP time in the Pacific Northwest and they're both beautiful. Miss Shirley Watson of Everett, Washington, with an armful of prize winning bulbs.

Glacier Park Hotels, Chalets Will Not Open

WARTIME conditions have necessitated a sharp curtailment of services to and in Glacier National Park in Montana.

Although the park will, as a public-owned recreational area, be open this summer to those fortunate enough to get there, the GREAT NORTHERN'S EMPIRE BUILDER will not stop at the park's two rail entrances—Glacier Park and Belton, Montana.

The Glacier Park Hotel Co. has announced that Glacier Park, Many Glacier and Lake McDonald hotels will be closed. Chalets, stores and the Swiftcurrent coffee shop and cabins also will be closed.

However, during July and August only, the East Glacier coffee shop and cabins (on Going-to-the-Sun highway) will operate for emergency service for motorists. The superintendent of Glacier Park reports that present snow conditions along Going-to-the-Sun highway indicate that the trans-Continental Divide road will not be open to traffic before July 1.

There will be no bus, saddle horse, launch or row boat services in Glacier Park this summer, operating concessionaires have announced.

Hikers who visit the park will be afforded very limited accommodations at Many Glacier and Lake McDonald caretakers' chalets, officials of the hotel company said.

Prince of Wales hotel in Waterton Lakes Park in Canada, adjoining Glacier National Park, will be closed this summer.



Sgt. Blair

G. N. Fireman in Iran

AMERICAN railroad men have taken over the operation of the Trans-Iranian railroad, 1,400 miles of the roughest, toughest railroading to be found anywhere in the world.

The first All-American train carrying U. S. war supplies to Russia steamed into Teheran from a Persian gulf port, where it was landed by Americans from American ships lying at American built docks.

In the cab of the lead locomotive was Engineer Sergeant Howard E. Blair of Breckenridge, Minnesota, a former fireman on GREAT NORTHERN'S Minot division. Sgt. Blair was inducted into military service in March, 1942.

The train was operated to Teheran by American crews, and from there on to Russia was under Soviet control.



Kip Farrington aboard one of Great Northern's powerful Montana type locomotives.

Railroading from the Head End

ALTHOUGH our acquaintance with S. Kip Farrington, Jr., of New York, is a purely printer's ink friendship, we've long admired the man—and for reasons. For example, he's a deep-sea angler of no small renown. Too, he goes for duck-shooting and upland game birds.

And, best of all, he's a railway fan—the kind who isn't happy unless he's up in the cab of a locomotive gabbing with the “hoghead” and the “tallow pot”.

Gathering material for a book “Railroads at War,” Mr. Farrington, whose profession is advertising, recently completed a transcontinental survey of railroads. He rode in a lot of locomotives on many rail-

roads, including the GREAT NORTHERN.

Mr. Farrington, overall-clad, rode the EMPIRE BUILDER'S electric locomotive through Washington's Cascade mountains at night; he rode steam locomotives through the Montana Rockies and over the prairies of North Dakota and Minnesota. He made a lot of friends among the engine and train crews. He talked their language.

Right now a few GREAT NORTHERN “hogsheads” are boning up on deep-sea fishing. Mr. Farrington sent them his books on that art. They are looking forward, too, to “Railroads at War”.

Dude Ranch Vacations

ADVANCE information received to date from dude ranch operators in territory served by the GREAT NORTHERN is as yet too meager to determine what operations will be carried on for the 1943 season. Some ranch owners plan to operate on the same scale as in past seasons. Others are curtailing accommodations and facilities, in some cases providing cabin accommodations only, because of rationing and the manpower situation, while still others will not open at all. Rates generally will be higher due to increased cost of operations under wartime conditions.

A survey of all ranches is now being made and as soon as complete information is received it will be summarized and published in circular form for furnishing to ticket agents so that they will be in a position to answer inquiries that may be received by them about dude ranch vacations in GREAT NORTHERN territory.

With restrictions on non-essential civilian travel on trains and the emphasis upon spending vacations at home or as near home as possible dude ranch travel from distant points will undoubtedly be very limited.

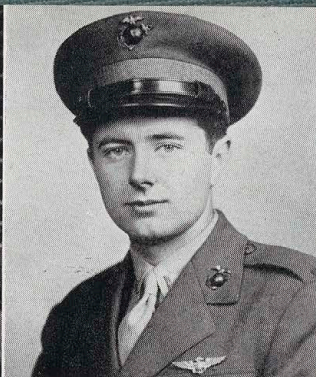


Capt. Hayes

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Capt. Hayes



Lt. Woulfe



Lt. Rand

Great Northern Sons

STATIONED somewhere in the South Pacific in Uncle Sam's armed forces is Capt. Albert F. Hayes, son of Howard Hayes, GREAT NORTHERN'S general storekeeper, St. Paul, Minn. Capt. Hayes enlisted in military service in February 1942, and is attached to the 118th Medical Battalion in charge of a field hospital. He was graduated from the University of Minnesota in 1936, and during the summer of 1939 served as a doctor at Glacier Park. In connection with his duties Capt. Hayes is doing missionary work for the GREAT NORTHERN by distributing GOAT and Indian calendars to natives, one of whom is an English trader from Australia who operates a large coffee plantation near the location of the army field hospital in the South Pacific.

Lt. James B. Woulfe is the son of James J. Woulfe, assistant general freight agent, St. Paul, Minn. Lt. Woulfe entered the Naval Air Corps as a cadet in August 1942, and upon completion of his training at Corpus Christi, Texas, was commissioned a

naval aviator in the United States Marine Corps in April 1943. He is 22 years of age and a graduate of Cretin High School and St. Thomas College, St. Paul. Another son, Robert, now attending the University of Minnesota, will soon enter the Army. GREAT NORTHERN'S Jim Woulfe was an officer in the Army during the first world war and served overseas.

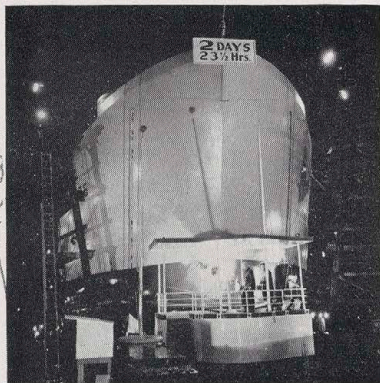
Now a lieutenant junior grade, Naval Air Corps, with a promotion to lieutenant coming up soon, is Herbert C. Rand, son of Carl A. Rand, GREAT NORTHERN'S general agent, passenger department, Kansas City, Mo. Lt. Rand is 24 years of age, received his preliminary training at Wold-Chamberlain Field, Minneapolis, Minn., commissioned an ensign at Pensacola, Florida, in January 1942, and assigned to a cruiser with the Pacific fleet, where he is now on active duty. Another son, Albert J., will begin pre-flight training in the Naval Air Reserve in July.



Assembly area from where prefabricated units are trucked on trailers or carried by traveling cranes to the assembly storage areas in front of the ways.



By the time a keel is laid for a vessel most of the assembly units are waiting to be installed and are lifted into place by forty-ton "whirley" cranes and welded immediately.



A hull before launching. At the time of launching the average vessel is about 79% complete.

Ships for Victory

WITH the conversion of 300 acres of swamp land along the Willamette river near Portland, Oregon, the Oregon Shipbuilding Corporation (Kaiser Co., Inc.) on February 15, 1941, inaugurated one of the largest shipbuilding programs in the nation.

A second yard was established by the Kaiser Company at Eavan (Vancouver) Washington, in January, 1942, followed by the conversion of the Portland Municipal airport (Swan Island) into a third yard in March, 1942, also operated by the Kaiser Company.

Within three months after breaking ground for facilities construction, the first keel was laid in each of the three Kaiser Company yards.

The Oregon Shipbuilding Corporation, which operates the yards along the Willamette river near Portland, and builds Liberty cargo ships, shows a maximum, from keel laying to delivery, of 256 days, to a minimum of 13 days. This company laid its first keel on May 19, 1941, for the "Star of Oregon," which was launched on September 27, 1941, requiring 256 days to complete. On March 15, 1943, it launched its 150th vessel in the routine time of 21 days. Under a production efficiency program, it

Victory

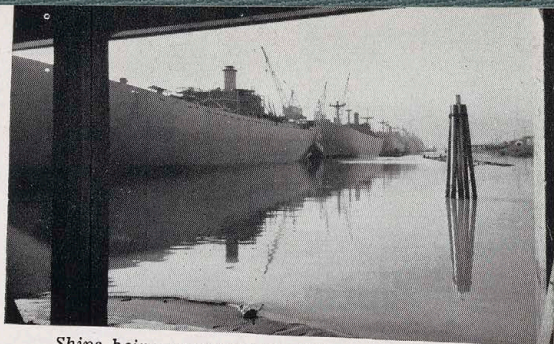
now requires one-third the number of man hours to build a ship as compared with the time employed in building the "Star of Oregon." A system of pre-fabrication has contributed largely to the breaking of production records in all Kaiser yards.

If all the ships delivered by the Oregon Shipbuilding yards alone were placed end to end they would extend over a distance of twelve and one-half miles. A Liberty cargo ship, requiring approximately one modern freight trainload of steel, is launched every other day under the present production program.

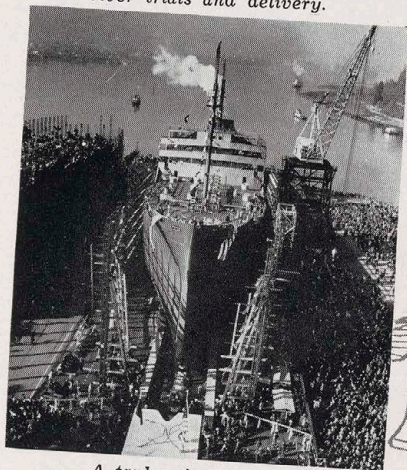
Liberty freighters, barges and aircraft carriers are built in the Kaiser yards at Eavan (Vancouver) Washington, while oil-tankers are constructed at the Swan Island yards.

Approximately 90,000 men and women are at present employed in all Kaiser shipbuilding yards and it is estimated that 130,000 will be required at the peak of construction.

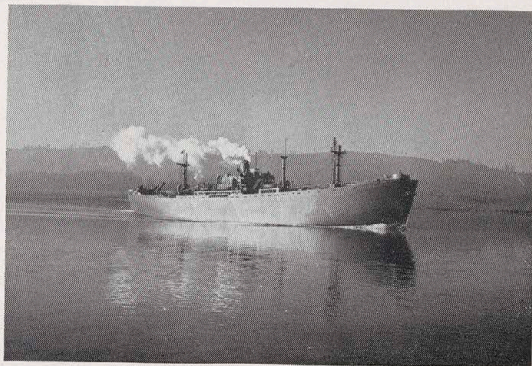
Permanent and temporary units, apartments and dormitories have been constructed to house war workers in these shipbuilding yards, requiring 150 million feet of lumber and approximately 10,000 carloads of building materials, including lumber.



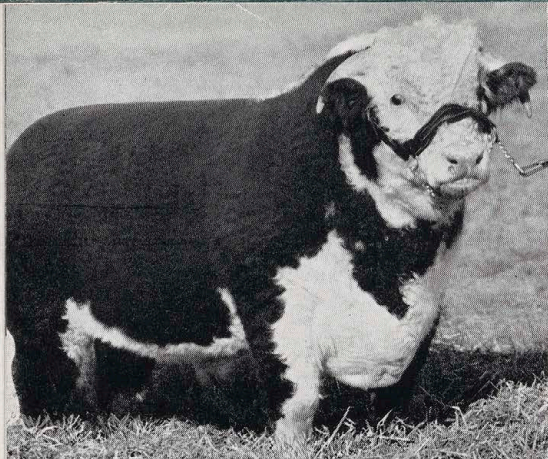
Ships being prepared for delivery. Only a few days are required to complete the fitting out, joiner work, painting, furnishing, installation of instruments and testing before the dock and river trials and delivery.



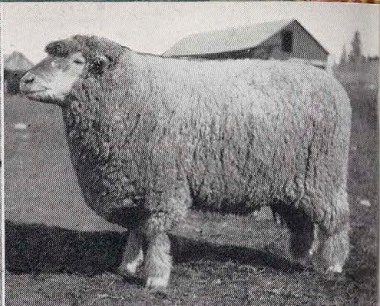
A tanker is launched.



Liberty ship on trial run.



This thick, blocky Hereford bull is CP Randolph Tone, calved March 12, 1941, and was purchased recently by Willow Creek ranch of Great Falls, Montana, from the Flat Top Hereford ranch of Walnut Springs, Texas, for \$3,000.



Columbia rams, such as this outstanding individual, are coming into wider use through many parts of Great Northern territory. This is one of the many good Columbias produced on Ernie White's Shelter Valley ranch near Kalispell, Montana.

Livestock Breeders Strive for Greater Quality Production

A MULTI-MILLION dollar breeding program puts quality into western meat animals before they start their trek from "grass range to gas range".

Since the first herds of cattle or bands of sheep grazed the unfenced western range, stockmen have catered to the demands of feeders and consumers for better quality animals; individuals which will finish out quickly and economically in the feed lot, and yield a maximum of prime cuts of meat.

Livestock breeders know that quality pays dividends and to that end have spent millions of dollars to improve their herds through the use of better sires.

Increased meat consumption, because of war, has stimulated western stockmen to strive for even greater production goals, but they are not sacrificing quality for quantity.

Within the last six to eight months, livestock breeders in GREAT

NORTHERN territory have spent thousands of dollars for new sires to assure continuance of their improved breeding program. Typical of some individual prices paid for new sires are the following:

Hereford cattle—Willow Creek ranch, Great Falls, Montana, \$3,000; E. H. Bodley, Hobson, Montana, \$1,050; Steve Holman, Malta, Montana, four at \$1,000 each; Steve Connolly, Colville, Washington, \$890; Schultz Hereford ranch, Towner, N. D., \$875 and \$700; E. L. Powers, Palouse, Washington, \$825; Roy DeWitt, Okanogan, Washington, \$775; Thomas H. Watson, Hobson, Montana, \$510.

Shorthorn Cattle—L. R. Storm, Kalispell, Mont., \$650; N. D. St. John, Palouse, Wash., \$625.

Columbia Sheep—Ross Cook and Ray Gibbons, Cando, N. D., \$50. (Also purchased five recorded Columbia ewes at \$50 per head.)

(continued on page 12)



One Feller Says Tuh the Other Feller



Heart Beat

"I know that soldier is the man for me, mother. Every time he takes me in his arms I can hear his heart pounding."

"Better be careful, daughter! Your pa fooled me that way for almost a year with a dollar watch."

Opera Guyed

Two matrons with the requisite green, but not much in the upper story, bought box seats for the opening of the opera in New York. They sat, bedecked in finery, clutching their lorgnettes and looking as high-brow as their faces would allow; each of them in complete ignorance of what was being played.

"Beg, pawdon, my deah," said one, "Isn't that the 'Sextette from Lucia' they are doing?"

"My impression," said the other, "my impression is that they are playing the 'Andante from Carmen'."

Thereupon they both peered toward the stage to see if they could make out the large sign near the orchestra. Finally one turned haughtily to the other and said, "It seems we were both wrong. It's the 'Refrain from Smoking'."

Comparison

B. D.: "Cut me twenty-five pounds of meat, please."

Butcher: "Do you want to carry it or shall we deliver?"

B. D.: "Neither. The doctor told me I had lost 25 pounds, and I wanted to see what it looked like in a lump."

Cruel

The British barmaid was a flirt, and when the corporal went out to buy a paper she pursed her lips invitingly and leaned over the bar towards the shy young private.

Putting her face against his, she whispered: "Now's your chance, darling."

The private looked around the empty room. "So it is," he remarked; and promptly drank the corporal's beer.

Not So Fast!

Wife (in back seat): "Don't drive so fast, George."

George: "Why not?"

Wife: "That policeman on a motorcycle behind us can't get by."

Sounds Like It

Madge: "Don't you sailors have a ship where you get your hair cut? A sorta floating barber shop?"

Sailor: "No, there ain't no such ships in our fleet."

Madge: "Then what are these clipper ships I've heard so much about?"

Convincer

"I can't marry him, mother," said the sad girl, "he's an atheist and doesn't believe there is a hell."

"Marry him, my dear," said the mother, "and between us we will convince him that he is wrong."

Improvement

Golfer—Notice any improvement since last year?

Caddy—Had your clubs shined up, haven't you, sir?

Fifty Years Service



Engineer Stone

When Edgar J. Stone, locomotive engineer, pulled into the Saint Paul Depot at the throttle of GREAT NORTHERN'S No. 28, The Fast Mail, the morning of April 3, it marked his last trip for an employer he has served for fifty years. Engineer Stone entered GREAT NORTHERN'S employ in September 1893, at St. Cloud, Minn., as a wiper. He is a director of the Veterans' Association of the GREAT NORTHERN railway.

Livestock Breeders

(Continued from page 10)

One hundred and twenty head of Columbia sheep have been shipped into North Dakota and Minnesota during the last year from Ernie White's well-known Shelter Valley Columbia ranch near Kalispell, Montana.

These Columbias, a comparatively new breed to North Dakota and Minnesota, are being used as a foundation for a breeding program in these states.

Farmers who have introduced Columbias into the two states are: H. B. Beaverstad, Cando, N. D., 35; Knute Berg, Cando, N. D., 5; Lloyd Stevens, Cando, N. D., 8; M. S. Retzlaff, Binford, N. D., 6; Bjorn Fugelstad, Cooperstown, N. D., 6; Harvey Halverson, Pleasant Lake, N. D., 3; Horace Genre, Barton, N. D., 4; Mrs. Helen Wagner, Bemidji, Minn., 28; C. W. Lewis, Grand Forks, N. D., 20; Ross Cook and Ray Gibbons, Cando, N. D., 5.

Twelve

American Patriotism

DURING March, when the first income tax installment fell due, War Bond sales were 6.4% higher than in February, and more than 65% ahead of March, 1942. From May 1, 1941, when U. S. Savings Bonds were first offered for sale, through March 31, 1943, redemptions have been less than 3½% of total sales. And, redemptions during March of this year were only eighty-seven one hundredths of one percent of the total amount outstanding. That's a record that all Americans can well be proud of.

What it shows is that we as a nation fully realize the privilege that is ours to do our part in helping to finance the tremendous costs of total war. It shows that as a people we understand the necessity not only for buying War Bonds but also for keeping them.

**BUY MORE WAR BONDS AND
HELP KEEP UP THE GOOD
WORK.**

Grand Coulee

FOR the second time in three months a block of 70,000 kilowatts of power has been added to the capacity of Grand Coulee Dam, Washington. The machine which added this latest capacity at the giant Columbia Basin project is the second of two generators originally constructed for Shasta Dam in California and transferred to Grand Coulee. The first went on the line in February. The transfer was made to provide power for the rapidly expanding war industries of the Pacific Northwest a year earlier than otherwise would have been possible.

Heavy Planting of Peas

Agricultural agencies report that more than 92,000 acres of peas will be planted in Spokane County, Washington, in 1943. Pea seeding here has increased more than 50 per cent over last year.

The Missing Cream Can

THIS is the story of a GREAT NORTHERN shipper who lost a cream can in transit to or from a creamery. The can was gone about a month before he reported it to the creamery. In response to a letter written him by the creamery, which was endeavoring to help him locate the missing can, the farmer wrote the following letter:

"The empty 8 gal. cream can mentioned on reverse side of this letter are still gone. We shipped it together with another one on June 22 or 24. We have no depot and no agent here—only a platform made from our good North Dakota soil in the wild open country. There we place our full cans and when our faithful servants on the "All-Weather Limited" see our humble shipments waiting among the wild flowers they always stop and take it along to its destiny; and mostly our empties are there again promptly. Once in a while a can may be a few days late. Once or twice before one of our cans stayed away for about a month but always returned in good shape and we are hoping this one will too. We are wishing we had it, and if you have an old one you can lend us until this one returns, it would come handy. We do not want the railroad to replace it as they have given us such excellent service for years in blizzards and sunshine, dust or mud, and we hope they will keep it up. I forgive a few mistakes because I make too many myself. I think this can are in a depot somewhere."

The missing can eventually was located by a GREAT NORTHERN employee. It was returned to the farmer, who happens to be one of those that appreciates that the railroads are trying to do a real job and to provide satisfactory transportation service to their patrons.

Old Terminus Dismantled

AT ONE time GREAT NORTHERN'S freight terminus of the run from Great Falls to Butte, the station of Woodville, Montana, where its yards were located and its crews tied up, is being dismantled. With Woodville station at the top of the hill and Butte at the bottom, a shuttle service was maintained from there into Butte and back again.

G. N. Gopher Returns to Original Schedule

OPERATION of the GOPHER, fast daily afternoon passenger train between St. Paul-Minneapolis and Duluth-Superior, has been returned to its original schedule in effect prior to April 18. Leaves St. Paul 4:30 p.m.; Minneapolis 5:00 p.m.; arrives Superior 7:45 p.m.; Duluth 8:00 p.m. Southbound, leaves Duluth 4:30 p.m.; Superior 4:45 p.m.; arrives Minneapolis 7:30 p.m.; St. Paul 8:00 p.m.

Running time of 3½ hours remains unchanged. The train will operate without dining car service. Beverages and food are served by train sales service.

Farm Scrap Campaign

BECAUSE it was virtually impossible to conduct a rural Salvage Program during the months of January, February and greater portion of March, Regional Office No. 12 of the War Production Board, Minneapolis, Minn., (headquarters for Minnesota, North and South Dakota) is intensifying its efforts to reach this region's goal of 539,000 tons of scrap by July 1.

The bulk of the potential of scrap in this area is on farms and farmers are being urged to round up all their scrap at once and report it to their local or county salvage committees. Rural scrap requirements have been set at 1,000 pounds per farm.



Great Northern Railway employees in Uncle Sam's Armed Forces May 1, 1943

Our Gold Stars

★TEN Great Northern Railway employees missing and killed in action, and succumbing to disability in this country and abroad, were reported in previous numbers of the GOAT.

★Pvt. Clifford W. Anderson, U. S. Army; lineman's helper in telegraph department, Larimore, N. D. Killed in automobile accident at Camp Barkeley, Texas, April 23, 1943.

Information concerning OUR GOLD STARS is compiled from data available.

Well Done

MANY things about this war have been mismanaged. They do not include transportation. That job has been—and is being—done marvelously well.

The Seattle Star—May 3, 1943

Fourteen

What Goes On!

Paul T. DeVore, GREAT NORTHERN'S assistant general agricultural development agent, St. Paul, Minnesota, has resigned to accept a position in the public relations department of the Farm Credit Administration at Spokane, Washington.

L. W. Torinus, Jr., of Stillwater, Minnesota, has been appointed attorney in GREAT NORTHERN'S legal department in St. Paul, Minn., to succeed T. J. Slaterry, who is on leave for service with Uncle Sam's armed forces.

Warren C. Wood has been appointed passenger solicitor in GREAT NORTHERN'S St. Paul city ticket office.

The Rotary Club at Hibbing, Minnesota, recently elected Earl Clarke, GREAT NORTHERN'S agent, president for the ensuing year.

From the far off Fiji Islands, recently came a request for descriptive booklets and full information about the Northwest and other places, as mentioned in a GREAT NORTHERN advertisement published in National Geographic magazine. A post-war prospect!

ANTICIPATING heavy demands for cars to handle the 1943 crop, the Association of American Railroads has announced steps to afford a ready supply of grain cars on Western railroads. Eastern and Southern lines have been ordered to expedite the return to Western roads of all box cars suitable for grain loading.

While the winter wheat crop is expected to be about twenty percent less than last year, there has been a substantial increase in grain storage space at terminal markets which will result in a heavy volume of grain from country stations immediately following the start of the new harvest.

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Public Cooperation Needed

With passenger travel on railroads now twice what it was a year ago, and nearly four times what it was in 1939 before the war began, public cooperation in making the most of the available passenger facilities is being urged by all railroads. The railroads have just about the same number of passenger cars and engines as they had before the war. Other war needs make it impossible to get more.

Railroads and railroad men are doing their best to meet the unprecedented demand for service. Most travelers understand present conditions and why the railroads cannot always accommodate them as they would wish to do. The railroads cannot say who should and who should not travel. That is a matter which each individual must determine for himself in the light of circumstances which he alone knows.

To those who must travel, the railroads suggest planning trips for the less-crowded days of the week and the least congested trains, prompt cancellation of reservations if plans are changed, and traveling "light"—all to help make the most of the available space on trains.

Promotions

Ivan A. Coppe, chief clerk in GREAT NORTHERN'S advertising department, St. Paul, Minn., has been appointed assistant advertising manager. Russell P. Santal succeeds Mr. Coppe as chief clerk.

New Officers

The City Passenger Agents' Association of New York City recently elected Wm. J. Buck, B. & O. R. R., president, Norman H. Jones, C. & N. W. R. R., 1st vice president, George W. Krom, Erie R. R., 2nd vice president, and Stanley A. Dougan, Great Northern Ry., secretary-treasurer, for the ensuing year.



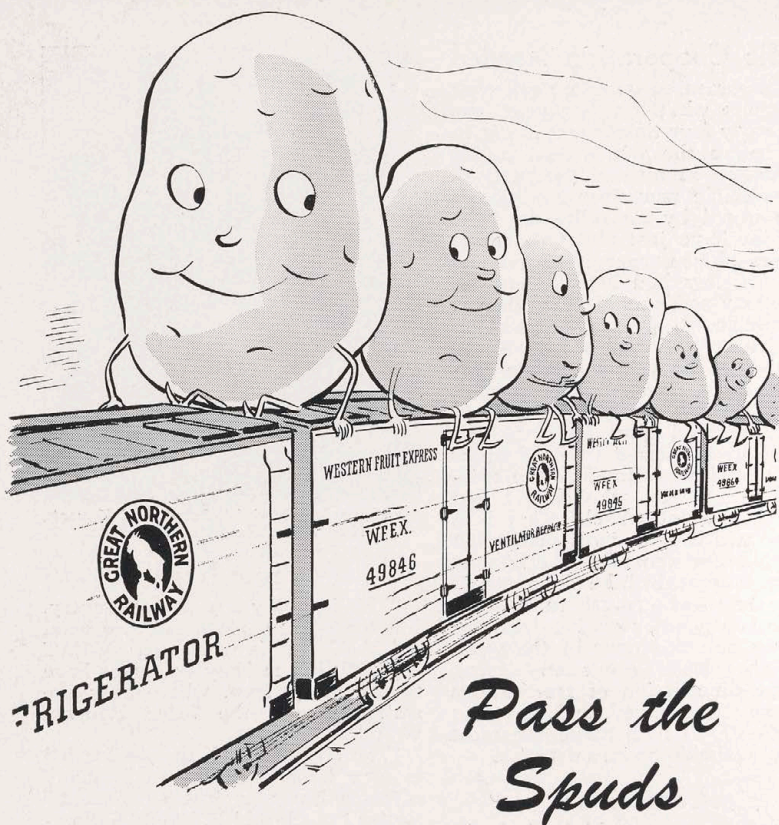
Standing, left to right, Lavik and Kausek.
Kneeling, Mork and Garrity.

From Iran

"This is a very interesting country, but there is no place like the good old U. S. A.," is what four GREAT NORTHERN railway employes have to say about Iran, where they are stationed with the 702nd Railway Grand Division.

"The city in which we are located is very large and modern in many respects but also just as ancient," writes Pvt. Harold R. Lavik, formerly in the Mail and Baggage Traffic Department, St. Paul, Minnesota. "For a long period the country was almost at a standstill until one of the officers in the Iranian Army was made commander and instead of just taking over the army, he took control of the entire nation. He constructed many new buildings, but not being an educated man, he forgot the most important thing, sanitation, and no sewage system was given consideration in re-construction plans."

Pvts. Harold R. Mork, John L. Garrity and Joseph V. Kausek, were in Great Northern's freight traffic department in St. Paul.



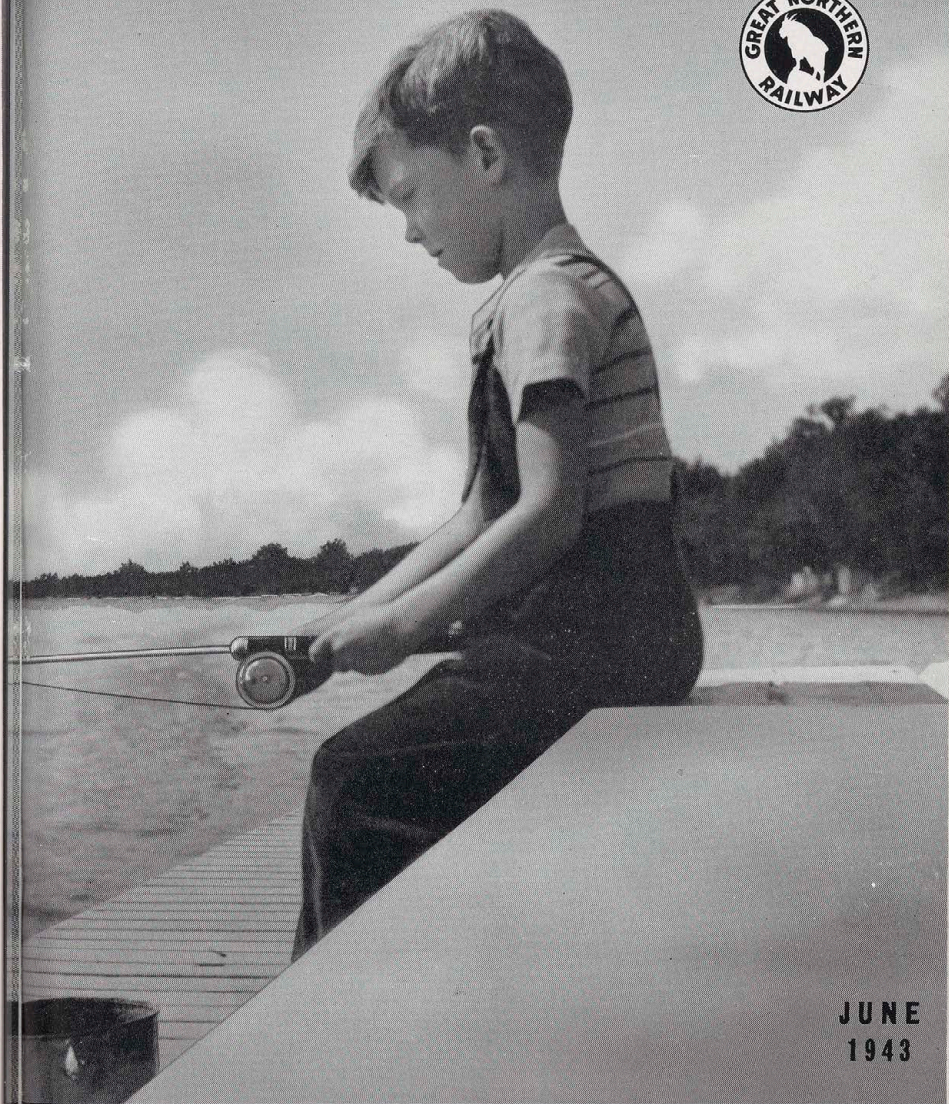
Pass the Spuds

Potatoes are on world-wide duty these days, providing our fighting men and allies with vital strength and nourishment. ★ In the Northwest agricultural empire served by the Great Northern, farmers are gearing their spud production to meet heavy wartime demands. ★ For years millions of bushels of table and certified seed potatoes have rolled over the Great Northern headed for consumer centers all over the world. This year's spud production in the Northwest states will be the most important of all.

GREAT NORTHERN RAILWAY

Between the Great Lakes and the Pacific

the
GREAT NORTHERN GOAT



**JUNE
1943**

ROUTE OF THE EMPIRE BUILDER

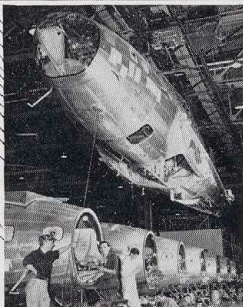


Typical of Boeing's maximum use of floor space is this view of forward fuselage sections receiving all their installations before being joined to their component tail sections.

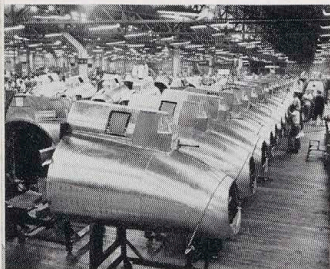


In the Stratochamber, Boeing engineers bring the stratosphere down to sea level as part of their high-altitude research.

Builders of Victory



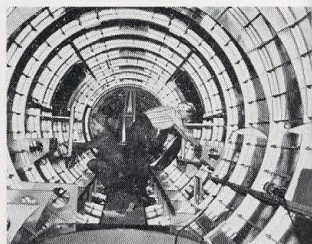
Looking like a wall-eyed pike from a Minnesota lake a Boeing Flying Fortress fuselage is swung into assembly position by overhead cranes.



Fortress tail turrets such as these took a deadly toll of Japanese pursuit pilots; now the Nips keep clear of these business-like stingers.



Veteran of the Japanese attack on Pearl Harbor, Mrs. Freda MacArthur now runs a router in the Boeing Seattle plant.



More than 46 per cent of Boeing employees are women. Here two of them are making installations in a fuselage section. The sturdy construction here demonstrated is one of the reasons the Fortress can "take it" and return for more.

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Flying Fortress—Symbol of America's Air Power

PICK up your today's newspaper and it's even money you'll find the words "Flying Fortress" in the headlines. It is a symbol of America's air power, the heavy artillery of the United Nations' aerial offensive which is pounding the enemy everywhere.

America's first four-engine bomber, the Boeing Flying Fortress, was born and raised in Seattle, Puget Sound terminus of the GREAT NORTHERN Railway. Early in the 1930's Boeing engineers first conceived of a mighty plane that would combine long-range, high speed and huge load carrying capacity. They envisioned it as a dreadnought of the sky, comparable in striking power and range to the battleship on the seas.

The first Flying Fortress appeared in 1935 and the early planes that followed broke world records for altitude with load, speed and transcontinental time. Continued improvements found the Boeing Fortress ready when the Japanese made their treacherous attacks. The story of the war in the Pacific, particularly in its earlier phases, is largely the story of the Boeing B-17. Over the Coral Sea, in the Philippines, at Macassar Straits and Midway, the Fortresses were in there slugging, slowing the enemy until reinforcements could arrive. Lt. General H. H. Arnold, commander of the U. S. Army Air Forces, said of the Fortresses, "The B-17's have proved to be the guts and backbone of our world-wide aerial offensive—they have no peer in their field today."

As indicated, the Fortress is no "war baby" for the Boeing Aircraft Company has been in continuous operation in Seattle for more than 26 years. It has given to aviation many of its outstanding developments—the first low-wing, all-metal three-mile a minute transport, the famous Boeing 247; transoceanic Clippers and

the Stratoliner, first pressurized-cabin transport. Today, however, Boeing's Seattle production efforts are concentrated on the Flying Fortress.

From the huge Boeing plant Fortresses are rolling in numbers that are a military secret—and a headache to the Axis. Thousands of men and women are working round-the-clock shifts to "keep 'em flying". With manpower shortages Boeing turned to the women of the Northwest and today more than 46 per cent of its employees are women.

New simplified production methods and new tools have been developed by Boeing engineers. Today Boeing produces more pounds of airplane per square foot of factory space, per man, per machine than any other aircraft manufacturer.

Winging smoothly through the skies a Flying Fortress epitomizes American production genius and the resources which make this nation great. The fine grade steel in its main wing spars may have originated in the iron ore pits of the Mesabi—and been transported to lake port by the GREAT NORTHERN. Its tires may have come from a mid-west factory, the gasoline that powers it likely traveled in tank cars from a mid-west or southern refinery—from hundreds of sources come the things which make the Fortress possible.

For those who have seen the Fortress in the air its true size may be a surprise. It has a wing span of more than 103 feet, is over 74 feet long and is more than 19 feet high. Its gross weight is more than 64,000 pounds—32 tons! Its maximum bomb load is more than 10 tons, equalling or exceeding that of any other bomber now in operation. Its maximum speed is well in excess of 300 miles an hour and its service ceiling more than 35,000 feet. It carries a crew of six to 10 men and is armed with 13 guns.

THE GREAT NORTHERN GOAT

VOL. 13 JUNE, 1943 No. 8

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

IVAN A. COPPE, Editor

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

A Challenge, An Opportunity and An Obligation

RAILROAD men face difficult days. Many of them are new to their jobs, and all of them have their hands full in handling the greatest—and most vital—traffic the railroads have ever been called upon to move.

There are people on our trains today who haven't been on a train for years. There are others who are making their first journey by rail. There aren't enough sleeping cars or enough coaches for them all, on all trains, every day in the week. Sometimes the cars are crowded; sometimes the trains are late; sometimes the passengers are tired and troubled, hurried and harassed.

The challenge to us railroad men is to make them feel that we are glad to have them use our trains and that railroads and railroad men are in every way doing their best to do the big transportation job they are called upon to perform.

Four

Our opportunity is to make them like us so well that when this war is over, and when they can again ship and travel freely by other means, we may keep them as friends and patrons.

Our obligation is to take care of our soldiers and sailors first—and to take care of them, too, in such a way that they will feel the friendly interest, the proud trust every one of us has in the men who are fighting, and training to fight, our battles.

Sure, a lot of people are riding our trains today because—with the rubber shortage and gasoline rationing—they haven't any other way to go. But we are mighty glad to have them, and we want to have them ride with us again and again when this thing is all over.

So here, then, is a challenge and a chance for every one of us—a challenge to do our job so as to make friends for our railroad and our industry; a chance to do our job now so that we shall all have a better chance at jobs in the future.

The Goat's Cover

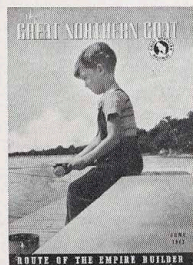


PHOTO BY
OLIVE FELT BOSCH

The restful atmosphere of a fishing stream or lake is sure-fire means of relief from the strain of war-time living and working.

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John F. Stev
1943, in his So
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John F. Stevens Dies

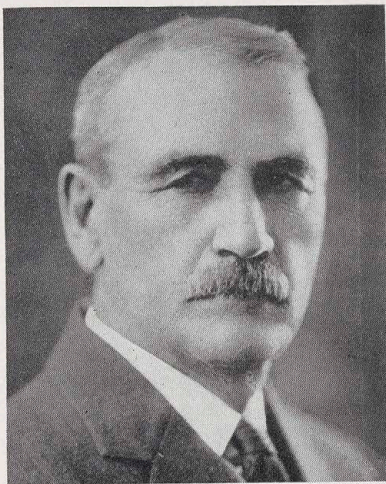
AN INTERNATIONALLY famous civil engineer has passed on, but he has left to mankind a record of remarkable engineering achievements for which those who survive him can well be proud.

John F. Stevens died on June 2, 1943, in his Southern Pines, North Carolina, home at the age of 90 years.

Stevens was a trail-blazer. He had to track the wilderness and climb mountains before he would think of laying a rail. It was his driving power and integrity, as well as his eminence in civil engineering, that made him a figure of international importance. In his youth there were but few institutions of technology in this country. A born engineer of his ability had to build on experience gained in the field.

At the top of Marias Pass at Summit, Montana, where the GREAT NORTHERN railway crosses the Montana Rockies, stands a heroic size statue of John F. Stevens, a tribute to its discoverer. In the Cascade Mountains in Washington, a highway pass bears his name.

Stevens, who at one time was chief engineer and general manager of the GREAT NORTHERN, headed the Panama canal commission at the behest of President Theodore Roosevelt, and was called upon by governments in all parts of the world to



John F. Stevens

assist in solving engineering problems. Russia thought so highly of him that it engaged a commission of which he was the head to solve its transportation problems. He was decorated by half a dozen governments, including the United States.

When the American Society of Mechanical Engineers awarded him the Hoover Medal and cited him for his "broader capacities for humanitarian public service beyond his calling," it crystallized in a few words the high regard in which he was always held.

More Housing Units Granted Spokane

FEDERAL housing agencies have allocated an additional 600 housing units for Spokane's housing quota over and above all previous allotments.

This will bring the total to 2300 dwelling units since last September and there has been, in addition, an allotment of 200 units for conversion of large homes into multi-family units, a total of 2500 units.



Great Northern Railway employees in Uncle Sam's Armed Forces June 1, 1943.

Our Gold Stars

★ELEVEN GREAT NORTHERN Railway employees have been reported missing and killed in action, and succumbing to disability in this country and abroad, in previous numbers of the GOAT.

As this number of the GOAT goes to press word has been received that Lieut. Charles B. Woehrle, Grasston, Minnesota, formerly employed as a photographer in Glacier National Park and stenographer in GREAT NORTHERN'S freight traffic department in St. Paul, is missing in action after a recent attack operation in the Flying Fortress "Concho Clipper" somewhere in the European battle zone.

Sir

G. N. Freight Men in Troop Escort Service

FREIGHT traffic representatives of the GREAT NORTHERN are "spelling" their passenger colleagues these days as troop train escorts—and they like it!

Assignment of freight men to escort duty was begun in May and will continue for the next several months.

Escort duty affords freight traffic men, particularly those from off-line points, these opportunities: to familiarize themselves with GREAT NORTHERN territory and physical characteristics of the railway; appreciate the problems confronting passenger traffic men; become acquainted with on-line freight and passenger representatives, and, first-hand knowledge of the company's operating problems over 8,000 miles of line.

Said one freight traffic man, just returned from a two-weeks mission as a troop escort, "I've just wound up one of the most educational assignments I've had since I began work for the company. Sure it was hard work—but, I certainly can appreciate the tremendous responsibilities of railroad operation in wartime. You know, my first railroad work was in the operating department, and I got to know quite a bit about that side of the business. After transferring to traffic I began hitting the streets for business—and I got away from the operating end. But, I've been back for a couple of weeks. I've found the answers to many questions that have been asked me by shippers. I'm three times as enthusiastic as I was about my job—and I hope it makes a better freight man of me."

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Mrs. Grace Sullenger and daughter, Mrs. Vivian Gurske

Mother and Daughter Team Up On Railroad Job

WOMEN are doing double patriotic duty on the GREAT NORTHERN rip track in North Hillyard, Washington. Not only are they taking men's places in heavy work but they are going "all out" in buying war bonds.

Mrs. Grace Sullenger of Spokane, Washington, was nominated champion war mother in the Spokane

Chronicle's Mother's Day contest. She has not drawn a pay check for several months, putting 100 per cent into war bonds every pay day. Her daughter, Mrs. Gurske, is purchasing war bonds with 25 per cent of each pay check while the husbands of both women have been subscribing over 10 per cent of their wages for some time past to help Uncle Sam defeat the Axis.

G. N. Vets Meet

MORE than 400 railroaders, members of the Veterans Association of the GREAT NORTHERN railway, many of whom have retired under the railroad retirement law, gathered in St. Paul, Minnesota, on June 5, in an all day business session.

Martin Mayer of Minneapolis, Minn., was elected president; Charles

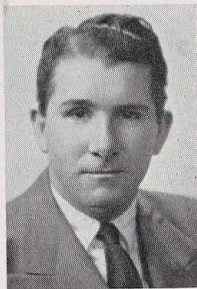
Hornbeck, Superior, Wisconsin, vice president; R. B. Ortt, St. Paul, retiring president, a director; Robert Spears, Havre, Montana, director; J. Henry Hoelscher, St. Paul, reelected secretary-treasurer and director.

The association has more than 3,000 members who live in all parts of the United States and Canada.

The Gondolas Roll with Ore

Published in the New York WORLD-TELEGRAM and other Scripps-Howard newspapers in May was a series of articles on the theme, "Mars Rides the Rails"—a comprehensive story-picture of the contribution of the American railroad industry to the war effort. Author of the series is brilliant Charles T. Lucey, Washington correspondent of the WORLD-TELEGRAM, who rode thousands of miles on the nation's principal railroads in his quest for material for the series. The WORLD-TELEGRAM graciously permitted the Great Northern Railway to reprint Mr. Lucey's article, "The Gondolas Roll With Ore"—a story concerning the transportation of vital iron ore from Minnesota's ranges to Lake Superior ports.

By CHARLES T. LUCEY



Lucey.

about a little railroad yardmaster's office in the world's biggest ore docks.

Helmar Johnson never would tell you so, but he is a very important man.

Helmar it is, and the men about him on the GREAT NORTHERN, whose steady, all-seeing eyes look out into a vast field of gondolas from Minnesota's iron ranges and, apothecaries in a land of giants, pick out just the precise grades and types of ore—and there are scores of them—that are to go down the lakes to the steel mills.

Boosting the Ore Output

Helmar and the men about him must do their work well. Steel will shed shrapnel according to the ores that go into it, and in New Guinea jungles and Tunisian hills men's lives have depended on the stoutness of armor made of the red earth of the Mesabi range.

Eight

The odds probably are sizable that Helmar Johnson is a man you'll never meet. He is a friendly, sixty-ish fellow who wears a battered felt and whose kindly eyes look out at you through horn-rimmed spectacles as he moves

"Dunwoodie, Bennett, Fayal, Hill Annex. . . ."

All day long the orders from the dock foreman's office call out the grades of ore to be pulled from the acres of gondolas and dumped through big steel pockets into the bellies of hungry freighters. All day long Helmar Johnson studies the big charts before him, showing the location of each "block" of ore in all that maze of tracks, reaching into a memory sharpened by 30 years' experience to say quickly just where the Dunwoodie or Hill Annex or Bennett is.

Then a switch engine rolls down through the yards, pulls out precisely the ores wanted and in the exact order specified by the steel companies and shoves them to the docks for dumping.

Never has this job of the railroads serving the ore docks been more important to America. They can't let these yards become clogged, and there must be absolutely no delay when the boats are in.

They've set a goal of 95,000,000 tons for down-the-lake ore shipments this year—nearly 3,000,000 more tons than in 1942, when conditions which permitted the smashing of all past records were close to ideal.

Some say it can't be done. On May 1, 1942, a year in which the ice of Lake Superior went out early, more than 8,000,000 tons of ore already had been started out of the upper lakes for Chicago, Gary, Toledo, Cleveland, Ashtabula, Conneaut and other ship-to-rail ports on the lower

lakes. On the corresponding date this year only about 1,000,000 tons.

But men like President F. J. Gavin of the GREAT NORTHERN, and C. E. Carlson, president of the Duluth, Missabe & Iron Range, say their railroads will lay down on the docks every tone of ore that's needed.

"Give us the boats and we'll make it," they promise.

These two railroads, with the Northern Pacific and the Soo Line, operate the trains which run from the Minnesota iron ore ranges where open pit ore mines are dug down into the earth by big shovels, to the docks at Duluth, Superior and Two Harbors. The trains and power shovels look toylike in that vast gash in the earth which produces the beginnings of airplanes, tanks, cannons and ships.

The blast furnaces at Pittsburgh, Cleveland and Gary don't take just any ore for steel making. There are dozens of ores to be graded and combined according to their relative content in silica, phosphorus and manganese.

The steel men order ore with the care of a prescribing physician, and this vital job done by the railroads is one that can't be botched.

Filling Them Faster

The blast furnaces, swallowing up this precious red earth at the fastest rate in history, operate the year around, and the push is on the railroads and freighters to get out, in seven or eight months, enough to meet this demand. Normally, the ore season lasts about 210 days, but in 1942, with America's war machine calling for a steadily increasing supply of steel, this was stretched two full months by fighting the ice of the upper lakes at both ends of the season.

Here in the GREAT NORTHERN yards—typical of the others—railmen are working three shifts, the clock around, as the new season begins. Twelve or 13 boats, averaging per-

haps 10,000 tons capacity each, are filled in a lively 24 hours, but this may go as high as 20 boats.

One ship will take 160 to 250 carloads, and each cargo is made up by pulling the hopper cars of ore out of a field of some 3,000 distributed over the GREAT NORTHERN'S classification tracks.

Radiophone Signal

At night the railmen work by giant searchlights. In the heavy fogs which sweep in from the cold of the upper lakes, so thick the engineer of a switching locomotive cannot catch the waved-arm signal of a switchman a few yards away, they use a special radiophone device to give the engineer the signals.

In the fall and spring, when ore freezes solidly before it can be unloaded, they have to steam out the cars before they can let the ore roar down into the loading pockets.

The steel companies notify the railroads operating the ore docks when their boats are to be in, and the ship captain, using ship-to-shore telephone, may call the docks when he's 12 or 15 hours out to allow them to get set for loading. Instructions have been given as to the ore sought, and the steel companies' graders at the mines have sampled and analyzed each car before sending it on to the docks, and dock foremen and yardmen, like Helmar Johnson, work from the graders' lists in the selective loading job.

Mountains of Ore

They took 65,000,000 tons of ore out of the Mesabi range for a year's record in the first World War, but that record was beaten last year and is sure to be beaten again this year. In 1942 the Duluth, Missabe & Iron Range Railroad alone rolled 45,000,000 tons from the pits to the docks, and the GREAT NORTHERN nearly 30,000,000 tons.

(Continued on page 10)

The Gondolas Roll With Ore

(Continued from page 9)

The job of railroading in the mines is about as complicated and extensive as at the docks. At Kelly Lake, in the heart of the Mesabi, the GREAT NORTHERN has a 2000-car yard and runs its feeder lines out through the range. To maintain the pace imposed by war demands the most expert car loading and handling of the GREAT NORTHERN'S more than 8000 cars.

To insure maximum utilization of locomotives—short on all railroads today—the GREAT NORTHERN has fixed a pattern by which each engine makes a round trip of more than 215 miles between the Mesabi range and the ore docks each day. At Alouez the road crew boards the engine as soon as it reports in the yards and leaves immediately for Kelly Lake with a train of empty gondolas. At Kelly Lake the engine goes into the roundhouse at once, and the hostlers go to work on it, and it is turned about without a minute's delay, hitched to a loaded ore train and started back to the waiting freighters.

Other War Duties

Under pressure of high production the most efficient coaling and watering facilities have been installed, and all the ore trains are dispatched as extras, operating under straight running orders without loss of time involved in switching to sidings and similar delays in ordinary rail operation.

The GREAT NORTHERN has its own special equipment for weighing each carload of ore as it passes over a 250,000-pound capacity yard scale. Its four huge ore docks rise 80 feet above the water of the bay here at Superior, and the time for boat loading has been pared to as little as 2 hours 35 minutes.

All this at the eastern terminus of that vast Northwest territory

through which in the 90's Empire Builder JAMES J. HILL drove his railroad. The ore movement out of the Mesabi range is probably the GREAT NORTHERN'S No. 1 war assignment, but like the Northern Pacific, the Milwaukee, Union Pacific, Santa Fe, Burlington, Southern Pacific, Denver & Rio Grande and other lines bridging the continent, it is transporting huge supplies of war materials to the West.

The GREAT NORTHERN handled westbound cargoes of steel, coal and other commodities for the West Coast shipyards and the plane factories, and it also carried, in record hauls, lumber out of the far Northwest and wheat and other grain out of the rich plains of Montana and the Dakotas.

Net ton miles on the GREAT NORTHERN in 1942—number of tons carried one mile—were at 16,709,534,000, or about twice the figure of 1939; passenger miles were at 534,235,000, against almost double the figure of 1939.

There wasn't much time for the GREAT NORTHERN when the huge crush of war business was thrust upon it, to build up facilities beyond those required normally to meet this new load. But like so many other roads in the lean '30s, despite just about every possible economic trend against them, it went out and put millions into plants which make possible the job being done today.

Eastern Lines Pitch In

The task of the railroads in the great ore movement so basic to United States war production doesn't end at the Duluth-Superior docks; it takes up again at the lower lake ports, where it is unloaded from ships onto trains.

The New York Central; Pennsylvania, Baltimore & Ohio; Erie, Wheeling & Lake Erie; Bessemer & Lake Erie; Chesapeake & Ohio and

(Concluded on page 12)



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One Feller Says Tuh the Other Feller



Phenomenal!

Willie: "I killed five flies today—three males and two females."

Johnny: "How can you tell a male from a female?"

Willie: "Well, three sat on the beer bottle and two on the mirror."

Headstrong

A colored soldier, veteran of many brawls along the levees in Mississippi, sharpened his pet razor before going into the front trenches, just in case.

Opening it cautiously as he made his way through the enemy lines, he crept along in the darkness until, without warning, he found himself face-to-face with a ferocious-looking German, who grabbed the rifle from his right hand.

The razor-bearer slashed just once as the enemy attempted to grapple with him.

"Hard luck, colored boy," the German said in excellent English. "You never touched me."

"You jus' think I didn't touch you," said the soldier, grinning widely. "But jus' wait till you tries to waggle yo' head!"

Clerical Wit

An old gentleman of eighty-four having taken to the altar a young damsel of about sixteen, the clergyman said to him "The font is at the other end of the church." "What do I want with the font?" said the old gentleman. "Oh! I beg your pardon," said the clerical wit, "I thought you brought this child to be christened."

A Simple Sum

A doctor and a lawyer were walking along the street, arm in arm. A passerby, noticing them, remarked that they both together made one highwayman.

"How so?" he was asked. "Because it's your money or your life," was the answer.

A Sure Thing

Judge: "Do you challenge any of the jurors?"

Defendant: "Well, I think I can lick that little guy on the end."

Business First

Cohen pulled out his pistol and put it in Rosenstein's face. Just as he was about to fire, Rosenstein asked: "How much do you want for the gun?"

Cohen, in telling the story, said: "And how could I kill a man ven he was talking beensness?"

Fork Puncture

Wife: "What's happened, George?"

George: "Puncture."

Wife: "You ought to have been on the lookout for this. You remember the man at the service station told you there was a fork in the road."

Honey!

A salesman taking his bride south on their honeymoon visited a hotel where he boasted of the fine honey they served. "Sambo," he asked the colored waiter, "where's my honey?" "Ah don't know boss," replied Sambo, eyeing the lady cautiously. "She don't wuk here no mo'."

Boswell to Boston



Boswell

Harley H. Boswell, who managed the Prince of Wales Hotel at Waterton Lakes Park in Canada, for ten seasons, is now manager of The Myles Standish Hotel in Boston, Mass. Boswell has been in the hotel business practically all of his life and prior to going to Boston was assistant manager of the Palmer House in Chicago. He was granted a leave to manage the Prince of Wales Hotel each summer, returning to the Palmer House for the winter seasons.

The Gondolas Roll With Ore

(Continued from page 10)

other roads have bent to the same new record haulings as the upper Great Lakes area railroads. Daily, with the new ore push on, they speed their fastest freights from ports on Lake Erie and Lake Michigan to the mills of Carnegie-Illinois, Jones & Laughlin, Bethlehem, Republic, Inland and other companies rolling out steel for ships and guns.

It's the job the railroads are doing in a thousand ways, every day in the year.

There are Helmar Johnsons in brown, weather-beaten little railroad shanties everywhere—out at the top of a lonely mountain to pass a 2 a. m. dispatcher's message to an engineer; out on the desert to inspect a string of cars; at the tunnel's mouth to guard against sabotage. They're heroes a world passes at 60 miles an hour.

Twelve

"A Velly Small Animole"

NO MATTER where you live in this country, except in cities, you are, at certain times of the year, subject to the rule of little insects that seem to have a number of different names. But all are equally devilish. Unlike the frank mosquito, whose power plant announces his approach, these other enemies of our peace and comfort approach us secretly. Perhaps the oriental gentleman (or someone who expressed his thoughts) has given us the best description of one of them:

"Hon. Chigger he velly small animole. So small you no see. Get under your skin worser than sweet-heart other beau, big bore. And he no knock, just come in anyhow. Sneak up on you from grass like snake.

"Dog he yap. Grasshopper he yawp. Skeeter he zing. Bee he zung. Wood pussie he phew. Creditor he fume. But chigger he no yap, no yawp, no zing, no zung, no phew, no fume. Stick closer than poor relation. Make itchee in most bashful places, in bus, in swell company, so forth. More itchee, more scratchee; more scratchee, more itchee. What to do!

"How kill him? No one know. How escape him? Rub stinkum on skin, everybody holler. No rub stinkum, holler alone. No use fight. Let mighty mite bite."

Reprinted from the May number of *The Curtis Courier*.

Patrick J. Donohue, former general freight and passenger agent, for the GREAT NORTHERN and the Burlington, at Sioux City, Iowa, passed away recently at the age of 81. He was one of Sioux City's best known railroad men.

The First Fifty Years

LEWIS A. MALMGREN reached his office at the usual early hour the morning of June 1. He heard the window glass hum the battle song of a bomber, and watching the B-24 skim St. Paul's loop, wondered how many (censored censored) wars there would be the next 50 years.

He then wrote "deferred for duration" on an imaginary plan for retirement, buzzed his secretary and was off in a whirlwind of tickets on his second half century of service with the GREAT NORTHERN railway.

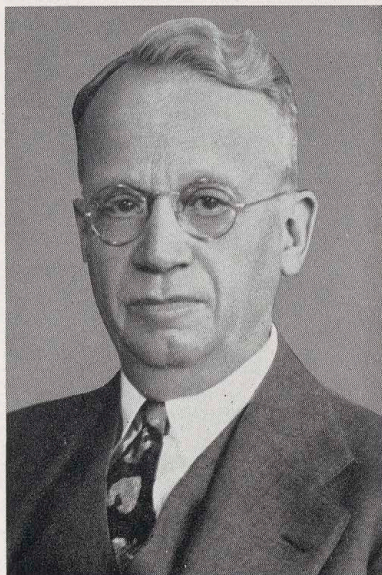
Mr. Malmgren, who lives at Silver Lake, North St. Paul, had planned on retiring at the conclusion of the first 50 years, but he's staying on as auditor of passenger receipts "because it's the only thing to do . . . I couldn't live with Lewis Malmgren if I up and walked out in times like these."

Within whispering range of 65, Mr. Malmgren began work in 1893 in the department he now heads. Fifteen and fresh from Young America, Minn., he became office boy and ticket sorter, at \$15 a month. A \$5 raise was in his pay envelope within four months.

"Of all the promotions I've had since beginning work, the first one, with that \$5 raise, is the most memorable," recalled Mr. Malmgren. "I was living with an aunt, paying board and room, and it was tough sledding trying to make that \$15 stretch over a month. But, that extra \$5 gave me a chance to splurge."

There were a lot of hurdles between office boy and chief clerk of one of the railway's most important departments, but Mr. Malmgren got the job in 1902. He was 24, and probably the youngest man in such a position in the railroad industry. He was advanced to auditor of passenger receipts in 1918.

The veteran auditor's fiftieth year

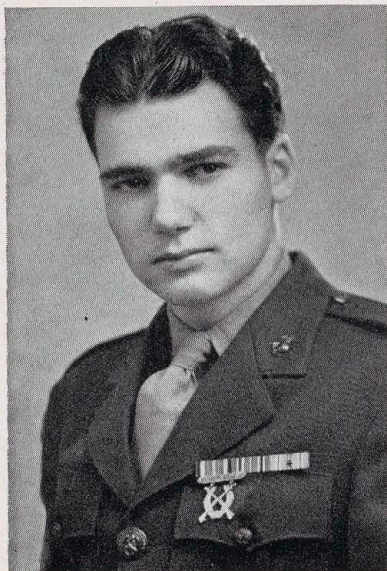


Lewis A. Malmgren.

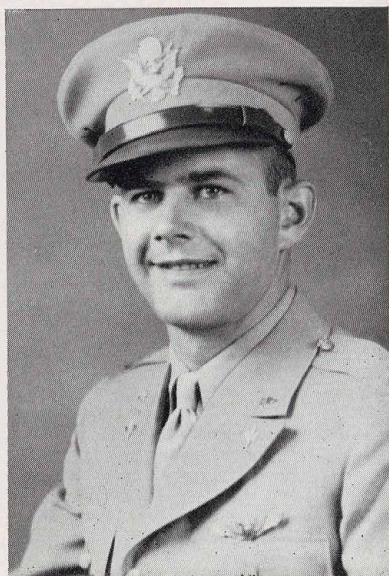
on the job, he believes, the toughest of them all. The Spanish-American war induced a few headaches for passenger receipts men; the first World War had them on the ropes—but, the current controversy has the boys in this business looking longingly at sanitarium advertising.

Today's historic big push for train rides is resulting in an unprecedented flood of claims for refunds on unused portions of tickets. Right now, claims are rolling into Mr. Malmgren's office at the rate of about 2,000 a month. And, since he has achieved a national reputation among railway men for expediting claims, the grizzled auditor holds that war is no excuse for slacking off. Instead, he puts on more steam.

"But," he said, riffling through the day's crop of claims, "I often wish to (censored) that I were young and in the Army."



Corporal Levitte



Lieut. Conley

Great Northern Sons

"WHEN I got to Fiji all I had was the clothes on my back and the Red Cross gave us almost everything we needed. They have sure been swell. They furnish cigarettes and toilet supplies."

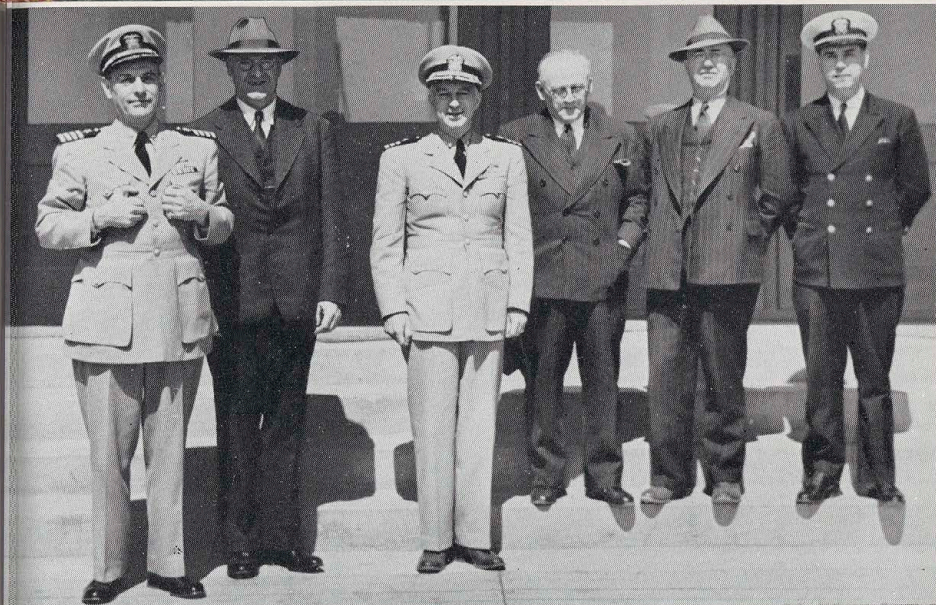
So wrote Corporal L. E. (Bob) Levitte, United States Marine Corps, to his father, L. G. Levitte, GREAT NORTHERN'S traveling freight and passenger agent at Lewistown, Montana. Corp. Levitte enlisted in the Marine Corps in January 1942, at the age of 17, and received his basic training at the San Diego Marine Corps Base. He was overseas nine months, training at various South Pacific bases, landing in convoy at Guadalcanal in September 1942, where he spent 78 days taking part in various battles in the defense of Henderson field.

Fourteen

PRIOR to joining the U. S. Army Air Corps in June 1942, Lt. James W. Conley was employed in GREAT NORTHERN'S accounting department in St. Paul, Minnesota. He received his basic training at the Army Air Base at Santa Ana, California, where he was appointed cadet captain and group commander in the Basic Training School at the Army Air Base at Lemoore, Calif. He was later given a similar appointment at the Advanced Flying School at Yuma, Arizona, where he was graduated in April 1943, and commissioned a 2nd lieutenant.

Lt. Conley, who is the son of GREAT NORTHERN'S general agent, freight department, Thos. G. Conley, St. Paul, is 23 years of age and a graduate of Cretin High School and also attended St. Thomas College.

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Official U. S. Navy photo

G. N. Officials Visit Naval Training Station

OFFICIALS of the GREAT NORTHERN on the west coast recently visited the U. S. Naval Training Station at Farragut, Idaho, to discuss mutual transportation problems with Navy officials. Farragut is the second largest of the Navy's training stations in this country.

Pictured, left to right, are: Captain J. G. Atkins, U.S.N., acting commandant; Thomas Balmer, vice pres-

ident, executive department, GREAT NORTHERN railway, Seattle, Wash.; Commander E. A. Seay, U.S.N., officer in charge of the building and grounds department; Ernest E. Sargeant, GREAT NORTHERN'S attorney for Western Washington and Idaho, Spokane; Roscoe C. Ramsey, traveling freight agent, Spokane; Lieut. Carl C. Nelson, N.S.N.R., transportation division officer.

Former G. N. Track-Inspector Trains Pilots in Instrument Flying

CORPORAL Cecil Joyce, a former resident of Grand Forks, N. D., and track inspector with the GREAT NORTHERN from August 1936 to April 1941, is now serving with the U. S. Army Air Corps in the Caribbean Area, where he is in charge of the Link Trainer, the Army's device for training pilots in instrument flying. Corporal Joyce supervises

the instrument training of the highest ranking colonel down to the newest second lieutenant at this base.

Before going to the Caribbean Area, Corporal Joyce was chief instructor of a Link Trainer unit at the Basic Flight School, Randolph Field, Texas. He is the son of E. R. Joyce of Grand Forks.

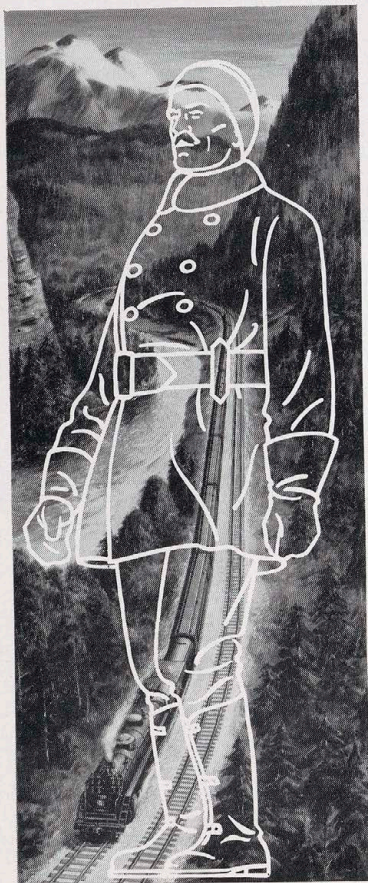
Rolling through the Rockies

TRAVELERS on the Great Northern's Empire Builder cross the Continental Divide almost without knowing it. The train follows a natural route—easy as a game trail—through the scenic grandeur of the Montana Rockies. That is Marias Pass!

At the top of the pass—at Summit, Montana—they see a statue of its discoverer, the late John F. Stevens. In December, 1889, Stevens found a broad, natural corridor through the Rockies, which provided the lowest (5,213 feet) and easiest railway pass in the northern United States.

Stevens' discovery not only gave Great Northern its low-altitude pass through the mountains, it also led to establishment of Glacier National Park—the only national park on the main line of an American railway.

Marias Pass affords swifter, safer handling of trains, and helps make Great Northern a dependable railway.



GREAT NORTHERN RAILWAY

BETWEEN THE GREAT LAKES AND THE PACIFIC

the
GREAT NORTHERN GOAT

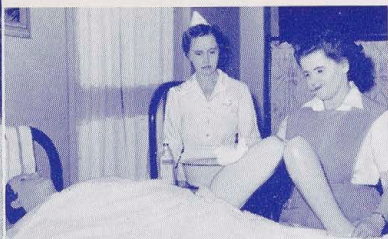


JULY
1943

INVEST IN LIBERTY ★ ★ ★ BUY MORE WAR BONDS



Alice Jane Clements works all day as a switchboard operator in Great Northern's general offices in St. Paul.



Nurses' aides are trained to work in hospitals, clinics and health agencies to serve as assistants to graduate nurses.



To take temperature, pulse and respiration.

Red Cross Nurses Aides



To assist patients up in chair, in dressing and walking.



The care and amusement of children.



After training and probation is completed Nurses' aides receive their caps from a registered nurse instructor who is a member of the local Nurses Aide Corps.



Saving trained nurses many steps by carrying trays from a heated cart to patients at meal time.

PHOTOS BY EILEEN BIGELOW



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They, Too, Serve—On The Home Front

Working all day at a telephone switchboard in wartime, requires unlimited patience and steady nerves. Devoting free evenings two, three or more times a week to training as a Volunteer Nurse's Aide is no gay pastime, but requires determination and constant courage because from six to eight weeks of instruction in fundamental nursing procedure are required.

Alice Jane Clements is one of America's hundreds of thousands of employed women who is making this work her contribution to the war effort, in addition to buying War Bonds. Alice works all day at a switchboard in GREAT NORTH-EARN'S general offices in St. Paul, Minnesota, which in these trying times requires constant alertness. She has completed her training and is now a member of the Volunteer Nurse's Aides Corps of the Ramsey County Chapter of the American Red Cross. She is proud of her achievement and although it was hard work, with very little time for relaxation and personal recreation, she feels the satisfaction of having chosen a trained and disciplined service, and has made up her mind to do a job which needs to be done. And she is assisting in organizing classes of railroad women to follow her example.

The United States Office of Civilian Defense has called upon the American Red Cross to undertake the training of 100,000 Nurse's Aides in the next twelve months. There is an acute shortage of graduate nurses, due in part to the needs of our Armed Forces, our growing industrial needs, and to rapid shifts in our population. More graduate nurses will be called in this emergency making it necessary to train still more volunteers to care for the sick in our hospitals and clinics at home. A Volunteer Nurse's Aide, working

as an assistant to the nurse, gives the nurse more hands, frees her for those services only a graduate nurse can do.

Training as a Nurse's Aide requires an 80-hour course (45 hours in class work, 35 hours supervised practice in wards of hospitals, specially designated as training centers) and a 20-hour First Aid course.

Volunteers must be over 18 years of age for day classes, over 20 for night classes; must be American citizens, have equivalent of a high school education, serve without pay, and agree to take the training course and give a minimum of 150 hours service annually after completing the course.

Nurse's Aides work as assistants to graduate nurses, making beds, giving baths, taking temperature, pulse and respiration, assisting with non-sterile dressings, helping to apply casts and slings, assisting at blood donor centers, making patients comfortable and generally assisting graduate nurses.

They work in wards of hospitals, in hospital clinics, in official and voluntary public health nursing agencies, in industrial health clinics, in school health services and in all field health organizations. They now also serve in Army hospitals in the United States and its dominions, Alaska, etc.

The need for Volunteer Nurse's Aides is urgent. You can obtain further detailed information by calling at your local Red Cross Chapter in your community.

The photographs on the opposite page were made in Bethesda Hospital, St. Paul, by Eileen Bigelow, official Red Cross photographer in St. Paul. Appearing in the pictures are Alice Jane Clements, Nurse's Aide, and Mrs. John F. Briggs, R. N., instructor, St. Paul, Minn.

THE GREAT NORTHERN GOAT

VOL. 13

JULY, 1943

No. 9

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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, Minnesota.

Old Glory

Old Glory is the Flag of our country. We love it for what it is and what it represents.

It embodies the purposes and history of the Government itself. It records the achievements of its defenders on land and sea. It heralds the heroism and sacrifices of our Revolutionary forefathers who planted free Government on this continent and dedicated it to Liberty forever. It attests the valor of our citizens in all the wars of the Republic and is bathed in the blood of our best and bravest.

It is the emblem of equal rights. It means universal education—light for every mind, knowledge for every child. It means the schoolhouse is the fortress of Liberty. In the hour of victory we give it to the breeze as the expression of our thankfulness and joy. In the dark days we turn to its sheltering folds for support.

Four

Its stripes of alternate red and white proclaim the original thirteen states of the Union. Its stars of white on a field of blue, one for each State, represent the constellation which our fathers had in mind on June 14, 1777, when they founded the Flag.

Even the colors of the Flag have their own significance. The red is for valor, typical of the blood that was shed in the war for freedom; the white is for purity, emblematic of the principles on which the Government was organized; and the blue is for justice, representing the loyalty and devotion of the founders of the Republic.

Let us teach the young to look with eyes of respect, love and pride upon the American Flag, wherever they may see it. Let us spread it where our school children may look upon it. Let us teach them its wonderful history.

(From "Flags of America" By Colonel W. H. Waldron, United States Army and reprinted through the courtesy of the Standard Printing & Publishing Co., Huntington, West Virginia).

The Goat's Cover



For every star in its field of blue,
For every stripe of stainless hue
Ten thousand of the tried and true
Have laid them down and died.

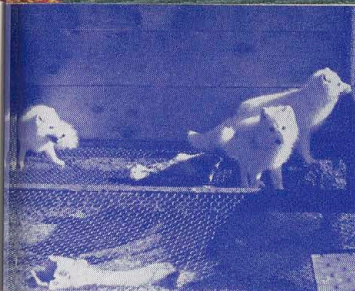
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White arctic foxes have eyes of fire in balls of fur.



Silvery sheen furs for milady's adornment

Prize Winning Furs from North Dakota

Varying somewhat from the usual North Dakota farm, is Lewis Palmer's fur farm near Williston, N. D. Palmer has been endeavoring to discover the most profitable kinds of furs that can be produced on his fox farm for the past twelve years and believes he has now found the answer.

Just a few years ago he specialized in platinum and silver foxes but now he is concentrating on the white arctic and blue foxes, and special crosses of these two strains. These crosses produce a beautiful light blue fur with a silvery sheen.

Last year Palmer placed 270 fox pelts on the market, retaining 130 foxes for breeding purposes. He also sold 229 mink pelts.

The Palmer farm is located in country formerly famous for the fine horses it bred. He has won more ribbons for outstanding fox furs than any other breeder in America. Most of his furs are marketed in New York or Seattle.

The sale price of pelts is not all profit, according to Palmer, but by careful management, fur farming can be made as profitable as any other specialty farm enterprise.

What Washington Farmers Did in 1942

Reports show that state of Washington farmers in 1942 reached an all-time high record of production, putting on the market crops whose sale value totaled over \$367,000,000.

Wheat led all Washington crops in sale value last year, at \$56,000,000; and the yield in wheat averaged 29.4 bushels per acre.

The value of milk produced stood

second to wheat at almost the same figure, and other crops in order were: apples, \$40,000,000; cattle and calves, \$35,000,000; eggs, \$25,000,000; hay crops, \$22,500,000; dry edible peas, \$19,500,000; hogs, \$12,250,000; pears, \$12,000,000; potatoes, \$11,750,000; barley, \$7,000,000; vegetables \$6,750,000; turkeys, \$6,000,000; hops, \$5,000,000.

What's My Name?

The following questions are taken from a collection of famous passenger train names compiled under the title "The Romance of Train Names" by A. E. Rohmer, GREAT NORTHERN'S district passenger agent in Philadelphia, Pa. How many can you name correctly?

1. I represent a costly stone. The Lehigh Valley Railroad operates me between Buffalo and New York.
2. I am called for a famous sailor man, and I do not mean Popeye. My run, from Philadelphia to Atlantic City.
3. A bird associated with happiness shares my name. I am a Wabash Railway train.
4. The country I serve is rich in oil, as rich as gold; my owner, the Frisco Lines.
5. A great Indian chief, over whom a war was fought, and the Burlington Route likes my service along the smiling Mississippi.
6. I am named for a flag of a color representing truth and I hurry along between Chicago and St. Louis.
7. A beautiful flower, native to Louisiana, into which state my course takes me for the Louisville and Nashville Ry.
8. Named for a well-known street in New York City, I work hard for the Pennsylvania Railroad.
9. An early battle in the Revolutionary War gave me my name, of which I am most proud, as is the New Haven Ry.
10. The man I am named for was a promoter of the old Erie Canal. I run from Detroit to New York. One of the very first of steam locomotives in America also bore my name.
11. A great river of the Pacific Northwest was made use of when they chose my name, as the Spokane, Portland & Seattle Ry. will tell you.
12. Mine is a name associated with the Navy, being for a type of battleship and the Seashore Lines operate me to and from Atlantic City.
13. If an Indian could shoot me from a golden bow, I would fly, as I now do, all the way from New York to Chicago.
14. While I am a precious stone, I am of the color of a shamrock and I carry passengers in my streamlined cars between Chicago and St. Louis.
15. My service is performed entirely in Florida and I am named for an ocean current.
16. Not quite to a city of Cuba do I run, but the Atlantic Coast Line Ry. calls upon me to transport its passengers to Florida.
17. A famous American poet was honored when my name was chosen and I was put into operation on the Big Four Route.
18. An unusual train name, mine represents a beloved and popular college song, of all things, and you will find me working on the Milwaukee Road.
19. I am named for a flower prominent at a great many weddings and the Seaboard Railway operates me to Florida.
20. If you saw me in the sky after a storm you would instantly guess my name. I run from New York to Chicago over the Pennsylvania.

(Answers to the above questions are published on page 12)

G. N. Takes Over

Operation of the 165-mile Spokane, Coeur d' Alene and Palouse Ry., was assumed July 1, 1943, by the GREAT NORTHERN Ry. The lines, formerly operated by the SCA&P Ry., a GREAT NORTHERN subsidiary, are between Spokane, Wash. and Coeur d' Alene, Ida., Spokane and Moscow, Ida., and Spokane and Colfax, Wash.

Glacier Park Goes to Australia

Marine Corps Sgt. Dick Hance had to go all the way to Australia to get his first glimpse of Twentieth Century-Fox "Magic Carpet" and James A. FitzPatrick's GLACIER PARK "Traveltalk" films which he assisted in producing while assistant photographer in GREAT NORTHERN'S advertising department, St. Paul, in 1941.

Sgt. Hance, somewhere in Australia, in commenting about the films, writes: "right now I am in all my glory because there are two movies being shown here and both are of Glacier Park and best of all they are the ones that I had a hand in shooting. It was the first time I had seen them and I really got a thrill out of them. I have taken all my friends to see the pictures and proudly tell them that that was the place that I used to work in and how much I wish that I were back there."

Here's hoping Sgt. Dick, it won't be too long before we'll be seeing you.

**TIMBER IS A CROP—
THE HARVEST IS
HOMES
KEEP AMERICA GREEN
—PREVENT FIRES**



Great Northern Railway employees in Uncle Sam's Armed Forces July 1, 1943.

Our Gold Stars

★Ten GREAT NORTHERN Railway employees have been reported missing and killed in action, and succumbing to disability in this country and abroad, in previous numbers of the GOAT. A re-check has developed that eleven GOLD STARS reported in the June GOAT was in error.

Lieut. Charles B. Woehrle, reported missing after a raid over occupied Europe, was wounded and is now a prisoner of the Germans according to advice received by his parents from the International Red Cross. The extent of his wounds are unknown.

Lieut. Woehrle was the bombardier in the Flying Fortress "Concho Clipper", in which Clark Gable rode on a previous raid over Europe.

Information concerning OUR GOLD STARS is compiled from data available.



Every Saturday morning GRT-NORTHERN'S department officials, St. Paul and Minneapolis representatives and traveling freight agents will meet in the company's general offices for a weekly table discussion of current transportation problems, new regulations and to plan assignments for the following week. The meetings are presided over by C. F. Foley, assistant manager.

Names of representatives present will be found on the following page (9).



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T NORTHERN'S freight traffic
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 headquarters in St. Paul get
 general offices for a weekly round-
 problems, new traffic regula-
 the following week. Confer-
 Finley, assistant freight traffic
 will be found on the fol-

G. N. Freight Traffic Officials and Representatives

The following are pictured on the preceding pages (8 & 9).

1. H. R. Carl, A.G.F.A.; 2. J. J. Woulfe, A.G.F.A.; 3. J. S. Bock, A.G.F.A.; 4. O. M. Anderson, commerce agent; 5. V. P. Brown, A.G.F.A.; 6. P. H. Burnham, freight traffic manager; 7. W. E. Nicholson, A.G.F.A.; 8. W. D. O'Brien, G.F.A.; 9. Mr. Finley; 10. E. W. Bergstrom, special traffic representative; 11. T. J. Nadeau, C.F.A.; 12. H. D. Rockowitz, chief clerk to A.G.F.A.; 13. W. W. Lloyd, T.F.A.; 14. J. J. McGeever, C.F.A.; 15. H. A. Hemberger, T.F.A.; 16. H. H. Des Marais, C.F.A.; 17. M. M. Scanlan, industrial agent; 18. F. F. Brown, T.F.A.; 19. J. J. Hare, assistant to general agricultural development agent; 20. Geo. I. Myron, special clerk to A. G. F. A.; 21. H. D. Nicholson, T.F.A.; 22. T. J. Bolin, T.F.A.

Charmed Isles of Puget Sound

By HARRIET GEITHMANN
(Continued from February Goat)

The islanders themselves, all in all, are every whit as interesting as the history and the geology of the archipelago. They have been recruited from the ranks of Argonauts in search of the Golden Fleece, handsome ne'er-do-wells, poetry-loving souls who depend upon remittances from afar rather than upon their cherry crops, landlubbers, sea rovers and sun-tanned men and women from the cities of Puget Sound and beyond, Washingtonians and British Columbians who recognize the San Juans as their land of promise. In the employ of the canneries here and there, where crabs, shrimps and salmon are harvested, are Finlanders, Icelanders, Canadians and Americans. At Friday Harbor on San Juan because of the Oceanographical Laboratories there are students of deep sea life from all points of the compass. In this "unique garden of the sea" they study starfish, sea urchins, sea cucumbers and sponges. Because the San Juans face the automobile highway, as it were, which connects Victoria and Vancouver Island with Bellingham and the continent, flocks of voyagers call as they ferry through the archipelago.

If we stop to chat with anyone of the oldtimers, we will hear legends galore after we have asked after the oldtimer's health and received the answer: "Oh tolerable". The oldtimer's reminiscences always include the captain, the "comicalist man" who was stranded on a certain rock off Orcas Island when he tried to elope with the farmer's buxom frau.

In the tawny San Juans of Puget Sound, the shores of which are ever washed by Pacific currents, everybody seems to be unconsciously bent on making life a festival instead of a battle. They seem to be questing beauty and brotherhood as well as bread. Some of them have even been found guilty of sprinkling flour on their cabin floors to catch the imprint of the fairies who call on them under cover of darkness. Whether the islanders are oldtimers brewing barrels of currant wine or adventurers lolling in the sun in company with the cormorants, gulls and sea parrots which also haunt the agate-studded beaches, all of them live in an atmosphere which reminds one of Izaak Walton and his words, "Praise God, be quiet and goe a' fysshynge".

(The end)



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Goat Gaities



He Knew!

"Your wife has been delirious all day," said the nurse, in a worried tone, "calling for you and crying for money."

"Hah!" snorted friend husband, "Delirious, hell!"

Have you heard how one mountain peak greeted another mountain peak?

Hi-Ya CLIFF!

Some Program!

During the course of a colored festival in a Southern town, Miss Mandy Johnson, a guest from a rural community nearby, to whom such a function was a novelty, was approached by a Mr. Spencer, who inquired with great suavity, "Miss Johnson, am yo' program full?" "Lordy no, Mr. Spencer," said the lady; "it takes mo' dan a san'wich an' two olives to fill mah program!"

Business Is Business!

A priest offered a dollar to the boy who could tell him who was the greatest man in history.

"Christopher Columbus," answered the Italian boy.

"George Washington," answered the American lad.

"Saint Patrick," shouted the Jewish boy.

"The dollar is yours, but why did you say Saint Patrick," asked the priest.

"Right down in my heart I knew it was Moses," said the Jewish boy. "But business is business."

Too Late!

There are many versions of Hitler's phone call to Moses in Heaven.

"I want to inquire about that rod you used on that Red Sea job. Is it true the waters rolled back and made a clear road when you held it up? If so, I'd like to borrow it. I have a little job to do on the English Channel," Hitler explained.

"It's true about the rod," said Moses, "but I no longer have it in my possession."

"Where is it?" asked Hitler eagerly. "Just tell me where it is and I can get it."

"I very much doubt that you can get it," answered Moses politely. "It is in the British museum."

For Goodness Sake!

Mother: "Isabel, where have you been until 3 a.m.?"

Isabel: "Walking, Mother."

Mother: "For goodness sake!"

Isabel: "Yes, mother."

Which End

"God gave us two ends to use. One to think with! One to sit with! The war depends on which we choose—
Heads we win, tails we lose."

A Good Wife

A very excellent lady was desired by another to teach her what secrets she had to preserve her husband's favor. "It is," replied she, "by doing all that pleases him, and by enduring patiently all that displeases me."

The Romance of Train Names

Following are the answers to questions published on page 6. How many did you get right?

1. The Black Diamond.
2. Barnacle Bill Special.
3. The Blue Bird.
4. The Black Gold.
5. The Black Hawk.
6. Banner Blue.
7. The Azalean.
8. Broadway Limited.
9. The Bunker Hill.
10. The De Witt Clinton.
11. Columbia River Express.
12. The Cruiser.
13. The Golden Arrow.
14. The Green Diamond.
15. Gulf Stream.
16. The Havana Special.
17. James Whitcomb Riley.
18. On Wisconsin.
19. Orange Blossom Special.
20. The Rainbow.

Outstanding Performance

Splendid tribute to the railroads of the country and their employes for their war services up to the present time was recently paid by Major General Charles P. Gross, Chief, Transportation Corps, Army Service Forces. Declaring that the railroads "have done a superlative job" and that it "would be a disaster" if the government should take over and operate them in this emergency, General Gross attributed much of today's outstanding performance to lessons that were learned in the first World War.

Twelve

American-built Locomotives in Africa

Twenty or more American-built locomotives which hauled trainloads of ammunition and other vital supplies to American troops in Europe in the first World War, once more are in military service under the Stars and Stripes, but this time in North Africa.

These locomotives were in regular commercial service on the French-owned Algerian and Moroccan railroads prior to the landing in North Africa of the invasion force from the United States. Since that landing, they have "joined up" for another hitch with Uncle Sam, augmenting an undisclosed number of modern counterparts which accompanied or followed the "Yanks" into North Africa.

Reports from Algeria and Morocco say that these "iron horse" veterans of the last war are about as serviceable as ever, and that the Transportation Corps' Railway Shop Battalions had no difficulty tuning them to mechanical perfection. They no longer are things of beauty in an aesthetic sense, if they ever were. But their unfailing response to throttles in the hands of soldier-engineers, and their tireless performance of military duties make them objects of pride and affection to the Transportation Corps' Military Railway Service, made up chiefly of men expert in their work through years of training and service on America's railroads.

That these locomotives are still in service may seem little short of miraculous to the layman, but the fact remains that American-built equipment of this kind can "take it". Railroad authorities estimate that better than 50 per cent of all American-made locomotives, even in commercial service, are twenty-five or more years old—and going strong.

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Lt. Goggin



Sgt. Ohland



Lt. Kolstad

In Uncle Sam's Armed Forces

Formerly chief clerk in GREAT NORTHERN'S freight traffic offices in Portland, Oregon, Lt. (j.g.) John E. Goggin, entered the Armed Forces in March 1942, and received his commission in October of last year. He is a member of the Naval Aviation Cadet Selection Board, assigned to public relations work and selection of personnel, and is stationed in Seattle, Washington.

Staff Sergeant Vernon W. Ohland of Spokane, Washington, is the son of Otto Ohland, a GREAT NORTHERN day baggageman in Spokane, who has been in the company's service for many years. Sgt. Ohland was one of the gunners of a bomber that was jumped by a Messerschmitt over Africa. A 20-mm. cannon shell

collided with his leg just about the same time fire broke out on the plane. Ohland stayed with his gun until the fighter was driven off, then dragged his mangled leg the length of the fuselage, borrowed a fire extinguisher from up front, crawled back and put out the fire.

In the roster of officers to graduate in the Fifth Class of the Basic Military Course of the Atlantic Coast Transportation Corps Officers Training School at Fort Slocum, New York, is Lt. Goodwin H. Kolstad, former assistant master carpenter at GREAT NORTHERN'S division headquarters in Willmar, Minn. Lt. Kolstad entered the Armed Forces in May of this year.

Checked Baggage Should Carry Identification Tags

Train passengers are urged to affix both to hand baggage and checked baggage a label bearing name, street number and city address. This will help to identify hand baggage aboard trains, on sta-

tion platforms and in waiting rooms. It will also facilitate the forwarding of checked baggage if checks become detached which has increased considerably due to heavy passenger travel and the abnormal volume of checked baggage.

Railway Grand Division Promotions Announced

Promotion of several officers of the 704th Railway Grand Division, whose personnel is made up of former GREAT NORTHERN employes, is announced by Brigadier General Carl R. Gray, Jr., Director General of the Military Railway Service in North Africa.

Major John Marshall Budd, son of Ralph Budd, president of the Burlington Railroad, and former superintendent of the GREAT NORTHERN'S Kalispell Division, with headquarters at Whitefish, Montana, has been promoted to Lieutenant Colonel.

Captain Roland R. Anderson, formerly general foreman, stores department, Superior, Wisconsin, and Captain James H. Heron, formerly superintendent of shops, Great Falls, Montana, have been promoted to Majorities.

Lt. Downing B. Jenks, son of C. O. Jenks, GREAT NORTHERN'S vice-president of operations, and formerly a trainmaster, Hibbing, Minn., Lt. Maynard E. Parks, formerly a traveling engineer, Whitefish, Montana, Lt. Lloyd L. LaFountaine, son of C. L. LaFountaine, GREAT NORTHERN'S general safety supervisor, and in civilian life a trainmaster, Klamath Falls, Oregon, and Lt. Wilbert F. Arksey, formerly assistant engineer of water service, St. Paul, Minn., have been promoted to Captaincies.

The announcement states that added responsibilities in their duties with the Military Railway Service have brought these men the higher rank. Officers and troops under the command of General Gray have supervision and a prominent part in the operation of all roads in North Africa from Casablanca to Tunis.

Fourteen

What Goes On!

Anthony Kane, former attorney in GREAT NORTHERN'S legal department in Seattle, has been commissioned a Major on the staff of the Judge Advocate General of the U. S. Army at Washington, D. C. He entered the Armed Forces in May 1942 as a Captain.

William C. Thorn, retired GREAT NORTHERN district passenger agent, St. Paul, Minn., died on June 21, 1943, at the age of 73. He began service with the company as a city ticket agent in 1902.

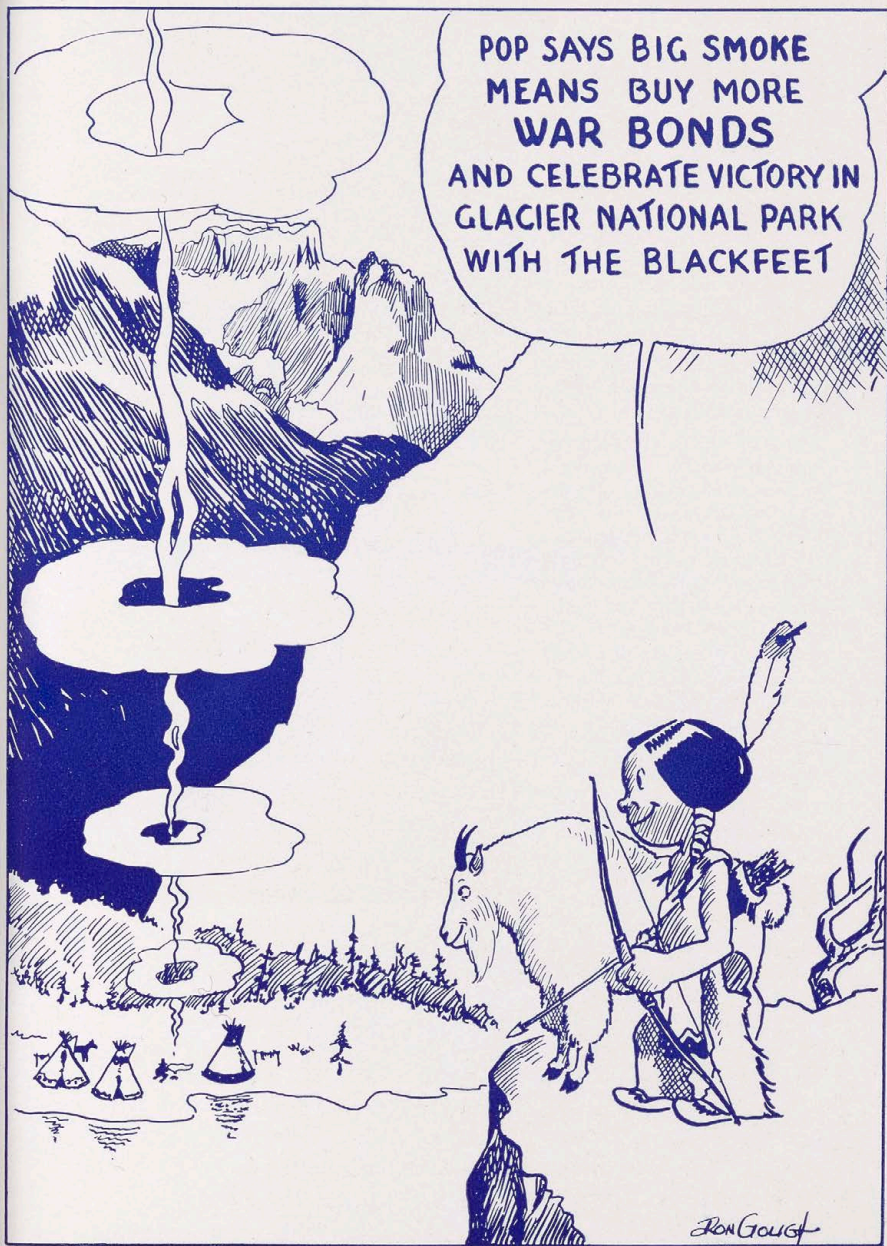
The Pop Concert season will open at the Saint Paul Municipal Auditorium on July 21 and concerts will be presented every Wednesday, Friday and Saturday evenings through August 28. Leo Kopp will again direct the orchestra.

Completing 35 years of service, John L. Close, GREAT NORTHERN'S superintendent of the Spokane Division, Spokane, Washington, has retired. He is succeeded by I. E. Manion, former superintendent of the Butte Division, Butte, Montana. H. M. Shapleigh, former superintendent of the Klamath Division, Klamath Falls, Oregon, succeeds Mr. Manion, with W. R. Minton, Trainmaster, Willmar Division, succeeding Mr. Shapleigh as superintendent of the Klamath Division.

Breynton R. Finch, former custodian of the Colorado national monument near Grand Junction, Colorado, has been appointed chief ranger in Glacier National Park.



POP SAYS BIG SMOKE
MEANS BUY MORE
WAR BONDS
AND CELEBRATE VICTORY IN
GLACIER NATIONAL PARK
WITH THE BLACKFEET



Don Gough

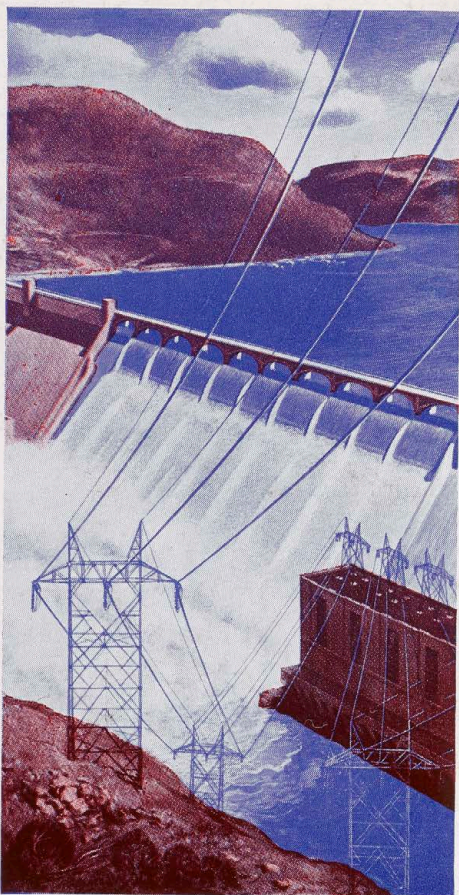
Power for **WAR** Power for **PEACE**

INDUSTRIES in the great Northwest, now supplying the United Nations' war machines, can swing swiftly to peacetime production.

After-the-war necessities for the new world will roll from these plants because power is and will be abundantly available.

Supplementing production of electric energy by private enterprise, an increasing supply of power is being generated at public-owned dams. Great Northern Railway's transportation services were an important factor in the construction of hydroelectric plants at Grand Coulee and Bonneville on the Columbia, Fort Peck on the Missouri, and others in the vast region between the Great Lakes and the Pacific.

This is power for war, because it is helping America to tremendous emergency production; it is power for peace, too, for it is attracting important new industries to the fast-developing commonwealth served by Great Northern.



The by-products of hydroelectric power will be equally valuable—foodstuffs raised on millions of acres made productive through the magic of irrigation.

G R E A T N O R T H E R N R A I L W A Y

ROUTE OF THE EMPIRE BUILDER
BETWEEN THE GREAT LAKES AND THE PACIFIC

FORM 6009 7-43

PRINTED IN U. S. A.

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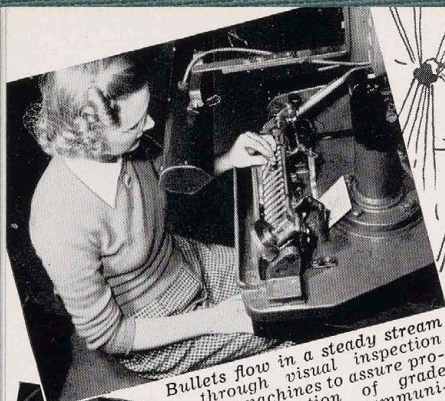
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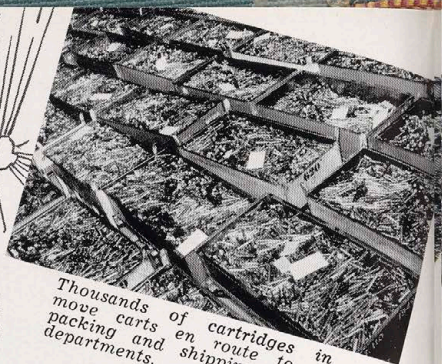


**AUGUST
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ROUTE OF THE EMPIRE BUILDER



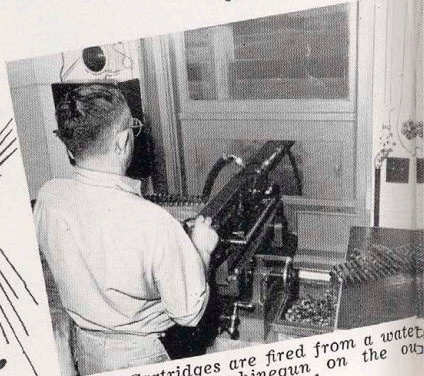
Bullets flow in a steady stream through visual inspection machines to assure production of grade "A" ammunition.



Thousands of cartridges in move carts en route to packing and shipping departments.



A transparent face-shield safeguards workers who operate rumble-washers, one of the many steps in the processing of cartridges.

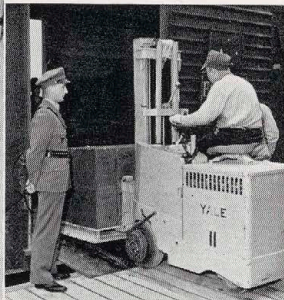


Cartridges are fired from a water-cooled machinegun on the door testing ground.

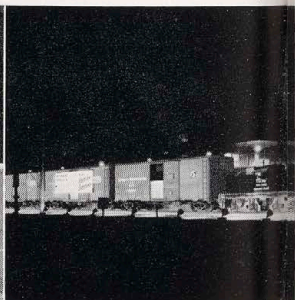
Fire Power for Freedom



Machines speed the assembly of cartridges for belt packing



Chests of cartridges are loaded into freight cars.



Great Northern Railway is speeding fire-power to all battle fronts.

A bountiful machine gun trainload today of farmland just and St. Paul w of the Twin C lies Ordnan Plant have r placed the wa ing rows of Mi nesota corn reason of Am ca's need f war munitions This Govern ment-o w e small arms ar munition facto is operated Federal Car ridge Corpor tion of Minn apolis, under s ervation of t U. S. Army Or nance Depa ment. More th 20,000 worke fifty per cent them women, producing mill er cartridges dished fighting n overseas. Construction largest war p was well unde door was attac fact that shor was doubled, in Plant One five months a of earth was of manufactu ities, includi miles of sta trackage, are Auxiliaries as well as th industry for t employees and duce maximu

Cornstalks to Cartridges

A bountiful harvest of rifle and machine gun cartridges flows by trainload today, from a large tract of farmland just outside Minneapolis and St. Paul where production lines of the Twin Cities Ordnance Plant have replaced the waving rows of Minnesota corn by reason of America's need for war munitions.

This Government-owned small arms ammunition factory is operated by Federal Cartridge Corporation of Minneapolis, under supervision of the U. S. Army Ordnance Department. More than 20,000 workers, fifty per cent of them women, are producing millions of .30 and .50 caliber cartridges for American and Allied fighting men on home soil and overseas.

Construction of the huge plant, largest war plant in the Northwest, was well underway when Pearl Harbor was attacked and, despite the fact that shortly afterward the size was doubled, production was started in Plant One only a little more than five months after the first spadeful of earth was turned. Various types of manufacturing buildings and utilities, including approximately 14 miles of standard gauge railway trackage, are included in the layout.

Auxiliaries usual to a small city, as well as those essential to a large industry for the safeguarding of employees and property and to produce maximum efficiency, were pro-

vided. A modern-equipped field hospital, fire department, civilian guard force which includes a women's uniformed contingent, cafeterias, transportation system,

training schools and an employees' newspaper are among the special facilities.

The national spotlight was turned on the Twin Cities Ordnance Plant when President Franklin D. Roosevelt made a midnight visit while on a tour of war plants in various parts of the country last autumn. The President, accompanied by former Governor Harold E. Stassen of Minnesota, and Charles L. Horn, presi-

dent of the contract-operator organization, inspected operations in several of the main manufacturing buildings by automobile, following his arrival by special train over trackage extended from the Minnesota Transfer Railway, when the plant was constructed.

This connection permits rapid delivery of carload shipments of cartridges to designated carriers since nine principal railroads are serviced by the transfer railway through classification yards situated midway between Minneapolis and St. Paul.

Great Northern Railway—one of America's railroads all united for victory—is helping to speed fire-power to our fighting men on all battle fronts.

Photographs on page two furnished by the Twin Cities Ordnance Plant.



THE GREAT NORTHERN GOAT

VOL. 13 AUGUST, 1943 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, Minnesota.

What They're Saying About Railroads

"In the year and a half that we have been active participants in this war, we have moved an average of approximately one and one-half million men each month. This is about five times the average number moved in World War I. Also we have moved an average of approximately 150,000 carloads each month which is about six times the average amount of military freight moved in the last war. These figures are prodigious. No other nation is capable of such sustained transportation activity, and when they do approach such levels, it is usually only for brief periods and almost complete cessation of regular service is necessary. We have done it without regimentation and without national decrees which are the case in Europe. The great triumvirate of shippers, carriers and government working to a common end in complete understanding and harmony have made it possible here."

Col. E. C. R. Lasher, Deputy Chief,
Traffic Control Division,
Army Transportation Corps.

Four

Figure It Out for Yourself!

GREAT NORTHERN employees have made an enviable record to-date in their purchases of War Bonds. Whereas many comparable business institutions show decreases, GREAT NORTHERN purchases show an increase each month. We should make every effort to continue this record.

The Third War Loan will begin September 9. This drive will be the biggest in the history of financing. Start NOW to figure the maximum amount you can invest in War Bonds.

Now of all times, when our boys are on the march, we must put every dollar we can spare on the march with them.

The Goat's Cover Our Own Vicki



Virginia Rauen was the first GREAT NORTHERN woman employee in the General Offices in St. Paul, Minnesota, to join the WACS, in December, 1942. She was employed as a relief telephone operator and check clerk in the company's Telegraph Department. Virginia received her basic training at Fort Des Moines and is now stationed at Norfolk, Virginia, with the 509th WAC Headquarters Detachment Company. She just recently was promoted to corporal.

The smiling gentleman in the picture is July 14 that he is a mess.

All that day GREAT NORTHERN kept on his desk, celebrating his 70th birthday since smeared sleeve! If you believe, here's another started a vigorous anniversary by engaging a round of handbells with birthday!

Mr. Hess, with NORTHERN'S 1920, has plans for the dethroning of from

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70th Birthday

The smiling gentleman behind the desk in the picture above proved on July 14 that he is a paragon of neatness.

All that day George H. Hess, Jr., GREAT NORTHERN comptroller, kept on his desk the cake commemorating his 70th birthday—and never once smeared icing on his coat sleeve! If you find that difficult of belief, here's another: Mr. Hess imparted a vigorous touch to his anniversary by engaging in a rousing round of handball. Try that on your 70th birthday!

Mr. Hess, who has been GREAT NORTHERN'S comptroller since 1920, has pigeonholed retirement plans for the duration, at least. He thrives on front line action.

An Iowan by birth (Dubuque), he lived most of his boyhood days in Omaha, where he hawked newspapers and held daily rendezvous in a neighborhood fire station. This association provided less information

on fire-fighting than about the adventures of Nick Carter, Deadwood Dick, and others of the legion of heroes on pulp. And, from this fascination Mr. Hess developed a robust hobby. He now is one of the nation's outstanding collectors of dime novels.

The GREAT NORTHERN official entered railway work in 1892 with the Pacific Express Co., serving in various capacities until 1911, when he became an examiner of accounts for the Interstate Commerce Commission. From 1915 through 1916 he was a district accountant for the I. C. C., with headquarters in Kansas City. He then became assistant comptroller of the GREAT NORTHERN, and four years later became comptroller.

Nationally eminent in American railroad accounting work, Mr. Hess is a member of several organizations devoted to this phase of the rail transportation industry. He is a former officer of many of the groups.

G. N. Official Dies



James C. Rankine

James Calhoun Rankine, thirteen years assistant to the operating vice president of the GREAT NORTHERN railway, died on July 26. Murray C. Anderson, whose services with the GREAT NORTHERN began in 1904, and formerly wage and schedule supervisor in the assistant to the vice president's office in St. Paul, has been appointed to succeed Mr. Rankine.

Francis H. Macdonnell, chief clerk in the same office, has been appointed wage and schedule supervisor, succeeding Mr. Anderson, and Floyd Marshall, formerly assistant chief clerk in GREAT NORTHERN'S division offices in Willmar, Minnesota, succeeds Mr. Macdonnell.

Born in Milwaukee, Wis., in June 1880, Mr. Rankine began his services with the GREAT NORTHERN as a telegraph operator in 1904. Prior to his appointment as assistant to the vice president, in 1930, he was a night chief operator, chief clerk in the superintendent of telegraph office, telegraph and telephone valuation engineer and superintendent of telegraph. He was a past president of the GREAT NORTHERN'S Veterans' Association.

Mr. Anderson held various positions in Breckenridge, Spokane, Whitefish, New Rockford, Sioux City and Minneapolis, up to the time of his appointment as wage and schedule supervisor, in April 1940. Mr. Macdonnell's services with the GREAT NORTHERN began in April 1914, as a stenographer in the general manager's office, and was made chief

(Continued on page 14)

Six

New Industry in the Pacific Northwest

Another new industry took its place in the rapidly expanding industrial life of the Pacific Northwest when the first of the units of the Government-owned magnesium plant, located near Spokane, went into operation last month.

This new installation is the first and largest completely integrated plant for the production of magnesium by a thermal reduction method. It was completed in just eleven months from the time construction work started. Metallic magnesium is produced directly from raw materials found in this region, with annual capacity four times the annual prewar output of the entire United States. More than 800 men will be employed when the plant is in full operation, most of them residents of Spokane and its environs.

The plant was built and is operated by Electro Metallurgical Company, a Unit of Union Carbide and Carbon Corporation, for the Government's Defense Plant Corporation.

The method for the production of magnesium used in this plant was developed by Electro Metallurgical Company engineers. In this process, calcined dolomite is smelted with ferrosilicon in huge, high-vacuum electric furnaces. These units are the largest of their type in the country. Dolomite is abundant in this region, and, with silica rock, is shipped by rail from Stevens County to the plant. The large amount of electric power required in the reduction process is obtained from the Grand Coulee Dam hydro-electric development.

(Continued on page 12)



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George Snyder

In the Navy

GREAT NORTHERN'S former city passenger agent in Portland, Oregon, Lt. (j.g.) Robert L. Eaton, entered the U. S. Navy in June 1942. He received his "boot training" in San Diego, California, and returned to Portland with rating of Chief Specialist Petty Officer assigned to the Portland Recruiting District and Public Relations Department.

He was commissioned a lieutenant (j.g.), U. S. N. R. in July of this year and has been assigned to temporary duty in the Supply Corps for Transportation Billet in Washington, D. C.

Bob, as Lt. Eaton is known to his many friends, reports that "boot training" was no vacation from his work as GREAT NORTHERN'S city passenger agent.

Safety Ace

A knack for discovering safer ways of doing things earned George Snyder, assistant car foreman in GREAT NORTHERN'S shops at Hillyard, Washington, a citation of "Safety Ace" from the National Safety Council and an award of a \$100 war bond.

Snyder's interest in the cause of safety induced him to develop several safety devices, including one for handling car couplers and another for hanging freight car doors. He has been employed at Hillyard shops since October 1922 as a laborer, carman helper, carman and was made assistant car foreman in April of this year.

The Skirt Soldier

By Charles Stedman
Managing Editor, Port Arthur, T.

I am a WAC.
I am a Soldier in Skirts.
Don't laugh, Mister. It is no laughing matter.
I wear the uniform of my country
Because my country is at war.
I'm no super-patriot. Millions of
Young men have laid aside pencils,
Typewriters, golf clubs to shoulder guns,
To fight, to bleed . . . and to die
That this great United States of America
May remain free.
There's Joe and Pete and Herbert and Al and George.
They were told their country was in peril and
They did something about it.
Why should I sit back in ease and let Joe and Pete
And George fight my war for me?
However you add it, subtract it or multiply it,
It is my war, too. Not just Joe's war
Or Pete's or George's.
Those grand fellows—fellows I know and love—
Did not have to be told twice that their country
Was in grave danger—just once.
Neither did I.

★ ★ ★ ★ ★

"Goodbye, sir, I'm off to join the WACs
"You can find another stenographer."
"Goodbye, children. You'll have a new teacher
"I'm going to join the WACs."
"Store these dishes and chairs for the duration,
"And rent the house. I'm off to join the WACs."

★ ★ ★ ★ ★

I swamped the recruiting station.
I got in the sergeant's hair, the captain's hair,
The colonel's hair.
"Are you sure you know what you're doing, Lady?"
Asked the sergeant, the captain, the colonel.
"This is no tea party, no glamour parade."
"Glamour be Excuse me, sir. What I mean is
"There's a job to do.
"And I can do it."
The sergeant, the captain and the colonel
Threw up their hands in utter dismay
And total disbelief.
But they signed me up. And they handed
Me a one-way ticket to Fort Des Moines.

Eight

So you went to Fort Des Moines
They gave you a gold braid on each shoulder?
NO! Mister, NO!
They didn't give me a gold braid . . .
Except shots in the arm
An ill-fitting uniform, a
Gigs opposite my name
Blisters—big raw blisters on my feet.
I EARNED those gold braids the hard way.

★ ★ ★

"Ten-Shun!
Did you ever stand at attention
And have your nose straight
And just keep on itching
Till you thought sure it was itching off?
Well I did.
Did you ever march across a field
Till your arches screamed in mortal agony
And your blistered heels were in mortal agony
Well I did.
Did you ever have an inspection
Brain into which suddenly descended
The intricacies of Messing,
Army Administration, Inspection, Accountability,
Close Order Drill, Arms and
Physical Ed, The Punitive Rules of War,
And Discipline, Yes Sir! Yes Mam,
No Mam? Well did you
Well I did.
Mister, I earned those gold braids
And this military bearing
And this sharp salute.
Oh Glamour, where art thou?
Oh Colonel, you knew what you spoke!

★ ★ ★

But today I am a WAC
A Third Officer, if you wish
And I'm equipped to do
That job is an Army job
Let me shoot the Japs
But any other Army job
I'll fill.

The Skirted Soldier

by Charles Clins Aldridge
 Port Arthur News, Port Arthur, Texas

to Fort Des Moines and
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 NO!
 give me ANYTHING
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★ ★ ★ ★

I am a V. C.
 officer, if you please.
 quipped to do job.
 is an Arm yok They won't
 got the job at the Nazis.
 her Arm y they want me to fill

I'll bake the Army's bread, make its pies,
 Peel its spuds, watch its skies.
 I'll clean its barracks, I'll drive its trucks,
 I'll whip its bounding, impertinent jeeps
 Answer its phones, write its letters
 And file ten copies neatly away
 I'll do ANYTHING.

I am ready. I am trained.
 If I'm needed in England, Iceland,
 Australia, Alaska, Egypt,
 The Solomons, Madagascar,
 Mitchell field or Fort Sam Houston
 There will I be. Prepared, eager, alert.
 Yes, Joe and Pete and George and Herb
 You may go into battle now
 And not be entirely alone I, too,
 Will be serving. It is really my war now
 Just as it is your war.
 And Joe and Pete and George and Herb
 I want you to know this:
 I am proud to the last fiber of my body
 To the deepest misty recess of my spirit,
 That I am privileged to wear the uniform
 Of my country.
 Proud that I am privileged to have a part
 In making history.
 Proud that I am privileged to play a role,
 However small,
 In this grim, necessary struggle to keep
 Our country a land wherein we may
 Live, love and worship God
 Any way we damn please.

★ ★ ★ ★ ★

Mister, if you'll pardon me,
 I have work to do.
 I am a WAC.

Mr. Aldridge wrote "The Skirted Soldier" as a graduation present for his wife when she was commissioned a Third Officer in the WACS upon completion of Officer Candidate School in Fort Des Moines in September 1942. She is now Second Officer Velma R. Aldridge, stationed at the 2nd WAC Training Center, Daytona Beach, Florida.

Joins Great Northern



Burton Hutton

development Agent.

Mr. Hutton succeeds Paul T. DeVore, who recently resigned to accept a public relations berth with the Farm Credit Administration in Spokane.

Born on a Colorado stock ranch and reared on an Oregon farm, Mr. Hutton was graduated from Oregon State College. During his student days he worked as a reporter for the Corvallis GAZETTE-TIMES of which he later was city editor. In 1935 he was appointed assistant editor of the Oregon State College publications office, editing agricultural and engineering bulletins.

From 1936 until his recent resignation, Mr. Hutton was director of agricultural programs for radio station KOAC in Corvallis.

Order Your Coal Now

Domestic users of coal are urged to order their full supply for next winter NOW to avoid possibility of delay in delivery when cold weather sets in.

Coal dealers emphasize the importance of moving fuel from docks and yards to permit restocking and coal users face the chance of having their orders unfilled if they wait until cold weather approaches before "loading up."

Ten

Appointment of Burton Hutton of Corvallis, Oregon, as GREAT NORTHERN'S assistant general agricultural development agent, with headquarters in St. Paul, is announced by E. B. Duncan, General Agricultural De-

What Goes On!

C. Robert Tuvey, formerly chief clerk in GREAT NORTHERN'S assistant general passenger agent's office in Seattle, Washington, has been appointed military passenger agent, with headquarters in the same office. W. H. Pfister succeeds Tuvey as chief clerk.

* * * *

J. P. Cameron, formerly trainmaster, has been appointed superintendent of GREAT NORTHERN'S Dakota Division, Grand Forks, succeeding N. L. Greer, who has been granted leave of absence account illness.

* * * *

General eastern freight agent, Harold E. Reeves, of the Toledo, Peoria & Western Railroad, New York City, advises that his father, Fred H. Reeves, who retired a few years ago from service in GREAT NORTHERN'S agricultural development department, St. Paul, could not stand inactivity and is now associated with the Boeing Aircraft Corporation in Wichita, Kansas.

* * * *

Lila Lee Tribble, baton twirling star of GREAT NORTHERN'S Glacier Park Marching Club, took first place in the senior division of the baton twirlers contest, conducted by the Minneapolis Aquatennial.

* * * *

According to last reports Private S. Brings, former clerk in the office of GREAT NORTHERN'S auditor of disbursements in St. Paul, was stationed somewhere in India as a radio operator with the 13th Ferrying Squadron of the U. S. Army.

Private Brings was inducted into military service in April 1942, and was sent overseas in October of last year.



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Goat Gaities



Inconsiderate

When a certain nobleman was being escorted to the guillotine during the French Revolution, he annoyed his guards on the long walk from the jail to the execution, by complaining about the miserable rainy weather. He kept this up for some time, until one of the men said, very loudly, "You should have no cause for complaint. Look at us, we have to walk all the way back."

All's Clear!

Husband (answering telephone): "I don't know. Call the weather bureau."

Pretty Young Wife: "Who was that?"

Husband: "Some sailor, I guess. He asked if the coast was clear."

No Hocin'

Visitor: "I see you raise hogs almost exclusively here. Do you find they pay better than corn and potatoes?"

Hill-Billy: "Wal, no. Yu' see, stranger, hawgs don't require no hocin'."

Preparedness

Boy Friend—We're gonna have a swell time tonight, Hon. I've got three seats for the movies.

Sweetie—Three seats? What do we want with three seats?

Boy Friend—One for your Pop, one for Mom, and one for your kid brother.

Dimout

Wifey—"Marie, don't you think my husband is a dimwit?"

Marie—"Oui, madame, he ees very amusing in ze dark!"

Reinforcements

Gather round, kiddies, and if you are very quiet, we will tell you the story of the two rabbits—a Girl Rabbit and a Boy Rabbit—who were raised in an Army Medical Center experimental hutch.

They were struck by Cupid's dart, so they decided to escape from their respective lonely cages and elope into the hills.

They had hardly begun their honeymoon trip when they heard behind them the fierce baying of pursuing beagles.

They began to run at a high-rate of speed in excess of the government's wartime limit. Then the Boy Rabbit looked over his shoulder and said:

"Look, dear. There are only ten beagles chasing us. We were born in the Army and we are pretty tough cookies. Let us wait right here and lick those babies."

"No, dear," said the wise Girl Rabbit coyly, "I have a better strategy. Let us wait until tomorrow and outnumber them."

Honest John

"Yes, I can give you a job. You can gather the eggs for me if you are sure you won't steal any."

"You can trust me wid anything, lady. I was manager of a bathhouse for fifteen years an' never took a bath."

At His Fingers' Ends

"I suppose," said a quack, while feeling the pulse of his patient, "that you think me a humbug?"

"Sir," replied the sick man, "I perceive that you can discover a man's thoughts by your touch."

Crop Report

Farmers and ranchers in GREAT NORTHERN territory have begun the harvest of the most important wartime grain crop in Northwest history.

Much of the crop will be in granaries and elevators before an official estimate of the total yield is available; but, you can believe the GREAT NORTHERN'S crop analyst that prospects are "tremendously encouraging."

Here is the crop analyst's press-time view of agricultural conditions in the railway's territory:

MINNESOTA—All crops making rapid progress. Small grain harvest completed in some portions of the state, while just beginning in other areas. Reports show oats and barley yielding from 30 to 60 bushels per acre in some sections. Flax harvest not yet begun, but indications are for heavy yield due to increased acreage. Corn is making satisfactory progress and good crop indicated. Sugar beets also doing well.

NORTH DAKOTA—Harvesting of oats, barley and rye underway, with high yields reported from some sections. Flax production expected to be heavy. Potatoes now in blossom with no blight reported and crop prospect good. The over-all crop condition in North Dakota is very good at present.

SOUTH DAKOTA AND IOWA—Wheat harvest now in full progress; other small grain harvesting practically completed, with isolated threshing returns indicating good quality and yield. Hot weather has been favorable for corn growth.

MONTANA—Harvesting of winter wheat has begun, and will be general at mid-month. Flax prospects, at present, are very good. Early oats and barley are ripening normally, while hay harvesting is progressing well. Livestock conditions in the

state are excellent. The water supply is adequate. Pastures are in good condition.

Crop prospects in Western Montana and the areas of Idaho, Washington, and Oregon served by GREAT NORTHERN likewise are favorable. Harvesting of wheat and other small grains is underway in some localities in those states.

Crop forecast figures for the Palouse country and Spokane county in the state of Washington, indicate that together they will produce more than 81 per cent of the national crop of peas, and that the four Pacific Northwest states will produce approximately 96 per cent of the national crop. Farmers in eastern Washington this spring increased the acreage planted in dry edible peas until the total crop is expected to approximate 5,960,000 bags of 100 pounds each according to figures cited by the Agricultural Bureau of the Spokane Chamber of Commerce.

Magnesium

(Continued from page 6)

Magnesium is one of the lightest of metals—about one-third lighter than aluminum. It is vitally needed for the production of aircraft parts and is also used in the manufacture of incendiary bombs, and for parts of automobiles, portable tools, and high-speed machinery. In nature, it occurs principally as the marble-like rocks dolomite and magnesite, and as magnesium salts in brines and in ordinary sea water. Although the existence of magnesium was proved by Sir Humphry Davy as long ago as 1808, the pure metal was not obtained until much later. The purity of the product obtained by the recently developed thermal reduction method is exceptionally high.

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Our Gold Stars

A complete recheck of information concerning GREAT NORTHERN employees in our Armed Forces discloses some discrepancies in previous information published in the GOAT. Twelve employees have been reported killed in action or died in service to August 1, 1943, and to bring the record up-to-date a complete list is published in this number.

- ★ Robert L. Hanley, machinist apprentice, Dale Street Shops, St. Paul, Minn. Killed in action on Cruiser Houston.
- ★ Stanley F. Elvidge, draftsman, engineering department, St. Paul, Minn. Died in hospital, Denver, Colorado.
- ★ John J. Kalash, Jr., fireman, Minot Division, Breckenridge, Minn. Died in aeroplane accident in Florida.
- ★ Albert F. Whitney, fireman, Dakota Division, Grand Forks, North Dakota. Killed in action in Guadalcanal zone.
- ★ Gerhart P. Mokros, gateman, Minneapolis Passenger Station, Minneapolis, Minn. Killed in action in Guadalcanal zone.
- ★ William M. Carney, section service, Butte Division, Fort Benton, Mont. Killed in action in South Pacific area.
- ★ Paul J. Hurley, extra employe, Minneapolis Passenger Station, Minneapolis, Minn. Killed in aeroplane accident in Brazil.
- ★ Clifford William Anderson, telegraph helper, Larimore, North Dakota. Killed in automobile accident at Camp Barkeley, Texas.
- ★ Richard L. Nord, yard clerk, Klamath Division, Klamath Falls, Oregon. Killed in action in Australia.
- ★ Patrick R. McKliget, sheet metal worker helper, Jackson Street Shops, St. Paul, Minn. Killed in action on Attu Island.



Great Northern Railway employees in Uncle Sam's Armed Forces August 1, 1943.

- ★ Harry D. Bordner, roundhouse laborer, Butte Division, Great Falls, Montana. Died in Japanese Concentration Camp in Philippine Islands.
 - ★ Ellwin A. Teal, station employe, Dakota Division, Crookston, Minn. Killed in action in Guadalcanal zone.
- William Holt, Clerk, Butte Division, Great Falls, Montana. Missing in action in Pacific area.

Joseph F. Sexton, fireman, Klamath Division, Klamath Falls, Oregon. Missing in action on destroyer Jarvis.

Matthew L. Coyle, laborer, Hill-yard Store, Spokane, Wash. Missing in action. Place unknown.

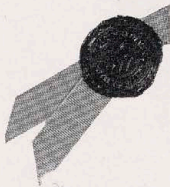
Information concerning OUR GOLD STARS, men missing in action and those succumbing to disability in the United States and abroad is compiled from data available.

Highest Merit Award

To
Great Northern Railway Company

For Distinguished Achievement in Annual Reporting

Issued by the FINANCIAL WORLD in recognition of the
Excellence of its 1942 Annual Report to Stockholders



AWARDED: JULY 1, 1943

To certify that the 1942 financial statement of the
above company was judged as among the most
modern from the standpoint of content, typography
and format of the 766 annual reports examined
during 1943.

ATTEST

Lucie Dyer Her
Publisher, FINANCIAL WORLD

Weston Smith
Business Editor, FINANCIAL WORLD
In Charge of the Annual Survey

The annual report of the GREAT NORTHERN railway for the year 1942 won "The Highest Merit Award" in the "Annual Survey of Stockholder Annual Reports" conducted by the Financial World, New York City. The award was made in recognition for the progress reflected in GREAT NORTHERN'S yearly pamphlet statement as judged from the standpoint of content, format and typography, and as a medium for improving stockholder public relations.

G. N. Official Dies

(Continued from page 6)

clerk to the assistant to the vice president in March 1920.

Mr. Marshall started as a time-keeper in Melrose, Minnesota, in March 1910, and was made assistant chief clerk to the division superintendent in Willmar, Minnesota, in October 1935, which position he held until his recent new appointment.

Fourteen

Service

Railroad men have many troubles these days. Fast passenger trains are sidetracked to give right-of-way to important war freight. Trains are crowded to capacity. Manpower shortages and food scarcity add to the difficulties.

But American railroad workers continue to give efficient and courteous service regardless.

Mrs. Marion Flesch, clerk of the State Board of Tax Appeals, St. Paul, Minnesota, tells of the experience of a friend. The latter, employed in St. Paul, learned that her husband, a gunner on an Army Air Corps bomber, had been killed in a plane accident.

She hurried to her home in northwestern North Dakota, where the body was brought for burial . . .

Boarding the train for the return trip to St. Paul (with her soldier-brother, who had come home for the funeral), she discovered she had left her purse, tickets and money.

The train was in two sections, the first of which left, carrying her brother. Mrs. Flesch's friend dashed back home in a taxi, and found someone had taken the purse to the train. It had been delivered to the conductor of the first section.

A porter on the second section took the young widow to the conductor. He told her not to worry about a ticket. Then he found her a seat, brought her pillows and magazines and even provided lunch in the diner. A telegram arrived from the conductor of the first section, saying he had the purse and tickets.

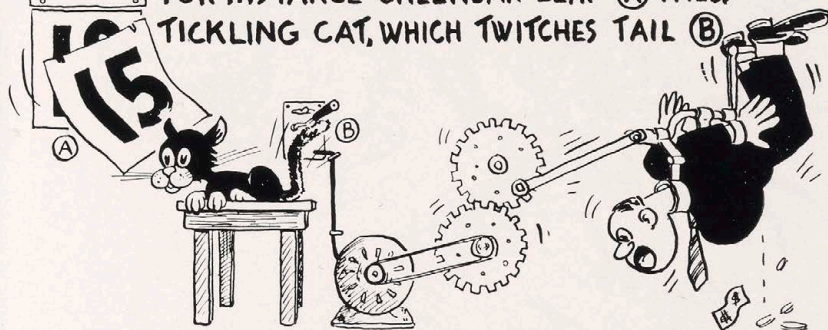
When the train reached Williston she was taken by railroad passenger men in an automobile to catch the first section and join her brother for the ride the rest of the way to St. Paul.

The train, Mrs. Flesch reported was the GREAT NORTHERN'S Empire Builder.

Reprinted from Paul Light's column "So What" published in the Saint Paul Pioneer Press, May 18, 1943.

MARCH

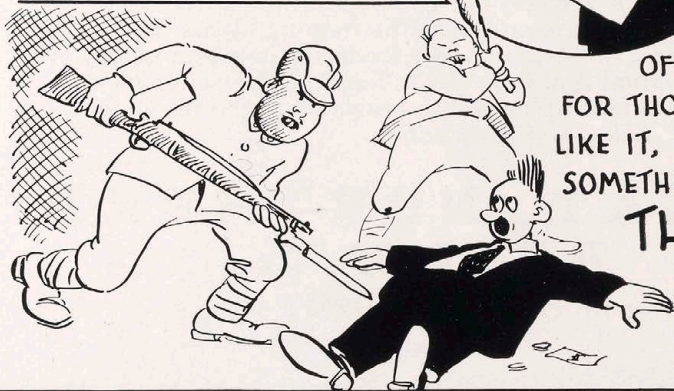
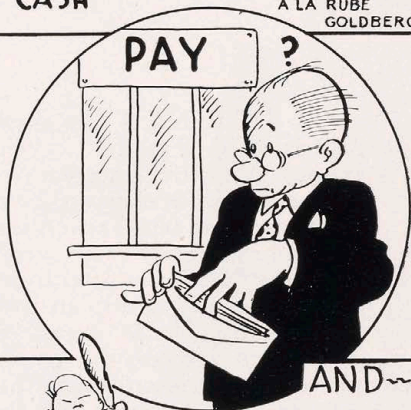
THERE ARE DIFFERENT WAYS OF PAYING TAXES
FOR INSTANCE CALENDAR LEAF (A) FALLS
TICKLING CAT, WHICH TWITCHES TAIL (B)



FLICKING SWITCH, CAUSING VICTIM TO BE FIRMLY, BUT
FIRMLY DIVESTED OF HIS CASH

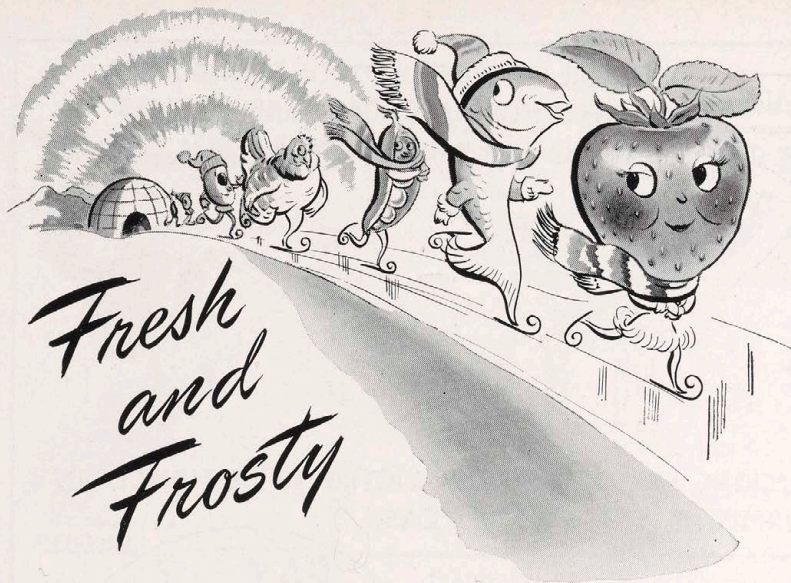
A LA RUBE
GOLDBERG

THEN THERE'S THE DEMO-
CRATIC WAY OF PAYING
AS YOU GO, WHICH MAY
SEEM A LITTLE TOUGH
NOW, BUT WHAT A RE-
LIEF AT THE END OF THE
YEAR!



AND~
OF COURSE
FOR THOSE WHO
LIKE IT, THERE'S
SOMETHING LIKE
THIS!

Don Gough



FROZEN foods from farms, orchards, and fisheries in Great Northern territory offer the American housewife more for her money and more for her coupons . . . They also save preparation time in the kitchen when her time is at a premium . . . For these reasons the frozen food industry of the Northwest is growing into an industrial giant. From the most fertile areas, our refrigerator car service delivers the choice pick of vegetables and fruits to and from the freezing plants. Fish and other perishable foods are handled with equal speed . . . Great Northern gives dependable service to all industries between the Great Lakes and the Pacific.

G R E A T N O R T H E R N R A I L W A Y

ROUTE OF THE EMPIRE BUILDER

FORM 6009 8-43

PRINTED IN U. S. A.

the
GRE
SEPTEMBER
1943

BUY

the
GREAT NORTHERN GOAT



**SEPTEMBER
1943**

BUY WAR BONDS AND MORE WAR BONDS

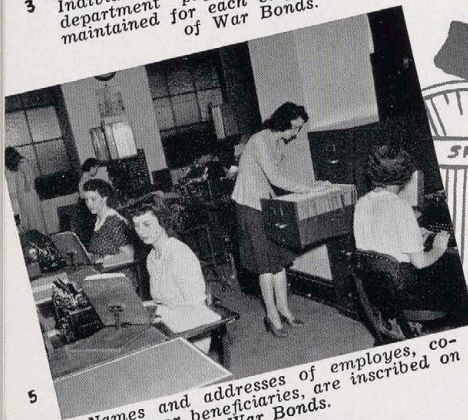
WAR JOB



1 Queries from employees and their payroll offices concerning WAR BOND purchases are given prompt attention.



3 Individual ledger cards, prepared from department payrolls, are posted and maintained for each employee's purchase of War Bonds.



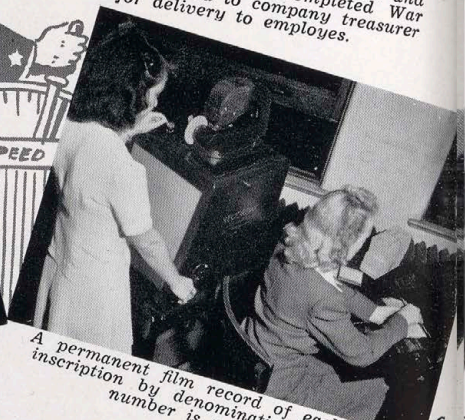
5 Names and addresses of employees, co-owners or beneficiaries, are inscribed on War Bonds.



2 An accurate filing system is maintained for each employee's authorized subscription.



4 Postings are balanced daily, refunds and adjustments made, and completed War Bonds transmitted to company treasurer for delivery to employees.



6 A permanent film record of each bond inscription by denomination and serial number is maintained.

Issu...

Maintaining that every Railway Company proper credit War Bonds he to be withheld for systematization. GRE. cord in the del. its employees exceptional, every effort being made maintain it.

At present about 18,000 ries "E" bo are being iss every month the GRE. NORTHE Railway Com ry as an issu agency for United Ste Treasury D partment. Th are some 22 individual counts which checking, bal vision to kee up-to-date.

The work so that bonds employees by urer within 5 their pay che eliminated to addresses hav or where car deductions ha filled out.

Records ar bonds can be inations, and beneficiaries Changes requ

Issuing War Bonds to Great Northern Employees

Maintaining an accurate record so that every GREAT NORTHERN Railway Company employee receives proper credit for the allotments of War Bonds he or she has authorized to be withheld from pay checks, calls for systematized planning and organization. GREAT NORTHERN'S record in the delivery of War Bonds to its employees is exceptional, and every effort is being made to maintain it.

At present about 18,000 series "E" bonds are being issued every month by the GREAT NORTHERN Railway Company as an issuing agency for the United States Treasury Department. There are some 22,000 individual accounts which require daily posting, checking, balancing and other supervision to keep them accurate and up-to-date.

The work has been systematized so that bonds are being delivered to employees by the company's Treasurer within 5 days after they receive their pay checks. Delays have been eliminated to instances where correct addresses have not been furnished, or where cards authorizing payroll deductions have not been properly filled out.

Records are maintained so that bonds can be issued in the denominations, and with the co-owners or beneficiaries directed by employees. Changes requested by employees are

made promptly and extraordinary care is exercised in the inscribing and issuance of the bonds. Inquiries from employees and their payroll offices are handled promptly so that any misunderstandings may be quickly adjusted.

Where delays occur, the bond, when issued, is always dated back to the first day of the month in which the allotment was made, thus completing payment for the bond.

A permanent record on microfilm is made of each bond inscription by denomination and serial number so that individual employees' record cards can be quickly located when necessary.

Pictured on the opposite page are the young women who handle GREAT NORTHERN employees' War Bond allotment records and prepare the bonds for transmittal to the company Treasurer for delivery to employees. 1—Irna Warming. 2—Patricia Lesneau. 3—Belle Pike, Trottie Klingbeil, Milly Andert, Bertha Christy. 4—Joan Ahrens, Dorothy Snyder, Sophia Zeece. 5—Rosalie Keller, Loretta Vesey, Lillian Sullivan, Flora Mae Dirtzu. 6—Ann Woog, Milly Halverson. On this page Lillian Sullivan.

Now of all times, when our boys are on the march, we must put every dollar we can spare on the march with them.

Three



Approximately 18,000 series "E" bonds are issued every month.

THE GREAT NORTHERN GOAT

VOL. 13 SEPTEMBER, 1943 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, Minnesota.

Back The Attack

The Third War Loan, starting September 9, gives all us stay-at-homes another chance to show our colors, another opportunity to help our country and to help ourselves at the same time.

Our primary obligation is to back our fighting men to the hilt. To pour every available dollar of our resources into the common fund to speed tanks from the assembly lines to the battle fronts, planes from blueprints to blue skies, guns, ships and supplies, to our men in need of adequate materials of war.

The quota assigned for the people of the United States, apart from banks, insurance companies and other corporations, is the largest amount of money any Government has ever asked of its citizens. And the money can't be raised unless everybody, not just the other fellow, resolves to go without things in order to buy more War Bonds.

Twenty thousand GREAT NORTHERN men and women are buying War Bonds regularly through the

Four

Payroll Savings Plan. Many of them are buying additional War Bonds from their local banks and postoffices, and are cheerfully accepting whatever sacrifices are involved.

The steady purchase of War Bonds insures the safety of our country and will help to plan the peace after victory has been won.

50th Anniversary

The California Fruit Growers Exchange is celebrating its 50th Anniversary this year. Organized in 1893, this citrus marketing cooperative shipped a total of approximately 5,000 cars of citrus fruit from the state of California in its first year of operations. In 1943 well over 100,000 cars will be shipped to all markets of the United States and Canada.

The exchange is comprised of 14,500 citrus growers in California and Arizona, with 240,000 acres out of the California-Arizona total of 350,000 acres of citrus fruit.

The Goat's Cover



Besides
BACKING
THE AT-
TACK with
their Dollars,
G R E A T
N O R T H E R N
men and
women are
BACKING
THE AT-
TACK with
their o w n

services, in the Armed Forces of our country on fighting-fronts all over the world, and meeting every requirement of the Government for the transportation of troops, their equipment, and vital war materials over the GREAT NORTHERN Railway.

Dishes, Dishes, Dishes

The Western mountains and the blue Pacific were what John G. Rooney, clerk of Ramsey County's Juvenile Court, St. Paul, Minn., wanted most to see on his vacation.

Rooney returned to St. Paul after seeing mountains of dishes and oceans of dishwater—vacation memories of a week's stint as a fourth cook on the GREAT NORTHERN Railway's EMPIRE BUILDER.

It happened this way: the 57-year-old court clerk was walking in the St. Paul loop. He met his friend, Arthur W. Deleen, GREAT NORTHERN general dining car superintendent. After the usual amenities, Rooney said he had a month's vacation coming, wanted to go West, but couldn't do it on "A" stamps.

"Tell you what," suggested Deleen. "Come down and sign up as a fourth cook, and ride out to Seattle and back. It's a good chance to see the scenery, and it will help us out a lot, for we're short of manpower. Won't be a lot to do—just a few dishes to wash and help the other cooks."

Rooney signed, got a chef's outfit, and the night of August 21 reported to K. D. Dickson, EMPIRE BUILDER steward, at Union Station. He rode to Chicago that night, and the following evening left there for Seattle, 2165 miles away. Next morning he rode through St. Paul, but he didn't see the old home town through the galley window. He couldn't get his nose above the pile of dishes.

"About the time we got to Willmar," recalled Rooney, "I had washed every dish in the * ! * ! car at least nineteen times—and we still had more than 1,600 miles to go. Yes sir, just a 'few dishes to wash!'"

Rooney was up at 5:00 A. M. and hit the bunk not earlier than midnight for six days. Through the steamy windows of the galley he saw big piles of rock out in Mon-

(Continued on page 10)



Wm. F. Doane.

Delectable

Tall, spare W. F. (Bill) Doane, who has represented GREAT NORTHERN for 29 years, most of them as general agent in Philadelphia, visited the company's general offices for the first time in early August. He'll never forget that trip.

Bill breakfasted in the coffee shop of a St. Paul hotel. He took a look at the menu, gandered again, closely, then summoned a waitress.

"Tell me," pleaded Bill, his voice quavering, "is this poor ol' railroad man from Pennsylvanyer reading right? It says 'ham and eggs.'"

"Certainly," chirped the table hop. "Here, cry for joy in this napkin, and I'll be back in a jiffy with ham and eggs."

Well, Bill just cried and ate, ate and cried. First time he'd seen ham and eggs in nearly a year, he told his colleagues later.

Bill told a lot of good jokes about Washington (part of his bailiwick), but his eyes sparkled when he talked about going back.

"Ha," grinned Bill, "just wait till I get back to Washington. Boy, have I got a story to tell them. Yeah, about the ham and eggs. Maybe they'll ask me to make a speech about it."

Sleeping Car and Coach Reservations

Telegraphic requests for Pullman and coach reservations indicate ticket agents are not thoroughly informed as to the proper procedure in handling such reservations in order to avoid embarrassment to patrons and railroads alike. To help in eliminating some of the more important problems which are causing concern to all railroads, in connection with the handling of the increased volume of war traffic, the following suggestions are offered to ticket agents.

1. Agents requesting coach seat reservations should give number of rail ticket in their original request.
2. Agents holding Pullman tickets and requesting reservations in Pullman cars should include *Pullman ticket number in original request, instead of sending name of passenger*, as this requires the sending of further telegrams and causes unnecessary work.
3. Agents who do not hold Pullman tickets *should discontinue the practice of sending the number of the rail ticket held by the passenger*. In such cases send the passenger's name. Reservations made under NAME

reservation will be held for a limited time only, and unless Pullman tickets are issued covering the space within the time limit, the reservation will be cancelled by the assigning railroad. It will help give patrons better service if agents will request forwarding of Pullman ticket covering reservation in original request, which will be done when time permits.

4. When Pullman tickets are mailed, *a prompt remittance by Station draft or money order payable to the assigning railway company* must be made. It is very important that agents watch each transaction closely and see to it that no Pullman tickets are returned for refund unless the space reserved is definitely cancelled in advance of departure of passenger. Pullman reservations not properly cancelled will be charged to the agent requesting the space.

Complete instructions for the handling of Pullman and coach reservations are outlined in GREAT NORTHERN Railway Passenger Traffic Department circular No. 55-43, dated June 4, 1943. Copies can be obtained upon request.

Special Packages for American Prisoners of War

In addition to the Standard Red Cross package, American Prisoners of War interned in Germany and Italy also may receive personal parcels from their next of kin in the United States. A label is forwarded without request from the Office of the Provost Marshal General in Washington, D. C., to the next of kin, who is the person designated by the soldier himself as emergency addressee upon his entry into service, every sixty days with full and complete instructions concerning parcels and the mailing of them.

The label is transferable by the next of kin but the person actually mailing the package must indicate the fact of transfer on the label.

Books may be sent to prisoners of war in Germany and Italy by friends and relatives. They should be ordered from publishers or booksellers and they must be sent by them. Only one five pound package is permitted each thirty days to any one prisoner. No special label is required, the publisher or bookseller handling all details of mailing.

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Left to right: Breed, Kelley and Deleen

Feeding G. N. Train Travelers in War Time

Said Art Deleen to Harold Breed and Charlie Kelley: "Gentlemen, we're sunk if they ration aspirin!"

Whereupon the three, with solemn ceremony, gulped pre-conference pills, then plunged into the problems of feeding the thousands of military and civilian travelers on GREAT NORTHERN trains.

Deleen is general superintendent of dining car service; Kelley is superintendent of the News Service, which is responsible for food service in coaches and station restaurants; and Breed is the purchasing department's commissary buyer. It's a smooth-working triumvirate; and, it

hasn't lost its sense of humor in spite of the most complex job in the history of GREAT NORTHERN food service.

"One of the problems, which was our worst for a while, is pretty well licked by now," said Deleen. "I'm talking about public acceptance of the tough job we've been handed. When train traffic began to get heavy a lot of civilian travelers couldn't understand why we weren't putting on more dining cars. But, when troop trains began to roll, civilian passengers saw why extra dining

(Continued on page 14)

Women on the Railroad

stepped into the shoes of a brother, husband, or sweetheart who is in the Armed Forces. They are good workers, seldom grouse, and don't mind the grease, according to Joe.

Even the crew-call-board at Jackson Street has been taken over by a young girl, whose boy friend is in the Army Air Corps. Her job is to post the names of engineers, firemen and extra workers for scheduled runs and to notify them when they are scheduled to go on their next regular or extra run, the number of the locomotive, train, etc., assigned to them.

With women taking over important jobs in railroad yards and offices, men are released for the Armed Forces and many of them are still "railroadin'" with the Railway Grand Division of the Military Railway Service in combat zones throughout the world to help "keep 'em rolling" to various battle fronts.

GREAT NORTHERN Jackson Street round house women workers shown in the lower right hand illustration are, left to right: Helen Brown (call-board), Florence Blondin, Ruth Nassif, Mabel Marquardt, June Combs, Grayce Clifford and Mildred Kennedy.

Lighting fires in locomotives is one of the duties now being performed by women.



There are no worries about stuck windows for these tankmen of the U. S. Fifth Army in North Africa as they ride on an open-air train.

Scraping grease and dirt from boiler jackets of engines is another job being done by women.



Getting off the grime after the day's work is done takes a lot of soap and elbow grease.



Dishes, Dishes, Dishes

(Continued from page 5)

tana. He had to take the first cook's word for it that the rock piles were mountains. Finally in Seattle, Rooney decided to spend the one-day lay-over doing the town.

"After I'd walked two blocks I was so tired I couldn't wiggle," he recalled, grinning, "so, I stepped into a movie and promptly went to sleep. I woke up in time to catch the train back to St. Paul."

At 10:00 P. M. August 27, Rooney wiped his last dish, poured a glass of milk and sat with the crew in the empty dining car.

"Dishes, dishes, dishes," he muttered, looking at his water-bleached hands. "If anyone told me that there were that many dishes in the world, I'd have called 'em a cockeyed liar."

Dickson estimated that 2,000 meals had been served on the single dining car on the round trip. An average of six dishes are used each meal, so Rooney bathed and massaged around 12,000 plates, cups, saucers, etc., on his "vacation" trip. He'd just as soon forget about the knives, forks and spoons.

Rooney's breakage ratio was "extremely low," said Dickson.

"Extremely low describes me, too," rejoined Rooney. "Boy, am I glad I've got three more weeks of vacation. And, when I hear the dishes rattle out in the kitchen, I'll hot foot it for the yard. I'm sure broken of dishwashing!"

Sixty-five trains containing approximately 1,350 freight and passenger cars are required to move an infantry division of about 15,000 men and their equipment.

Ten

Which Vancouver?

Apparently there is still some confusion among ticket agents, presumably among the newer employees, about there being two cities in the Pacific Northwest named *Vancouver*, one being in *Washington* and the other in *British Columbia*. There have been several instances recently where passengers have been ticketed and baggage checked to the wrong destination—Vancouver, Washington, instead of Vancouver, British Columbia, and vice versa.

Ticket agents should exercise care to determine from the passenger to which Vancouver he is going and ticket should be issued and baggage checked accordingly to remedy this situation.

Taxes now take twenty-one cents out of every dollar received by the railroads for transporting freight, passengers, express, and mail, compared with 4.6 cents in the last World War.

Grand Coulee

A fourth massive generator at Grand Coulee Dam has gone into action sending more than a hundred thousand kilowatts of new power surging to the vital war industries of the Pacific Northwest. The rated capacity of the Grand Coulee plant, with the latest addition, is more than 600,000 kilowatts, a volume sufficient to supply the normal power requirements of a city of 3,000,000 people.

To meet war plant demands in the West, power plants will deliver 12 billion kilowatt-hours of energy this year and from 15 to 16 billion in 1944.



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Goat Gaities



Who's Crazy?

Two inmates of an asylum had been given a hammer and one nail. One of the inmates had placed the nail head first against the wall and started hammering. Seeing that he was getting no appreciable results, he said to his companion:

"The bird who made this nail is crazy. He put the point on the wrong end."

The other replied, "You're the one that's crazy—this nail goes in the opposite wall."

Not Bald! Bold!

A soldier on a night pass arrived in the city and immediately got to a telephone to make a blind date, with a number given him by one of his pals.

Girl: "Well how do I know that you are not bald-headed?"

Soldier: "Listen, sister, I'm a staff sergeant, not a general."

Not Drowning

Waiter: "May I help you with that soup, sir?"

Diner: "What do you mean, help me? I don't need any help."

Waiter: "Sorry, sir. From the sound I thought you might wish to be dragged ashore."

Drinking Alone

"Have you finished those three bottles of port without assistance?"

"No," was the answer, "not quite that—I had the assistance of a bottle of Madeira."

And, as the great tragedian, used to say, "When one drinks alone, the bottle does come around so frequently."

Blind Business

A small storekeeper, much to the astonishment of his neighbors, suddenly decorated his shop window with a gorgeous new blind. It was the sensation of the day, and few of his brethren failed to make some remark to him about it.

"Nice blind you've got there, Isaac," said one.

"Yes, Aaron."

"How much did it cost you, Isaac?"

"It didn't cost me anything, Aaron. My customers paid for it."

"What! Your customers paid for it?"

"Yes, Aaron. I put a little box on my counter, 'For the blind,' and they paid for it."

Nonchalant!

Newly Rich: I clean my diamonds with ammonia, my rubies with Bordeaux wine, my emeralds with Danzig brandy and my sapphires with fresh milk.

Quiet woman, sitting next to her: I don't clean mine; when they get dirty I just throw them away.

Careful!

A fidgety little man was searching on the floor beneath the theatre seat. Finally the woman next to him exclaimed, "What in the world is the matter with you? Have you lost something?"

"Yes'm," said the little man, meekly, "a caramel!"

"Do you mean to tell me you are making all that fuss over a caramel?"

"Oh no, ma'am—it had my teeth in it!"



Great Northern Railway employee in Uncle Sam's Armed Forces Sept. 1, 1943.

Our Gold Stars

Twelve employees have been reported killed in action or died in service to September 1, 1943. Three are missing in action.

Friends and co-workers of Chuck Woehrle will be interested to know that he is a prisoner of war in Germany. In a recent letter to R. J. Hagman, GREAT NORTHERN'S assistant general counsel, St. Paul, Lieut. Woehrle wrote that he was shot down over France on May 29. He was taken to Paris, then to a Prisoner of War camp. He escaped serious injury with only a sore jaw and leg from the parachute jump. He is loud in his praise of the Red Cross and never realized he would be on the receiving end of his dollar "peacetime" Red Cross membership subscription. His address is: First Lt. Charles B. Woehrle, American P. O. W. 1477, New York, N. Y., Stalag Luft 3, Germany.

Twelve

What Goes On!

All Canadian National Railways' main line passenger trains now use the New Central Terminal in Montreal, Quebec. Bonaventure on St. James Street is no longer used as a main line terminal.

The Great Northern's GOAT is a widely read magazine according to Capt. Al Hughes, stationed somewhere in the Pacific with the army air corps. He writes that one copy he knows of is "floating on a good old U. S. submarine and another that is in a big bomber". Al was formerly traveling passenger agent in GREAT NORTHERN'S Chicago city ticket office.

A. J. Haley, GREAT NORTHERN'S mining geologist in Seattle, Wash., has joined the Allied Military Government of Occupied Territories, (AMG) newest Allied innovation in World War II. Captain Haley will spend about a month at the Provost General School, Fort Custer, Michigan, and then will be sent to either Harvard or Yale for a three months course in military government. Charles R. Ranney, assistant mining geologist, Spokane, Wash., succeeds Capt. Haley.

Sergeant Frank Rauscher and his brother Ensign Albert Rauscher met recently "somewhere in North Africa" for the first time since joining the Armed Forces. Frank is a Master Sergeant in the 704th Railway Grand Division of the Military Railway Service and was formerly an instrument man in GREAT NORTHERN'S engineering department at Minot, N. Dak. Ensign Albert Rauscher is in the United States Merchant Marine.

Seattle-Portland Train Service

Trains Nos. 401 and 402, between Seattle and Portland, are now operated by the GREAT NORTHERN Railway. There is no change in present train schedules. Southbound train No. 402 leaves Seattle King Street Station at 11:30 p. m.; Tacoma 1:00 a. m. arriving Portland 6:45 a. m. Northbound train No. 401 leaves Portland 11:30 p. m., arrives Tacoma 5:00 a. m.; Seattle 6:45 a. m.

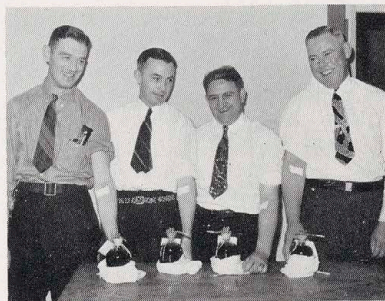
The only change in equipment is a 12-section-one drawing room air-conditioned standard Pullman sleeping car in place of a 10-section tourist sleeping car between Tacoma and Portland.

A Record

Railroads of Class I in the United States handled about nine per cent more ton-miles of revenue freight in July 1943, than was handled in the corresponding month of 1942, according to a preliminary estimate prepared by the Association of American Railroads.

In the first seven months of 1943, Class I railroads performed nearly 19 per cent more revenue ton-miles of service than in the same period of 1942, 62 per cent more than in the same period of 1941, and 138 per cent more than in the first seven months of 1939.

More than 80,000,000 tons of Army freight and express shipments were moved by railroads in this country from December 7, 1941, through May 31, 1943.



Left to right: R. J. Offt, Leo Murray, Conrad Swanson and Warner Krusell

"Dicks" Donation

More than 734 pints of blood have been donated in the Red Cross center in St. Paul, Minn., by the general office employees of the GREAT NORTHERN Railway since December 15, 1942, the largest contribution made by any St. Paul firm's employees. Of this total 69% has been given by men and 31% by women. First time donors total 242; second time donors 98; third time 68 and fourth time donors 23.

Four donors, all special agents (in police circles they are called dicks) of the GREAT NORTHERN, are shown with their flasks of blood.

One hundred and thirty-five bookings have already been made for the next blood donor period for GREAT NORTHERN general office employees which will be November 8-13.

Co-Op Has Big Year

A sixteen per cent increase in production over last year is shown in the annual report of the Washington Cooperative Chick association. Net earnings of more than \$56,000 on the last season's business was the largest in the history of the association.

Since the organization was started in 1925, more than 22,000,000 chicks and nearly 1,000,000 turkeys were hatched.

Feeding G. N. Train Travelers in War Time

(Continued from page 7)

cars are not available for regular trains.

"Then came food rationing, and it was some time before our civilian patrons realized that railroad dining car departments also are subject to rationing regulations. The public understanding and appreciation now are good, and that helps a lot, believe me."

The GREAT NORTHERN'S dining service chief riffled through a stack of records and came up with these figures:

"Our meal service has increased slightly more than 100 per cent a month this year as compared with 1942. For example, in May a total of 106,180 meals was served in dining cars on all our trains; the total for the same month in 1942 was 53,018 meals. We are allotted ration points for meat, processed foods (mostly canned goods), coffee and sugar based on the number of persons served the preceding month.

"Too, remember this: we have at our disposal only 24 dining cars (most of them in EMPIRE BUILDER or special troop train service) and seven cafe-lounge and hotel cars, with a total seating capacity of 960 persons. That's a lot of meal service for so little equipment in these days of extremely heavy train travel. In addition, our labor situation isn't a pink tea. Many men have left our service for the Armed Forces or other jobs. These circumstances force us to get along with inexperienced help. Dining car personnel never has worked harder, and these men—the veterans particularly—deserve much credit for the job they are doing."

Charlie Kelley speaking: "Don't forget that the figures on meals served do not include food service in

coaches and restaurants. We're serving, for example, more than 100,000 sandwiches a month on trains and in cafes, although a lot of travelers are carrying home-packed lunches."

Life for a commissary buyer these days is a long, long trail of ration points—and what to trade them for.

"Our food procurement problems generally aren't much different than those of other railroads," observed Breed. "Meat is, of course, the big headache. We can't take every kind of meat available, for experience in serving the public dictates just what it will and will not eat in spite of rationing. Poultry was, until recently, one of our mainstays; but poultry, particularly turkey, now isn't available in the quantities we need. We are using tremendous amounts of fresh vegetables, which are popular. And, by careful conservation of sugar and butter, we are getting along on our allotments of these staples."

Deleen and his lieutenants are having their share of troubles, but there are a lot of pleasant moments, too. The mailman delivers them—letters from patrons who are complimentary about Great Northern wartime food service. Nearly every letter includes this comment, "I don't see how you do it!"

"Well, they haven't anything on us," said Deleen, "for we don't know either."

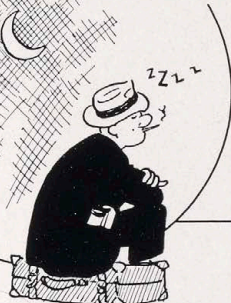
Christmas Packages for Armed Forces

Overseas mailing of Christmas packages for men and women in the Armed Forces must be made between the period September 15 to October 14.

Class I railroads handled about 21 per cent more ton-miles of revenue freight in the first half of 1943 than in the same period of 1942.

TRUE CONFUSIONS

OF A TROOP TRAIN CONVOY



TROOP TRAINS
MUST HAVE GOT
TOGETHER AND
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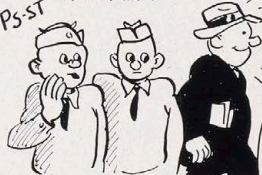
HOW LONG WE
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WHO SAID YOU
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(CIVILIAN SECRET
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AAH! A CIVILIAN!
LET'S SEE YOUR
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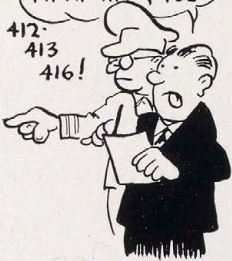


TIMBER



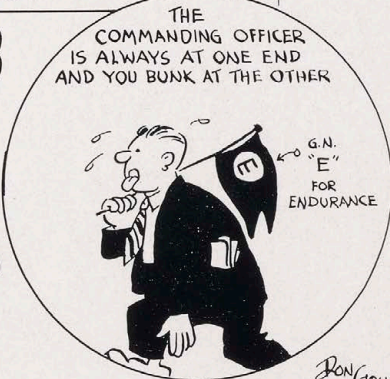
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FEW TRIPS YOU LEARN
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MUST BE RIGHT-
WE GOT 416 THE
FIFTH TIME, TOO



412-
413
416!

THE
COMMANDING OFFICER
IS ALWAYS AT ONE END
AND YOU BUNK AT THE OTHER



Don Gough

Here's one thing that does not cause higher prices

FOR many reasons, the prices of most things you buy are higher today.

But railroad freight rates are not one of the causes.

The fact is, railroad freight rates generally are not higher today than before the war. Many are actually lower, and the average amount received by the railroads for each ton they haul is the lowest in the past quarter-century.

At these low rates, the railroads are called upon to meet the increased operating costs due to higher wages and higher prices for what they buy. They are also, of course, paying increased taxes.

And we think this further fact is important to know.

The strain of war is wearing out railroad equipment—wearing out cars, locomotives, and

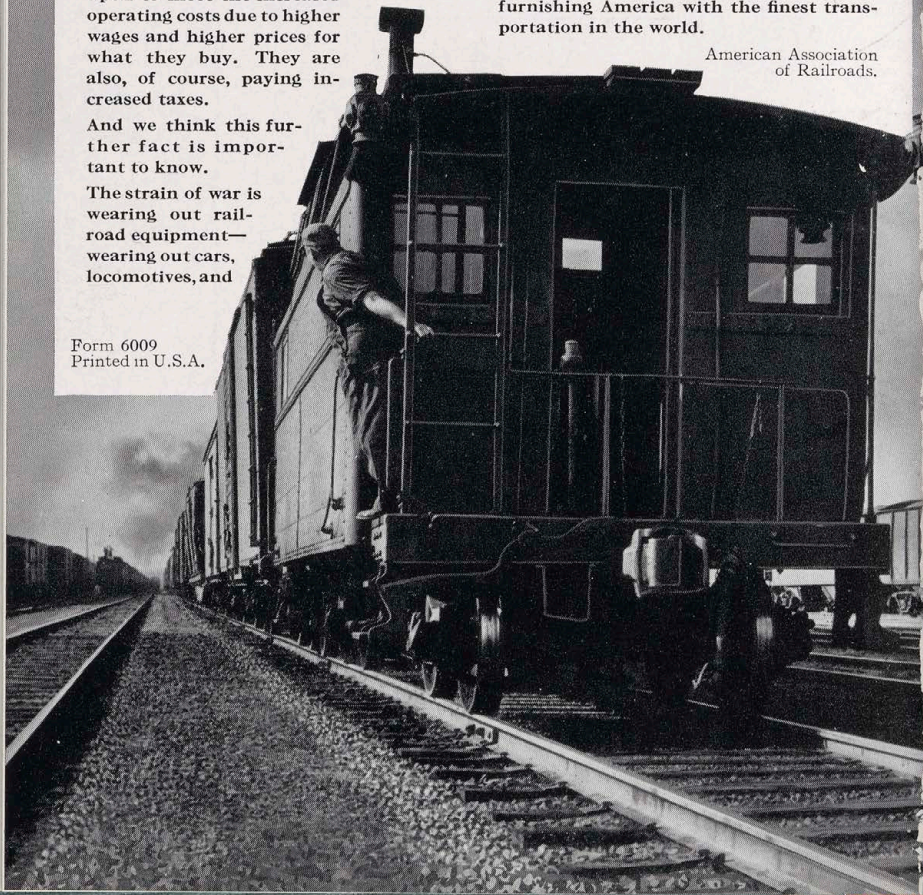
the tracks over which more than 11½ million tons of freight move a mile every minute of the day and night.

Some day, all this will need the sort of replacement which is not possible in these days of war shortages. It will take billions of dollars to do that job—just as it took billions to bring the railroads to their present high efficiency.

To do this with railroad money, the railroads must therefore have a chance now to provide for the future, so they can keep on furnishing America with the finest transportation in the world.

American Association
of Railroads.

Form 6009
Printed in U.S.A.



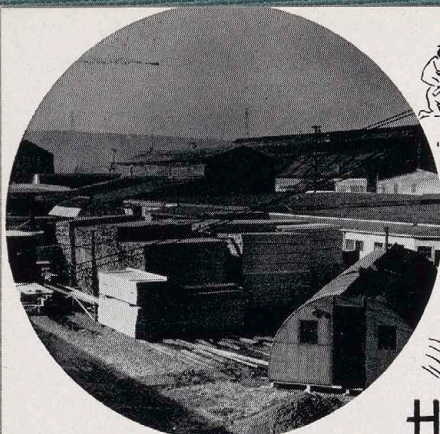
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GREAT NORTHERN GOAT

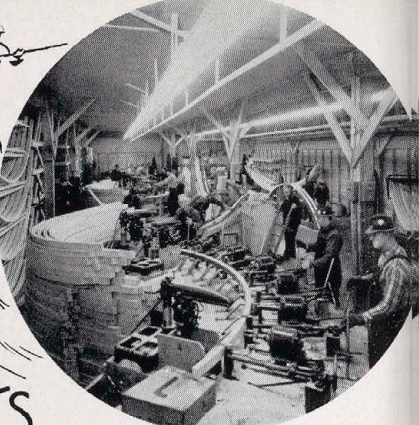


**OCTOBER
1943**

ROUTE OF THE EMPIRE BUILDER

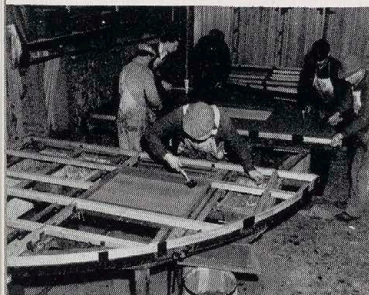


Large lumber storage piles are maintained to assure uninterrupted production.

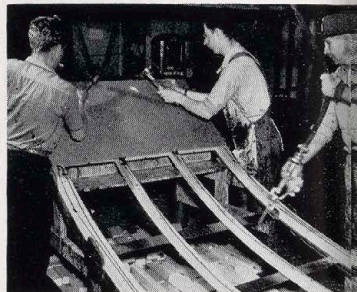


Many different types of machines are used for drilling and cutting off pre-bent laminated hut ribs.

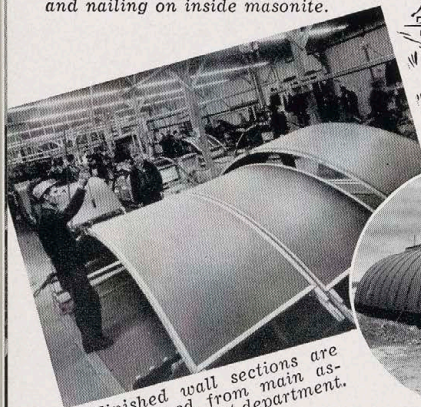
HUTS FOR OUR FIGHTING FORCES



Bulkhead assembly jigs are used for installing windows and nailing on inside masonite.



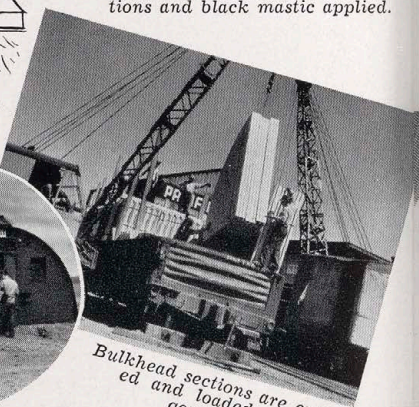
Bottom masonite panels are nailed on inside of wall sections and black mastic applied.



Finished wall sections are transferred from main assembly to paint department.



A Pacific Hut in one of the many far-flung battle zones.



Bulkhead sections are crated and loaded onto gondolas.

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Pacific Huts, Inc.

A complete hut every ten minutes for our fighting men in Alaska and the Aleutians is the outstanding production job being performed by the 750 workers at Pacific Huts, Inc., in Seattle, Washington.

Constructed largely of Pacific Northwest lumber products, Pacific Huts conserve vital war materials, shipping space and manpower in the field. They provide strong warm shelters that can be erected in the field by five men in eight hours. Each hut houses 16 men and can also be used as field hospital units. U. S. Army engineers have logged their successful use at 73 degrees below zero. They definitely fit the purposes for which they are intended.

Pacific Huts, Inc., was just an idea in mid-1942. Within sixty days the idea became a reality and production began. The plant is so constructed that raw materials go in one

end, hit an assembly line and move steadily to completion, then are crated in sections and hoisted onto freight cars. Production moves on a set-tempo and each worker has his particular job to do, eliminating waste of manpower.

Frank Hobbs, president, who is a mechanical engineer and production expert, and George K. Comstock, vice president, of Pacific Huts, Inc., are particularly proud of the plant's production record, which is 123 per cent of quota, and their low rate of employee absenteeism which is about 1.5 per cent. Plant morale is one of the outstanding features of this organization. Every worker wants to do a good job to provide our fighting forces with the very best housing protection.

Pacific Huts, Inc., has no sales problems. The Army takes all its production.

The Safety of Travel by Rail

Despite present day abnormal conditions of record traffic and shortage of equipment and manpower, the safety of travel by rail is still remarkable by any comparison.

Figures taken from the official reports of the Interstate Commerce Commission show that during the first seven months of the year 1943, the frequency of fatalities to passengers on trains was relatively lower than it had been in seventeen out of the twenty-one preceding years.

On the basis of incomplete infor-

mation for the months of August and September, it appears likely that the passenger fatality rate for the twelve-month period ended September 30, 1943, will be lower than that experienced in 1940, in 1938, or in any year prior to 1926, and may be lower than the rates for 1929 and 1933. Despite present difficulties the safety record of the railroads for the last twelve months is better than, or approximately as good as, it has been in nine out of the past twenty-one years.

THE GREAT NORTHERN GOAT

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

IVAN A. COPPE, Editor

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

Free Enterprise

As more and more figures are released concerning America's war production since Pearl Harbor, one very important fact stands out from all the rest—America, under our system of free private enterprise, is producing war materials faster than all the Axis countries combined.

That fact is important for each of us because so often in the last 10 years propagandists spreading un-American ideas have tried to convince some Americans that our democratic way of life and our privately owned business and industrial system were inferior in every respect to systems of government under which government itself controlled and owned business and industry.

America's wonderful war production records—accomplished under free private enterprise—prove how phoney all of this un-American propaganda was and is.

And the same free enterprise system which is beating dictatorship in

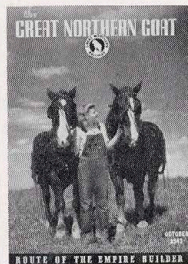
Four

wartime can and will provide America with a great new era of security and progress after victory—provided each and every one of us believes in that system and protects it from anyone or any group that may seek to destroy it.

Post-War Transport

The Transportation Association of America has a plan, if private ownership is to be preserved, and recommends that the facilities and services of domestic common carriers (waterways, highways, railroads and airlines), should be integrated into a limited number of competitive transportation systems, each being required to develop and render the most efficient and economical service or combination of services. *Such systems should be permitted the use of the public domain (highway, waterway and air) on the same terms and under the same conditions as accorded private citizens.*

The Goat's Cover



With the advent of the automobile and motor machinery, taking over the duties performed by Old Dobbin, the old nag was doomed for the scrap heap. But he kept right on *plugging* on odd jobs here and there. He was a forgotten man. A salute to *Old Dobbin* for the part he is now taking in helping to win victory.

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Mrs. Clifford Clapper of Bellingham, Wash. crossed the Cascade Mountains to help in the apple harvest. A large number of women annually help in the harvest.



Passing from the wash- ing machines to the workrooms, Wenatchee apples go through a process of cleaning, sorting and packing. Women do most of the work here.



In loading boxes of ap- ples into iced refriger- ator cars, thin strips of wood are nailed to the boxes to keep them from bulging and crush- ing in transit.

The Land of Famous Apples

The apple harvest in the Wenatchee and Okanogan valleys in the state of Washington is rapidly swinging toward its peak.

Stores and schools in the city of Wenatchee and neighboring valley communities will close when the harvest reaches its height so that townspeople and school children can go to the orchards to help pick apples. Students from the University of Washington, Seattle high schools and civilians from the densely populated areas in the Puget Sound district and Spokane are again being asked to volunteer their services to help the farmers harvest the crop. They will, of course, be paid for their labor just as other workers are. To encourage volunteer workers in the orchards, farmers have constructed dormitories and kitchens and have provided other facilities for housing them during the peak of the harvest season.

The 1943 apple crop for the Wenatchee-Okanogan district it is estimated will be in excess of 11,000,000 boxes of approximately one bushel to the box. It will require about 14,000 cars to move the crop, a large portion of which will be consigned to Uncle Sam's armed forces.

Wenatchee apples must pass a rigid standard for cleanliness, freedom from spray, size and color. They are delivered from the orchards to the processing plant for cleaning, sorting, packing and shipping. Apples are individually wrapped and strongly boxed. Before boxes are loaded into refrigerator cars, they go through a cold room which helps to keep the fruit at proper temperature while in transit. Loading refrigerator cars is a "team" job and the work is carried on with great rapidity.

The famous Wenatchee-Okanogan district is served exclusively by the GREAT NORTHERN Railway.

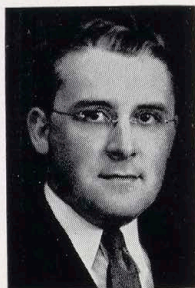
Appointments



Mr. Dixon

T. F. Dixon, GREAT NORTHERN'S general manager of lines west, Seattle, has been appointed vice president and general manager of the Spokane, Portland and Seattle Railway Company with headquarters in Portland, Oregon.

I. E. Manion, superintendent of GREAT NORTHERN'S Spokane Division, succeeds Mr. Dixon, with I. E. Clary, trainmaster, succeeding Mr. Manion. M. C. LaBertew has been appointed superintendent of the Kalispell Division, succeeding C. O. Hooker, who becomes superintendent of the Dakota Division, with headquarters at Grand Forks, N. D.



Mr. Buchanan

Appointment of M. L. Buchanan as agricultural development agent in Great Falls, Montana, is announced by E. B. Duncan, GREAT NORTHERN'S general agricultural development agent. Mr. Buchanan succeeds Charles E. Jarrett and will be associated with Fred Sanborn, agricultural development agent, in GREAT NORTHERN'S offices in Great Falls.

Mr. Buchanan is a native Kansan and has had extensive association with the livestock industry, being affiliated with the Animal Husbandry Department of the University of Idaho before joining the GREAT NORTHERN.

The Iron Horse

"I had tried for days to get a reservation on any one of the night trains from New York to Pittsburgh. It was absolutely impossible. Not a bedroom, roomette, lower or upper could be had for a week on any train. Nor could a parlor car seat be obtained on any of the day trains.

There is no way to describe the congestion of first-class travel, and I marveled anew as I repeated my inquiries at what seemed to be the inexhaustible patience of the ticket agents. Surrounded on all sides by desperate and often unreasonable importunings, they maintained remarkable composure and good humor.

Indeed, it would be hard to find words adequate to describe the service which the railroads have managed to maintain under the greatest

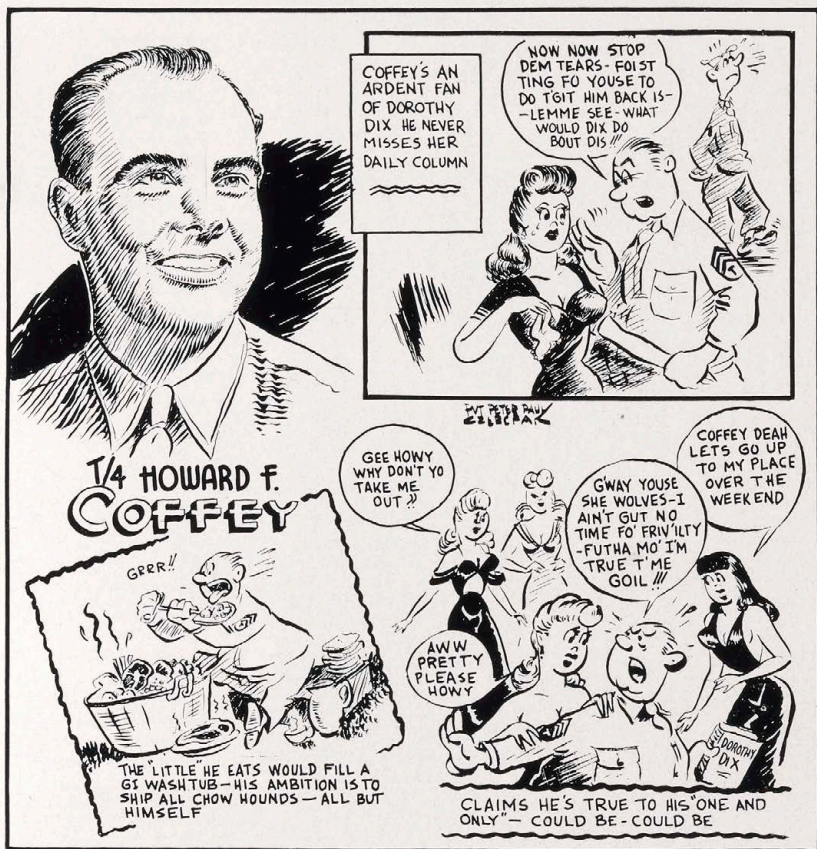
pressure ever brought to bear upon a traffic system.

One of the epics of this War will be the history of the railroads' performance. They have not only managed to absorb their own swollen traffic, but have added to their own transportation problems an incredible portion of all our other transportation burdens, utilizing equipment to transport erstwhile cargoes of the sea, excess loads from the sky, and a tremendous overload from the highways.

Its movement of troops alone is a major miracle. Were I to single but one American service as the greatest Home-front asset to our victory, I should certainly name the railroads."

Excerpt from a column by Florence Fisher Parry which appeared in *The Pittsburgh Press*, September 25, 1943.

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He's in the Army Now

The "F" in Technician Sergt. Howard F. Coffey's name stands for "Felix." Maybe that's why he's always smiling. A guy with a tag like that has to have a sense of humor.

Sergt. Coffey, prior to joining Uncle Sam's armed forces, was a passenger clerk in GREAT NORTH-EARN'S city ticket office in New York City. He is now attending Officers

Candidate School, Transportation Corps, Harahan, La.

The cartoon above was drawn by Pvt. Peter Paul Czerepak, staff artist of The Spartan, published by the Public Relations Office of the U. S. Army at Camp Croft, South Carolina, where Sergt. Coffey received his basic training.

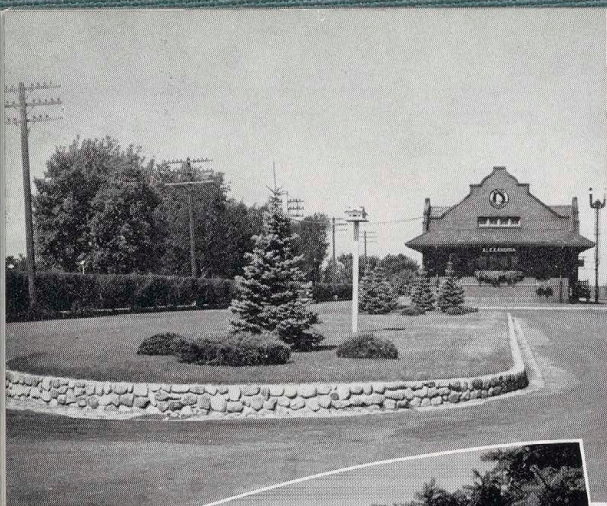
Alexandria, Minnesota

Landscape development is an empirical craft in which no two adventurers have precisely the same tale to tell. Hence, a personal tone may be condoned. It is primarily a fine art and as such its most important function is to create and preserve beauty in the surroundings of human habitations and in the broader natural scenery of the country.

Possessing a knowledge of nature's processes, a familiarity with nature's materials, and a sensitivity to the natural beauty of rock and wood and water, GREAT NORTHERN'S agent at Alexandria, in the Lake Park region of Minnesota, some years ago set out to create and preserve beauty in the surroundings of his daily work. Agent G. W. Carlson, or Bill as he is known to his associates and friends, has an appreciation and enjoyment of landscape gardening and

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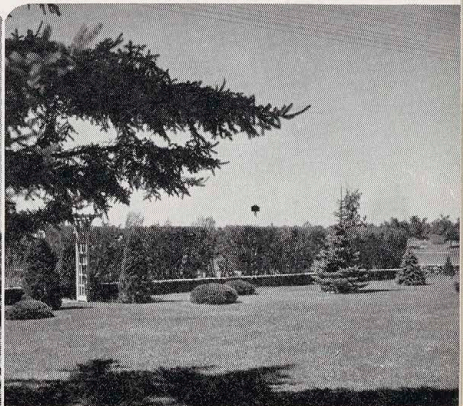
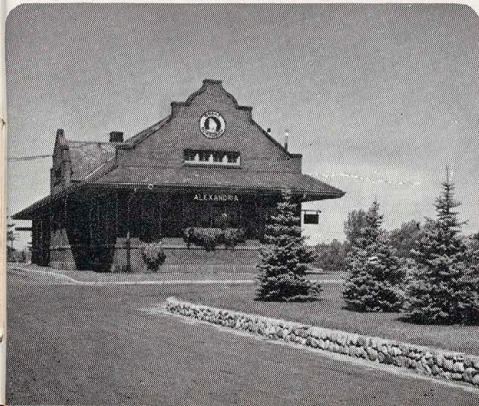
of natural landscapes. He encountered numberless problems but his natural aptitude and acquired knowledge carried him through to success.

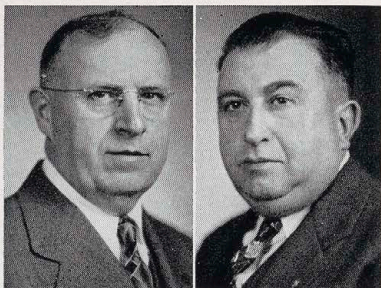
Today, Alexandria can boast of one of the finest and best maintained railway station grounds along the entire GREAT NORTHERN system.

And all due to the careful and patient planning of Agent Carlson.

Covering an area of approximately one acre, the station grounds are attractively planted with trees and shrubs consisting of Colorado Blue Spruce, Colorado Green and Black Hill Spruce, Mugho Pine, Pfitzer's

(Continued on page 13)





Mr. Berenbach

Mr. Doth

Promotions

Granted a leave of absence because of illness, Frank G. Devlin, GREAT NORTHERN'S paymaster, St. Paul, Minn., has been succeeded by Louis J. Berenbach, formerly assistant paymaster. Henry A. Doth, chief clerk in the paymaster's office, has been appointed assistant paymaster. William J. Wagner succeeds Mr. Doth as chief clerk.

Mr. Berenbach began working with the GREAT NORTHERN in October 1906 as a clerk in the paymaster's office. Mr. Doth's employment started in October 1910 as a clerk in the freight claim department. He was in military service in World War I.

Empire on Parade

Spanish and Portuguese versions of GREAT NORTHERN'S EMPIRE ON PARADE color and sound motion picture film are being prepared by the motion picture division of the Coordinator of Inter-American Affairs and will be released for exhibition in other American Republics through official United States Government channels.

EMPIRE ON PARADE was produced by the GREAT NORTHERN Railway and depicts agricultural and industrial progress and opportunities in the Northwest.

Ten

What Goes On!

The Spokane, Portland & Seattle Railway announces the appointment of H. W. Shields as assistant general passenger agent with headquarters in Portland, Oregon, to succeed Geo. L. Williams who has retired after 31 years of continuous service. Other appointments include C. J. Livingston as district passenger agent; Geo. F. Ehlen as assistant to the general freight and passenger agent; Russell E. Hendershott as general agent and Wilbur Z. Myers as city freight agent.

* * *

Arthur L. Scott, GREAT NORTHERN'S general agent passenger department, San Francisco, Calif., was recently elected president of the California Society of the Sons of the American Revolution. "Bud" as he is known to his associates and friends completed thirty years of service with the GREAT NORTHERN on September 4.

* * *

The Office of Defense Transportation, the Postmaster General, the Railway Express Agency and the Association of American Railroads are directing a vigorous campaign to establish in the minds of the American people a voluntary "closing date" of December 10 for mailing and shipping Christmas packages to points in the United States and Canada.

* * *

The Saint Paul Community and War Relief Chest will conduct its National War Fund drive from October 25 through November 4.

* * *

Pfc. Gerald H. Smith, a former GREAT NORTHERN employe in the company's St. Paul local freight depot, has been promoted to corporal at the Mountain Home Army Air Base, Idaho, where he is a dispatcher in base operations. Cpl. Smith enlisted in the U. S. Army Air Corps in October 1942 and has three brothers in the armed forces.



Goat Gaities



Why Dad!

First Girl Hiker: "I inserted an advertisement in our local newspaper recently under a box number for a male partner to accompany me on a fortnight's hiking trip."

Second Girl: "How interesting. Did you have any replies?"

First Girl: "Yes, hundreds—but there was a terrible row in the house over it."

Second Girl: "Good gracious, why?"

First Girl: "Father was one of the applicants!"

Stabbed

John: "So you're from the sheriff's office."

Bill: "Oh! You saw the badge on my shirt."

John: "Why you haven't got a shirt on."

Bill: "So that's why it hurt when I pinned it on."

A Snifter, Swish, Swig and Snort

A snifter is a light drink, not greatly exceeding a sniff or smelling of the liquor.

A swish is a drink long enough to wet the lips and require the wiping of the lips with a handkerchief or the back of the hand.

A swig is a drink deep enough to exhaust some of the air in the bottle. When the bottle is removed from the lips the air makes a gurgling sound, rushing into the bottle to fill the void.

A snort is when you hold onto the bottle so long that when you take it down you give a snort to get the fumes out of your lungs.

Poise

A college student arose from his table in a fashionable dining room and walked toward the door.

He was passing the house detective at the entrance when a silver sugar bowl dropped from his bulging coat.

The young man glanced calmly at the detective, then turned with polite annoyance toward the occupants of the restaurant.

"Ruffians!" he said. "Who threw that?" and walked out.

Heat

Wife (arriving home from party): "I'll never take you to another party as long as I live."

Hubby: "Why?"

Wife: "You asked Mrs. Jones how her husband was standing the heat."

Hubby: "Well, what of that?"

Wife: "Her husband has been dead for two months!"

Modern

Mother: "You know, Geoffrey, Norma is nearly seventeen years old, so today I had a frank discussion with her about the facts of life."

Father: "Ah! Did you learn anything new?"

Direction

A Mississippi steamboat was stopped owing to a dense fog. A nosy passenger inquired the cause of the delay.

"Can't see up the river," said the captain laconically.

"But I can see the stars overhead," the passenger came back sharply.

"Wal!" said the captain, "unless that loose boiler busts we ain't going that way."



Lookout stations are the "antennae" of the fire protection system of the forest service.



Fire finders supplemented by panoramic maps enable lookouts to spot incipient forest fires.

Protecting Our Forests

Lookout stations like the one pictured above on Surprise mountain dot the vast forest regions of the Pacific Northwest. Manned throughout the fire season, they are the "antennae" of the fire protection system of the forest service.

Nerve centers of the system are the ranger stations, in the valleys below the lookout stations, where reports are received by telephone and radio from the lookouts. A device known as the "fire finder", supplemented by panoramic maps, enables lookouts to spot incipient forest fires. This device and the radio form the principal equipment of lookout stations in this area.

The forest service is supplementing its regular roster with a consid-

erable number of civilian volunteers in protection work. Members of The Mountaineers, Inc., a Pacific Northwest out-of-doors recreation organization, are spending their vacations manning Surprise mountain lookout station. Mrs. Helen Felder and Miss Virginia Felder, of Everett, Wash., pictured above, members of that organization, spent their two weeks vacation this summer at this lookout station.

The lookout station is located $7\frac{1}{2}$ miles from Scenic, Wash., on the GREAT NORTHERN, at an elevation of 6,300 feet, and is reached by a pack trail which is a part of the Cascade Crest trail system.

With the strict closure of forest areas, forest fires are being kept to a minimum.

Conditional Train Stops

GREAT NORTHERN'S EMPIRE BUILDER, stops at Browning, Montana, under the following conditions.

West bound—*Sleeping car section* only will stop on flag at Browning to pick up revenue sleeping car passengers destined to Spokane or any point west of Spokane where No. 1 is scheduled to stop.

Sleeping car and coach sections will stop at Browning to discharge

revenue passengers from any point south of Shelby.

East bound—*Sleeping car and coach sections* will stop at Browning to discharge revenue passengers from Spokane and points west.

Sleeping car and coach sections will stop on signal at Browning to pick up revenue passengers for points south of Shelby or east of Havre where No. 2 is scheduled to stop.

Alexandria, Minnesota

(Continued from page 9)

Juniper, Persian Lilac, Golden Mockorange, Koster Blue Spruce, Austrian Pine, Red Cedars, Chandler's Silver or Blue Cedars and Mountain Pine. Hedges consist of Siberian Pea or Caragana. The outstanding plantings consist of Flowering Crabs forming a background to the station grounds. This planting is new and in two or three years will be very outstanding.

Well maintained lawns are curbed with native field stones of varied colors hauled in from nearby fields. Scattered throughout the grounds are bird houses of all descriptions and sizes, with single to 26 apartments each, and all are well patronized. Picturesque garden features are attractively located among the shrubbery.

Adjoining the station grounds on the west is Lake Agnes, one of many beautiful lakes in this region, which has long had a reputation as a summer playground, with many privately owned summer mansions. As its contribution to Agent Carlson's effort the city of Alexandria a few years ago provided a black bituminous roadway into the station grounds.

But Agent Carlson has not yet completed his landscape development. He firmly believes in the wisdom of making railway station grounds attractive because they form the main entrance to a city or village. Visitors judge a community by its appearance from trains or from the first impression given by the surroundings of a station. Further, the effect of these surroundings on one who is not a stranger and who sees them continually is important. Their appearance should make him proud of his city.

So, Agent Carlson says that in a couple of years his station grounds are going to look mighty fine.



Great Northern Railway employees in Uncle Sam's Armed Forces Oct. 1, 1943.

Our Gold Stars

Previously reported killed in action on Cruiser Houston, Robert L. Hanley, machinist apprentice in GREAT NORTHERN'S Dale Street Shops, St. Paul, Minn., before he joined the armed forces, has been reported by the Red Cross to be a prisoner of Japan. This reduces OUR GOLD STARS killed in action or died in service to October 1, 1943, to eleven.

Information concerning O U R GOLD STARS, men missing in action and those succumbing to disability in the United States and abroad, is compiled from data available.

Freight trains carried an average load of 1,086 tons of freight in the first half of 1943, the highest average on record.

Great Northern Sons and Daughters

Pictured on the opposite page are sons and daughters of GREAT NORTHERN employes who are in the armed forces of our country.

Laura Margaret McAndrews (1) recently joined the Women's Reserve of the U. S. Naval Reserve (Waves). She received her basic training at the Naval Training School, Hunter College, New York, and is now with the U. S. Naval Hospital Corps, Corona, Calif. Miss McAndrews began employment with the GREAT NORTHERN in August 1940 as a clerk in the comptroller's office. She was a member of the Glacier Park Drum Corps and Band.

Peter S. Proulx, GREAT NORTHERN'S traveling chief dispatcher with headquarters in St. Paul, Minn., is the father of Peter A. (2), Marie Antoinette (3) and Robert F. Proulx (4). Pfc. Peter Proulx, whose service began with the GREAT NORTHERN in June 1937, enlisted in the U. S. Army in April 1941 and is now stationed at Camp Haan, Calif., with the Anti-Craft Division of the Coast Artillery. Marie joined the U. S. Marine Corps Women's Reserve in August of this year and received her basic training at Camp LaJuene, New River, North Carolina. She is now stationed at Milledgeville, Georgia, where she is attending Georgia State College for Women for training in the Army Quartermasters Corps. She was employed in the auditor of passenger receipts division of GREAT NORTHERN'S accounting department. Sgt. Robert F. Proulx enlisted in the U. S. Army Air Corps in January 1942 and is stationed at Wright Field, Dayton, Ohio. His em-

ployment with the GREAT NORTHERN began in July 1938.

Cpl. Robert J. Fullerton (5), former patrolman, Minneapolis, Minn., in GREAT NORTHERN'S special agent's office, joined the U. S. Army in August 1942 and is now stationed at Camp Davis, North Carolina.

Lt. John H. Rauen, Jr. (6) and James M. Rauen (7), are the sons of John H. Rauen, GREAT NORTHERN'S district mail and baggage agent, Seattle, Wash. Lt. Rauen, formerly employed in Seattle, joined the U. S. Marine Corps in November 1942. He completed his basic training at the Marine Corps Boot Camp at Quantico, Virginia, and graduated from Officers Training School in March of this year. He reported to Camp Elliott, San Diego, Calif., in July and was assigned to duty in the South Pacific. James Rauen entered the U. S. Coast Guard in August of this year.

Lt. Charles F. Fischer (8) former stenographer-clerk in GREAT NORTHERN'S general agent's office in Bellingham, Wash., was inducted into the U. S. Army in June 1941. He was commissioned a 2nd lieutenant in March 1942 after attending Officers Candidate School at Carlisle Barracks, Pa., and a 1st lieutenant in December 1942. He is stationed at Fort Worden, Wash.

Petty officer, 3rd class, Harry Young (9) former employe in GREAT NORTHERN'S Dale Street and St. Cloud stores and at Breckenridge, Minn., enlisted in the U. S. Navy in July 1942. He is stationed at San Francisco, Calif., and has three brothers in the Army. His aunt, Mrs. Marie Lambert, is employed in GREAT NORTHERN'S St. Cloud Store.

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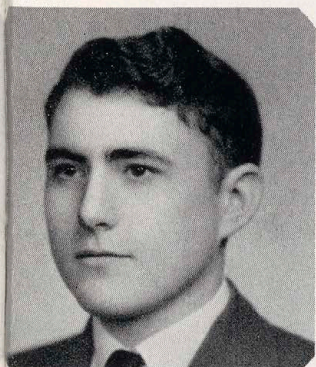


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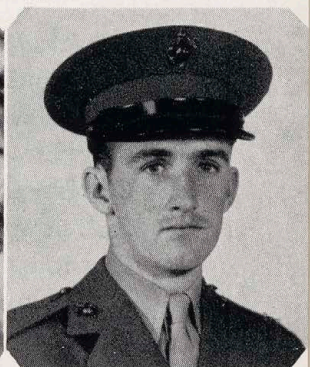
G. N. Employees In Uncle Sam's Armed Forces



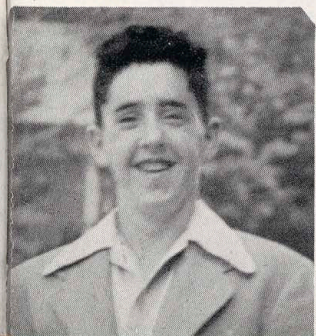
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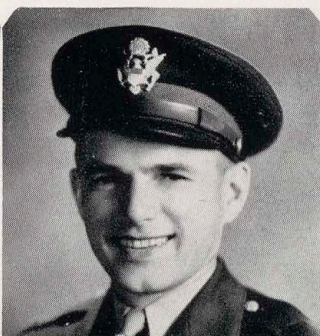
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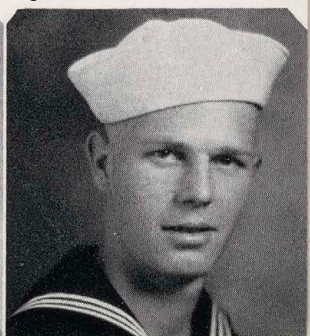
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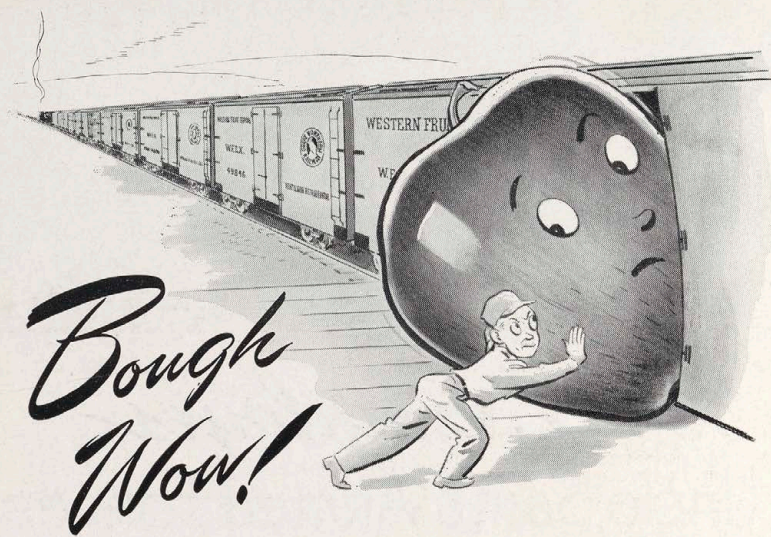
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Inspiring to see, luscious to EAT are the big vitamin-packed apples from Washington's famed Wenatchee Valley. They'll be the wows of International Apple Week, October 23 thru 30. Tons of healthful fruit now are rolling to markets and military commissaries via GREAT NORTH-ERN—a dependable transportation service on which the Wenatchee apple industry long has relied.

GREAT NORTHERN RAILWAY

BETWEEN THE GREAT LAKES AND THE PACIFIC

